



Credit: Visit Victoria

Trentham Structure Plan

Draft Structure Plan




April 2024
Hepburn
SHIRE COUNCIL



Acknowledgement of Country

Hepburn Shire Council acknowledges the Dja Dja Wurrung as the Traditional Owners of the lands and waters on which we live and work. On these lands, Djaara have performed age-old ceremonies of celebration, initiation and renewal. We recognise their resilience through dispossession and it is a testament to their continuing culture and tradition, which is strong and thriving. We also acknowledge the neighbouring Traditional Owners, the Wurundjeri to our South East and the Wadawurrung to our South West and pay our respect to all Aboriginal peoples, their culture, and lore. We acknowledge their living culture and the unique role they play in the life of this region.



Prepared for Hepburn Shire Council by Plan2Place Consulting.

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Landscape Architecture



Movement & Place Consulting

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1.0 Introduction

Trentham is a small rural township, located approximately 92 kms drive from the Melbourne Central Business District, 23 kms from Daylesford and 23 kms from Woodend. It is located on the lands of the Dja Dja Wurrung who have a long history of caring for the country and living in the area. European pastoralists arrived in 1851 (Hepburn, Short History of Daylesford, 2019). Today, the town is home to 1382 people and is 607 hectares (ha) in size.

The town is located approximately halfway between Daylesford and Woodend and intersected by the Kyneton- Trentham, Falls and Blackwood Roads. The town provides a range of local and tourist retail, business, employment, sporting, cultural and education services. The Trentham Golf Course adds to the lifestyle amenities available in the town for both residents and visitors.

Trentham was initially established by gold prospectors during the 1850s, and it later evolved into a timber town due to the proximity of the Wombat State Forest serviced by a railway. The forest borders the town to the east, south, and west and sits atop a spur of the Great Dividing Range. It is situated 800 metres above sea level and along with its rich volcanic soil, it has earned it a reputation for top-quality potatoes and seasonal produce. Today Trentham is renowned as a 'foodie' destination and a haven for nature enthusiasts.

Nestled within the Central Victorian Uplands Bioregion, the town is characterised by Messmate-dominated forests. Its proximity to the Great Dividing Range and the headwaters of the Coliban River is reflected in the presence of spring-fed ecosystems and meandering small streams that traverse the township including the Trent Creek and Stony Creek.

A context map of Trentham is shown in **Figure 1**.

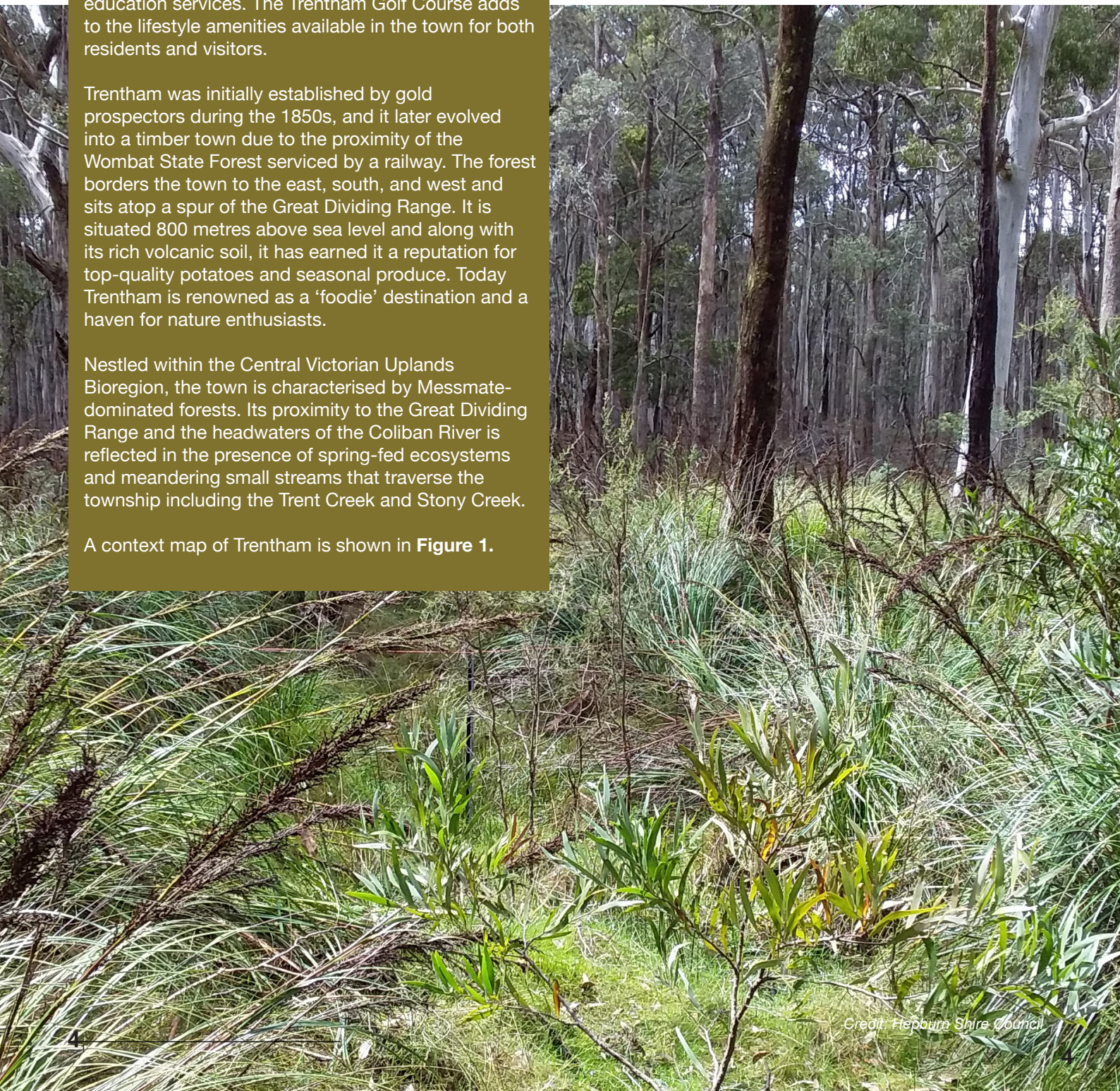
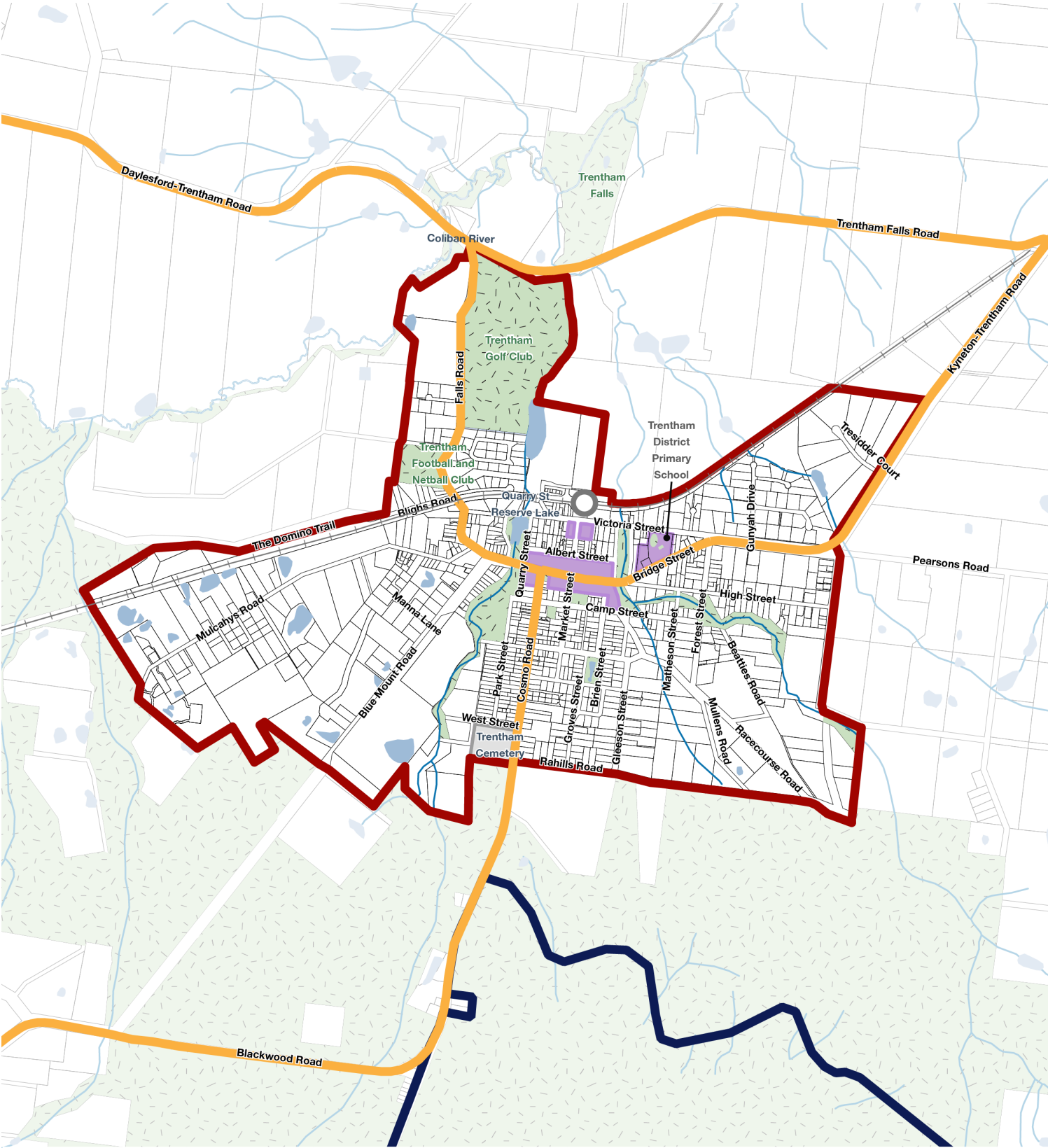
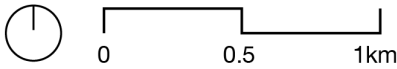


Figure 1: Trentham Local Context Map



- Existing Town Core Boundary
- Major Roads
- Property Boundaries
- Waterbodies
- Watercourses
- The Domino Trail
- Former Trentham Train Station
- Open Spaces
- Commercial And Civic Facilities
- Hepburn Shire Council Boundary



2.0 Town Regional Role and Context

Trentham is located on the eastern side of the Shire halfway between Daylesford and Woodend. It's proximity from Melbourne at 92 kms has seen the town's popularity rise with people attracted to it's location, amenity and lifestyle opportunities.

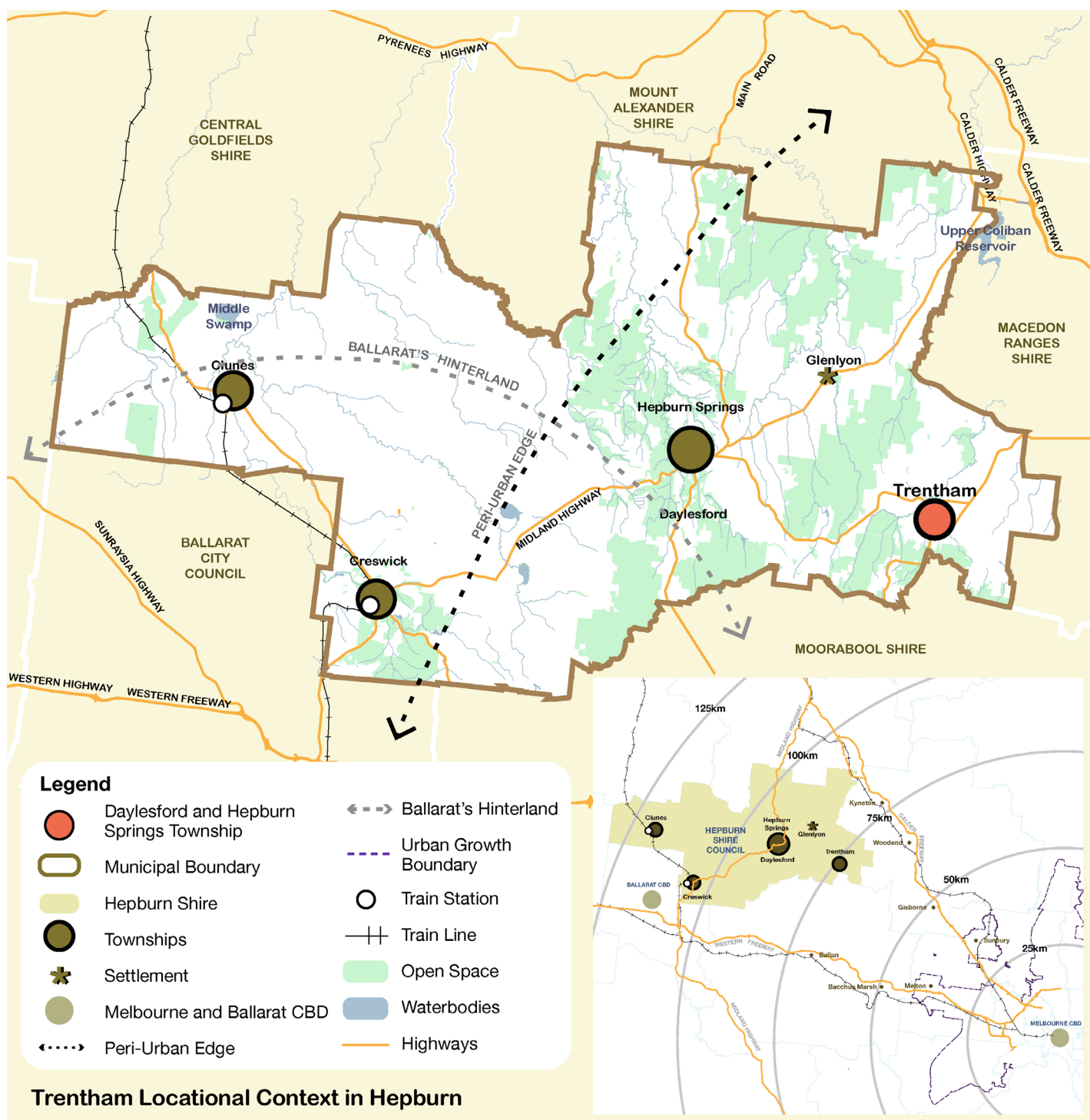
Surrounded by rich volcanic soil, the town's economy has traditionally been driven by forestry with timber from the surrounding Wombat Forest and agricultural activities. Today it is well known for potatoes and other seasonal produce and grazing. The whole of Hepburn Shire is included in a bid to recognise Victoria's Goldfields Region as a UNESCO World Heritage Area. There is a strong tourism draw with day trippers and

weekenders attracted by the town's heritage streetscape and offer of retail, food, nature and outdoor activities. The annual Spudfest celebrates the town's potato growing heritage.

Electricity interruptions are currently a significant issue in Trentham and may limit development in the short term. Council will continue to advocate to State government and supply entities to improve the reliability of the local electricity supply.

The regional context of Trentham is shown in **Figure 2**.

Figure 2: Trentham Regional Context Map



3.0. The Town Structure Plan

3.1 Role and Function

The Trentham Structure Plan has been developed to manage growth and development of the town to 2050. It is part of Council's Future Hepburn Project which aims to protect and enhance the existing character of our towns and rural settlements through strategic planning controls on growth and development. Through Council's 2023 community engagement, Co-design panels and voluntary community input such as the community-led Trentham Trumpet survey, we know that the community values and wishes to protect the rural landscapes, the heritage and character of townships, biodiversity and environment, and agricultural land.

The purpose and function of the structure plan is to plan for the future of Trentham by articulating a shared vision to protect the distinctive elements of the town

and build upon the opportunities.

The structure plan will guide the physical and natural environment, amenity, and activities of the town defining the boundary of the town and locations for any future growth.

Council is committed to facilitating towns with housing choice and diversity, well designed and located public spaces, walking and wheeling links and improved transport mode choice, conserving heritage, protecting waterways and biodiversity while managing risks such as bushfire and flooding. The preparation of a structure plan provides the opportunity to establish how these objectives will be achieved over coming decades in Trentham.



3.2. Boundary analysis

An analysis of the extent of the settlement boundary has been undertaken to determine what land is considered urban and land that is considered rural. These land designations lead to different requirements for a range of land uses and developments. Considerations include existing planning provisions, environmental significance and risks, population and housing needs, commercial and industrial requirements, availability of transport, walkability, strategic redevelopment opportunities and physical barriers. Background research expects demand for 272 new homes over the next 15 years. The boundary and this structure aim to plan for this growth and allow for potential growth beyond that period with a view to facilitate a functioning housing market.

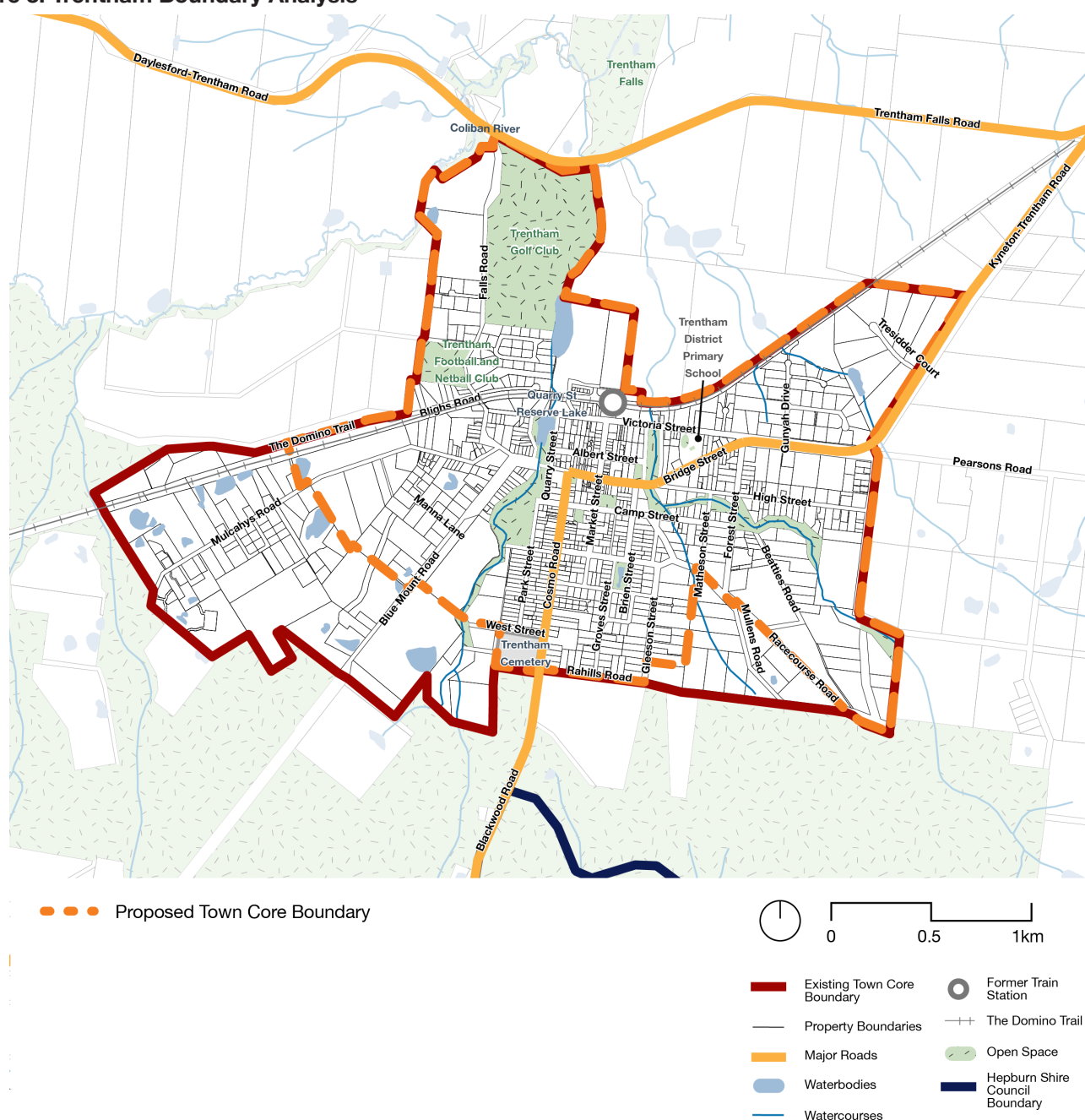
The Central Highlands Regional Growth Plan supports more limited residential, commercial and industrial growth of the town. Limiting factors on further development of the town are related to the town's forested and lower scale character, bushfire risk, biodiversity, surrounding agricultural land and industrial

buffer impacts. The town core boundary has been realigned in size in the south-west and south-east to exclude areas of low density residential land due to significant biodiversity and high bushfire risk factors.

For remaining land left within the boundary, there is sufficient commercial and industrial land and scope for additional residential development in areas to the west, south-west and east subject to meeting biodiversity and bushfire risk factors. Future development will need to be carefully managed but access and safety can be improved overall throughout the town by creating a new link road along the new boundary in the south-west between Mulchays, Blue Mount, and Cosmo Roads. The structure plan focuses on planning for the core town area. Council will continue to review the management of residential land in the town fringe.

The boundary assessment is included in **Appendix A** and a map of the proposed town core boundary for Trentham is shown in **Figure 3**.

Figure 3: Trentham Boundary Analysis



3.3. Strategic and statutory context

Planning in Trentham is influenced by a range of state and local policies, background studies and information.

State policy

- Plan Melbourne (2017 - 2050).
- Central Highlands Regional Growth Plan (2014).

Victorian Government policy including Plan Melbourne (2017-2050) and the Central Highlands Regional Growth Plan (2014) identifies Trentham as a small town for minimal growth with some access to services and limited convenience shopping. It is identified in the region of high quality and versatile farming areas where a range of agricultural activities are supported. The town is located within the peri-urban area of Melbourne.

Plan Melbourne states that “development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets”.

Local strategy and policy

Local strategy and policy influences include the following:

- The Municipal Planning Strategy (MPS) – Strategic Framework Plan which shows Trentham as a town with a defined boundary and subject to significant bushfire risk.
- The MPS - Settlement Plan which shows Trentham as a town that is identified as ‘other township’ and not identified for growth or consolidation.
- Clause 11.01-1L of the Hepburn Planning Scheme provides a local policy for the Shire’s townships and settlements and includes specific strategies and a township plan for Trentham
- Clause 15.03 sets out Council’s requirements for management of heritage places including retention, demolition and signage.



Existing zones and overlays

There are a range of zones and overlays that affect Trentham including the following:

Zones

Commercial 1 Zone (**C1Z**) applies to commercial centres for convenience retailing with mixed uses and accommodation encouraged.

Farming Zone (**FZ**) encourages productive agricultural land and employment and population to support rural communities on minimum lot size of 40 hectares unless specified.

The Industrial 1 Zone (**IN1Z**) which is applied to land where industrial uses are accommodated and other than a caretaker's house prohibit all accommodation.

Low Density Residential Zone (**LDRZ**) provides for a range of low density residential, tourism and rural uses suitable for areas with (0.2 ha) and without (0.4 ha) reticulated sewerage.

Neighbourhood Residential Zone (**NRZ**) which recognises predominantly single and double storey residential development and ensures that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics. Dwellings and residential buildings in this zone must not exceed 9 metres and two storeys.

Public Conservation and Resource Zone (**PCRZ**) applies to places where the primary intention is to conserve and protect the natural environment or resources.

Public Park and Recreation Zone (**PPRZ**) which is applied to public parkland for public recreation and open space and protecting and conserving areas of significance.

Public Use Zone (**PUZ**) applies to public land use for public utility, infrastructure and community services.

Rural Conservation Zone (**RCZ**) applies to protect and enhance the natural environment for its historic, archaeological, scientific, landscape, faunal habitat and cultural values.

Rural Living Zone (**RLZ**) specifies a lot size of at least 2 hectares and provides opportunities for some rural uses to occur. A different lot size can be specified in a schedule to the zone (which is between 4-8 hectares in Hepburn).

Transport Zone (**TRZ**) which is applied to land for declared roads, railways and other important transportation infrastructure.

Special Use Zone (**SUZ**) provides for tailored provisions for a wide range of purposes, such as showgrounds, freight logistics centres and tourism precincts.

Overlays

Bushfire Management Overlay (**BMO**) identifies and manages areas of bushfire hazard.

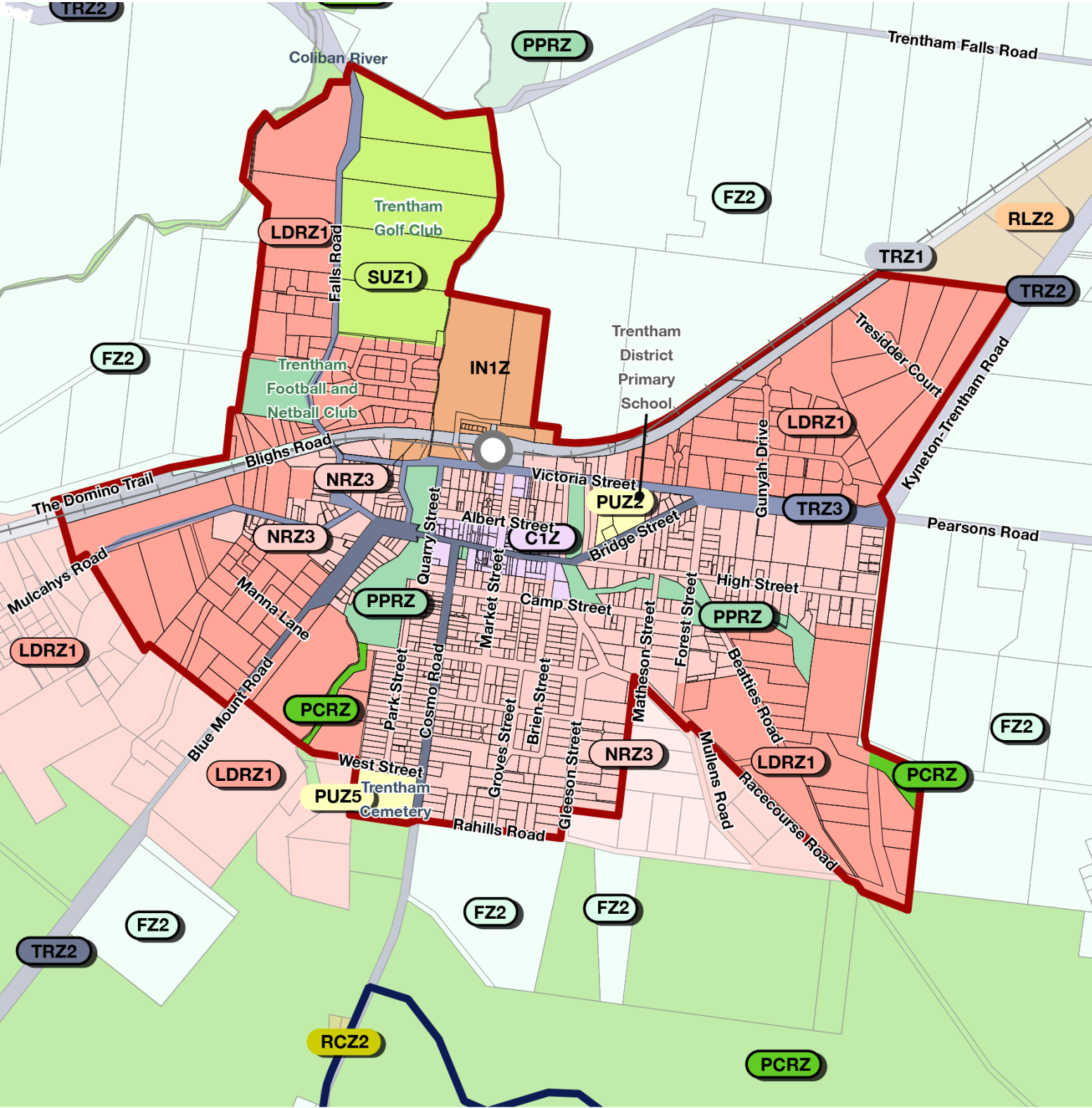
Environmental Significance Overlay (**ESO**) manages development of land may be affected by either environmental constraints or significant natural environment.

Heritage Overlay (**HO**) manages development of heritage places.

Vegetation Protection Overlay (**VPO**) protects significant vegetation requiring a permit to lop vegetation.

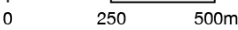

Existing zones and overlays affecting Trentham and surrounds are shown in **Figures 4 and 5**.


Figure 4: Trentham Existing Zones




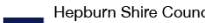
- C1Z** Commercial 1 Zone
- FZ** Farming Zone
- IN1Z** Industrial 1 Zone
- NRZ** Neighbourhood Residential Zone
- LDRZ** Low Density Residential Zone
- PCRZ** Public Conservation and Reserve Zone
- PPRZ** Public Park and Recreation Zone
- PUZ** Public Use Zone


- RCZ** Rural Conservation Zone
- RLZ** Rural Living Zone
- SUZ** Special Use Zone
- TRZ1** Transport 1 Zone
- TRZ2** Transport 2 Zone
- TRZ3** Transport 3 Zone



 Town Core Boundary

 Property Boundaries

 Hepburn Shire Council Boundary

 The Domino Trail


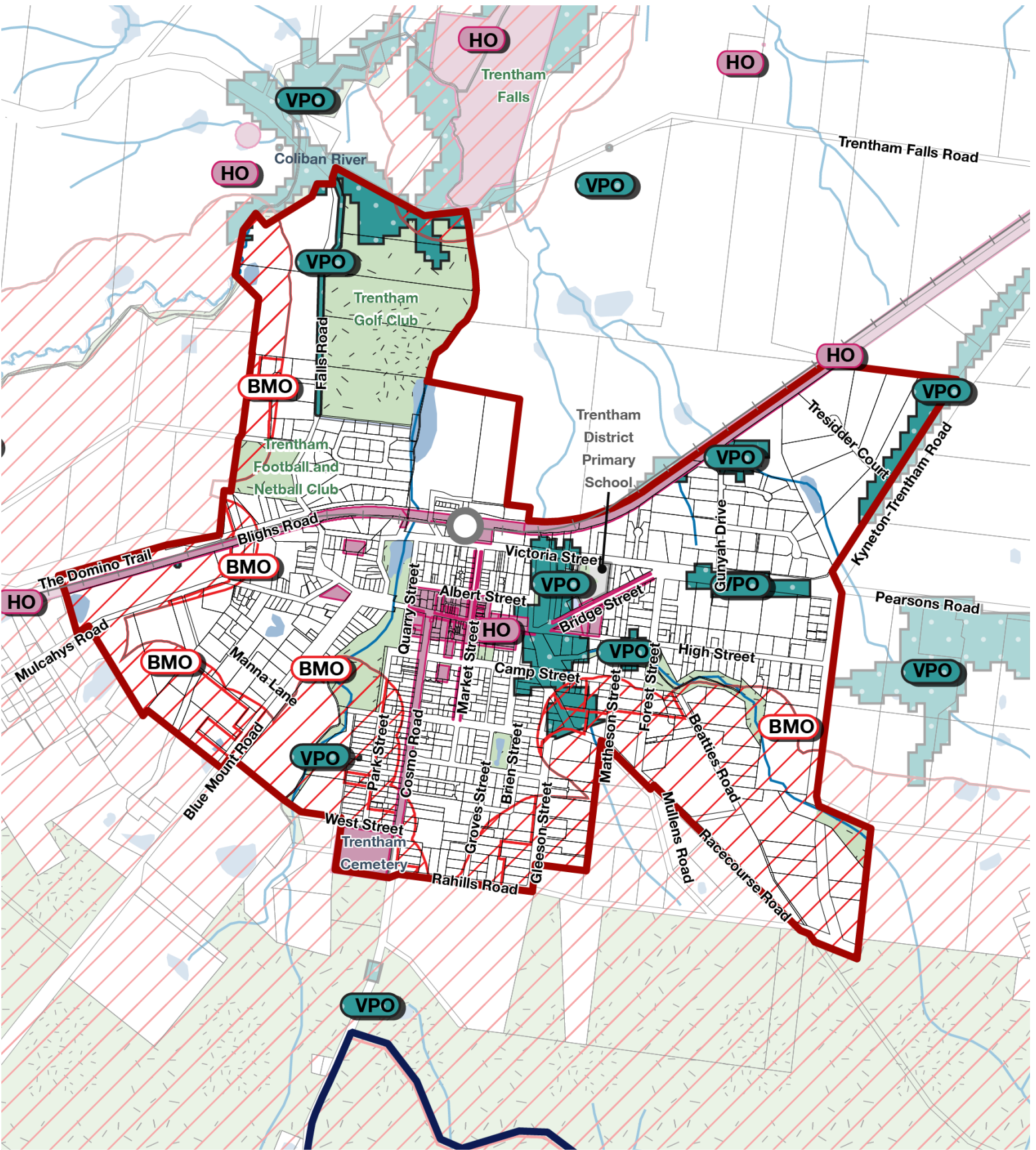
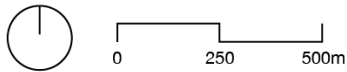
 Former Train Station

Figure 5: Trentham Existing Overlays



- BMO** Bushfire Management Overlay
- HO** Heritage Overlay
- VPO** Vegetation Protection Overlay

NOTE: Entire municipality subject to ESO1 Proclaimed Water Catchment- aims to protect water quality and the health of waterways in the water catchment.



- Town Core Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Open Space
- The Domino Trail
- Former Train Station
- Trentham Major Hazard Facility and Transfer Station
- Hepburn Shire Council Boundary

3.4. Background research

The following background research has informed this structure plan:

- A Home in Hepburn Shire Strategy and Action Plan (Hepburn Shire Council, 2022) sets out a strategy and action plan to address the Shire's affordable housing challenges.
- Biodiversity Assessments Part 2 Field Assessments Hepburn 4 Structure Plans (Practical Ecology, 2023) assesses biodiversity in towns identifying ecological values to inform structure plans.
- Hepburn Heritage Strategy 2020-2030 (Hepburn Shire Council, 2020) sets a long term plan for managing the Shire's significant heritage assets.
- Hepburn infrastructure surveys – Summary of results (Hepburn Shire Council, 2023) details infrastructure service provider plans and considerations for the development of the structure plans.
- Hepburn Integrated Transport Strategy Background Report, (Movement and Place Consulting 2023) provides an analysis of transport issues and opportunities for the Shire.
- Hepburn Shire Land Capacity and Demand Assessment (SGS Economics and Planning, 2023) estimates population growth and forecasts requirements for residential, commercial and industrial land to 2041.
- Rural Hepburn: Agricultural Land Study and Rural Settlement Strategy, Background Report, (RMCG, 2023) and Draft Strategy (2024) provide background information to inform a strategy that safeguards agricultural productivity and biodiversity of rural land from inappropriate development in the Shire to 2043.
- Part B: Trentham- Existing Neighbourhood Character Assessment and Urban Design Framework (Hansen Partnership, 2023) provides background information on the existing neighbourhood character types and issues and opportunities in the core of the town.
- Strategic Bushfire Planning Assessment (Terramatrix, 2023) assesses bushfire risk and recommendations for town growth.
- Rapid Flood Risk Assessment – North Central CMA Region (HARC, 2020) identifies preliminary estimates of flood risk to help identify and prioritises areas where more detailed, site specific flood studies are recommended.



4.0 Community and Stakeholder Engagement

4.1. Methodology and outcomes

The development of a structure plan for Trentham is part of a once-in-a-generation project - Future Hepburn. Future Hepburn aims to protect and enhance the existing character of Hepburn's towns and rural settlements. It is made up of three key projects being the township structure plans and supporting technical studies, and the two shire-wide strategies of Rural Hepburn: Agricultural Land and Rural Settlement Strategy and the Hepburn Integrated Transport Strategy.

Community engagement to prepare the structure plan has been undertaken in two stages.

Initial stage

In the initial stage, Council was looking to understand the vision, priorities and preferences, and values of the community. A variety of community communication and engagement methods including the Trentham Conversation Starter, background papers, survey, in-person community sessions and other community and stakeholder activities were held. At the completion of this phase an Engagement Report was developed and

shared with the community. Refer to the 'Trentham Structure Plan Engagement Report', Wayfarer Consulting, July 2023 for further details. This served as a foundation for the second, deeper stage of engagement.

Deeper stage

A community panel worked together to assist Council in creating a shared vision and objectives based on six key themes identified within the Trentham Conversation Starter for the township Structure Plan. Over three co design workshops held in October and November 2023, members gained a deeper understanding of the complexity of the issues to find common ground. Panel members were given time between sessions to access information, talk with Council staff, hear from and ask questions of planning, urban design, transport, biodiversity, bushfire and heritage experts. The outcomes of these Panels are summarised in the Trentham Structure Plan, Co design workshops, Key findings; Wayfarer Consulting, December 2023.

Trentham Community Engagement Summary

69

People responded to the online survey

27

People attended the community engagement sessions

Housing



- Residents were concerned about AirBnB and housing affordability
- Diverse housing forms for all sorts of household compositions
- Accessible housing for those living with disabilities

Urban Design



- Most valued the large street trees, wide streets and nature strips.
- Residents wanted larger blocks, street trees and space around new developments

Environment and heritage



- Most respondents most valued the natural beauty and environment, especially creeks, floodplains and Wombat State Park

Movement and Access



- Improvements in surfaces, safety for wildlife and making riding or walking a nicer experience.
- There were fewer mentions of improving the public transportation network, or road network, as compared to other towns.

Business and economy



- Additional retail and health service businesses
- Respondents believed that infrastructural improvements are necessary to attract businesses
- Keeping with the town character and visual amenity

Community and Social Assets

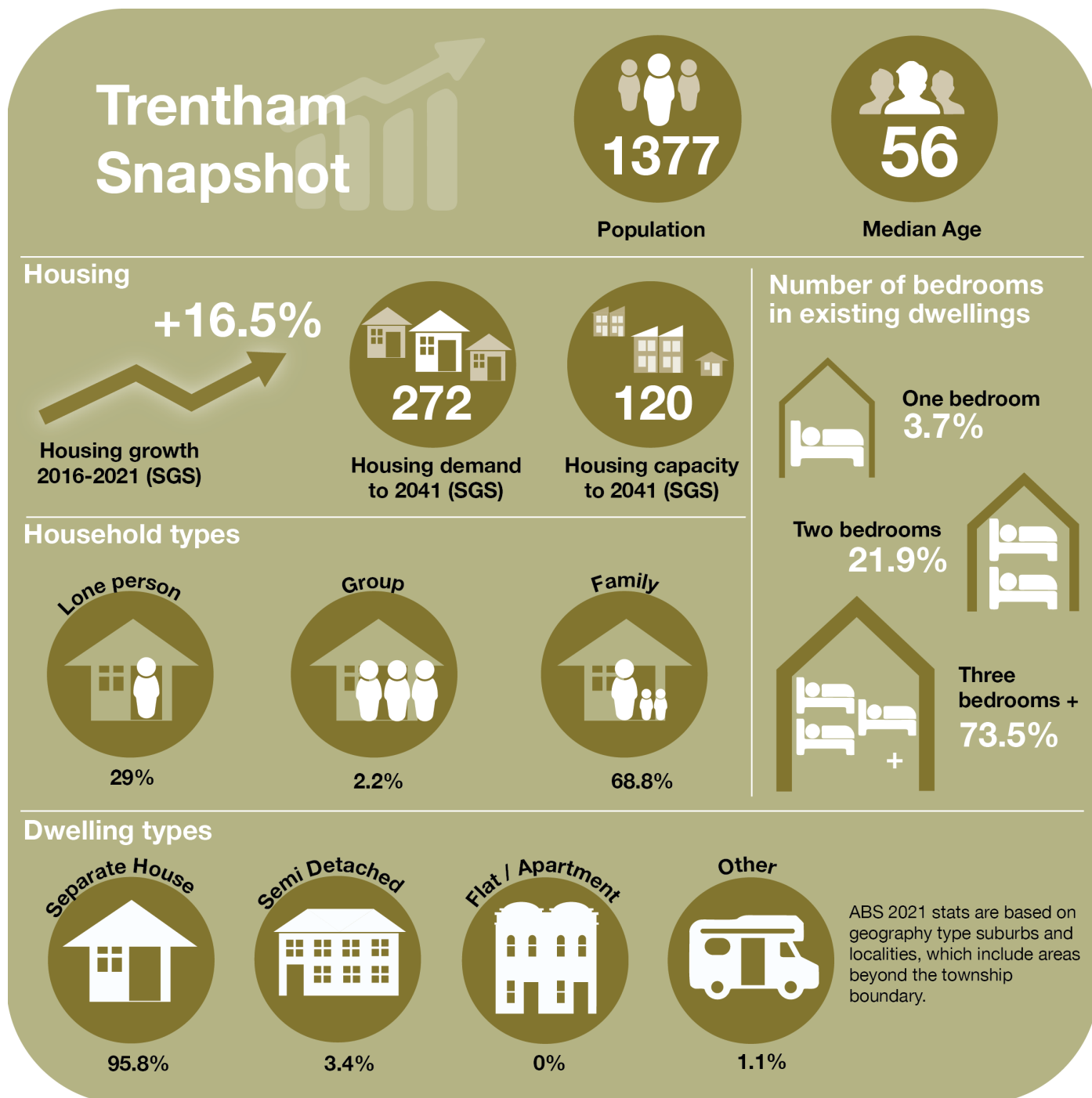


- More EV charging locations, informal parks and gardens, arts and cultural facilities, community transport and small community meeting and event spaces within the town.

5.0. Town Overview and Key Issues

The Structure Plan for Trentham sets out a long term plan to manage growth and development of the town protecting the distinctive elements, building on opportunities and managing the challenges.

The Structure Plan is organised around six key themes: housing, environment and heritage, movement and access, business and economy, urban design, community and cultural infrastructure. Each theme provides a summary of the elements, opportunities and challenges that shape the plan.



5.1. Housing

Trentham has been increasingly popular for housing development and the town's historic character is fundamental to its appeal as a place to live. Housing in the town core consists of largely Gold Rush Era houses in a grid network with an outer core of newer developments arranged in a cul-de-sac layout or a row formation with one to the front and one behind.

Like many towns within the municipality, short-term accommodation has become a big part of Trentham's housing stock as a result of tourism's role in the Hepburn economy. Many of the private rentals are investment properties that have property owners living in Melbourne, interstate or internationally, and the main factor in setting the rent rate is their mortgage repayments rather than what local potential tenants can afford.

In the town, 130 new dwellings were constructed between 2016-2021. Most houses are detached (90.6%) and there are a limited variety of housing types, with three-bedroom or larger dwellings being the majority (67.5%). There is high home ownership but a lack of rental properties that leads to escalating rents and a shortage of long-term rental options.

There are investment gaps in social and affordable housing and estimated to be 13 social housing dwellings within the township.

These challenges have broader implications, affecting the ability of residents to age in place, limiting affordability and creating housing scarcity for local business staff. Consequently, people often seek more affordable alternatives in different areas, impacting the local economy and community cohesion.

SGS has estimated that Trentham will require an additional 272 lots to meet housing demand by 2041 with current capacity estimated to be 120 lots. An additional 150 lots will be required to meet housing demand within the town by 2041.

The area in the south-west, while providing capacity, is currently poorly configured and requires improved design and connections to enable residential development. It is also subject to high bushfire and high biodiversity values. Expanding capacity with new residential areas on the edge of Trentham is not proposed due to more intensive farming zones in the north and forested areas to the south.

Rezoning areas with access to sewerage and reticulated water can facilitate greater densities than currently allowed providing more housing, while responding to environmental and bushfire risk factors.

Determining housing change areas integrates a range of different components of strategic work undertaken by Council and provides greater direction for development in Trentham.

Two housing change areas have been identified:

- Minimal housing change- locations with heritage, environmental and physical constraints and special neighbourhood character, and therefore have reduced capacity for housing change and growth.
- Managed housing change areas – encompasses residential areas with established neighbourhood character values that have greater capacity for housing change and growth to occur.



5.2. Environment and heritage

Dja Dja Wurrung heritage and colonisation

Djarra peoples shaped the ecosystems in the area that would become Trentham over thousands of years. Sedgy riparian woodland vegetation featuring Swamp Gum and the endangered Brooker's Gum occurred along creeklines while Herb-rich foothill forest of mixed eucalypts, including Messmate, Manna gum and Snow gum grew over a grassy and herb-rich groundstorey on higher ground. Since colonisation, these natural/cultural landscapes have been significantly disturbed by loss of traditional land practices, mining, clearing, grazing and pasture improvement, weed invasion and permanent human settlement. However, some remarkably intact remnants survive within reserves and private land within the town core boundary.

Shared heritage

Trentham was initially established by gold prospectors during the 1850s, and it later evolved into a timber town due to the proximity of the Wombat State Forest.

Trentham is well known for potato cultivation, owing to the presence of nutrient-rich volcanic soils in the area. Spudfest is an annual festival that runs in Trentham, celebrating potato farming and bringing locals and visitors together. The Shire's well-preserved 19th-century gold mining landscapes hold immense significance at the state, national, and potentially even international levels, offering a valuable glimpse into the historical progression of the gold rush era in Australia.

Trentham is surrounded by forest which support important biodiversity and contributes to the town's character. The forest provides habitat to numerous protected flora and fauna species and is valued by local community, even while presenting a bushfire risk and a hazard to life and property during major storm events. Trentham Falls is located to the north of the town and is Victoria's highest single-drop waterfall. The waterfall is a popular attraction for both locals and visitors.

Environmental hazards and climate change

Responses to the impacts of climate change in Trentham is a key challenge, with hotter, drier, more frequent and intense weather events predicted. The Shire has already felt the impacts of these types of events in the last few years with Trentham impacted by a major storm in 2021 that caused unprecedented damage. Future growth and development will be affected by bushfire, flooding and a range of other increased natural hazards so protection of human life and risk anticipation are very important to guide Trentham's present and future.

Trentham is a bushfire prone area. Areas within the existing town core boundary with existing built form and reduced vegetation are safer areas. The north-east areas of the town and land well within the town boundaries provide the safer areas for future development. Higher risk areas have been identified as within 400m of the

forest, with poor accessibility for CFA fire trucks and to the north, east and south of the town due to the difficulty of achieving a BAL of 12.5 (as shown in **Figure 7**). An appropriate edge treatment will be needed for a defensible perimeter that can border a rezoned residential area in the south-west of the town. This would lead to a revised (and smaller) town core boundary that implements improved fire safety responses for development (as shown in **Figure 3**). A perimeter road between Mulchays Road and Cosmo Road would also deliver improved road connections and multiple points of ingress and egress.

Biodiversity conservation

Preserving the native vegetation and habitat features within the township is important for maintaining amenity and wider regional biodiversity values around Trentham. Four major areas with high biodiversity values have been identified including linear remnants along the Domino Trail, roadside trees along the Kyneton-Trentham Road and areas in the southeast and southwest of town that are contiguous with the Wombat State Forest. Significant roadside vegetation along the Kyneton – Trentham Road is covered by a Vegetation Protection Overlay within the Hepburn Planning Scheme but the other three areas are not covered. Retention of areas of medium and high-quality vegetation adjacent to the Wombat Forest in the south and south-west is incompatible with the town's growth to these boundaries.

Many species of fauna call Trentham home. Three hundred and twenty four fauna species including 19 introduced species, and 589 flora species, including 116 introduced species were identified within a 5 km radius of the Trentham Investigation Area on the VBA database. Of these 42 fauna species and 15 flora species were listed as significant species under the Flora and Fauna Guarantee Act (FFGA 1988) or the national Environmental Protection and Biodiversity Conservation Act (EPBC 1999). These included records of Growling Grass Frog and Powerful Owl within the town core boundary, while Gang Gang Cockatoos, Greater Gliders, and Brush-tailed Phascogales have been found nearby and are likely to utilise habitat within the town core boundary.

The Wombat State Forest has been identified as a significant habitat which should be protected and enhanced. Under the accepted recommendations of the VEAC Central West Investigation, forest closer to Trentham will be re-designated part of a 'Blackwood Regional Park' that will be contiguous with a wider Wombat-Lerderderg National Park. Trentham potentially being a 'gateway town to this major new National Park. Ecological flows and wildlife movement is facilitated by continuing presence of corridors of remnant vegetation on private properties adjoining the park and along road reserves including Beatties Road, Mullens Road, Kyneton-Trentham Road and Feeleys Lane. Green corridors that allow wildlife movement also exist along main water features including those passing through the town. Open space along waterways provide an opportunity for both wildlife, vegetation and community movement through the town.

Waste transfer station, former landfill, major hazard facility and former foundry

There are three main industrial sites in Trentham. They include the:

- The Waste Transfer Station which is located on the site of the former Trentham landfill at 145 Blackwood Street. The facility accepts both non-organic and organic waste for transfer elsewhere. A land use separation of up to 500 metres could be applied between the facility and a sensitive use (such as residential use). This is to prevent the encroachment of sensitive uses and to better manage unintended offsite impacts such as odour, dust, noise and landfill gas. These impacts could be better managed by applying a Buffer Area Overlay to the area around the facility but its precise extent would be subject to further detailed environmental assessment.
- The former Trentham landfill operated until 2004. It is approximately 2 hectares in size and contains putrescible waste. The landfill requires ongoing management to ensure that offsite impacts are managed. This includes minimising public access, groundwater management and invasive weed management. A land use separation of up to 500 metres could be applied between the facility and a sensitive use. This is to prevent further intensification of residential uses and development. Impacts from the former landfill could be better managed by applying a Buffer Area Overlay to the land and its surrounds but its precise extent would be subject to further detailed environmental assessment.
- A Major Hazard Facility (MHF) is located at 10 Station Street which relates to the Arch Wood – Arxada Wood Protection business. The facility is licenced by the EPA as a chemical works and does not currently meet environmental guidelines for appropriate separation distances to sensitive uses. Inner and outer safety areas of 100 and 500 metres apply as well as even greater separation distances to sensitive uses but these distances need to be informed by technical risk assessments from the facility's operator. This site is not an appropriate location for an MHF and it ideally should be relocated. A Buffer Area Overlay and Environmental Audit Overlay should be applied to the land and the area around the facility but their precise extents would be subject to further detailed environmental assessments and if the facility remains.
- A former foundry is located at 6-8 Victoria Street, approximately 100 metres from the MHF and its planning is dependent on the future of the MHF site. The former foundry site is vacant and it has been proposed to be rezoned to the Mixed Use Zone with an Environmental Audit Overlay. Given its historical use and potential for contamination, a statutory environmental audit should first be undertaken to determine if a sensitive use can be safely accommodated.

These industrial sites all require careful management and planning responses to ensure a responsible outcome for the town and its community.

Dja Dja Wurrung land significance

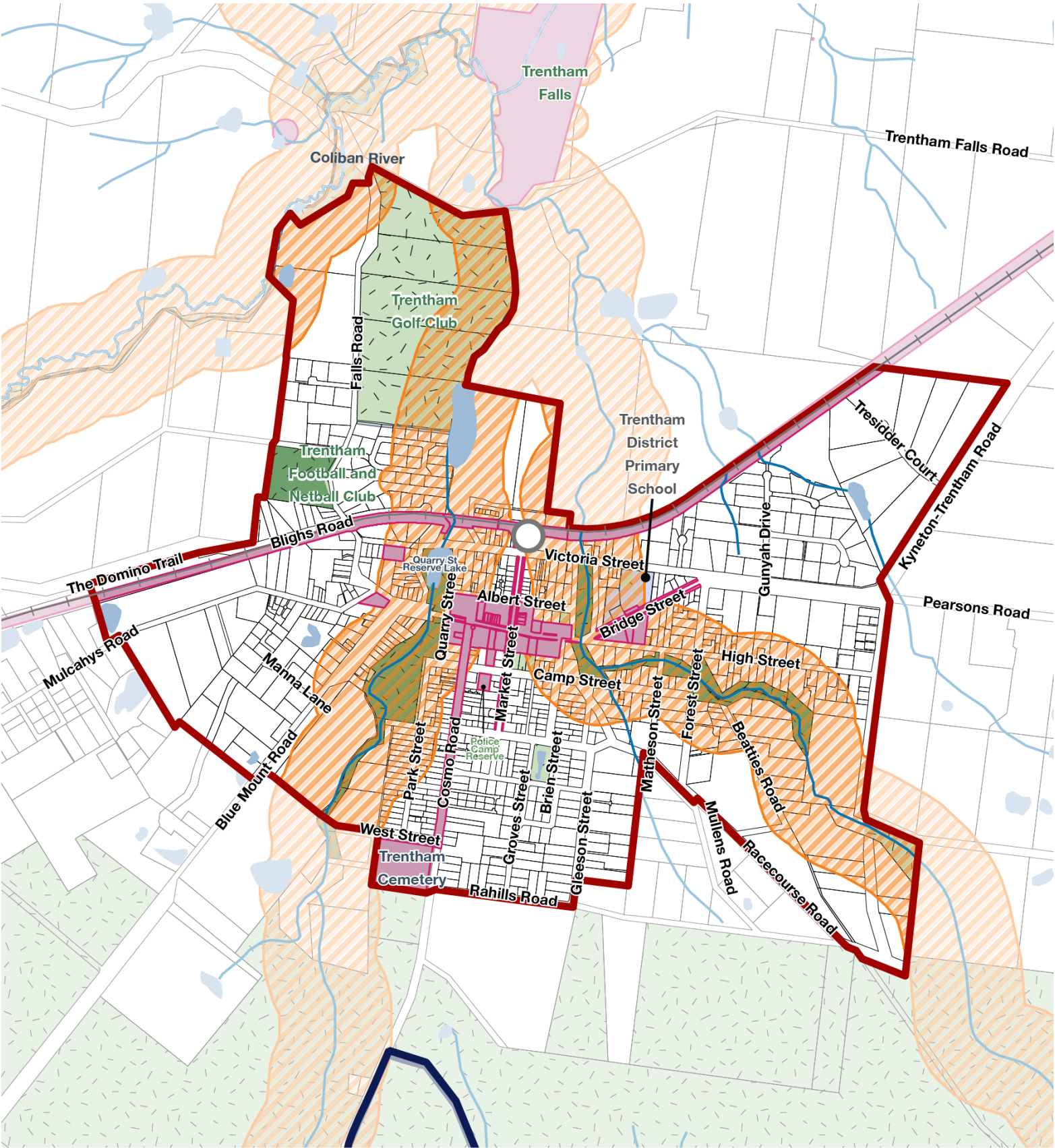
Originally managed by age-old practices of the Djaara people for thousands of years, the natural ecosystems of the area, such as Loddon River and its tributaries, have been significantly disturbed. For the Dja Dja Wurrung People, Country is more than just the landscape and more than what is visible to the eye. Country is a living entity which holds the stories of creation and histories that cannot be erased. The Dja Dja Wurrung only use the land in a way to make provision for future needs. They use natural resources by making traditional objects and artefacts, fishing, hunting and gathering and using plants for medicinal purposes. Though their Country is vastly changed, it still holds many important values to the Dja Dja Wurrung.

Hundreds of years ago, this land was mostly covered in open forests and woodlands, providing the Dja Dja Wurrung with the plants and animals they used for food, medicine, shelter and customary practices. Important tucker and medicine species to the Dja Dja Wurrung can still be found across their Country including eels, mussels, crays and fish, like Murray Cod and yellow belly, emu, goanna, possum, kangaroo and wallaby. Local plants include lomandra, saltbush, nardoo, cumbuji, wattle, red gum and chocolate lilies.

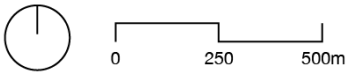
Adapted from the Dhelkunya Dja, Dja Dj Wurrung Country Plan 2014-2034



Figure 6: Trentham Heritage Map

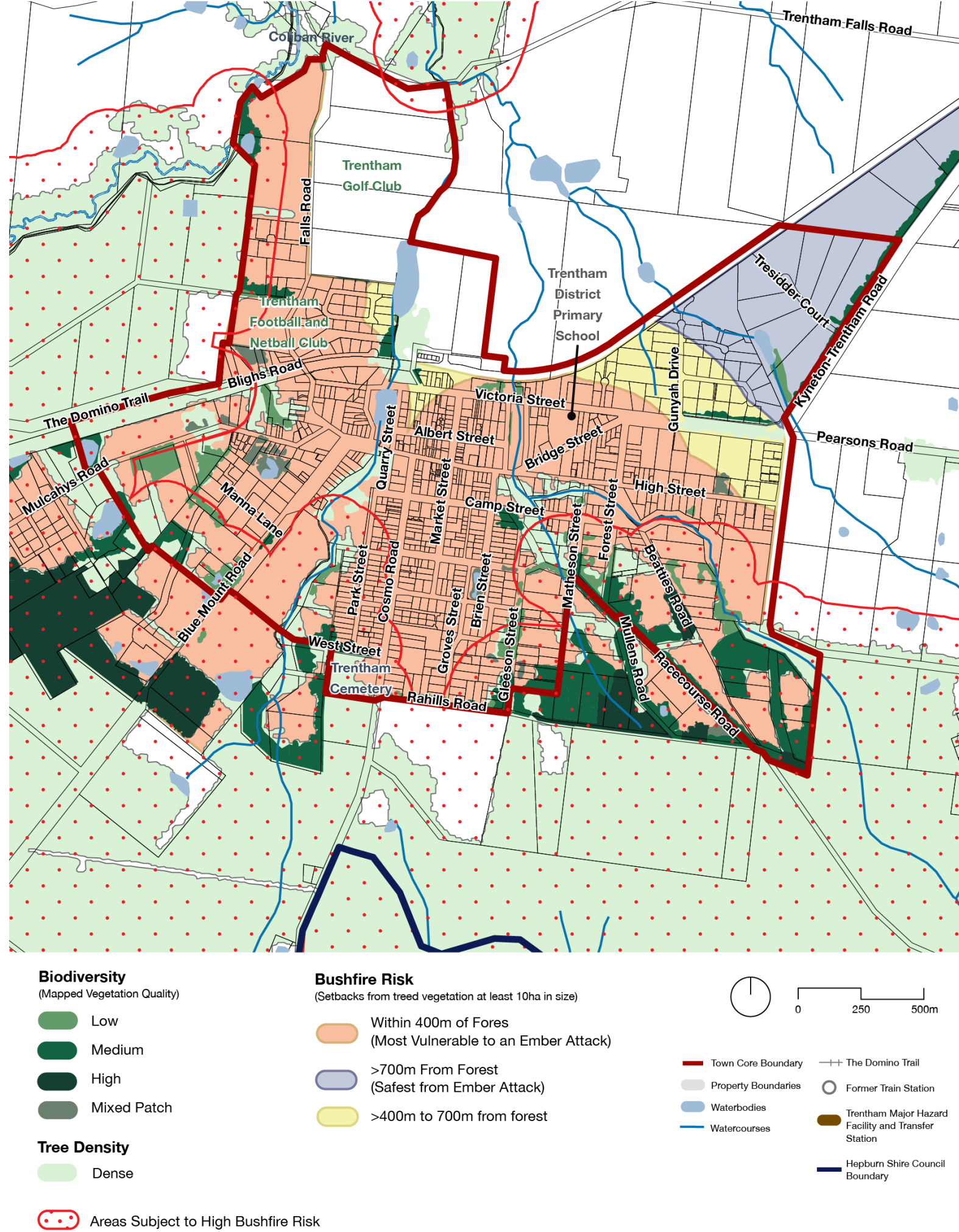


- Heritage Places as identified in the Hepburn Planning Scheme
- Areas of Aboriginal Cultural Heritage Sensitivity Within 200m of a Watercourse



- Town Core Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- State Reserve/National Park
- Open Space
- The Domino Trail
- Former Train Station
- Trentham Major Hazard Facility and Transfer Station
- Hepburn Shire Council Boundary

Figure 7. Trentham Climate Change and Biodiversity Map



5.3. Business and economy

Trentham was built on gold, forestry, agriculture and particularly potatoes. Throughout the years, the economy has evolved to be predominantly based on tourism, food and agriculture, with potato growing continuing to be popular. Most businesses are predominantly concentrated around the centre of the town on High Street, Camp Street and Albert Street. There are other businesses scattered intermittently throughout the town such as accommodation services. Some of the retail options available within the town include a small supermarket, chemist, bakery, cafes and hotels.

SGS estimate that there will be demand for an additional 3,900 sqm of commercial floorspace in the town to 2041. There is existing capacity to accommodate that growth beyond 2041 in existing zoned land on High Street and Victoria Street.

Unlike Daylesford and Hepburn Springs which bring in substantial tourist traffic during the weekend and holiday periods, Trentham has more modest amounts of tourist foot traffic and a smaller 'daytime population'. The main tourist destinations are the Trentham Falls, the Domino Trail and the Wombat State Forest. There are a small number of lifestyle shops that support tourism.

The Trentham railway (now the Domino Trail), used to be important within the Trentham economy, but has been closed since 1978. The site of the former railway station is now a tourist information hub and serves an important role in the tourism services of the town and again in the town's economy.

There is a significant opportunity for Trentham to capitalise on the eco-tourism market. This relates to its proximity to the new National Park being established to be known as the Wombat-Lederberg National Park and the biking and walking experiences of the Domino Trail.

Trentham's existing industrial land is located in Victoria and Station Streets adjacent to the centre of town providing options for local employment. Council has previously resolved to support rezoning of the land at 6-8 Victoria Street from industrial to mixed use, which leaves the 2 hectare site at 10 Station Street to provide for the industrial needs of the town.

Adequate separation distances and the protection of buffers around industrial land will help protect this land into the future, providing employment options for local residents and better protecting the town's amenity. The structure plan should identify opportunities to create more jobs in town and the infrastructure required to support this.

There is a capacity for the existing industrially zoned land in Station Street to meet projected growth over the next 20 years. The land currently is underutilised and through better utilisation could provide for future industrial demand.

The Arxada operation has processed and treated timber on site for over a century. Given the nature of the operation, it is subject to Worksafe guidelines. Within 500 metres of the site any further intensification of residential or commercial uses are usually restricted.

Due to the proximity to existing land uses, and the low employment density on the site, a strategy to relocate this activity to a more appropriate site in a state significant industrial area is required. In conjunction with this, rezoning the land to the Industrial 3 Zone will enable industrial uses to occur on the sites while considering local amenity impacts. This will facilitate the transformation of this employment precinct into one suitable for a small regional town enabling activities such as small scale food production, artisan manufacturing, creative industries and agricultural equipment, servicing and sales.

There should be an adequate separation distance around the Trentham Transfer Station and former landfill to protect existing operations and limit future residential uses.



Credit: Visit Victoria

5.4. Urban design

Trentham is a town defined by its historic character and charm, marked by distinctive tree lined streets and brick and timber buildings with wide verandahs. It is heavily characterized by its Gold Rush Era past and surrounded by the Wombat State Forest to its east, south and west. An avenue of honour runs along High Street and Bridge Street forming an attractive entry to the town.

Properties closer to the town centre have been retained from the gold rush era, sited on a regular grid network with miners cottages and single detached dwellings of weatherboard and brick being the predominant style. Larger blocks on the outskirts of town provide lifestyle and bush or rural lots. A number of more recent masterplanned estates have been developed over the past few decades. Maintaining the distinctive look and feel of Trentham in new development is important.

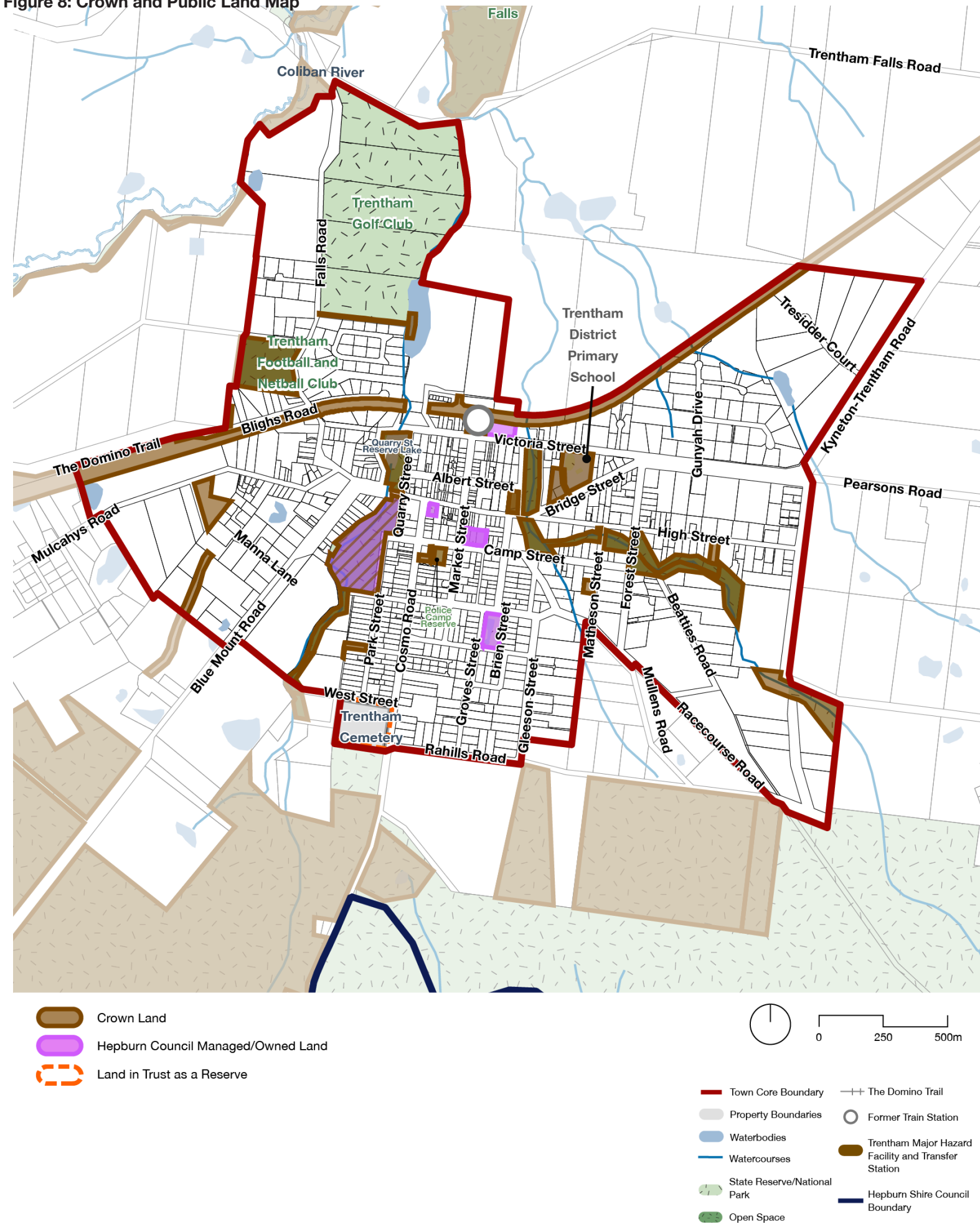
Council has previously resolved to support rezoning of the land at 6-8 Victoria Street from industrial to mixed use. The urban structure of the town centre of Trentham is influenced by the strong presence of heritage buildings and diverse land uses (open spaces, community, industrial and residential uses). High Street is the main activity street, surrounded by residential uses, which are flanked by Stony Creek to the west and Trent Creek to the east. While lots are generally regular in shape along High Street, they are mostly consistent in size according to their uses.

There are a number of opportunities for improvement to the town including improving pedestrian infrastructure and connections to key locations such as the Railway Visitor Centre, improving street tree canopy to reduce the Urban Heat Island effect and increase biodiversity. Opportunities for new development would help define the edges of High Street and around the Trentham Recreation Reserve, being mindful of bushfire risk.

There are significant areas of Crown Land and Council Owned Land in the town as shown in **Figure 8**.



Figure 8: Crown and Public Land Map



5.5. Movement and access

Trentham has convenient road connections to Daylesford, Woodend, and the Western Freeway near Myrning. The town has a range of local shops and community services and attracts a tourist crowd, resulting in significant weekend visitor traffic. Daylesford-Trentham Road, Trentham-Kyneton Road and Myrning-Trentham Road are the main roads through the town and are managed by Regional Roads Victoria.

The town is serviced by V/Line bus services four times a day Monday to Friday, three times on a Saturday and twice on a Sunday, connecting Trentham to Daylesford and Woodend along with two bus services to Kyneton. High school children use private bus transport to Mount Macedon and Woodend. These frequencies are not sufficient to provide a convenient and reliable travel choice for users. Expanding the V/Line services should be explored as part of broader enhancements to the regional public transport network.

Trentham's main street is limited in width, with parallel parking along its length. The town's population primarily resides within walking distance of the central area. However, many local streets lack proper footpaths, and some are unpaved. Some roads, especially on the town's outskirts, carry traffic at high speeds.

New roads are required in the south west of the town to improve connectivity between Mulcahys Road and Blue Mount Road. This will assist with connectivity for all modes and increase safety in the event of a fire in the area.

There are few pedestrian and wheeling connections to adjacent open spaces. There are also limited dedicated wheeling facilities through the town. There is no safe path connection to Trentham Falls, one of the town's major features. This link would be beneficial for the health and wellbeing of the local community and a worthwhile addition to the tourism trail by extending the Domino Rail Trail.

Preserving the village atmosphere is of paramount importance and must be balanced with opportunities to enhance pedestrian facilities, particularly in the town centre, where narrow footpaths can become congested during peak visitor times. There are opportunities to improve wayfinding signage in the town, which has grown organically and haphazardly over many years.

Improved public transport services, reduced speeds on selected roads, and the identification of upgrades for walking and wheeling paths will assist in improving movement around the town and to nearby destinations.

There is significant interest in extending the Daylesford Spa Country Railway to Trentham and later on to Woodend/Hanging Rock to create an iconic tourism experience for the Shire. This would expand the tourism offer along the rail corridor connecting communities and

allow cyclists on a parallel bike path to make a one way trip and return on the train. This would have impacts on the Domino Rail Trail and biodiversity if further track clearance was required.

Electric truck and car growth will increase in response to the need to reduce emissions. Charging infrastructure will be required, and Trentham's first public charging station is proposed in 2024. Rideshare and taxi services could also grow from the current low base.

Principles for transport in Hepburn

Based on the existing and expected challenges for the transport system, the following principles will guide Hepburn's future transport.

People-centred transport



The transport system prioritises people instead of creating conflicts between people and movement, making it easier and safer for everyone to travel. Roads are designed and managed to reflect the fact that transport is to move people and goods, rather than vehicles.

Fairer transport



Each transport investment increases transport choices and prioritises the needs of vulnerable and marginalised people, with a particular focus on meeting the transport needs of people with low incomes, people with disabilities, children, older people and diverse gender groups. Transport investment supports affordable access for everyone who needs it.

Greener and healthier transport choices



Greener transport options contribute to net-zero Shire emissions, preserve air quality, improve health outcomes and reduce car dependency. The Shire is a leader in green movement choices, including low and zero emissions vehicle use and higher active and public transport mode use. Town centre intensity reduces the need for motorised travel while creating stronger local economies and communities.

Safer movement and places



People feel safe when travelling throughout Hepburn. Streets are designed for people (not just cars) to facilitate walking, wheeling, social interaction and access to public transport. Public places are attractive, vibrant and inviting. Better road maintenance supports a safer road network for all users. Wildlife is accommodated through infrastructure and protected by appropriate speeds and behaviour.

A connected Shire



Hepburn's transport network provides access and mobility for people to places within and beyond the Shire. Improved public transport services, connections and access help to increase greener transport trips and reduce car dependency. People have easy access to more employment opportunities, community services, business, social and recreational interactions.

Vibrant economy



The Shire's transport networks enable low cost access to local goods and services and facilitate efficient movement of goods and people over longer distances. Local economic activity is supported by low cost transport options that save residents and visitors money which is converted into more local purchases in a wider range of local businesses. People have easy access to more education, employment, community services, business, social and recreational opportunities.

5.6. Community and cultural infrastructure

Trentham has a number of community and cultural assets, ranging from preschools, the primary school, a library, outdoor swimming pool, golf course, existing neighbourhood centre and two churches.

Council's newly opened 'The Mechanics Trentham' community hub at 66 High Street, includes a new Community Library, Visitor Information Centre, Council Customer Service Counter, meeting rooms, and multi-functional Community Hall. Its location as a 'bookend' to High Street provides opportunities for new links to town and surrounds.

There are also a number of smaller reserves and the newly constructed Trentham Sports Ground Pavilion. This has provided a renovated pavilion to support the town's sporting activities of football, cricket and netball as well as a location for broader community activities and events. There is potential for tennis courts and additional netball courts to be located in the Trentham Sports Ground Reserve, pending resolution on the future of the existing tennis courts at Trentham Recreation Reserve.

The former Trentham Railway Station is located on the Domino Trail, a portion of the old railway line that

formerly connected Daylesford to Trentham. The Domino Trail itself is a picturesque tourist destination which features remnants of the old railway tracks and bridges while being framed by trees throughout. The trail terminates at the former Trentham Railway Station which hosts the Visitor Centre, restored train carriages and occasional local market.

Council's Early and Middle Years Strategy (Starting Block 2022-2030), identified that additional childcare, upgrades to playgrounds, indoor playspaces and more activities for young people were high on the list of priorities. Keeping enough young people in the town to enable schools to remain viable, and facilities to meet the needs of the community are key challenges for the structure plan.

Enabling the town's older population to continue living in the town has benefits for the whole community. Accessible and efficient transport, housing options and passive walking tracks will all contribute to supporting the over 55 year old population cohort in the town and region and will require consistent re-evaluation over time.



6.0 Vision and Objectives

6.1 Vision for Trentham

A town that supports a friendly, diverse and welcoming community who value the opportunities of the environment we make our home in. Trentham is a small town connected to the surrounding forest and highly fertile land on the lands of the Dja Dja Wurrung. Nature corridors allow the community and wildlife to meander through the town connecting us to our environment. A community with a generosity of spirit, we are known for our great food, artisans and our creative, small scale businesses. We live harmoniously, aiming to reduce our impact on the land and earth, respecting our heritage and environment and contributing to a sustainable future.

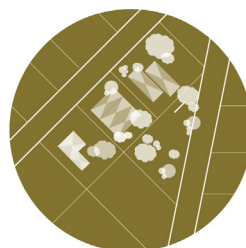
6.2 Objectives

Housing



To ensure a range of diverse and affordable housing that meets the needs of the community today and into the future.

Urban design



To ensure development is designed to respond to the town's context and natural assets with a low scale that links the forest to the town and protects key sightlines.

Business and economy



To support the growth and diversification of business and the local economy, value adding onto regional produce and products.

Movement and access



To ensure a mobile community connected within the town and to its surrounds so that a lack of private car ownership is not a barrier to connections.

Environment and heritage



To protect, restore and celebrate the natural environment, the cultural and built heritage of the town.

Community facilities and infrastructure



To ensure community and cultural facilities, services and infrastructure nurture a healthy and happy community across all life stages.

7.0 Key Themes



7.1 Housing

Objective: To ensure a range of diverse and affordable housing to meets the needs of the community today and into the future.

Strategies

Facilitate the delivery of affordable housing through tiny houses and well designed dwellings on smaller lots with a street address.

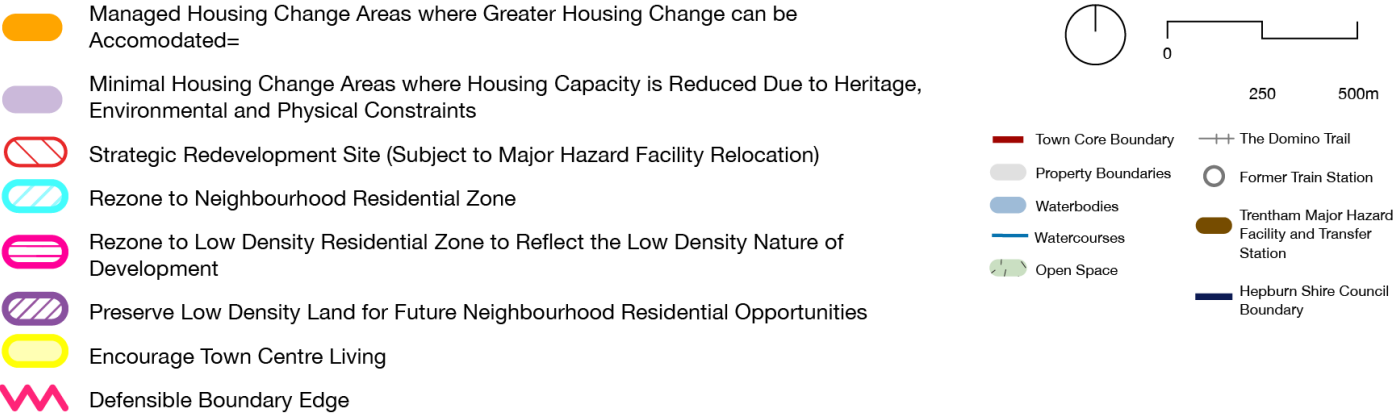
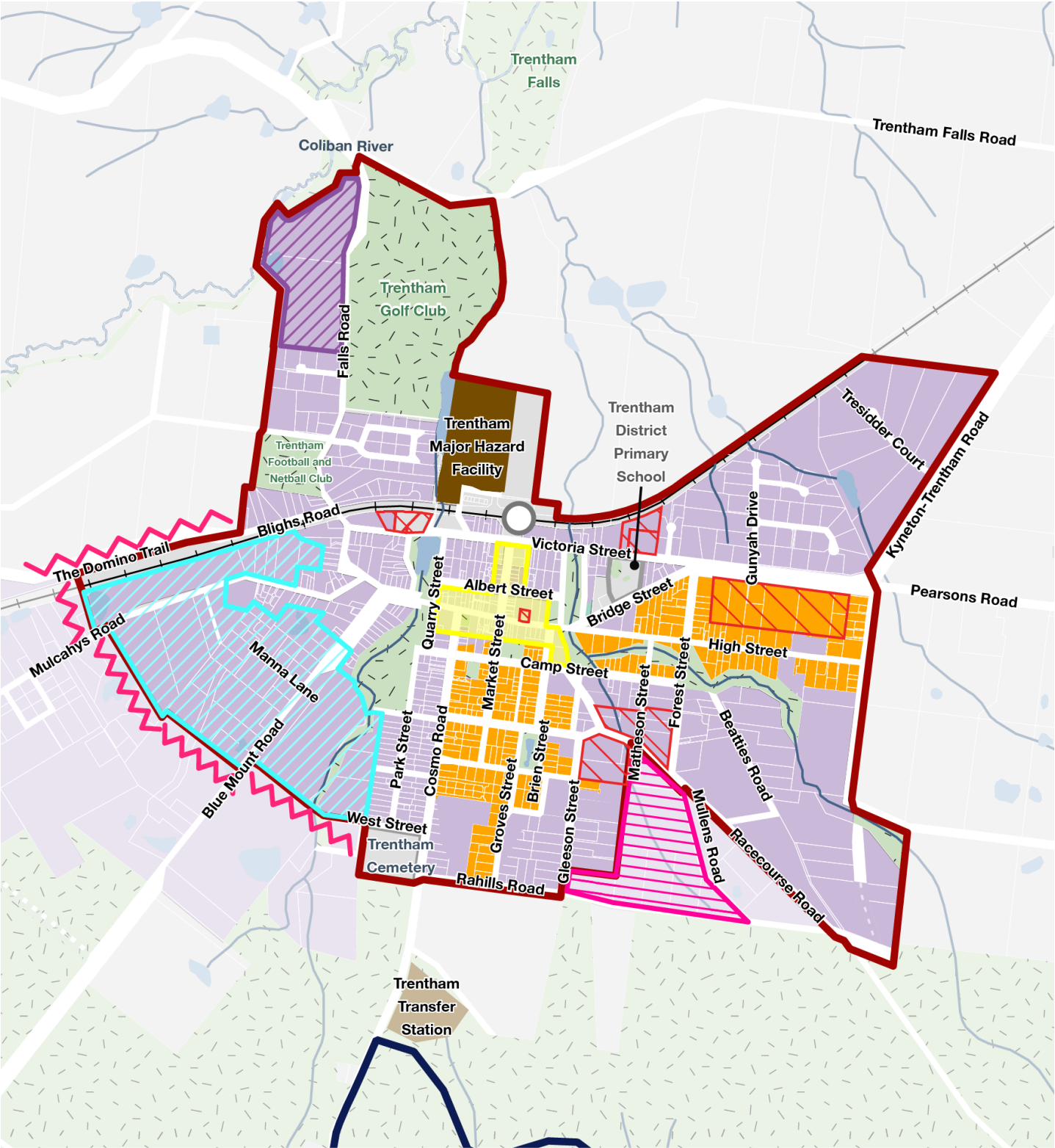
Facilitate a range of housing types including smaller and accessible housing to provide key worker housing and enable people to age in the town in close proximity to the town centre.

Ensure new housing development contributes to the preferred neighbourhood character.

Actions

- A1** Implement Minimal Housing Change Areas in Trentham where heritage, environmental and physical constraints and special neighbourhood character result in reduced capacity for housing change and growth.
- A2** Implement Managed Housing Change Areas in Trentham in residential areas with established neighbourhood character values that have greater capacity for housing change and growth.
- A3** Encourage town centre living by facilitating residential use of existing commercial premises that does not impact on the heritage streetscape.
- A4** Facilitate the development of adaptable and affordable housing options by:
 - Encouraging alternative dwellings to the rear of properties while ensuring remnant vegetation and canopy trees are retained and protected.
 - Support landowners to develop affordable housing or co-housing opportunities.
- A5** Prepare and implement the following planning actions:
 - Rezone low density residential land in the south-west corner of the town adjacent to Mulcahys and Blue Mount Road to Neighbourhood Residential Zone to make best use of existing infrastructure and to better protect the town from bushfire.
 - Preserve the undeveloped low density residential zoned land along Falls Road for future long term neighbourhood residential opportunities beyond 2041.
- A6** Apply planning scheme controls to land along Cosmo Road and Albert Street to manage development in this special character area as shown on **Figure 12**.

Figure 9: Trentham Housing Theme Map



7.2 Environment and heritage

Objective: To protect, restore and celebrate the natural environment, the cultural and built heritage of the town.



Strategies

Restore Trentham's biodiversity through proactive weed management and maintaining and enhancing habitat corridors.

Protect the town's heritage while ensuring it can evolve to meet the community's needs.

Acknowledge and celebrate the town's First Nations cultural heritage.

Build a resilient community that has the tools and resources to better respond to fire and other natural disasters.

Protect and enhance the town's environmental features including: town entrances, mineral and freshwater springs and the Stony and Trent Creeks.

Protect and enhance the waterways of Stony Creek, Trent Creek and the Coliban River.

Protect and enhance the town's significant trees and avenues.

Actions

A7 Implement the biodiversity assessment for medium to high biodiversity values and wildlife corridors through appropriate zoning and overlays in the Hepburn Planning Scheme to protect these areas from clearing and manage development outcomes.

A8 Include all occurrences of endangered Brookers Gums and locally significant Snow Gums within the town boundaries in VPO with associated reference document. Develop arborist management plan for the trees within reserves and road reserves.

A9 Increase street tree and understorey planting within the town to enhance canopy cover for pedestrian health and comfort, reduce the Urban Heat Island effect and increase biodiversity where possible.

A10 Develop planting guidelines to strengthen biodiversity, manage fire risk and reduce environmental weeds that reference CFA landscaping guidelines and local plant and weed lists.

A11 Promote and celebrate Trentham's biodiversity through localised environmental engagement, high quality environmental management ('cues of care') and support of local environment groups.

A12 Collaborate with Parks Victoria, CFA, DEECA and NCCMA on actions to manage bushfire, promote biodiversity and reduce weeds and feral animals in public lands within and adjoining Trentham to increase resilience of both biodiversity and human focused land uses.

A13 Continue to identify and implement the findings of the Shire Wide Heritage Gaps Study by incorporating future findings into the Schedule to CI 43.01 of the Hepburn Planning Scheme and apply the Heritage Policy on all applications such as alterations, additions or demolition.

A14 Gradually prepare new statements of significance for all heritage places to strengthen and clarify the heritage value of the place.

A15 Discourage development in areas of higher bushfire risk as identified in **Figure 10**, by limiting development and removing sources of flammability.

A16 Led by Djaara, ensure education on Dja Dja Wurrung past and ongoing roles in caring for Country is included in signage and other engagement resources on the Trentham environment.

A17 Ensure areas of Aboriginal cultural sensitivity identified in the Cultural Values Assessments are appropriately protected from development impacts.

A18 Encourage innovative and quality developments that include climate responsive technologies and respond appropriately to the landscape.

A19 Provide additional guidance for both private and public infrastructure to incorporate best practice ESD approaches such as raingardens and other forms of green infrastructure.

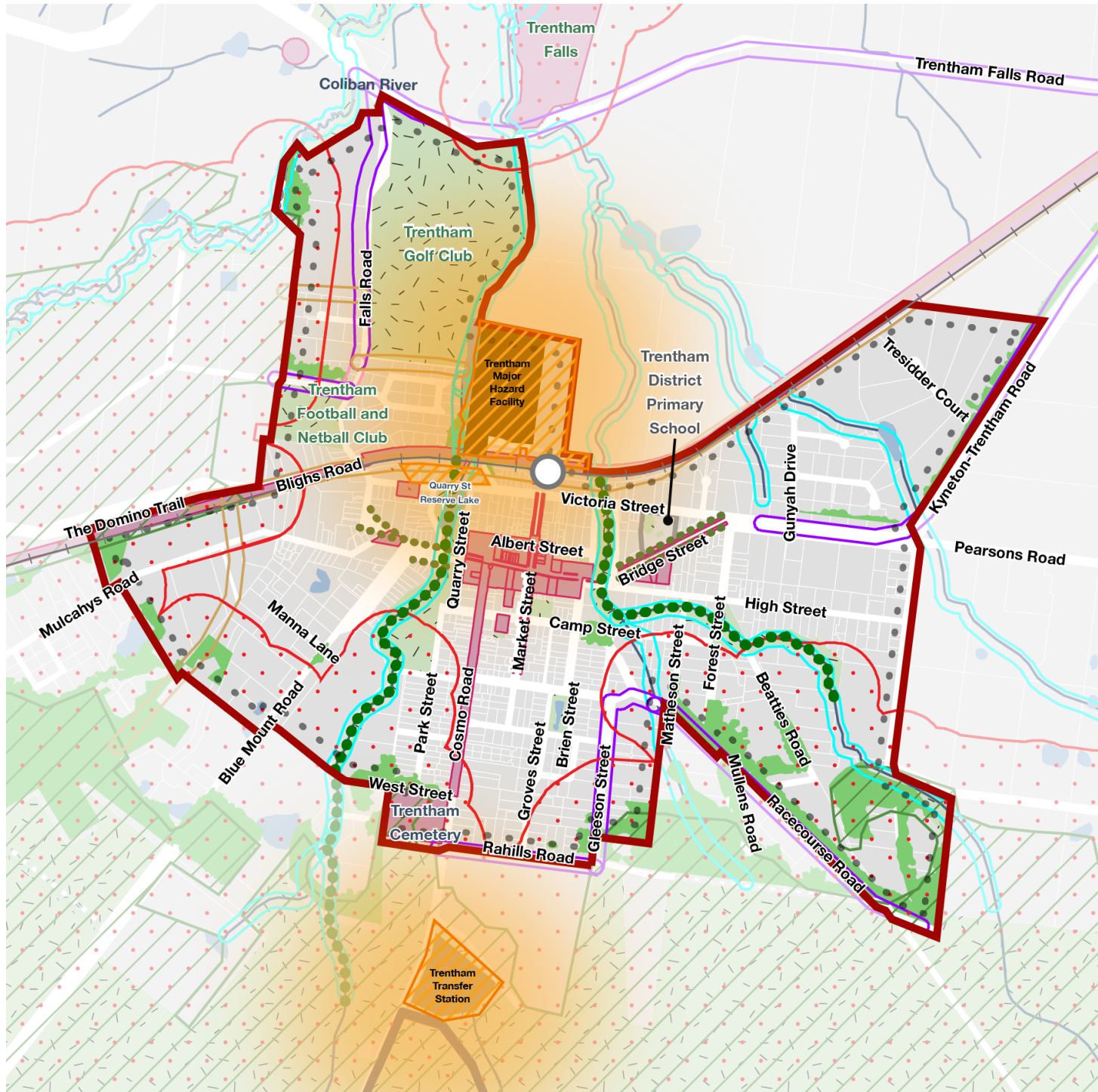
A20 Partner with Trentham environmental groups in actions to enhance the environment of the town.










A21 Update mapping of mineral springs and the town's drinking water aquifer and protect these areas from contamination through planning and compliance processes.

A22 Protect and enhance Stony and Trent Creek through addressing water quality threats and restoration to enhance biodiversity values.

A23 Advocate to State and Federal government to energy proof town populations at risk of energy network failure due to environmental events.

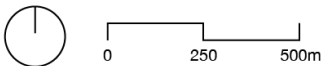
Figure 10: Trentham Environment and Heritage Theme Map











-  Areas of High Bushfire Risk
-  Strengthen Green Corridors
-  Maintain and Protect Avenue of Honour
-  Protect areas identified containing medium-mixed density biodiversity values.
- Continue to Ensure Significant Heritage Sites are Protected in the Hepburn Planning Scheme.
-  Incorporate Best Practice ESD approaches including Green Infrastructure into New Development in Township.
-  Investigate Environmental Audit Overlay
-  Protect and Better Utilise Heritage Places
-  Better Manage Public Land with Parks Victoria/DEECA
-  Preliminary Investigation of Landfill/Transfer Station/ MHF Potential Effects and Mitigation Requirements

Protect and Enhance Biodiversity Corridors Across the Township

-  Creek Corridor
 -  Land Corridor
 -  Potential Corridor
 -  Road - Rail Corridor
- Core Areas**
-  Treed



-  Town Core Boundary  The Domino Trail
 Property Boundaries  Former Train Station
 Waterbodies  Trentham Major Hazard Facility and Transfer Station
 Watercourses  Hepburn Shire Council Boundary
 Open Space

NOTE: Increase Street Tree, Understorey and Canopy Cover to Reduce Urban Heat Applies to Whole Township

7.3 Business and economy

Objective: To support the growth and diversification of business and the local economy, value adding onto regional produce and products.



Strategies

Support the development of sustainable tree plantations to create a long term pipeline of materials for local and town based manufacturing, forestry, artisan and farming trades.

Support the development of eco-tourism and eco-sustainable businesses.

Support the growth of rail trail tourism and expand hospitality and their tourism benefits in the town.

Ensure there are appropriate community facilities and support that enable people to participate in the local economy such as childcare.

Support the growth of paddock to plate and craft through a strong and quality food industry.

Ensure adequate industrial land to support the rural economy surrounding the town.

Continue to market special events such as Spudfest and ensure adequate infrastructure for events.

Diversify the economy of the town broadening the town centre's role to service the needs of the local community.

Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.

Actions

- A24** Prepare and implement the following planning actions:
- Rezone the Industrial 1 zoned land on Service Street and Victoria Road to Industrial 3 zone to better respond to the towns employment needs and ensure compatibility with surrounding residential land uses.
 - Rezone land 7-13 and 4-10 Market Street to Mixed Use Zone to better reflect their current land uses and to link the two commercial areas of the town.
 - Consider rezoning of land at 6-8 Victoria Street subject to an environmental audit being completed to determine appropriate uses of the site, and the rezoning of IN1Z to IN3Z.

- A25** Continue to identify opportunities to support and strengthen the local economy, encouraging the activation and diversification of business resulting in a thriving town centre.

- A26** Investigate options to extend the Domino Rail Trail to Lyonville and options to improve connections between Bullarto and Trentham.

- A27** Support implementation of any actions in the Destination Management Plan as they relate to the Trentham township.

- A28** Consider opportunities to support small to medium enterprises including agriculture diversifying Trentham's economy.

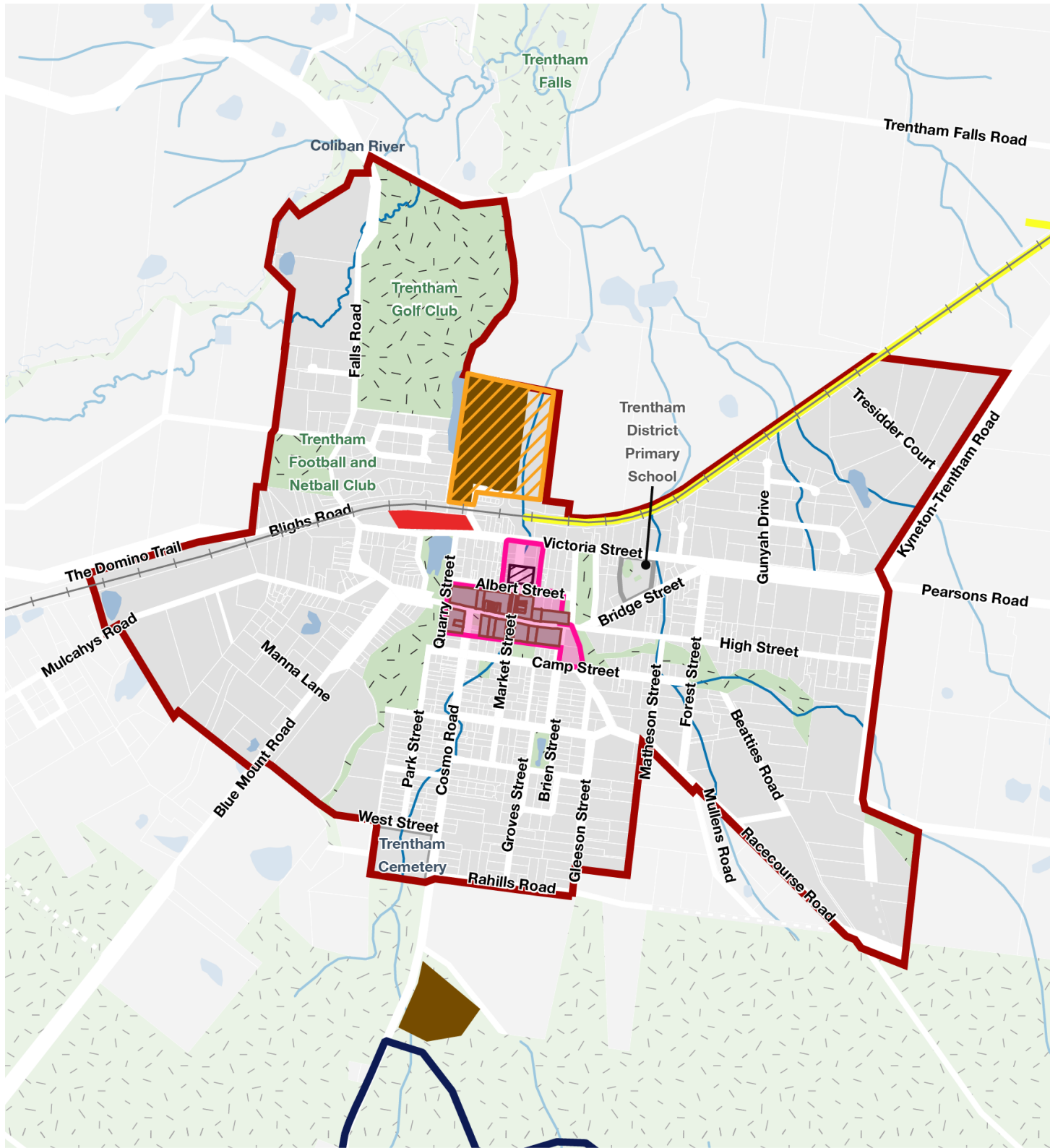
Investigate options for undercover event or market space such as a covered area located in the town square.

- A29** Ensure that new developments reinforce pedestrian amenity, business presentation and streetscape activation through locating buildings and their entries at the front of properties and car parking to the rear or sides. (See **Appendix C** for Design Guidelines for the town centre)

- A30** Preserve and retain the strong heritage and streetscape qualities of the High Street precinct, whilst allowing sympathetic and responsive infill development in accordance with heritage and built form guidelines developed specifically for Trentham.

- A31** Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.

Figure 11: Trentham Business and Economy Theme Map



- Rezone to Mixed Use Zone- to Better Reflect the Current Land Uses and Link the Two Commercial Areas of the Town
- Rezone to Mixed Use Zone or Similar Following Resolution of Environmental Audit and Future Major Hazard Facility Relocation
- Rezone to Industrial 3 Zone and Support Small Scale Industries and Artisan Producers/Trades
- Preserve and Maintain the Strong Heritage and Streetscape of High Street while Allowing for Infill Development
 - Support Commercial Development and Provide for Night Time Dining, Entertainment, Arts, Cultural and Tourism Uses.
 - Promote Residential Development Behind and in Upper Levels
- Extend the Domino Trail and Tourism Potential
- Support Adaptive Reuse of Heritage Places in Commercial Areas
- Town Core Boundary

Property Boundaries

Waterbodies

Watercourses

Open Space

The Domino Trail

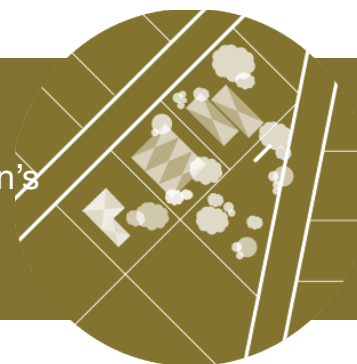
Former Train Station

Trentham Major Hazard Facility and Transfer Station

Hepburn Shire Council Boundary

7.4 Urban design

Objective: To ensure development is designed to respond to the town's context and natural assets with a low scale that links the forest to the town and protects key sightlines.



Strategies

Facilitate the retrofitting of buildings in the town through environmentally sustainable development.

Preserve the lanes, heritage elements, and character elements that represent a town set in the Victorian forest.

Ensure new development nestles into the well landscaped townscape and is human scaled.

Create a more compact and dense town centre with a human scale focus.

Maintain a ring of agricultural diversity around the town that is better connected into the town.

Provide high quality streetscapes with generous front, side and rear setbacks that preserve existing vegetation.

Actions

A32 Ensure new subdivision is designed to maximise orientation and deliver sustainability in new development.

A33 Limit the use of solid fencing to support the treed character and allow biodiversity and floodwaters to move through the landscape.

A34 Implement the neighbourhood character guidelines (in Appendix D) to provide greater clarity of expectations for housing and subdivision including form and layout, design, site coverage, space for canopy trees.

A35 Implement the design guidelines for the town centre as outlined in Appendix C, to ensure new development is sensitive to and reflects the existing heritage character while allowing the town centres to adapt to contemporary needs.

A36 Undertake a lighting review in the town core boundary to ensure appropriate lighting design both to attain Environmentally Sensitive Design (ESD) imperatives and to minimise light pollution impacts on wildlife following the guidelines outlined in The National Light Pollution Guidelines for Wildlife (Commonwealth of Australia 2020).

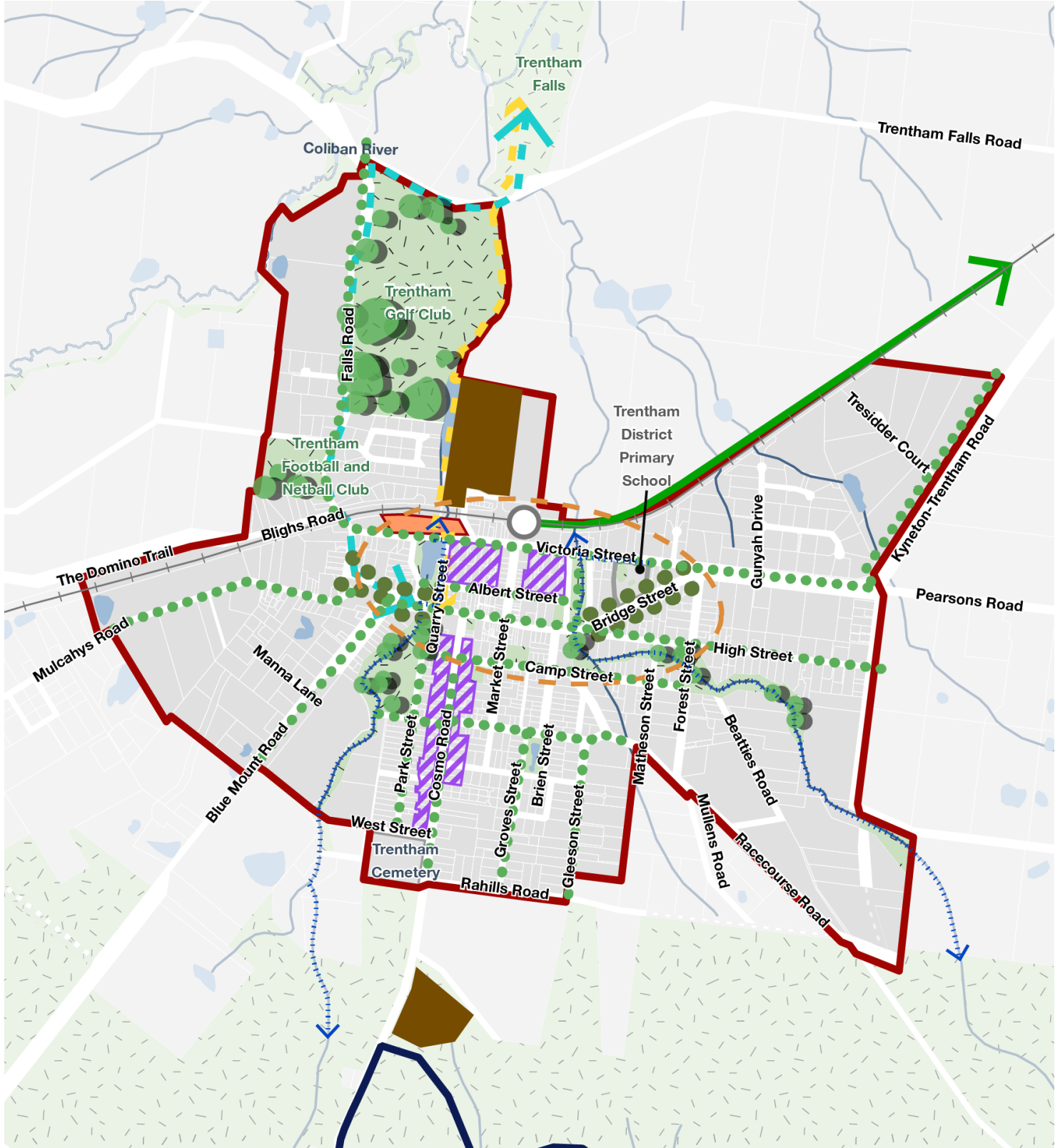
A37 Develop a local signage policy to ensure that signage is sympathetic and harmonious with the surrounding environment and heritage places.

A38 Support the findings of the Rural Land Strategy to protect the agricultural land and remnant land surrounding the town core boundary.

A39 Investigate enhanced usage of the Trentham Town Square ensuring that safety, universal access, townscape image and identity, consistency in materials and traditional detailing guide any changes to the public space.

A40 Utilise the Sustainable Subdivisions Framework to guide all new residential subdivisions.

Figure 12: Trentham Urban Design Theme Map



- Develop a Local Signage Policy
- Improve Street Tree and Park Plantings
- Protect and maintain trees on Avenue of Honour
- Extend the Domino Trail
- Option 1 for a New Trail to Trentham Falls
- Option 2 for a New Trail to Trentham Falls
- Special Neighbourhood Character Area
- Town Core Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Open Space
- The Domino Trail
- Former Train Station
- Trentham Major Hazard Facility and Transfer Station
- Hepburn Shire Council Boundary

7.5 Movement and access

Objective: To ensure a mobile community connected within the town and to its surrounds so that a lack of private car ownership is not a barrier to connections.



Strategies

Enhance opportunities for all members of the community to walk and wheel around the town, to other towns and major features through safe and well connected trails and streets.

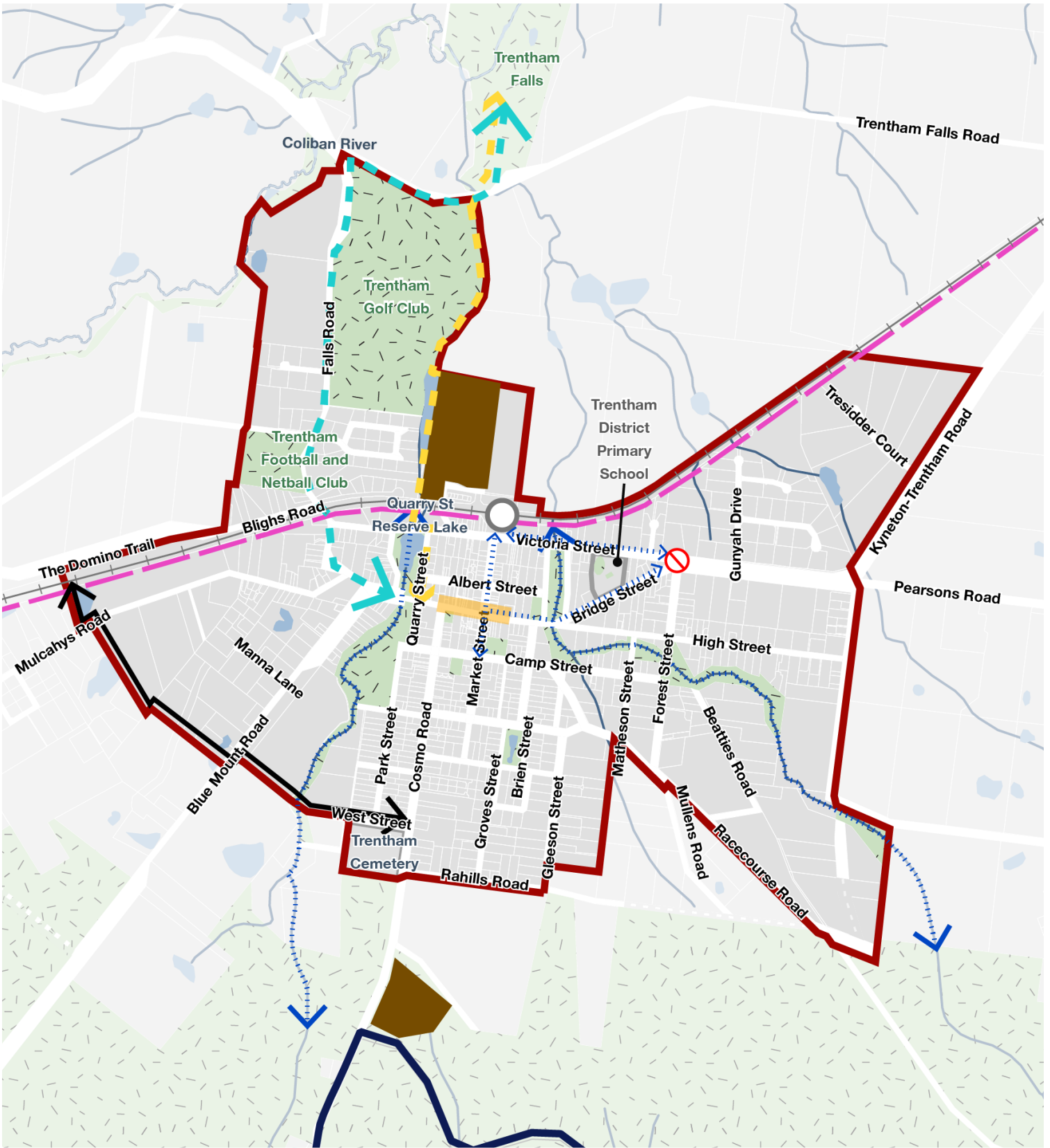
Enhance public and community transport options to and within the town.

Ensure clear and efficient truck and vehicle movements that do not compromise pedestrian safety and amenity.

Actions

- A41** Investigate the provision of an overflow tourist parking area away from town centre during weekends.
- A42** Investigate measures to slow traffic in and around the township including the consideration of a Local Area Traffic Management Study.
- A43** Connect key community assets by developing a network of walking and wheeling paths minimising interaction with major roads.
- A44** Develop a world class rail trail between Daylesford and Hanging Rock for people of all abilities.
- A45** Facilitate the installation of electric vehicle charging stations in areas of the town where the visual impacts can be minimised.
- A46** Prepare a car parking strategy for the town guided by the following principles:
 - Preserve and enhance streetscapes and heritage character.
 - Ensure safety to other road/street users (especially walkers and wheelers) and avoid conflicts between them and vehicles using parking spaces.
 - Balance demands between Shire residents and visitors at busy times and places.
 - Encouraging use of Low Emission Vehicles and Electric Vehicles (LEVs and EVs) e.g. providing charging points in central locations.
- A47** Facilitate a new road link between Mulcahys, Blue Mount and Cosmo Roads through a Development Contributions Plan to provide an urban edge to the town core boundary and improve egress and safety in bushfire events.

Figure 13: Trentham Movement and Access Theme Map



7.6 Community facilities and infrastructure

Objective: To ensure community and cultural facilities, services and infrastructure nurture a healthy and happy community across all life stages.



Strategies

Link the town's cultural facilities, services and infrastructure.

Ensure a range of sporting facilities and programs to encourage an active and healthy community.

Ensure a range of community facilities to build a strong and resilient community including improved sports facilities, childcare facilities, an early learning centre, school, youth services and elderly services.

Actions

A48 Continue to identify opportunities to activate the new community hub The Mechanics Trentham in response to identified community needs.

A49 Continue to implement Council's Playspace Strategy (2020-2030) in Trentham.

A50 Ensure future service planning and partnership opportunities address community needs, strengths and interests.

A51 Continue to consider how 14A Victoria Street can best contribute to community life.

A52 Demonstrate the beneficial outcomes of environmentally sustainable development in community asset enhancement projects and initiatives through Council developments.

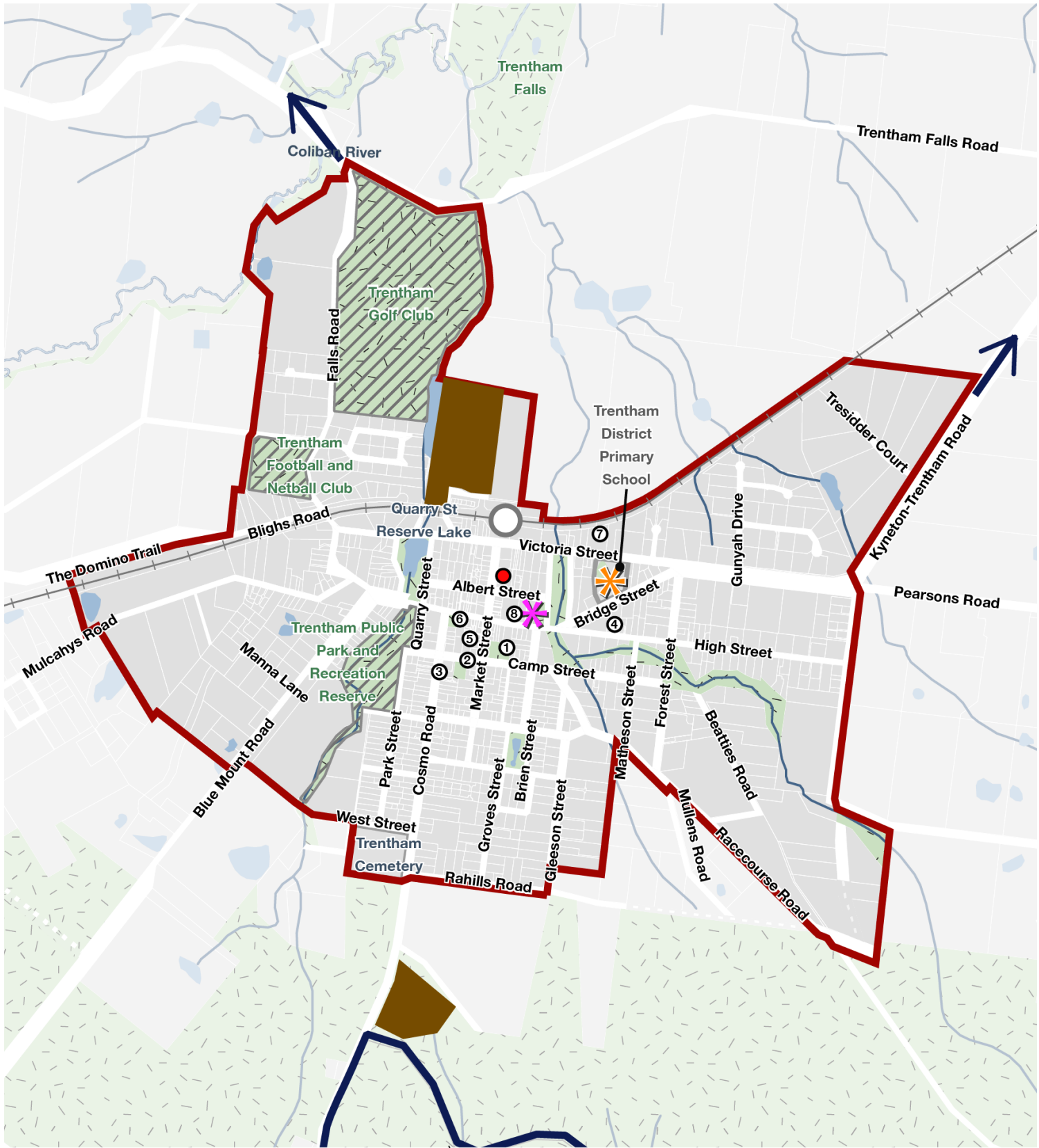
A53 Advocate to DTP to deliver improved school bus services for the town's secondary students to surrounding towns.

A54 Rezone the community hub The Mechanics Trentham at 66 High Street Trentham from Commercial 1 Zone to Public Use Zone 6.

"Develop design-driven methods and missions to challenge our assumptions, encourage empathy and create the space to experiment. They are defined to create an impact, our current ways of working and acting haven't been able to achieve before. For missions to have an impact, we need to consider three important elements – setting direction, mobilising ecosystems, and building capacity"

Danish Design Center, <https://ddc.dk/tools/missions-playbook-a-design-driven-approach-to-launching-and-driving-missions/>

Figure 14: Trentham Community Facilities and Infrastructure Theme Map



Recreation Facilities



The Mechanics Trentham Community Hub



Trentham District Primary School



Community House



Former Train Station and Market Site- Additional Community Meeting Space



Advocate for Improved School Bus Services to Surrounding Towns

1. Trentham Tennis Club, Swimming Pool, Dog Park and Playground
2. Police Camp Reserve
3. Trentham Police Station
4. St Mary Magdalen Catholic Church
5. Trentham Country Fire Authority
6. Trentham Town Square
7. Trentham Aged Care
8. St George's Anglican Church



0 250 500m

Town Core Boundary

Property Boundaries

Waterbodies

Watercourses

Open Space

The Domino Trail

Former Train Station

Trentham Major Hazard Facility and Transfer Station

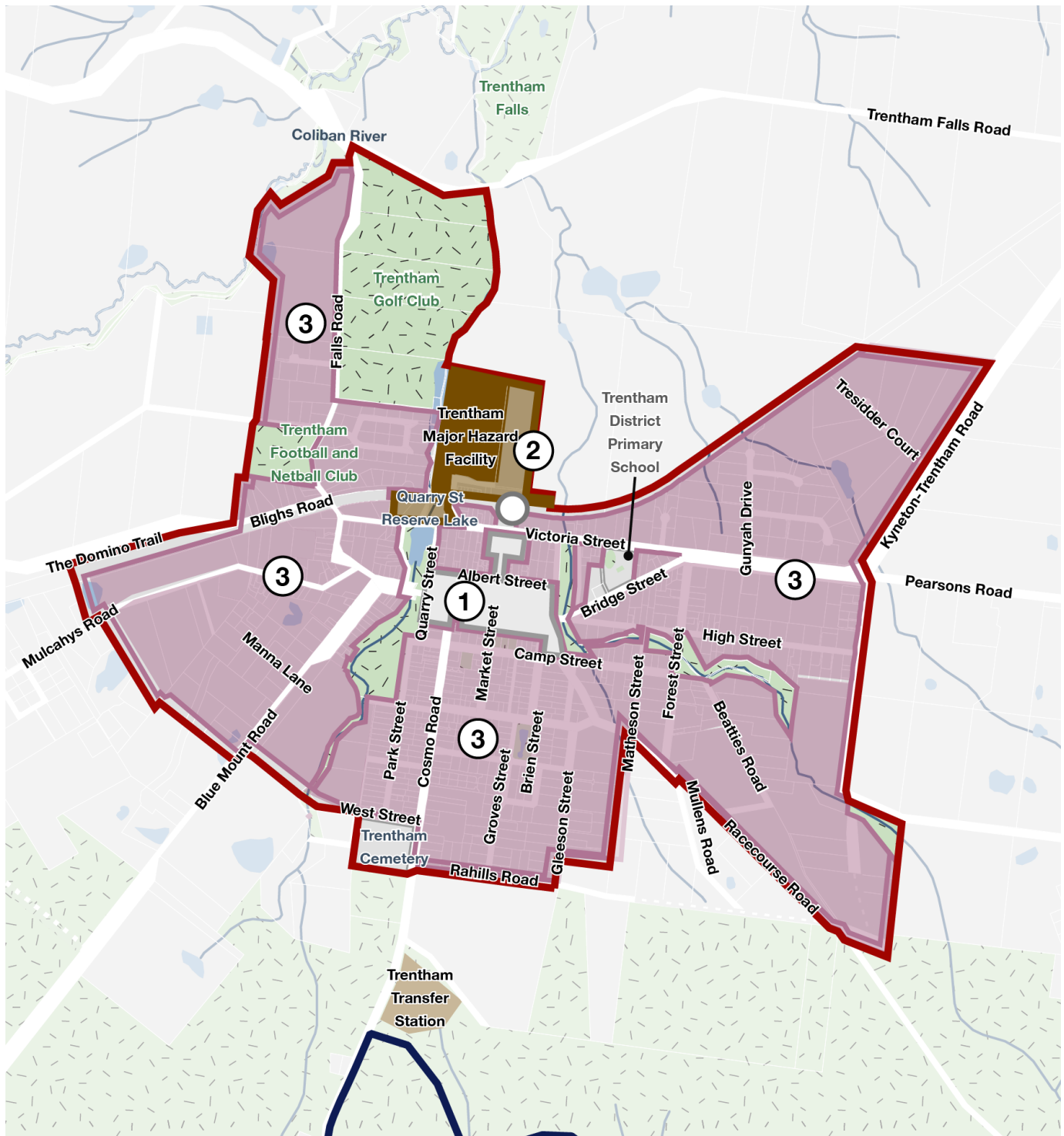
Hepburn Shire Council Boundary

8.0 Precincts

8.1 Guidelines

Three precincts have been identified for the preparation of guidelines to deliver high quality outcomes in the town. See **Figure 15**. This also includes an urban design framework for the town centre and environs as shown in **Figure 16**.

Figure 15: Trentham Precincts Map



- ① Precinct 1 - Commercial Area
- ② Precinct 2 - Industrial Area
- ③ Precinct 3 - Residential Areas

- Town Core Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Open Space
- The Domino Trail
- Former Train Station
- Trentham Major Hazard Facility and Transfer Station
- Hepburn Shire Council Boundary

8.2 Precinct One: Town centre

The Town Centre consists of the retail and commercial area of Trentham.

Design guidelines are included in **Appendix C**.

8.2.1 Town centre character

The Town Centre consists of the retail and commercial centre of Trentham centred around High Street and extending down Market Street to Victoria Street. It has a low scale character of, mainly timber, one and two storey commercial or public buildings. Many are from the nineteenth and early twentieth century, built to the front boundary, often freestanding, and define the heritage identity of the town centre. Some new development, such as on the corner of Market and Victoria Streets, has injected some contemporary architecture into the Trentham town centre. Footpaths within the town centre often have traditional bluestone kerbs and are often sheltered by verandahs which provide weather protection. Market Street is characterised by narrow single-storey, freestanding timber commercial buildings with verandahs, and swale drains (lined with bluestone on the east side, and later brick on the west). The Heritage Overlay (HO) applies to this Precinct along High Street and Market Street.

8.2.2 Precinct objectives

- To ensure new development reinforces High Street as Trentham's primary commercial spine and destination.
- To ensure new development is modest in scale and respects the heritage context.
- To maintain the heritage streetscape image by conserving existing buildings and other features within the public realm including verandahs and awnings.
- To protect the prominent landscaping and sense of arrival at the township entries.

8.2.3 Precinct requirements

Land use & activity

- Facilitate the consolidation of commercial and retail activities along High Street including adaptive re-use of existing buildings.

Built form & heritage

- Facilitate infill development of one to two storeys high (8 metres) on commercial zoned land.
- Ensure the design of new buildings, including their scale, form, architecture, details and materiality, respond to and reinforce the rural township character and context. Confine the use of brick and render to the current commercial area with weatherboard materials to be used elsewhere.

- Ensure new development within and beyond the town centre responds appropriately to the prevailing front and side setbacks of nearby properties.
- Ensure redevelopment of heritage buildings is set beneath the main roof to retain the integrity of the existing built form.

Public realm & landscape

- Ensure new public realm works reinforce and are consistent with the established streetscape character, including bluestone kerbs and swale drains, materials and detailing.

Access & movement

- Reduce traffic speeds (40km/h) within the township to improve pedestrian and cyclist safety.
- Ensure traffic engineering works enhance, and do not detract from, the rural township character of the township

8.2.4 Precinct guidelines

Land use & activities

- Encourage mixed use development along Albert and Market streets that will contribute to High Street's primary role and function.
- Focus visitor related activities around the Former Railway Station & Visitor Centre with good connections to the Domino Rail Trail and Market Street.
- Focus community related activities within Trentham Town Square, including seasonal events and outdoor activities.
- Consolidate and enhance community and civic uses in the eastern part of the town, with connections to The Mechanics Trentham and the Trentham Library.

Built form & heritage

- Reinstate verandahs on heritage commercial buildings where there is documentary and/or physical evidence of their prior existence. For new buildings, continue the historic pattern of verandahs to enhance the streetscape and pedestrian amenity.
- Ensure new development provides a positive interface with the public realm including streets and open spaces to maximize activation and safety.
- Ensure car parking is located to the rear of new buildings to provide a positive interface with the streetscape. Avoid new vehicle crossovers in High Street between Market and Quarry Streets.

Public realm & landscape

- Upgrade the Town Square to improve its appearance, amenity and function for the community and visitors.
- Establish public art or interpretive signage

throughout the Town Centre to narrate Trentham's pre-European and colonial history.

- Implement consistent street tree planting throughout Trentham to enhance the townscape character and biodiversity.
- Enhance biodiversity and environmental conditions of the public reserves along Stony and Trent Creeks.

Access and movement

- Develop accessible, attractive, and safe walking and cycling routes within and around the Town Centre including:
 - on Camp, Quarry, Albert and Bath Streets while retaining heritage brick swale drains
 - within Wolf Lane between High and Albert Streets
 - between High Street and the Railway Station and Visitor Centre
 - to key destinations beyond the township, eg, Domino Trail, Trentham Falls and along Stony and Trent Creek reserves
 - Install asphalt footpaths within the town centre to improve access for people walking or using mobility aids.
- Enhance pedestrian crossings at:
 - High Street and Cosmo Road junction on the southern and eastern legs.
 - High Street and Market Street junction on all legs.
 - Retain and improve the existing laneways for service access and parking for properties fronting High Street.
 - Restrict new driveway crossovers for properties fronting High Street.



Credit: Plan2Place Consulting

8.2.5 Urban Design Initiatives

Activating Town Square

The Trentham Town Square provides an important civic and cultural role to its central location within the town centre. It provides a valued green space where the community can gather and the Trentham market is held.

There is an opportunity to enhance the functionality of this important space for the community and visitors expanding its role as a venue for hosting events throughout the year. The community has expressed a desire for a greater range of multipurpose facilities for the space including undercover options.

New development adjacent to the town square should provide a positive interface and contribute to activation of the square. Enhancing pedestrian connections to the Trentham Town Square such as carefully designed crossings will improve visibility and slow traffic on approach.

Additional street furniture, landscape treatments, and interpretive signage could be introduced to further enhance the usability of the space.

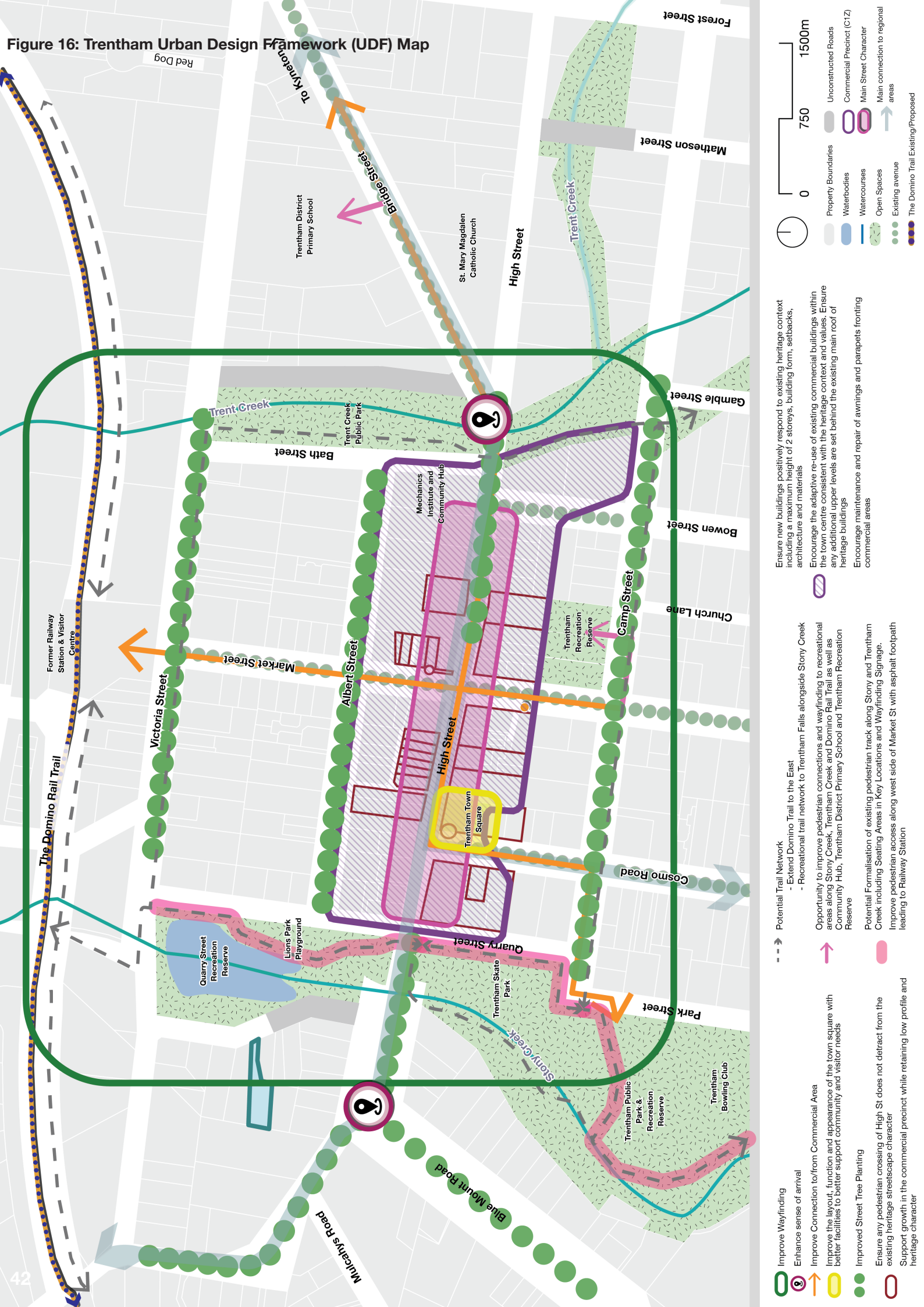
Making meaningful connections between community assets

Improving the connections between community facilities would 'stitch' together the different parts of the town centre. The community identified a desire to improve connections between a range of facilities throughout the town. The relocation of several facilities into The Mechanics Trentham increases movement along the east end of High Street. Several sporting and cultural activities are all within easy walking distance of the town centre.

Improvements to these key connections to community assets should include well designed paths for pedestrians and wheelers, landscape treatments and way finding signage. Carefully designed road crossings will improve safety and encourage traffic to slow at crossing points.

Public realm improvements and pedestrian safety enhancements at the junction of High Street and Market Street, including pedestrian crossings, new signage and wayfinding can act as a catalyst for new private investment in the Town Centre while improving streetscape amenity for existing residents.

Figure 16: Trentham Urban Design Framework (UDF) Map



- Improve Wayfinding
- Enhance sense of arrival
- Improve Connection to/from Commercial Area
- Improve the layout, function and appearance of the town square with better facilities to better support community and visitor needs
- Improved Street Tree Planting
- Ensure any pedestrian crossing of High St does not detract from the existing heritage streetscape character
- Support growth in the commercial precinct while retaining low profile and heritage character
- Potential Trail Network
- Extend Domino Trail to the East
- Recreational trail network to Trentham Falls alongside Stony Creek
- Opportunity to improve pedestrian connections and wayfinding to recreational areas along Stony Creek, Trentham Creek and Domino Rail Trail as well as Community Hub, Trentham District Primary School and Trentham Recreation Reserve
- Potential Formalisation of existing pedestrian track along Stony and Trentham Creek including Seating Areas in Key Locations and Wayfinding Signage.
- Improve pedestrian access along west side of Market St with asphalt footpath leading to Railway Station
- Ensure new buildings positively respond to existing heritage context including a maximum height of 2 storeys, building form, setbacks, architecture and materials
- Encourage the adaptive re-use of existing commercial buildings within the town centre consistent with the heritage context and values. Ensure any additional upper levels are set behind the existing main roof of heritage buildings
- Encourage maintenance and repair of awnings and parapets fronting commercial areas
- Property Boundaries
- Waterbodies
- Watercourses
- Open Spaces
- Existing avenue
- The Domino Trail Existing/Proposed
- Unconstructed Roads
- Commercial Precinct (C1Z)
- Main Street Character
- Main connection to regional areas
- Scale 0 750 1500m

8.3 Precinct Two: Industrial area

8.3.1 Industrial Character

The Industrial Precinct is located on Station and Victoria Streets separated by the Domino Trail and is approximately 17.6 hectares. The land at 10 Station Street is occupied by an MHF, a storage facility and vacant land. The land at 6-8 Victoria Street is vacant and its future rests partly on the future of the MHF. The Stony Creek runs alongside the western boundary of the site and includes a significantly waterbody. Roads provide access to these sites but there is little by way of public realm features or amenity. These industrial sites are proposed to be rezoned to IN3Z and accommodate less intensive industrial and commercial uses that can transition the land to a higher amenity town based employment area.

Precinct objectives

- To transition the precinct into a light industrial and employment precinct.
- To create a quality public realm in the precinct to make it an attractive place to do business.
- To minimise the impacts of light industrial and employment activities on adjacent land users.

Precinct guidelines

- Plan and layout development including access, loading and parking arrangements to protect the amenity of adjacent residential properties and sensitive land uses, as well as the heritage values of any identified heritage buildings.
- Encourage the incorporation of environmentally sustainable design measures in new developments
- Minimise the visual impact of carparking by concealing it within, to the sides or the rear of buildings and wide landscaping areas.
- Ensure new buildings provide a suitable transitional scale to adjoining sensitive uses such as residential.
- Consolidate necessary business signage on Victoria Street to avoid visual clutter and repetition with no illumination.
- No illuminated signage is to be provided.
- Incorporate Water Sensitive Urban Design techniques to treat stormwater before it is discharged from the site.
- Provide footpaths at the front of new development.
- Layout developments to allow all vehicles to enter and exit a site in a forward direction where possible.
- Consolidate crossovers to minimise entry and exit points for each site and minimise conflict with footpaths.
- Incorporate durable, locally suitable landscaping wherever possible to improve the precinct's appearance, amenity and heat island mitigation.

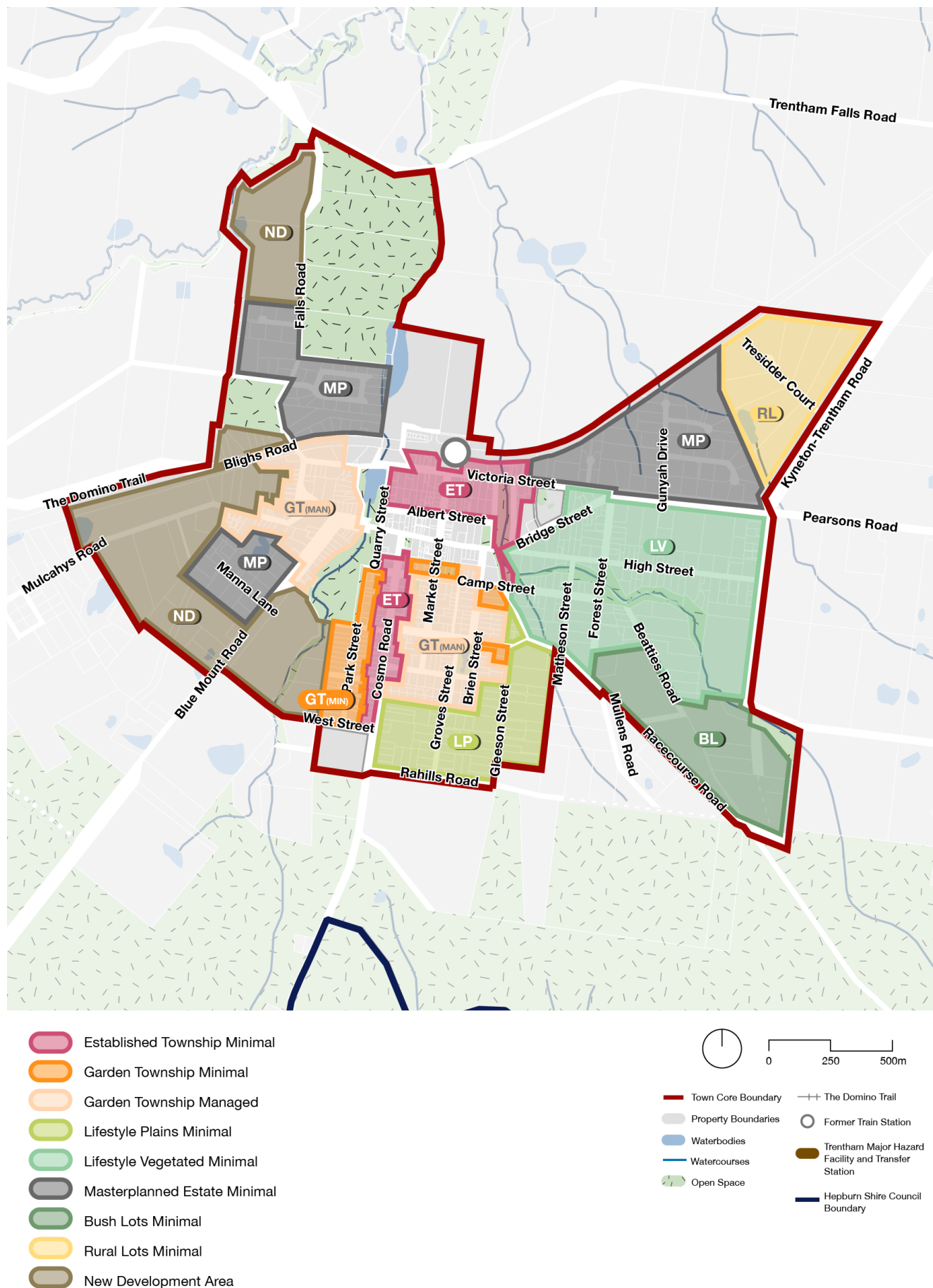


8.4 Precinct Three: Residential areas

Nine neighbourhood character types have been identified for Trentham (see **Figure 17**).

Design guidelines for residential areas are included in **Appendix D**.

Figure 17: Trentham Residential Precincts Neighbourhood Character Map



8.4.1 Established township

Existing character

The Established Township character type represents the early stages of development of Trentham dating back to the nineteenth century through the late interwar period. This area extends along Cosmo Road, Victoria Street and Albert Street. Some non-residential buildings, such as the former Trentham Railway Station, are also included. This character type is set on a traditional grid street network, which is reminiscent of the gold rush era street network layout. The streets are also characterised by their width and the presence of large canopy trees which form a distinctive character. The avenue of trees along Cosmo Road is of great significance, contributing to the character of the area and is protected by the Heritage Overlay.

The housing style in this character type is detached houses from the nineteenth to the early twentieth century interspersed with many new houses adopting traditional forms in replica developments, and some new housing styles which completes the urban character of the area. Dwellings are typically comprised of weatherboard cladding with corrugated metal pitched roofs and front facing verandahs in spacious garden settings.

Preferred future character

Dwellings retain the cottage aesthetic and complement the heritage qualities of the streetscape within the Established Township character type, preserving the unique historical image of the towns. New buildings do not dominate the existing fabric, playing a recessive role in the streetscape. New dwellings respect the form, scale and materials of heritage buildings without attempting to replicate historical architectural styles.

New development incorporates buildings of lightweight

design using timber and painted surfaces and metal cladding. Attention is paid to the appropriate building form position which reflects the predominant front and side setbacks in the street, as well as roof form, window and door proportions and articulation of facades.

Garages and carports are set back from the front façade of the dwelling and preferably detached as recessive elements in the streetscape that are in keeping with the rhythm of surrounding built form.

Garden settings of dwellings are enhanced by low front fencing and low hedging to provide interaction from gardens and views over the street. Space for the planting of trees and other vegetation is provided at the side and rear of new buildings.

Opportunities for increased housing densities are provided on large lots while respecting the adjacent heritage context. Minimising new crossovers will enable the street pattern to be maintained while reducing the loss of valued street trees and wide grassy verges. Further street tree planting will assist in unifying the precinct while offering shading and cooling benefits.

Large lot subdivision provides a generous setting with setbacks around existing and future dwellings. The creation of side or rear lanes for vehicle access is appropriate on corner sites and sites adjacent to any creek or land adjacent to public open space to provide improved interaction and informal overlooking.

In minimal housing change areas, dwellings are designed to address specific site constraints through building design and materials, fencing materials and design, and building height which is different to the managed housing change area. Housing change is limited to dual occupancies and replacement housing, where appropriate.



8.4.2 Garden township

Existing character minimal

The Garden Township character area is located within close proximity to the Trentham town centre, covering properties on Park Street and small sections on Camp Street and Brien Street. Like the Established Township areas, properties within this character type consist of a small number of older dwellings which date back to the nineteenth century, but have greater diversity with the presence of Post-War, Inter-War and more recent eras. In Trentham, the buildings within this precinct are set on a traditional grid street network which dates back to its Goldfields era heritage. Lot sizes are generally smaller than other residential lots which exist within the town core boundary.

Due to the variance of housing eras within this area, the siting of buildings within lots may vary. Dwellings are typically constructed from weatherboard and brick. The public realm generally has an open profile with wide verges and irregular street trees, often with a mix of kerb and channel, rollover kerb and open drains.

Existing character managed

The Garden Township Managed character area has the same characteristics as Garden Township, while allowing greater capacity for development. Part of the precinct is located within close proximity to the Trentham town centre, bound by Camp Street, Cosmo Road, Gleeson Street and Walters Street. The other quadrant exists between Blighs Road and Blue Mount Road, adjoined by the Stony Creek to its right.

Preferred future character

A sense of spaciousness is reinforced in streetscapes by maintaining predominant front and side setbacks to dwellings. Generous space is left for trees and gardens allowing dwellings to sit within garden settings. Space retained in rear yards allows large canopy trees to frame dwellings while providing shade, shelter and habitat.

Careful siting of dwellings ensures they play a recessive role in the streetscape and do not dominate views. Dwellings retain and complement the qualities of streetscapes and their contribution to the image of the town. New contemporary dwellings respect the form, scale and materials of the various periods of architecture without attempting to replicate historical architectural styles.

New development is constructed with the limited palette of materials found in the character type such as weatherboard and brick, corrugated metal or tile roof materials, or other materials which respect this such as lightweight metal or fibre cement cladding or render. Attention is paid to the appropriate building form which reflects the predominant front and side setbacks in the street, as well as roof form and attractiveness of facades.

Garages and carports are set back from the front façade of the dwelling and preferably detached to ensure they do not dominate the streetscape.

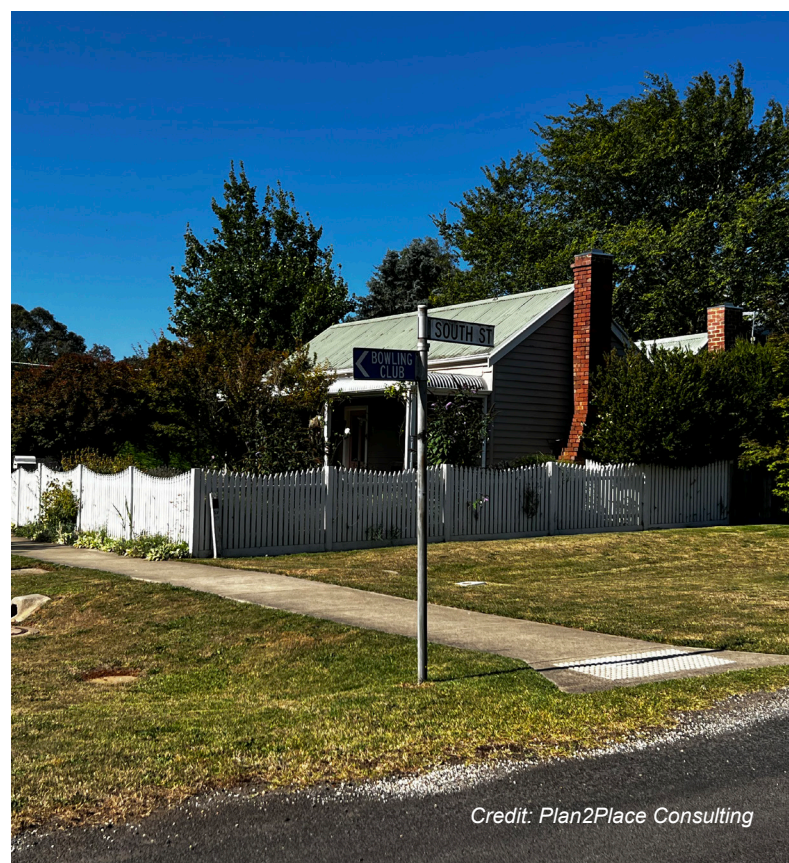
Garden settings of the dwellings are enhanced by low front fencing or hedges to provide interaction from gardens and views over the street and any adjacent public environments. Space for the planting of trees and other vegetation is provided at the side and rear of new buildings.

Opportunities for increased housing densities are provided on large lots while respecting the adjacent context. Minimising new crossovers will enable the street pattern to be maintained while reducing the loss of valued street trees and wide grassy verges. Further street tree planting will assist in unifying the precinct while offering shading and cooling benefits.

Large lot subdivision provides a generous setting with setbacks around existing and future dwellings and car parking located behind or to the side of the dwelling.

In managed housing change areas, increased diversity of housing types is provided, such as dual occupancies and multi dwellings, while contributing to the preferred character of the Garden Township into the future.

In minimal housing change areas, dwellings are designed to address specific site constraints through design, fencing, materials, and building height which will be different to current housing. Careful design will be needed to achieve the preferred neighbourhood character and may result in the delivery of less housing. Housing change will be limited to dual occupancies and replacement housing.



Credit: Plan2Place Consulting

8.4.3 Lifestyle plains

Existing character

The Lifestyle Plains character area is located on the southern edge of the Trentham town core boundary, bound by Rahills Road, Matheson Street, Cosmo Road and Racecourse Road. It has a rural character, defined by relatively flat topography and spacious lots. The dwellings within this precinct are diverse, ranging from late 20th century to contemporary modern styles. Due to their large lot sizes, dwellings have large rear and side setbacks, although front setbacks are largely varied. There is a sense of openness within this precinct, due to its informal qualities, wide verges, lack of pedestrian footpaths, low fencing and permeable road surfaces in some areas.

Preferred future character

Dwellings continue to contribute to the country feel on large lots with space provided around buildings for the planting of substantial trees. Generous setbacks to the front, side and rear retains frequent views between dwellings across the surrounding forest land.

New development is low scale, one to two storey dwellings, using durable materials and colours that reflect the forest environment and simple building forms to fit within the setting. Garages and carports are located behind the line of the front dwelling façade or integrated with the design of the dwelling.

Absent, low or transparent, front fencing contributes to the country feel and an informal transition between the public and private realms. Planting of large canopy street trees provide shading and cooling benefits and improves pedestrian environments.

New housing styles may occur through use of design, fencing, materials and building height but maintaining siting and setbacks consistent with existing housing. Housing types will be focused on single dwellings and dual occupancies on large sites that can meet the minimum subdivision area.



8.4.4 Lifestyle vegetated

Existing character

The Lifestyle Vegetated character type area comprises a significant portion of the eastern quadrant of Trentham, defined by Pearsons Road, Bridge Street, Racecourse Road and Cranney's Lane. Trent Creek and its environs bisect the precinct. Some properties within this precinct adjoin this parkland.

The area is defined by its large lot size, and rural feel which has substantial vegetation on relatively flat topography. Like the Lifestyle Plains precinct, the character is defined by diverse dwellings from different eras ranging from nineteenth century, to Post-war and contemporary. Due to their large lot sizes, dwellings have large rear and side setbacks, although front setbacks are largely varied. There is a sense of openness within this precinct, due to its informal qualities, wide verges, lack of pedestrian footpaths, low fencing and permeable road surfaces in some areas. There is often little delineation of the public and private realms in this precinct, due to the inconsistency of tree plantings and its highly vegetated qualities, which are further supported by low or no fencing throughout.

Preferred future character

Dwellings continue to be set in vegetated gardens on large lots with space provided around buildings for the retention of remnant vegetation and planting of substantial native canopy trees and shrubs. Limiting site coverage and areas for hard surfaces through generous side and rear setbacks results in the landscape framing the dwelling and retaining views to large canopy trees in the rear of properties.

New development is low scale with one to two storey dwellings, using durable materials and colours that do not dominate the natural surrounding environment. Simple building forms are often horizontal in form and ranch or farmhouse in style. Front setbacks vary but always provide substantial space for the planting of vegetation. Garages and carports are hidden from view, often located behind the line of the front dwelling façade or integrated with the design of the dwelling. Outbuildings or sheds are often large and hidden from view and located away from the boundary.

Absent, low or transparent, front fencing contributes to the semi-rural character and informal transition between the public and private realms. Informal road treatments and the retention of remnant vegetation on roadsides contributes to the character of these areas.

New housing styles may occur through use of design, fencing, materials and building height but maintaining siting and setbacks consistent with existing housing. Housing types will be focused on single dwellings and dual occupancies on large sites that can meet the minimum subdivision area.



8.4.5 Masterplanned estates

Existing character

The Masterplanned Estate character areas represent clusters of recent post 2000s development. There are three clusters, which are situated off Blue Mount Road on Manna Lane, to either side of Falls Road, near the Trentham Football and Netball Club and off Pearsons Road, on Gunyah Drive. Lot sizes tend to be generous, situated within cul-de-sacs or curved road structures, which departs from the predominantly grid street network of the old established town. Due to the similar time of construction, the architectural style is predominantly contemporary and relatively homogenous. There are consistent setbacks and street trees, often in their developing stages leading to a consistent streetscape. Dwellings are predominantly built from weatherboard, black colorbond, render or fibro cement cladding materials.

Preferred future character

Contemporary master-planned estates incorporate an urban structure with spacious qualities in the streetscape and overall consistency in dwelling spacing and design. Attention is made to consistent dwelling setbacks, roof forms, low or no fencing to the street, buildings facing the street, and the reduction of visually dominant garages by setting them well back from front façades. Front gardens add to the quality of the streetscape with the planting of native and exotic vegetation with areas for canopy trees.

Buildings are designed to respond to their context in form, proportion and materiality. While not “copying” existing areas, they reflect a contemporary and unique response to the local history and context, further adding to the unique identity of the town.

Street patterns reflect the modified grid pattern with good connectivity and links to local services and facilities to support efficient walking access to public transport and services. Infrastructure and utility services are located underground with consistency in the palette of materials in the public realm.

Credit: Plan2Place Consulting



8.4.6 Bush lots

Existing character minimal

The Bush Lots character area is located on the south-eastern periphery of the Trentham town core boundary, defined by Racecourse Road and Beatties Road. This precinct has a dense bush landscape, with lots of remnant vegetation, large canopy trees and a rich understory of shrubs and grasses. Dwellings within this area are generally well concealed by the vegetation and bushy environment, which results in little delineation between the public and private realms. The street network is minimal and highly informal with inconsistent lot sizes and shapes present throughout. Dwellings are generally constructed of weatherboard and brick where visible from the street. The Bushfire Management Overlay (BMO) covers the entirety of this precinct, due to the density of vegetation and susceptibility to fire hazards.

Preferred future character

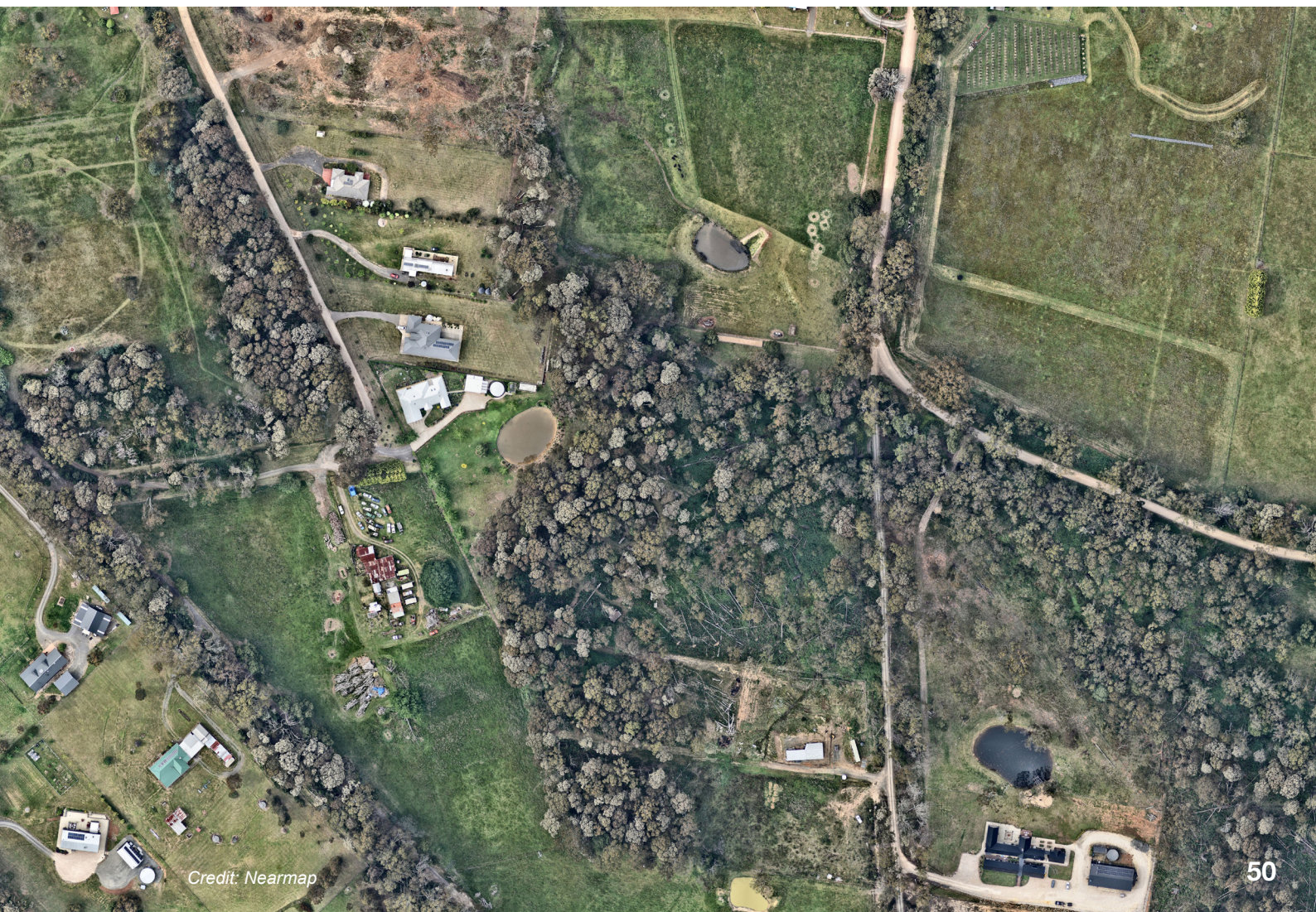
Streetscapes are dominated by large remnant indigenous and native canopy trees with supporting undergrowth. Dwellings are sited within the undulating landscape and integrate with the informal style of indigenous and native vegetation which flourishes in a spacious bushland setting. National and State Parks and Reserves provide a backdrop to dwellings with vegetation flowing across

the landscape while dwellings are barely visible and sit below the tree canopy.

While most roads are sealed, they wind informally through the trees with minimal delineation between the public and private realms. New development is predominantly low scale, incorporating one to two storey dwellings. Natural materials and colours reflect the surrounding bush environment and simple horizontal building forms fit within the heavily vegetated setting.

Generous front and side setbacks provide for indigenous and native vegetation which incorporate remnant trees and screen dwellings from view. Garages, carports and sheds are hidden from view, located behind the line of the front dwelling façade away from the dwelling and lot boundaries. Absent, low or transparent front fencing contributes to the bushland setting and informal transition between the public and private realms.

Housing change is minimal to reflect specific site constraints and protect the bush character and its values. These areas provide a transition from township areas to surrounding farmland and State and National Parks and Reserves. Housing types are focused on single dwellings on large sites that can meet the minimum subdivision area.



8.4.7 Rural lots

Existing character

The Rural Lots character area is located in the north eastern region of the town core boundary, defined by Kyneton-Trentham Road and Tressider Court. These lots are extremely spacious, comprising areas over 5000sqm. There is a large sense of openness within this area, which can be attributed to its large setbacks from the front, back and sides and absence of prominent fencing. There is lesser vegetation present within this precinct than others, which exudes a pastoral feel to the areas. Unlike the Bush Lots Precinct, which is covered by the Bushfire Management Overlay (BMO) this is absent within this precinct.

Preferred future character

Dwellings are sited on moderate to large lots that accommodate a mixture of plant types and species and broad open lawns. New development provides generous front and side setbacks to allow for the retention and continued planting of large trees and open lawns.

New development reflects the low scale of dwellings with verandahs and/or wide eaves, using simple building forms and low-pitched roofs. Dwellings do not penetrate the existing tree canopy but are visible from the street. Dwellings utilise durable materials and colours that reflect the natural surrounding environment and vegetated landscape setting. The streetscapes feature an informal character which celebrates roadside vegetation and wide grassy verges.

Garages and carports are hidden from view, often located behind the line of the front dwelling façade and are integrated with the design of the dwelling. Open, post and wire or post and rail front fencing creates a low and visually permeable streetscape enabling vegetation to flow across the semi-rural landscape. The visual dominance of outbuildings is minimised by appropriate landscaping around the building footprint.

Housing change is minimal to reflect specific site constraints and provide an appropriate transition between urban and rural areas. Housing types are focused on single dwellings and dual occupancies on large sites that can meet the minimum subdivision area.



8.4.8 New development areas

Existing character minimal

The New Development Areas are: bordered by Blights Road, Mulchays Road and Bluemount Road; and, the east side of Falls Road, north of Falls Rise alongside the pinnacle of the northern segment of the town core boundary edge, along Falls Road. The Stony Creek runs through the southern segment of the New Development Areas.

Preferred future character

New residential growth areas are located on the edges of the town. Given that these areas do not have an existing residential neighbourhood character, this will be created through their development over the next 20-30 years.

Design guidelines for these areas are included in **Appendix C** and should be read in conjunction with Clause 56 and the Infrastructure Design Manual (IDM).

New development areas should meet the following guidelines:

- Respond to site context, history and typology.
- Provide a diversity of housing types and lots sizes.
- Make direct and legible connections to existing streets and pedestrian networks, avoiding courts and dead end streets.
- Ensure that new development provides good interaction of streets and public open spaces.
- Ensure generous setbacks around heritage houses, and retain all elements of significance on a single block (e.g. house, outbuildings, homestead plantings). Ensure that heritage buildings face the public domain in new road layouts.
- Provide adequate separation distances around biodiversity assets and provide for corridors to link to surrounding locations.
- Deliver a high-quality public realm.
- Incorporate well landscaped areas with canopy trees in setback areas between buildings and site boundaries and in private open space areas of proposed dwellings using vegetation outlined in the CFA's Landscaping for Bushfire guidelines.
- Development adjacent to a town core boundary provides generous front building setbacks and a clear urban/rural edge including a perimeter road to manage bushfire risk.

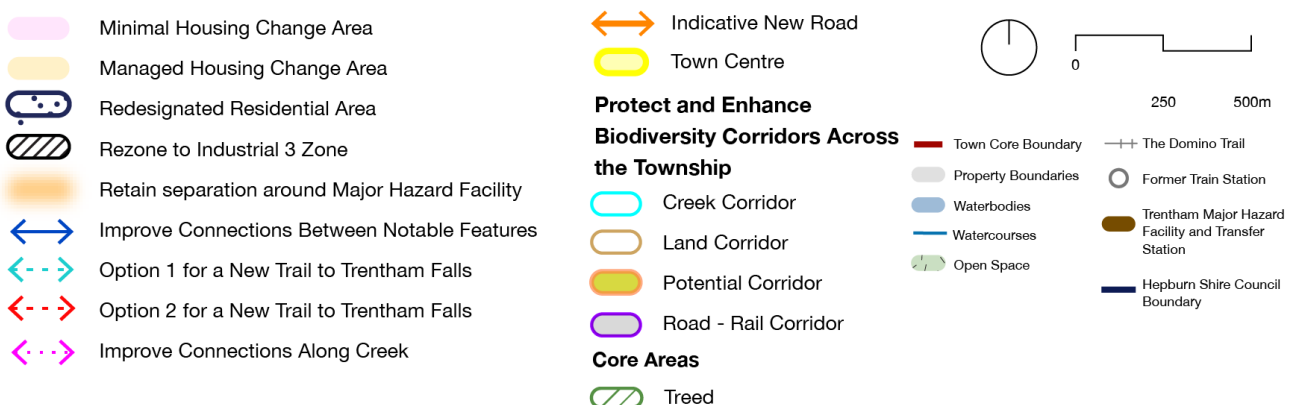
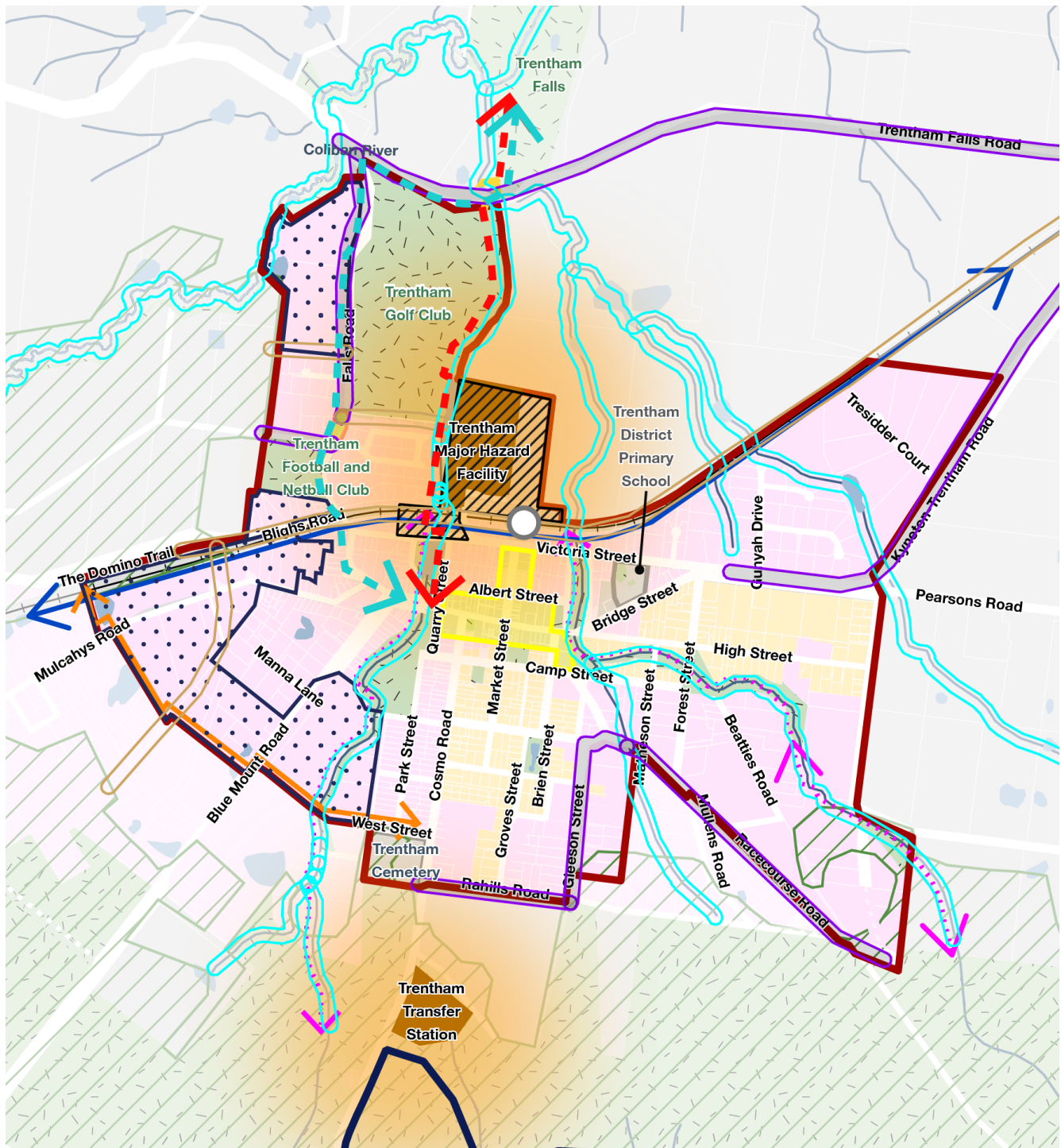


Credit: Nearmap

9.0 Development Framework

The development framework for Trentham is shown at **Figure 17**. This includes the key initiatives for this structure plan.

Figure 17: Trentham Development Framework



10.0 Implementation

10.1 Statutory planning

To give greater certainty to the implementation of the vision for the town, it is necessary to ensure key elements are included in the Hepburn Planning Scheme.

The vision and objectives should be embedded in local policy integrated into the Planning Policy Framework (PPF). This could be through the local planning policy at Clause 11.01-1L to complement Clauses 11.03-1S and R. This will confirm the town core boundary and provide new strategies to guide redevelopment. Updates will also be made to the Municipal Planning Strategy (MPS) to reflect the plan. The structure plan should be included as a policy document in the local planning policy and as a background document at Clause 72.08.

Land is proposed to be rezoned as shown in **Figure 18** as follows:

Zoning

- Rezone land in the NRZ on the west side of Mullins Road to LDRZ.
- Rezone part of land between Blighs Road, Blue Mount Road and Stoney Creek from LDRZ to NRZ.
- Rezone Industrial 1 Zoned land to Industrial 3 Zone to reflect the precinct's location within the town centre and minimise land use conflicts.
- Rezone land on Market Street between Victoria and High Street from NRZ to MUZ.
- Subject to the MHF relocating from 10 Station St, rezone land at 6 -8 Victoria Street from IN1Z to MUZ. (If this does not occur, rezone from IN1Z to IN3Z).

Land is proposed for new overlay is shown in **Figure 19** as follows:

Overlays

- Apply the Vegetation Protection Overlay to land identified with high biodiversity value within the town.
- Apply the Neighbourhood Character Overlay to land along Cosmo Road and adjacent to Albert Street.
- Apply a Development Plan Overlay on land between Blighs Road, Blue Mount Road and Stoney Creek to provide an integrated redevelopment.
- Apply the EAO to land at 6-8 Victoria Street, 10 Station Street and 145 Blackwood Road.

10.2 Non-statutory implementation

The Structure Plan identifies a wide range of non-statutory implementation actions necessary to deliver the vision for the town. A key action will be to implement a series of public realm improvements to enhance the image and place qualities of the town. These will support retail and commercial activities, tourism and enhancement of the liveability of the town with Council having a key role.

Initiatives are required to improve and complement the amenity of the town to address many access, connectivity and safety issues including streetscape master planning, tree plantings, new paths and improved crossings. These are subject to investment by Council in conjunction with stakeholders such as the Department of Transport and Planning as key partners. Management of public parkland and reserves is also an important co-management responsibility between Council and the Department of Energy, Environment and Climate Action.

The delivery of upgrades and better utilisation of existing community facilities will be subject to future commitments and funding over the coming decade and build on existing delivery of better community facilities. Council investment has an important relationship to the town's economic development and showcasing what the town has to offer.

There are a range of community advocacy roles that Council needs to lead, particularly in relation to reducing speed limits on arterial roads that are both managed by the State. Bus services from, and to, the town and across the region should be reviewed and better coordinated and connected throughout the Shire consistent with the Integrated Transport Strategy.

There are several capital works improvements that Council and State Government Agencies can make to the pedestrian and wheeling environment to strengthen links throughout the town and increase the number of people who walk and wheel.

Council and the State Government can also lead and/or support many actions around physical, social and community infrastructure investment, for place making and other economic development initiatives to support the town's development.

Statutory and non-statutory initiatives are outlined in more detail in the Implementation Plan along with recommendations on timing, partners and priority in **Appendix D**.

10.3 Implementation plan

The Implementation Plan provides a framework to deliver the vision for Trentham. It provides a guide to identify Council's role, responsibilities and priority for each recommended action and will be used to monitor and evaluation the implementation of the plan.

Council's role

Hepburn Shire Council will play different roles in the implementation of the Hepburn Structure Plan project. These will vary between the roles of Planner, Provider, Advocate, Partner/ Facilitator, Educator and Regulator. A description of these various roles is provided below.

Planner

Develop detailed plans and drawings for construction, and in relation to its urban and social planning responsibilities.

Advocate

Represent community needs and interests to Federal and State Governments and the private sector for reform and funding.

Partner / facilitator

Working closely with developers, landowners, residents and businesses to facilitate the outcomes in the Structure Plan.

Educator

Provide information to businesses, residents and interest groups.

Regulator

Ensure that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations.

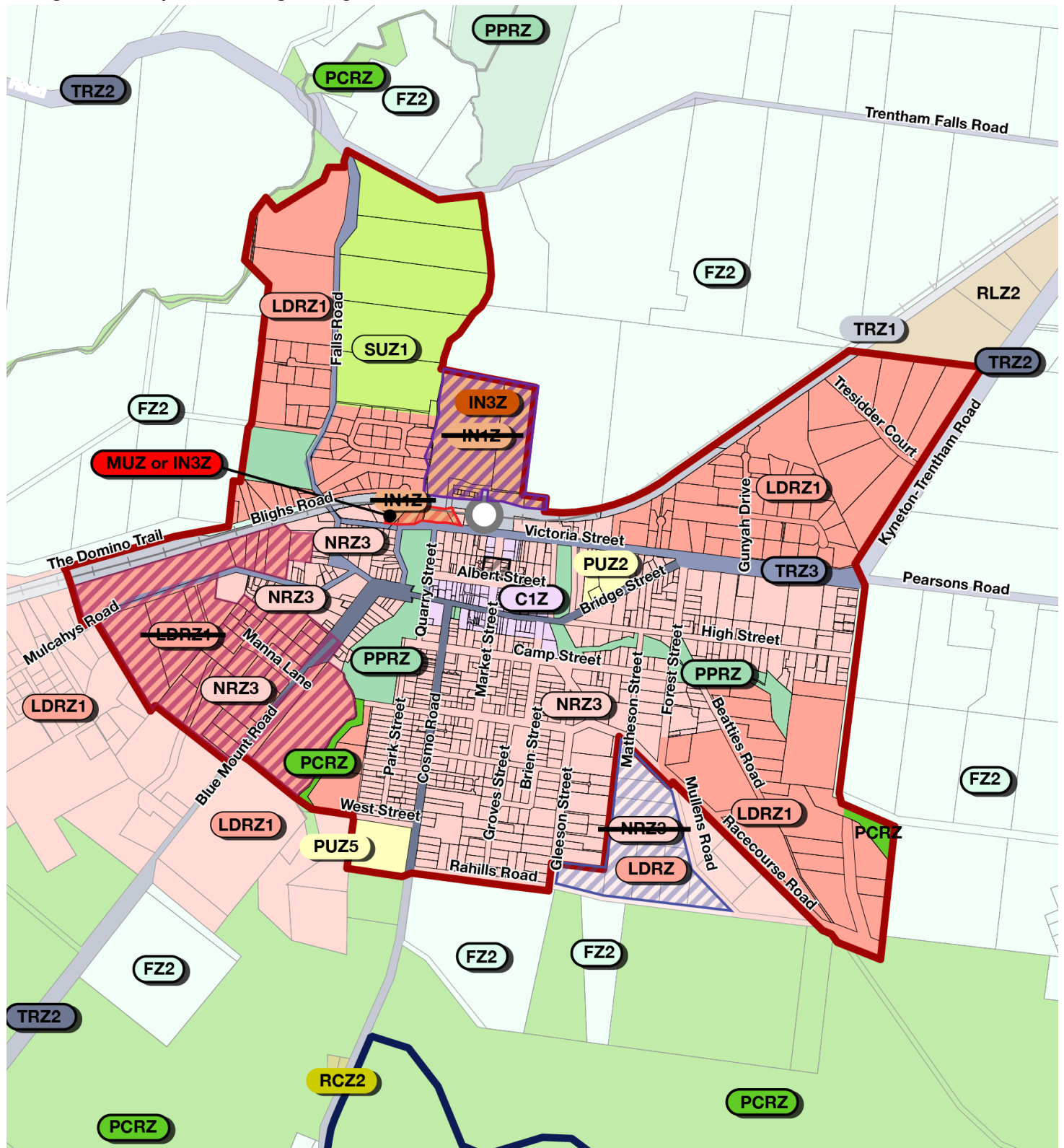
10.4 Monitoring and review

A progress report on the implementation of the structure plan will be provided by Council every five years and will commence from when the plan is adopted. This process will enable Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects. Council will use the five yearly progress report to adjust the implementation program to ensure that the structure plan is achieving the vision.

The structure plan review cycle is every ten years, to ensure that it remains relevant and consistent with Council's strategic policies, MPS and the Council Plan, and to identify any changes required to respond to new trends, policies, regional strategies or changing circumstances. This review will enable Council to prepare for the subsequent structure plan period.

The structure plan will make a strong local contribution to the delivery of the Council Plan and encourage and support businesses to come to Hepburn Shire and grow. It will also better plan for different types of housing, encourage more people to walk and wheel, help mitigate environmental impacts, support surrounding agricultural areas and strengthen community resilience and wellbeing.

Figure 18: Proposed Zoning Changes



C1Z Commercial 1 Zone

FZ Farming Zone

IN1Z Industrial 1 Zone

NRZ Neighbourhood Residential Zone

LDRZ Low Density Residential Zone

PCRZ Public Conservation and Reserve Zone

PPRZ Public Park and Recreation Zone

PUZ Public Use Zone

RCZ Rural Conservation Zone

RLZ Rural Living Zone

SUZ Special Use Zone

TRZ1 Transport 1 Zone

TRZ2 Transport 2 Zone

TRZ3 Transport 3 Zone

Rezone to MUZ

Rezone to MUZ or Other Residential Zone with Resolution of Env Audit and MHF Relocation

Rezone to IN3Z

Rezone to NRZ

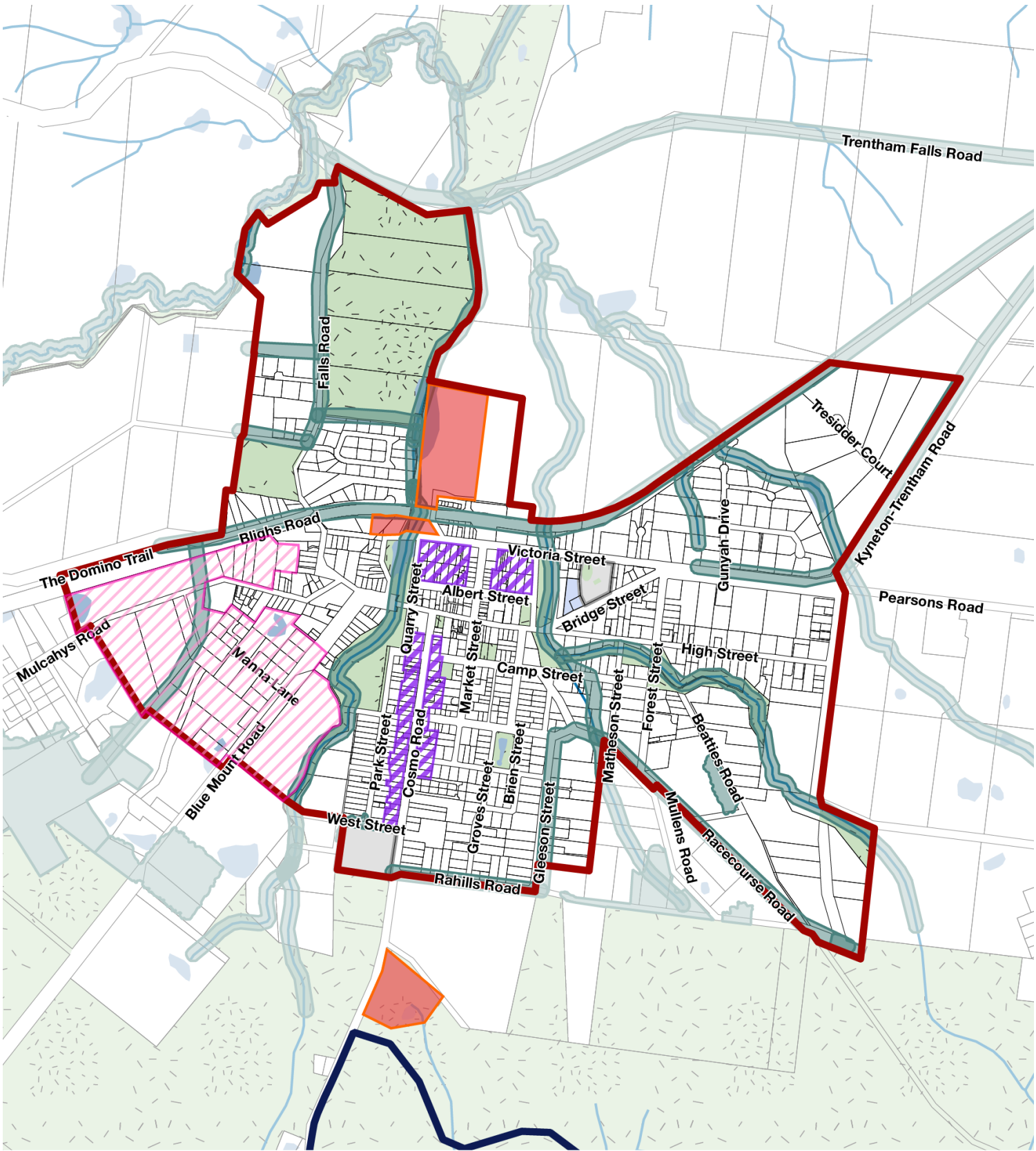
Rezone to LDRZ







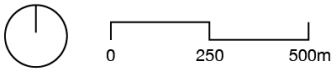
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- Town Core Boundary
- Property Boundaries
- Hepburn Shire Council Boundary
- The Domino Trail
- Former Train Station

Figure 19: Proposed Overlay Changes



-  Apply the Vegetation Protection Overlay to land identified with high biodiversity value within the town.
-  Apply the Neighbourhood Character Overlay to land along Cosmo Road and adjacent to Albert Street.
-  Apply a Development Plan Overlay on land between Blighs Road, Blue Mount Road and Stoney Creek from to manage an integrated redevelopment.
-  Apply the EAO to land at 6-8 Victoria Street, 10 Station Street and 145 Blackwood Road.



-  Town Core Boundary
-  Property Boundaries
-  Waterbodies
-  Watercourses
-  Open Space
-  The Domino Trail
-  Former Train Station
-  Trentham Major Hazard Facility and Transfer Station
-  Hepburn Shire Council Boundary

11.0 Appendix A Boundary Assessment

Defining the extent of the township is a key task in the development of a structure plan and should be guided by an assessment undertaken against the criteria set out by the Victorian Government.

Planning Practice Note 58 - Structure Planning for Activity Centres (PPN58) sets out criteria to be used to determine an activity centre boundary in a structure plan.

This has been adapted to the township context for this township structure plan.

Table 1 provides an analysis of the town core boundary assessed against guidelines in PPN58. The spatial outcome of this assessment is shown in **Figure 3** with a proposed town core boundary including any areas proposed for inclusion or removal from the town core boundary.

Table 1: Township Boundary Assessment

Boundary Criteria:	Assessment/Response:
Consider the following issues in determining the potential location of a township boundary:	
The location of existing commercial areas and land uses	There are significant commercial areas located in the commercial core on the north and south sides of High Street, as well as on south side of Victoria Street. High Street is characterised by commercial uses and valued attributed, including heritage buildings and the Trentham Conservation Precinct. All of this land is exclusively zoned as Commercial 1 (C1Z), with some Public Park and Recreation Zone (PPRZ) on the west side of High Street, including Trentham Town Square, providing for the needs of the community. The surrounding land to the south and north of High Street is mostly Neighbourhood Residential Zone (NRZ), providing close proximity to shopping and other businesses for residents. This land is appropriate within the town core boundary.
The location of existing government and institutional areas and land uses	There are several local and state government and institutional areas and land uses included within the township. These include the Trentham District Primary School, Trentham Library, Trentham Swimming Pool, Trentham Police Station, Trentham CFA, St Mary Magdelene Church, Wildlife Rescue Trentham and other civic, recreational and public facilities. These land uses and facilities should be retained in the town core boundary.
The location of existing areas of public open space	<p>There is significant open space located within the centre such as Trentham Public Park and Recreation Reserve, Trentham Sports Ground Reserve, Trentham Golf Club, Police Camp Reserve, Trent Creek Public Park, Trentham Mechanics Institute Reserve, Wombat State Forest and the Domino Trail which all perform important recreational and environmental roles. The township is home to Trent Creek and Stony Creek, which run through the centre of the town; both of which hold important environmental and landscape roles and cultural significance to Traditional Owners.</p> <p>The contribution of these areas should be maximised to the benefit of other areas within the town with potential need for additional open space areas, such as small plazas and shared spaces within the centre's commercial core.</p>
Commercial and residential needs	<p>Trentham is home to 1382 residents (ABS, 2021). There are currently a small number of retail options within the town which range from a small supermarket, chemist, bakery, cafes and hotels. Major supermarkets such as Coles and Woolworths can be found in Daylesford, Woodend and Kyneton. Council facilities such as the Trentham Library and the Trentham Sports Ground Pavilion are also within the town, with construction of the Trentham Hub also underway. The town currently has sufficient capacity within existing commercially zoned land of around 5,300 sqm to accommodate future growth to 2041. This should be able to be accommodated within existing commercial and industrial zoned land.</p> <p>The demand for additional commercial floorspace will be driven relatively evenly by population growth, health and education. There are a small number of lifestyle shops that support tourism and some of these are linked to the attractions of Trentham Falls, the Domino Trail and the Wombat State Forest. Unlike Daylesford and Hepburn Springs</p>

Commercial and residential needs	<p>which bring in substantial tourist traffic during the weekend and holiday periods, Trentham has more modest amounts of tourist foot traffic and a smaller 'daytime population'. Accommodating for the anticipated increase in tourism will benefit the town's economy.</p> <p>Smaller lots (0-2000sqm) are generally present within the centre of the township, comprising the majority of the NRZ land although large lots (2000-4000sqm) are also present. Low density residential lots are typically found on the east, west, north and south boundaries of the township and these lots are comprised of over 2000sqm.</p> <p>However, many of these lots- particularly those in the south-western area are poorly configured and require improved design and connections in order to be appropriate for residential development. Due to their proximity to dense forest, it also presents a high bushfire risk. Due to the high bushfire risk on the edges of Trentham, residential expansion is not recommended. Therefore, the boundary should exclude the areas on the southwest side of Mulcahys Road and Blue Mount Road. Additionally, the proposed boundary should also exclude the area on the southeast side encompassing Mullens Road and Golden Point Road.</p> <p>SGS (2023) has estimated that Trentham will require an additional 272 lots to meet housing demand by 2041 with current capacity estimated to be 120 lots. An additional 150 lots will be required to meet housing demand within the town by 2041. In order to fulfill the demand, rezoning areas with access to sewerage and reticulated water can facilitate greater densities than currently allowed providing more housing, while responding to environmental and bushfire risk factors.</p>
Environmental and flooding constraints	<p>The Trentham township boasts significant environmental attributes, being enveloped by substantial forests to its east, west and south. However, the presence of the Bushfire Management Overlay (BMO) and areas of high and medium vegetation quality predominantly covers the south-west and south-east areas of the township and its surrounds due to the elevated risk of fire. Consequently, it is recommended that the town core boundary be adjusted to reduce the town size due to this environmental risk.</p> <p>The topography in Trentham is undulating in parts, with the two creeks serving as the lowest points in the township. The topography has a slight bowl shape, with the highest points being located on the periphery of town core boundary. While the Stony and Trent Creeks run through the town, there is no Land Subject to Inundation Overlay (LSIO) within the township boundaries. Therefore, flooding constraints do not pose a significant risk in terms of impacts on the town core boundary.</p>
Heritage constraints	<p>Trentham's heritage overlays are sparsely distributed within its boundary, but with significant coverage concentrated in the commercial core on High Street and Bridge Street, as well as around the cemetery and along the Domino Trail. Additionally, both Stony Creek and Trent Creek run through the township, possessing cultural heritage sensitivity values. While heritage overlays offer unique opportunities for the town's growth by allowing increased density based on the township's character, they also restrict growth towards High Street. The cultural sensitivity surrounding the creeks further limits expansion in their vicinity. The heritage overlay, and cultural heritage sensitivity area primarily affect the core of the town and do not extend to the town core boundary. Identified growth areas, outside of these areas will facilitate minimal and managed growth of the town's residential areas.</p>
Availability of strategic redevelopment sites, both existing and potential	<p>Strategic redevelopment sites within the township include:</p> <ul style="list-style-type: none"> - Sites opposite Trentham District Primary School - Site of the current St Johns Anglican Church in the town centre. - Areas of current large Neighbourhood Residential Zone lots on the north and south sides of Racecourse Road. - Existing low density residential land between Mulcahy's Road and Blue Mount Road adjacent to land zoned as the Neighbourhood Residential Zone. - Existing low density residential land east of the Trentham Golf Course along Falls Road and north of Falls Rise. <p>These strategic sites provide ample opportunities for short and long term commercial, residential and community/health sector growth and development options within the township.</p>

The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township	<p>There are a range of different residential areas in proximity to the town centre. These include areas zoned with the Neighbourhood Residential Zone (NRZ) (with a 9 metre building height limit) and Low Density Residential Zone (LDRZ). Housing stock in the town is mixed and there are many recent infill development opportunities which have increased housing supply and form with greater diversity and density of development.</p> <p>The redevelopment opportunities provided through further infill development along with the strategic redevelopment sites listed above, provide ample housing opportunities in both minimal and managed change housing areas.</p>
Consideration of physical barriers and opportunities for their improvement	<p>The Trentham Oval and Reserve, Trentham pool and tennis club along Market Street and the Trentham Golf Course are significant facilities located in the town for the community. There are also several creek reserves and parks along the Stony and Trent Creeks providing passive recreational opportunities but that separate the town. The Domino Trail along the former railway line is a significant asset for the town and could be better integrated into the town's urban structure.</p> <p>Opportunities exist to enhance connections and links for better access to these facilities and assets. This can be achieved by introducing new and improved walking trails along creeks and the Domino Trail and to the Trentham Falls either through or next to the golf course.</p> <p>Main streets and roads lack pathways, and there are some unpaved roads with shared road space being available. There are few direct walking and wheeling riding connections to open space areas, with very few dedicated wheeling facilities particularly along the Domino Trail. There are opportunities to make improvements for walking and wheeling, but the low traffic volumes on local streets mean that they are relatively safer for all users as they are.</p>
Proximity to public transport, especially fixed rail (train or tram)	<p>The town has no access to V/Line train services. It is serviced by the V/Line bus service four times a day Monday to Friday, three times on a Saturday and twice on a Sunday. These services connect Trentham to Daylesford and Woodend along with two bus services to Kyneton. High school children use private bus transport to Mount Macedon and Woodend. These frequencies are not sufficient to provide a convenient and reliable travel choice for users. Expanding the V/Line services should be explored as part of broader enhancements to the regional public transport network.</p>
The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges	<p>Blackwood Road and Kyneton-Trentham Road are the main access roads for Trentham, providing road connections to Melbourne and Kyneton respectively. Falls Road connects to Daylesford-Trentham Road, which connects the township to other rural towns within the Shire. A grid-based street network, with some diagonal configuration towards the south-east and south-west quadrant comprises most of Trentham's layout.</p> <p>Trentham has very few pedestrian or wheeling connections and infrastructure. Trentham Falls, one of the towns tourist attractions has no safe pedestrian or wheeling connection. The Domino Trail, the site of the town's former railway is also a major tourist destination.</p> <p>There are also few pedestrian and wheeling connections to adjacent open spaces and there are limited dedicated wheeling facilities through the town. There is no safe path connection to Trentham Falls, one of the town's major features. This link would be beneficial for the health and wellbeing of the local community and a worthwhile addition to the tourism trail by extending the Domino Rail Trail.</p>
Consider the following issues in determining the potential location of a township boundary:	
Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)	<p>There are opportunities to improve the walkability of the town as there is generally a lack of high-quality pedestrian infrastructure. This includes footpaths, safe crossings, ramps and signage. In residential areas, pedestrians generally walk on verges or on the road to travel. The town centre of Trentham has pedestrian footpaths on both sides of High Street, however no pedestrian crossings. Improving pedestrian infrastructure may influence more people to walk in addition to aiding the mobility for the impaired and elderly.</p>

Consistency with State policy	The proposed boundary (or slightly adjusted boundary) is consistent with the state policy framework, including Clause 11.02-1S, which provides opportunities for managed growth in existing town areas and also supports limiting natural hazards. The Bushfire Management Overlay (BMO) is within the proposed boundary but growth is not recommended for these areas. Additionally, Clause 11.03-2S supports growth in managed growth areas, and 15.01-5S emphasises neighbourhood character.
Consistency with local policy and a Municipal Planning Strategy (MPS) where relevant	The Trentham town core boundary is consistent with the Council's MPS and local and municipal planning policy framework, particularly including Clauses 11.01-1L and accompanying map for Trentham, 15.01-5L-02 Neighbourhood Character in Townships and Settlements, 17.01-1L Diversified Economy and 19.02-6L Open Space.
Impacts of the boundary on other township boundaries	There is sufficient separation between other towns in the region, such as Daylesford, and Glenlyon to support the Trentham town core boundary. There is a clear division between these townships and those in neighbouring municipalities.
In setting a boundary for a township include:	
Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon	There is sufficient commercial land to provide for the centre's needs and that of the surrounding community. According to the SGS report, there is a capacity of 5,300 sqm for a demand of 3,900 sqm of commercially zoned land. This should be sufficient in the short to longer term for the town and the population's needs in the primary trade area, providing local employment and economic benefits from a range of retailing and commercial uses. Industrial land is also available in the town north of the Domino Trail.
Residential areas that are integrated into the township or surrounded by other uses that have a strong functional inter-relationship with the township even where limited development opportunities exist	Residential land within the township is located appropriately within the proposed boundary and surrounds the commercial core of the centre. There are existing areas of residential growth that are proposed to be both minimal and managed housing change areas that will provide sufficient new housing opportunities and supply. The current boundary includes large areas of LDRZ land to the south-west and some to the east which is not suitable for inclusion within the town core boundary.
Key public land uses that have or are intended to have a strong functional inter-relationship with the township even where there are no or limited redevelopment opportunities	<p>There are a some local and state government and institutional areas and land uses included within the township. These include the Trentham District Primary School, Trentham Library, Trentham Swimming Pool, Trentham Police Station, Trentham CFA, St Mary Magdelene Church, Wildlife Rescue Trentham and other civic, recreational and public facilities.</p> <p>The former Trentham Rail station is located at the north boundary near Victoria Street and Quarry Street. These facilities are appropriately located within the town core boundary.</p>
Public open space areas that have or are intended to have a strong functional inter-relationship with the township.	There are significant open spaces located throughout the township, such as the Trentham Golf Club at the northwest boundary, the Trentham Football and Netball Club at the west boundary, and green spaces along both creeks. These areas aim to enhance the environment, preserve heritage and provide additional amenities. They are strategically positioned close to Commercial Zone 1 (C1Z) and the Neighbourhood Residential Zone (NRZ), establishing a strong functional relationship with the town. Therefore, these open green spaces should be retained within the town core boundary.
In setting a boundary for a township, generally exclude:	
Residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the township.	While constraints such as heritage overlays in the commercial zone and cultural sensitivity areas around the creek do not significantly affect the town core boundary, the presence of the Bushfire Management Overlay (BMO) and areas of high and medium vegetation quality predominantly affect the south-east and south-west areas of the town. The elevated risk of bushfire in these low density residential areas necessitates their exclusion from the town core boundary.

12.0 Appendix B Zones and Overlays

There are a range of zones and overlays that affect Trentham including the following:

Zones

Commercial 1 Zone (C1Z) which is applied to commercial centres for convenience retailing and where mixed uses and accommodation are also encouraged.

Farming Zone (FZ) which is applied to encourage the retention of productive agricultural land and the retention of employment and population to support rural communities. The zone provides a minimum lot size of 40 hectares unless an alternative is specified in a schedule to the zone. The creation of smaller lots is allowed under particular circumstances.

The **Industrial 1 Zone (IN1Z)** which is applied to land where industrial uses are accommodated and other than a caretaker's house prohibit all accommodation.

Low Density Residential Zone (LDRZ) which provides for a range of low density residential, tourism and rural uses suitable for areas with and without reticulated sewerage. A permit is not required for a single dwelling on a lot but a permit is required to subdivide the land with a minimum lot size of 0.4 ha for each lot not connected to reticulated sewerage or 0.2 ha for each lot if connected to reticulated sewerage.

Neighbourhood Residential Zone (NRZ) which recognises predominantly single and double storey residential development and ensures that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics. Dwellings and residential buildings in this zone must not exceed 9 metres and two storeys.

Public Conservation and Resource Zone (PCRZ) which is applied to places where the primary intention is to conserve and protect the natural environment or resources such as public conservation reserves and parks and allows associated educational activities and resource-based uses.

Public Park and Recreation Zone (PPRZ) which is applied to public parkland including reserves and parks recognising areas for public recreation and open space and protecting and conserving areas of significance where appropriate.

Public Use Zone (PUZ) which is applied to public land recognising public land use for public utility, infrastructure and community services and requires the public land manager's approval/consent to ensure public land management and development.

Rural Conservation Zone (RCZ) which is applied to protect and enhance the natural environment for its

historic, archaeological, scientific, landscape, faunal habitat and cultural values. It allows for agriculture and farming uses provided they are consistent with the environmental and landscapes values of the area.

Rural Living Zone (RLZ) specifies a lot size of at least 2 hectares and provides opportunities for some rural uses to occur. A different lot size can be specified in a schedule to the zone (which is between 4-8 hectares in Hepburn).

Transport Zone (TRZ) which is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations.

Special Use Zone (SUZ) which provides for tailored provisions for a wide range of purposes, such as showgrounds, freight logistics centres and tourism precincts. It forms part of a suite of special purpose zones in Clause 37 of the Victoria Planning Provisions. The special purpose zones, including the Special Use Zone, are used when a standard zone cannot address the individual circumstances of a site.

Overlays

Bushfire Management Overlay (BMO) which identifies areas where the bushfire hazard requires bushfire protection measures to be implemented, seeks to ensure that development of land prioritises the protection of human life and strengthens community resilience to bushfire. Development is permitted only where the risk to life and property from bushfire can be reduced to an acceptable level.

Environmental Significance Overlay (ESO) which is applied to areas where the development of land may be affected by either environmental constraints such as the effects from noise or industrial buffer areas, or issues related to the significance of the natural environment. ESO1 relates to the special water supply catchment area affecting the entire municipality.

Heritage Overlay (HO) which is applied to a heritage place with a recognised citation identified through the Victorian Heritage Register or in a local heritage study. A heritage place should include a statement of significance, establishing the importance of the place, and can affect land, buildings, trees and/or vegetation.

13.0 Appendix C Town Centre Design Guidelines

Building Scale

- New development should not exceed a height of 2 storeys (<8m).

Building Design

- Retain valued heritage buildings placing new development in clearly separated distinct buildings to the rear. Ensure new buildings respond to their context in terms of scale, form, architecture, materials and details.
- Encourage contemporary architecture that draws inspiration from the heritage and landscape character of Trentham. Avoid the use of pastiche or heritage replicas for new developments.
- Ensure new development minimises energy inputs and use in construction and operation consistent with current best practice design standards.

Street Interface

- Ensure new commercial buildings maximize windows on their frontage to support overlooking of the street and business display.
- Retain the fine grain rhythm and pattern of buildings along primary and secondary commercial frontages. Minimise expanses of blank walls, particularly to the primary frontage.

Vehicle Access

- Locate on-site car parking to the rear or sides of new development to minimise its visual impact on the streetscape. Avoid parking within the front setback between building frontages and the street.

Signage

- Integrate business identification signage into the design of the building to not be visually dominant.
- Locate signage below the the parapet of a building.
- Ensure the proportion and scale of new signage complements the prevailing character in the streetscape.
- The illumination of signs is discouraged. Where illuminated signs are considered appropriate, ensure light spill to nearby residential properties is avoided.

Weather protection

- Provide weather protection in the form of verandahs or awnings along the fronts of new commercial buildings.
- Ensure new verandas, or awnings or canopies complement the prevailing height, scale, and materiality of existing structures.

Landscape and fencing

- Wherever possible, retain existing canopy trees incorporating them into the site planning response.
- Incorporate generous landscaping within front setbacks.
- Provide low or visually transparent fencing or hedges to the primary street frontage of new development.

14.0 Appendix D Residential Design Guidelines

Neighbourhood Character Design Guidelines

Under seperate cover

15.0 Appendix E Implementation Plan

Figure 21: Implementation Plan

Actions#	Actions	Timing/ Commenced	Duration	Lead Agency/ Responsibility	Involved	Stakeholder/ Community Engagement	Esti. New Cost (\$)	Priority

16.0 Appendix F: Glossary

Term	Definition
Accessible/accessibility	In design it refers to ensuring people of all abilities can independently move around a place or building. Minimum national design standards apply under the Disability and Discrimination Act 1995.
Activation/streetscape activation	A collection of design techniques that aim to make streets feel safe and attractive and increase opportunities for social contact and trade. Techniques include facing front doors and windows of houses to the street with garages behind, larger clear windows on shopfronts, street dining and trading, vibrant signage on shopping streets, locating building entries on or close to footpaths.
Adaptive re-use	Reusing an existing building for a purpose other than which it was originally built. It often involves some improvement works or changes. Hepburn examples include reusing an old church or farm shed for a dwelling.
Affordable housing	Housing where the rents or mortgage repayments purchase price comprise no more than 30% of a household's income and has reasonably low running costs. In Victoria the reference point is households in the lower 60% of community income ranges. It can be private market, housing, social housing and community housing. The Planning and Environment Act 1987 contains the full technical definition.
Age in place	Generally ageing in place refers to continuing to live in the community, with some level of independence, rather than in residential aged care facility.
BAL (Bushfire attack level)	<p>BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.</p> <p>BAL of 12.5 -LOW: There is a risk of ember attack.</p> <p>BAL of 19 -MODERATE: There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat.</p> <p>BAL of 29 - HIGH: There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level of radiant heat.</p> <p>BAL of 40 - VERY HIGH: There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front.</p> <p>BAL of FZ (FLAME ZONE) – EXTREME: There is an extremely high risk of ember attack and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front.</p>
Bioregion	<p>The Victoria Minister for the Environment recognises 28 bioregions across Victoria. Each area has a recognisably distinct combination of climate, geomorphology, geology, soils and vegetation. Having this information assist in planning the right type of land use and building techniques.</p> <p>https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks</p>
Built form	Includes buildings and structures. Generally, describes the shape, height and make up of buildings.
Bushfire prone area	Bushfire Prone Areas (BPA) are decided by the Minister of Planning under Victoria's Building Regulations based on land's exposure to fire risk factors – predominantly open vegetated land. The whole of Hepburn Shire is in a Bushfire prone area. Where land is in a BPA building must include higher fire resistance construction techniques.
Commuter town	A town where most working residents travel elsewhere for employment or work.
Conventional residential sites	A block of land in a town ready for a house to be built.
Creative co-spaces or co working spaces	Includes shared working spaces, art studios where individuals pay to regularly rent a space or on an as needs basis.
End of trip facilities	Dedicated shower and change rooms for cyclists, scooter riders etc.

Term	Definition
Environmental sustainable development (ESD)	Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Fine grain	A term used by architects and designers to describe streets where narrow blocks or shopfronts predominate. Most Victorian towns display this pattern as well streets with rows of older Victorian workers cottages or terraces.
Heat island effect	The urban heat island effect is a phenomenon whereby towns and villages experience higher air temperatures than the surrounding countryside.
Heritage / Cultural heritage (explain difference between the two)	In this document, 'heritage' is used to refer to colonial Victorian and Australian heritage. 'Cultural heritage' is used to describe the pre-colonial and continuing heritage of the Dja Dja Wurrung people, the Traditional Owners of the lands and waters in the Shire.
Housing choice/ housing diversity	This is an objective of State and Council planning policy to encourage housing providers to deliver a range of houses/accommodation types and sizes for people at all income levels and life stages.
Housing stock	The total number of houses, apartments, villas, retirement and farm houses in an area.
Infill development	New buildings and/or subdivision on established town properties. It can involve demolition of existing buildings and usually involved adding more buildings to a site.
Intensification	Adding more buildings to an area. Generally towns should allow for intensification to reduce to cost to community of adding expensive power, water, sewer and fibre networks outside towns.
Key worker	A worker who does a job that is important for society, for example, a nurse, teacher, or police officer.
Land use buffer	Keeping a minimum distance between a land use that with health or safety risks and land uses that might suffer if the health or safety risk occurred. 'Buffer' is the distance from use with the health or safety risk i.e. "the factory has a 500m buffer around it." It is most often use to ensure houses, kinders and schools are located a safe distance from heavy industry and other polluting uses.
Low density	Land specifically zoned 'Low Density Living' in the Hepburn Planning Scheme. It often provides for houses on lots near towns but where the town sewer may not be available – it requires larger lots to ensure homes can install a septic system.
Managed change area/ Managed housing change area	Encompass residential areas with established neighbourhood character values that have the capacity for greater housing change and growth to occur.
Middens	A term of archaeology used to describe collections of buried material that indicates past human settlement.
Minimal change area/ Minimal housing change area	Comprise those locations with heritage, environmental and physical constraints and special neighbourhood character and therefore have a reduced capacity for housing change and growth.
Neighbourhood character	How the features of an area come together to give that area its own particular character. (from Victorian Planning Practice Note 43, VicGov 2018).
Palette of streetscape materials	The collection of different materials used in buildings along a street. Hepburn Shire's typical palette of streetscape materials includes bluestone, asphalt, cast iron, grassy verges and canopy trees.
Peripheral commercial and residential areas	Areas of the town immediately adjoining the main commercial area.
Positive interface	Applying the design techniques as described at activation/streetscape activation to how buildings face or abut each other or how blocks of land adjoin public areas.
Public realm	The public realm comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and creek and river banks. Buildings on adjacent land have a strong effect on how those places look and feel – planning strives to improve the influence of buildings on public land.

Term	Definition
Raingarden	Raingardens are specially-designed garden beds that filter oil, dirt and other pollutants from rain in gutters. Raingardens are also called bioretention systems because they use soil, plants and microbes to biologically treat stormwater.
Rezone	Changing the zone of land in the planning scheme.
Rural living	Land specifically zoned 'Rural Living' in the Hepburn Planning Scheme. It generally provides for houses and small-scale agriculture on lots greater than 4ha and 8ha in coordinated developments. It does not include houses on farms.
SEIFA index	Socio Economic Index for Areas is a product delivered by the ABS that ranks areas according to relative socio-economic advantage and disadvantage. The indexes are based on information from the 5 yearly census.
Sensitive use	A land use that is at heightened risk from health and safety risks from another land use. These generally include places people live and where children congregate such as houses, kinders and schools.
Shop top	Dwellings located above ground floor commercial premises, typically in a main shopping street.
Social housing	Social housing includes public housing (Homes Victoria) and community housing (provided by for-profit or not-for-profit housing entities).
Structure plan	A document approved by a Council or the Minister for Planning that sets out the community's vision for how an area or town will develop. It usually contains a combination of maps and words. It should be informed by specialist assessments about the area i.e. natural features, the population and future population and the economy.
Sustainable subdivision framework	<p>The Sustainable Subdivisions Framework (SSF) seeks to provide statutory planners with a basis for measuring and achieving stronger sustainability outcomes in residential subdivisions, while also providing information on how sustainability interventions can be integrated into residential subdivisions.</p> <p>The SSF identifies seven categories that can assist in creating sustainable subdivisions:</p> <ol style="list-style-type: none"> Site Layout and Liveability Streets and Public Realm Energy Ecology Integrated Water Management (IWM) Urban Heat Circular Economy (Materials and Waste)
Traditional owners	The Traditional Owners of the Shire of Hepburn are the Dja Dja Wurrung or Djarra.
Transfer station	Land used to collect, consolidate, temporarily store, sort or recover refuse, used or surplus materials before transfer for disposal, recycling or use elsewhere. (as defined in the Hepburn Planning Scheme)
Vegetation communities	This term is used in ecology to describe landscapes with consistent characteristics and plants. They include grasslands, forests, swamps, riversides and distinct subsets of these categories.
Visitor economy	The collection of businesses and related firms that service tourists.
Water sensitive urban design (WSUD)	<p>Water Sensitive Urban Design (WSUD) is a way of planning our towns to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about wise use of that water to improve our urban environment.</p> <p>The key principles of WSUD are:</p> <ul style="list-style-type: none"> To reduce the demand for potable (fit for drinking) water by using alternative sources of water such as rainwater, stormwater and treated wastewater and encouraging water efficient appliances, and low water use gardens and landscaping. To minimise the generation of wastewater and to treat wastewater to a suitable standard for re-use and/or release to receiving waters. To treat urban stormwater to a quality where it can be reused and/or discharged to surface waters. To use stormwater in the urban landscape to improve the visual and recreational amenity of developments.

Term	Definition
Wayfinding	Includes signage, mapping, road markings and signposting.
Wheeling	Includes bicycles, wheelchairs, scooters, skateboards etc. (plus electric powered versions of these).
Zero carbon best practice developments	<p>Zero carbon developments are new buildings that have no net carbon (or greenhouse gas) emissions. The following are best practice standards for delivering a development that produces net zero carbon emissions:</p> <ul style="list-style-type: none"> • Optimised passive design to deliver an energy efficient building envelope. • Maximised energy efficiency standard for all appliances, systems and lighting. • No fossil fuel consumption on-site, such as gas or LPG. • Maximised on-site renewable energy generation. • Residual electricity demand met from local and/or off-site renewable energy generation. • Select materials that minimise carbon emissions, and offset these emissions through a verified carbon offset scheme



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