

HEPBURN SHIRE COUNCIL SPECIAL MEETING OF COUNCIL PUBLIC AGENDA

Tuesday 30 April 2024

Virtual Meeting
via Video Conference

4:30 PM

A LIVE STREAM OF THE MEETING CAN BE VIEWED VIA COUNCIL'S FACEBOOK PAGE



AGENDA

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Commencing at 4:30 PM

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BRADLEY THOMAS

CHIEF EXECUTIVE OFFICER

Tuesday 30 April 2024

1 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Hepburn Shire Council acknowledges the Dja Dja Wurrung as the Traditional Owners of the lands and waters we live and work on. On these lands, Djaara has performed age-old ceremonies of celebration, initiation and renewal. We recognise their resilience through dispossession and 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.

2 SAFETY ORIENTATION

Emergency exits and convenience facilities at the venue to be highlighted to members of the public in attendance.

3 OPENING OF MEETING

COUNCILLORS PRESENT:

OFFICERS PRESENT:

STATEMENT OF COMMITMENT

"WE THE COUNCILLORS OF HEPBURN SHIRE

DECLARE THAT WE WILL UNDERTAKE ON EVERY OCCASION

TO CARRY OUT OUR DUTIES IN THE BEST INTERESTS OF THE COMMUNITY

AND THAT OUR CONDUCT SHALL MAINTAIN THE STANDARDS OF THE CODE OF

GOOD GOVERNANCE

SO THAT WE MAY FAITHFULLY REPRESENT AND UPHOLD THE TRUST PLACED IN THIS COUNCIL BY THE PEOPLE OF HEPBURN SHIRE"

4 APOLOGIES

5 DECLARATIONS OF CONFLICTS OF INTEREST

6 OFFICER REPORTS

6.1 TOWNSHIP STRUCTURE PLANS AND RURAL STRATEGY FOR COMMUNITY CONSULTATION

EXECUTIVE MANAGER DEVELOPMENT

In providing this advice to Council as the Principal Strategic Planner, I Matt Rogers have no interests to disclose in this report.

ATTACHMENTS

- 1. Clunes Structure Plan draft for community consultation [6.1.1 70 pages]
- 2. Creswick Structure Plan draft for community consultation [6.1.2 75 pages]
- 3. Daylesford-Hepburn Springs Structure Plan draft for community consultation [**6.1.3** 83 pages]
- 4. Glenlyon Structure Plan draft for community consultation [6.1.4 63 pages]
- 5. Trentham Structure Plan draft for community consultation [6.1.5 71 pages]
- 6. Rural Hepburn Strategy draft for community consultation [6.1.6 98 pages]
- 7. Background Report Summaries [6.1.7 5 pages]

OFFICER'S RECOMMENDATION

That Council:

- 1. Thanks all community members that participated in the initial phase of the engagement, including community members who participated in the Community Panel sessions across October and November 2023;
- 2. Endorses the release of the following documents for a six-week community and stakeholder consultation period:
 - i) Clunes Structure Plan;
 - ii) Creswick Structure Plan;
 - iii) Daylesford/Hepburn Springs Structure Plan;
 - iv) Glenlyon Structure Plan; and
 - v) Trentham Structure Plan.
- 3. Endorses release of the Rural Hepburn Strategy for a six-week community and stakeholder consultation period;
- 4. Notes that community and stakeholder feedback will be considered and inform the final documents, which will be presented for Council endorsement prior to September 2024; and
- Acknowledges that officers have engaged and are working with Djaara/Djandak on the review of sites listed on the Aboriginal Cultural

Heritage Register and Information System, and the preparation of a Cultural Values Assessments that is expected to be available in May 2024, that will further enhance the protection of significant indigenous heritage sites, and form part of the Structure Plans and Rural Strategy.

EXECUTIVE SUMMARY

Future Hepburn is a major, once-in-a-generation project, which aims to protect and enhance the existing character of our towns and rural settlements through community inclusive strategic planning controls to help manage future growth and development. Through our engagement we know that our community values and wishes to protect their rural lifestyle, the look and feel of their townships, our biodiversity, environment and agricultural lands, while ensuring appropriate growth and development occurs.

Future Hepburn comprises technical studies and reviews, shire-wide strategies and township-based projects. All contributed to the development of structure plans for our five main townships - Clunes, Creswick, Daylesford & Hepburn Springs, Glenlyon, Trentham, and the Rural Hepburn Strategy. In essence, this is a suite of strategic planning documents that best manage the needs of our Shire now, and over the next thirty or so years.

The six draft strategy documents are informed by:

- Extensive community input on Future Hepburn over 2023;
- A Home in Hepburn Shire housing strategy and action plan;
- Council-commissioned specialist technical studies including a land supply and demand assessment, utility service surveys, environmental risk assessments, neighbourhood character assessment and others;
- Council's specialist officers on planning, ecology, infrastructure, transport, recreation and economic development.

Officers consider that the documents have been prepared to a point where their specific objectives, strategies and actions would benefit from further community and stakeholder input. This input would then be considered in the final preparation of the documents for Council to consider adopting. These documents will also inform future planning scheme provisions, which will be subject to a separate planning scheme amendment process, and further community and stakeholder consultation.

There are three key pillars that make up Future Hepburn -

- Rural Strategy
- Township Structure Plans; and
- Integrated Transport Study

The Rural Strategy and Township Structure Plans are the subject of this report and will be discussed in further detail.

The Integrated Transport Strategy (ITS) seeks to improve our transport connections both within and externally to our Shire, in response to identified community needs now and into the future. A background study has been completed and there have been a number of inputs into our structure plans from the consultants that are preparing the formal Integrated Transport Strategy (ITS), so it is considered for the purpose of the work presented in this report. This enables sufficient information and integration to stagger the release of Future Hepburn in two parts; first the release of the Rural Strategy and five Township Structure Plans and then, later this year/early next year, the draft ITS will follow.

Extensive engagement with our community and a range of stakeholders, and a deliberative community panel engagement process on the Rural Strategy and five Township Structure Plans has enabled these documents, along with the technical supporting documents, to be ready to be released for further community and stakeholder feedback.

This phase of community consultation and engagement will help inform the final drafts of the Rural Strategy and five Township Structure Plans, which officers will recommend for Council adoption in the coming months.

BACKGROUND

Council has extensively engaged with the Hepburn Shire community over the past four years, particularly around:

- why we live here?
- what we need to thrive? and;
- how we can best function as a community?

Overwhelmingly the community has raised repeatedly its primary reason for living here is the green countryside, and living in small and connected communities surrounded by high level productive agriculture and rich biodiversity.

Hepburn Shire Council's last major strategic planning review was over twenty years ago. As a result, in recent years, the Hepburn Shire Planning Scheme and the statutory assessments have been predominately guided by broad State policy. In 2019, Council commenced the process of a comprehensive planning scheme review which resulted in a number of successful local policies (Heritage Strategy/Policy, Environmental Sustainable Development Policy, and the refinement of our zones) being approved by the Minister for Planning to strengthen our decision making. However, the strategic context as to where and how we should manage growth pressures, how we can make our towns more liveable and functional, how to protect our valuable biodiversity and quality land were still not strategically addressed. Therefore, our planning decision making has been mostly based on broad state

government planning policy that has not always reflected the unique expectations or values of our community.

Today's extensive strategic planning review, which we know as 'Future Hepburn', began by commissioning several technical studies to build the foundation for our community consultation, resulting in the Rural Hepburn strategy, followed closely by our township structure plans.

Hepburn Shire is one of the highest quality agricultural areas in the State, due to its fertile volcanic soils and climate. In response to this, and community sentiment on how critical our farming land and biodiversity is, Council approached this strategic review from 'the outside in', starting from the objective of protecting our agricultural land, with a resultant focus on consolidating our townships and exploring infill development opportunities.

The informing, background studies will be available at Council's Participate Hepburn webpage. Attachment 7 to this report provides a summary of background reports, studies and State policies that informed the draft structure plans and draft Rural Strategy.

KEY ISSUES

The planning techniques in practice. Council officers have applied the following three principles across the Shire in preparing the six strategy documents using a mix of proposed zoning, development controls and policy guidance. The documents also include complementary recommendations for Council advocacy and suggested capital works actions outside the town planning system.

Avoid land use conflict (Principle 01)

Avoiding land use conflict is always the first strategy of planning. The simplest method is through clear strategic land use frameworks and zoning. Residential, rural and industrial/commercial zoning needs to be carefully determined to avoid unintended land use conflict and provide certainty around where and how land use and future development should occur.

This is expressed in the planning scheme as:

- the mapped zones for those main different uses; and
- strategies such as the protection of agricultural land from inappropriate uses and avoiding the proliferation of dwellings in rural areas; instead, locating dwellings in towns.

All rural land use and industrial/commercial land use are ideally supported through the use of appropriate planning provisions, to avoid conflicts and allow business and employers to reach maximum production and employment outcomes. Supporting the economic viability of rural/industrial/commercial land uses means:

- allowing their operations to produce noise, smells, and light within environmental standards, but above that expected for residential amenity;
- constructing efficient, workplaces and buildings;
- being able to efficiently move heavy, noisy vehicles in and around properties and roads; and
- operating up to 24 hours a day.

The proliferation of houses in rural or industrial areas can detrimentally affect these productivity factors. However, this can be effectively managed through appropriate planning provisions.

Residents expect to live in areas relatively free from rural and industrial/commercial levels of noise, odours, light, buildings and traffic to enable good health, including clean air, quiet recreation and sleep and streets without heavy traffic. Hence the first strategy is to separate houses from farms, factories, and businesses.

This applies equally to environmental risks and the conflict with bushfire, biodiversity and flooding should also be reduced by preferencing housing and other permanent population-intensive development in low-risk areas where everyday services are available, such as towns and safe settlements.

Attempting to work against Hepburn's natural features and assets by repeatedly clearing vegetation and displacing farming in rural areas potentially affects jobs, prosperity, and the quality of life in Hepburn.

Constructing isolated houses distant from towns and services:

- increases the cost of providing basic services to the community such as rubbish collection, road safety, health, and recreation;
- unnecessarily endangers life and property and increases the likelihood of community trauma following storms and fires;
- increases social isolation;
- reduces the economic potential of agriculture and tourism in the Shire to provide jobs and business growth;
- reduces the viability of town businesses and increases strain on emergency services such as ambulance, CFA (Country Fire Authority) and police;
- increases local traffic and stopping on highways and main country roads with associated increase in potential accidents with fast moving traffic and traffic hold ups in a shire where many use these roads to get to work or carry out their work in freight, transport, and farming.

Hence the strategies put existing Council and State government planning policy into practice by directing housing growth to towns and retaining rural areas for agriculture and the growing rural-related tourism sector.

Managing land use conflict (Principle 02)

At the edges of zones and where mixing of uses might be acceptable, the second planning strategy of management is applied:

- assign/zone residential development areas in rural areas that will minimise impacts on agriculture; and
- require permits, set policy, and provide guidance to manage conflict i.e.
 policy, decision guidelines, that ensures the conflict issues are considered when deciding on a permit.

Typical policies or controls would be:

- zone areas for rural residential where there are established buffers such as roads/forests/rivers to farming or industrial/commercial areas;
- requiring housing to be setback from farming or industrial/commercial,
 (where land availability is high) or erecting fencing as a visual/sound barrier
 (where land availability is low);
- requiring landscape screening to reduce visual exposure to farming and industrial/commercial development.

The general rule is that those coming later bear the responsibility for managing the amenity impact. For example, a new housing development in a rural area must bear the cost of protecting its residential amenity against farming activity.

Deliberately zoning for areas where uses can be mixed and managed (Principle 03)

The last strategy is used where either an historical mix of activities is present and acceptable to continue, or a policy objective would be achieved by mixing activities. The Mixed Use Zone, Commercial 1 Zone and Rural Living Zone are examples. Because there is no zoned separation of activities, these zones require planning permits for more activities to allow management of the detailed interaction of conflicting activities on a site-by-site basis.

The Rural Strategy

This draft of *Rural Hepburn: Agricultural Land Study and Rural Settlement Strategy* is the first comprehensive review of the Hepburn Shire's rural land use and planning policy since 1999. The Strategy was developed with extensive input from the community, rural industry, stakeholders and relevant government agencies.

The Strategy is a long-term plan for future use and development of rural land in Hepburn. It comprises a rural framework plan and planning policy recommendations

that aim to safeguard the Shire's agricultural industry and biodiversity, protect important cultural heritage, landscape and natural values, provide for safe and sustainable rural living and small settlements to 2043.

It is important to note that the Rural Strategy sets out high-level principles for where and how appropriate development should occur. It can be considered almost purist in its approach as the land that we are reviewing is predominantly undeveloped and sits on high quality soils. The intention is first and foremost to protect quality agricultural land and focus residential development into our townships. What this means from a practical implementation perspective is that our position is to protect but we can still consider applications on their merits within whatever zones they sit. We know as a collective that we must strengthen our strategic approach of how we deal with applications in the rural zones.

Generally, the Strategy:

- Outlines a vision for the rural areas and the land use and development outcomes to be achieved.
- Sets out objectives and strategies for land use and development.
- Sets out actions to implement the Strategy.
- Will be used by Council to guide future decision making.

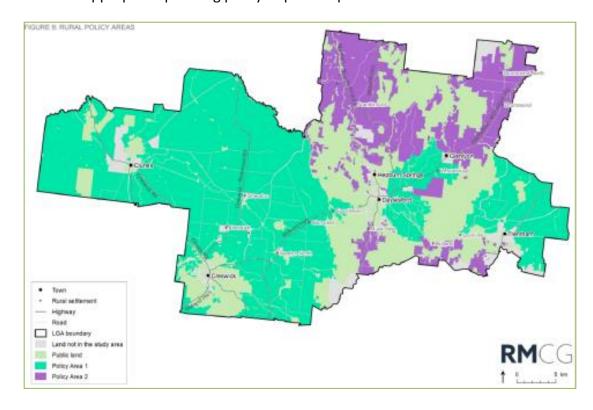
To inform a strategic response to the above issues, Rural Hepburn identifies the following planning principles and directions:

- Population growth should be planned in sustainable locations throughout the region.
- The region's economy should be strengthened so that it is more diversified and resilient.
- The region should capitalise on its close links with other regions and cities.
- The development of sustainable and vibrant communities should be supported by enhancing the level of access to key services.
- Land use patterns, developments and infrastructure should make the region more self-reliant and sustainable.
- Planning for growth should be integrated with the provision of infrastructure.
- The region's land, soil, water and biodiversity should be managed, protected and enhanced.
- Long-term agricultural productivity should be supported.
- The importance of cultural heritage and landscapes as economic and community assets should be recognised.

Following from this base, and responding the Shire's specific challenges, it suggests Hepburn's strategic principles for rural areas and settlements should be:

Planning policy will be tailored to respond to landscape variation and drivers
of land use change and the differential impact that these have across the
Shire. The highest priority in decision making is given to protection of

- productive agricultural land, significant landscapes, biodiversity and water catchments.
- The precautionary principle will apply in relation to bushfire. Development will be directed to the lowest risk locations and future development will be avoided in high-risk locations.
- Housing and employment will be accommodated in established towns within clearly defined settlement boundaries. Non-urban green breaks will be maintained between settlements.
- Planning policy will not be used to solve issues that are the domain of good business planning and management, including succession planning and farm viability.
- Legacies of past planning decisions are not justification for maintaining inappropriate planning policy or provide precedence.



<u>To implement these principles and foster economic and sustainable use and</u> development of Hepburn's rural areas the proposed actions are:

(refer to above map) Identify as 'Policy Area 1' (Farming Zone) land where
farming and agriculture predominate on high value agricultural land; and, 'Policy
area 2' (where Farming Zone is to be rezoned to Rural Activity Zone) where
farming remains dominant on mixed value agricultural land, but opportunities to
mix in related commercial opportunities and tourism growth are strategically
enabled.

- 2. Adjust the minimum lot size on which a dwelling can be permitted from 40ha to 80ha in Policy Area 1 and from 20ha to 40ha in Policy Area 2.
- 3. Rezone the Rural Conservation Zone rural land throughout the shire where it is 100%, or close to 100%, forested with native vegetation.
- 4. Reinforce existing policy discouraging new dwellings and encouraging conservation of biodiversity and landscape values in the Farming Zone with new related objectives in the Rural Activity Zone and Rural Conservation Zone.

Upon further review, it was identified that there was a disproportional amount of land identified in Policy Area 2 for possible Rural Activity Zone or Rural Living Zone. The imbalance identified a heavier focus on mixed uses in the eastern areas of the Shire and lacking in the west around Clunes and Creswick. In response, further analysis was undertaken.

Policy Area 1, as stipulated above intentionally identifies the highest quality valued agricultural land which, through investigation, sits mostly in the west of our Shire with a corridor in the east from Daylesford through to Trentham. Policy Area 2 covers a mixed area still predominately focused around the protection of agriculture. However, it also acknowledges the supporting uses which exist or could co-exist in a complementary manner.

When investigating this further it was clear that the east of our shire has a well-established tourism and high value agricultural sectors in rural areas. In response, the strategy seeks to further facilitate and better manage this in an agricultural context.

The west has an emerging tourism demand in and around towns and settlements. There is also an emerging small high value producer sub-sector seeking to strengthen links with local supply chains such as town markets, town retailers and restaurants. Providing some 'stepping stones' across the west can recognise and facilitate this nascent tourism and agricultural sub-sector demand to enable appropriately located agriculture-based economic development.

Meeting, in part, the forecast demand for rural residential can be assisted by considering an additional area(s), with some existing rural residential characteristics adjacent to Clunes and Creswick. This has been assessed and identified in the Rural Strategy as requiring further investigation and analysis.

Artisan agriculture has been broadly treated as agriculture throughout the strategy, as investigations into the locations of artisan agriculture have determined that these smaller farms are located sporadically around our shire. Officers noted the absence of reference to this important sector throughout the Rural Strategy and have reviewed the work to formally acknowledge it in its own right.

The Rural Strategy is important to strengthen our strategic approach to how we deal with applications in the rural zones.

The strategic intention is primarily to protect quality agricultural land and focus residential development into our townships.

Land that sits outside of the Rural Strategy & Township Structure Plans

There is a small amount of land that sits outside the township structure plans, settlements and rural strategy, mostly zoned Low Density Residential Zone. This land along with the additional land identified for further investigation for possible Rural Living or Rural Activity Zone is recommended to be addressed as a separate piece of work following the adoption of the Rural Strategy and township structure plans.

Township Structure Plans

Officers have prepared draft township structure plans for Clunes, Creswick, Trentham, Daylesford/Hepburn Springs, and Glenlyon.

Structure plans define a council's preferred 'high-level' direction of future growth within a town area, activity centre or defined planning area and articulate how it will be managed.

Structure plans give effect to the policies and objectives set out for activity centres in state policy and provide for changing community needs. They guide the major changes to land use, built form and public spaces that together can achieve economic, social and environmental objectives for the centre.

The structure plans would be delivered through three key actions developed for Council to either advocate, partner or deliver.

Key recommendations generally for all of the structure plans include:

- recommended rezonings (requiring a future separate process, including further community and stakeholder consultation)
- slightly amended focus around town core and periphery alignments,
- minimal and managed growth areas,
- the introduction of further investigation areas for possible Buffer Area Overlays, and
- strengthened environmental, heritage and urban design recommendations to better improve how we as Council make our planning decisions.

It is acknowledged that there are a number of potentially contentious and challenging recommendations or considerations, and that there may be a mixed response from our community. However, it is important to acknowledge that this is

a plan that sets broad directions for the next 30 years, and not just for today. The structure plans inform:

- Heritage and Neighbourhood Character Precincts
- Heritage: local policy, the heritage overlay control and statements of significance.
- Neighbourhood character: local policy, preferred neighbourhood character statements, residential zone schedules and the neighbourhood character overlay control.

Heritage and character are very different things but can be used together to achieve good outcomes. Through the structure planning process and subsequent amendments, in years to come we are seeking to strengthen heritage valued properties through a gaps analysis and thematic response. Whilst we are addressing character through character precincts and strengthened neighbourhood character overlays and design guidelines to ensure our towns with key character traits are protected and enhanced.

To completement the Neighbourhood Character precincts we have also undertaken a preliminary heritage gaps assessment which has identified over 220 potentially significant sites across Hepburn Shire. This will be a future and separate body of work to progress, requiring further specialist analysis and a community consultation process.

The most critical supporting document for our township structure plans is the Character Precinct analysis/ recommendations and the Urban Design Framework. These documents have critically assessed what makes our towns and residential areas great places to live and how we can continue and improve them into the future. The Character Precinct analysis has recommended Character Precincts which sit over our residential areas. These precincts identify the specific character traits of residential areas such as vegetation, large, landscaped blocks, traditional style masonry houses etc. The specific character traits are then lifted and recommended for incorporation into the planning scheme through future work so when future planning decisions are made, they have the statutory strength and framework to protect the character of the area.

What is an Urban Design Framework (UDF)? Urban design inspires, illustrates, and defines how a place could be improved or protected to bring benefits to the community, property owners, and wider society. The UDF is focused on our commercial centres in each township. Recommendations such as upgrades to wayfinding signage, footpaths, connection, and improvements to our public spaces are some of the recommendations in this work.

Five Township Structure Plans

Clunes

The Clunes township is located in the west of our Council area, with a population of approximately 1,900 people living in a mix of larger residential style lots and rural residential style lots outside the township. Clunes' character is intrinsically linked to the gold rush through its heritage town centre located on Fraser Street. Future growth for housing is estimated to be 409 extra dwellings by 2041.

Clunes has a mix of minimal and managed housing growth areas proposed, mostly through the Neighbourhood Residential Zone and Low-Density Residential Zone. There have been a number of rezonings recommended to help accommodate and manage appropriate growth, such as:

- Rezone properties at 5 Kilkenny Lane, 54 West Street, 12 Kilkenny Lane, 15
 Nicholson Street, 10 Nicholson Street, 12, and 14 from Low Density
 Residential Zone 1 (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone land at 35 Paddock Street, Clunes, from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone all LDRZ properties on the west side of Angus Street, all LDRZ properties on Pearces Road, Flood Street, and Downes Street from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone all LDRZ south side of Albert Street from 17 to 41 from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ)
- Rezone all LDRZ north side of Albert Street from 26 to 54 from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).

Business and economy – Clunes is one of the best preserved gold rush heritage towns in Victoria. Through the technical analysis of the commercial centre with an urban design and heritage lens it has been determined that the commercial centre on Fraser Street should be preserved to ensure that its heritage character is retained and protected into the future. The challenge however that comes with this is the heritage buildings which make up the commercial centre of Clunes are not always fit for modern commercial purposes.

Creswick

The Creswick township 'boundary' is proposed to be extended south to include the Special Use Zone area of the RACV Goldfields resort, and west to include a small area of General Residential Zone on Bald Hills Road on the edge of the present boundary.

Creswick has been identified as the primary town in the Hepburn Shire for managed growth, due to the centrality of development around the train station and proximity to the town centre. Increased housing diversity is also a key focus of this structure plan. This means that a variety of housing types from affordable through to large scale estates can be developed in Creswick.

Minimal and Managed Housing Growth Areas:

From the Land Demand and Supply report, it is estimated that Creswick has the capacity for additional housing. The study suggests 534 additional dwellings will be required by 2041 and that there is capacity within existing vacant lots and potential subdivision for 326 dwellings. An additional 208 residential lots will therefore be required. There are significant development sites close to Creswick train station that could provide for new forms of housing. There are opportunities for housing intensification through sensitively designed 'shop top' development and redevelopment of underutilised commercial sites. There is also an opportunity for residential growth in the north of the town adjacent to the cemetery. Managed growth is focused around Creswick town centre and the train station. Spreading out from there are predominately minimal growth areas.

Key considerations for Creswick:

The main street of Creswick (Albert Street) has its back to Creswick Creek and Cambridge Street and is poorly linked by footpaths to key public spaces. Key community places are dislocated from the main street which tends to have more of a service centre and traffic focus rather than a pedestrian focus. The high quality of heritage buildings along Albert Street and its surrounds also plays a key role in how the Urban Design aspects of the main town centre can be improved.

The key focus areas of the structure plan are to create a more pedestrian focused and connected main centre for Creswick. 'Shop top' residences in pockets of the town centre will also help to increase activity in Creswick. The design of the town currently has its back to the Creswick Creek, and strategies to encourage passive and active surveillance of Creswick Creek have also been included in the structure plan. A Heritage Gaps analysis is being concurrently prepared to ensure any critical heritage buildings that need to be identified and listed are done so.

The need for additional commercial floorspace will be driven by population growth, with health and education sectors driving demand. There is a small shortfall in capacity within existing commercially zoned land of around 2,500 sqm to accommodate future growth to 2041. However, this should be able to be accommodated within existing zoned land.

Light Industry land:

The Industrial Precinct is located on the Ring Road and Luttet Street, adjacent to the railway line and Creswick Creek. It is currently the site of the Creswick Transfer Station, which is zoned Industrial 1. Taking into consideration that this site is constrained, there are an additional two proposed industrial precincts which are recommended to be rezoned to the IN3Z to accommodate less impactful industrial uses in close proximity to sensitive uses. The first precinct is the current site of the Creswick Woollen Mills, situated at Railway Parade which is presently zoned as a

General Residential Zone. The other precinct is currently Farming Zone land located off Clunes Road and bound by Barbys Road and the Creswick Cemetery.

Daylesford/Hepburn Springs

Daylesford and Hepburn Springs have a combined township structure plan. The basis of this is that both towns are located in the centre of Hepburn Shire and in close proximity to one another.

Daylesford and Hepburn Springs are heavily constrained by the risk of bushfire, biodiversity elements and surrounding farming land. Therefore, accommodating additional land outside the existing township boundary is limited.

There is a minor inclusion of land on East Street which officers are recommending to include in the township boundary and to rezone the land to Neighbourhood Residential Zone. In the future, this is intended to facilitate new residential development options in the town and cater for future housing demand. It can be achieved by implementing a Development Plan Overlay control to deliver high quality outcomes.

Growth:

The majority of the Hepburn Springs and Daylesford township land has been identified for minimal growth, due to high character considerations and environmental constraints. Where we can see some potential growth is in pockets of proposed 'managed Housing Growth' land around Hospital Street, Jamison Street and Smith Street. There is also potential for an increased development height and density abutting certain Main Street buildings which also interface Bridport Street and Duke Street. These sites are identified on Figure 2 as 'Strategic Redevelopment Sites'. The zoning of Neighbourhood Residential Zone land is not proposed to change for residential areas in Daylesford or Hepburn Springs.

Rezoning in Hepburn:

In response to Council's recent C80 Hep — Planning Scheme amendment, residential land is <u>not</u> proposed to be rezoned from Neighbourhood Residential Zone in this area. Due to the extensive biodiversity and bushfire footprints in Hepburn Springs, the planning scheme is proposed to be tightened to ensure that the biodiversity status is lifted to ensure that sites heavily affected by bushfire risk cannot just be cleared as a response to dwellings approved. Greater consideration for a wholistic impact to these decisions will be incorporated as part of this work.

There is currently a consideration to rezone land at 112 to 124 Main Road in Hepburn Springs to a Commercial 1 Zone to better reflect the existing non-residential land uses. Currently this land is zoned Residential, and there is a question as to

whether this is the most appropriate zone for land that is effectively a 'commercial use' (properties such as Bellinzona and Peppers).

Key considerations for Daylesford:

Whilst the township boundary and zonings are predominately staying the same, officers are proposing a number of character and urban design recommendations to further strengthen our Planning Scheme. As part of the structure plan work, we have undertaken assessments and prepared an urban design framework for each structure plan. This has a focus on our commercial centres, making them more appealing and functional for the community and tourists to navigate. Some of the recommendations we have in the Daylesford Urban Design Framework include:

- Strategic redevelopment sites
- Improved wayfinding signage.
- Strengthened links from Vincent Street up to Wombat Hill Botanic Gardens.
- Removal of Albert Street access onto Howe Street and create a green link between the two hotels – improve public open space and pedestrian safety.
- The inclusion of a future town square near the town hall.
- The Urban Design aspects also encourage further pedestrian safety and activity in the town centres to improve economic stimulus.

Trentham

The Structure Plan has acknowledged that there is currently an operational Major Hazard Facility (MHF) in Trentham. Strategically we have identified the site as a future buffer investigation area in the Trentham Structure Plan with a potential 500m buffer around it. The buffer would eventually be formalised as a Buffer Area Overlay with an internal 100m and 500m buffer. This would create a framework for the assessment of any proposed sensitive uses into the future. At the time of writing this report, both WorkSafe and the state government are still establishing precisely how buffer zones are applied to existing Major Hazard Facilities.

In addition, it is recommended that the MHF site be rezoned from Industrial 1 (IN1Z) to a more 'township friendly' Industrial 3 (IN3Z).

As a comparison, the purposed of an IN1Z is: To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities. Whereas, the purposes of an IN3Z is: To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict. To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community. To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in

appropriate locations. To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.

The purpose and intent of this is to encourage 'softer' industrial/commercial uses to locate around this site. The MHF can continue to lawfully operate despite a zoning change due to the planning principle of *existing use rights*. In addition to this, it has been identified that there is a need for local commercial and light industry premises in Trentham. Due to the location of this site being used for longstanding industry and the abutting railway land on the edge of the town, it is considered appropriate to encourage such uses in this area. It also encourages the MHF to relocate over time as the controls around any future proposed change or expansion are stricter.

It is also noted there has been a fair amount of discussion around the rezoning of 6-8 Victoria Street, most recently as part of the Amendment C80 Hep Planning Scheme review where there was consideration of rezoning this land to Mixed Use. However, this was not supported in the absence of an environmental audit due to site contamination concerns. Therefore, in the Structure Plan we have an action to consider the rezoning of land at 6-8 Victoria Street subject to an environmental audit being completed to determine appropriate uses of the site.

Glenlyon

Glenlyon is the smallest of the structure plans and is more of a village than a town, with no formal commercial centre. The Glenlyon Structure Plan seeks to strengthen the connection of Barkley Street to the Glenlyon Reserve. This is proposed through the expansion of the Glenlyon township boundary to include the reserve and also through the addition of a Vegetation Protection Overlay on the Heritage oaks, which are not currently included in the Heritage Overlay listing on Barkley Street.

There is only Minimal Housing Growth proposed in Glenlyon due to infrastructure and environmental constraints. Growth and development of the village will be limited by bushfire and flooding risks, noting the area's designation as a bushfire prone area. Areas within the village with existing buildings and reduced vegetation provide safer areas for future development, as well as to the south of the town. A number of areas are subject to flooding around the Loddon River and surrounds. This impacts a large spring fed wetland bound by Ford Street to the north and Molesworth Street to the south, and residential properties to the east and west limiting development on these sites. Managing the impacts of development on the Loddon River and the area's substantial ground water reserves is a critical environmental consideration for the structure plan.

Glenlyon has no existing sewer or drinking water connections and none are planned. This significantly restricts further development in the township. As Glenlyon has no sewer connection, the reliance on septic systems means that ground water is at risk

if septic systems are not regularly serviced. As a response to these environmental concerns there is an action specifying a minimum lots size in Glenlyon of 4000sqm.

Buffer investigation areas for Waste Transfer Stations

At this stage, the structure plans recommended the land around these sites for <u>further investigation</u>. The structure plans do not formalise any proposed buffer controls at this stage. Any proposed introduction of controls would require a separate process and involve further community and stakeholder consultation.

The area around the Trentham Waste Transfer Station has been identified as an investigation area for a possible future buffer control. There is also the Waste Transfer Station at Creswick and Daylesford identified for buffer investigation. The reason why these sites have been acknowledged for further investigation as part of this strategic work is due to the possible conflict in land use that can occur without a buffer area.

A key planning principle is to avoid conflict of land uses. To date, due to an absence of appropriate land use buffers controls around these sites, sensitive uses such as houses have developed near these sites. Council has experienced a number of complaints pertaining to waste disposal and frequency of truck movements. In response to the Amendment C80 Hepburn Planning Scheme Review recommendation, Council has commenced the process of undertaking contamination assessments on and around our closed landfill sites. From this report (which is an informing document to the structure plans), it has been identified that further work is required to investigate buffer area overlays around these sites.

Housing and Affordable Housing

During the initial engagement phase, we sought to capture the community's sentiments on six key themes - housing, business and economy, environment and heritage, urban design, movement and access, and community and cultural infrastructure. The draft structure plans are organised around these themes.

However, 'housing', and the demand for housing with the growth of each township over the next thirty years, has arguably one of the most significant influences on the future of our townships. Whilst each township has its own unique context, common to all structure plans is the need to respond to future housing demand, our changing household compositions, and the need to provide the right housing in the right locations.

Furthermore, our draft structure plans have been shaped by Council's adopted affordable housing strategy; A Home in Hepburn Shire – strategy and action plan.

The Strategy recognises that access to secure, appropriate, and affordable housing is an important foundation to ensuring diversity, and contributing to the social and economic success of our community. Council remains committed to implementing the Strategy, and the draft structure plans fulfill a number of land use planning related actions in the Strategy.

Aboriginal Cultural Heritage

This is an integral part of the Future Hepburn program. In the preparation of the structure plans and rural strategy, Council has collaborated with Djaara/Djandak since 2022 to review sites listed on the Aboriginal Cultural Heritage Register and Information System, and prepare Cultural Values Assessments for each of our townships and any additional, critical sites. This work is expected to be finalised early in the six-week consultation period and will be incorporated into the final drafts of the structure plans.

Importantly, this work will also be necessary to support the implementation of a previous Council resolution that sought "the protection of additional sites of significance to the Dja Dja Wurrung Clans Aboriginal Corporation (DDWCAC) in the Hepburn Planning Scheme including Lalgambook (Mt Franklin) and surrounds".

COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS

Council Plan 2021-2025

A resilient, sustainable and protected environment

1.2 Prioritise environmental management, protection and regeneration.

A healthy, supported, and empowered community

- 2.1 Support appropriate land use and accommodate more affordable long-term housing within townships, that conforms with the character of the area.
- 2.3 Optimise the use of public spaces to increase participation and community connection.

Embracing our past and planning for the future

- 3.1 Partner with and empower our Traditional Owners and broader community to acknowledge, understand, celebrate and preserve our area's cultures, traditions and environs.
- 3.2 Embrace and enhance the existing character of our towns and rural settings through community inclusive strategic planning to strengthen planning controls on growth and development
- 3.3 Build and maintain quality infrastructure that supports and promotes liveability and active living in the community.

Diverse economy and opportunities

4.3 Support and facilitate a diverse and innovative local economy that encourages an increase of local businesses with diverse offerings to achieve positive social, economic and environmental impacts.

It is considered that the suite of work that makes Future Hepburn will work to achieving these strategies above.

FINANCIAL IMPLICATIONS

The Structure Plans and Rural Strategy provide broad strategic directions for the Shire and its growth over the next thirty years. Once adopted, they will include a diverse range of recommended actions including statutory implementation, advocacy, placemaking, and future infrastructure/community projects. Each action will need to be carefully reviewed in terms its advocacy funding opportunities, relative priority and cost, and will be the subject to future annual Council budget processes.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Initial Community Engagement

Structure Plans:

During the initial engagement phase, we sought to capture the community's sentiments on six key themes - housing, business and economy, environment and heritage, urban design, movement and access, and community and cultural infrastructure.

From 17 May to 2 July 2023 township surveys were conducted and six Community Conversations were held offering the community the opportunity to find out more and share their views. Shire-wide, 499 people completed the online survey and 105 people attended Community Conversations. Engagement Reports have been shared with the community.

Rural Hepburn

From 13 April to 13 May 2023 a community survey was conducted with 154 responses collected. This survey was supported by the release of a Background Paper and Reading Guide taking the community through the challenges, issues and opportunities presented when safeguarding the productivity and biodiversity of our rural land. In addition to the survey, individual interviews with a variety of landowners and producers in our community were undertaken to further understand the lived experience. An Engagement Report was released August 2023.

Deeper Community Engagement

During October and November of 2023, we brought together five groups of community members in each of the key townships to begin working on drafting the structure plans. Each Community Panel worked together, over three co-design sessions, to develop a shared vision and the key objectives across the six key themes. To support their deliberations Panel members were provided resources, reports, access to consultants, subject matter experts and officers, and the Initial Engagement report. Their recommendations, along with other comments and conversations during the sessions, have been shared with the community on Council's Participate Hepburn site.

Engagement during the consultation phase

This report recommends that Council seeks community and stakeholder feedback on the draft documents, over a six week period. The purpose of the engagement during this phase is to:

- Share information about how the community engagement has influenced the development of both the structure plans and Rural Hepburn.
- Improve the draft plans and strategies by testing and refining the vision, priorities and planning responses with the community.
- Seek local knowledge that may impact on the delivery of the structure plans and Rural Hepburn.
- Provide an opportunity for community members to ask questions and gain clarity on any issues they wish to discuss.

Engagement activities during this phase include:

- Formal notification of ratepayers, residents and stakeholders by mail, newsletters, Council newsletter (Hepburn Life) and other communication methods. A thorough Communications Plan has been developed outlining the key messages and methods of reaching the community.
- Community Information Sessions in the townships of Clunes, Creswick,
 Daylesford, Hepburn Springs, Glenlyon and Trentham. These sessions will provide
 general information on both the structure plans and the rural strategy, provide
 an opportunity for the community to speak directly to strategic planning staff
 and a presentation of the key planning elements relevant to each township.
- Online presentation of the township structure plans and rural strategy's key elements and planning responses.
- Detailed project information and resources will be made available to the community on Council's engagement platform, Participate Hepburn. This site will include Reading Guides and submission forms for each project, along with other supporting documents to assist the community.

 Open for submission between 1 May to 12 June 2024. Submissions can be made online, by email or by mail. Hard copies of all documents are available upon request.

We look forward to sharing the structure plans and the Rural Hepburn strategy with the community. Council commits to seeking the feedback, opinions, priorities and preferences of the community and to refine the plans and strategy based on the feedback where possible. We value our community's local knowledge and experience in working through the challenges these strategic documents aim to address. We will continue to share information on what we have heard during the exhibition phase and will provide feedback on where community input has not been included.

All engagement gathered during this phase of the Future Hepburn project will be included in Council's Digital Ideas Bank for further use in the development of other key strategies, plans and projects including the Council Plan.

Cultural Heritage

This is an integral part of the Future Hepburn program. In the preparation of the structure plans and rural strategy, Council has collaborated with Djaara/Djandak since 2022 to review sites listed on the *Aboriginal Cultural Heritage Register and Information System*, and prepare *Cultural Values Assessments* for each of our townships and any additional, critical sites. This work is expected to be finalised early in the six week consultation period and will be incorporated into the final drafts of the structure plans.

RISK AND GOVERNANCE IMPLICATIONS

The Future Hepburn project is being carried out in accordance with State Government planning policy, and Council's obligations under the Planning and Environment Act 1987 and Hepburn Planning Scheme.

The implications of this report have been assessed in accordance with the requirements of the Victorian Charter of Human Rights and Responsibilities.

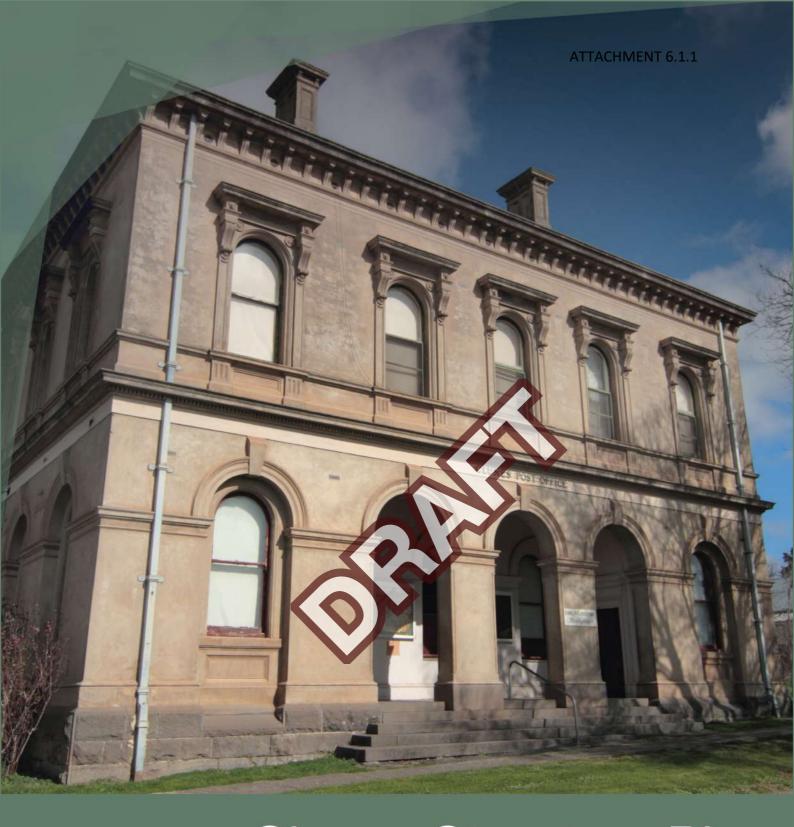
ENVIRONMENTAL SUSTAINABILITY

There are a number of key actions and strategies identified throughout the Future Hepburn which prioritise quality sustainable outcomes. There are no sustainability implications associated with this report and recommendation to commence a community consultation process.

GENDER IMPACT ASSESSMENT

We have met with the Gender Impact Committee and briefed them on the work undertaken to date and will continue to consult with them throughout the development of these strategies.

The deliberative consultation co-design panel members were intentionally selected with a gender diverse lens. Any feedback gathered during the upcoming public consultation period will be reflected against a community profile lens.

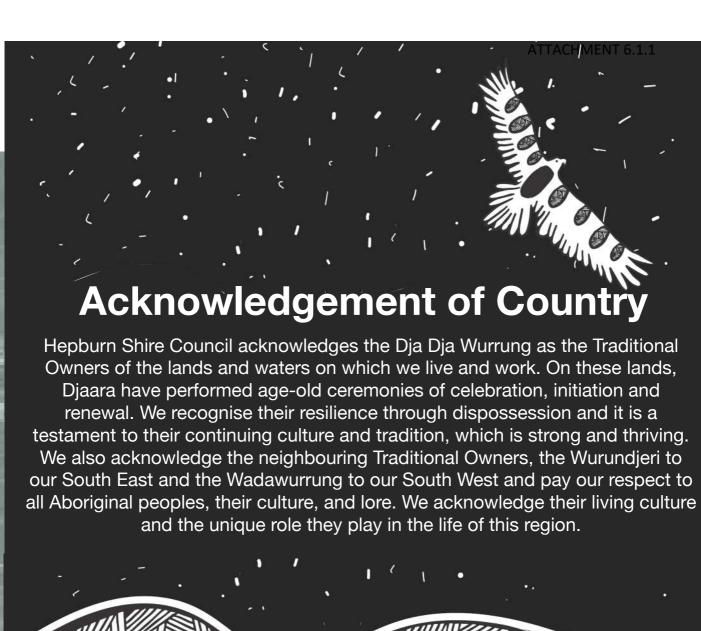


Clunes Structure Plan Draft Structure Plan



April 2024

Hepburn





Prepared for Hepburn Shire Council by Plan2Place Consulting.

Version	Date	Notes
V1	20-Dec-2023	Draft 1 Prepared for Officer Review
V2	16-Feb-2024	Draft 2 Prepared for Officer Review
V3	20-Mar-2024	Draft 3 Prepared for Council Review
V4	05-Apr-2024	Draft 4 Prepared for Consultation
V5	19-Apr-2024	Draft 5 Prepared for Consultation





Peter Boyle_Urban Design+ Landscape Architecture



Movement ® Place Consulting

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1.0 Introduction

Clunes is a small town located 35 kilometres north of Ballarat along the Ballarat-Maryborough Road and rail corridor. It is the third-largest town in Hepburn Shire, with a population of 1,850 people as of 2021 and 383 hectares in size. Occupying the valley, slopes and plains of Creswick Creek on the Victorian Volcanic Plain, Clunes has a strong connection to the Gold Rush era, evident in its historic buildings and public facilities within a scenic valley.

The town provides a range of local retail, business, employment, cultural and education services, including the Wesley College campus.

The town's landscape and built form are intricately linked, with heritage structures from the Gold Rush era concentrated in the core of the town and later developments expanding towards the periphery. Fraser Street stands as a historically significant and well-preserved main street from the Gold Rush era. Large areas of mullock heaps throughout the town remind us of how active the area was for gold mining in the second half of the 19th century. The town has a large amount of Crown land, with some of it accommodating the mullock heaps, while other sites serve recreational, and community uses. Additionally, there has been development outside the township boundaries to the town's north, which has impacted biodiversity and habitat and is susceptible to floodina.

Creswick Creek, running through the town's centre, serves as both a recreational and biodiversity corridor. However, it also presents a flood risk to low-lying areas of the town. Open spaces and community facilities, such as Esmond Park and the Clunes Showground, enhance the heritage and environmental significance of the Creek and its surroundings.

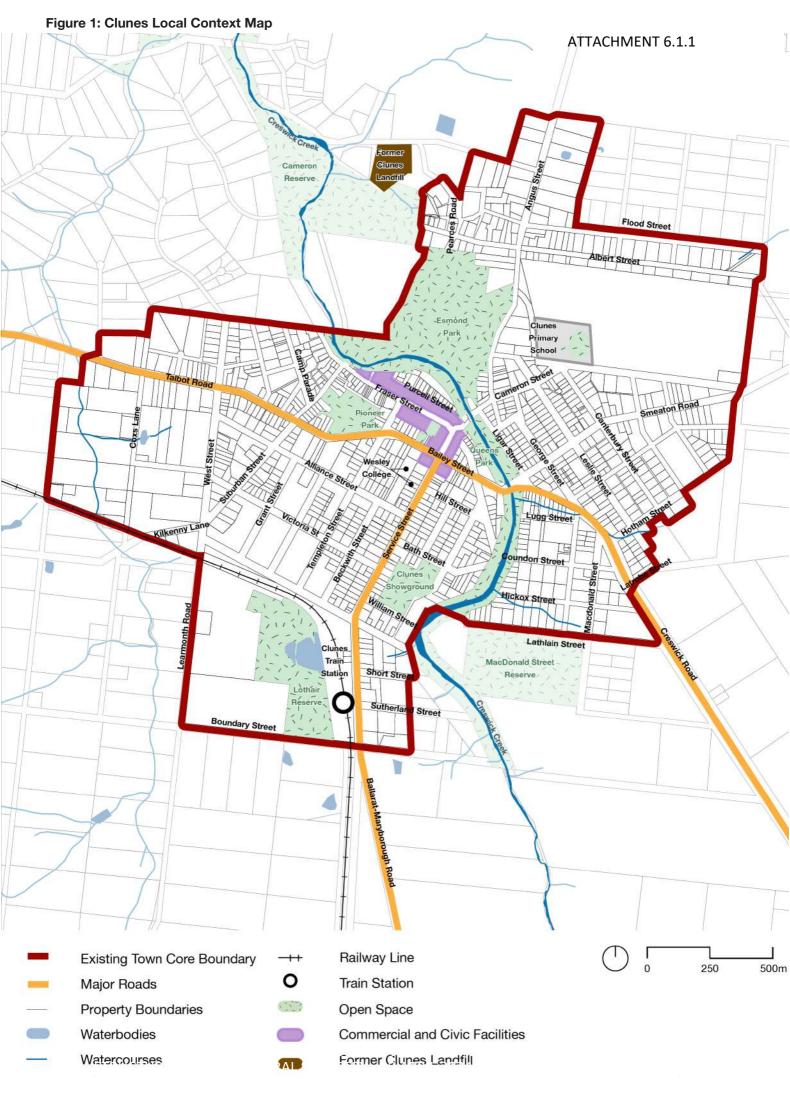
The town sits on the land of the Dja Dja Wurrung, whose land management practices have shaped local ecosystems for thousands of years. Positioned within the Victorian Volcanic Plains, Clunes features scattered River Redgum woodlands amid wildflowerrich grasslands, which have been heavily modified by mining, pasture, and cropping.

Accessible by both rail and road, Clunes serves both its local residents and those working in the surrounding areas. A local context map of Clunes is shown in Figure 1.

Credit: Hepburn Shire Council

PUBLIC AGENDA - SPECIAL MEETING OF COUNCIL - TOWNSHIP STRUCTURE PLANS AND RURAL STRATEGY - 30 APRIL 2024

ABS, 2021; Table 1



2.0 Town Regional Role and Context

ATTACHMENT 6.1.1

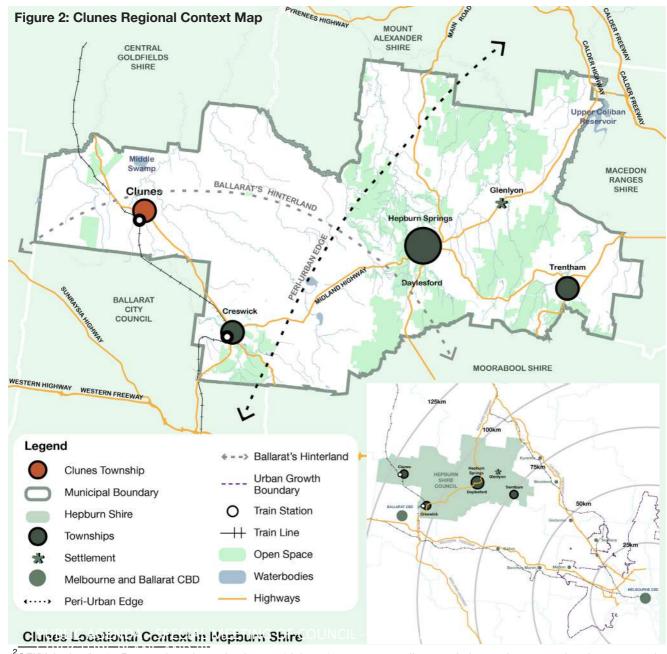
Clunes relies on Ballarat, Creswick, and Maryborough for a broader range of community services, such as secondary schools, sports facilities, and higher-order employment and business services. The railway provides limited public transport service connections to Maryborough and Ballarat, and buses (both public and for schools) also have limited services.

The significant role of Clunes in the Victorian gold rush is strongly evident in its intact main street, historic buildings, preserved mullock heaps, and infrastructure such as bridges, roads, and mature trees. The wide main street lined with historic buildings and public facilities, make Clunes an attractive tourism destination. Comprising a wide variety of shops, it hosts many weekend visitors. The town boasts several large events during the year including Clunes Booktown Festival, the Clunes Show, the Historic Vehicle Show and the monthly Clunes Market. The town has had a strong history of tourism and economic development activities. The whole of Hepburn Shire is included in a bid to recognise Victoria's Goldfields Region as a UNESCO World Heritage Area.

Its establishment as one of fifteen Booktowns across the world and the development of the Clunes Museum and Gallery, have been a regional development success story and has helped to increase tourism in Clunes. There is still much work to be done however, as the town has the highest level of socio-economic disadvantage in the municipality according to the SEIFA² index.

Remnant vegetation including some with high biodiversity value and conservation significance occurs around the town. This includes endangered woodland and grassland of Victorian Volcanic plains bioregion, forests on Nyaninyuk (Mount Beckworth) - an outlier of Central Victorian Uplands bioregion, and the drier woodlands on the Goldfields bioregion, which extends south to Dunach. Extensive areas of high quality farming land is located to the north, east and south of the town including significant regional areas of cropping.

The regional context of Clunes is shown in Figure 2.



²SEIFA is the Socio-Economic Indexes for Areas which ranks areas according to relative socio-economic advantage and disadvantage based on Census data prepared by the ABS.

3.0 The Town Structure Plan

3.1. Role and function

The Clunes 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 past engagements 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 Clunes 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 Clunes.





Existing Town Core Boundary

Proposed Town Core Boundary

Property Boundaries

Waterbodies

Watercourses

Train Station

Railway Line

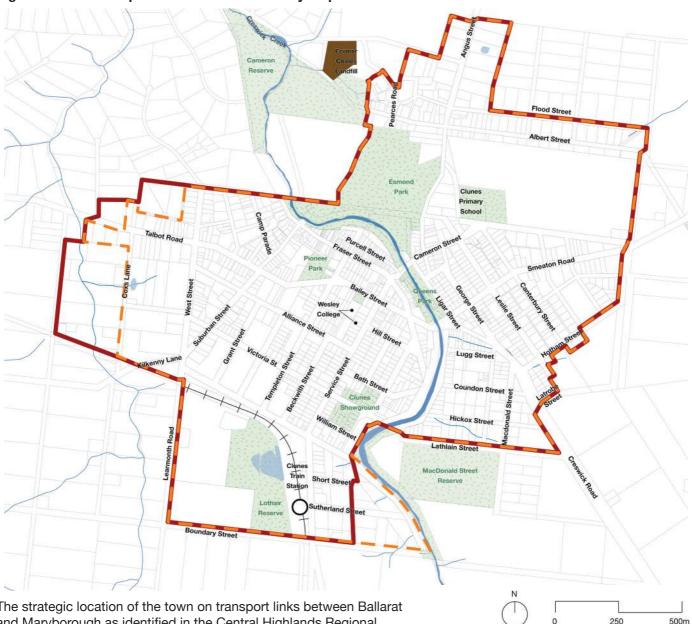
Open Space

Former Clunes Landfill

3.2. Boundary analysis

An analysis of the extent of the town core 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 409 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.

Figure 3: Clunes Proposed Town Core Boundary Map



The strategic location of the town on transport links between Ballarat and Maryborough as identified in the Central Highlands Regional Growth Plan supports the further residential growth of the town. There is sufficient scope for further residential development within the Clunes township boundary in areas to the west and east and a well located but fragmented farming area near the Clunes Railway Station that should be included in the boundary. Further expansion of the town is constrained by areas of high biodiversity to the west, where it should be adjusted, and from high quality agricultural and farming land to the north, east and south. The boundary is further limited by the location of some heritage places adjacent to the boundary and areas of flooding and water supply catchments. 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 Clunes is shown in **Figure 3**.

3.3. Strategic and statutory context

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

State policy

- Plan Melbourne (2017 2015)
- Central Highlands Regional Growth Plan (2014)

Victorian Government policy including Plan Melbourne (2017-2050) and the Central Highlands Regional Growth Plan (2014) identifies limited growth for Clunes recognising its location within the Ballarat hinterland. Clunes is to play a sub-regional goods and service role, servicing smaller town and rural district needs to a surrounding rural hinterland.

Plan Melbourne (2017-2050) states "development should be in keeping with [the town's] character and balanced with the protection of the productive land, economic resources and biodiversity assets that are critical to the state's economic and environmental sustainability."

Local strategy and policy

Local strategy and policy influences include the following:

- The Municipal Planning Strategy (MPS) Strategic Framework Plan which shows Clunes as a town with a defined boundary.
- The MPS Settlement Plan which shows Clunes as a town that is identified for growth.
- 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 Clunes.
- Clause 15.03 sets out Council's requirements for management of heritage places including retention, demolition and signage.



There are a range of zones and overlays that affect Clunes and its surrounds including the following:

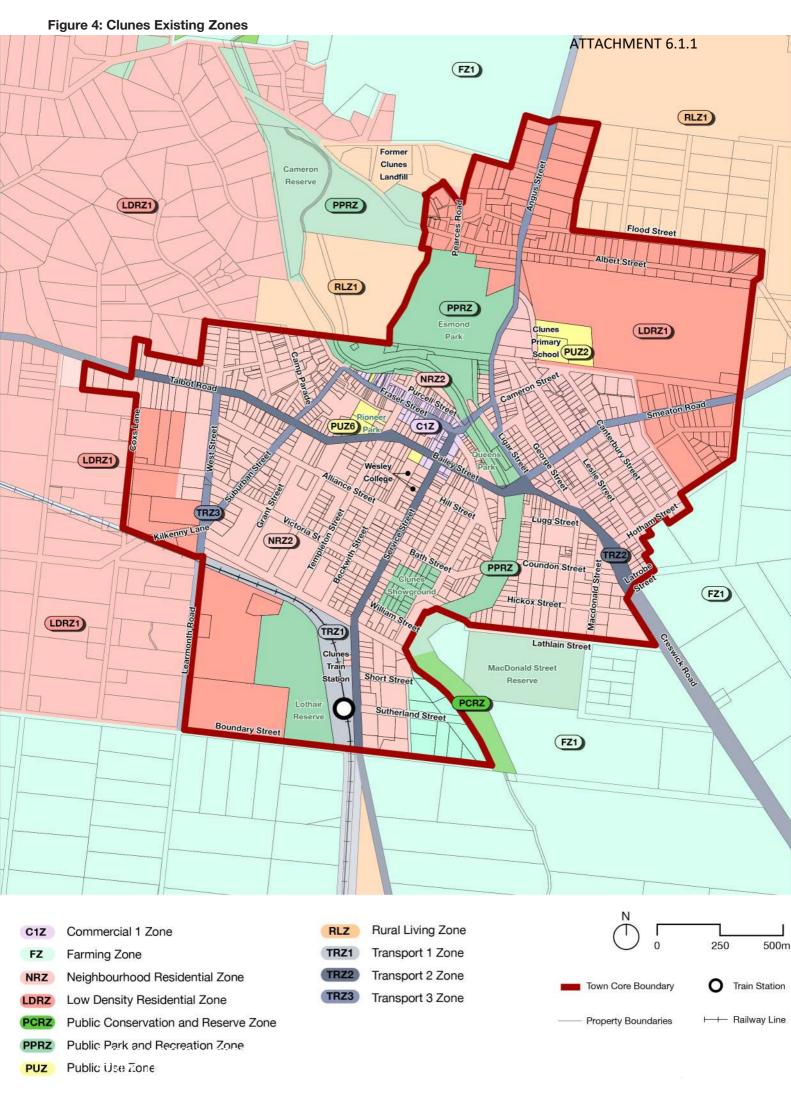
Zones

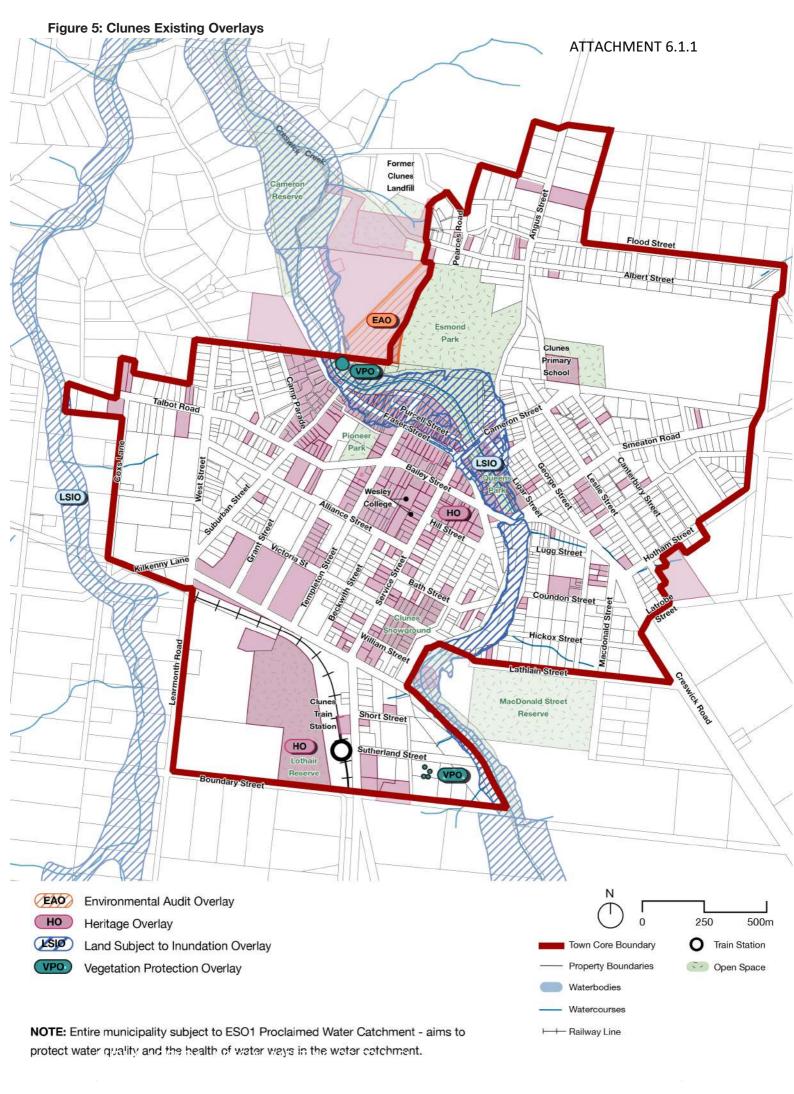
- Low Density Residential Zone (LDRZ) provides for a range of low density residential, tourism and rural uses suitable for areas with (0.2 ha) and without (0.4 ha) reticulated sewerage.
- Neighbourhood Residential Zone (NRZ) which recognises predominantly single and double storey residential development 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.
- Transport Zones (TRZ1, TRZ2, TRZ3) which is applied to land for declared roads, railways and other important transportation infrastructure.
- Public Use Zone (PUZ2, PUZ6) applies to public land use for public utility, infrastructure and community services.
- Farming Zone (FZ) encourages productive agricultural land and employment and population to support rural communities on minimum lot size of 40 hectares unless specified.
- Rural Living Zone (RLZ1) 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.
- Commercial 1 Zone (C1Z) applies to commercial centres for convenience retailing with mixed uses and accommodation encouraged.

Overlays

- Environmental Audit Overlay (EAO) applies to land of medium and high potential for contamination to ensure it is suitable for a use and development.
- The Vegetation Protection Overlay (VPO) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.
- Environmental Significance Overlay (ESO) (ESO1)
 manages development of land may be affected by
 either environmental constraints or significant natural
 environment.
- Land Subject to Inundation Overlay (LSIO) applies to land that is subject to inundation related to flooding from waterways.
- Heritage Overlay (HO) manages development of heritage place.

Existing zones and overlays affecting Clunes and surroundings are shown in **Figures 4 and 5** and a more detailed description can be found in **Appendix B**.





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.
- Part B: Clunes 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.

- 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.
- 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 6.1.1

4.1. Methodology and outcomes

The development of a structure plan for Clunes 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; the township structure plans and supporting technical studies, and the two shire-wide strategies including Rural Hepburn: Agricultural Land and Rural Settlement Strategy and the Integrated Transport Strategy.

Community engagement has been undertaken to date 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 Clunes Conversation Starter, Background Papers, Survey, in-person community sessions and other community and stakeholder activities were held.

At the completion of this phase the Clunes Structure Plan, Engagement Report, Wayfarer Consulting, July 2023 was developed and shared with the community. This served as a foundation for the second, deeper stage.

Refer **Appendix A** for the 'Clunes Structure Plan Engagement Report', Wayfarer Consulting, July 2023.

Deeper stage

A community panel have worked together to assist Council in creating a shared vision and objectives based on six key themes identified within the Clunes 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 into an engagement report (see Clunes Structure Plan, Co design workshops, Key findings; Wayfarer Consulting, December 2023).





People responded to the online survey



People attended the community engagement sessions

Housing



- Emphasis on housing diversity, affordability and suitability for various age groups. Concerns about future developments
- Preserving town character through managed growth

<u>Urban Design</u>



- Some opposition to small house blocks and high density
- housing Importance of preserving historical and rural feel in
- Concerns about loss of neighbourhood character

Business and Economic Development



- Empty shops and ghost town perception Challenges with limited industrial

Movement and Access



- Improve road and footpath
- surfaces
 Improve cycling infrastructure
 and public transport networks
 Improve and establish new
- links to neighbouring towns

Environment and Heritage



- Greek and biodiversity preservation Recognition of creek as a wildlife corridor Potential impact on town identity

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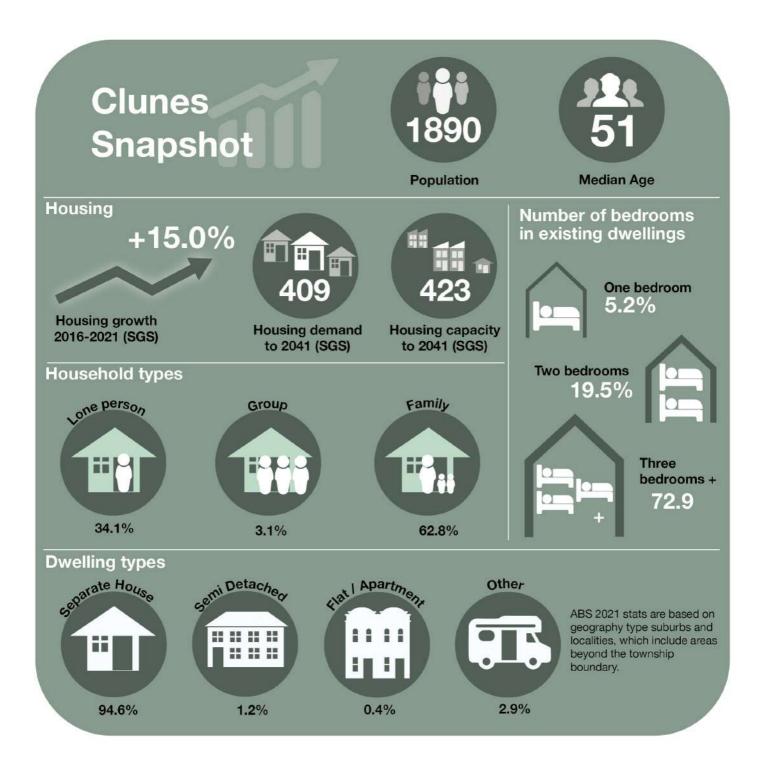
Community and Cultural Infrastructure

- Primary and secondary schools, council facilities, and
- artists, heritage restoration, and versatile event spaces Green spaces master plan 39

5.0 Town Overview and Key Issues

The Structure Plan for Clunes 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. HousingATTACHMENT 6.1.1

The housing market in Clunes currently lacks diversity, comprising predominantly detached dwellings with three or more bedrooms. There are a variety of housing lots ranging between 800-1,500 square metres with smaller lots generally closer to the centre of the town.

Improving the diversity of housing with smaller one and two bedroom dwellings will provide for different household types and needs allowing more people to age in place and assist in improving housing affordability. Council will, through the structure plan, provide for the future growth of Clunes by enabling sufficient land for housing and community services. Whilet limited population growth is expected within Clunes, the structure plan should identify opportunities for increased housing diversity to meet the needs of different people in the community. Appropriate locations for increased diverse housing options and types include areas close to existing services and facilities and strategic development sites.

The tourism role of the town results in many unoccupied dwellings during certain periods and exacerbates reduced availability of housing with a 20% reduction in rental listings in Hepburn Shire in June 2021. The shortage of affordable long-term rental properties is a barrier to residents accessing affordable housing and poses significant challenges for local businesses in recruiting and retaining staff.

There are currently 10 community housing dwellings in Clunes, owned and managed by Community Housing Ltd (Victoria). Increasing the number of affordable and social housing in the town will provide greater options for the community. The implementation of *A Home in Hepburn Shire – Strategy and Action Plan (2023)* and the investigation of land use planning and other regulatory measures remains a priority. Opportunities to advocate and seek opportunities to partner with, and support, the provision of social housing and development models should be explored.

According to SGS 2023, 120 dwellings were constructed between 2016 and 2021. It is estimated that ~409 new

dwellings will be required in Clunes by 2041. There is existing capacity to provide 423 dwellings with the utilisation of existing vacant sites within current planning scheme settings. This includes land within the town core boundary and adjacent LDRZ land that can be easily serviced.

Some strategic rezonings would support additional areas for housing helping to provide a more sustainable community and a greater diversity of housing. The land adjacent to the Clunes Primary School and within close proximity of the Clunes train station both offer opportunities without impacting on heritage and character aspects and high quality agricultural land.

Low density residential land surrounding the township provides very limited opportunities for housing development. This is due to its long distance from the town centre and train station, areas of identified biodiversity and lack of infrastructure such as reticulated sewer.

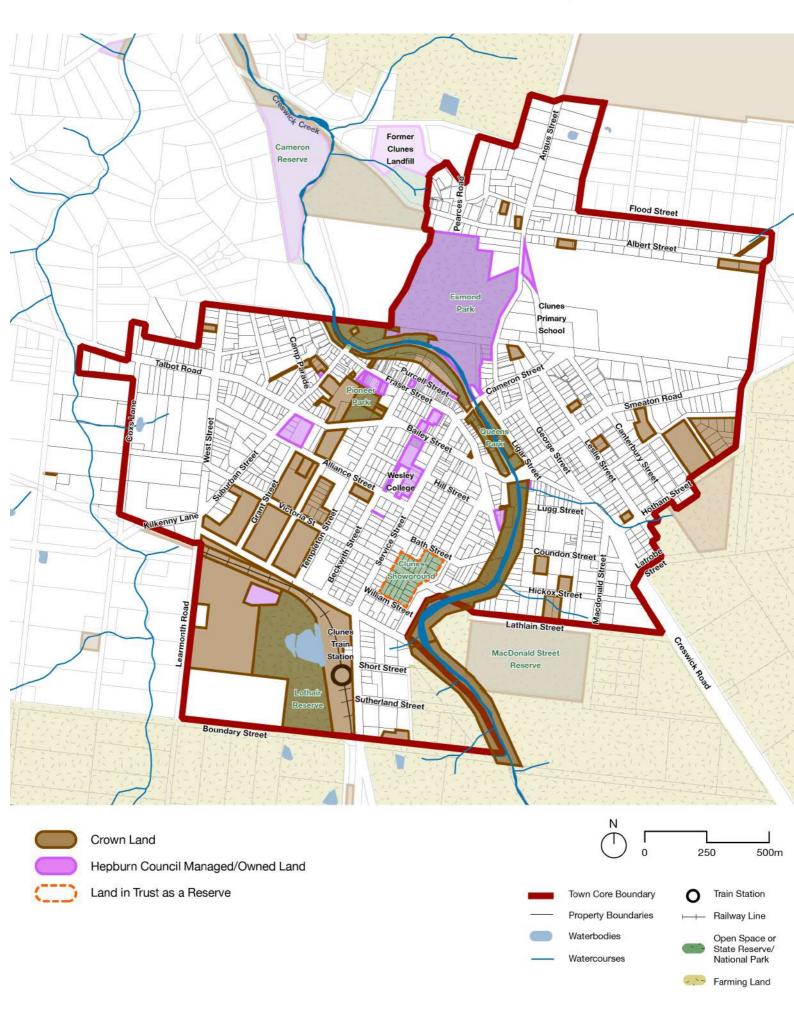
There are many sites within the town where Crown land is residentially zoned as shown in **Figure 6**. Those sites in Crown ownership that are reserved for a public purpose or unsuitable for urban development should be zoned in a public land zone to reflect their public use or other purpose.

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

Two change areas have been identified:

- Minimal Housing Change comprise those locations with heritage, environmental and physical constraints and special neighbourhood character, and therefore have a reduced capacity for housing change and growth.
- Managed Housing Change encompass residential areas with established neighbourhood character values that have the capacity for greater housing change and growth to occur.





5.2. Environment and heritage

Topography and vegetation

The town is located within the Victorian Volcanic Plains and had scattered River Redgums over wildflower rich grasslands and the significant wetland of Middle Swamp to its north. Nearby, various kinds of forests and woodlands occur within the outlier of the Central Victorian Uplands bioregion at Nyaninyuk (Mount Beckworth) and Goldfields bioregion at Dunach.

Biodiversity

Four major woodland and grassland remnants have been identified around the township and the Creswick Creek provides a major biodiversity connectivity corridor. Remnant vegetation patches, containing sections of Nationally Endangered habitats, host endangered species such as the golden sun moth and growling grass frogs. These areas contain significant species under the Flora and Fauna Guarantee Act (FFGA1988) and the national Environmental Protection and Biodiversity Conservation Act (EPBCA1999). The town's growth is limited to the west by a significant area of endangered native vegetation. These areas should not be developed further, and efforts made to enhance the Creswick Creek environs as a biodiversity corridor, reinforcing their wildlife support role, and preserving cultural practices. See Figure 7 for the location of areas identified with biodiversity within and surrounding Clunes.

Flooding

The Creswick Creek runs through the town centre, within a steep, confined valley. The creek section, between Service Street and Camp Street, has heavily silted creek beds and dense vegetation. Floods pose significant challenges in Hepburn Shire, particularly in Clunes, where major events occurred in 2010/11, 2016 and 2022. This is due largely to the extensive upstream catchment rather than local drainage issues. The use of planning and engineering initiatives further up the catchment is required to mitigate the folding risks and impacts. Drinking water is from ground water and the town is not constrained by drinking water supply. Within the town, limiting development in flood prone areas, engineering solutions and effective stormwater treatment will assist with managing and mitigating these events. Rainwater and stormwater harvesting, and water efficiency measures provide opportunities to reduce potable water use and better manage water resources.

Bushfire

Clunes is a bushfire prone area (BPA). While areas to the west and southwest of Clunes face a heightened bushfire risk, that risk is lower within the Clunes township. Areas within the existing town boundaries where there is existing built form and reduced vegetation are safer areas. Clunes has been identified as a safer area given its surrounding native grasslands that will assist with achieving a BAL rating of 12.5. Despite the reduced bushfire risk, the native grasslands are not suitable for town growth due to their biodiversity.

Environmental hazards

The 1.7-hectare former landfill, owned by Council and located north of the Clunes township, ceased operation in 1998 and requires ongoing management to ensure that offsite impacts are managed. This includes minimising public access and landfill gas as well as invasive weed management. Further intensification of development within the buffer of this former landfill should be discouraged. Former mining sites in the town include mullock heaps that are not suitable for development and may be contaminated.

Traditional owners

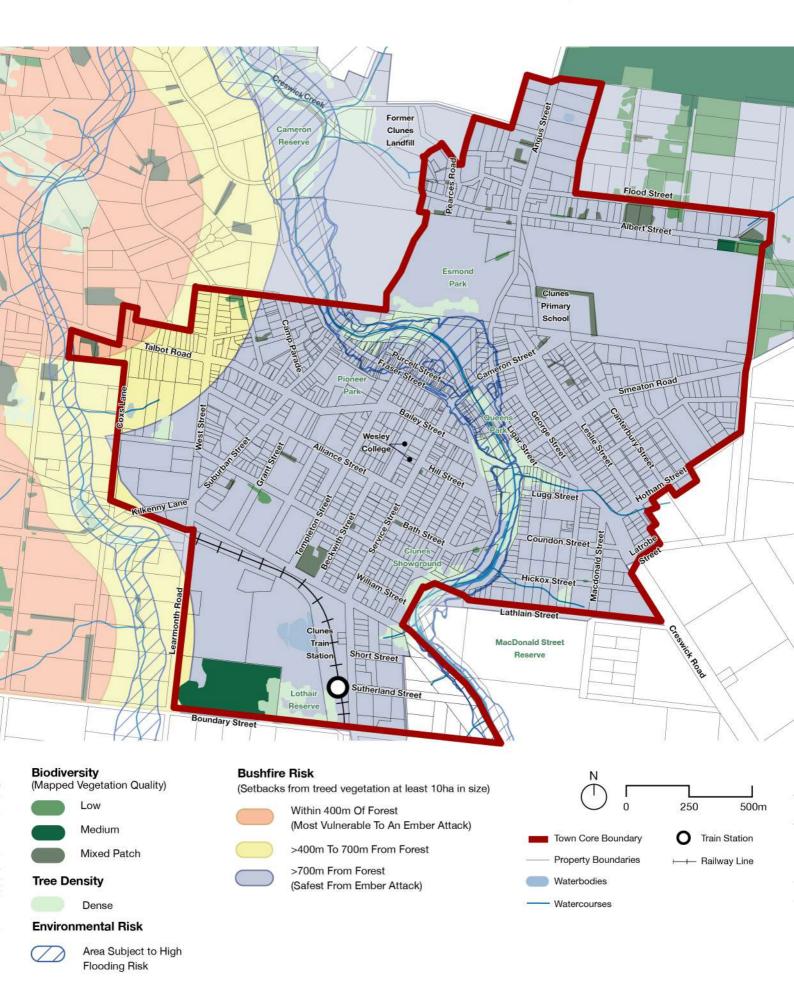
Djarra practices shaped local ecosystems over thousands of years. The original waterways and ecosystems, traditionally overseen by the Dja Dja Wurrung people, have faced drastic change since removal of Djaara people and their traditional practices and from mining, grazing, cropping, waterway regulation, weed invasion, and township development. Additionally, the rapid climate change also disrupted the landscape. Sites along the Creswick River are likely to hold cultural significance to the Dja Dja Wurrung.

Colonial heritage

Clunes is best known as the site of Victoria's first gold discovery in 1850 and is said to have the best collection of 19th Century buildings in Australia. Fraser Street forms an historically significant and intact main street and has featured in international films. There are many grand institutional buildings, including the Town Hall, the former primary school, the former Post Office, several banks and a collection of churches along with residential buildings. Mining sites such as the South Clunes Mine provide a link to the town's mining history.

There may be opportunities for Clunes to benefit from the proposed Goldfields UNESCO World heritage listing drawing in additional visitors.

Clunes' heritage is vital to the town's identity and amenity. Preserving and enhancing heritage listed places will remain essential particularly in areas such as Fraser Street with its intact main street Gold Rush era streetscape. New development needs to respect the heritage while allowing for adaptive reuse. The traditional owners and environmental priorities require stronger emphasis, necessitating a better balance. Clunes heritage places and cultural heritage sensitivity areas are shown in **Figure 8**.



Dja Dja Wurrung land significance

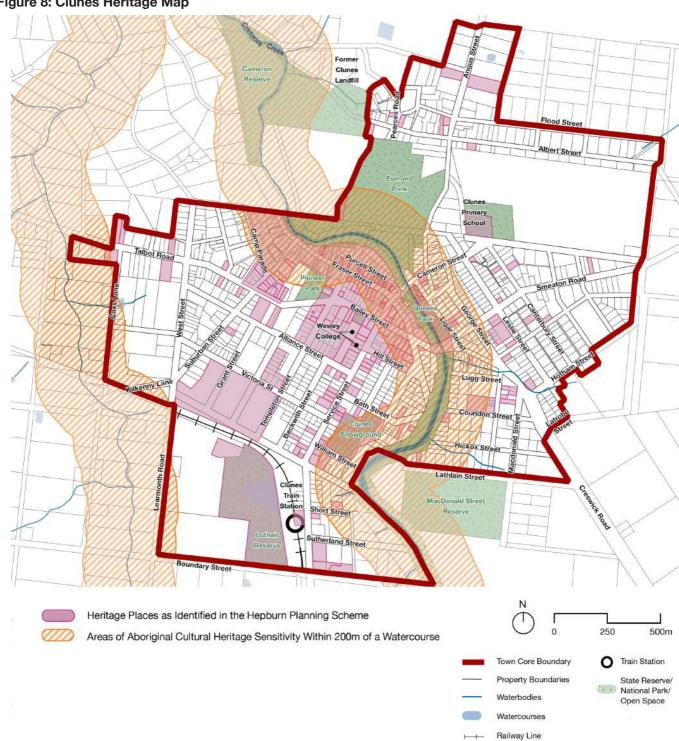
Originally managed with age-old practices of the Diaara people for thousands of years, the natural ecosystems of the area, such as Creswick Creek and its tributaries, have been significantly disturbed. For the Dja Dja Wurrung People, Country is more than just the landscape and more than what is visible 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 8: Clunes Heritage Map



ATTACHMENT 6.1.1

5.3. Business and economy

The Clunes economy is built on history and heritage, agriculture and its proximity to Creswick and Ballarat. Major employment sectors include education, health, retail, farming and hospitality. Employment in agriculture is decreasing while employment in aged care and social assistance is rising.

The commercial area is focused along Fraser Street with its mix of small-scale shopfronts and larger historic institutional buildings contributing to the town's charm. There are a range of shops including a small supermarket, cafes, a bakery, a chemist, antiques and book shops. Council's "Warehouse Complex" is located in the main street and comprises the Visitor Information Centre, and museum, library, meeting rooms and gallery, providing a hub for the community and visitors.

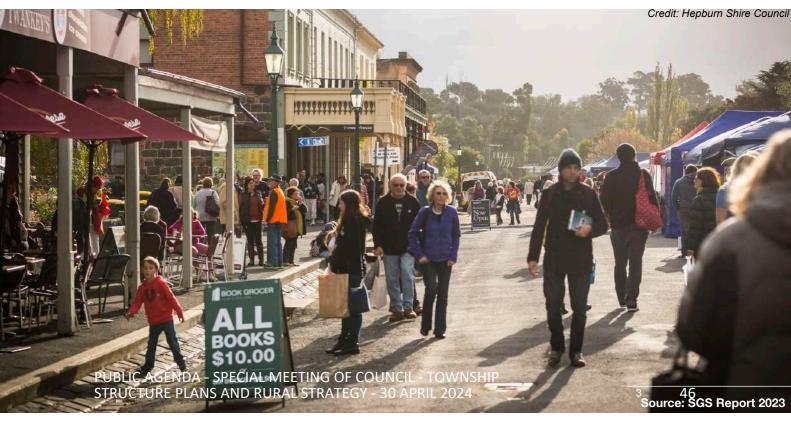
Tourism contributes to the economy particularly on weekends and holidays. Clunes has a strong history of tourism and economic development activities built on its rich heritage and architecture. Its establishment as one of fifteen 'Booktowns' across the world, has been a regional development success story. Booktown, along with other initiatives such as the Clunes Museum and Gallery, has helped to revitalise Clunes. The structure plan could identify opportunities to further support these initiatives, direct visitor accommodation to appropriate locations providing economic opportunities for residents.

Demand for additional commercial space will be driven by population growth and changing demographics such as meeting health and education requirements. It has been estimated there is negligible additional commercial floor space demand and that demand can be met through redevelopment of existing buildings and vacant sites. The number of vacant shops within the town is of concern to the community. Balancing the desire to retain the heritage fabric of the town with the needs of modern businesses for hospitable and suitable premises is a challenge. Updating heritage buildings can be costly for owners and may require grants or incentives for improvements.

Options to increase the retail and commercial offer for the local visitor community is essential. More employment opportunities in the town's retail and commercial areas and the addition of industrial zoned land would reduce the need for commuting. Therefore, shop tops could be encouraged for commercial uses such as shared offices and facilities upstairs to encourage micro economies.

Clunes currently lacks industrial zoned land, and with population growth projected in the Clunes catchment, there is expected demand for approximately 2-3 hectares of industrial land. The structure plan will identify an appropriate site for industrial land within the town core boundary along with the economic development initiatives and infrastructure required to support the establishment of this precinct.

While tourism is important, there is a desire by the community for more employment and retail options within Clunes to service day to day needs. Car parking also needs to be monitored to accommodate the increase in amenities and facilities.



An emphasis on good urban design is crucial to enhance the functionality, sustainability, and attractiveness of the Clunes town centre. This can promote growth while preserving and restoring the town's heritage and identity through adaptive reuse of existing buildings. The upper floors of heritage buildings can be restored and used for commercial activities, while the restoration of verandahs will further preserve and enhance the town's heritage values.

Conservation and renovation of historical buildings, their verandahs, facades and parapets, particularly along main streets, is essential for maintaining the area's image and character. Conserving heritage civil infrastructure, such as the bluestone and granite open drains, is important for the town's character, as is the continued use of local stonework with traditional detailing for new works. Enhancing street lighting (i.e. West Street), along with pavement treatments at junctions prioritising pedestrian crossings, pose additional challenges that warrant attention.

Well-designed public spaces encompassing sports facilities, streets and pathways connecting various activities contribute to vibrant community spaces. A green connection between Bull Milgate Reserve, Pioneer Park and Queens Park would improve links with the creek and the commercial core of the town. Similarly, enhancing the walking/jogging track along the creek while protecting the environmental and heritage values, and avoiding flood-prone areas is necessary.

There is a need to increase the number of walkable and wheeling access linkages to the school, while slowing traffic. This will support the safety and health of students, parents, and carers.

Encouraging passive surveillance in all parkland areas, while enhancing connections to them from commercial areas through improved pedestrian paths and wayfinding

signage, is important especially for less able members of the community. Providing pedestrian priority treatments at street crossing points, street greening, and providing rest spots, will improve walkability of the township. These resting points with seating, especially for the elderly, will be designed in response to the significant historic streetscapes. Similarly, street crossings need to accommodate the elderly or less able, and large gutters can be difficult to readily navigate. Further enhancements within the public realm could include extending avenue tree planting along the roads leading into Clunes, planting shade trees in many other streets, and providing seating along walking paths. Street greening, including large canopy shade trees, is crucial for climate change adaptation and mitigation of health issues posed by heat.

A robust drainage system or stormwater management plan is needed for sustainable urban development and to mitigate flooding risks. Improving universal access to shopping areas is critical for fostering inclusivity, while respecting the heritage of the town. The provision of public toilets nearby the green connection, along with shade trees in public spaces, will contribute to a more comfortable and inviting environment. Advocacy for lower speeds around Fraser Street, would prioritise pedestrian safety.

The heart of Clunes, Fraser Street, should be preserved as an extraordinary 19th century 'high street' town centre energised by contemporary uses and enterprises.

New housing near the train station and the integration of new streets into the existing network will improve walking routes towards the train station and other community facilities. This will strengthen the overall accessibility and connectivity within Clunes.

Where new car parking is required this should be planned and positioned to contribute to the valued heritage character of the township and its streetscapes.



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.

PUBLIC AGENDA - SPECIAL MEETING OF COUN STRUCTURE PLANS AND RURAL STRATEGY - 30

5.5. Movement and Tacket SENT 6.1.1

Clunes is well connected to surrounding areas with main roads to Maryborough, Ballarat, Creswick, Daylesford, Newstead and beyond. Clunes-Creswick Road and Ballarat-Maryborough Road are managed by Regional Roads Victoria, while other roads are managed by Hepburn Shire Council.

The town is located on the Ballarat-Maryborough railway line. Clunes railway station is about 1km from the centre, on the south side of the town. Twice-daily V/Line trains run to Creswick, Ballarat/Melbourne and to Maryborough via Talbot (supplemented by V/Line buses at times). There are no regular local buses. A number of schools in Ballarat and Maryborough provide private bus transport to Clunes.

Despite a substantial investment to upgrade the Clunes Station, the station infrastructure is underutilised being one of the ten least-used stations in Victoria. Increased train services on the Maryborough line would not only benefit Clunes but also have broader regional implications. It is crucial to align bus and train services with actual working hours, establish bus services between towns of Hepburn, and connect identified growth areas with key walkable routes to train stations. The challenges extend to inadequate coach and bus stops, some of which are not Disability Discrimination Act (DDA) compliant. This poses accessibility challenges, particularly for individuals with reduced mobility.

Ballarat-Maryborough Road and the Ballarat-Maryborough railway alongside it, are both part of the Victorian Principal Freight Network (PFN). Broad gauge rail freight uses the Maryborough line through Creswick and Clunes carrying significant rail freight, especially grain, to the Port of Geelong via Ballarat.

Many Shire residents have to travel elsewhere to access a wider range of goods, which significantly increases their kilometres travelled.

Beyond the rail and bus infrastructure, Clunes faces additional complexities related to truck routes, particularly along Maryborough-Ballarat Road and Midland Highway. Clunes has a signposted truck bypass route along Victoria Street and West Street for users of Ballarat-Maryborough Road. Thoughtful solutions are imperative to manage traffic effectively in these crucial corridors.

Many streets are without footpaths, and there are some unpaved roads. Vehicles sometimes travel at high speed, especially on the approaches to the town. Limiting the movement of trucks is a priority for community safety that should be investigated.

ATTACHMENT 6.1.1

Increased public transport options are needed to improve daily access to nearby larger towns and will enhance the mobility of residents particularly as the population steadily ages. Options may include more regular train services on the Ballarat-Maryborough line, and local bus services. Community transport options could also improve community access to town services and those of adjacent towns.

While preserving the historical character of township streets is paramount, there is a pressing need for enhanced and safer infrastructure that accommodates vulnerable road users. The low traffic volumes on local streets mean that they are relatively safe for all users. There is a lack of footpaths on some streets which impedes mobility for some members of the community. Strategically developing footpaths along key routes could significantly increase pedestrian accessibility to schools, parks, post offices, and grocery stores. Reduced vehicle speed limits through the town would improve safety.

Balancing safety improvements with the important heritage character of the town is a key challenge.

Installation of traffic calming measures on Fraser Street such as zebra crossings are not in keeping with the intact heritage quality. Creative approaches will be required, that may include threshold treatments at entry and exit points, reduced speed limits and (as often happens already) street closures with traffic and parking management during main events such as Clunes Book Festival and weekend markets.

There are few walking and wheeling connections to open space areas, and very few dedicated wheeling facilities. Connecting the community to local parks and reserves, to the primary school and further afield to areas such as Mount Beckworth Recreational Park are important initiatives.

Electric car and truck use will increase in response to the need to reduce emissions. Clunes' first public charging station is proposed in 2024 but more will be needed. Rideshare and taxi services could also grow from the current low user base providing much needed, more regular services in peak and off peak times to Creswick and Ballarat.



5.6. Community and cultural infrastructure

Clunes has a limited provision of community infrastructure with a strong reliance on Ballarat and Creswick. Despite this limitation there a range of community and cultural assets, including one primary school, Council facilities like the Warehouse at Clunes, and a neighbourhood house and a community health service at the former Clunes hospital. There is a desire from the community to encourage more specialist medical services to service the town. The town's recreational facilities include an outdoor pool and skate park. There is no secondary school in Clunes, or in nearby Creswick, which limits the opportunity for children to make local friends during their secondary years.

Masterplanning is underway for three open space reserves in Clunes to inform planning, provision and enhancement. These will develop a long term vision and development priorities for the Clunes Recreation Reserve, Pioneer Park and Queens Park.

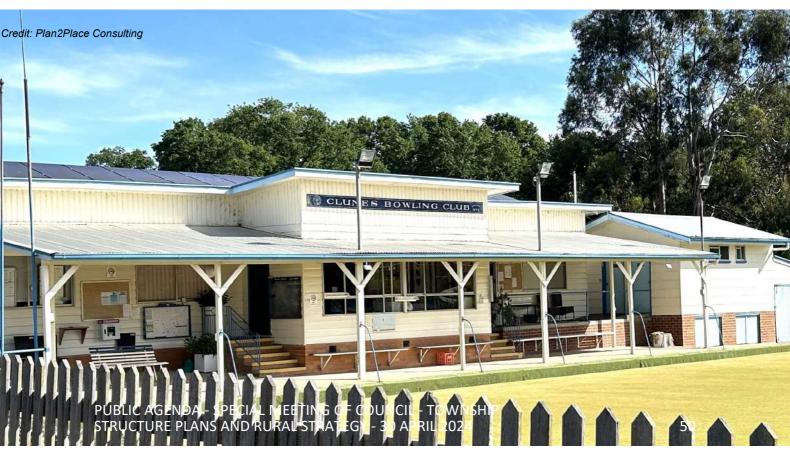
A range of facilities support the tourism and cultural roles of the town building on the museum, heritage sites and major events such as the monthly Clunes Market, annual Booktown Festival and annual Agricultural Show. The Clunes town hall holds significant potential as a community meeting space, given its extraordinary heritage status. However, there are opportunities to enhance its usability. Further encouragement of facilities to support these activities such as restoration of heritage buildings, support for local artists, event amenities and specialist book stores are all important to support this kind of tourism. Proposals for event spaces

that encourage gathering (and serve as emergency accommodation points during natural disasters) highlight the need for versatile community spaces. Given the town's numerous community groups, there is a recognised need for shared meeting spaces.

The largest sporting club in town is the Clunes Football Netball Club. It is a vital community hub, and requires upgraded facilities to accommodate its growing user base. Challenges with the current location due to flooding are also being investigated. The lack of alternative facilities, such as sprung floor studios for dance, highlights limited recreational options for primaryaged school children beyond traditional sports like football and netball.

The Warehouse at Clunes provides a valued community resource. The renaissance and importance of libraries sees them being redefined as community hubs for education, health, entertainment and work. The community has identified that extending the library hours would provide a wider range of educational and recreational access for the community, particularly the town's students.

The train station in Clunes is underutilised, with considerable vacant land surrounding it. It fails to operate effectively as a transport hub. Moreover, the unavailability of a taxi service for the elderly further compounds issues related to health services, transport, and access to shops. Additionally, the lack of walking pathways requires attention.



6.0 Vision and Objectives

6.1 Vision for Clunes

Clunes in 30 years, is a town with a rich and complex shared history with the Dja Dja Wurrung people, coming together to create a thriving resilient community, culture and economy. Our town is dynamic and prosperous with a lively main street and complemented by accessible community spaces for everyone to meet and connect. It is a sustainable and resilient town with improved safety, and access to broader regional services. There is a wide range of housing to meet diverse needs nestled within the natural landscape and the valley. While Clunes celebrates and preserves its history it is balanced with planning sustainable development for the future.



6.2. Objectives

Housing



To deliver diverse, affordable, and sustainable housing options.

Urban design



To ensure that buildings and streets harmoniously contribute to the town's character and heritage.

Business and economy



To foster a thriving sustainable economy with diverse and resilient businesses and industries.

Movement and access



To offer diverse, safe, and accessible transportation options and enhanced pedestrian infrastructure.

Environment and heritage



To improve the environmental sustainability of the town and protect and enhance the town's natural, landscape and heritage features.

Community and cultural infrastructure



To ensure that community facilities and infrastructure are geared towards fostering a robust, well-connected, and healthy town community.

7.0 Key Themes

7.1. Housing

Objective: To deliver diverse, affordable, and sustainable housing options.



Strategies

Facilitate the development of diverse, affordable, and sustainable housing options, including smaller houses, to meet the needs of residents.

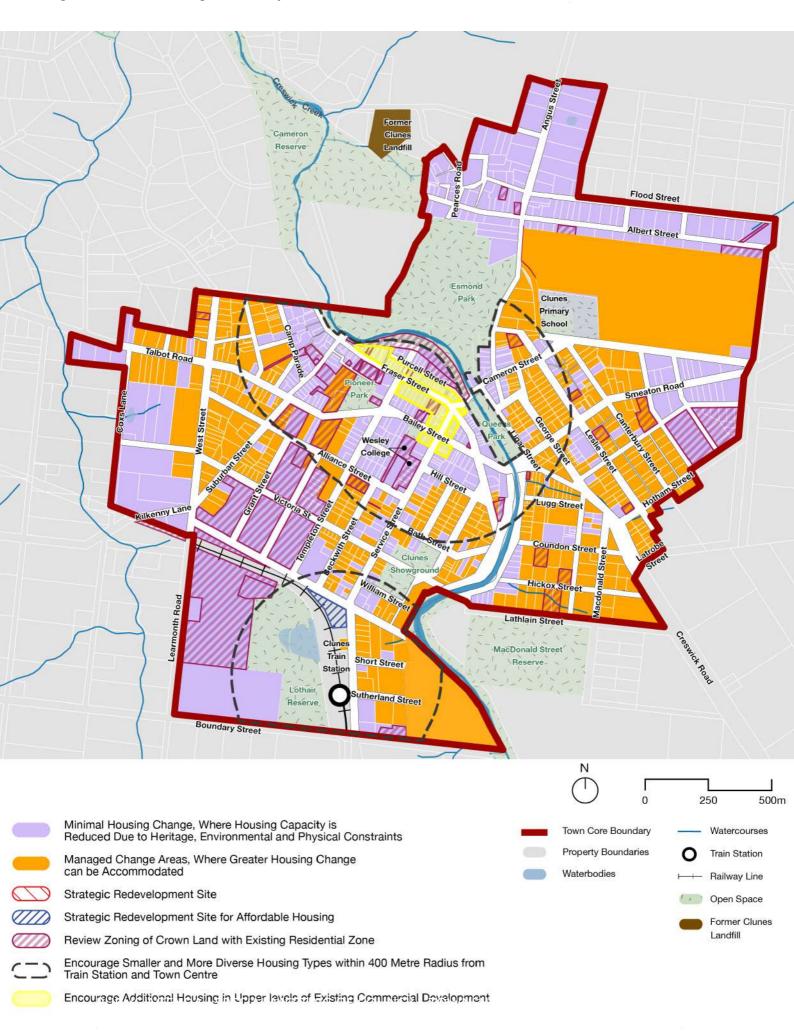
Encourage well-designed housing while preserving the town's unique character and environment.

Address the shortage of rental housing and promote housing diversity.

Create more social housing options and housing for special needs within walking distance of the town centre and the train station.

Reduce the impact of short term tourism on existing housing stock.

- A1 Implement Minimal Housing Change Areas in Clunes where heritage, environmental and physical constraints and special neighbourhood character result in reduced capacity for housing changes and growth.
- **A2** Implement Managed Housing Change Areas in Clunes in residential areas with established neighbourhood character values that have capacity for housing change and growth.
- **A3** Facilitate the development of adaptable and affordable housing by:
 - Encouraging housing diversity, including secondary dwellings in appropriate locations (see Figure 9).
 - Advocating and partnering with government, developers and other parties to provide greater housing diversity including social housing.
 - Advocate to all levels of government to introduce an effective regulatory framework for short-term housing to reduce the impacts of vacant houses on the town's rental market challenges.
 - Support opportunities to develop alternative housing models.
- **A4** Enable sufficient land for housing to maintain the town's population and community services.
- **A5** Encourage housing co-location with existing commercial premises managing potential impacts on the streetscape.
- **A6** Utilise the Sustainable Subdivisions Framework to guide all new residential subdivisions.
- A7 Rezone land on the south side of Albert Street and the east side of Angus Street, as well as the east side of West Street, to Neighbourhood Residential Zone to facilitate additional housing and increase diversity within the township boundary.



7.2. Business and economy

Objective: To foster a thriving sustainable economy with diverse and resilient businesses and industries.



Strategies

Promote a thriving, sustainable economy based on sustainable and creative businesses and trades.

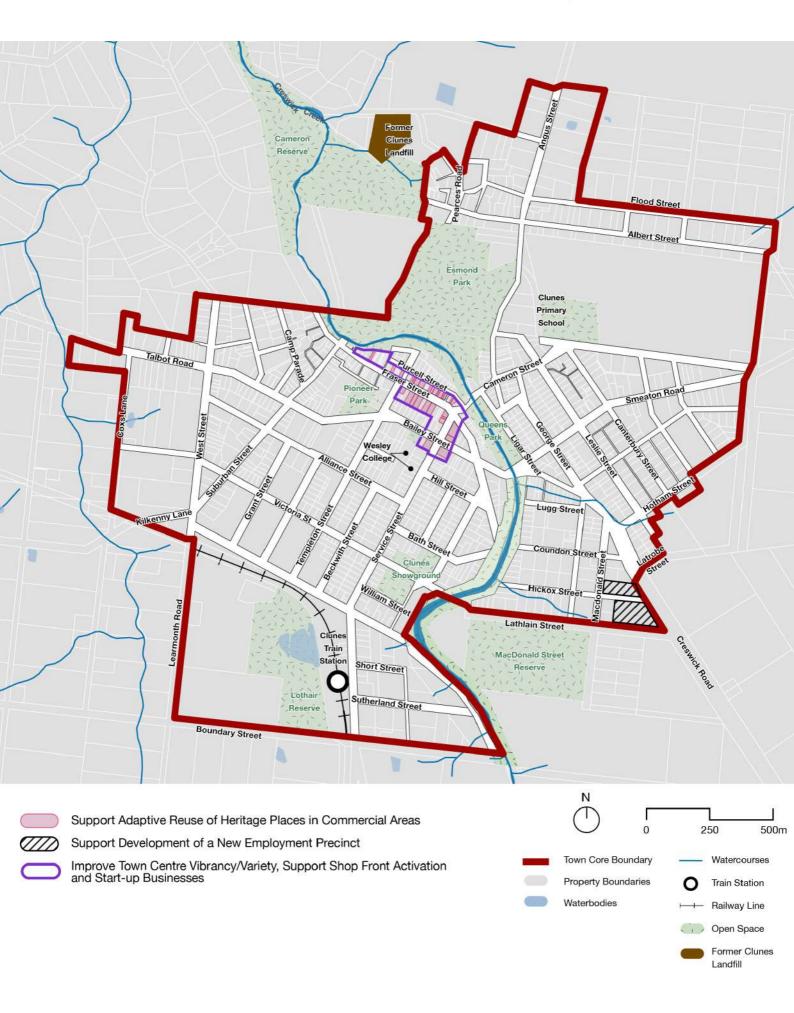
Foster a broader and more sustainable business image and profile.

Better utilise existing tourism features such as walking trails and heritage sites.

Create a secondary commerce and industry area.

Foster industrial uses that support the town's employment and businesses that do not conflict with existing township uses.

- A8 Continue to identify opportunities to support and strengthen the local economy, encouraging the activation of a thriving and diverse town centre.
- A9 Ensure that the proposed UNESCO World Heritage site further enhances Clunes' local economy and tourism offerings while safeguarding its extraordinary heritage assets.
- **A10** Develop short term activation strategies to encourage markets and events.
- A11 Ensure that new developments reinforce pedestrian amenity, business 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).
- A12 Support adaptive re-use of heritage buildings that encourage sympathetic and respectful additions activating the town centre and consider ways to economically incentivise land owners to improve commercial buildings to be fit for purpose.
- A13 Rezone identified land at Creswick Road to Industrial 3 Zone providing local employment opportunities and transport connections.
- **A14** Undertake environmental assessment of the former Clunes Landfill and investigate how best to mitigate potential risks to sensitive uses.



7.3. Environment and heritage

Objective: To improve the environmental sustainability of the town and protect and enhance the town's natural, landscape and heritage features.



Strategies

Protect and enhance environmental, landscape, and heritage features while preserving the rural landscapes of Clunes

Maintain and extend landscape and ecological corridors and promote the recognition of, and linkages to, natural assets around the town.

Encourage community engagement and knowledge of the local environment working with the Dja Dja Wurrung.

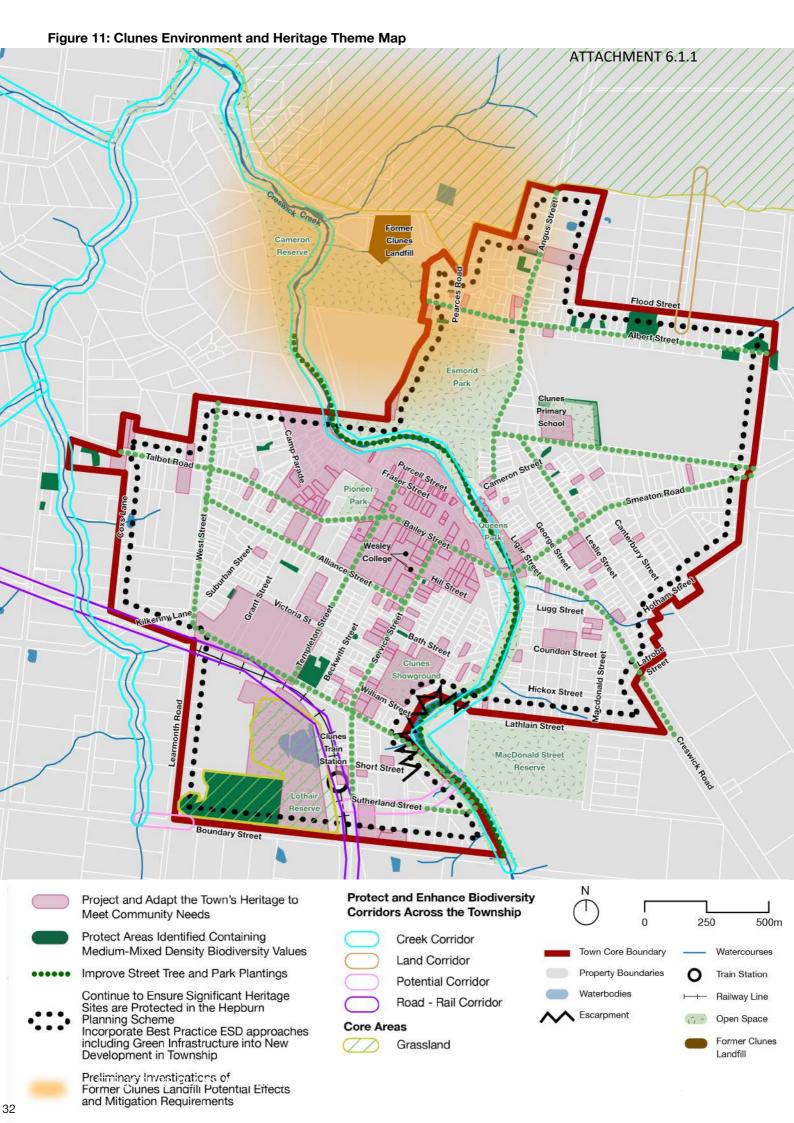
Protect and respectfully adapt the town's heritage ensuring it can evolve to meet the community's diverse needs.

Acknowledge and celebrate cultural heritage from First Nations people to today.

Enhance the amount and quality of biodiversity within the town.

- A15 Develop interpretive signage and other engagement to raise awareness of Clunes natural heritage.
- A16 Support further restoration of the Creswick Creek and other identified biodiversity corridors shown in Figure 3.
- A17 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).
- A18 Led by DJAARA, ensure education on Dja Dja Wurrung past and ongoing roles in caring for Council is included in signage and other engagement resources for the Clunes environment
- A19 Increase street tree and understorey planting within the town to enhance canopy cover for pedestrian health and comfort, increase shade and increase biodiversity where possible.
- A20 Prepare and implement the findings of the Shire Wide Heritage Gaps Study currently underway by incorporating future findings into the Schedule to Cl 43 of the Hepburn Planning Scheme and apply the Heritage Policy on all applications such as alterations, additions or demolition.

- **A21** Prepare a Heritage Gaps Action Plan to ensure significant sites are protected in the Hepburn Planning Scheme.
- A22 Implement the biodiversity assessment for medium to high biodiversity values and wildlife corridors through appropriate zones and overlays in the Hepburn Planning Scheme to protect these areas from clearing and manage development outcomes.
- A23 Develop planting guidelines to strengthen biodiversity, manage fire risk and reduce environmental weeds that reference CFA landscaping guidelines and local plant and weed lists.
- **A24** Encourage innovative and quality developments that include climate responsive technologies and respond appropriately to the landscape.
- A25 Ensure corridors of cultural heritage sensitively are protected from vegetation removal, infrastructure development and private development encroachment and have ongoing programs for restoration and protection.
- A26 Provide additional guidance in Council's engineering standards, guidelines or other appropriate types of information for both private and public infrastructure to incorporate best practice ESD approaches such as raingardens Water Sensitive Urban Design and other forms of green infrastructure.
- A27 Advocate to State and Federal government to energy proof town populations at risk of energy network failure due to environmental events.



7.4. Urban design

Objective: To ensure that buildings and streets harmoniously contribute to the town's character and heritage.



Strategies

Ensure that new buildings and development contribute to the town's character and heritage while elevating the standard of sustainability in buildings.

Improve pedestrian infrastructure to enable all of the community to walk and wheel around town.

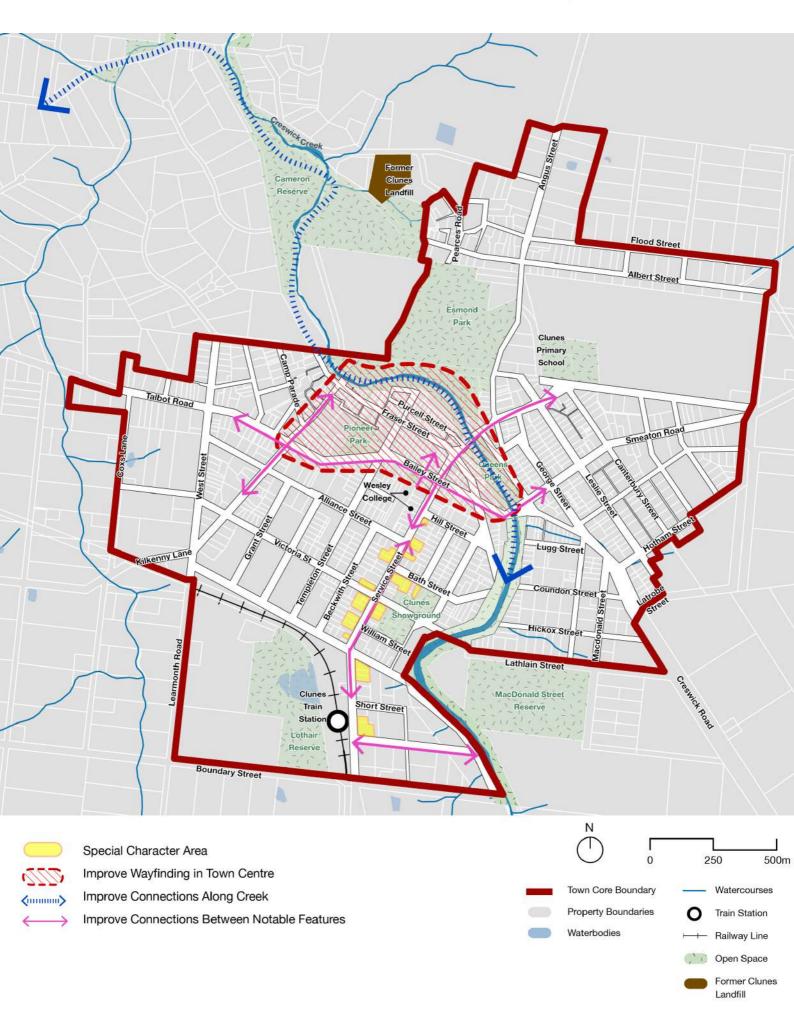
Develop community engagement areas, and public and play gathering spaces, particularly for younger people and families.

Enhance the Creswick Creek environment making it more accessible and enhancing its ecological and recreational values.

Enhance public spaces with more trees and places to pause.

Implement appropriate lighting design and reduce light pollution.

- **A28** Ensure new development is appropriately integrated into heritage streetscapes.
- A29 Preserve and retain the strong heritage and streetscape qualities of the Fraser Street historic precinct, whilet allowing sympathetic and responsive infill development in accordance with heritage and built form guidelines developed specifically for Clunes.
- A30 Improve wayfinding around the town, ensure development contributes to walking infrastructure, and investigate the development of walking trails linking notable features and key community places such as the Clunes Primary School.
- **A31** Retain space around housing for planting of canopy trees.
- **A32** 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 centre to adapt to contemporary needs.
- A33 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, and space for canopy trees.
- A34 Develop a local Signage Policy to ensure that signage is sympathetic and harmonious with the surrounding environment and heritage places.
- **A35** Apply planning scheme controls to manage development on key entries to the town.



7.5. Movement and access

Objective: To offer diverse, safe, and accessible transportation options and enhanced pedestrian infrastructure.



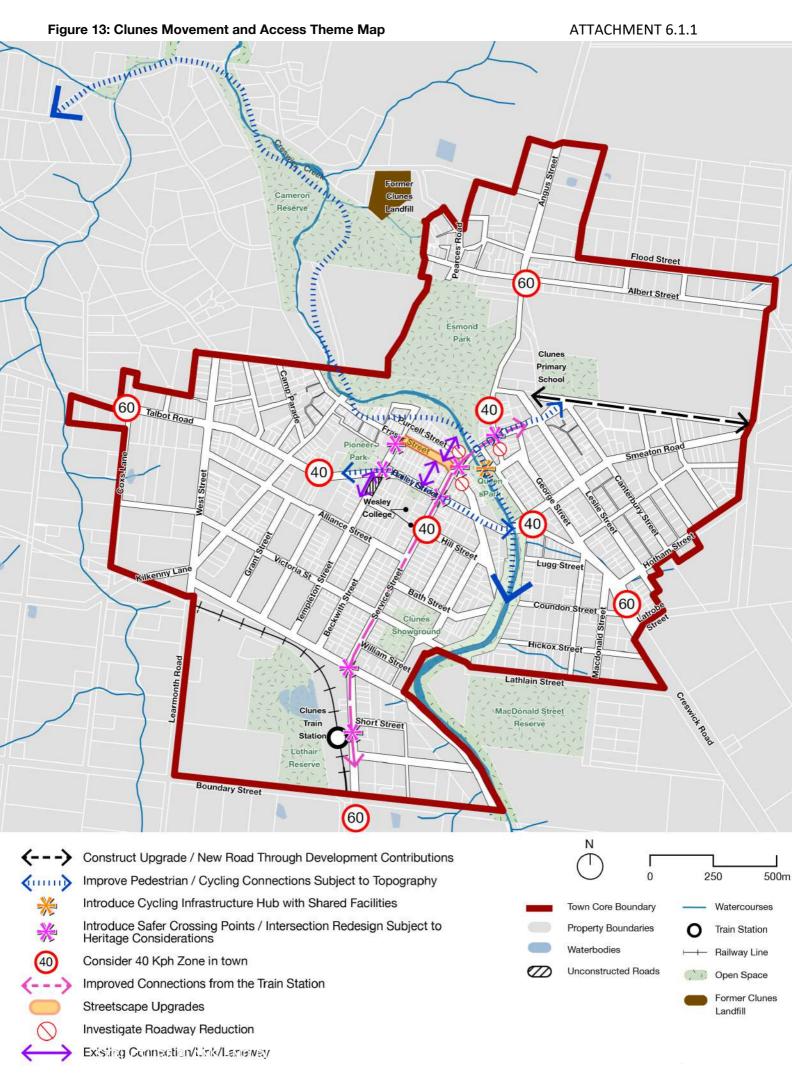
Strategies

Advocate for improved public and community transport options to reduce the need to own a motor vehicle and enhance social connections and wellbeing.

Make Clunes a town known for walking with safer and connected walking routes.

Improve pedestrian and wheeling infrastructure throughout the town.

- **A36** Ensure new development contributes to footpaths with increased shading and seating areas.
- A37 Introduce a number of safe pedestrian crossing points throughout the town.
- A38 Investigate measures to slow traffic in and around the town to maintain safety for community and wildlife.
- **A39** Investigate trails along creeks, waterways and to public lands.
- A40 Advocate to the Department of Transport and Planning for improved and increased public transport services, reduced speed limits, and improved truck route management.
- **A41** Facilitate the installation of electric vehicle charging stations in areas of the town where the visual impacts can be minimised.
- A42 Advocate to vehicle share schemes providers to implement a scheme in Clunes.
- **A43** 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) by providing charging points in central locations.



7.6. Community and cultural infrastructure

Objective: To ensure that community facilities and infrastructure are geared towards fostering a robust, well-connected, and healthy town community.



Strategies

Ensure community facilities and infrastructure meet the needs of all in the community.

Ensure a diversity of community facilities for all genders and life stages including young people and older people.

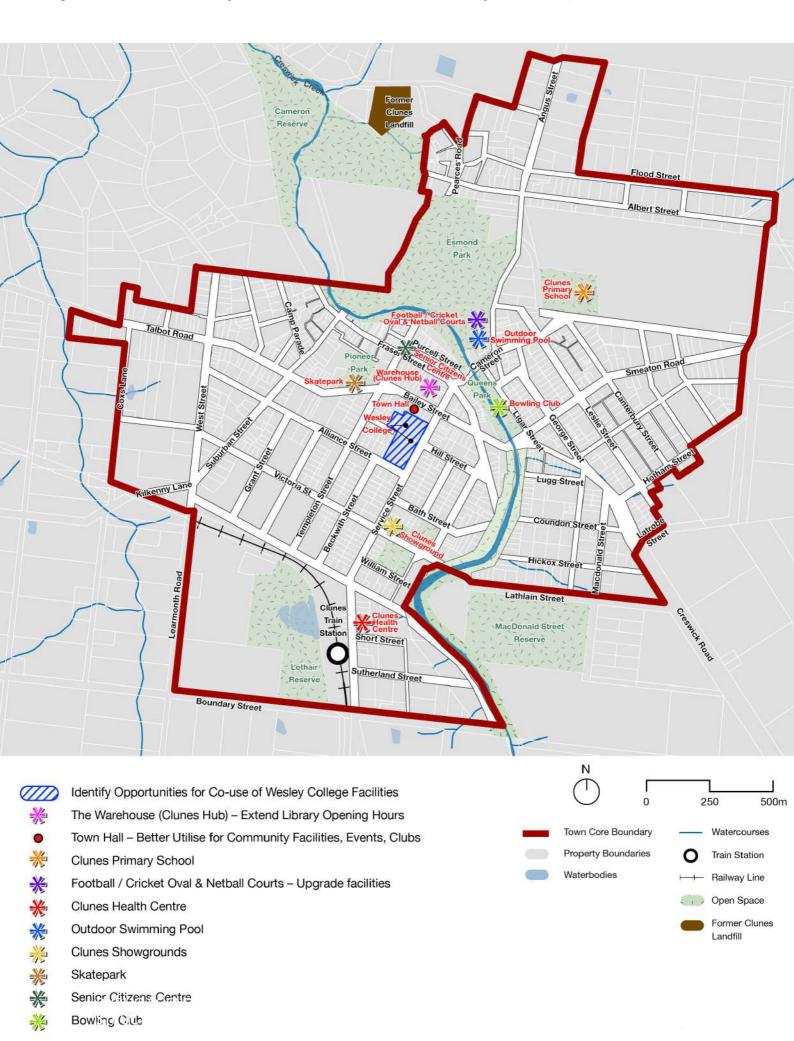
Consider opportunities to enhance health and wellbeing and creative initiatives.

Actions

- A44 Implement the Masterplans for Clunes Recreation Reserve, Pioneer Park and Queens Park to enhance their community, recreational and biodiversity values.
- A45 Demonstrate environmentally sustainable development and climate responsive design in community asset enhancement projects ensuring they are accessible and gender inclusive.
- A46 Work with Wesley College to identify opportunities for co-use of facilities for the community and their pupils.
- A47 Investigate ways to better utilise available community and Council resources and venues for meeting places, activities and events, broadening their function.

"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/

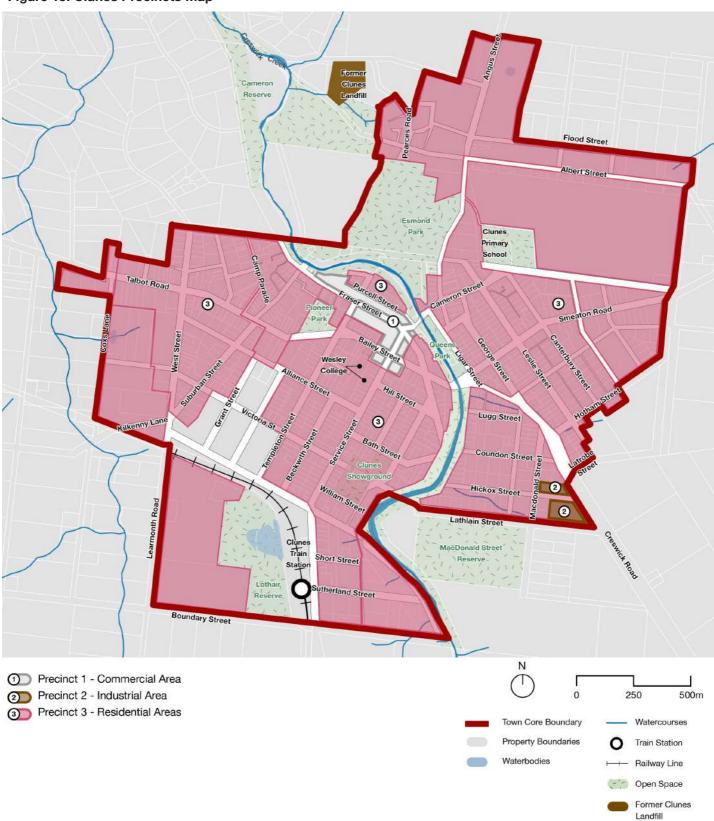


8.0 Precincts

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: Clunes Precincts Map



8.2 Precinct One: Town centre

The Town Centre consists of retail and commercial of Clunes centered around Fraser Street.

8.2.1. Existing character

Clunes Town Centre is centred around Fraser Street exuding an historic character with notable one and two storey commercial buildings on either side. Fraser Street is located within the Clunes Conservation Precinct and is distinguished by nineteenth and early twentieth century buildings, many with original shopfronts and verandahs forming a distinctive heritage streetscape.

Footpaths are wide, paved, and sheltered by verandahs and awnings providing weather protection and supporting outdoor dining. Fraser Street features limited traffic engineering treatment including unmarked traffic lanes and parking spaces, with original open bluestone lined drains and pedestrian accessibility ramps. The lack of visual clutter within the streets provides a sense of openness in the town centre. While trees are absent from Fraser Street, some movable planters are present. A Heritage Overlay (HO) applies to this precinct. The town centre is subject to flooding from the nearby Creswick Creek.

8.2.2. Precinct objectives

- To maintain the heritage streetscape image by conserving existing buildings and other features within the public realm.
- To ensure new development respects and contributes to the town's rich architectural heritage and integrity.
- To ensure the location and scale of new development positively respond to the primary intact heritage streetscape of Fraser Street.
- To improve access to the town centre for pedestrians and people using mobility aids.
- To maintain views to landmark buildings, locations or landscapes.

8.2.3. Precinct requirements

Land use & activity

- Consolidate commercial and mixed-use activities along Fraser Street and the adjacent part of Clunes-Campbelltown Road.
- Focus visitor-related activities within the public spaces around the Clunes Warehouse and Collins Place.
- Encourage diverse housing options, including shop-top housing within the Town Centre Core and medium density housing within the commercial transition areas. Ensure the relevant heritage and environmental constraints are properly managed in any new development.

 Encourage the upgrade of existing recreational and open space facilities, focusing on improved access, amenity and functionality.

Built form & heritage

- Ensure new buildings respond appropriately to the established townscape character in terms of their scale, form, architecture and materials.
- The maximum height for new buildings is two storeys (8m).
- Ensure development of heritage sites adopts a conservative approach, informed by the significance of that property, and seeks, as a minimum, to retain the entire building beneath the main roof form.

Public realm & landscape

- Conserve and maintain heritage streetscape elements ensuring new public realm works reinforce, and do not detract from, the valued streetscape character. Use local stone for kerb and channel treatments and asphalt for footpaths to be consistent with existing materials and treatments.
- Plant locally suitable canopy street trees with broad canopies along key access routes to enhance the township character and improve microclimate and habitat.
- Ensure the provision of locally appropriate landscape treatments within the front setbacks of new development on commercial sites and transition areas.

Access & movement

- Improve access to existing community, education and recreation facilities within walking distance of the town centre.
- Improve safety and amenity for pedestrians and cyclists by implementing a 40kmh speed limit within Clunes town centre.

8.2.4. Precinct guidelines

Land use & activity

- Foster the expansion of outdoor dining and retail activities along Fraser Street to support street activity and bolster tourism.
- Encourage infill development up to two storeys on Commercial zoned sites within the township.
- Continue supporting the use of Fraser Street for seasonal outdoor event space.

Built form & heritage

- Retain and adapt existing buildings within the Town Centre for commercial and retail uses.
- Ensure potential flood effects are thoroughly addressed in new development on affected sites.
 Provide equitable access, a positive interface with streets, and ground floor levels with sufficient freeboard to avoid unwanted impacts.
- Reinstate verandahs to heritage commercial buildings where they have been removed based on documentary and/or physical evidence. For new buildings, continue the historic pattern of verandahs over footpaths to enhance the streetscape and pedestrian amenity.
- Ensure future developments maintain views to the Port Philip Mine Site from within Fraser Street and Camp Street.
- Locate new car parking to the rear or sides of buildings to not detract from the street frontage.

Access & movement

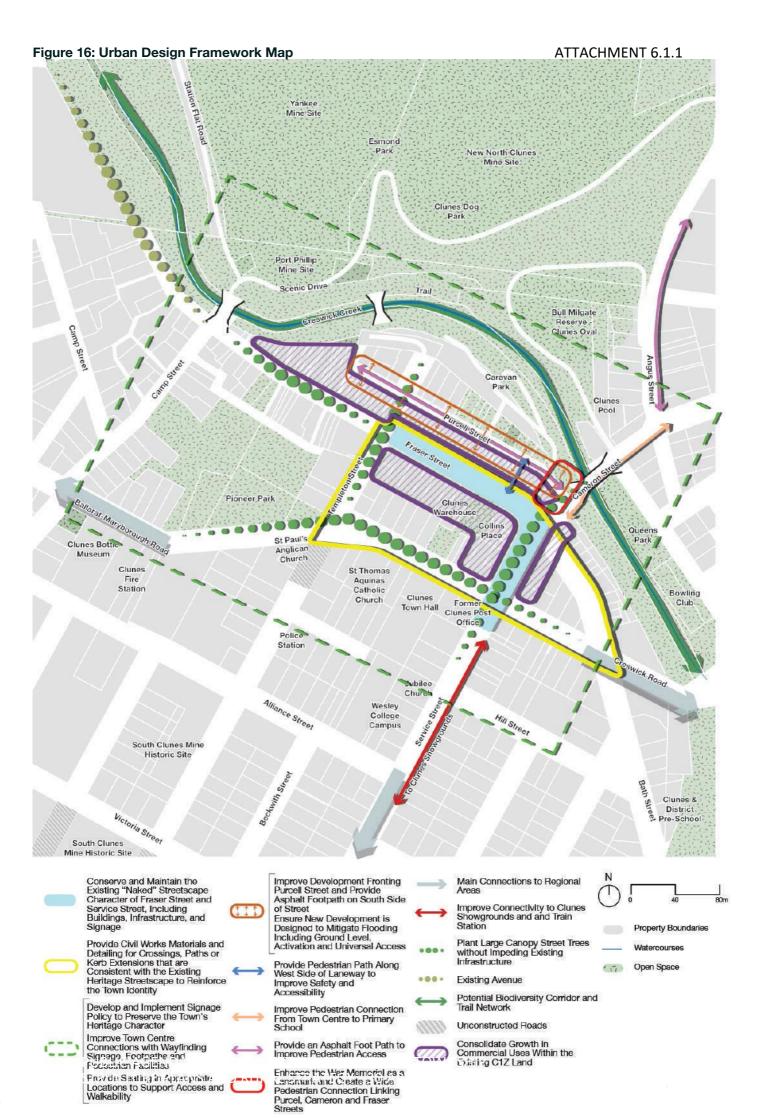
 Provide asphalt footpaths along the north side of Purcell Street and east side of Service Street

- between Fraser Street aATTACHIMENT 6.1.1
- Extend and improve the recreational trail along the Creswick Creek.

Public realm and landscape

- Incorporate landscape setbacks on sites outside the Town Centre to preserve the rural character and as a transition into the Town Centre.
- Wherever possible, retain existing trees and incorporate them into the site planning of new development.
- Provide a suitable setting for the war memorial and improve pedestrian accessibility by extending the asphalt footpath along Cameron Street between the existing memorial and Purcell Street.
- Promote and enhance art and culture within Clunes through a comprehensive public art, interpretive and directional signage program. Ensure this is appropriate to the town's valued heritage character and in suitable locations.
- Enhance the biodiversity and environmental conditions of Creswick Creek, with a particular focus on implementing flood mitigation solutions.

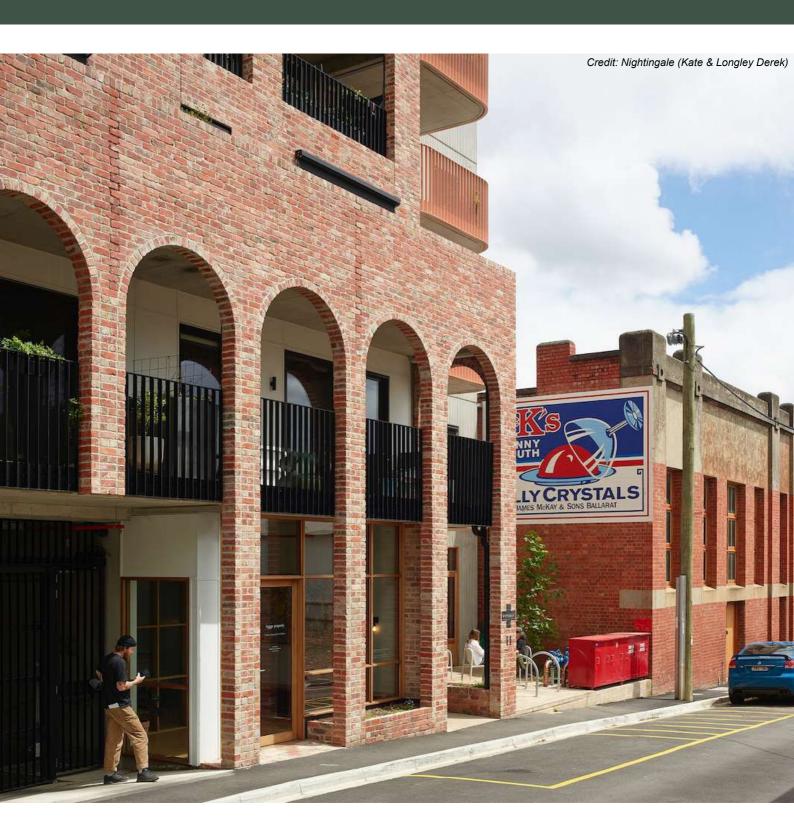




8.2.5. Urban Design Initiatives Redevelopment of Rail Land

The significant land holdings at the Clunes railway station in public land along the rail line provide an opportunity for a range of community benefits to be achieved including greater housing diversity, improved amenity and activity within the precinct. This would need to be achieved through working with the State Government as the landowner of the site to prepare a masterplan for the land.

The site's proximity adjacent to the train station and distance from existing development provides an ideal location for housing. There is an opportunity to improve the diversity of housing in the town with smaller and potentially more affordable housing in new forms not currently found in town. Aged care facilities may also be attracted to the site allowing residents to age in place. Some mixed-use development may also be appropriate to service the local population in this area where increased density is to be promoted due to its location by the train station.



8.3 Precinct Two: New industrial area

The new industrial area consists of 2-3 hectares of land on Creswick Road.

8.3.1 Existing character

The proposed location for the Industrial Precinct on the Creswick Road township entrance is on land bounded by Lathlian, Coundon, and MacDonald Streets. Currently the 22,000sqm sites are zoned as Neighbourhood Residential Zone and would require rezoning. Hickox Street is an unconstructed road and there is power infrastructure located in the street. The location adjacent to Creswick Road provides good vehicular access to Hickox Street. Vehicle access to lots should be focused on Hickox Street.

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.
- Ensure new buildings and wide landscaping areas provide a suitable transitional scale to adjoining sensitive uses such as residential.
- Consolidate necessary business signage on Creswick Road to avoid visual clutter and repetition with no illumination.
- Orient lots to be accessed from Hickox Street.
- 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 mitigate radiant building and pavement heat.

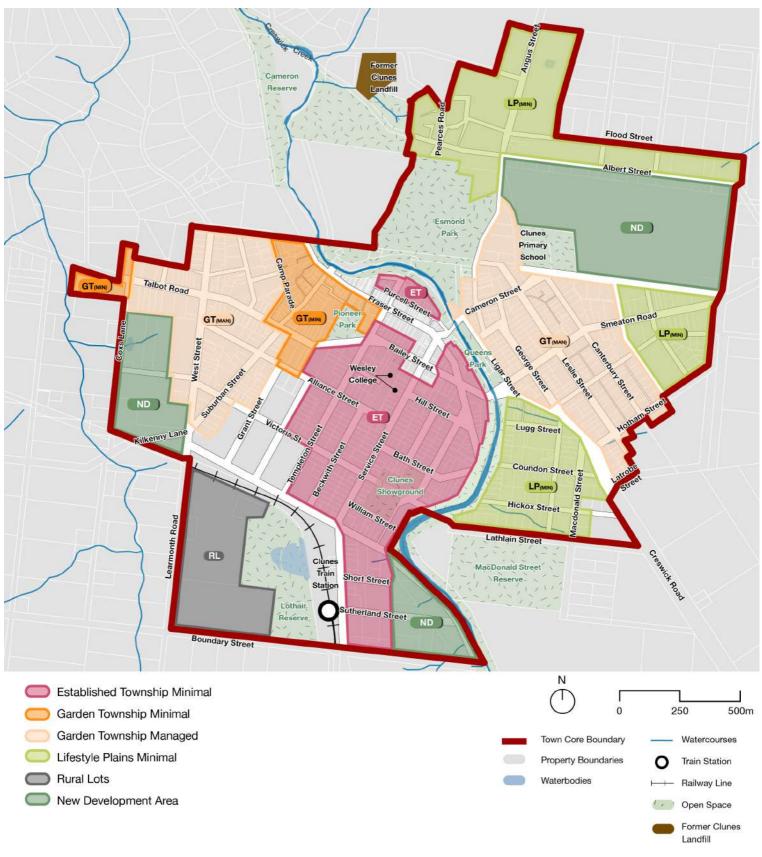


8.4 Precinct Three: Residential areas

Seven neighbourhood character types have been identified for Clunes (See Figure 17).

Design guidelines for each character type are included in Appendix C.

Figure 17: Clunes Residential Precincts Neighbourhood Character Map



8.4.1. Established township

Existing character

The Established Township character area in Clunes stretches from the township entry by the Railway Station on Boundary Street towards Bailey Street behind the town centre along the streets of Fraser/Bath, Smith, Service, Beckwith and Templeton Streets. The area stands out for its heritage streetscapes, a testament to the enduring legacy of the gold era. There is a diverse range of dwellings, from modest miner's cottage to stately residences, interspersed with civic structures such as the formal Clunes former post office on Service Street and the Mechanics' Institute on Templeton Street.

The area's development traces back to the 19th century, with generous setbacks between adjoining dwellings providing a sense of openness. The area is set on a regular grid street network. Dwellings include scattered houses from the goldfields era, focused on Service Street, as well as a small number of inter-war homes, set amongst post-war and more recent development, though nearly all feature weatherboard, pitched roofs and front verandahs.

Due to its proximity to the Town Centre Precinct, the public realm generally consists of sealed roads. Footpaths run along both sides of the road on Bailey Street and Service Street. However, formal and paved footpaths are absent in many town streets, including Hill Street and other streets. The streetscape is characterised by a mix of informal street trees, comprising both native and exotic species. Formal avenues of exotic trees are planted at regular intervals along certain sections of Bailey Street and Service Street. Concrete-lined swale drains line sections of Service Street. The separation between public and private realms is demarcated by low, permeable fencing with visually exposed front gardens and exotic trees.

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 siting 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.

ATTACHMENT 6.1.1

Garden settings of dwellings are enhanced by low front fencing and 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 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 Established Township into the future.

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 compared 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 area

The Garden Township Minimal area, situated near the town centre on the east and west sides of Fraser Street. It showcases a diverse mix of architectural styles spanning different eras, including the goldfields era, Inter-war, Post-War, and more recent styles. Dwellings are constructed from weatherboard and brick sitting on flat or sloped terrain. Building placements within allotments vary, reflecting different development periods, yet maintain generous setbacks between adjoining dwellings. Lot sizes range from less than 700-1,500 square metres, with some larger allotments, and newer developments are emerging on allotments less than 500 square metres. Dwellings typically face the street with pitched roofs, open formal front gardens, and low, permeable fencing, or no fence at all. The public realm showcases wide verges, irregularly spaced street trees, and open drains, contributing to a mix of rectilinear and irregular development patterns.

Existing character managed area

The Garden Township Managed character area shares similarities with the Garden Township Minimal character but presents greater potential for development. This area consists of an area that extends from the southwestern township boundary along West Street, Suburban Street, and Talbot Road while the other part is situated on the east side of Creswick Creek, stretching from the southern township boundary along Latrobe Street towards the north side, reaching Esmond Park.

Preferred future character

A sense of spaciousness is reinforced in streetscapes by maintaining predominant front and side setbacks to dwellings in the Garden Township character type. 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 articulation of facades.

Garages and carports are set Total Hith Nie Grant 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.



8.4.3. Lifestyle plains

Existing character minimal area

The Lifestyle Plains - Minimal character area is located on the north side of Clunes, near the Former Clunes landfill and the eastern area on the Creswick Road entrance to the town. The areas exude a distinct country feel, characterised by an open setting on relatively flat topography. Along Angus Street, formal avenues of exotic trees are planted at regular intervals. Street trees vary in height, with some areas featuring native canopy trees. Dwellings are situated on spacious allotments, with large side and rear setbacks that contribute to an open streetscape with low, permeable fences or no fence at all. Generous building setbacks and unobstructed views between dwellings and the surrounding pastoral land are common features. Lot sizes vary and often exceed 1,500 square metres, with several undeveloped allotments contributing to the open landscape setting.

The public realm typically exhibits an informal quality, with wide verges and informal road treatments and minimal pavement area. Lots come in both regular and irregular shapes, depending on the street layout. The combination of generous setbacks and the open landscape allows for frequent views between dwellings across the surrounding pastoral land.

Preferred future character

Dwellings continue to contribute to the country feel on large lots with space provided around buildings for additional planting of substantial trees in the Lifestyle Plains character type. Generous setbacks to the front, side and rear retain frequent views between dwellings across the surrounding pastoral land.

New development is low scale, one to two storey dwellings, using durable materials and colours that reflect the pastoral 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.

Housing change is minimal to reflect specific site constraints through design, fencing, materials, and building height which are different to current 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. Rural lots

Existing character

The Rural Lots Precinct is located on the southern periphery of Clunes along Boundary Street near Lothair Reserve. The area presents a distinctly spacious rural environment characterised by large lots. Dwellings are situated on larger allotments exceeding 5,000 square metres, featuring substantial setbacks from front, side, and rear boundaries and fostering an open quality. The area showcases expansive pastoral landscapes with shelter belts of native and exotic species along property boundaries. The absence of front fencing or the presence of open-style fencing enhances the rural ambience, allowing for clear views across the pastoral landscape. Dwellings typically feature a low-profile construction of brick or weatherboard materials, with predominantly pitched roofs. Street trees vary in height from low to moderate, with patches of remnant native canopy trees in certain areas. Streets are primarily sealed, occasionally with unsealed treatments, and feature minimal pavement area. Lots typically have irregular shapes, incorporating a mix of straight and curved streets.

Preferred future chaft 6.1.1

Dwellings are sited on moderate to large lots that accommodate a mixture of plant types and species and broad open lawns in the Rural Lots character type. 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.



8.4.5. New development area

Existing character

The New Development Areas are areas which are proposed to be rezoned to a residential zone. The New Development Precinct is located on the south side of town, on Sutherland Street; on the west side of town, on Kilkenny Lane; and on the north side of town, particularly along Albert Street.

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.

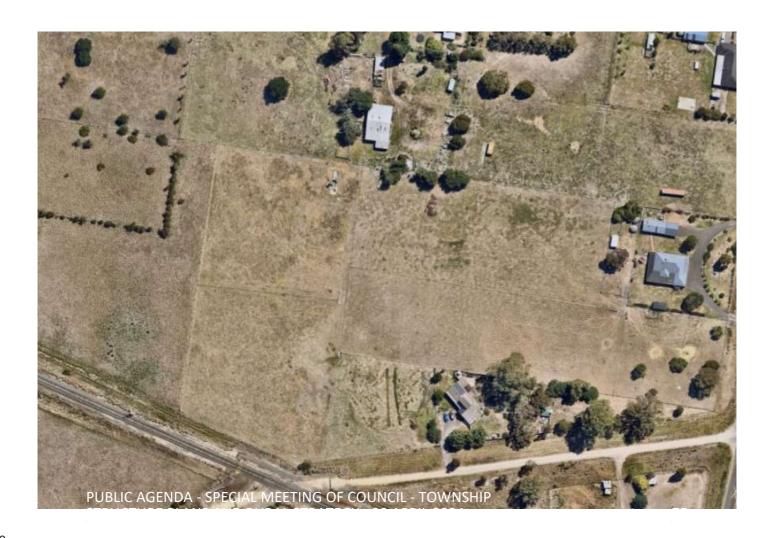
Design guidelines for these areas are included in **Appendix C** and should be read in conjunction with Clause 56 and the Infrastructure Design Manual (IDM).

Guidelines

New development area should meet the following guidelines:

- Respond to site context, history and typology.
- Provide a diversity of housing types and lots sizes.

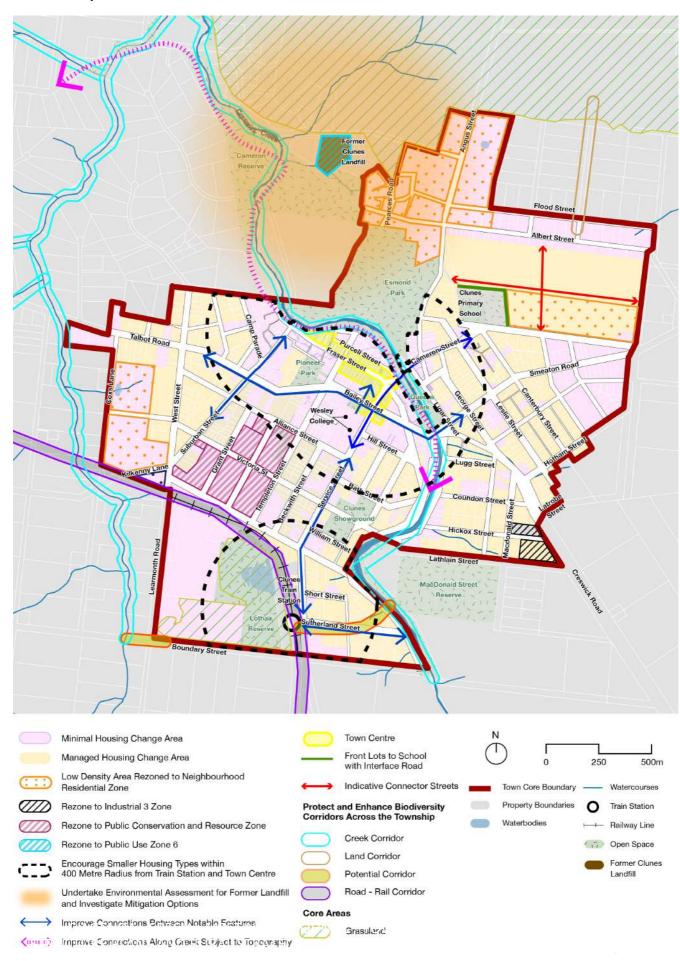
- Make direct and legible Aon Actions Size in Size
- Ensure that new development provides good interaction of streets and public open spaces.
- Ensure generous setbacks around heritage houses, and retain all elements of significance on a single block (e.g. house, outbuildings, homestead plantings). Ensure that heritage buildings face the public domain in new road layouts.
- Retain and incorporate areas of biodiversity significance in reserves, open space and road reserves.
- 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 should provide generous front building setbacks and a clear urban/rural edge including a perimeter road to manage bushfire risk.



9.0 Development Framework

The development framework for Clunes is shown at **Figure 18**. This includes the key initiatives for this structure plan.

Figure 18: 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 **Figures 19** as follows:

- Rezone land at 36 and 44 Creswick Road, Clunes 3370, from Neighbourhood Residential Zone (NRZ) to Industrial 3 Zone (IN3Z).
- Rezone Crown land on the north and south sides of Victoria Street to Public Conservation and Resource Zone (PCRZ).
- Rezone properties at 5 Kilkenny Lane, 54 West Street, 12 Kilkenny Lane, 15 Nicholson Street, 10 Nicholson Street, 12, and 14 from Low Density Residential Zone 1 (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone the Clunes Medical Facility at 13 Sutherland Street, Clunes 3370, to Public Use Zone 3 (PUZ3).
- Rezone land at 35 Paddock Street, Clunes 3370, from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone all LDRZ properties on the west side of Angus Street, all LDRZ properties on Pearces Road, Flood Street, and Downes Street from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone all LDRZ south side of Albert Street from 17 to 41 from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ)
- Rezone all LDRZ north side of Albert Street from 26 to 54 from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone former landfill from Rural Living Zone (RLZ1) to Public Use Zone (PUZ6).

Land proposed for new overlays is shown in **Figures 20** as follows:

Investigate applying an Environmental Audit
Overlay (EAO) and Buffer Area Overlay (BAO) to the
Former Clunes Landfill (subject to Environmental
Assessments).

- Apply a Neighbourhood Character Overlay (NCO) to properties on Service Street, Clunes: 79, 65, 61, 62, 58, 56, 54, 50, 46, 44, 37, 30, 32, 34, 21, 25, and 23; and to properties on Bath Street: 4 and 8.
- Apply a Design and Development Overlay (DDO) to the VicTrack land on the north side of Thornton Street, Clunes.

10.2. Non-statutory implementation

The Structure Plan identifies a wide range of nonstatutory 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 a important comanagement 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 Clunes. 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

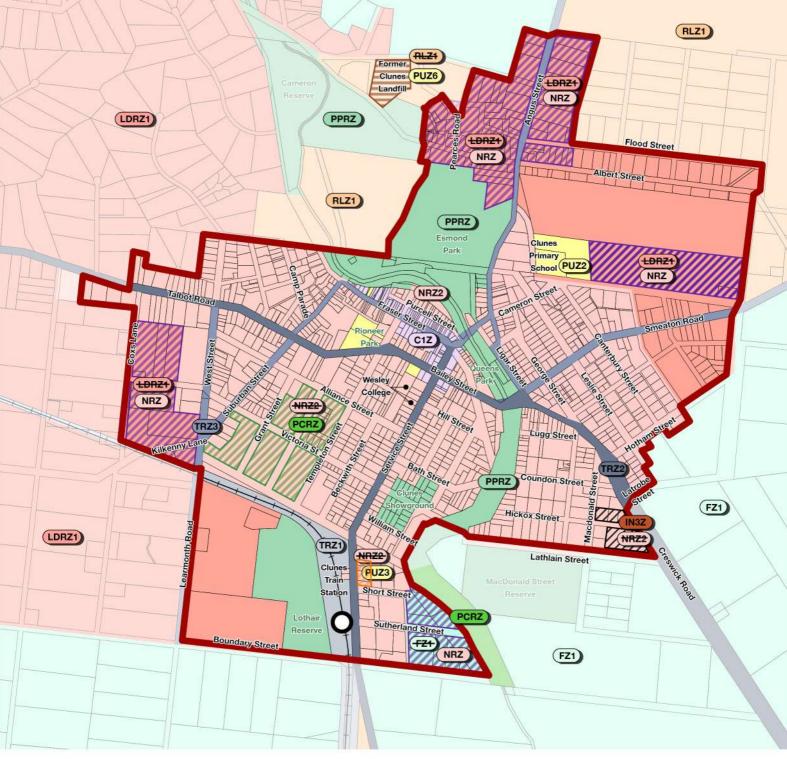
Ensure that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations.

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.





TRZ1

Transport 1 Zone

Apply the Vegetation Protection Overlay (VPO)

WatercoursesRailway Line

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 township boundary assessed against guidelines in PPN58. The spatial outcome of this assessment is shown in **Figure 3** with a proposed township boundary including any areas proposed for inclusion or removal from the township boundary.

Table 1: Township Boundary Assessment

Boundary Criteria:	Assessment/Response:
Consider the following issu	ues 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 Fraser Street, as well as on Clunes Campbeltown Road beside Creswick Creek. Fraser Street is characterised by commercial uses and valued attributes, including heritage buildings and the Clunes Conservation Precinct. All this land is zoned Commercial 1 and is surrounded by the Neighbourhood Residential Zone (NRZ), providing close proximity to shopping and other businesses for residents. A local independent supermarket is located at the intersection of Fraser Street and Clunes Campbeltown Road, occupying approximately 950 square metres. These commercial lots, situated near Creswick Creek, provide an opportunity to connect with the environment, commercial, and culture, contributing to the collective identity of the town . Since these commercial areas are at the core of the township, their retention is appropriate within the township boundary.
The location of existing government and institutional areas and land uses	Many local, state and Commonwealth government and institutional areas and land uses are included within the centre. These include the Clunes Primary School, Wesley College Clunes Campus, Clunes School of Mines, Ochre Medical Centre Clunes, Australian Clinical Labs, Clunes Post Office, Clunes Museum, Clunes Tourist and Development Association, Clunes Library, Clunes Masonic Temple, Cameron Reserve, Esmond Park, The Warehouse, Police Station, Clunes Fire Station, Recreation Reserve (accommodating the Clunes Football and Netball Club), Lothair Reserve, Clunes Caravan Park, CFA station. All of these facilities are in, or close to, the core of the township. The Clunes Rail station is located at the southern boundary near the Boundary Street and Service Street. These land uses should be retained in the township boundary as they are needed for the township community.
The location of existing areas of public open space	There is significant open space located in the centre of the township, such as Bull Milgate Reserve, Pioneer Park, and Queens Park. These green spaces play a crucial role in Clunes for recreational activities and offer the opportunity to connect future developments, including a walking track along Creswick Creek to the Boardwalk crossing part of the Fairview Trail, linking these three open green spaces. This connection aims to enhance the environment, preserve heritage, and provide additional amenities. These open green spaces are also close to Commercial 1 Zone (C1Z) and the Neighbourhood Residential Zone (NRZ), potentially leading to more integrated outcomes. Similarly, the Clunes Show Grounds, comprising almost 8 acres of land with various sheds, is suitable for numerous gatherings, from family reunions to public events, adding more amenities to the town. Moreover, the southeast boundary of the township aligns with part of Lothair Reserve, which serves important environmental and landscape roles. Keeping these existing public open spaces within the boundary is important to balance growth and environmental preservation and, therefore, they should be retained and maximised to benefit and connect other areas within the township, with a potential head for additional open spaces.

Commercial and residential needs

The town serves a relatively self-contained retail catchment, playing a fold for a primary retail catchment of almost 1,884 residents (ABS, 2021). Comprising a wide variety of shops, it attracts weekend visitors as a notable tourism town that is well known for its significant 19th century heritage. The town hosts several large events throughout the year, including the Clunes Booktown Festival, the Clunes Show, the Historical Vehicle Show, and the monthly Clunes Market.

Smaller lots are generally closer to the centre of the township and range between 800 -1500 sqm. These sites usually have less spacing available, leading to more constraints for vegetation. Larger lot sites (5,900 - 20,000 sqm and larger) are typically located at the edges or outside of the township. These larger sites present opportunities for strategic redevelopment, such as the site near the southern boundary on Boundary Street, behind the rail station, which may be feasible for redevelopment, expanding the township boundary and providing more opportunities. There is a feasible potential for the centre's population to grow to 930 by 2041, which would increase the demand for housing by approximately 150 dwellings by 2041 (SGS, 2022). According to the SGS assessment, Clunes has enough capacity to meet the growing housing demand. Clunes' strategic location, connected to Ballarat and Maryborough, further supports the potential for residential growth. However, challenges emerge as rents in Clunes are on the rise, with a notable 20% decline in rental listings in June 2021 (reference). Housing affordability and availability of diverse housing stock are key issues in the future planning for Clunes. Commercial floorspace demand in Clunes until 2041 will comprise 11,000 square metres in health and education, primarily for health services catering to an ageing population.

According to the SGS report, there is a need for 6,700 sqm of commercial floor space by 2041 in categories such as population services, knowledge services, health, and education. Clunes theoretically has the capacity to meet this demand and there is currently some shop vacancy in the town.

Currently, community housing dwellings a total of 10 social housing dwellings in Clunes, owned and managed by Community Housing Ltd (Victoria).

Larger sites present opportunities for strategic redevelopment, such as the site near the southern boundary on Boundary Street, behind the rail station, which would be feasible for redevelopment, expanding the township boundary and providing more opportunities

Environmental and flooding constraints

The Clunes township is located in hilly terrain with predominantly flat land outside the town core boundary with the town centre and surrounds nestled in the creek valley. This poses flooding risks due to the topographic conditions and the presence of numerous creek lines throughout the area. There are some steep falls towards the river side, which runs through the centre of the township. These areas impact on some direct pedestrian movements through the township. Two Mile Hill is a prominent feature to the south of Clunes. Floodplain areas vulnerable to a 1 in 100-year flood have been identified through the Land Subject to Inundation Overlay (LSIO). This overlay specifically applies to properties in the western part of the Shire around Clunes, emphasising the area associated with local creeks and rivers.

The Bushfire Management Overlay (BMO) is located outside the township boundaries to the west, posing limited bushfire risk to the majority of the township.

As the LSIO is at the centre of town due to the Creswick Creek at its centre, this constraint does not impact the boundary. Given that the BMO is already outside the township boundary, this overlay does not impact the boundary.

Heritage constraints

Existing heritage places exist in both the commercial and residential areas of the town, contributing to the current and unique built form gold mining heritage character of the town where they are identified by heritage overlays. Heritage overlays specifically affect Fraser Street and the core of the town. These provide many unique opportunities for the town's growth but they can limit new development in and around the town centre and surrounds. These overlays impose more constraints within the commercial core or in residential change areas. Creswick Creek runs through the township with main destinations on both sides, presenting potential opportunities to strengthen these connections. However, the heritage constraints do not significantly impact the area outside the core and allow for areas of managed housing growth.

Availability of strategic redevelopment sites, both existing and potential

There are several significant strategic redevelopment sites within the township, 1 including:

- Vacant land adjacent to the train line in the Transport Zone (TRZ1) near Thornton Street.
- A range of large sites on Paddock Street, currently subdivided for residential development.
- A large area of Low Density Residential Zone (LDRZ) land on the southwest boundary on Thornton Road. These sites offer ample opportunities for short- and long-term connections, residential and community growth, and development options within the town, especially on the fringes.

Expanding the boundary on the south side on Boundary Road toward the creek to include a new strategic redevelopment area would provide an opportunity to consolidate the township within a 500 to 800-metre distance from the Clunes railway station. This could include two residential sites in the Farming Zone (FZ) along Short Street on the southern boundary, near Boundary Street.

Another site behind the Clunes Railway Station also provides redevelopment

Another site behind the Clunes Railway Station also provides redevelopment opportunities due to its close proximity to the station.

The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township

There are various residential areas provided within the township, including zones such as the NRZ (with a 9 metre building height limit) and LDRZ. These housing zones are interspersed with commercial zones.

Most of the minimal change areas are in the core of the town, featuring small lots under 1000 square metres. Identifying larger lots and other areas without limitations imposed by LSIO and HO make them more feasible for managed growth.

There are opportunities to identify strategic redevelopment sites within a 400 – 800 metre walking distance from the train station. There is reasonable land within this distance range from the Railway Station, contributing to the projected housing capacity of the centre over the next 15-20 years and aligning with an improved better urban design residential development frameworks.

Consideration of physical barriers and opportunities for their improvement

Bull Milgate Reserve and the pool facility along Bull Milgate Reserve are significantly facilities but can be impacted by flooding, which can restrict their use by the community.

Opportunities exist to enhance connections and links for better cohesion on both the east and west sides of Creswick Creek. This can be achieved by proposing a walking trail along the creek, extending to the Boardwalk crossing part of the Fairview Trail, enhancing public amenity, connecting both sides of the creek, and incorporating heritage elements for more integrated outcomes.

Main streets and roads lack pathways, and there are some unpaved roads. Additionally, there are few walking and wheeling connections to open space areas, with very few dedicated bicycle facilities. 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.

Proximity to public transport, especially fixed rail (train or tram)

The centre is well-serviced by the V-line rail network, with Clunes Railway Station located within the township boundary, providing good access to Clunes on the V-line route from Maryborough to Melbourne via Ballarat. The train station is located approximately 1 km away from the town centre, making it easily accessible, subject to the pedestrian pathways. Therefore, the railway station should be retained inside the township boundary, due to the relationship of what it provides to the town, noting that services are currently very limited.

The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges Clunes has both bus and railway service provision. The train station is located 1 approximately 1 km away from the town centre, making it easily accessible, subject to the pedestrian pathways. Currently, there are disconnected footpaths and pedestrian trails.

Creswick Road and Ballarat-Maryborough Road are the main access roads for Clunes, providing connections to other regional destinations. Angus Street, Daylesford-Clunes Road, and Learmonth Road provide local connections. A grid-based street network comprises most of the central area of Clunes. Township gateways mark the point where increased density of continuous built-up areas and services start.

There are few walking and wheeling connections to open space areas, and very few dedicated bicycle facilities. There are opportunities to make improvements for walking and wheeling, but the low traffic volumes on local streets mean that they are relatively safe for all users within the township boundary, although improvements can be made.

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)

There is a strong opportunity to improve the walkability of the town core by connecting three open public spaces, such as Bull Milgate Reserve, Pioneer Park, and Queens Park, and proposing a walking trail in a loop shape design around Creswick Creek. These green open spaces and the creek are located at the core of the town. Connecting them could enhance the walkability of the town, strengthen its culture and identity, and add more value to the history of the town. Currently, main streets lack pathways, and there are some unpaved roads. There are few walking and wheeling connections to open space areas, and very few dedicated bicycle facilities. This would help to strengthen the inter-relationship of land within the town core boundary.

The Clunes train station is within 400 – 800 metres of most residential land (mostly NRZ but with some LDRZ) and approximately 1 kilometre from the commercial land (C1Z). This presents an opportunity to improve the walking and wheeling connections to the train station, ensuring that the entire town, especially the areas within around 500 meters of the train station, is well-connected. Due to these elements, these existing residential and commercial areas should be retained within the Clunes township boundary.

Consistency with State policy

The current boundary (with some minor adjustments as discussed) is consistent with the state policy framework, such as Clauses 11.01-1S and 11.02-1S, which provides opportunities for managed growth in existing town areas and also supports limiting natural hazards, as the BMO is currently outside the township boundary. Currently, there is no BMO inside the town core boundary. There are areas subject to flooding identified in the Hepburn Planning Scheme through the LSIO which provide requirements for new development. 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 Clunes township is consistent with the Council's MPS and local planning policy framework, particularly Clauses 11.01-1S and L relating to Clunes, 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 Creswick, Daylesford, Hepburn Springs, Trentham, Glenlyon, and also settlements such as Smeaton to support the Clunes township boundary.

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 meet the needs of the town and the surrounding community. The commercially zoned land is significant and should be adequate in the short to longer term for both the town and the population's needs in the surrounding area. This provides opportunities for local employment and economic benefits through a range of retailing and commercial uses.

Residential areas that are integrated into the township or surrounded by other uses that have a strong functional interrelationship with the township even where limited development opportunities exist Residential land within the township is appropriately located within the boundary and surrounds the commercial core of the town. There are existing areas of residential growth that are proposed to be expanded to provide new housing opportunities and typologies. Managed growth changes, without being affected by overlays such as the HO and LSIO provide opportunities for moderate growth.

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

There are many local and state government, not for profit and institutional areas and land uses are included within the town. These include Clunes Primary School, Wesley College Clunes Campus, Clunes School of Mines, Ochre Medical Centre Clunes, Australian Clinical Labs, Clunes Post Office, Clunes Museum, Clunes Tourist and Development Association, Clunes Library, Clunes Masonic Temple, Cameron Reserve, Esmond Park, Football and Netball Club, The Warehouse, Police Station, Clunes Fire Station, Recreation Reserve, Lothair Reserve, Clunes Caravan Park, and CFA station. The Clunes Rail station is located at the southern boundary near Boundary Street and Service Street. These facilities are appropriately located within the township boundary.

Public open space areas that have or are intended to have a strong functional interrelationship with the township. There is significant open space located in the centre of the township, including Bull Milgate Reserve, Pioneer Park, and Queens Park. These green spaces play a crucial role in Clunes for recreational activities and offer the opportunity to connect future developments, such as a walking track along Creswick Creek to the Boardwalk, linking these three open green spaces. This connection aims to enhance the environment, preserve heritage, and provide additional amenities. These open green spaces are also close to the C1Z and the NRZ. They have a strong functional relationship with the town and should be retained within the township 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. Some of the growth constraints, such as HO and LSIO, are mostly located at the centre of the township, with little to no constraint for the township boundary. For example, LSIO land on the western boundary edge of the town is excluded from the town core boundary.

12.0 Appendix B: Zones and Overlays

Zones

- 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.
- Transport Zone (TRZ1, TRZ2, TRZ3) which is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations.
- Public Use Zone (PUZ2, PUZ6) 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.
- 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.
- Rural Living Zone (RLZ1) 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.
- Commercial 1 Zone (C1Z) which is applied to commercial centres for convenience retailing and where mixed uses and accommodation are also encouraged.

Overlays

- Environmental Audit Overlay (EAO) applies to land of medium and high potential for contamination to ensure that potentially contaminated land is suitable for a use and development which could be significantly adversely affected by contamination.
- The Vegetation Protection Overlay (VPO) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.
- Environmental Significance Overlay Schedule
 1 (ESO1) 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.
- Land Subject to Inundation Overlay (LSIO) which is applied to land that is subject to inundation related to flooding from waterways but is not part of the primary floodway as identified by the relevant floodplain management authority.
- 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: Design Guidelines for Town Centre

Building scale

- New buildings should be no higher than two storeys (8 metres).
- Where a site abuts or shares common boundaries with residential or heritage properties new building heights should be no more than one storey taller than the adjoining building.

Building design

- Conserve and maintain the integrity of heritage forms and streetscapes avoiding pastiche or heritage replica.
- Ensure new buildings minimise energy and resource use based upon current best- practice methods.
- Use durable, sustainable and attractive building materials that will minimise maintenance and contribute to the township character.

Street interface

- Align the fronts and sides of new infill buildings with the prevailing setbacks.
- Provide active ground floor interfaces, including windows and entries, on new buildings in commercial zones to optimise street activation and surveillance.
- Shape and compose the rear or sides of new development abutting streets to contribute positively to, and not detract from, the public realm.
- Wherever possible, incorporate access for people with a disability within existing or proposed building envelopes to avoid impact of new structures upon the streetscape. Retain original external steps on heritage places.

Vehicle access

- Restrict vehicle crossovers in Fraser St to those already existing.
- Wherever possible, locate loading facilities on-site.
 Locate and layout loading and unloading of vehicles to avoid pedestrian and vehicle conflict.

Signage

- Locate and layout business signage so that it does not detract from the overall building form or streetscape.
- Avoid locating signs on top of verandahs or awnings.

Landscape and fencing

 Where required for commercial properties, use low height or semi-transparent fencing that positively contributes to the streetscape. 14.0 Appendix D: Neighbourhood Character Design Guidelines (under separate cover)

15.0 Appendix E: Action Implementation Table 15.1.1

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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)	BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.
	BAL of 12.5 -LOW: There is a risk of ember attack.
	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.
	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.
	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.
	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.
Bioregion	The Victoria Minster 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.
	https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks
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 ATTACHMENT 6.1.1
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 heath 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	The collection of different materials used in buildings along a street.
materials	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 ATTACHMENT 6.1.1		
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 us 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	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. The SSF identifies seven categories that can assist in creating sustainable subdivisions:		
	 i. Site Layout and Liveability ii. Streets and Public Realm iii. Energy iv. Ecology v. Integrated Water Management (IWM) vi. Urban Heat vii. 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)	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.		
	The key principles of WSUD are:		
	 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. 		
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Term	Definition ATTACHMENT 6.1.1
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	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:
	 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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PUBLIC AGENDA - SPECIAL MEETING OF COUNCIL - TOWNSHIP STRUCTURE PLANS AND RURAL STRATEGY - 30 APRIL 2024



Creswick Structure Plan Draft Structure Plan

Future Hepburn

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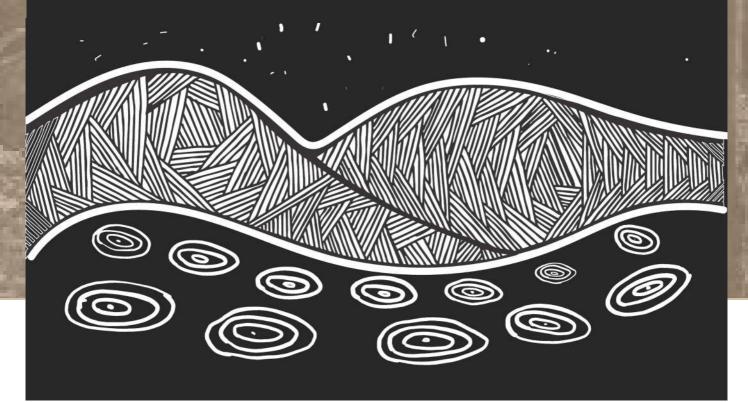
April 2024

Hepburn 96IRE COUNCIL



Acknowledgement of Countr

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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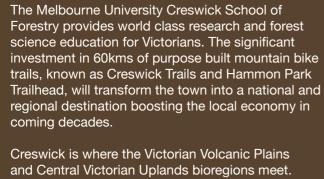
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1.0 Introduction

Creswick is the largest town in the Hepburn Shire, located 19 kilometres north of Ballarat and 122 kms from Melbourne. It is located on the lands of the Dja Dja Warrung who have a long history of caring for the country and living in the area. European pastoralists arrived in 1842 and the gold rush of the 1850s transformed the landscape of the town. Today, the town is home to 3,279 people and is 564 hectares (ha) in size.

Creswick is surrounded by forest to its east, south and south-west and well known for its forestry industry. Creswick has beautiful tree plantings and walking trails established by forestry pioneer John La Gerche. Shady plane trees and grand buildings, evidence of the Victorian Gold Rush, line the elegantly curved Albert Street. Creswick is bisected by Creswick Creek which crosses several main roads towards Clunes and Daylesford. It plays a service role in the local economy providing a wide range of retail options and attractions including a supermarket and farming/trade supplies.

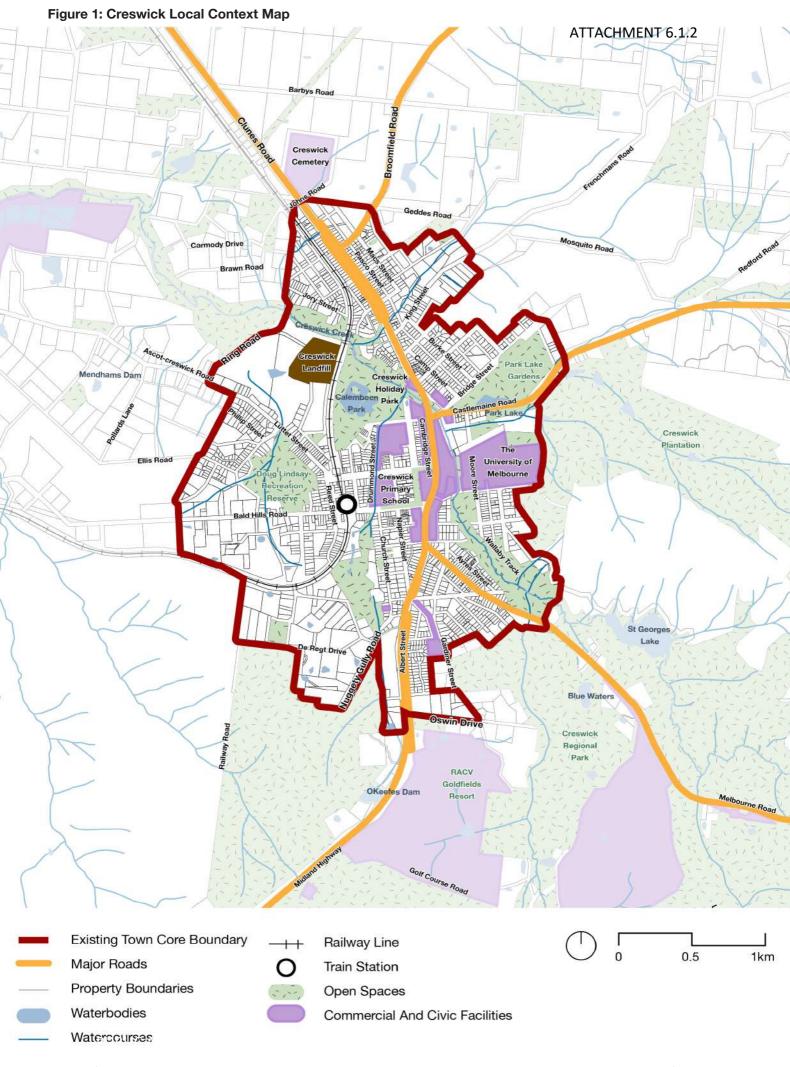


and Central Victorian Uplands bioregions meet.
Surrounding hills once had forests of Broad-Leaf
Peppermint, Messmate and Scentbark, while
scattered river redgum with wildflower rich grasslands
occurred to the north. Djarra land management
practices have shaped these ecosystems over
thousands of years.

The local context of Creswick is shown in Figure 1.



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2.0 Town Regional Role and Context

Creswick is located within a half hours drive to Ballarat in the southern corner of Hepburn Shire. It plays a pivotal role within the Shire servicing towns like Clunes and nearby settlements and villages.

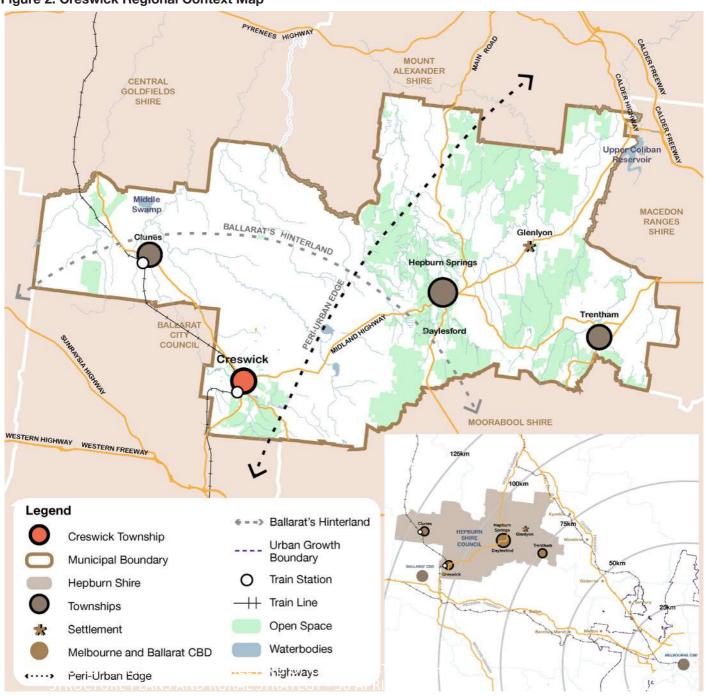
It is a popular commuting town for those working in Ballarat to live in due to the distance and provides many industries and employment within the town. Today the town's economy is linked to forestry, agriculture, farming and a growing tourism role. The whole of Hepburn Shire is included in a bid to recognise Victoria's Goldfields Region as a UNESCO World Heritage Area.

While Creswick is serviced by the VLine train linking to Ballarat and Maryborough, its poor service frequency means that residents must rely on the regional bus and private vehicles. Local bus connections to Ballarat are better.

Regional attractors include local events such as the Creswick Market and CresFest. The town has access to a wide range of natural assets such as nature trails, fishing, swimming, reserves, lakes and gravel riding opportunities in close proximity.

Creswick is a town on the edge of a significant transformation when the Creswick Trails project opens in 2025. This has the capacity to transform the town's role to a regional and national tourism and major events destination based around the world-class mountain bike and recreation trails. Building on this opportunity will be a key focus of the structure plan to ensure the benefits flow to local residents and the economy.

Figure 2: Creswick Regional Context Map



3.0. The Town Structure Plan

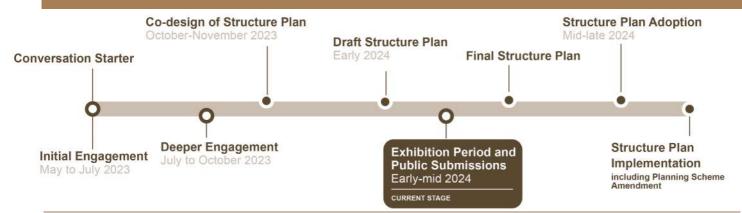
3.1 Role and function

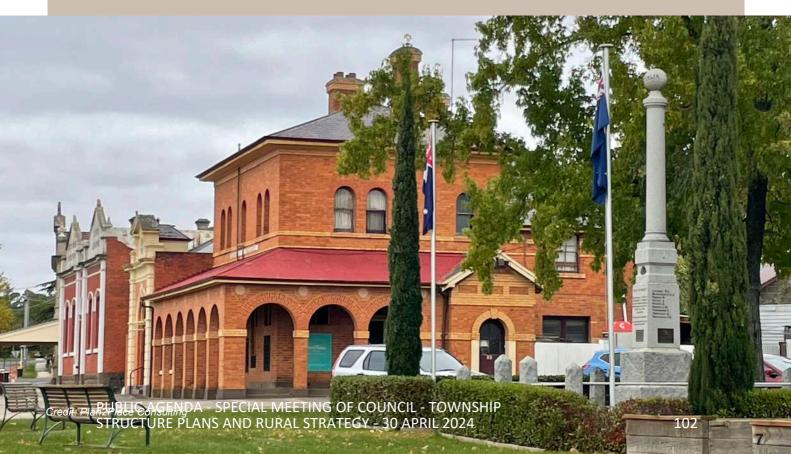
The Creswick Structure Plan has been developed to manage growth and development of the town to 2050. It is part of Council's Future Hepburn Project which aims to protect and enhance the existing character of our towns and rural settlements through strategic planning controls on growth and development. Through past engagements 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 Creswick 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 cycling 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 Creswick.





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3.2. Boundary analysis

An analysis of the extent of the town core 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 150 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 strategic location of the town on transport links between Ballarat and Maryborough as identified in the Central Highlands Regional Growth Plan supports the continued residential and commercial growth of the town. There is sufficient scope for further residential development within the Creswick town core boundary in infill areas and areas to the south, west and north. Further expansion of the town is constrained by areas of high bushfire risk, biodiversity and topography to the west, south and east. The boundary is further constrained by flooding along the Creswick Creek to the north-west.

The current Creswick town core boundary is proposed to be extended south to include the Special Use Zone area of the RACV Goldfields resort, west to include a small area of General Residential Zone land on Bald Hills Road on the edge of the present boundary and north to Barbys Road surrounding Creswick Cemetery. 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 Creswick is shown in **Figure 3**.

Figure 3: Creswick Boundary Analysis



3.3. Strategic and statutory context

Planning in Creswick is influenced by a range of state and local policies and 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 medium growth potential for Creswick recognising its location within the Ballarat hinterland. Creswick is to play a sub-regional goods and service role, servicing smaller towns and rural district needs to a surrounding rural hinterland.

Plan Melbourne (2017-2050) states "development should be in keeping with [the towns] character and balanced with the protection of the productive land, economic resources and biodiversity assets that are critical to the state's economic and environmental sustainability."

Local strategy and policy

Local strategy and policy influences include the following:

- The Municipal Planning Strategy (MPS) Strategic Framework Plan which shows Creswick as a town with a defined boundary and subject to significant bushfire risk.
- The MPS Settlement Plan which shows Creswick as a town that is identified for growth.
- 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 township plans for Creswick.
- 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 Creswick and its surroundings 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 General Residential Zone (GRZ) promotes development that respects neighbourhood character, fostering diverse housing types and growth, particularly in areas with convenient access to services and transportation; dwellings are permit-free on lots over 300 sqm, with mandatory maximum building heights capped at 11 metres and no more than three storeys for residential buildings.
- 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.
- 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 (PUZ1, PUZ2, PUZ3, PUZ5, PUZ6) 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 (TRZ1, TRZ2, TRZ3) 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.

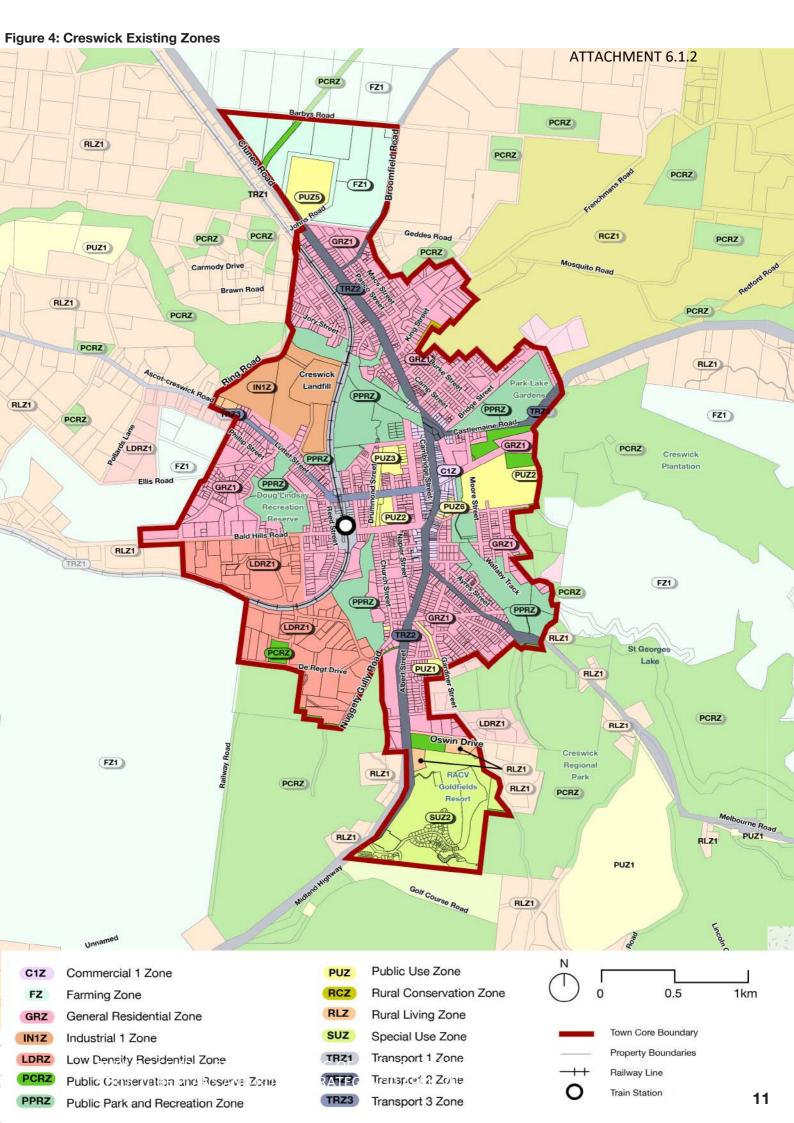
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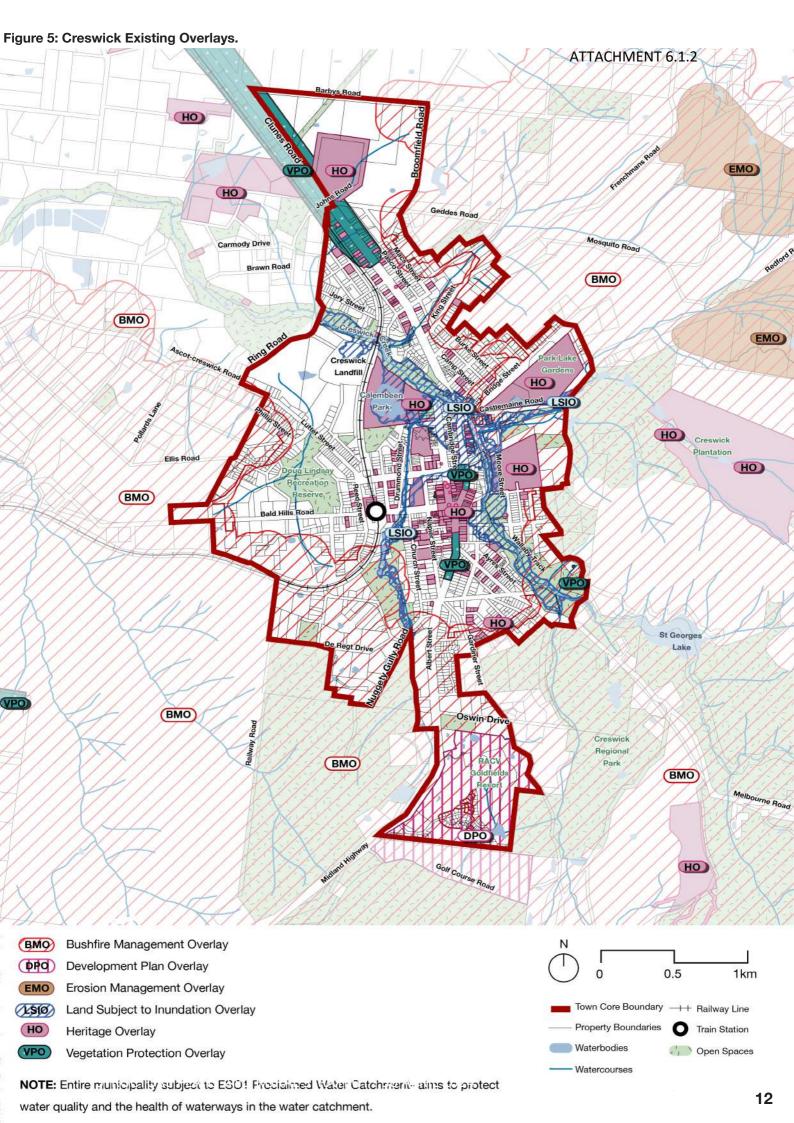
Overlays

- Bushfire Management Overlay (BMO) identifies and manages areas of bushfire hazard.
- Development Plan Overlay (DPO) identifies areas where development need to be shown on a plan before a permit can be granted to use or develop the land
- Erosion Management Overlay (EMO) protects areas prone to erosion and landslip by minimising land disturbance and inappropriate development.
- Heritage Overlay (HO) manages development of heritage place.
- Land Subject to Inundation Overlay (LSIO) applies to land that is subject to inundation related to flooding from waterways.
- The Vegetation Protection Overlay (VPO) protects significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.

Existing zones and overlays affecting Creswick and surroundings are shown in **Figures 4 and 5** and a more detailed description can be found in **Appendix B**.







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.
- Bushfire Risk Assessment Creswick Township Structure Plan (Practical Ecology, 2022) assesses bushfire risk and recommendations for town growth.
- Biodiversity Assessment Part 2-Ground-truthing Creswick Township Structure Plan.
- 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.

- Part B: Creswick 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.
- 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 and a draft strategy that safeguards agricultural productivity and biodiversity of rural land from inappropriate development in the Shire to 2043.
- 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 6.1.2

4.1. Methodology and outcomes

The development of a structure plan for Creswick 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; the township structure plans and supporting technical studies, and the two shire-wide strategies including Rural Hepburn: Agricultural Land and Rural Settlement Strategy and the Integrated Transport Strategy.

Community engagement has been undertaken to date 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 Creswick Conversation Starter, Background Papers, Survey, in-person community sessions and other community and stakeholder activities were held.

At the completion of this phase the Creswick Structure Plan, Engagement Report, Wayfarer Consulting, July 2023 was developed and shared with the community. This served as a foundation for the second, deeper stage.

Refer to the 'Creswick Structure Plan Engagement Report', Wayfarer Consulting, July 2023 for further details.

Deeper stage

A community panel have worked together to assist Council in creating a shared vision and objectives based on six key themes identified within the Creswick Conversation Starter for the township Structure Plan.

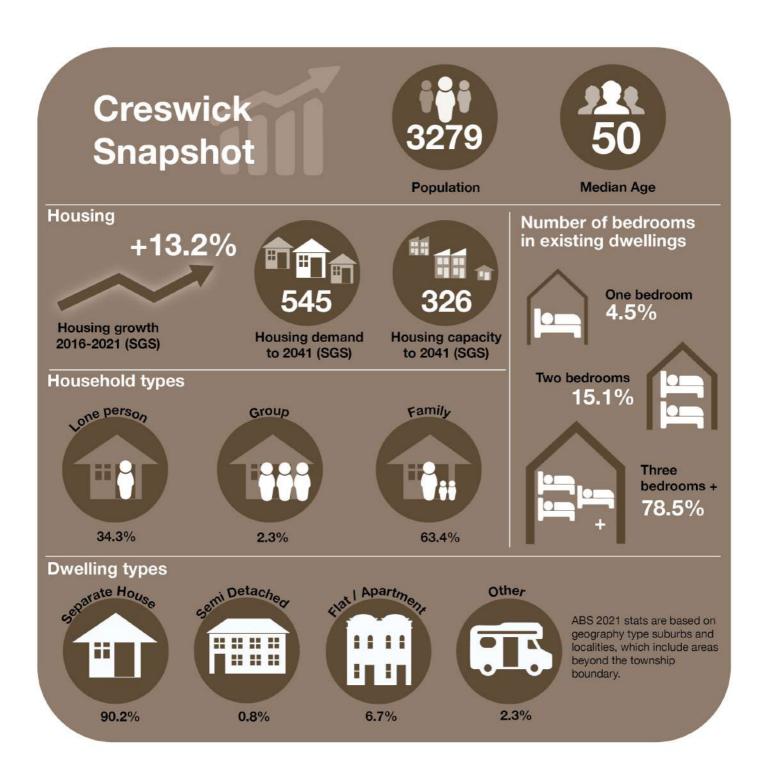
Over three co design workshops held in October and November 2023, members gained a deeper understanding of the complexity of the issues to find common ground. Panel members were given time between sessions to access information, talk with Council staff, hear from and ask questions of planning, urban design, transport, biodiversity, bushfire and heritage experts. The outcomes of these Panels are summarised in the Creswick Structure Plan, Co design workshops, Key findings; Wayfarer Consulting, December 2023.



5.0. Town Overview and Key Issues

The Structure Plan for Creswick 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, busines and economy, urban design, movement and access, community and cultural infrastructure. Each theme provides a summary of the elements, opportunities and challenges that shape the plan.



5.1. HousingATTACHMENT 6.1.2

Creswick is a service town that has been undergoing gentrification since 2010, with its popularity continuing to rise. Unlike other towns in the Shire excepting for Clunes, Creswick serves a commuter town role to Ballarat. This has often made it a preferred choice for people working in Ballarat and influences its designation as a town for growth.

Creswick is a town growing both in its population and its tourism base. It has a diverse range of housing stock ranging from older gold rush era dwellings which are typically miner's cottages, late c19th to early c20th villas and Inter-War and Post-War dwellings close to town. More recent residential developments include low-density lots on the town's outskirts and infill developments within township boundaries.

Creswick is a growing area that is attracting more people and increasing its level of tourism but at a rate less than other towns such as Daylesford. Creswick's housing is diverse, ranging from older gold rush era dwellings such as quaint cottages and large heritage properties to Inter-War and Post-War dwellings on average sized lots. More recent developments are often situated on spacious, low-density lots on the town's outskirts or in infill developments on conventional residential sites.

Population is increasing and is projected to reach 3,418 people by 2041. The town's reliance on tourism results in a significant number of dwellings remaining unoccupied during certain periods. There are a limited variety of housing types, with three-bedroom dwellings being the majority (54.1%). There is high home ownership but a lack of rental properties that leads to escalating rents and a shortage of long-term rental options.

These challenges have broader implications, affecting the ability of residents to age in place, limiting the supply of family and key worker housing. Consequently, people often seek more affordable alternatives in different areas, impacting the local economy and community cohesion.

There are investment gaps in social and affordable housing. Public housing in the town includes 32 dwellings in Moore Street for elderly and disabled residents and an additional housing estate located off Reed Street. The local Caravan Park also provides temporary and more permanent forms of accommodation.

Given Creswick's strategic location between Ballarat and Maryborough, there is potential for further residential growth. This growth should strike a balance by encouraging housing diversity and affordability in suitable locations while safeguarding the town's natural and heritage values through different housing change areas

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

Two change areas have been identified:

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

Creswick has the capacity for additional housing, as highlighted in a land supply and demand study. The study suggests 545 additional dwellings will be required by 2041 and that there is capacity within existing vacant lots and potential subdivision for 326 dwellings. An additional 219 residential lots will therefore be required.

There are significant development sites close to Creswick train station that could provide for new forms of housing. There are opportunities for housing intensification through sensitively designed shop top development and redevelopment of underutilised commercial sites. There is also an opportunity for residential growth in the north of the town adjacent to the cemetery.

Expanding and diversifying the visitor accommodation offer has been identified as essential in the Daylesford Macedon Tourism Destination Management Plan (2024-29). Key accommodation preferences of self-contained houses, boutique accommodation and hotels to meet the preferences of visitors have been identified. Locations to provide new forms of visitor accommodation such as in and around the town centre need to be identified in the structure plan.



5.2. Environment and heritage

Creswick is surrounded by forest to its east, south and south-west. There are open paddocks in the wider landscape and north-west, while dense vegetation separates it from Ballarat and other southern towns. The Creswick Regional Park, the Creswick Plantation and other reserves and state forests surround the township.

In Creswick, future growth and development will be impacted by bushfire, heritage, flooding, geotech (former mining) and the need to protect biodiversity. Ensuring the town is ready to respond to the already apparent impacts of climate change is a key challenge for the future, with hotter, wetter, drier, and more intense weather events predicted to occur with increasing frequency.

Bushfire

Creswick is a bushfire prone area. Areas within the town boundaries with existing built form and reduced vegetation provide safer areas. The areas to the north and generally north-west of the town provide the safer areas for future development. Higher risk areas have been identified as within 400m of the forest/woodland or with slope, with poor accessibility for CFA fire trucks and to the south, east, south-west and north-east of the town due to the difficulty of achieving a BAL of 12.5. This is shown in **Figure 7.**

Historic bushfire events such as the 1977 bushfire

were catastrophic to the towar pacetavitation of vegetation was burnt in the east and south. Planned burns of Creswick happen in the present day on reserve land and not plantations, as these carry their own protection measures.

Flooding

The effects of flooding are mitigated through the Land Subject to Inundation Overlay (LSIO) over the Creswick Creek which runs down the spine of the township. Creswick is prone to flooding, with the 2010, 2011 and recent 2022 flooding events resulting in extensive damage to residents, businesses, crops and industry. The Sustainable Hepburn Report stated that in the 2022 event, 225 residences were damaged, 55 residents were displaced, a loss of \$25 million was incurred to the agricultural sector and \$10 million worth of damage and losses were incurred to the business sector.

Colonial heritage

Hepburn Shire's 19th Century gold mining landscapes are of state, national and potentially international significance, regarded as the most intact gold rush landscapes in the world. During the gold rush, Creswick's population swelled to 25,000. It is also the site of the 1882 'New Australasian Mine' disaster, the worst in Australia's history. Creswick's historically significant and intact main street is strongly representative of the gold rush. The town has a large number of sites protected under the Heritage Overlay (HO) of the Hepburn Planning Scheme as shown in **Figure 6.**



Traditional owners

Cultural heritage sites of significance to Djaara exist in and around Creswick, including scar trees, middens, birthing and massacre sites. Traditional practices have been disrupted by mining, grazing and pasture improvement, weed invasion, by urban development, logging and subsequent conversion of forest to plantations.

Biodiversity

Remnant vegetation remains within state forests and reserves, in patches on private land, along roadsides and rail reserves. Some revegetation and natural regeneration has occured along Creswick Creek and some local gullies. Fragments of nationally endangered vegetation communities occur on the volcanic plains and endangered species found around Creswick include the Golden Sunmoth, Growling Grass Frog and Grey Goshawk.

The creek and gully lines within the town should be further restored to strengthen their capacity to support wildlife. New developments should be sited and designed to protect sites, facilitate restoration and increase appreciation and enjoyment of the

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 Creswick Creek 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 original ecosystems, reinsta ATT ACHINE AUTT 6/12/2 land management practices and culturally significant species.

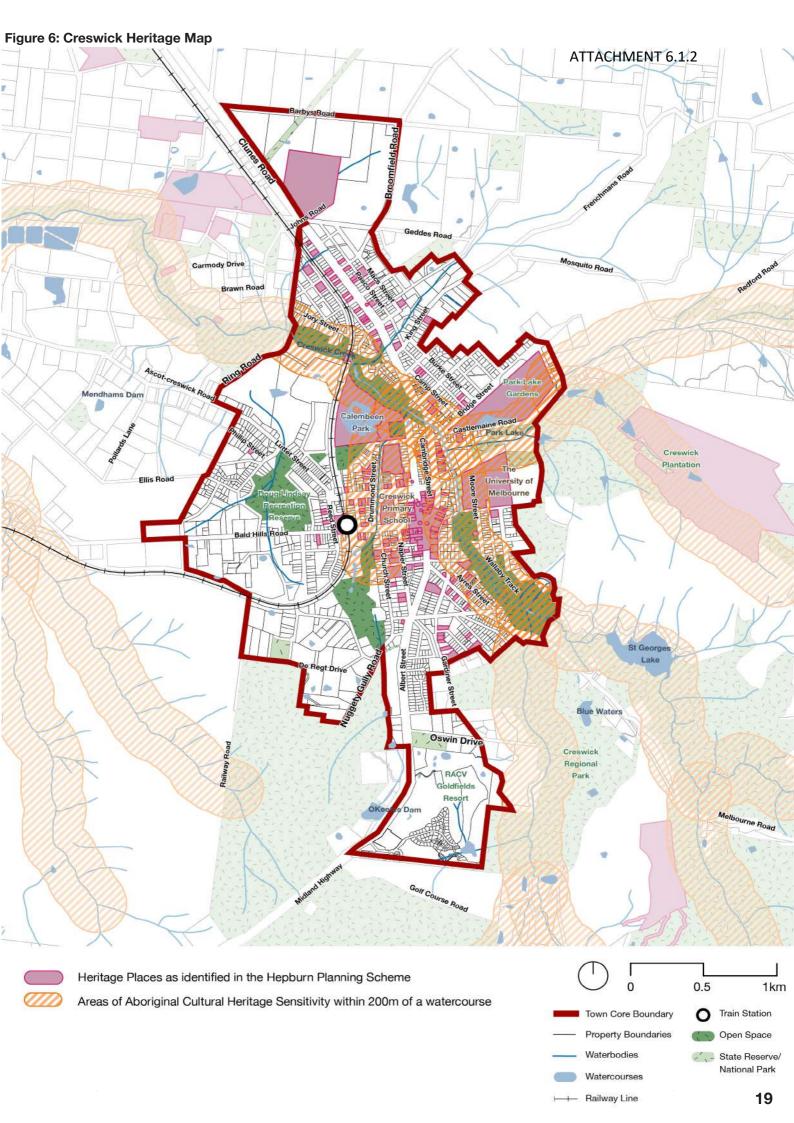
Creswick waste transfer station and former landfill

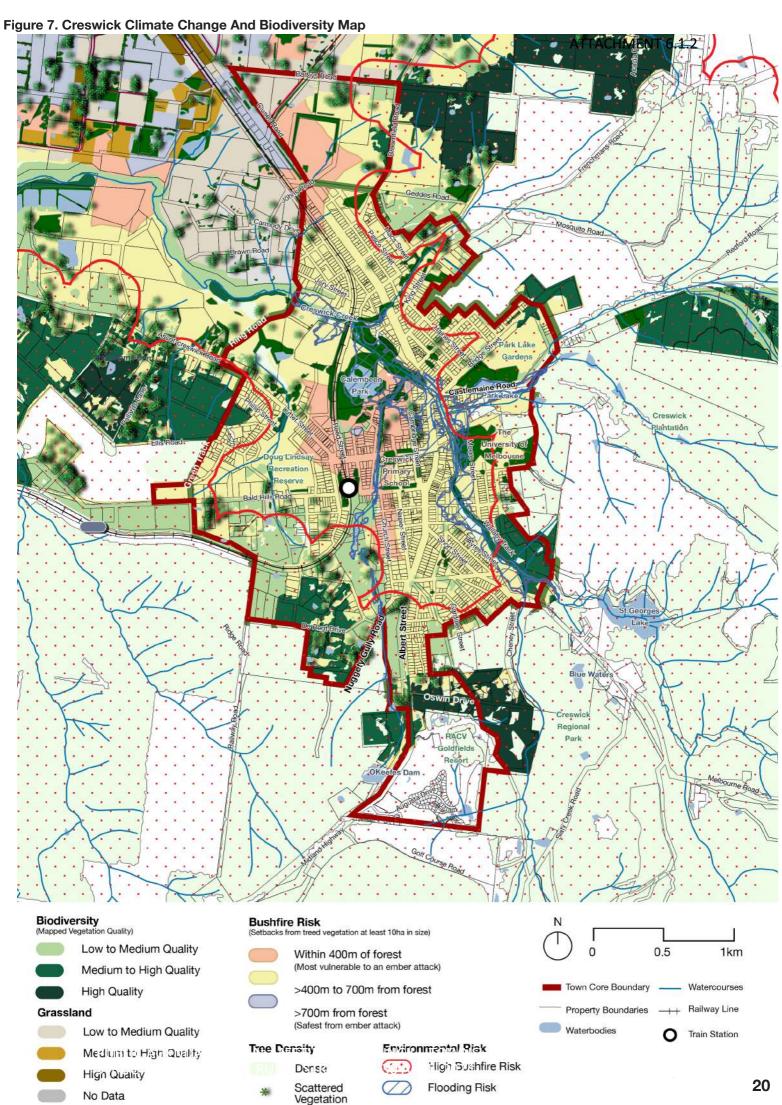
The Creswick Waste Transfer Station is located on industrial land near the former landfill off Ring Road. The facility accepts both non-organic and organic waste for transfer elsewhere. A land use buffer of up to 500 metres could be applied to a sensitive use (such as residential use). This is to prevent 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 and an Environmental Audit Overlay to the area around the facility but the precise extent would be subject to further detailed environmental assessment.

The former Creswick landfill operated until 2005. It is approximately 7.4 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 and Environmental Audit Overlay to the land and its surrounds but the precise extent would be subject to further detailed environmental assessment.

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







5.3. Business and economy

Historically, Creswick's economy has been built on gold mining, agriculture and forestry and its proximity to Ballarat. Forestry remains a prominent part of its economy, with plantations existing on its periphery. However, most jobs in and around Creswick are now in education, health and hospitality. The majority of residents work in Ballarat closely followed by local employment within the Shire. Access to important infrastructure such as the NBN will be essential to the growth of the town's economy.

There are a number of retail options within the town centre including a supermarket, pharmacy, local convenience and services, takeaways and restaurants, hardware and Council facilities such as the Creswick Hub, which also houses the library. The Creswick Market, held monthly, draws in additional regional visitors. The needs of tourism and local retailing need to be balanced to ensure Creswick is not just a commuter town. Increased employment opportunities within the town will assist with this.

The University of Melbourne's Creswick campus accommodates the School of Forestry and the Mathematical Research Institute (MATRIX). Local staff and students contribute to the viability of retail, recreation and other services. There is an opportunity to enhance Creswick as a university town.

The development of the Creswick Trails provides the town with a significant opportunity to grow the town's visitor economy with day visitors and extending those visits into multi-night opportunities. Ensuring those visitors are drawn into the town to spend money in local retailing, and that there is appropriate accommodation and a vital night life are all important to maximising the benefits of this investment. End of trip facilities are needed linking the train station to Hammon Park. Accommodation is needed for cyclists in the heart of town close to the station.

The need for additional com ATETAGH MACH TAGE AWIII be driven by population growth, with health and education driving demand. There is a small shortfall in capacity within existing commercially zoned land of around 2,500 sqm to accommodate future growth to 2041. This should be able to be accommodated within existing zoned land through reconfigured floor area.

Existing industrially zoned land is located on Ring Road and includes Council's transfer station. There has been very limited take up of the industrial land due to concerns over costs to develop on the land impacting its development viability. It has been estimated that there is limited demand for industrial floorspace to 2041 so this lack of vacant industrial land would not lead to a shortfall. Nevertheless it is recommended that a small area of industrial land be provided in the town to meet local industrial needs as this demand cannot currently be accommodated. This could assist with local industrial activities, to reduce the need for residents to commute to employment in areas such as Ballarat.

If land in the current industrial area is found to be unsuitable for industrial activities, then a new area will be required to service the town's long term needs. A site in the north of the town has good access to the road network and with careful planning could provide an industrial area option.

The Creswick Woollen Mills has been operating since 1947 and specialised in sheep and recycled wool products. It has evolved from a milling site to provide a visitor experience and retailing. Located in a residential area the site is currently zoned GRZ. A more appropriate zone would reflect the historic and existing land use and development and ensure that conflicts with adjacent residential uses are minimised.

Council owns a significant land holding in the town centre with the Creswick Depot. In the longer term this could provide for mixed- use development that interfaces with the Creswick Creek, Pearman Street and Melbourne University campus.



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5.4. Urban design

Creswick's character and location, surrounded by forested edges, creates a picturesque setting, and attracts new residents and workers. From its historic town centre, to its varied residential areas, Creswick's qualities are valued by residents and visitors.

In Creswick, properties around the town centre have been retained from the gold rush era, sited on a regular street grid network with miners cottages and single dwellings of weatherboard and brick being the predominant styles. Larger blocks towards the fringes of the town provide lifestyle and bush lots.

The Historic town centre and commercial area is located along Albert Street and generally influenced by heritage buildings and adjoining land uses such as residential areas and Creswick Creek.

The Creek provides a green corridor through the town centre/commercial area. Township entrance avenues are positioned along Albert Street and Victoria Street. There are significant opportunities for intensification of land uses near the train station. Development has traditionally turned its back on the creek. Enhancing its role as a

biodiversity link and orienting development towards to creek provides a significant opportunity for the town. Boardwalks, walking and wheeling paths and new development that provides surveillance would all create a more vibrant and active interface.

Township entrance avenues are positioned along Albert Street and Victoria Street. There are significant opportunities for intensification of land uses near the train station which like development adjacent to the creek could create a more vibrant and active space in this well located space.

There are a number of opportunities for pedestrian improvements to the town including improving pedestrian infrastructure and connections to key locations such as public parks, Creswick Creek and Hammon Park. Improving street tree canopy will assist with enhancing amenity and increase biodiversity. Historic buildings are key to the image of the centre area and ensuring new development respects and enhances these will be key to retaining this valued feature of the town. Reuse and adaption will be needed to ensure these buildings are suitable for current uses.



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

5.5. Movement and access NT 6.1.2

Creswick is situated on Midland Highway, connecting the town to Daylesford and Ballarat, as well as Clunes-Creswick Road, Creswick-Newstead Road and Bungaree-Creswick Road, which connects to Melbourne via the Western Freeway. All these roads are managed by Regional Roads Victoria.

The town is located on the Ballarat-Maryborough rail line with a train station close to the centre of the town. There are only two train services each way each day. The relatively frequent local bus service between Creswick and Ballarat compensates for the lack of train services, and there are bus stops at several places along Albert Street and Crewsick-Clunes Road, as well as along Victoria Street to Creswick Station.

Despite a substantial investment to upgrade Creswick Station, the station infrastructure is underutilised being one of the ten least-used stations in Victoria. Increased train services on the Maryborough line would not only benefit Creswick but also have broader regional implications. It is crucial to align buses and trains with actual working hours, establish bus services between towns of Hepburn, and connect identified growth areas with key walkable routes to train stations. The challenges extend to inadequate coach and bus stops, some of which are not Disability Discrimination Act (DDA) compliant, posing accessibility challenges, particularly for individuals with reduced mobility.

Ballarat-Maryborough Road and the Maryborough rail line alongside it are both part of the Victorian Principal Freight Network (PFN). Rail freight uses the Maryborough line through Creswick and Clunes carrying significant rail freight, especially grain, to the Port of Geelong via Ballarat. A town bypass for road freight is a long term prospect that Council supports. Ongoing short and medium term actions are required to manage (i.e. reduce) truck and traffic speeds through the town.

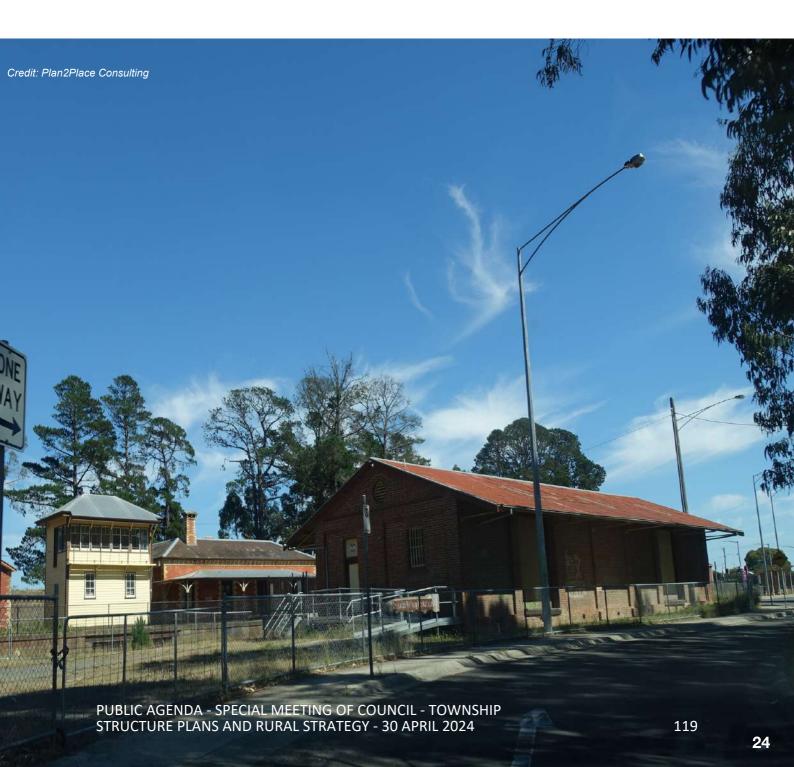
Creswick's main street (Albert Street) is long with parallel and angle parking. The centre provides local shops and community services it and is generally quiet on weekdays with moderate visitor traffic at weekends. There are appreciable volumes of through traffic on the Midland Highway, including trucks. The width of the road and the lack of definition/delineation of space for vehicle movements results in dangerous U turns and conflicts between vehicles and pedestrians, not only along Albert Street itself, but also at key intersections of Victoria Street and Raglan Street.

Creswick has low-density residential areas, resulting in quite large walk distances to town centre amenities and transport connections. Many streets lack footpaths, and there are a number of unpaved roads. There are also few dedicated wheeling facilities. Opportunities exist to improve conditions for walking and riding, including more footpaths, safer main road crossings and bicycle/e-mobility parking in the centre.

Investment in the Creswick Trails project, due to open in late 2024, is transformative for Creswick and the region. It will form a network of 60 kilometres of purpose-built mountain bike trails through the Regional Park, State Forest and tree plantation areas just outside Creswick, with a trailhead located at Hammon Park. This growth of Creswick's walking and wheeling trails, via events and recreation, provides an opportunity for the town to prioritise these modes and support the economic development opportunity at the same time as improving

safety for residents. Bringin (ATTACH MINTHESE. Pacilities into town along safe networks will benefit both the local economy and the community.

Electric car and truck growth will increase in response to the need to reduce emissions. A public charging station is located at the Visitor Information Centre, and more will be needed into the future. Rideshare and taxi services are also more likely to grow from the current low base.



ATTACHMENT 6.1.2

5.6. Community and cultural infrastructure

Creswick has a range of community and cultural amenities, including preschools, two primary schools, the Creswick Hospital, John Curtin Aged Care facility, splash park, Calembeen Park swimming hole, St Georges Lake, the University of Melbourne campus, golf course, and churches.

Council facilities in Creswick include the Creswick Town Hall and Hub which includes the library, a visitor information centre and the Doug Lindsay Reserve. There are facilities for children and families with infrastructure including playgrounds, parks, walking paths and bike trails. A range of service providers funded by Council and the Victorian Government deliver services in the town, sometimes in Council facilities.

Homelessness support services exist in the town to assist people in need but these could be strengthened to support improved community and social cohesion. Many in the community are impacted by socio- economic disadvantage according to the SEIFA index.¹

Council's recent Early and Middle Years Strategy, identified that additional childcare, upgrades to playgrounds, indoor playspaces and more activities for young people were high on the list of priorities. The establishment of a high school was also identified for Creswick.

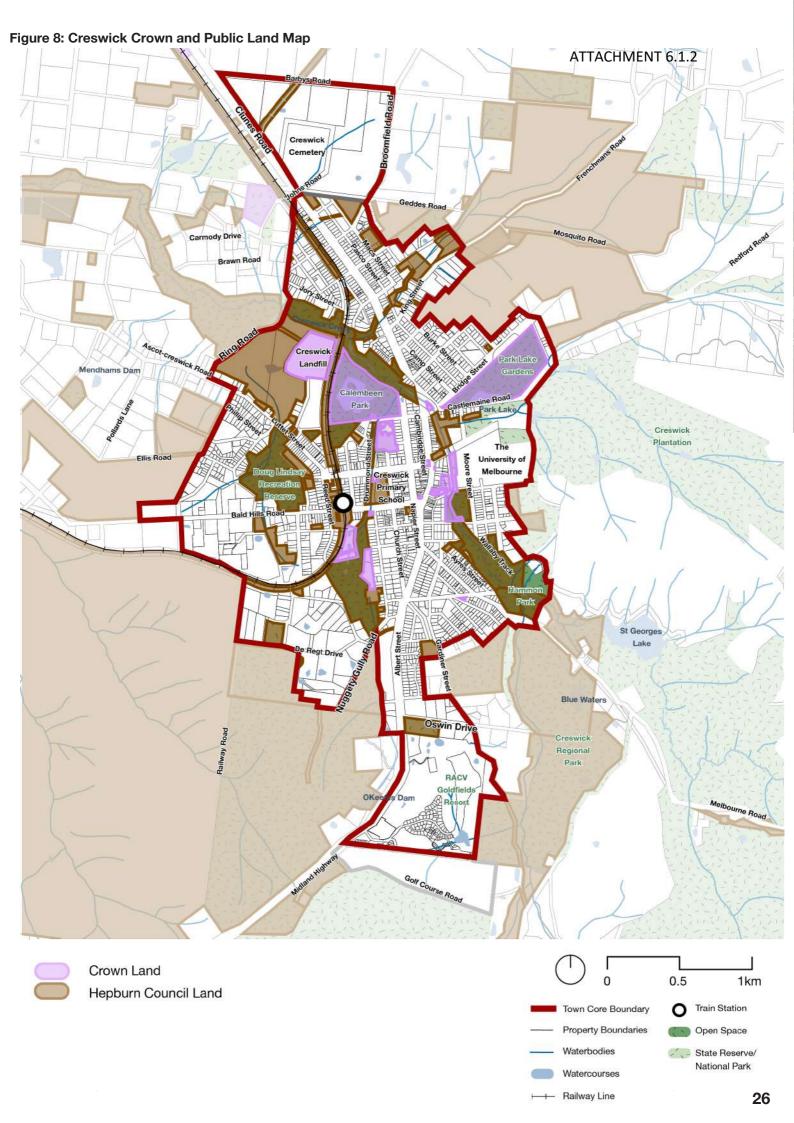
Enabling the town's older population to continue living in the town has benefits for the whole community. Adequate and appropriate transport, housing and outdoor spaces will all contribute to supporting the town and region's over 55 population through the structure plan.

Creswick has some high quality sporting facilities, Reserves and ovals including Doug Lindsay Recreation reserve which includes a bowling club, soccer, football, cricket and netball facilities and other sporting facilities. Lindsay's Art Trail provides a 7.3km walking trail around the town. 'Cresfest' is an annual folk and roots festival including artists, night light displays, children's activities, workshops and local produce.

Creswick also has private galleries, music venues, and the Creswick Theatre. Supporting the culture and arts sector contributes to the health and wellbeing of the community as does the wide range of access to nature with nature trails, fishing, swimming, reserves, lakes and gravel riding opportunities in close proximity. Many of these services and facilities are provided on Crown Land which is shown on **Figure 8**.

SEIFA is the Socio-Economic Indexes for Areas which ranks areas according to relative socio-economic advantage and disadvantage based on Census data prepared by the ABS.





6.0 Vision and Objectives

6.1 Vision for Creswick

Creswick is a vibrant, beautiful and safe town with a strong sense of community pride and identity that culturally and historically recognises the significance of all its people. With a productive and diverse economic centre, the town generates valuable jobs for locals and ample opportunities to come together within the energised and thriving town centre. The natural beauty of Creswick is enhanced with healthy waterways, large canopy trees and abundant ecosystems surrounding the town attracting people to live and visit the town. Residential and economic growth complements the town's character and responds to the community's evolving needs with greater affordable and sustainable housing options. We are a progressive town with a blend of cultures, enjoying the benefits of the town's sustainable lifestyle and recreation opportunities.

6.2 Objectives

Housing



To facilitate the development of diverse, affordable and sustainable housing options to accommodate a growing residential and visitor population.

Urban design



To encourage sustainable development which respects the natural features of Creswick and contributes to a positive town character.

Business and economy



To develop Creswick as a strong economic centre maximising and diversifying its core attributes.

Movement and access



To ensure that residents are able to move freely around the town in a manner which is accessible for individuals of all mobilities and ages.

Environment and heritage



To protect the unique environmental and heritage features of Creswick while managing environmental risks such and flooding, fire and climate change.

Community and cultural infrastructure



To provide inclusive and accessible facilities, services and infrastructure which respond to evolving community needs and demographics.

7.0 Key Themes

7.1 Housing

Objective: To facilitate the development of diverse, affordable and sustainable housing options to accommodate a growing residential and visitor population.



Strategies

Encourage higher density development around the train station and the town centre.

Support infill development which responds to the town's identified future preferred character.

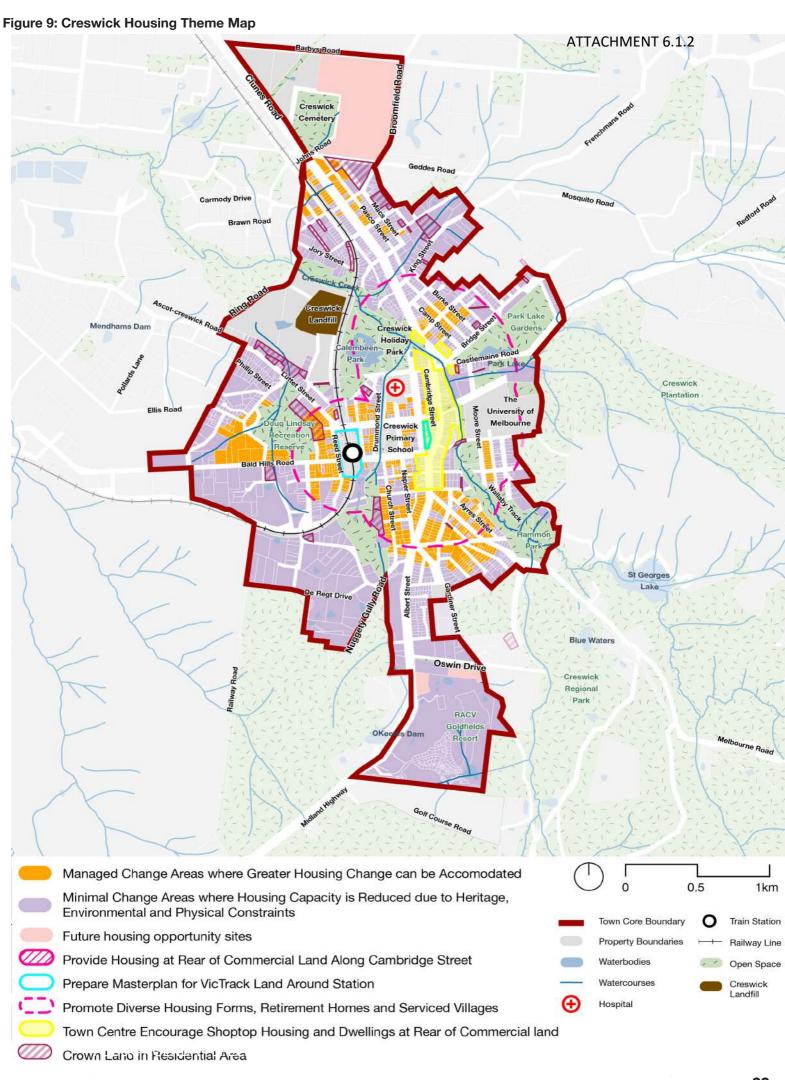
Facilitate more social and low cost housing within the town to better address housing affordability.

Facilitate a variety of housing types in the town including for the elderly and young people.

- A1 Implement Minimal Housing Change Areas in Creswick where heritage, environmental and physical constraints and special neighbourhood character result in minimal capacity for housing changes and growth.
- A2 Implement Managed Housing Change Areas in Creswick in residential areas with established neighbourhood character values that have capacity for housing change and growth.
- A3 Promote mixed-use developments that combine residential, commercial, and recreational spaces, fostering vibrant, walkable communities including Council assets.
- A4 Require a greater density and diversity of development and new forms and greater diversity of housing to be located on strategic redevelopment sites.
- A5 Facilitate higher density housing around Creswick Train Station through preparation of a masterplan in conjunction with VicTrack and Homes Victoria.
- A6 Encourage sustainable and climate responsive retirement homes and serviced villages within walking distance of the town centre and train station.
- A7 Encourage increased tourist accommodation options within and around the town centre.
- A8 Encourage social and affordable housing of a high quality build that is well integrated with surrounding neighbourhood character.
- A9 Encourage housing co-location with existing commercial premises creating a finer grain street newbric with the proved finite and the original of the course of the cour

- A10 Rezone land on the north side of Broomfield Road and the Creswick Cemetery to Neighbourhood Residential Zone to facilitate new residential development in the town and apply a Development Plan Overlay.
- A11 Rezone residential land to the Neighbourhood Residential Zone to reflect the development outcome of minimal housing change areas.
- A12 Rezone land between Whitehills Road and Oswin Drive to the Neighbourhood Residential Zone (NRZ).
- **A13** Utilise the Sustainable Subdivisions Framework to guide all new residential subdivisions.





7.2 Business and economy

Objective: To develop Creswick as a strong economic centre maximising and diversifying its core attributes.



Strategies

Encourage the growth of local business, services, manufacturing and industry within the town.

Support local business owners and capitalise on the artisan nature of Creswick and its cultural events.

Continue building and improving on the fundamental industries of Creswick including meat, forestry, fertiliser and the university.

Encourage the expansion of the commercial area and mixed uses onto Cambridge Street.

Increase university services and culture within the town.

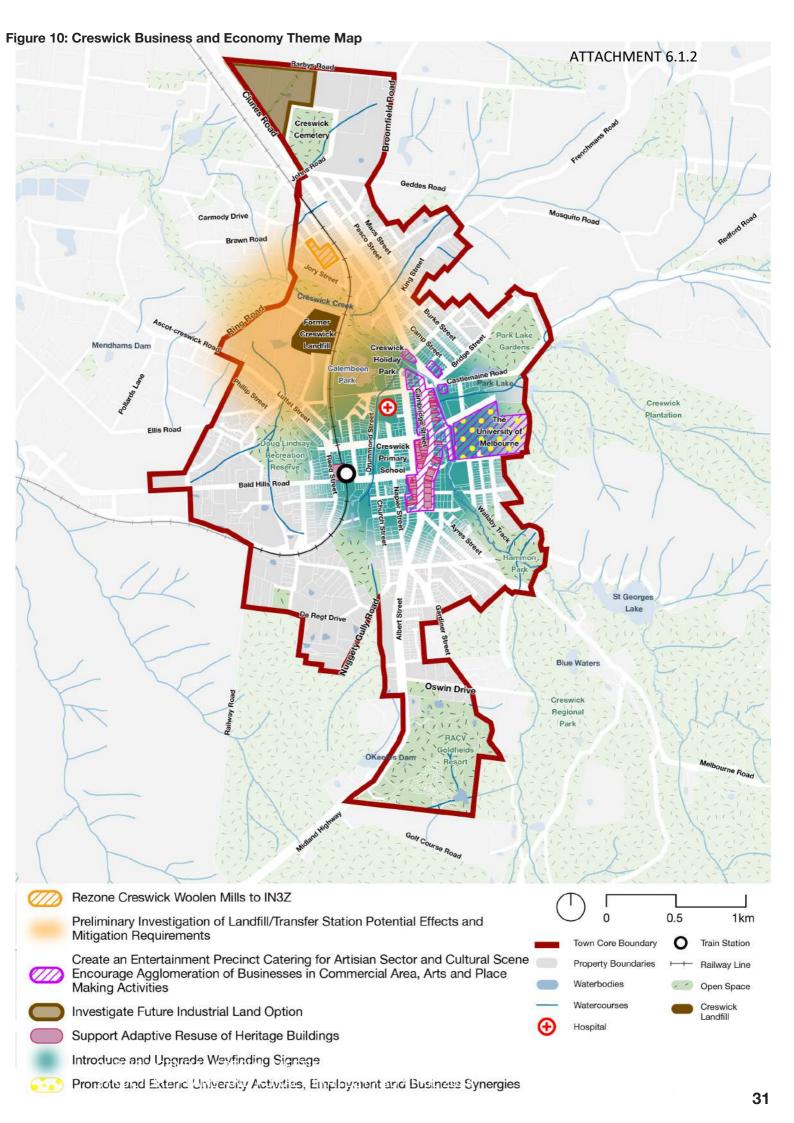
Support the active recreation industry in and around the town.

Facilitate the appropriate location of light industrial businesses into commercial and industrial zones.

- A14 Continue to identify opportunities and work with the community to enourage and support an innovative, vibrant and diverse local economy through the development of an Economic Development Strategy.
- A15 Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.
- A16 Facilitate low impact industry including artisan activities, with appropriate conditions, in the Commercial 1 Zone on North Parade, Creswick.
- A17 Facilitate higher density housing around Creswick Train Station through preparation of a masterplan in conjunction with VicTrack and Homes Victoria.
- A18 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 of sites. See Appendix 2 for Design Guidelines for the town centre.
- **A19** Support adaptive re-use of heritage buildings that encourage sympathetic and respectful additions.
- A20 Investigate opportunities to encourage the utilisation of existing spaces and places as creative co-spaces as outlined in Council's Arts & Culture Strategy (2024) creating vibrant community spaces.

- **A21** Encourage housing co-location with existing commercial premises creating a finer grain street network, encouraging links and connection.
- A22 Continue to work with Melbourne University to promote and expand its educational activities in the town and explore employment, and business opportunities and synergies in the region.
- **A23** Prepare and implement the following planning actions:
 - Investige the commercial viability of developing the existing Industrial 1 Zone adjacent to Ring Road and if unviable consider rezoning land on the west side of the Cemetery to the Industrial 1 Zone.
 - Rezone the Creswick Woollen Mills to Industrial 3 Zone to reflect its current land use and minimise impacts on surrounding residential land uses.
 - Undertake environmental assessment of the Creswick Transfer Station and investigate how best to mitigate potential risks to sensitive uses.

^{*} Biophilic design is a concept used within the design and building industry to increase occupant connectivity to the natural environment through the use of direct nature, indirect nature, and space and place conditions



7.3 Environment and heritage

Objective: To protect the unique environmental and heritage features of Creswick while managing environmental risks such and flooding, fire and climate change.



Strategies

Preserve and enhance the unique cultural heritage of Creswick's heritage buildings and places and natural features.

Protect and enhance the Creswick Creek, its historical channel and its tributaries and wetlands as a valued natural asset responsive to downstream communities.

Enhance and protect trees, flora and fauna around the town.

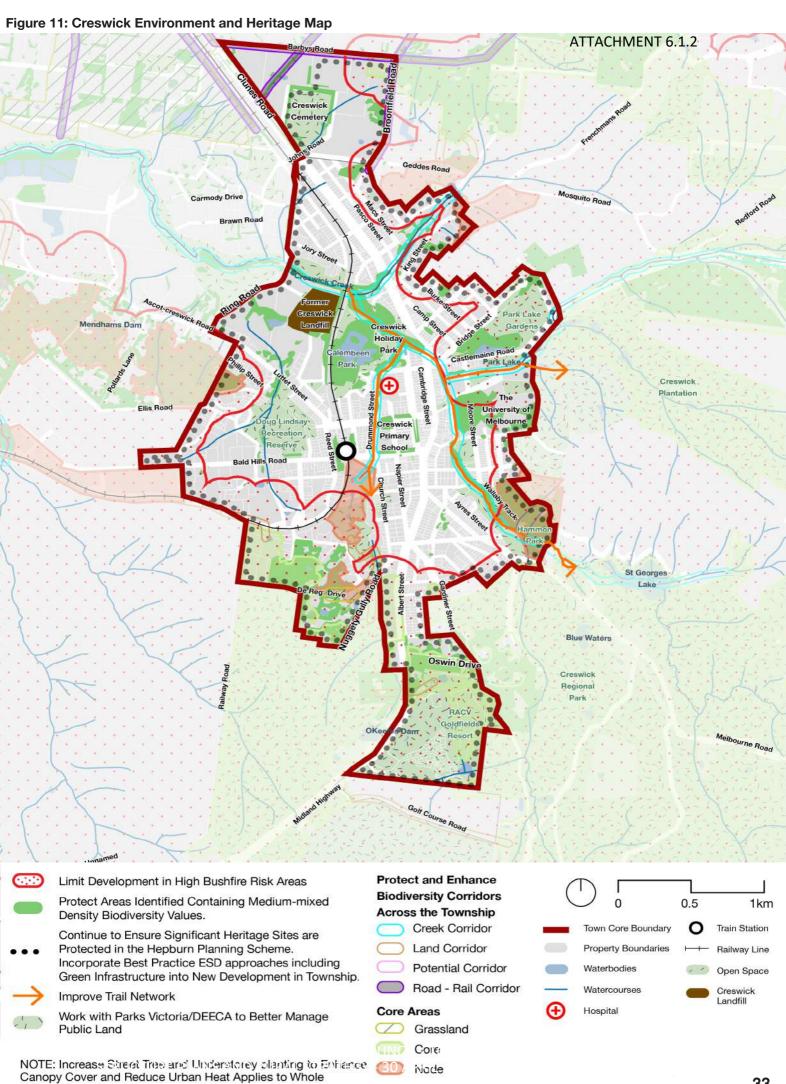
Strengthen the protection of, and enhance, habitat corridors throughout the town.

Enhance culturally significant spaces by restoring and strengthening native flora and protecting local fauna in conjunction with the Dja Dja Wurrung.

Work with government to nearby ensure forestry assets do not prejudice the long term growth and safety of Creswick.

- A24 Protect and enhance the biodiversity values of Creswick Creek, its tributaries and wetlands by restoring natural vegetation in the channel and addressing local threats to water quality and quantity including stormwater, sewerage and septic systems in adjacent areas.
- A25 Utilise and strengthen the Vegetation Protection Overlay, significant tree register, native vegetation legislation and non-planning processes to protect and proactively manage significant native trees and roadside habitat corridors shown in Figure 11.
- A26 Install ecological information signage on walking trails.
- A27 Investigate options to implement the findings of the Cultural Values Assessment to appropriately emphasise the Traditional Owner's cultural footprint within Creswick.
- **A28** Advocate for heritage grants to promote and maintain heritage buildings within the town for tourism.
- A29 Increase street tree and understorey planting within the town to enhance canopy cover for pedestrian health and comfort, reduced radiant heat from buildings and pavements and increase biodiversity where possible.
- A30 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 heritage policy on all applications such as alterations, additions or demolition.
- **A31** Gradually prepare new statements of significance for all heritage places to strengthen and clarify the heritage value of the place.

- A32 Limit development and protect areas of medium to high vegetation quality and habitat corridors on Figure 11, through appropriate overlay and zoning in the Hepburn Planning Scheme and application of vegetation clearance controls.
- A33 Discourage development in areas of higher bush fire risk as identified in **Figure 11**, by limiting development and sources of flammability.
- A34 Work with Parks Victoria and DEECA to manage bushfire, promote biodiversity and manage weeds and feral animals in National Parks and state parks and reserves at the edges of the towns to prevent impacts on the towns and their environs.
- **A35** Develop planting guidelines to strengthen biodiversity, manage fire risk and reduce environmental weeds.
- A36 Require development to provide appropriate ESD assessments and encourage all new buildings to incorporate zero carbon best practice environmentally sustainable design features that respond to climate change.
- A37 Collaborate with the Dja Dja Wurrung to develop planning and practice of caring for Country recognising and respecting priorities in Djehlkanya Dja (Djaara Country plan) Land Use Area Agreement (LUAA), legislation, Dja Dja Wurrung capacity, and timeframes.
- A38 Ensure areas of Aboriginal cultural sensitivity identified in the Cultural Values Assessments are appropriately protected from development impacts.
- A39 Explore opportunities to increase the use of renewables and improve flexibility and reliability of power supply such as rooftop solar, micro-grids, large scale batteries or potential community energy systems.
- A40 Provide additional guidance for both private and public infrastructure to incorporate best practice ESD approaches such as raingardens and other forms of green infrastructure.
- A41 Advocate to State and Federal government to energy proof town populations at risk of energy network failure due to environmental events.
- A42 Encourage the incorporation of biophilic design elements in new developments to strengthen residents' connection to nature, improve mental well-being, and enhance aesthetic values.
- A43 Formulate and implement adaptation plans that address the impacts of climate change on Creswick's natural and built environments, ensuring resilience is integrated into all planning and development processes.



Township

7.4 Urban design

Objective: To encourage sustainable development which respects the natural features of Creswick and contributes to a positive town character.

ATTACHMENT 6.1.2

Strategies

Improve amenity and missing links in the pedestrian network

Improve wheeling and pedestrian amenity by upgrading trails connected to the town and embracing outdoor recreation activity.

Facilitate development that better addresses the adjacent Creswick Creek and habitat corridors.

Enhance the streetscapes of Creswick through increased landscaping and intensifying tree canopy and water sensitive urban design.

Upgrade community spaces and provide more opportunities for meeting places for residents and tourists.

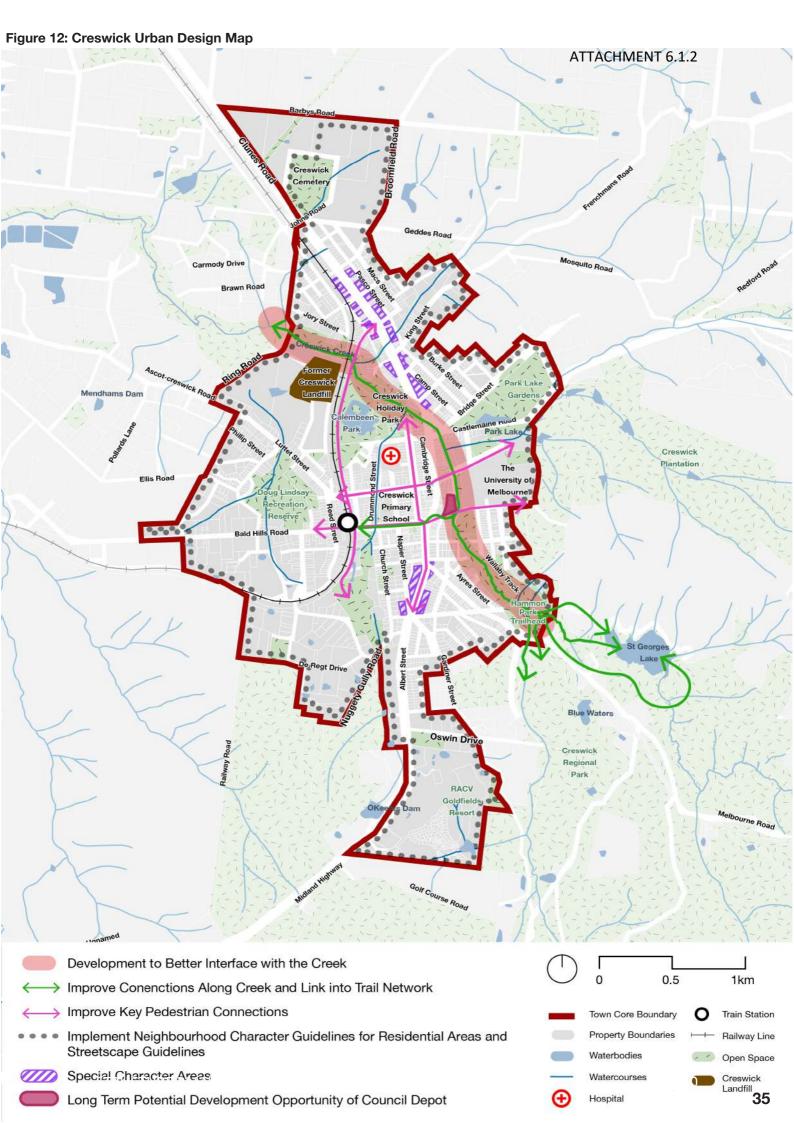
Enhance the town centre to create an improved commercial and community heart for the town.

"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/

- A44 Enhance the importance of the Creswick Creek as a town resource, by encouraging development to interface with the creek through implementation of design guidelines.
- A45 Partner with Djaara to enhance the understanding and appreciation of the Creswick waterways through public realm art works and information to educate the community and visitors.
- A46 Identify options to implement streetscape water sensitive urban design interventions in priority pedestrian areas and streets subject to flooding, incorporating innovative stormwater management solutions, like rain gardens and permeable pavements, to improve water quality and reduce runoff.
- **A47** Improve links between key town features through connected pathways.
- A48 Implement the neighbourhood character guidelines (See Appendix D) to provide greater clarity of expectations for housing and subdivision including form and layout, design, site coverage and space for canopy trees.
- A49 Develop a local Signage Policy to ensure that signage is sympathetic and harmonious with the surrounding environment and heritage places.
- **A50** Apply the Neighbourhood Character Overlay to land identified along Albert Street.





7.5 Movement and access

Objective: To ensure that residents are able to move freely around the town in a manner which is accessible for individuals of all mobilities and ages.



Strategies

Increase safety on roads by decreasing speed limits and upgrading key movement corridors.

Create safer connections for pedestrians and cyclists.

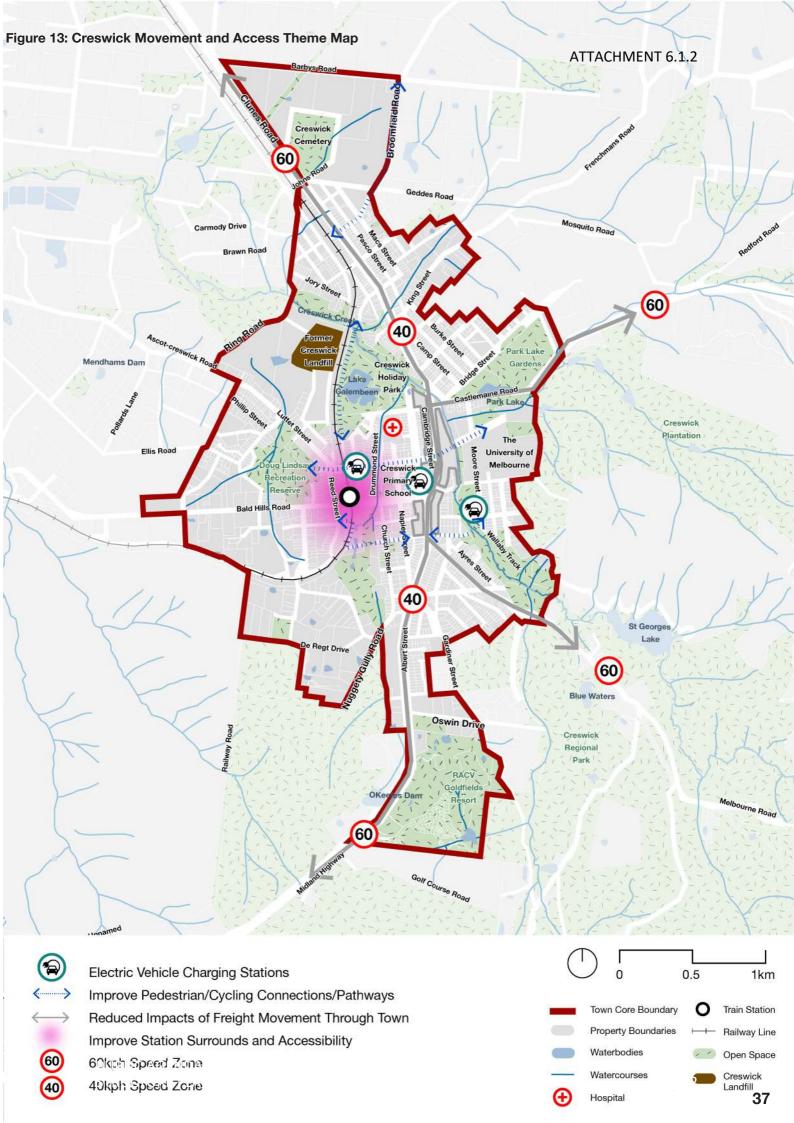
Advocate for better public transport connections between Daylesford and Ballarat through Creswick.

Improve pedestrian amenity by installing and upgrading footpaths and crossing points.

Improve cycling infrastructure through the town and connect to surrounding trails.



- **A51** In partnership with Department of Transport and Planning develop Albert Street into a more pedestrian friendly environment by limiting U-turns with safer turn areas and better manage car parking.
- **A52** Improve car parking arrangements on Cambridge Street.
- A53 Establish a safe, consistent and accessible network of footpaths between key destinations including primary schools, the Creswick Railway Station, Lake Calembeen, Doug Lindsay Reserve, Park Lake Garden, St George Lakes and Hammon Park.
- A54 Investigate measures to slow traffic in and around the township including the consideration of a Local Area Traffic Management study.
- A55 Ensure that new development includes the construction of a footpath on Broomfield Road as part of any residential development in the area, clear of biodiversity areas.
- **A56** Improve the walking environment along Creswick Creek.
- A57 Work with the landowner of the RACV resort to finalise path connections into the town as required by the site's development plan.
- A58 Advocate to Regional Roads Victoria for better management of truck traffic including a town bypass and/or possible night movement curfews.
- **A59** Advocate to the Department of Transport and Planning for improved bus and train services between Ballarat, Creswick and Daylesford.
- **A60** Work with providers of vehicle share schemes to install a scheme in Creswick.
- A61 Facilitate the installation of electric vehicle charging stations at key sites and community infrastructure locations.



ATTACHMENT 6.1.2

7.6 Community and cultural infrastructure

Objective: To provide inclusive and accessible facilities, services and infrastructure which respond to evolving community needs and demographics.



Strategies

Ensure that community facilities and infrastructure meet the needs of the community for a well serviced and connected town.

Advocate for state and federally provided services to cater to the growing population of the town including education, medical services, aged care and disability services.

Ensure facilities are designed for everyone to enable maximum community participation.

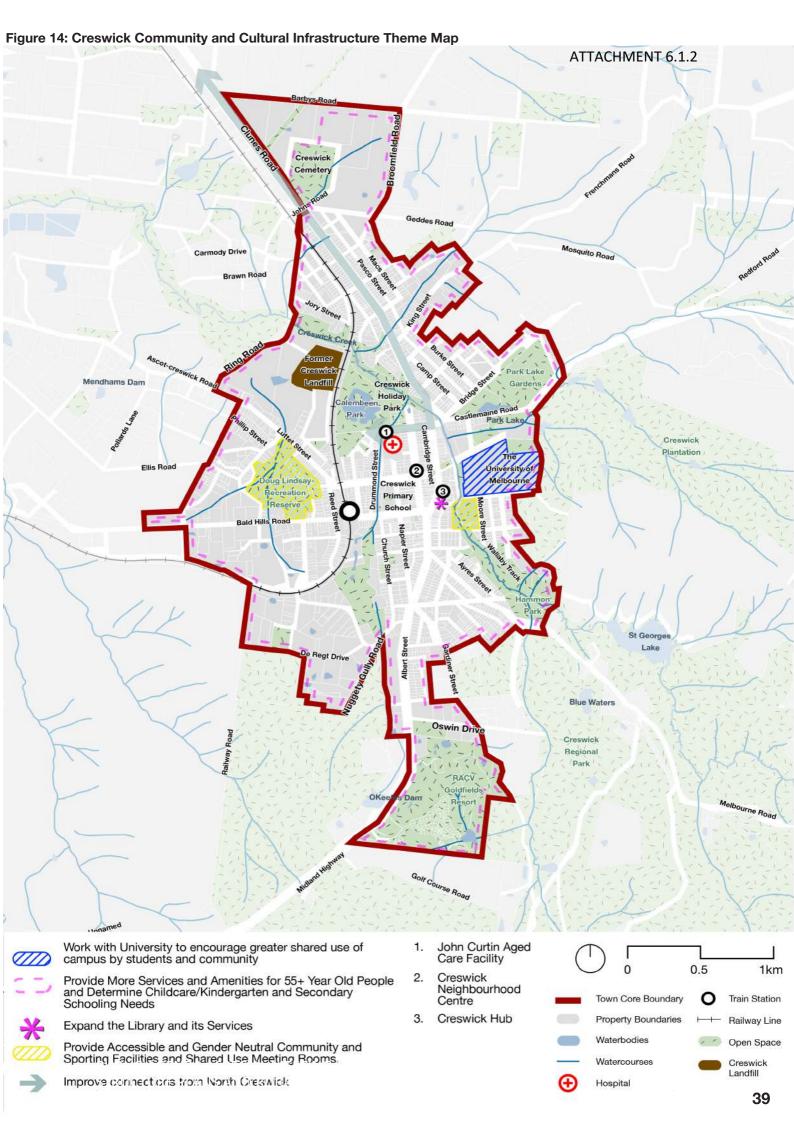
Enhance and diversify public parks and spaces including Park Lake, St Georges Lake, Le Gerche Gully, Nuggety Gully and Calambeen Park including through master planning.

Integrate the area of North Creswick with improved connections, facilities and a sense of place for a more cohesive community and town.

Credit: Plan2Place Consulting

- A62 Better integrate North Creswick with the rest of Creswick commencing with improved connections along Clunes Road/Albert Street.
- A63 Demonstrate environmentally sustainable development and climate responsive design in community asset enhancement projects ensuring they are fully accessible and equipped with amenities that cater to all, including those with disabilities.
- A64 Explore opportunities to incorporate shared community spaces for all ages within Council's community facilities.
- A65 Develop and implement a Kindergarten Infrastructure and Services Plan.
- A66 Work with Melbourne University to explore shared use opportunities for students and the community.
- A67 Better utilise available resources and venues for community activities and events broadening their function as multifunctional community spaces that can adapt to various events and activities, fostering a sense of community and encouraging greater public engagement.



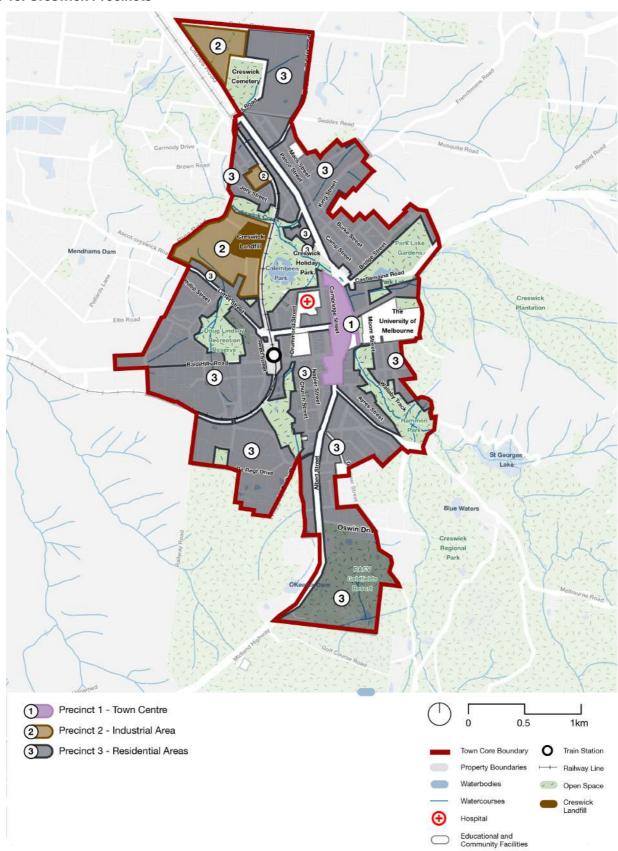


8.0 Precinct Guidelines

8.1. Precincts

To deliver high quality outcomes in the town, the following guidelines should be used when making planning decisions in the three town precinct types as shown in **Figure 15**.

Figure 15: Creswick Precincts



8.2 Precinct One: Town Centre

The Town Centre consists of retail and commercial of Creswick centered around Albert Street.

8.2.1. Existing character

Creswick's town centre is located along Albert Street and contains the retail and commercial hub of the township. The town centre has a significant heritage character, with notable commercial and civic buildings of one to two storeys, with several having a threestorey scale, along both sides of Albert Street. The area comprises a mix of architecture from the nineteenth century gold rush period, such as the Creswick Town Hall, to more contemporary buildings like the Creswick Library Hub. The Albert Street road reserve is wide with ninety degree and angled parking spaces and on-road bicycle lanes on either side of the traffic lanes which are separated by a painted median. Wide footpaths are sheltered by awnings providing weather protection and the opportunity for outdoor dining. Albert Street's width creates a sense of openness in the town centre with some established deciduous trees and verandahs bordering it between Raglan and Victoria Streets. A Heritage Overlay (HO) applies to a substantial area of this precinct, while parts of the town centre near the Creswick Creek are at risk of flooding.

8.2.2. Precinct objectives

- To strengthen Albert Street's primary role as the commercial and retail destination between Cushing Avenue and Raglan Street.
- To ensure development along Albert Street respects the prominence of the heritage setting.
- To consolidate the role of the town centre by supporting mixed-use and residential development.
- To improve safety and access for pedestrians and cyclists within an attractive and amenable public realm
- To provide weather protection to footpath activities and a sense of enclosure within the wide streetscape.

8.2.3. Precinct requirements

Land use & activity

- Encourage commercial development along Albert Street between Raglan Street and Cushing Avenue.
- Support renovation and infill development within commercial areas in the town centre.
- Encourage mixed use and residential development of vacant land fronting, or to the rear of, Albert St.
 Ensure that heritage values and potential flood effects are thoroughly addressed on affected sites.

Built form & heritage

- Encourage attractive buildings in commercial areas up to three storeys (11 metres) that reinforce the established character and provide a respectful transition to surrounding residential areas or open space.
- Conserve and adapt existing traditional buildings within the town centre for commercial and retail
- Retain at least the extent of the main roof in redevelopment of heritage properties.
- Maintain a consistent street wall treatment along Albert Street within the town centre, while respecting existing heritage buildings.
- Provide verandahs over footpaths along commercial frontages for pedestrian shade and shelter. Reinstate verandahs on heritage buildings only where there is evidence of their previous existence.
- Retain mixed setback conditions within the peripheral commercial and residential areas and incorporate landscape improvements within the street frontages.
- Ensure new development retains or frames views to important landmark buildings and landscapes.

Public realm & landscape

- Establish a consistent palette of streetscape materials and details for the town centre that is derived from and conserves original heritage elements such as bluestone kerbs and channels.
- Improve the amenity, function and accessibility of key spaces in the town centre including around the Information Centre and at the intersection of Raglan St and Albert Streets. Review vehicle movements and car parking in these locations to provide more attractive and amenable public space.
- Construct medians with consistent broad-canopy tree planting along Albert St to improve amenity, moderate the impact of vehicles and address the width of the street.
- Upgrade Cooper Reserve including its boundary condition, formalise car parking including its removal from the reserve, and improve the overall amenity and function of the reserve.

Access & movement

- Advocate to slow vehicle traffic (40km/h) from the town entries to improve safety and amenity for pedestrians and cyclists.
- Create a clear and legible network of walking and cycling routes, forming a 'green loop' that connects key recreation and civic destinations within and around the Town Centre.

- Review the layout of the intersection of Raglan St with Cambridge and Albert Streets to improve the setting of the war memorial and the amenity and safety of the overall area.
- Implement safer pedestrian crossings at the intersections of:
 - Albert Street, Cushing Avenue and Castlemaine Road.
 - Albert Street and Victoria Street.
 - Along Albert Street at bus stops.

8.2.4. Precinct guidelines

Land use & activity

- Enhance the public spaces around the Town Hall and Community Hub to support community and civic activities.
- Consolidate visitor related activities within an expanded and improved public realm around the Creswick Information Centre on Victoria Street.
- Support outdoor dining in safe locations along Albert Street to foster street activity and tourism.

Built form & heritage

- Ensure new buildings respond appropriately to the established townscape character in terms of their scale, form, architecture and materials such as face brick and rendered masonry.
- Ensure future developments fronting the Creswick Creek and key open spaces provide active frontages and passive surveillance.

Ensure potential flood effected affected sites.
 Provide equitable access, a positive interface with streets, and ground floor levels with sufficient freeboard to avoid unwanted impacts from flooding.

Public realm & landscape

- Enhance the biodiversity and environmental conditions of the Creswick Creek, with a particular focus on implementing flood mitigation solutions.
- Implement water sensitive urban design (WSUD) measures within flood affected areas of the town centre.
- Establish clear guidelines for advertising and business identification signage to reduce visual clutter.
- Encourage the consolidation of signs. Audit existing traffic and directional signage and remove redundant or duplicated signs.
- Reinforce and extend avenue and median tree planting on approaches to the town centre to enhance the townscape identity and entry experience.
- Provide public seats in suitable locations to support accessibility to, and within, the town centre.

Access & movement

- Ensure, where possible, that any new parking and its access is provided from the rear of commercial properties on Albert Street.
- Investigate provision of a shared user path connection along Hall St to the Wallaby Track alongside Creswick Creek.



8.2.5. Urban Design Initiatives

Raglan Street Park

The Raglan Street Park currently contains the War Memorial, Memorial Gardens and a rotunda. The park is surrounded and divided by roadways and car parking presenting as a series of traffic islands with access and safety compromised for pedestrians or people using mobility aids.

Improvements to Raglan Street Park could reframe it as an attractive and functional southern approach to the heart of Creswick. Importantly it would provide a more dignified setting for the War Memorial. Combining the two open spaces containing the memorial and rotunda would enhance pedestrian safety and access while reinforcing an east-west corridor between the waterways that frame Creswick (Nuggetty Gully Creek and Creswick Creek).

Properties on the north side of the park are critical for surveillance, activation, and vibrancy of the public space. Removal of the Cambridge Street roadway and car parking would improve this important interface. Preparation of design options should provide a more inviting, amenable and comfortable community gathering space and threshold to Albert Street. A design theme and material palette reflecting the rural township character of Creswick are fundamental.

Creekside Redevelopment

To date the township has turned its back on the significant asset of the Creswick Creek. This presents the opportunity to focus future development on the creek and enhance connections from Albert Street and along the creek to locations such as Hammon Park.

The creek corridor's biodiversity and recreation values are an important component of the linear reserve. These are further enhanced through flood mitigation works, planting and bridge enhancements.

The areas along Water Street and Pearman Avenue have the potential to accommodate quality development with a positive interface to the creek.

Buildings should be designed to address flood risk through elevated ground floor levels and boardwalks may be required for paths. Retail and café activities at ground level, and residential development in upper levels would assist with improving vibrancy and activity along the creek.

Council as a land owner in the precinct with the Creswick Depot could play a significant role in facilitating development using its land holdings. The preparation of an urban design framework would enable further exploration of this opportunity.



Masterplan for VicTrack Land

The significant land holdings at the Creswick railway station on public land west of the rail line and adjacent to Reed Street, provide an opportunity for a range of community benefits to be achieved including greater housing diversity, improved amenity and activity within the precinct. This would need to be achieved through working with Victrack as the landowner of the site to prepare a masterplan for the land.

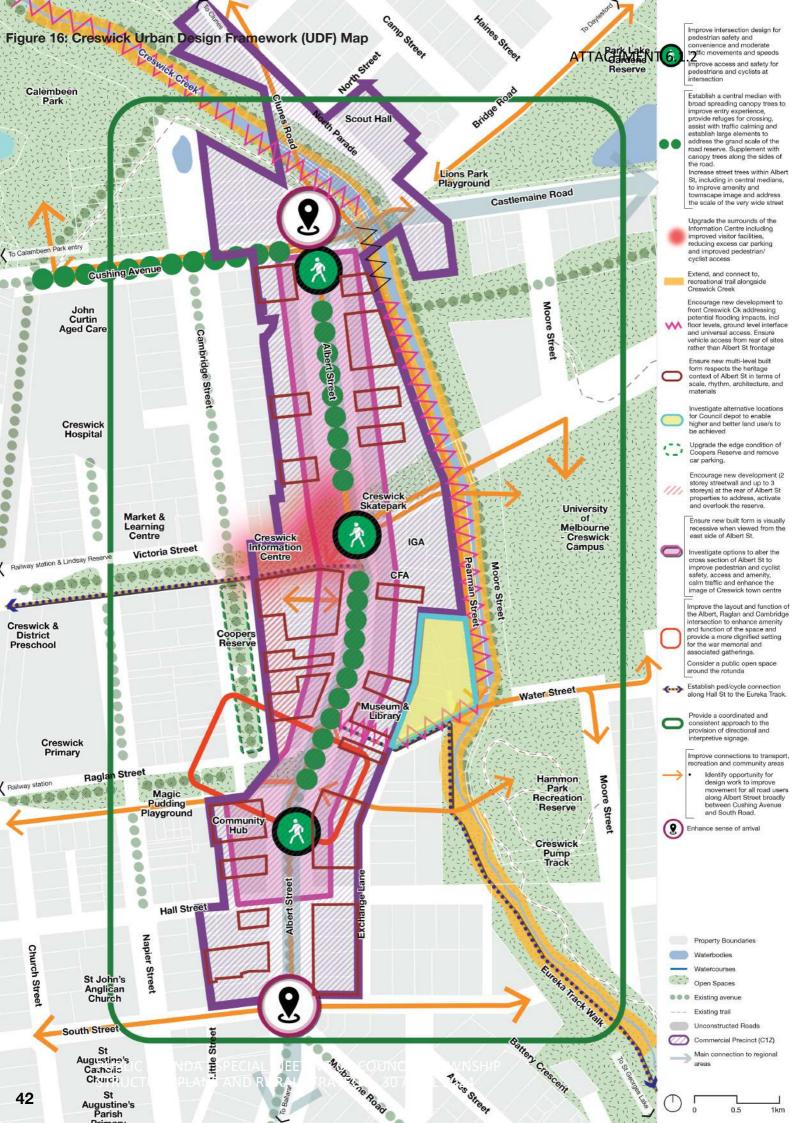
The site's proximity adjacent to the train station and from existing development around the town centre provides

an ideal location for housing. There is an opportunity to improve the diversity of housing in the town with smaller and potentially more affordable housing in new forms not currently found in town. Aged care facilities may also be attracted to the site allowing residents to age in place. Accommodation to service the Creswick Trails and tourism may also be suitable for the site.

VicTrack have undertaken a number of projects of this sort across Victoria and over the coming decades, there is an opportunity to realise this in Creswick.



Credit: Regional Development Victoria



8.3 Precinct Two: New Industrial Area

There are three industrial areas including the existing industrial area adjacent to Ring Road, the Woollen Mills site and a potential new industrial area consisting of 2-3 hectares of land on Clunes Road.

8.3.1. Existing character

The existing industrial precinct is located on the Ring Road and Luttet Street, adjacent to the railway line and Creswick Creek. It is currently the site of the Creswick Transfer Station, which is zoned Industrial 1. There are two proposed industrial precincts which are proposed to be rezoned to IN3Z to accommodate industrial use that is in close proximity to sensitive uses. The first precinct is the current site of the Creswick Woollen Mills, situated at Railway Parade which is presently zoned as a General Residential Zone. The other precinct is currently Farming Zone land located off Clunes Road and bounded by Barbys Road and the Creswick Cemetery.

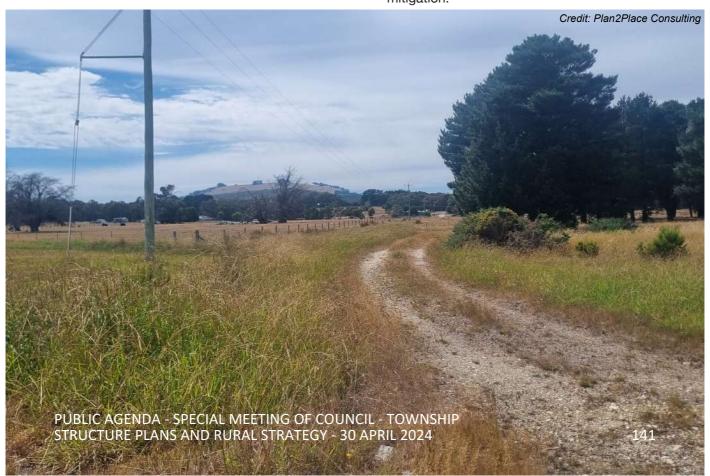
Precinct objectives

- 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 uses and 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.
- Ensure new buildings and wide landscaping areas provide a suitable transitional scale to adjoining sensitive uses such as residential.
- Consolidate necessary business signage on Creswick Road to avoid visual clutter and repetition with no illumination.
- 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 urban heat island mitigation.

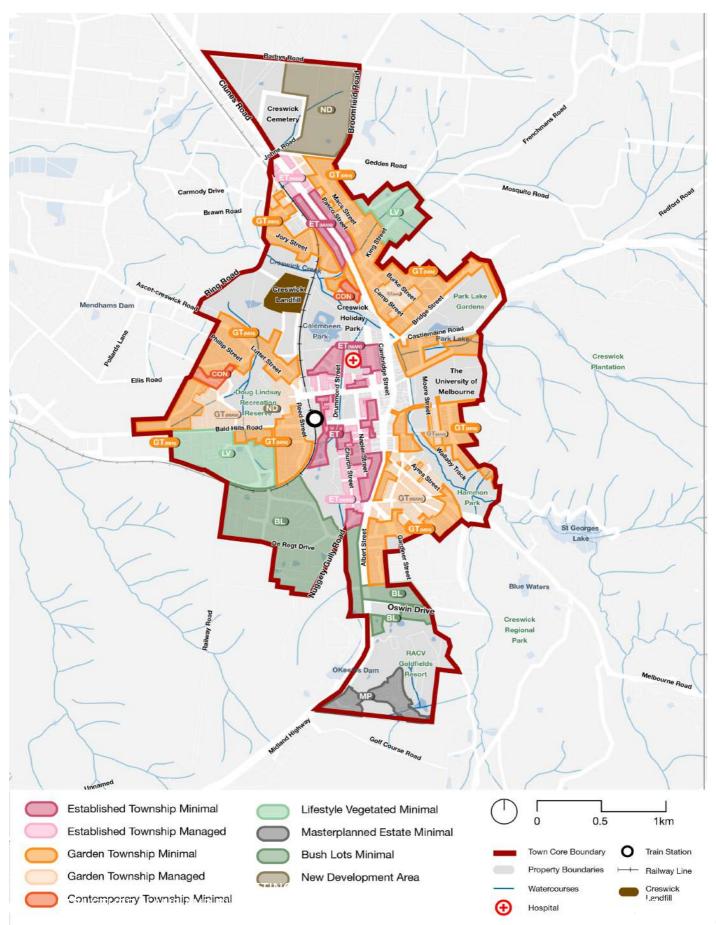


8.4 Precinct Three: Residential Areas

Seven neighbourhood character types have been identified for Creswick as shown in Figure 17.

Design guidelines for each character type are included in **Appendix C**.

Figure 17: Creswick Residential Precincts Neighbourhood Character Map



8.4.1. Established township

Existing character minimal area

The Established Township character type represents the early stages of development of Creswick dating back to the nineteenth century through the late Inter-War period. This area extends along Church Street, Napier Street, Drummond Street, Cambridge Street and Albert Street. This character type is set on a traditional grid street network, which is reminiscent of the Gold Rush Era street network layout. Due to its proximity to the Town Centre Precinct, the public realm generally consists of sealed roads. Footpaths are more present within this character area compared to others within the residential precinct, particularly near the Town Centre.

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, and some new housing styles which complement 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. A significant portion of the Town's Heritage Overlay covers properties within this precinct, particularly within its central section, consisting of Church Street, Napier Street, Drummond Street, Cambridge Street and Albert Street. Towards the northern boundary, there are some properties that are not affected by constraints interspersed within the precinct.

Existing character managed area

The Established Township Managed character area shares similarities with the Established Township Minimal character but presents greater potential for development. This area consists of the same areas which occupy the minimal change area of Church Street, Napier Street, Drummond Street, Cambridge Street and Albert Street, but the area is not affected by the Bushfire Management, Land Subject to Inundation and Heritage Overlays which restrict development.



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 siting 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 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 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 Established Township into the future.

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 compared 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 area

The Garden Township Minimal area comprises most of the town's character types within Creswick. This character type can be found in the north, south, east and west of the township, occupying both sides of Albert Street, adjoining the Established Township areas and extending to land that is adjacent to the town core boundary. The Bushfire Management Overlay envelops a significant proportion of this character type, which limits development. The Garden Township Minimal Character type can be found in several areas within Creswick. This area consists of the same areas which occupy the minimal change area including the segment off Bald Hills Road and the south-eastern, north-western and northeastern areas off Albert Street which traverse land to the edge of the town core boundary.

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 Creswick, the buildings within this precinct are set on a traditional grid 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 area

The Garden Township Managed character area shares similarities with the Garden Township Minimal character area but presents greater potential for development. This area consists of the same areas which occupy the minimal change area including the segment off Bald Hills Road and the south-eastern, north-western and north-eastern areas off Albert Street which traverse to the edge of the town core boundary. However, this managaed change area is unaffected by the Bushfire Management, Land Subject to Inundation and Heritage Overlays which restrict development in minimal change areas.



Preferred future character

A sense of spaciousness is reinforced in streetscapes by maintaining predominant front and side setbacks to dwellings in the Garden Township character type. 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 articulation 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.



8.4.3. Contemporary township

Existing character minimal area

The Contemporary Township Character Type includes small precincts which are situated on Richard Court and Oaktree Lane. These are both new or anticipated developments which are sited in a cul-de-sac arrangement. The architectural style is homogeneous as areas were constructed recently. Building heights are 1-2 storeys consisting of diverse materials including weatherboard, cement sheet, render and brick. The built forms dominate the streets due to limited garden frontage, restricted front and side setbacks, and frequent driveways constraining street tree planting opportunities. Considering that majority of these areas are currently under construction, the emerging subdivision patterns and built forms continue to result in limited opportunities for landscape contribution around dwellings.

Credit: Plan2Place Consulting

Preferred future chaffel MENT 6.1.2

A new and relatively homogenous character is established in the Contemporary Township Character Type. There is a consistency to dwelling setbacks at the front, side and rear of dwellings. The provision of no front fencing and setting back garages behind the dwelling façade reduces their visual dominance in the streetscape and preserves the sense of spaciousness that exists through new development.

Planting of native and exotic vegetation in front gardens adds to the vegetated quality of the streetscape. Planting of large canopy street trees provides shading and cooling benefits and improves pedestrian environments.

Buildings are designed to reflect the context in form, proportioning and materials. Buildings do not attempt to replicate existing areas or historic architectural styles, instead reflecting a contemporary and unique response to the local history and context, further adding to the unique identity of the town without being suburban. Streets directly connect into the existing township street layout and incorporate a footpath on one or neither side of the street retaining a relaxed character that avoids suburban public realm treatments.

Due to the development only being recently completed or underway, housing change is considered minimal. Dwellings are designed to achieve a contemporary preferred neighbourhood character where housing change includes single dwellings and townhouses on a variety of lot sizes.



8.4.4. Lifestyle vegetated

Existing character minimal area

The Lifestyle Vegetated character type area comprises a significant portion of the south-western and northeastern areas of Creswick, defined by Baldhills Road, Armstrong Street, King Street and Alfred Street. The area is defined by its large lot sizes and rural feel which has substantial vegetation on relatively flat topography. 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 in the Lifestyle Plains Vegetated Character Type. 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.

Housing change is minimal to reflect specific site constraints through design, fencing, materials. 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 estate

Existing character minimal area

The Masterplanned Estate character areas are located exclusively within the Special Use Zone to the south of the town core boundary which includes the RACV Goldfields Resort, the golf course and a residential estate. It represents clusters of recent post 2000s development. Lot sizes tend to be generous, situated within cul-de-sacs or curved road structures, which departs from the predominantly grid 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 emerging stages leading to a consistent streetscape. The estate itself is set within the picturesque setting behind a forested landscape, which provides a setting unique from similar developments within the municipality. Dwellings are predominantly built from weatherboard, black colorbond, render or cement sheet 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 in this character type. 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 through their form, proportion and materials. 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 ATTACHMENT 6.1.2

Existing character minimal area

The Bush Lots character area is located in the southern end and south-western periphery of the Creswick town core boundary, which lies adjacent to the Nuggety Gully land and the RACV Goldfields Resort. It can be split into three sub-precincts, which are located on Nuggety Gully Road, Hyde Park Road and Railway Road, to the west of the Midland Highway, and adjoining the RACV Goldfields Resort off Oswin Drive. This precinct has a dense bush landscape, with large areas 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 existing 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 high bushfire hazard.

Preferred future character

Streetscapes are dominated by large remnant indigenous and native canopy trees with supporting undergrowth in the Bush Lots character type. 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.

Credit: Plan2Place Consulting



8.4.7. New development area

Existing character

The New Development Areas Character type are areas which are anticipated to be rezoned to the Neighbourhood Residential Zone but are of a higher density that conventional suburban development. Only one New Development Precinct is located within Creswick, which is the proposed residential area adjoining the Creswick Cemetery, to the north of Geddes Road, south of Barbys Road and West of Broomfield Road.

Preferred future character

New residential growth areas are located in the expanded areas 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.

Guidelines are provided to assist in shaping a preferred future character.

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 should provide generous front building setbacks and a clear urban/rural edge including a perimeter road to manage bushfire risk.

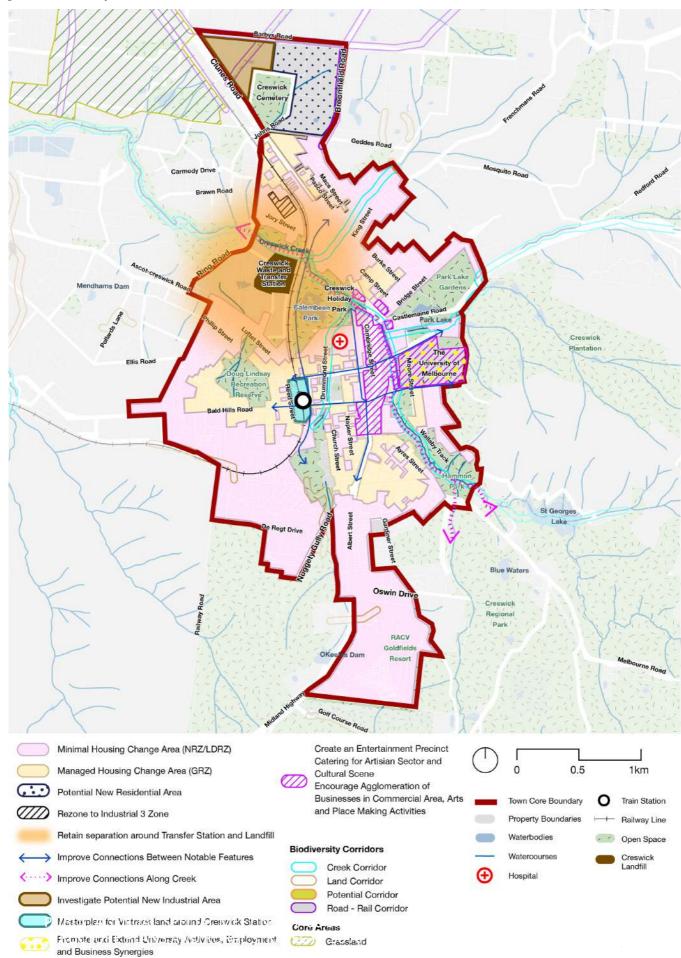
Credit: Plan2Place Consulting



9.0 Development Framework

The development framework for Creswick is shown at **Figure 18**. This includes the key initiatives for this structure plan.

Figure 18: 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 19** as follows:

- Rezone currently zoned Farming Zone (FZ1) to Neighbourhood Residential (NRZ) north of Geddes Road, west of Broomfield Road, south of Barbys Road and adjacent the Creswick Cemetery (subject to further investigation).
- Rezone currently zoned Farming Zone (FZ1) to Industrial 3 Zone (IN3Z) east of Clunes Road, south of Barbys Road and adjacent the Creswick Cemetery (subject to further investigation).
- Rezone currently zoned Rural Living Zone (RLZ1) properties at 20-24 Oswin Drive, 90 Gardiner Street and 1550 Midland Highway to the Neighbourhood Residential Zone (NRZ).
- Rezone properties at 24-34 Bald Hills Road to the General Residential Zone (GRZ).
- Rezone the Creswick Woollen Mills at Railway Parade from General Residential Zone (GRZ) to Industrial 3 Zone (IN3Z).
- Rezone presently zoned General Residential Zone (GRZ) of reserve located between Church Street and Nuggetty Gully Land to Public Park and Recreation Zone (PPRZ).
- Rezone minimal change housing areas to the NRZ or LDRZ.

Land proposed for new overlays is shown in **Figure 20** as follows:

- Implement a Development Plan Overlay for the Farming Zone (FZ1) land situated to the north of the town core boundary, extending from Geddes Road to the west of Broomfield Road (subject to further investigation).
- Apply a Neighbourhood Character Overlay (NCO) to land at 113, 115, 117, 121, 123, 125, 127, 126, 131, 1/133, 2/133, and 135 Ballarat Road as well as 155, 153, 151 and 149 Ballarat Road.
- Apply an NCO on the east side of Albert Street146, 138, 136, and 134 and the front section of 18 Ford Street along Albert Street.

 Apply an NCO to properties from the Harvey Street/ Clunes Roads intersection, extending to the John Road intersection on both the east and west sides of Clunes Road. This overlay should be applied to land adjacent to a heritage overlay but not to heritage places.

10.2. Non-statutory implementation

The Structure Plan identifies a wide range of nonstatutory 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 a important comanagement 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 cycling 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 E.

10.3. Implementation plan

The Implementation Plan provides a framework to deliver the vision for Creswick. It provides a guide to identify Council's role, responsibilities and priority for each recommended action and will be used to monitor and evaluate 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 Commonwealth 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.

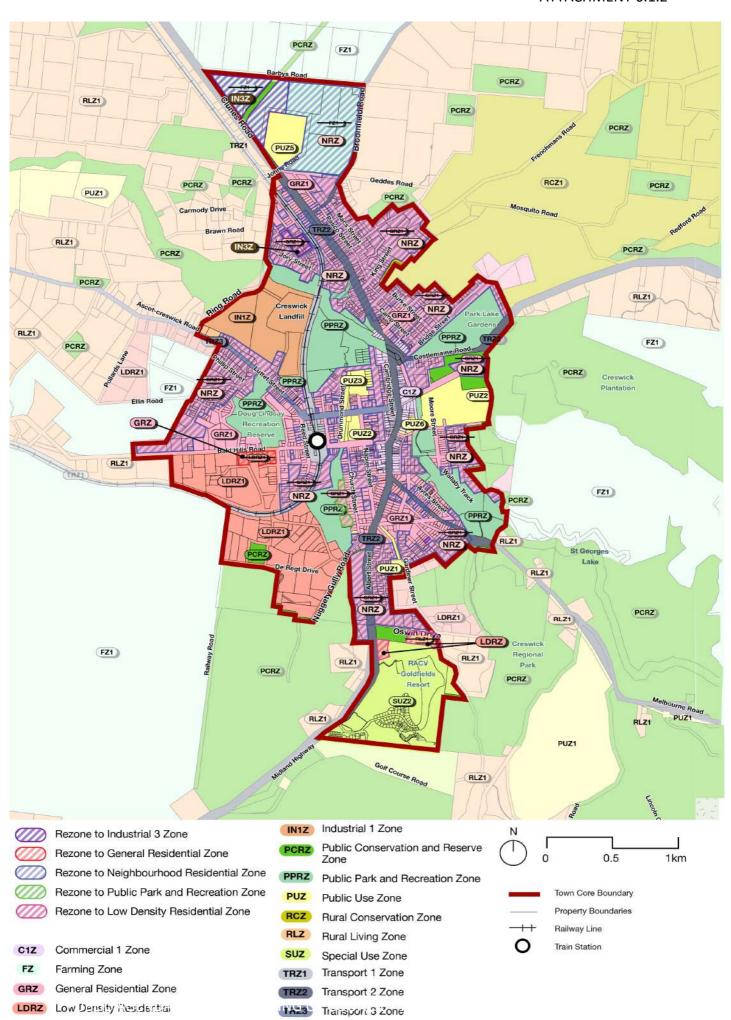


Figure 20: Proposed Overlay Changes ATTACHMENT 6.1.2 Mosquito Road Plantation Creswick Regional RACV Goldfields Apply the Vegetation Protection Overlay to land identified with high biodiversity value within the town. 0.5 1km Apply the Neighbourhood Character Overlay to residential land along Albert Street. Town Core Boundary Train Station Apply the Development Plan Overlay to land north of Geddes Road and south of Barbys Road (subject to further investigation). Property Boundaries Open Space Waterbodies Watercourses ++ Railway Line 61

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 issu	ues 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 for land on the east and west sides of Albert Street. This land is mostly zoned Commercial 1, with some public land providing for the needs of the community. The surrounding land is mostly residential, with pockets of Public Park and Recreation Zone and Public Use Zone throughout, with low density residential land sitting on its periphery.				
The location of existing government and institutional areas and land uses	Many local and state government and institutional areas and land uses are included within the centre. These include the Creswick Primary School, Creswick North Primary School, University of Melbourne School of Forestry, Creswick Hospital, Creswick Hub (including the library), Creswick Visitor Information Centre, Creswick Post Office, Creswick Police Station, Creswick CFA, Creswick landfill, Hepburn Shire Council depot 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	There is significant open space located within the centre such as Calambeen Park, Creswick Holiday Park, O'Keefe's Dam, RACV Goldfields Resort (including the golf course), Park Lake Gardens, Creswick Pump Track and the Doug Lindsay Recreation Reserve. The Creswick Creek is located within the boundary which has important environmental and landscape roles and cultural significance to First Nations peoples. All of these facilities are in, or close to, the core of the township and should be maintained. These land uses should be retained in the town core boundary as they are needed for the local community.				
Commercial and residential needs	Creswick is the largest town in the Shire, being home to 3,279 residents. There are currently a number of retail options within the town which range from a supermarket, pharmacy, local convenience, hospitality and retail. The centre currently has one IGA supermarket, located on Victoria Street which serves the town. Other major supermarkets can be found in Daylesford and Ballarat. Council facilities such as the Creswick Hub are also within the town, alongside the monthly Creswick Market. The town currently has a small shortfall in capacity within existing commercially zoned land of around 2,500 sqm to accommodate future growth to 2041. This should be able to be accommodated within existing zoned land through reconfigured floor area. The need for additional commercial floorspace will be driven by population growth, with health and education driving demand. The anticipated opening of the Creswick Trails will provide the town with an opportunity to further grow the tourist economy through increased investment in local businesses and accommodation services. Creswick is intended to continue growing in population, due to its strategic location to Ballarat and Maryborough. The population is projected to grow to 3,418 by 2041.				

Commercial and residential needs

Smaller lots of less than 2000sqm are generally present within the centre of the 2 township, comprising the majority of lots present. SGS Economics estimates that there is a demand of 150 dwellings between 2021-2041, with a current capacity of 326. This is considered a sufficient scope for future development and intensification by further subdivision in infill areas to meet most future demands.

Further to that, larger lots (2000-4000sqm and greater) are located at the edges of the township. These larger sites present some opportunities for strategic redevelopment, such as the currently zoned Farming Zone (FZ) between the Creswick Cemetery and the Creswick-Newstead Road, which may be feasible for redevelopment by expanding the town core boundary and providing future residential opportunities based on further investigation.

Environmental and flooding constraints

The Creswick township has significant environmental attributes and hazards. It is surrounded by forest on its east, south and south-west. The Creswick Regional Park, the Creswick Plantation and state forests surround the township, which poses significant bushfire risks due to the presence of forests. The Bushfire Management Overlay (BMO) covers a sizeable portion of the township due to its proximity to areas of high bushfire risk.

The topography in Creswick is very hilly and steep in parts, with the Creswick Creek being the lowest point in the township. The topography resembles a bowl shape, with the highest points being located on the periphery of town core boundary. The Creswick Creek and Nuggety Gully run through the town and are covered by the Land Subject to Inundation Overlay (LSIO) due to the risk of flooding from the topographic conditions and the presence of numerous creek lines.

The Environment Significance Overlay Schedule 1 is applied to the entire municipality related to the proclaimed water catchment which focusses on the long term protection of the natural resources and environmental systems while encouraging appropriate measures to eliminate detrimental impacts on the quality and quantity water.

Heritage constraints

Creswick is affected by heritage overlays in substantial parts of the town, with land affected in the commercial core and also civic, recreational and some residential areas of the town. This contributes significantly to the existing built form character of the town and to its heritage identity. Heritage overlays affect the Creswick Railway Station, Calambeen Park, Park Lake Gardens Reserve, the University of Melbourne School of Forestry and many more areas of significant tourist and cultural significance. Cultural sensitivity overlays also cover the waterways within the Creswick town core boundary.

Availability of strategic redevelopment sites, both existing and potential

There are several significant strategic redevelopment sites within the township including:

- Current Farming Zone land on the northern edge of the current boundary, west of Creswick-Newstead Road, east of Clunes Road and south of Barbys Road.
- Land adjacent to the current Creswick Landfill on Anne Street currently zoned Industrial 1 Zone.
- VicTrack land around Creswick Train Station, which may have capacity for higher density development.
- The rear of Commercial 1 Zone (C1Z) land along Cambridge Street and Albert Street which has the potential for commercial and mixed use development.
- Existing low density residential lots along Oswin Drive and the Midland Highway, adjacent to the RACV Goldfields Resort.
- Residential land in the RACV Goldfields Resort.

These sites provide ample opportunities for short and long term commercial, residential and community/health sector growth and development options within the town.

The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township

Residential areas are current zoned as General Residential, with a limited amount of low density residential land in the south-east of the township. As noted within the SGS Economics report, there is sufficient scope for further development and intensification through subdivision to meet future demand. Areas proposed to be rezoned to residential include:

- Current Farming Zone land on the northern edge of the current boundary, west of Creswick-Newstead Road, east of Clunes Road and south of Barbys Road.
- Existing low density residential lots along Oswin Drive and the Midland Highway, adjacent to the RACV Goldfields Resort.

Consideration of physical barriers and opportunities for their improvement

Several physical barriers exist in Creswick that could affect development including the (in parts) steep topography, Albert Street, the railway line and Creswick Creek. There are also some areas of dense vegetation corresponding to areas of National and State Parks and Reserves and private land mainly on the edges of the town.

The new Creswick trails project will help to better connect areas of the town from its outskirts to the centre of town. There are opportunities to create new and safer crossing points across Albert Street, the railway and to enhance existing crossings of Creswick Creek through the preparation of the structure plan.

Proximity to public transport, especially fixed rail (train or tram)

There are train and bus services to Creswick that provide a reasonable public transport service for a rural township. There are 15 round trip bus services that operate each day (weekdays and weekends) between Ballarat and Creswick but only two services a day which run through the Creswick Train Station. Both services exist but could be significantly improved, particularly train services.

The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges Creswick has a train station with services to Ballarat and Maryborough although it only operates two services a day. It has bus services operating fifteen round trip services per day. Fourteen bus stops can be found in Creswick. Currently, there are disconnected footpaths and pedestrian trails throughout the town.

Melbourne Road and Albert Street (Midland Highway) connects Creswick to other towns within the Shire, Ballarat and Melbourne. The centre of Creswick (Albert Street) is long and wide with parallel and angle parking, with the central node of the township being configured in a grid-based street network. There is a moderate volume of traffic on the Midland Highway, including trucks which creates a hostile environment for pedestrians and cyclists. The width of the road and the lack of definition/delineation of space for vehicle movements results in dangerous U turns and conflicts between vehicles and pedestrians, not only along Albert Street itself, but also at key intersections of Victoria Street and Raglan Street.

There are few walking and wheeling connections to open space areas, and very few dedicated wheeling facilities. This is despite Creswick being known as a destination for its bike trails, with the opening of the new Hammon Park Trailhead and the anticipated opening of the Creswick Trails Project in late 2024.

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)

There is a strong opportunity to improve the walkability of the township, as it is a low-density residential area that results in large walk times to the amenities within and to transport connections. The town is lacking in footpaths and there are a number of unpaved roads. Walkability issues also extend to coach and bus stops, some of which fail to meet Disability Discrimination Act (DDA) standards, posing challenges for the physically impaired. There are few dedicated cycling facilities, although the Creswick Trails Network is set to improve active transportation and attract further tourism. The Creswick train station is within 400 – 800 metres of a large amount of residential land in the town (mostly GRZ and LDRZ) and approximately 1 kilometre from the C1Z land in the town centre (measured from the Creswick IGA). This presents an opportunity to improve the walking and cycling connections to the train station, ensuring that the entire town, especially the areas within 500 metres of the train station, are well-connected. Due to these elements, these residential and commercial areas should be retained within the Clunes town core boundary.

Consistency with State policy

The current boundary (with some minor adjustments as discussed) is consistent with the state policy framework, such as Clauses 11.01-1S and 11.01-1R, which provides opportunities for managed growth in the town. Clause 13.02-1S supports limiting growth in areas affected by natural hazards, such as the BMO. There are also areas subject to flooding identified in the Hepburn Planning Scheme through the LSIO which provide requirements for new development in relation to the identified flooding level. 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 Creswick township is consistent with the Council's MPS and local and municipal planning policy framework, particularly including 11.01-1L Townships and settlements, 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 Ballarat, Clunes, Daylesford and Hepburn Springs and also settlements such as Newlyn and Blampied to support the Creswick town core boundary.

In setting a boundary for a township include:

Residential areas that are integrated into the township or surrounded by other uses that have a strong functional interrelationship with the township even where limited development opportunities exist Residential land within the township is appropriately located within the boundary and surrounds the commercial core of the town. There are existing areas of residential growth, such as the small parcel on Bald Hills Road that are proposed to be expanded to provide new housing opportunities and typologies. There are also areas not currently zoned residentially, such as the land encompassing the RACV Goldfields Resort and the FZ land to the north of the existing boundary that are to be included in the new proposed boundary to further accommodate future growth (subject to further investigation). Managed growth housing change on land not affected by the Heritage Overlay (HO) and LSIO provide opportunities for moderate housing growth into the future.

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 Creswick Primary School, Creswick North Primary School, University of Melbourne School of Forestry, Creswick Hospital, Creswick Hub, Creswick Visitor Information Centre, Creswick Post Office, Creswick Police Station, Creswick CFA, Creswick landfill and other social and recreational facilities are located within the town core boundary which is appropriate.

Public open space areas that have or are intended to have a strong functional interrelationship with the township. There is significant existing public open space located within the town such as Calambeen Park, Creswick Holiday Park, O'Keefe's Dam, RACV Goldfields Resort, Park Lake Gardens, Creswick Pump Track and the Doug Lindsay Recreation Reserve. Creswick Creek is within the town's boundary which has important environmental and landscape roles and cultural significance to First Nations peoples. These areas have a strong functional relationship with the town and should be retained in the 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. Some of the constraints to growth, such as the HO and LSIO are located throughout the township. The LSIO is located predominantly within the centre of the township along the Creswick Creek and the BMO covers land outside and adjacent to the boundary where rural land and public land exists. These constraints have been mapped and are known in relation to the township and have already influenced the placement of the boundary.

12.0 Appendix B: Zones and Overlays

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.
- General Residential Zone (GRZ) which encourages development that respects the neighbourhood character of the area and a diversity of housing types and housing growth particularly in locations offering good access to services and transport. No permit is required for a dwelling, unless it is on a lot of less than 300 sqm. Mandatory maximum building heights are set at 11 metres with a dwelling or residential building to be no greater than three storeys.
- 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 (PUZ1, PUZ2, PUZ3, PUZ5, PUZ6)
 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 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).
- 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.
- Transport Zone (TRZ1, TRZ2, TRZ3) 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
- Development Plan Overlay (DPO) which identifies areas where the form and conditions of future development need to be shown on a plan before a permit can be granted to use or develop the land. They usually relate to new development areas and significant redevelopment sites.
- Erosion Management Overlay (EMO) is to prevent inappropriate development and minimise land disturbance in areas prone to erosion, landslip or other land degradation processes.
- 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.
- Land Subject to Inundation Overlay (LSIO) which is applied to land that is subject to inundation related to flooding from waterways but is not part of the primary floodway as identified by the relevant floodplain management authority.
- Vegetation Protection Overlay (VPO) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.

13.0 Appendix C: Design Guidelines for Town Centre

Building scale

- New buildings should not exceed 3 storeys (11m).
- Where a site abuts or shares common boundaries with residential or heritage properties new building heights should be no more than one storey taller than its adjoining building.

Building design

- Encourage contemporary architectural design that draws inspiration from the heritage and landscape character of Creswick.
- Where development is subject to a heritage overlay preserve at least the building beneath the main roof form
- Avoid the use of pastiche or imitation heritage details in new buildings.
- Ensure new buildings minimise energy and resource use based upon current best practice methods.
- Use durable, sustainable and attractive building materials that will minimise maintenance and contribute to the township character.
- Ensure potential flood effects are thoroughly addressed in new development on affected sites.
 Provide equitable access, a positive interface with streets, and ground floor levels with sufficient freeboard to avoid unwanted impacts from flooding.

Street interface

- Align the fronts and sides of new buildings with the prevailing setbacks.
- Provide active ground floor interfaces, including windows and entries, on new buildings in commercial zones to optimise street activation and surveillance. On corner sites, ensure the secondary frontage has a positive interface with the street in terms of activation, façade expression and materials.
- Continue the rhythm and width of existing building frontages for new buildings.
- Where new access ramps or stairs are required locate them within the property boundary, so they do not interrupt the public footpath.

Vehicle access

- Locate loading facilities on-site where possible.
 Layout loading and unloading of vehicles to avoid pedestrian and vehicle conflict.
- Locate new car parking to the rear or sides of buildings to minimise its impact on the streetscape.

Signage

- Integrate business identification signage so that its location and size complements the building and its surrounds.
- Locate signage so that it does not extend above the parapets of buildings.
- Avoid the installation of signage above verandahs and cantilevered awnings.
- Review the distribution and prominence of signage on private and public land to reduce visual clutter within the town centre.
- The illumination of signs is discouraged. Where illuminated signs are considered appropriate, ensure light spill to nearby residential land is avoided.

Landscape and fencing

- Wherever possible, retain existing trees and incorporate them into the site planning of new development.
- Where front setbacks are proposed incorporate planting appropriate for the site and wider context.
- Where required, use low height or semi-transparent fencing for commercial properties.

14.0 Appendix D: Neighbourhood Character Design Guidelines (under separate cover)

15.0 Appendix E: Action Implementation Table 15.1.2

Priority				
Esti. New Cost (\$)				
Stakeholder/ Community Engagement				
Involved		6		
Lead Agency/ Responsibility				
Duration				
Timing/ Commenced				
Actions				
Actions#				

			ATTACH	MENT 6.1.2
Priority				
Esti. New Cost (\$)				
Stakeholder/ Community Engagement				
Involved		6		
Lead Agency/ Responsibility				
Duration				
Timing/ Commenced				
Actions				
Actions#				

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)	BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.
	BAL of 12.5 -LOW: There is a risk of ember attack.
	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.
	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.
	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.
	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.
Bioregion	The Victoria Minster 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.
	https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks
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 ATTACHMENT 6.1.2
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 heath 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	The collection of different materials used in buildings along a street.
materials	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 ATTACHMENT 6.1.2
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	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. The SSF identifies seven categories that can assist in creating sustainable subdivisions: i. Site Layout and Liveability ii. Streets and Public Realm iii. Energy iv. Ecology v. Integrated Water Management (IWM) vi. Urban Heat vii. 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)	 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. The key principles of WSUD are: 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
PUBLIC AGENDA STRUCTURE PLAN	

Term	Definition ATTACHMENT 6.1.2			
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	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:			
	 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 			



Have your say at https://participate.hepburn.vic.gov.au/future-hepburn



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SHIRE COUNCIL Cred 170 sit Victoria



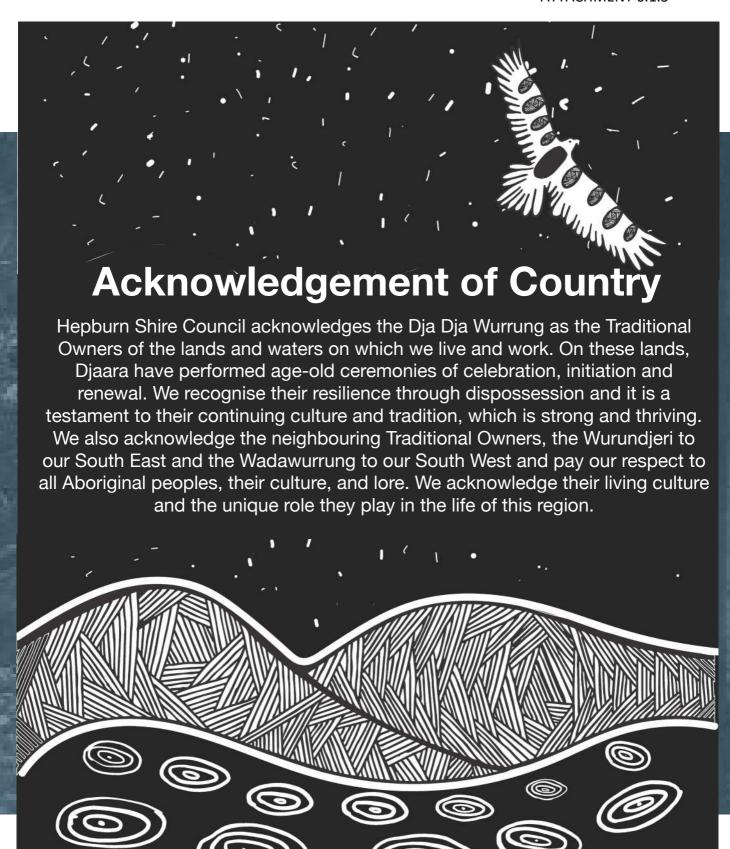
Daylesford and Hepburn Springs Structure Plan

Draft Structure Plan



April 2024 Hepburn

PUBLIC AGENDA - SPECIAL MEETING OF COUNCIL - TOWNSHIP STRUCTURE PLANS AND RURAL STRATEGY - 30 APRIL 2024



Prepared for Hepburn Shire Council by Plan2Place Consulting.

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V1	20-Dec-2023	Draft 1 Prepared for Officer Review
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V5	19-Apr-2024	Drafτ 5 Frepared for Consultation



Peter Boyle_Urban Design+ Landscape Architecture



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1.0 Introduction

Daylesford and Hepburn Springs are towns popular for their rural lifestyle living and mineral springs tourism in the north-east of the Central Highlands region. Combined, they are home to 3,149 people: 2,781 in Daylesford and 368 in Hepburn Springs.

The towns are on Dja Dja Wurrung country at the foothills of the Great Dividing Ranges. Pastoral activities, gold mining, agricultural and waves of migrants later made the towns home. Located approximately halfway between Ballarat and Bendigo they are bisected by the Midland Highway, the main point of access to both townships.

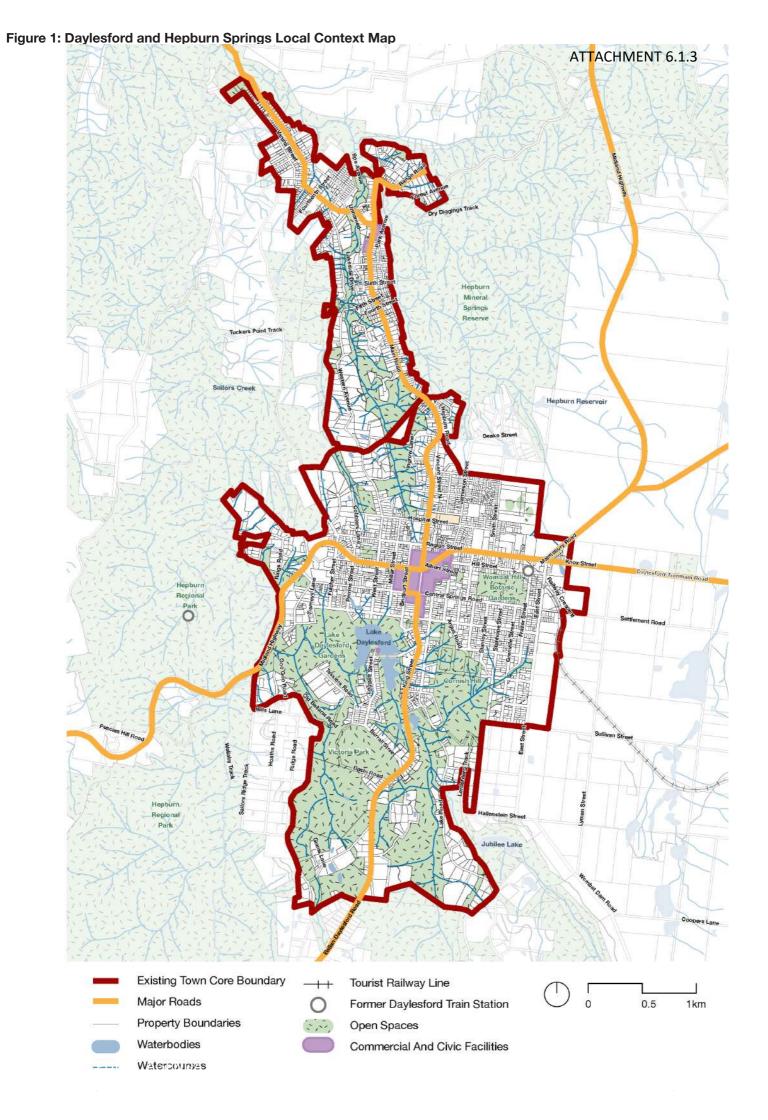
The towns provide a range of mid-level services including a supermarket, primary and secondary education, retail, business, recreation and medical services including the Daylesford Hospital.

Retailing in Daylesford is primarily concentrated on Vincent and Howe streets while Hepburn Springs is more haphazard, spread over several blocks along Main Road. Tourism, especially relating to the spa tourism industry is a significant contributor to the economy of both towns while the building industry employs many local residents. A number of galleries, arts and culture facilities and natural features such as the mineral springs add to the unique character of the towns.

The towns are characterised by attractive landscape settings of lakes, hill and forests. There are a large number of heritage buildings and places providing a valued atmosphere. Productive agricultural land surrounding the townships' eastern boundaries is another landscape feature.

The key components of Daylesford/Hepburn Springs are shown in Figure 1.





2.0 Town Regional Role and Context

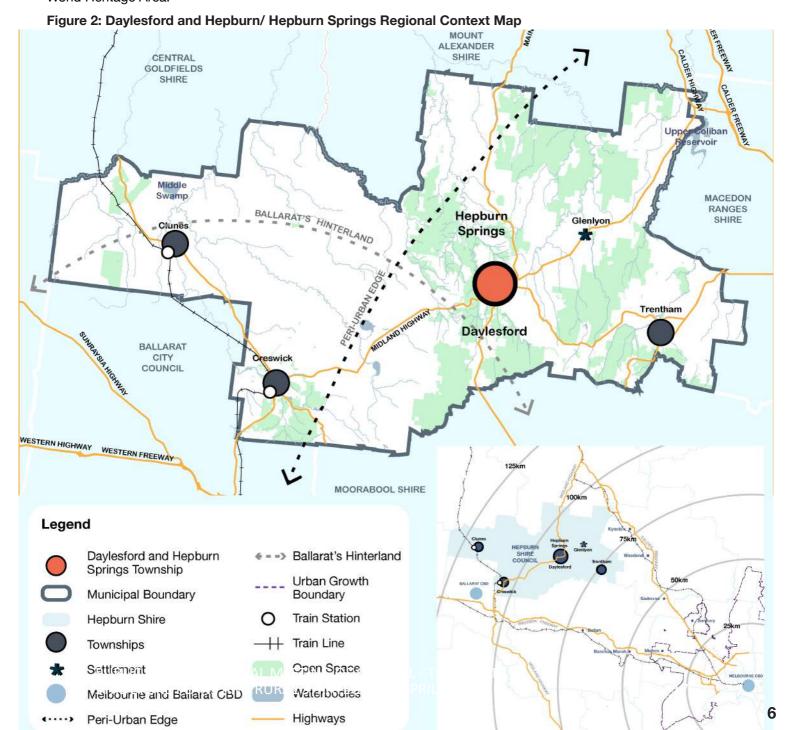
Daylesford and Hepburn Springs are located in the centre of the Shire of Hepburn. Both towns are bisected by Ballan-Daylesford Road or Main Road while Daylesford is also bisected by the Midland Highway, linking the township to Ballarat in the west. Daylesford in particular is important to surrounding settlements such as Musk Vale, Eganstown and Glenlyon providing retail, business, medical and education services.

The economy of the two towns is built on a strong history of gold, forestry, migration and later their role as spa towns, and tourism is an important industry for both towns. Residents also work in school education, hospitals, healthcare, supermarket and grocery stores, retail, agriculture, sheep, beef cattle, grain farming and hospitality. Daylesford and Hepburn Springs rely on Ballarat and Melbourne for higher order employment and services. The whole of Hepburn Shire is included in a bid to recognise Victoria's Goldfields Region as a UNESCO World Heritage Area.

The historic townships are surrounded by hilly topography and dense forest to the north, west and south and agricultural land to the east. Several small creeks flow down the hilly topography into the townships, some of which flow into Lake Daylesford, an important ecological and tourist feature of Daylesford.

Daylesford is home to the Chillout Festival and the Big Rainbow, Australia's first "big" landmark dedicated to the celebration of regional LGBTIQA+ pride and inclusion. The landmark was designed with members of the LGBTQIA+ and First Nations communities. Hepburn Shire has made long term efforts to celebrate the local LGBTQIA+ community.

Note: References in this structure plan to Hepburn Springs include the town of Hepburn.



3.0 The Town Structure Plan

3.1. Role and function

The Daylesford and Hepburn Springs Structure Plan has been developed to guide and 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 past engagements we know that our community values and wishes to protect our rural landscapes, the character of townships, biodiversity and environment, and agricultural land.

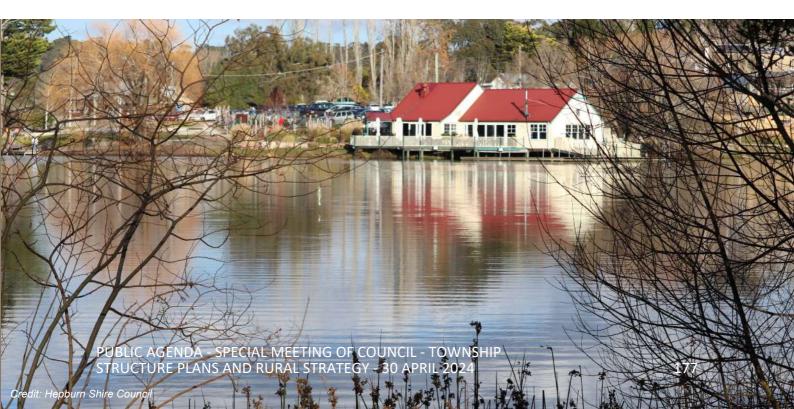
The purpose and function of the structure plan is to plan for the future of Daylesford and Hepburn Springs by protecting the distinctive positive elements of the towns and build upon the opportunities. The structure plan will guide the physical and natural environment, amenity, and activities of the towns defining the boundary of the towns 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 Daylesford and Hepburn Springs.

Timeline





3.2. Boundary analysis

An analysis of the extent of the town core 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 681 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 strategic location of the towns in the centre of the Shire and as identified in the Central Highlands Regional Growth Plan, support the continued residential and commercial growth of the towns. There is sufficient scope for further residential development within the Daylesford and Hepburn Springs township boundaries in infill areas and to the east of Daylesford.

There are significant opportunities for commercial and industrial growth, particularly in Daylesford, and to harness tourism opportunities in the towns. Further expansion of Hepburn Springs in all directions and to the south, west, north-west and north-east of Daylesford is constrained by areas of high bushfire risk, biodiversity and topography.

There is sufficient scope for further residential development within the Daylesford town core boundary with a well located cluster of large land parcels east of East Street currently zoned as Farming Zone, that should be included in the boundary and rezoned as Neighbourhood Residential Zone. Further expansion of the town is constrained by areas of high biodiversity to the west, north and south. Industrial expansion can be accomodated on Farming Zone land to the east, adjacent to existing industrial zoned land. This land, including the existing Industrial 1 Zoned land should be rezoned to Industrial 3. A small area of Rural Conservation Zone land in Hepburn Springs should also be included within the town core boundary and rezoned to Neighbourhood Residential Zone and an area of existing Neighbourhood Residential Zone land along the north-east boundary of Daylesford should be included in the boundary. 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 in included in **Appendix A** and a map of the proposed town core boundary for Daylesford and Hepburn Springs is shown in **Figure 3**.

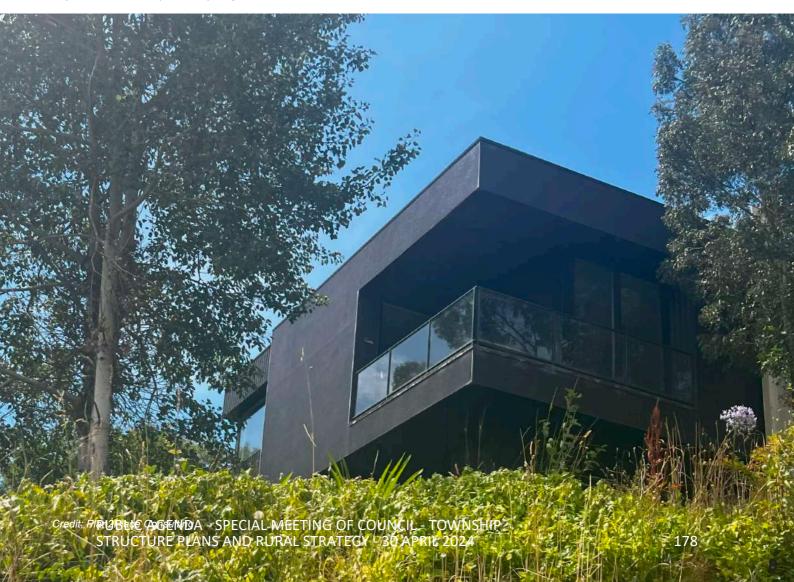


Figure 3: Boundary Analysis **ATTACHMENT 6.1.3** Springs Sallors Greek Hepburn Reservoir Regional 0 0.5 1km Existing Town Core
 Boundary O Former Railway Station Green Space Proposed Town Core Daylesford Waste Boundary Transfer Station Property Boundaries Waterbodies Watercourses

3.3. Strategic and statutory context

Planning in Daylesford and Hepburn Springs is influenced by a range of state and local policies and background studies and information.

State policy

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

Victorian Government policy including Plan Melbourne (2017-2050) and the Central Highlands Regional Growth Plan (2014) identifies Daylesford as a town for contained growth providing sub-regional goods and a service role, servicing smaller town and rural district needs including local government, policing and ambulance services to a surrounding rural hinterland. It is identified on the edge of 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. This is also reflected in Clause 11.01-1R of the Hepburn Planning Scheme.

Plan Melbourne states that "development in periurban 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 Daylesford as a town with a defined boundary and Hepburn/Hepburn Springs as a town with a defined boundary and subject to significant bushfire risk.
- The MPS Settlement Plan which shows Daylesford as a town that is identified for consolidation and Hepburn/Hepburn Springs as a town that is subject to bushfire risk.
- 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 township plans for Daylesford and Hepburn/Hepburn Springs.
- Clause 15.03 sets out 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 Daylesford and Hepburn Springs and their surroundings including the following:

Zones

- 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.
- Transport Zones (TRZ1, TRZ2, TRZ3) which is applied to land for declared roads, railways and other important transportation infrastructure.
- Public Use Zone (PUZ2, PUZ6) applies to public land use for public utility, infrastructure and community services.
- Farming Zone (FZ) encourages productive agricultural land and employment and population to support rural communities on a minimum lot size of 40 hectares unless specified.
- Rural Living Zone (RLZ1) 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 (4-8 hectares is applied in Hepburn).
- Rural Conservation Zone (RCZ) applies to protect and enhance the natural environment for its historic, archaeological, scientific, landscape, faunal habitat and cultural values.
- Special Use Zone (SUZ) provides for tailored provisions for a wide range of purposes, such as showgrounds, freight logistics centres and tourism precincts.
- Commercial 1 Zone (C1Z) applies to commercial centres for convenience retailing with mixed uses and accommodation encouraged.
- Industrial 1 Zone (IN1Z) which is applied to land where industrial uses are accommodated and other than a caretaker's house prohibit all accommodation.

Overlays

- Bushfire Management Overlay (BMO) identifies and manages areas of bushfire hazard.
- Design and Development Overlay (DDO) manages built form and the built environment through building height and setback provisions.
- Environmental Significance Overlay (ESO1) (ESO2)
 manages development of land may be affected
 by either environmental constraints or significant
 natural environment.
- Erosion Management Overlay (EMO) protects areas prone to erosion and landslip by minimising land disturbance and inappropriate development.
- Heritage Overlay (HO) manages development of a heritage place.
- Land Subject to Inundation Overlay (LSIO) applies to land that is subject to inundation related to flooding from waterways.
- The Vegetation Protection Overlay (VPO) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.
- Neighbourhood Character Overlay (NCO) identifies areas of existing or preferred neighbourhood character and manages development including demolition and development controls.
- Road Closure Overlay **(RXO)** identifies a road that is closed by an amendment in a planning scheme.

Existing zones and overlays affecting Daylesford and Hepburn/ Hepburn Springs and surroundings are shown in **Figures 4 and 5** and a more detailed description can be found in **Appendix B**.

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IL - TOWNSHIP

Figure 4: Daylesford and Hepburn Springs Zones **ATTACHMENT 6.1.3** RLZ PCRZ (PPRZ) (RLZ) SUZ Hepburn Springs (FZ) RCZ (LDRZ) LDRZ Daylesford Waste FZ FZ NRZ) CIZ NRZ PCRZ Hepburn NRZ) FZ) PPRZ NRZ PUZ LDRZ PCRZ FZ) PCRZ LDRZ Park PPRZ FZ RLZ Rural Living Zone C1Z Commercial 1 Zone RLZ 0.5 1km Special Use Zone FZ Farming Zone Industrial 1 Zone Transport 1 Zone IN1Z Town Core Boundary Transport 2 Zone TRZ2 NRZ Neighbourhood Residential Zone Property Boundaries Low Density Residential Zone Transport 3 Zone LDRZ PCRZ Public Conservation and Reserve Zone PPRZ Public Park and Recreation Zone 17612 Public Use Zone RCZ Rural Conservation Zone

Figure 5: Daylesford and Hepburn Springs Built Form Overlays **ATTACHMENT 6.1.3** HO HO Mineral DDO Hepburn Reservoir NCO HO NCO НО NCO HO NCO HO DDO DDO Design and Development Overlay 0.5 1km Heritage Overlay (NCO) Neighbourhood Character Overlay Former Daylesford

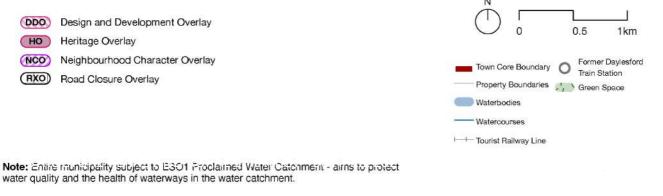
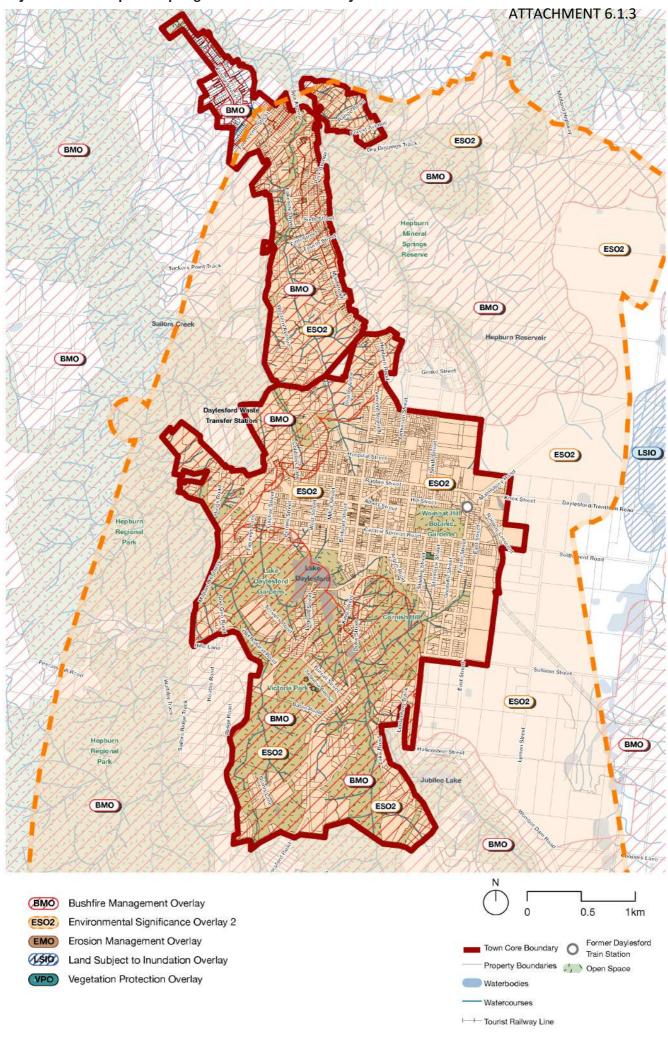


Figure 6: Daylesford and Hepburn Springs Environmental Overlays

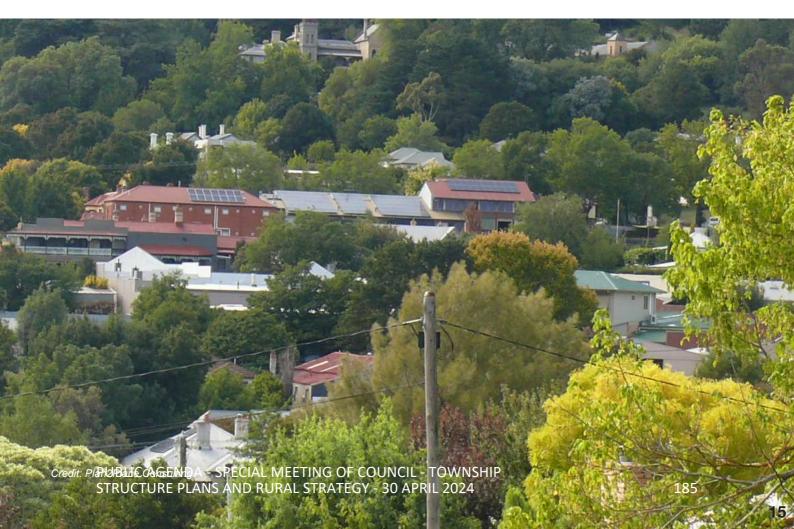


3.4 Background research

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.
- Part A: Daylesford 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.

- Part B: Hepburn Springs 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.
- 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.
- Hepburn 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 6.1.3

4.1. Methodology and outcomes

The development of a structure plan for Daylesford and Hepburn Springs is part of a once-in-ageneration 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; the township structure plans and supporting technical studies, and the two shire-wide strategies including Rural Hepburn: Agricultural Land and Rural Settlement Strategy and the Integrated Transport Strategy.

Community engagement has been undertaken to date 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 Daylesford and Hepburn Springs Conversation Starter, Background Papers, Survey, in-person community sessions and other community and stakeholder activities were held.

At the completion of this phase the Daylesford and Hepburn Springs Structure Plan, Engagement Report, Wayfarer Consulting, July 2023 was developed and shared with the community. This served as a foundation for the second, deeper stage.

Refer to the 'Daylesford and Hepburn/ Hepburn Springs Structure Plan Engagement Report', Wayfarer Consulting, July 2023 for further details.

Deeper stage

A community panel have worked together to assist Council in creating a shared vision and objectives based on six key themes identified within the Daylesford 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 Daylesford and Hepburn/ Hepburn Springs Structure Plan, Co design workshops, Key findings; Wayfarer Consulting, December 2023.

Daylesford and Hepburn Springs Community Engagement Summary



People responded to the online survey



People attended the community engagement sessions

Housing



- Diverse range of homes Improved housing design
- Improved affordable housing
- Greater social and affordable housing options

Urban Design



- streetscapes, topography and
- Improve neighbourhood character requirements for residential

Business and Economy



Health service businesses Worker accomodation, high quality telecommunications connections and an improved road and public transport



- Preserve Lake Daylesford, Wombat Hill Botanic Gardens, Breakneck Gorge, Cornish Hill, Sailors Creek and Wombat
- development in towns

Movement and Access



- Improve road and footpath
- Improve cycling infrastructure
- and public transport networks Improve and establish new links to neighbouring towns

Community and Cultural Infrastructure

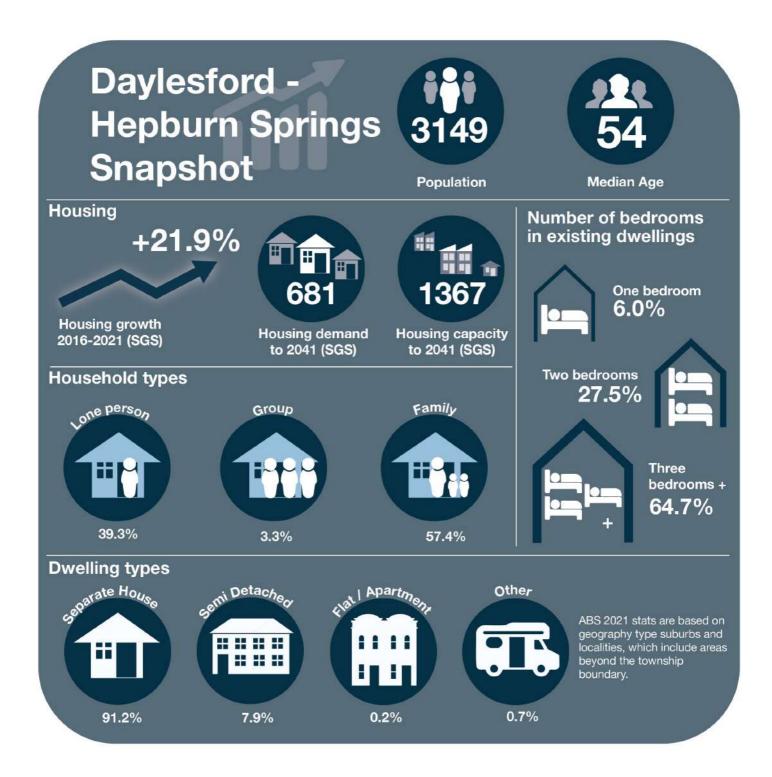


- New cinema and community
- arts space New heated/ indoor pool
- Larger library
- Additional public toilets, playgrounds, youth spaces, and community facilities

5.0 Town Overview and Key Issues

The Structure Plan for Daylesford and Hepburn Springs 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, busines and economy, urban design, movement and place and community and cultural infrastructure. Each theme provides a summary of the elements, opportunities and challenges that shape the plan.



5.1. Housing ATTACHMENT 6.1.3

Together, Daylesford and Hepburn Springs offer a wide variety of housing options, from heritage cottages and suburban-style development, to dwellings set in semibush and semi-rural environments. The townships are popular due to their historical appeal, amenities and landscape settings, and proximity to Melbourne and Ballarat.

Housing affordability is a continuing challenge for the municipality in the context of population growth, evidenced by the lack of housing diversity and the high rate of partially occupied dwellings mainly due to the large short term rental market. This suggests that more medium-density housing and smaller dwellings should be considered to provide a greater range of housing choices.

Rents are rising substantially and there is a lack of long-term rental properties. Most short-term rental dwellings are located in Daylesford (500 dwellings) and Hepburn Springs (150 dwellings) largely due to their popularity among tourists. This creates challenges, including people unable to age in their community as their needs change, and housing scarcity for local workers. This in turn impacts the local economy and community as people then move to more affordable areas.

Daylesford added 120 dwellings between 2016 and 2022, a 15% increase. The town is expected to experience further residential growth. There is some capacity to accommodate additional housing on vacant lots, and through further subdivision, within the township boundaries.

According to SGS, anticipated housing demand between 2021 and 2041 is 1,247 dwellings. Housing capacity including both infill and greenfield development is estimated at 1,367 dwellings, resulting in a deficit of 120

dwellings. While there is sufficient scope to meet future demand within the existing town core boundary, there is a potential gap when excess demand is shifted away particularly from Glenlyon to Daylesford.

The structure plan should address this shortage by identifying future greenfield redevelopment sites with reduced fire risk, and also encourage greater housing diversity and affordability through infill development. This should occur while protecting the town's natural and heritage values and avoiding increasing bushfire risk to the town. This should occur through the lens of identifying housing change areas.

Expanding and diversifying the visitor accommodation offer has been identified as essential in the Daylesford Macedon Tourism Destination Management Plan (2024-29). A significant gap has been identified in the supply of boutique accommodation and hotels to meet the preferences of visitors. Locations to provide new forms of visitor accommodation such as in the town centres need to be identified in the structure plan.

Determining housing change areas integrates a range of different components of strategic work undertaken by Council and provides greater direction to guide development. Two change areas have been identified:

- Minimal housing change comprise those 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 encompass residential areas with established neighbourhood character values that have greater capacity for housing change and growth to occur.



5.2. Environment and heritage

Environment

Daylesford and Hepburn Springs are both surrounded by dense native forest to the north, south and west on hard sandstone ridges with a north-south orientation. Farming areas have been established on volcanic plains lava flows to the east of the towns and have generally flatter topography. Key landscape and recreation features include Wombat Hill (a 'newer volcanic' eruption point) and its Botanic Gardens, Lake Daylesford, and Jubilee Lake (created by damming Wombat Creek upstream of Blind Creek). The towns are notable for the numerous natural mineral springs – some with developed infrastructure including, the Hepburn Springs Reserve with its bathhouse and mineral springs spa resorts set among native bushland. A number of these features are located on Crown land as shown in **Figure 9**.

Sailors Creek flows north along the western side of Daylesford and has an upstream catchment area of 66 sq km. Several small tributaries flow through Daylesford into Sailors Creek. To the east of Hepburn Springs, the Spring Creek also flows north and has an upstream catchment of 18 sq km. Tributaries of Spring Creek, Doctors Gully and Cobblers Gully divide areas of residential development in Hepburn. Spring and Sailors Creek join the Larni Barramul Yaluk which eventually joins the Loddon River and onto the Murray River.

The Goldfields Bioregion and Central Victorian Uplands Bioregions meet near the Daylesford/Hepburn Springs boundary. The drier forests of the Goldfields, with diverse eucalypt species, predominate to the north while to the south, the wetter forests of the Central Victorian Uplands Bioregion are characterised by Messmate and Manna Gum.

Environmental Challenges and Constraints

Ensuring Daylesford and Hepburn Springs can respond to bushfire and other environmental ordeals, exacerbated by climate change, are key challenges, with hotter, drier, more frequent and intense weather events predicted. Hepburn Shire has already felt the impacts of these types of events in the last few years.

Outward future growth and development of the two towns is limited by bushland with associated bushfire hazard on surrounding public nature reserves, private bushland and plantations. The native vegetation is important to the biodiversity and character of the towns however there is a tension with its retention and the imperative to protect human life and property. Higher risk areas have been identified as those areas within 400m of the forest/woodland, sloping areas and areas with poor accessibility for CFA fire trucks. It is difficult for properties in the north-west and south of Daylesford and the north, west and southern edges of Hepburn Springs to achieve the minimum low Bushfire Attack Level of 12.5. Some areas of Hepburn Springs have a separate Bushfire Management Overlay requiring houses be built to withstand a BAL of 29 as shown in Figure 7.

Areas within the existing town boundaries with existing built form and reduced vegetation provide safer areas. The areas east of the Daylesford, within and immediately beyond the existing town core boundary, provide the safer areas for future development.

Protecting mineral springs and conserving water supply in catchment and forested areas surrounding the towns, while responding to bushfire risk, will be a key consideration in the structure plan. Ensuring the towns are ready to respond to the already apparent impacts of climate change is a key challenge for the future.



Daylesford waste transfer station and former landfill

The Daylesford Waste Transfer Station is located on the site of the former Daylesford landfill in Ajax Road. 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 and an Environmental Audit Overlay area around the facility but their precise extents would be subject to further detailed environmental assessments.

The former Daylesford landfill operated until 2004. It is approximately 5.6 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 further intensification of residential uses and development. Impacts from the former landfill could be better managed by applying a Buffer Area Overlay and an Environmental Audit Overlay to the area around the facility but their precise extents would be subject to further detailed environmental assessments.

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

Heritage

Daylesford's gold rush heritage is largely intact towards the centre of the township, which is characterised by many of historic buildings, particularly along Vincent Street. This area has a distinct 19th century character and is where the Post Office, Townhall and, later in the 1920s, the former Rex Theatre, can be found. This historically significant and intact street remains the civic heart of the township, serving both commercial and community roles. Historic commercial areas consist of fine grain frontages (usually less than 6 metres in width). These are located predominantly along Vincent Street between Albert Street and Central Springs Road. Other heritage sites in Daylesford include mining sites in Cornish Hill and the Wombat Hill Botanic Gardens.

Similar to Daylesford, Hepburn Springs has a unique 19th century character, particularly along Main Road but with lower scale buildings. Several heritage buildings associated with the Swiss-Italian community, such as Villa Parma and the Old Macaroni Factory, are also found. Historic properties are located closer to Main Road and consist of smaller frontage widths (often less than 20 metres wide). Hepburn Springs also has a long history as being a spa town which continues to exist today. Daylesford and, by extension, Hepburn Springs were promoted as holiday destinations by the Government Tourist Bureau in 1908. Heritage places and cultural heritage sensitivity for Daylesford and Hepburn Springs are shown in **Figure 8**.

ATTACHMENT 6.1.3

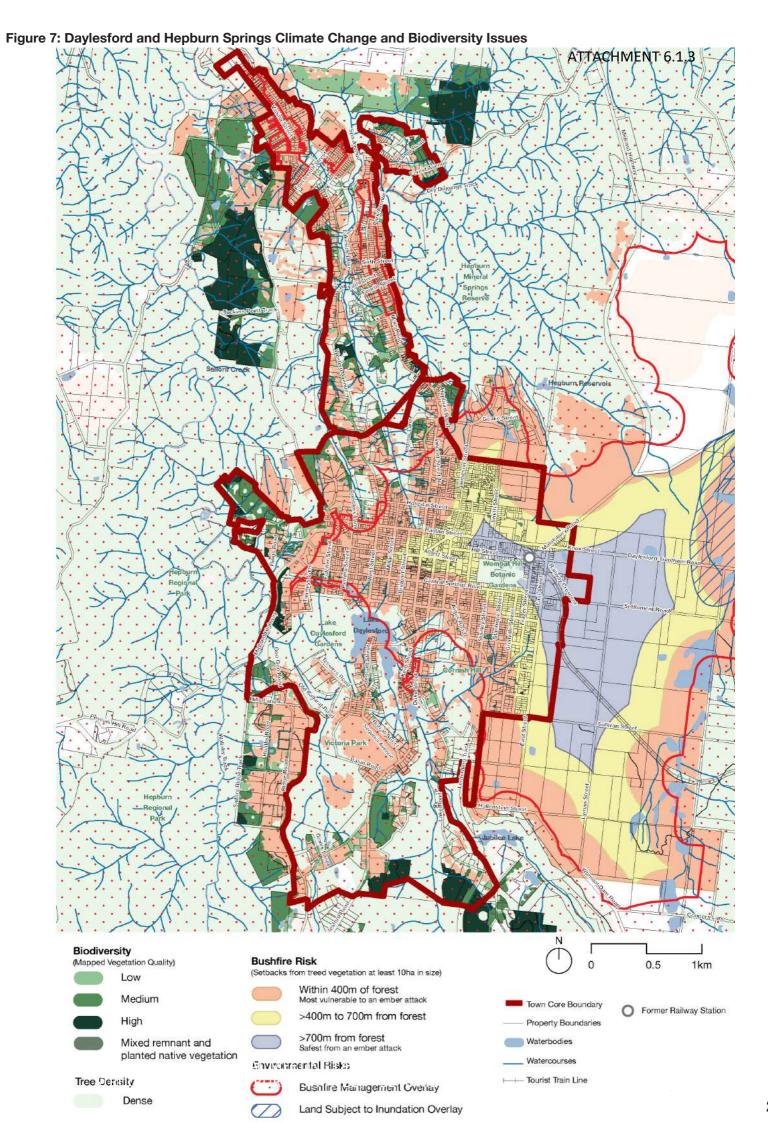
Dja Dja Wurrung land significance

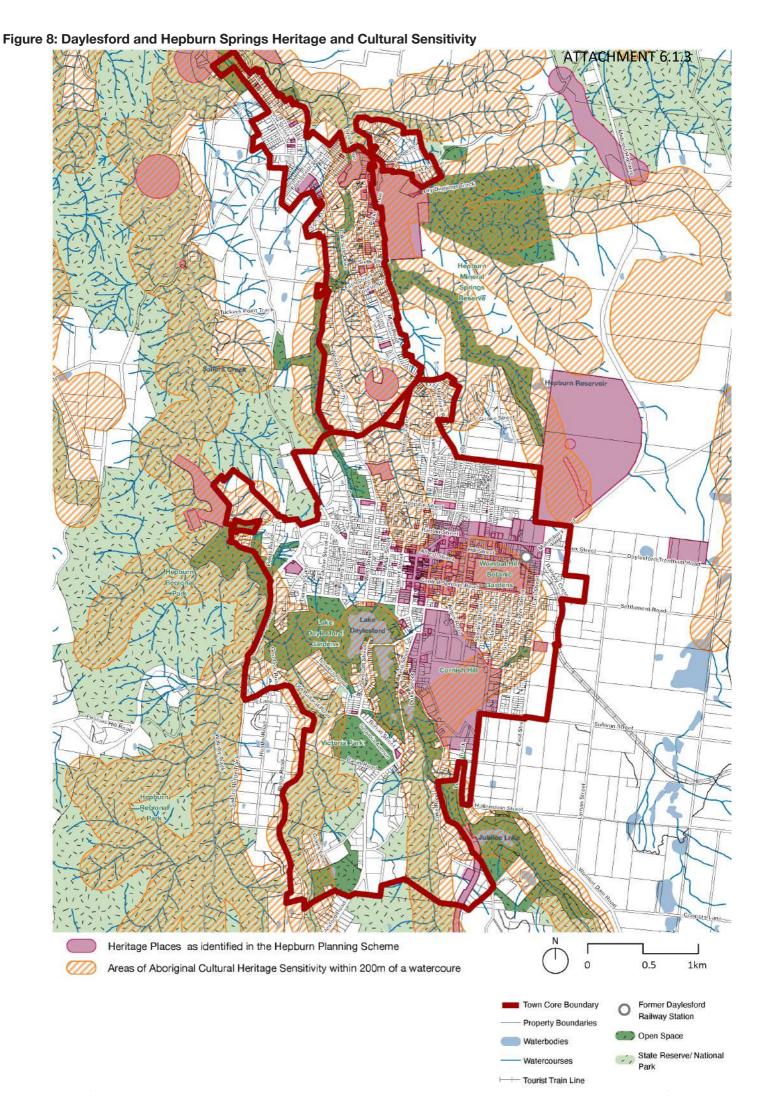
Originally managed by age-old practices of the Djaara people for thousands of years, the natural ecosystems of the area, such as Spring Creek and Sailors Creek and its tributaries, have been significantly disturbed. For the Dja Dja Wurrung People, Country is more than just the landscape and more than 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.

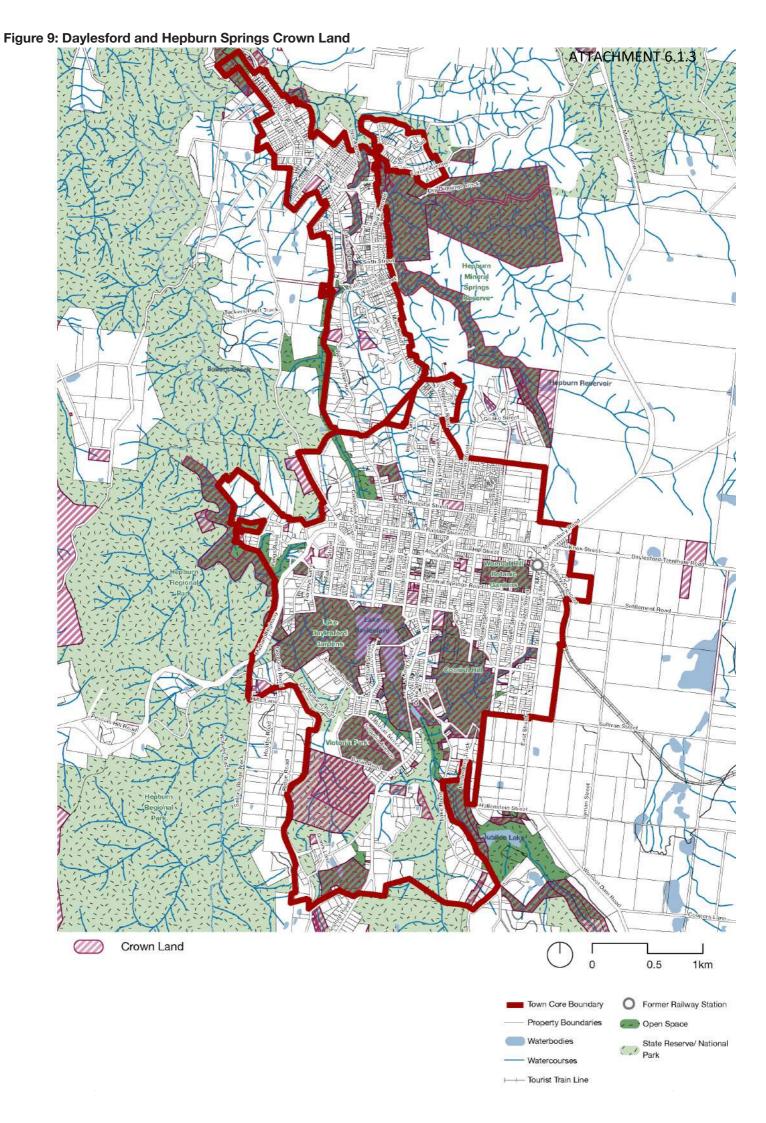
Hundreds of years ago, this land was mostly covered in open forests and woodlands, providing the Dja Dja Wurrung with the plants and animals they used for food, medicine, shelter and customary practices. Important tucker and medicine species to the Dja Dja Wurrung can still be found across their Country 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.









5.3 Business and economy

The economy of the two towns is built on a strong history as a spa town and tourism is an important industry for both towns and the Shire more broadly. The Daylesford Macedon Tourism's regional brand consists of four main themes including food and drink (indulge), escape and rejuvenate (refresh), history and culture (learn) and art and artisan (make), themes that are reflected in Daylesford and Hepburn Springs tourism offer.

Residents also work in school education, hospitals, healthcare, supermarket and grocery stores, retail, agriculture, sheep, beef cattle, grain farming and hospitality. Though high quality and finite agricultural land surrounds Daylesford and Hepburn Springs, employment in traditional agriculture is decreasing while smaller scale artisan agriculture is increasing. Employment in aged care and social assistance is also rising.

Daylesford and Hepburn Springs contain numerous spas, restaurants and galleries along with many gardens and accommodation options, including cottage style bed and breakfasts through to resort style developments. These are supported by a range of annual events, the weekly Daylesford Sunday market and heritage train services.

As the spa industry grows, it is important that the towns continue to innovate so as to not lose market share. Tourism in Daylesford and Hepburn Springs, and the Macedon regions was valued at \$95 million as gross value added in 2020/21 or 4% of gross value added from tourism in regional Victoria. This is quite substantial for the local and regional economy.

The structure plan should identify opportunities to support tourism and events that bolster the expanding spa industry supporting the tourism economy for residents. This may include projects to enhance and protect streetscapes and township amenity.

Daylesford has a well defined town centre, a supermarket, a range of local convenience stores, a chemist, hardware shop and takeaway shops. Vincent Street, the heart of the town, is dominated by gift shops, restaurants and cafes serving a largely visitor market.

The town centre of Hepburn Springs is less defined, consisting of tourism-based retail, dining and accommodation options catering primarily to tourists.

Daylesford and Hepburn Springs will continue to rely on Ballarat, Bendigo and Castlemaine for higher order employment and services, although attention should be given to strengthening the opportunities the towns can offer. The allocation of additional industrial land should be investigated in Daylesford to allow for the establishment of further local employment. Future employment opportunities should be encouraged in the local commercial, tourism and industrial sectors to strengthen the role of the towns.

There is current demand for 33,300sqm of commercial floorspace and there is current capacity of 18,100sqm according to SGS Economics. To meet demand to 2041 and including that generated by population growth in

surrounding towns, an additional 15,200 sqm will be required assuming 50% site coverage and up to two storey development. SGS anticipate demand could be met through redevelopment and additional opportunities for modest commercial floor space expansion in the town centre. On this basis, the existing commercial areas are sufficient to meet the towns' commercial floorspace needs to 2041. The structure plan needs to facilitate development in upper floors of existing buildings and consider where new development can be sensitively added to existing commercial sites.

SGS Economics state there is current demand for 12,000sqm of industrial floorspace and there is current capacity of 1,400sqm. To meet demand to 2041 and including that generated by population growth in Glenlyon, an additional 5-6 hectares will be required assuming 40% site coverage and single storey development. The structure plan needs to identify locations suitable for this additional industrial land. Factors such as proximity to existing industrial land, main roads and without the constraints of bushfire and biodiversity are important considerations.

Balancing the commercial and industrial needs of locals and tourists is key to the long-term success of both Daylesford and Hepburn Springs.



5.4 Urban design ATTACHMENT 6.1.3

Residents and visitors are attracted to the distinctive heritage buildings, landscapes and character of Daylesford and Hepburn Springs. Hepburn Springs and Daylesford have a distinct landscape setting in Victoria's Central Highlands region, surrounded by pastoral and forest scenery with striking vistas and views including Wombat Hill in Daylesford. The towns are characterised by the interplay between the landscape and buildings being located on significant ridgelines of hilly to undulating topography, surrounded by dense native vegetation. The towns include many heritage buildings from the Gold Rush era.

To the west and the south, dense native forest restricts the expansion of both towns and creates a soft urban edge with natural beauty and wildlife. Some areas in both townships have limited access due to the steep slopes that define the landscape. In Daylesford, Vincent Street is a historically significant and intact main street of the Gold Rush era containing buildings such as the Town Hall, The former Rex Theatre, Post Office, local convenience stores, restaurants, hotels,

Credit: Plane Person OF COU STRUCTURE PLANS AND RURAL STRATEGY - 3 cafes and other buildings. Hepburn Springs is uniquely characterised by Swiss-Italian heritage properties including the Villa Parma and the Old Macaroni Factory. Ribbon development along Main Road links the town to Daylesford. In both towns over the 20th century, incremental infill residential development has also occurred.

Local roads tend to reflect a typical rural character, being generally wide with generous verges and varied provision of kerbing throughout town residential areas. Parts of the Midland Highway along Daylesford's eastern entry are lined with an Avenue of Honour, a formal avenue of large deciduous trees, establishing a unique leafy character. Other streets in both townships are lined with a mix of native and exotic trees planted informally, strengthening the natural and treed character of both towns.

Both towns feature green corridors along main water courses or valleys. Closer to the centre of Daylesford, roads follow a grid alignment with some diagonal exceptions, reflecting its late 19th and early 20th century heritage. In newer areas and in Hepburn Springs, topography has influenced the street network, tending to more curvilinear alignments.

In Daylesford, smaller, narrower lots are in central areas. Larger, wider lots are usually located on the edges or outside the township. These lots allow more space for vegetation and more space between houses and buildings. In Hepburn Springs, smaller, narrower lots are located around Main Road arranged in a mix of regular and irregular grid networks. Larger, wider lots tend to be located at the edge of the township.

Better urban design will complement the towns' existing attributes and make them more functional, sustainable and attractive. Well-designed public spaces, buildings, streets, gardens and landscapes will ensure that these are great places for the community and add to the overall character of the towns. Design guidelines will provide a framework for managing change.

The structure plan should explore opportunities as shown in **Figures 10, 13 and 14** to:

- Improve universally accessible connections to open spaces and other attractions.
- Provide better wayfinding.
- Manage and protect avenues of honour.
- Plant locally appropriate street trees.
- Conserve and retain heritage places and streetscape elements.
- Facilitate development that meets the preferred neighbourhood character.

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.

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5.5 Movement and ATTACHMENT 6.1.3

Daylesford and Hepburn Springs attract many visitors. They are well connected by main roads to Ballarat, Ballan (and Western Freeway), Kyneton/Woodend (and Calder Freeway), and Castlemaine. The Midland Highway is the main access road for both townships, and is managed by Regional Roads Victoria along with Ballan-Daylesford Road, Daylesford-Trentham Road, Daylesford-Malmsbury Road and Hepburn Springs Road.

Ballan-Daylesford Road, Vincent Street and Main Road provide north-south connections in Daylesford and Main Road functions as a secondary access road in Hepburn Springs. Despite the towns being relatively compact, they are highly car dependent, exacerbated by the lack of passenger rail and limited bus and coach services. During weekends, traffic can queue throughout Daylesford as visitors search for parking to visit local restaurants, shops or tourist attractions.

Several V/Line coach services connect each weekday to Ballarat, Woodend, Castlemaine and beyond (Mildura, Geelong, Bendigo). There are limited connecting bus services to V/Line trains for access to and from Melbourne. In Daylesford, a bus network with two bus stops exists while in Hepburn Springs, four bus stops can be found. Several coach services provide access to Daylesford including the Mildura-Ballarat coach, Daylesford-Melbourne (via Woodend) coach and the Geelong-Bendigo V/Line coach. The Ballan-Hepburn via Daylesford service operates once a day in each direction on Monday to Friday, with no weekend service. The Daylesford-Hepburn loop timetable is complex. It runs at standard times twice in the morning, but the service differs between days of the week. Improved public transport frequency would enhance mobility of residents and offer alternatives for visitors.

Daylesford's compact shape means most open spaces and community facilities are within 800 metres of the town centre, including Lake Daylesford, Daylesford Community Park/ Skate Park, Wombat Hill, Primary schools and kindergartens, hospital, reserves, a 50 metre swimming pool, swimming hole at Lake Daylesford and tourist information centre. The Daylesford Speedway is located in a reserve south of Victoria Park. In Hepburn Springs, most open spaces and community facilities are within 800m walkable distance including the Mineral Springs Reserves. The towns also have a network of trails linking different parks and open spaces, encouraging walking. Pedestrian and cyclist access between the two towns is along Main Road which does not provide a continuous pedestrian or wheeling path. Many paths to facilities would benefit from enhancements including improved wayfinding.

During weekends and holiday periods, the visitor population grows significantly and can stretch the capacity of local facilities. Speed limits vary between 40-60km/h, and high traffic levels keep speeds down at busy times.

Vincent Street provides a compact town centre for Daylesford and is often very busy. Parking is provided at both kerbs and the central medium, in a larger offstreet car parking area adjoining the supermarket, and other on- and off-street parking in surrounding streets. Hepburn Springs' centre is more spread out, with parallel parking along the length of Main Road.

Residential areas for both towns are within walking distance of the centres, but hilly terrain limits the ease of walking and wheeling. Many local streets are without sealed footpaths and there are some unpaved roads. Away from the tourist centres there is little local traffic, which makes walking relatively safe.

There are some good walking tracks and trails. There are also some good off-road paths and trails which offer recreational walking and wheeling opportunities linking to surrounding bushland tracks, and settlements like Sailors Falls and Coomoora. Where wheeling facilities are provided, such as along Main Road in Hepburn Springs, they often have limited separation from traffic and are of inconsistent width and surface quality. Despite wheeling being encouraged recreationally in Daylesford, wheelers are generally not provided for in town centres. Visitors could make use of bike hire to get around locally and opportunities could be identified to improve connections between key community and tourist infrastructure. Opportunities to build upon the Spa Country tourist railway and enhance active transport links could be explored. Accessibility and safety should be considered further.

Vincent Street in Daylesford is a busy thoroughfare where conflicts between cars and walkers or wheelers are common, and footpaths get crowded. In Hepburn Springs, Main Street has much less traffic but can still get busy with visitors at weekends. Away from main streets, car traffic levels are much lower, but walkers often have to use the road carriageway as there are no footpaths.

Footpaths in Daylesford and Hepburn Springs are largely shaded to allow for leisurely browsing and exploring of the town. Mid-block crossing opportunities are provided within Daylesford's town centre, with one raised zebra (wombat) crossing provided across Vincent Street. There are several round abouts in Daylesford but no pedestrian or traffic lights consistent with its rural setting.

Truck traffic is concentrated along Midland Highway (nearly 500 trucks a day west of Daylesford, reducing to 300 to the north) and Ballan-Daylesford Road (200 trucks a day), both passing through Daylesford. Raglan Street sees about 1,200 trucks a day, due to convergence of trucks on other roads in and out of the town. There are 60km/h speed limits through the town except in the very centre, where a 50 km/h limit is provided. Reducing these limits would provide a safer environment for everyone.

The Midland Highway through Daylesford carries significant volumes of truck traffic. The State route of Ballan-Daylesford Road uses Central Springs Road and Bridport Street to join up with the Midland Highway, so that trucks can bypass the central shopping part of Vincent Street. It has been suggested to extend this concept so that Midland Highway trucks use East Street and Central Springs Road, but this would entail increasing the clearance of the rail-over bridge on East Street, and Central Springs Road has extremely steep

gradients where it traverses **AVOACHTMEINT 6.4n 6 an 6 ral**, topography and residential areas make it very difficult to establish an alternative route for trucks around Daylesford. The only other viable solution is to better manage the road environment to keep traffic speeds down.

Electric vehicle infrastructure is limited in Daylesford and Hepburn Springs. Public charging stations are located at Daylesford Town Hall (25kW fast charger) and Mineral Springs Reserve in Hepburn Springs. Other non-public chargers are, however, located in Daylesford and Hepburn Springs.



5.6 Community and cultural infrastructure

Between them, Daylesford and Hepburn Springs have a wide range of community and social assets including:

- Several preschools and primary schools, and a secondary school.
- The Daylesford Town Hall and Council's offices, Neighbourhood Centre, senior citizens centre, library and markets.
- Recreation facilities like the Wombat Hill Botanic Gardens, Lake Daylesford and Jubilee Lake, Hepburn Springs Reserve, Daylesford swimming pool, lawn tennis club, privately owned gymnasium and playgrounds.
- Daylesford Hospital.
- Waste transfer station.
- Victoria Park.
- Skate Park.

An Indoor Aquatics Provision Feasibility Study for the whole Shire is underway.

A range of facilities support the tourism and cultural roles of the towns, building on the museums, heritage sites and major events calendar.

Significant investment is underway on the Wombat Hill Botanic Gardens and mineral springs infrastructure. Many of these facilities provide for both locals and visitors. It will be important to ensure these assets keep pace with changing community needs as the population grows and the mineral springs market becomes more competitive.

The recent Early and Middle Years Strategy, identified that additional childcare, upgrades to playgrounds, indoor playspaces and more activities for young people were high on the list of priorities.

Enabling the town's older population to continue living in the town has benefits for the whole community. Adequate and appropriate transport, housing and outdoor spaces will all contribute to supporting the town and region's over 55 population through the structure plan and will require consistent re-evaluation over time.

The structure plan should identify options and priorities for investment in community and social assets, ensuring these meet changing needs and are well located, as well as by improving links to nearby open spaces and trails, such as through better wayfinding.

Physical Infrastructure

Central Highlands Water have planned for a \$9 million upgrade to the Daylesford Water Treatment Plant. The plant provides 380 megalitres of recycled water per year for irrigation purposes. Expansion of the facility will ensure the plant can meet future demand.

No major upgrades are planned or proposed for reservoirs. Daylesford's drinking water supply will be augmented through the Goldfields Superpipe project while use of recycled water, storm water and rain water will help reduce demands. This could limit development if the existing water supply infrastructure cannot meet future demands.



6.0 Vision and Objectives

6.1. Vision

Daylesford and Hepburn Springs are famous scenic towns set within the forest and known for their mineral springs, heritage, health and wellbeing. We are a diverse, accepting and connected community, living and learning from the Dja Dja Wurrung. Daylesford is a vibrant place with a colourful mix of creative and innovative businesses complemented by a thriving arts scene and lively night-time economy. Hepburn Springs conveys a more peaceful village atmosphere in keeping with its spa town heritage. The towns and their natural features are linked by safe and accessible pedestrian and cyclist networks that encourage an active community and wildlife corridors for native species. Views to surrounding farmlands and forested hills are framed by an eclectic mix of preserved heritage buildings, sensitively designed new development and dense street tree canopies. New residential development is environmentally sustainable and well designed, offering greater housing choice and affordability for all ages and incomes ensuring a diverse sustainable population and services to meet our needs. Daylesford and Hepburn Springs are truly picturesque destinations where people of every age can live, work, visit, play and relax.

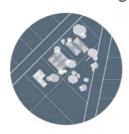
6.2 Objectives

Housing



To ensure housing is affordable, sensitively and sustainably designed, and responsive to existing and future community needs

Urban design



To ensure that well designed buildings and streets contribute to the character and heritage of the towns.

Business and economy



To facilitate a diverse visitor economy and a mix of creative industries, retail, commercial, health and service industries to support a thriving local economy.

Movement and access



To ensure residents are provided with a variety of options to move around that are safe, attractive, accessible and integrated and do not rely solely on vehicle ownership.

Environment and heritage



To identify and protect the unique environmental, landscape and design features of the towns that reflect their setting and protects them from known environmental hazards and degradation.

Community and cultural infrastructure



To ensure community facilities and infrastructure are safe accessible, and sustainably designed supporting a healthy and well-connected town community of all ages.

7.0 Key Themes

7.1 Housing

Objective: To ensure housing is affordable, sensitively and sustainably designed, and responsive to existing and future community needs.



Strategies

Facilitate a diverse range of housing types in the township particularly within walking distance of the town centres to enable people to age in place, provide for key workers and deliver more affordable housing options.

Ensure new development is sensitively designed reflecting the valued heritage character of the towns' residential areas with respect to built form, scale, setbacks and vegetation.

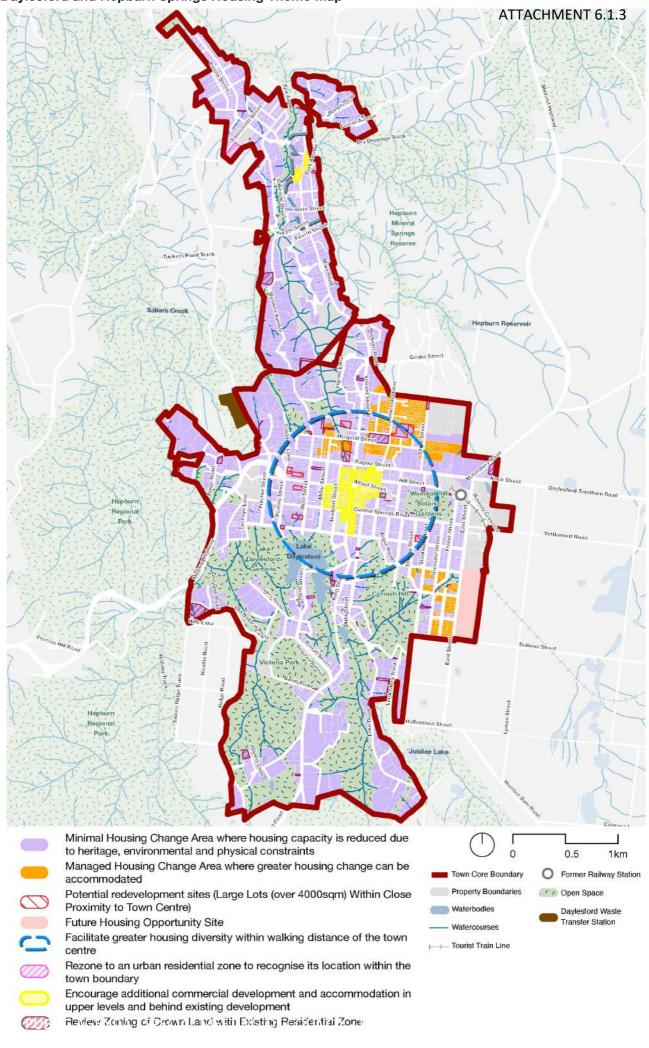
Encourage well designed, climate responsive residential development that also responds to environmental hazards such as bushfire.

- A6 Work with all levels of government to reduce the impacts of short-term rentals on the town's housing challenges.
- A7 Support the development of boutique accommodation to meet the needs of the visitor economy and reduce pressure for housing in the towns.
- A8 Focus more affordable housing into areas adjacent to the Daylesford town centre to provide a greater diversity of housing to enable ageing in place and for key workers.
- **A9** Utilise the Sustainable Subdivisions Framework to guide all new residential subdivisions.

Actions

- A1 Implement Minimal Housing Change Areas in Daylesford and Hepburn Springs where heritage, environmental and physical constraints and special neighbourhood character result in reduced capacity for housing changes and growth (see Figure 10).
- **A2** Implement Managed Housing Change Areas in Daylesford and Hepburn Springs in residential areas with established neighbourhood character values that have greater capacity for housing change and growth (see **Figure 10**).
- A3 Facilitate the development of adaptable and affordable housing as per Affordable Housing Strategy (2023) by:
 - Encouraging housing diversity and density including secondary dwellings in appropriate locations such as strategic redevelopment sites.
 - Advocating and partnering with government, developers and other parties to provide greater housing diversity including social housing.
- A4 Encourage secondary dwellings in the rear of properties where canopy trees and remnant vegetation impacts can be managed.
- A5 Encourage housing co-location with existing commercial premises managing potential impacts on the streetscape.

Figure 10: Daylesford and Hepburn Springs Housing Theme Map



7.2 Business and economy

Objective: To facilitate a diverse visitor economy and a mix of creative industries, retail, commercial, health and service industries to support a thriving local economy.



Strategies

Reinforce the town centres as the commercial and civic heart of the towns by facilitating a diverse mix of creative, cultural and tourist based businesses and strengthen the towns' weekday economy.

Preserve the compact and denser town centre in Daylesford and consolidate the town centre in Hepburn Springs.

Ensure there is adequate land supply for future economic growth, commercial and industrial demand and local employment.

Support existing and emerging tourist businesses and offerings within the towns and their surrounds.

Ensure appropriate infrastructure to support business development.

Actions

- A10 Continue to identify opportunities to support and strengthen the local economy, encouraging the activation of thriving and diverse town centres.
- **A11** Ensure zoning provides sufficient land for appropriate retail and/or commercial floorspace.
- A12 Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.
- A13 Support development in the town centres which provides opportunities for night-time dining, entertainment, arts, cultural and tourism uses with residences in upper levels.
- A14 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 B for Design Guidelines for the township centres.
- A15 Continue to advocate to telecommunications providers to improve infrastructure that supports the local economy and community amenity.
- A16 Support the growth of regional food industry links such as training, retail opportunities, paddock to plate partnerships.
- A17 Support adaptive re-use of heritage buildings that encourage sympathetic and respectful additions.

A18 Prepare and implement the following planning instruments:

- Consider rezoning land east of East Street to Industrial 3 Zone to provide additional land for employment in the town such as small scale manufacturing and other industrial/ commercial services for the town (subject to further investigation).
- Rezone the existing Industrial 1 Zone to Industrial 3 Zone to better reflect the types of employment uses and ensure compatability with residential land uses.
- Rezone land at 65, 70, 76, 78, 79, 81, 82, 84 and 112 to 124 Main Road in Hepburn Springs to the Commercial 1 Zone to better reflect the existing land uses.
- Undertake environmental assessment of the Daylesford Transfer Station and investigate how best to mitigate potential risks to sensitive uses.
- Rezone land at 4 Raglan Street, 2 Midland Highway and 6 East Street, Daylesford to the Commercial 2 Zone to reflect its commercial and industrial uses.

Figure 11: Daylesford and Hepburn Springs Business and Economic Development Theme Map **ATTACHMENT 6.1.3** Rezone to Commercial 1 Zone (C1Z) to Reflect Existing Land Uses 0.5 Reinforce Town Centres and Consolidate their Function 1km Land for Additional Employment Growth Rezone Existing Industrial Land to Industrial 3 Zone (IN3Z) Town Core Boundary O Former Railway Station Property Boundaries Rezone to Commercial 2 Zone (C2Z) to reflect existing land uses Open Space Waterbodies Support Tourist Facilities/ Attractions Daylesford Waste Transfer Station Watercourses Undertake Environmental Assessment for the Transfer Station and Investigate Mitigation Options Tourist Train Line

7.3 Environment and heritage

Objective: To identify and protect the unique environmental, landscape and design features of the towns that reflect their setting and protects them from known environmental hazards and degradation.



Strategies

Manage and limit development outcomes on land subject to flooding and bushfires.

Protect and enhance biodiversity values of land identified for potential residential or industrial rezoning.

Ensure views to forested hills and agricultural land are preserved and enhanced.

Protect and enhance the water quality and quantity of the towns' mineral springs, lakes and waterways.

Ensure a resilient community that has the tools and resources to manage fire and natural disasters.

Preserve and enhance the towns' unique heritage buildings and places, and natural features.

Actions

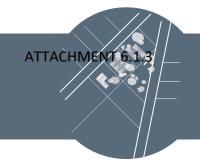
- A19 Protect and enhance the biodiversity values of Wombat Creek, Sailors Creek and Spring Creek, their tributaries and wetlands by restoring natural vegetation in the channel and addressing local threats to water quality and quantity including stormwater, sewerage and septic systems in adjacent areas.
- A20 Utilise and strengthen the Vegetation Protection Overlay, significant tree register, native vegetation legislation and non-planning processes to protect and proactively manage significant native trees and roadside habitat corridors shown in Figure 12 and exotic trees that contribute to the landscape of the towns
- **A21** Install ecological information signage on walking trails.
- A22 Investigate options to implement the findings of the Cultural Values Assessment to appropriately emphasise the Traditional Owner's cultural footprint within the towns.
- **A23** Advocate for heritage grants to promote and maintain heritage buildings within the town for tourism.
- A24 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.
- A25 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, Meditions of Aerications Gor COU

- **A26** Gradually prepare new statements of significance for all heritage places to strengthen and clarify the heritage value of the place.
- A27 Limit development and protect areas of medium to high vegetation quality and habitat corridors shown on **Figure 12**, through appropriate overlay and zoning in the Hepburn Planning Scheme and application of vegetation clearance controls.
- **A28** Discourage development in areas of higher bush fire risk as identified in **Figure 12**, by limiting development and sources of flammability.
- A29 Work with Parks Victoria and DEECA to manage bushfire, promote biodiversity and manage weeds and feral animals in National Parks and state parks and reserves at the edges of the towns to prevent impacts on the towns and their environs.
- **A30** Develop planting guidelines to strengthen biodiversity, manage fire risk and reduce environmental weeds.
- **A31** Encourage all new buildings to incorporate zero carbon best practice environmentally sustainable design features that respond to climate change.
- A32 Collaborate with Dja Dja Wurrung to develop planning and practice of caring for Country recognising and respecting priorities in Djehlkanya Dja (Djaara Country plan) Land Use Area Agreement (LUAA) Dja Dja Wurrung capacity and timeframes.
- A33 Ensure areas of Aboriginal cultural sensitivity identified in the Cultural Values Assessments are appropriately protected from development impacts.
- A34 Explore opportunities to increase the use of renewables and improve flexibility and reliability of power supply such as rooftop solar, micro-grids, large scale batteries or potential community energy systems.
- A35 Provide additional guidance for both private and public infrastructure to incorporate best practice ESD approaches such as raingardens and other forms of green infrastructure.
- A36 Advocate to State and Federal government to energy proof town populations at risk of energy network failure due to environmental events.

Figure 12: Daylesford and Hepburn Springs Environment and Heritage Theme Map ATTACHMENT 6.1.3 Continue to Ensure Significant Heritage Sites are Protected in the Hepburn Planning Scheme Identify Updated Mineral Springs and Aquifer Areas and Manage Use and Development Incorporate Best Practice ESD approaches including Green Infrastructure into New Development 0.5 1km in Township Green Corridors Protect Areas Identified Containing Medium-Mixed Density Biodiversity Values Town Core Boundary Former Railway Station Investigate and Mitigate Sources of Water Pollution to Lake Daylesford and Jubilee Lake Property Boundaries Daylesford Waste Transfer Station Retain and Plant Vegetation Around Lake Daylesford Waterbodies Open Space Work with Parks Victoria/ DEECA to Better Manage Public Land Watercourses Bushfire Management Overlay Tourist Train Line Rezone Rural Conservation Zone to Public Conservation and Resource Zone Protect and Enhance Biodiversity Corridors across the Township Creek Corridor 💭 Land Corridor 🦲 Exotic Corridor 🦲 Road - Rail Corridor

7.4 Urban design

Objective: To ensure that well designed buildings and streets contribute to the character and heritage of the towns.



Strategies

Preserve heritage elements including lanes, blue stone kerbs, gutters and planters, and other character elements, ensuring additions to these are sensitive to and reflect the existing heritage character.

Ensure new public spaces reflect the existing town character and fit in with their setting.

Ensure new development nestles into the well landscaped townscape and respects the scale and style of existing buildings.

Provide car parking facilities that improve private vehicle access without detracting from the scenic and heritage qualities of the towns.

Maintain a ring of agricultural diversity around both towns preserving views to agricultural land.

Maintain the visual balance of tree cover and buildings on the skyline in streets, reserves and public spaces throughout the townships.

Actions

- A36 Investigate options for enhancing Vincent Street, Albert Street and Raglan Street to improve pedestrian amenity and an environment worthy of its heritage beauty.
- **A37** Implement the following actions from the Urban Design Framework:
 - Review the Burke Square intersection layout around the War Memorial to improve pedestrian and cyclist safety by reducing pedestrian-vehicle conflict, provide an expanded park setting, and improve the image and amenity of this important place, and rationalise and reduce sign clutter.
 - Review the Vincent Street and Central Springs Road intersection layout to improve pedestrian and cyclist safety by reducing pedestrian-vehicle conflict.
 - Improve east west connections from Duke Street through to Bridport Street via Vincent Street to enhance movement of pedestrians from community facilities on Duke Street, and further links up to Wombat Hill and the Botanic Gardens to the retail and commercial activities on Vincent Street and through to Bridport Street. Pedestrian connections should build on existing links and may require facilitation through private development sites.

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- A38 Investigate opportunities to establish outdoor spaces throughout the towns from gathering spaces through to additional seating and pausing locations.
- A39 Implement the neighbourhood character guidelines (See Appendix D) to provide greater clarity of expectations for housing and subdivision including form and layout, design, site coverage, space for canopy trees and landscaping.
- A40 Develop a local Signage Policy to ensure that signage is sympathetic and harmonious with the surrounding environment and heritage places.
- A41 Implement planning controls in the Hepburn Planning Scheme to protect areas identified as a Special Character Area in Figure 13.
- A42 Implement the design guidelines for the town centres 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.
- A43 Implement the Wombat Hill Botanic Gardens Master Plan.
- A44 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 and water sensitive urban design where possible.
- A45 Support the findings of the Rural Land Strategy to protect the agricultural land and remnant vegetation surrounding the township boundaries.

Figure 13: Daylesford and Hepburn Springs Urban Design Theme Map ATTACHMENT 6.1.3 Improve Pedestrian Amentiy Improve Walking and Cycling 0.5 1km Network Key Views Provide Pedestrian and Cycling Avenue of Trees Town Core Boundary Former Daylesford Access to Jubilee Lake O Railway Station Improve Street Tree and Park Property Boundaries Improve Pedestrian Connection **Plantings** Open Space Waterbodies Between Towns Special Character Area Daylesford Waste Watercourses Preserve and incorporate the Transfer Station Implement the Wombat Hill - Tourist Train Line historical train line as a public Botanic Gardens Master Plan space green link --> Improve Pedestrian Access Town Entrances

7.5 Movement and access

Objective: To ensure residents are provided with a variety of options to move around that are safe, attractive, accessible and integrated and do not rely solely on vehicle ownership.



Strategies

Provide accessible towns with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.

Create a movement network that provides a high level of amenity and safety for pedestrians and bicycle riders.

Enhance walking access and integration to avoid walking on major roads in both towns.

Enhance existing walking tracks and encourage greater

Enhance community transport options to and within the town.

Manage the impacts of truck movements through Daylesford.

Increase frequency and quality of public transport services available to residents and visitors.

Actions

- A47 Implement the Integrated Transport Strategy.
- **A48** Provide bike parking infrastructure in both town centres.
- A49 Ensure new infrastructure is designed to respond to local township character through application of appropriate overlay provisions.
- **A50** Establish a safe, consistent and accessible network of footpaths between key destinations.
- A51 Investigate the development of a community bus service around the towns that provide connection to community and transport services.
- **A52** Establish a series of dedicated bike paths around the town providing safe routes between key features and facilities.
- A53 Reconfigure the entrance to Victoria Park to improve sight lines and safety when entering and exiting the park.
- A54 Investigate measures to slow traffic in and around the township including the consideration of a Local Area Traffic Management study.
- A55 Investigate accessibility improvements in Vincent Street ensuring these are carefully designed to enhance the character of Daylesford and make it safer and more accessible.

- A56 Advocate for improved public transport links to Ballan, Woodend, Ballarat and Castlemaine for improved frequency and alignment of services.
- **A57** Work with providers of vehicle share schemes to install a scheme in Daylesford and Hepburn Springs.
- **A58** Facilitate the installation of electric vehicle charging stations in appropriate areas of the townships.
- **A59** Prepare a car parking strategy for the towns 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 light electric vehicles and electric vehicle (LEVs and EVs) such as providing charging points in central locations.
- A60 Advocate to DTP to lower speed limits on main roads and for enhanced community public transport options.

Figure 14: Daylesford and Hepburn Springs Movement and Access Theme Map **ATTACHMENT 6.1.3** Improved Pedestrian Connection Better Manage Freight Movements Improve Pedestrian Connections from Main Street into Hepburn Mineral 0.5 1km Springs Reserve Advocate for a 40kph zone Town Core Boundary O Former Railway Station Existing Bike Paths Property Boundaries Open Space Reconfigure Sightlines and Access to Victoria Park Waterbodies Daylesford Waste Transfer Station Prepare Carparking Strategy for Town Centres Watercourses ---- Tourist Train Line Proposed Electric Vehicle and Light Electric Vehicle Charging Station Existing Electric Vehicle Charging Station investigate Road Space Reduction to Improve Simplicity and Safety

7.6 Community and cultural infrastructure

Objective: To ensure community facilities and infrastructure are safe, accessible and sustainable designed, supporting a healthy and well-connected town community of all ages.



Strategies

Provide and maintain community facilities, services and infrastructure that meets the needs of the local and regional community and caters to people of all ages.

Embrace the creative identity of Daylesford and Hepburn Springs by incorporating this identity into community facilities.

Advocate for State and Commonwealth provided services to cater to the growing population of the town including schools and medical services.

Ensure facilities are designed for participation by everyone in the community.

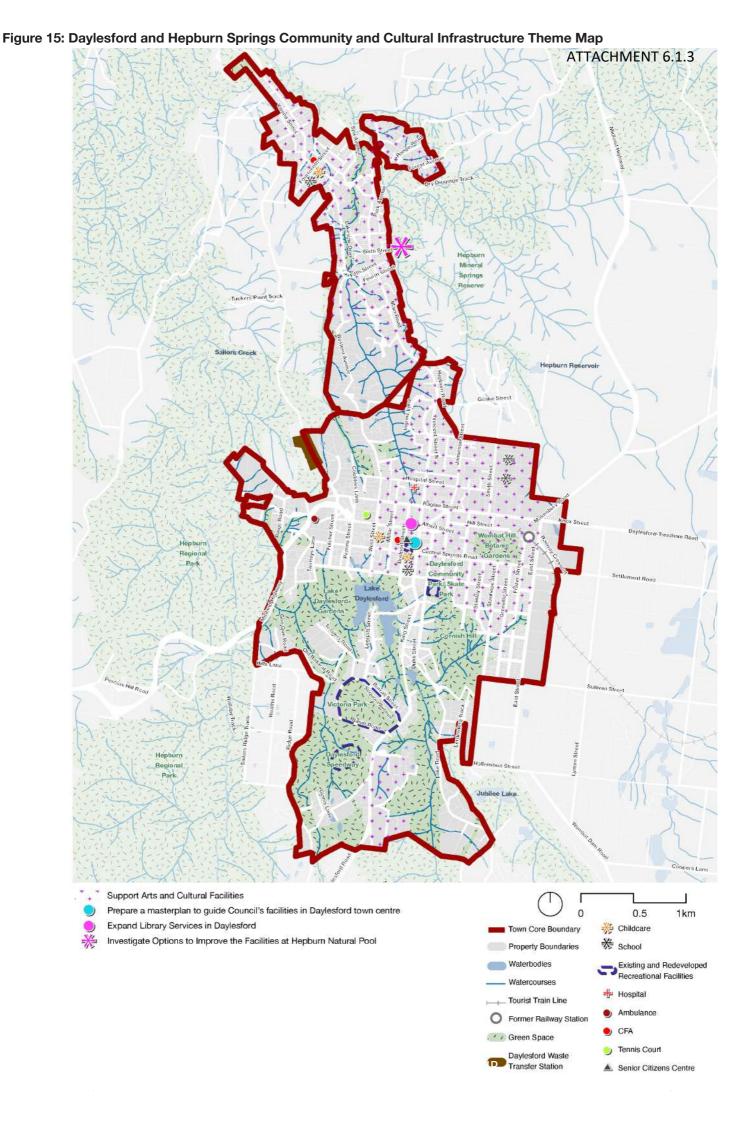
Actions

- A61 Demonstrate environmentally sustainable development in community asset enhancement projects.
- **A62** Investigate a shared location for community facilities.
- A63 Implement the actions of Council's Arts & Culture Strategy (2024) activating community environments enabling creative and cultural engagement.
- **A64** Establish and/or formalise dog off-leash areas according to the Dog Off-Leash Plan.
- **A65** Expand the library and its services increasing its role as an anchor of community life.
- A66 Investigate how local and Victorian communities can contribute to improving water quality and facilities such as a lawn for picnics and enhanced places to gather and visit at the Hepburn natural pool.
- A67 Encourage the utilisation of existing spaces and places as creative co-spaces from Council's Arts & Culture Strategy 2024.
- A68 Investigate opportunities to install community notice boards at key points through the towns.
- A69 Continue to facilitate Daylesford's role as a location for regional access to health care and wellbeing facilities including the Daylesford Hospital and Central Highlands Rural Health.
- **A70** Explore opportunities to incorporate shared spaces within Council's community facilities.
- A71 Prepare a masterplan to guide Council assets in the town centre including the town hall, swimming pool, bowling club, library, and neighbouring all bouse PECIAL MEETING OF COU

- A72 Rezone the Daylesford Hospital to the Special Use Zone to reflect its current and future use.
- A73 Develop and implement a Kindergarten Infrastructure and Services Plan.

"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/



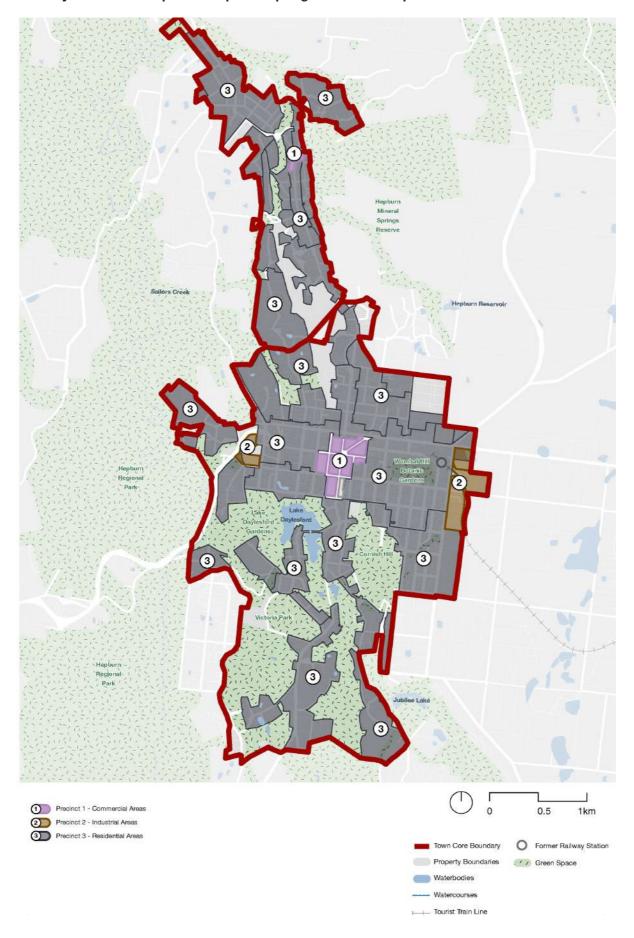
8.0 Precincts

ATTACHMENT 6.1.3

8.1 Guidelines

The following guidelines should be used when making planning decisions in the three town precinct types to deliver high quality outcomes in the town (see Figure 16).

Figure 16: Daylesford and Hepburn/ Hepburn Springs Precincts Map



8.2 Precinct One: Town centre

Daylesford's town centre consists of retail and commercial development centred around Vincent Street and Howe Street. Hepburn Springs town centre lines both sides of Main Road, primarily between Sixth and Eleventh Streets.

8.2.1. Existing character Daylesford

The Daylesford Town Centre consists of retail and commercial development centred around Vincent, Albert and Howe Streets. It has a generally low form character of one and two storey buildings with some of the latter of grander scale such as the Town Hall and the Rex Theatre building. The identity of the town centre is characterised by significant heritage public or commercial buildings from the nineteenth and early twentieth century usually built to the front and side boundary, with a few semi-detached or detached exceptions.

Streetscapes within the town centre contain original bluestone kerbs and channels with footpaths sheltered by verandahs offering weather protection. Most buildings in Albert Street and Howe Street are single-storey, attached commercial buildings, usually with front verandahs. These streets are also planted with broad canopy trees, which are not present in Vincent Street. A Heritage Overlay (HO) applies to most of the town centre precinct.

8.2.2. Precinct objectives

- To maintain Vincent and Howe Streets' role as the primary commercial destination in Hepburn Shire.
- To protect the character and scale of Vincent Street through respectful and context sensitive buildings and public works.
- To facilitate improvement of the civic and community hub at the southern end of the Town Centre to enhance its role and function.
- To create an activated, amenable, and pedestrian-

- friendly environment, defined by a consistent streetscape condition recognizing Daylesford's valued heritage character.
- To enhance the safety, accessibility and amenity
 of pedestrians within the town centre including
 through improved management of vehicle speed and
 movements, particularly at street intersections.
- To preserve significant views and vistas of the surrounding landscape.

8.2.3. Precinct requirementsLand use & activity

- Promote the development of commercial uses up to two storeys (8 metres) high to the north (along Howe and Albert Streets) and south (south of Central Springs Road).
- Encourage renovation and infill development within commercial properties within the town centre.
- Investigate redevelopment of the Town Hall and Swimming Pool site for mixed uses, including an integrated community hub.
- Facilitate increased housing, mixed-use and commercial development within the town centre that respects heritage values and important views.
- Facilitate medium density residential development up to three storeys (10.5 metres) to the north and east of the town centre transitioning to surrounding residential areas.



Built form & heritage

- Retain and re-purpose existing traditional buildings within the Town Centre Core for commercial and retail uses.
- Ensure new buildings respond to the rural town character of Daylesford in terms of their scale, form, architecture, and materials including the use of 'natural' materials such as face brick and rendered masonry.
- Retain the prevailing front setback condition, with landscaping where appropriate, in peripheral commercial areas.
- Ensure new development contributes to activation and safety of the public realm by providing windows and doors that connect to and overlook the street.
- Ensure new buildings retain, and do not detract from, views to prominent landmarks and nearby landscapes.
- Ensure redevelopment of heritage properties is contained within the main roofline of the retained building.
- Ensure the provision of verandahs over footpaths along new commercial frontages for pedestrian shade and shelter. Reinstate verandahs on heritage buildings only where there is evidence of their previous existence.

Public realm & landscape

- Retain and conserve historic elements of the public realm such as bluestone kerbs and channels. Ensure new materials and street furniture are consistent with. and reinforce, the valued heritage context of the town centre.
- Review the overall layout and function of Burke Square, including the intersection of Vincent and Howe Streets, to improve safety and access for pedestrians, moderate the impact of vehicles including freight, create a more dignified setting for the war memorial and a more attractive northern entry to the town centre.
- Establish stronger guidelines for improved management of advertising signage within the town centre to reduce its visual dominance and impact.

Access & movement

- Reduce vehicle speeds to 40km/h at town entries to improve pedestrian and cyclist safety.
- Establish a network of priority pedestrian and cycle links that connect key public spaces and destinations within and around the Town Centre.
- Improve universal access, amenity, and safety of Vincent Street while maintaining existing heritage streetscape features and values.
- Investigate options for improving safety for pedestrians and cyclists at the intersections of Vincent and Howe Streets and Vincent Street and Central Springs Road.

Investigate opportunities Tar Atolo My ENDIO 12.3
pedestrian connections from Vincent Street to
Bridport and Duke Streets.

8.2.4. Precinct guidelines

Land use & activity

- Encourage a range of housing and accommodation options within and near the Town Centre to meet the needs of a diverse population and visitors.
- Consolidate and enhance community and civic activities in the south-western part of the town centre, fostering connections to the Daylesford Primary School.
- Support outdoor dining and retail activities along Vincent and Howe Streets, within public and private spaces, to invigorate the streetscape and bolster tourism.
- Relocate the Bushfire Place of Last Resort from Vincent Street to Bridport Street and Duke Street.

Built form & heritage

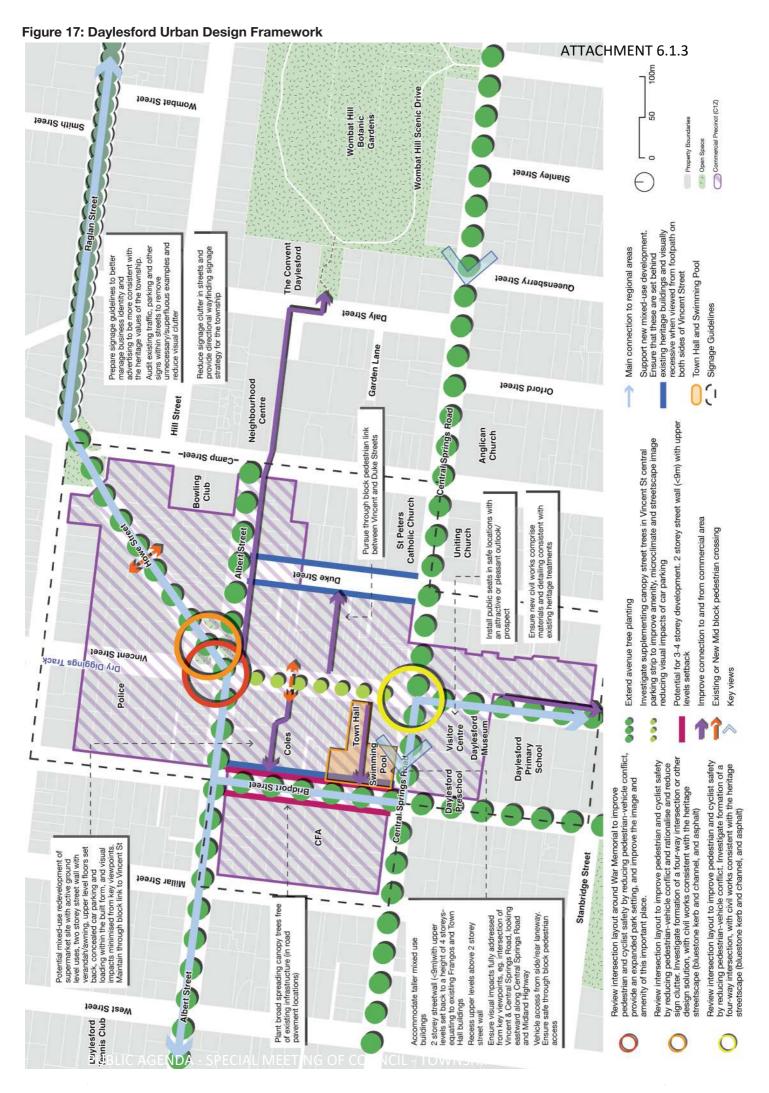
- Support a more contemporary character in the peripheral commercial areas allowing for change while responding to the heritage setting.
- Ensure new development responds to the prevailing scale, rhythm and pattern of frontages within the town centre.

Public realm & landscape

- Reduce the visual impact of centre of the road car parking in Vincent St introducing supplementary planting of canopy trees consistent with the identified heritage values.
- Plant canopy trees in streets surrounding the town centre, to improve visual amenity, microclimate and habitat.
- Review the appropriateness, or need, for A-board signs on footpaths given the abundance of overhead signs on awnings and building facades.

Access & movement

- Investigate provision of new zebra crossings to improve pedestrian safety at:
 - 1. Mid-block location along Howe Street.
 - 2. Central Springs Road between Daylesford Primary School and the Swimming Pool and bus stop (along Bridport Street).
 - 3. The existing school crossing on Vincent Street.
- Encourage access for vehicles from rear laneways or locations away from the primary frontages of Vincent and Howe Streets.



8.2.5. Urban Design Initiatives

Burke Square Park

A key urban design initiative for Daylesford would aim to 'stitch' together the different parts of Vincent Street/ Howe Street by limiting through traffic from Burke Square, expanding open space, creating a forecourt for future redevelopment at 29 Howe Street (a key corner site within the Town Centre), and reducing the number of streets pedestrians need to cross as they navigate the commercial core. This key open space could serve as a stopping point for the Dry Diggings Track, which extends to the north and south of Vincent Street beyond the Town Centre.

Burke Square Park is currently home to the War Memorial and holds the Memorial Day Ceremony in November. It is surrounded by expansive roadways, effectively presenting itself as a roundabout. The junction of Vincent and Howe Streets is not currently designed for pedestrian priority and may be challenging to navigate for those with mobility challenges. Development at 29 Howe Street is visually exposed to three street frontages, within the Town Centre and its plays a significant role in establishing a positive sense of place for Daylesford.

Enhancing pedestrian amenities and safety as they navigate the roundabout should be considered as part of the masterplan. Closing Burke Square to through traffic provides opportunities to expand the public space, while reducing the number of opportunities for pedestrian and vehicle conflict. This should also consider redesign of the main intersection to improve the pedestrian crossing and safety and redesign of the intersection along with Albert Street to reduce road width.

The masterplan for the park ASTOAICH MENTENSIGNATION palette and theme that reflects the overarching rural township character of Daylesford. Key considerations will include maximising canopy tree planting, developing seating, wayfinding elements, and integrating them with the War Memorial. In the interim, recognition for continued access and service to support the ongoing operation of existing use should be considered. This design should have regard to the broader WSUD themes proposed across the broader centre and include town identification signage. Any works should also consider the potential to implement a central median of tree planting along Vincent/ Howe Street to signal the approach to the Town Centre.

Enhancing east-west connections

Creating improved east west connections from Duke Street through to Bridport Street via Vincent Street would provide a range of benefits for the town centre. These would include enhancing movement of pedestrians from the attractors on Duke Street including the community facilities, and further links up to Wombat Hill and the Botanic Gardens to the retail and commercial activities on Vincent Street and through to Bridport Street. These would benefit both residents and visitors.

Bridport Street provides an opportunity for commercial

Bridport Street provides an opportunity for commercial growth including mixed use development within existing commercially zoned land. Any development would need to complement the heritage qualities of Vincent Street.

The pedestrian connection or connections should build on existing links and may require facilitation through private development sites. Council has an opportunity through any future redevelopment of its own land to facilitate these connections.



8.2.6. Existing character Hepburn Springs

The Hepburn Springs Town Centre consists of the retail and commercial precinct along each side of Main Road. It has a low form character of one, sometimes two, storey commercial or public buildings. Many of these are from the nineteenth and early twentieth century, are built to the front boundary, often attached on both sides, but with some semi-detached and detached examples. The commercial and public buildings define the heritage identity of the town centre. Pedestrian footpaths within the town centre have concrete barrier kerbs, and are often sheltered by verandahs providing some weather protection. The Heritage Overlay (HO) applies to most of this Precinct.

8.2.7. Precinct objectives

- To consolidate the commercial core of Hepburn Springs along Main Road, between Tenth Street and Eighth Street.
- To continue the mixed and diverse built form characteristic of the commercial core.
- To ensure new development blends into the landscape setting and retains vistas to the Hepburn Regional Park.
- To upgrade infrastructure along Main Road to improve safety for pedestrians and cyclists.

8.2.8. Precinct requirements

Land use & activity

- Support the consolidation of commercial activities along Main Road between Tenth Street and Eighth Street, including potential rezoning of 112-122 Main Road to C1Z.
- Encourage low scale residential development (i.e. small second homes) within the commercial core ensuring relevant heritage and environmental constraints are effectively managed as part of any new development.
- Encourage outdoor dining, or outdoor retail activities along Main Road to activate the streetscape and support tourism.
- Encourage the use of side streets (i.e. Tenth Street) for seasonal outdoor, or community events.

Built form & heritage

- Ensure new buildings are not more than two storeys and are well positioned on sloping land.
- Support the retention and adaptation of existing traditional buildings along Main Road for commercial and retail uses.
- Ensure new buildings respect Hepburn Springs' character of low to-mid- rise buildings with distinctive roof profiles and a materials palette featuring face brick, rendered masonry and painted

weatherboard.

ATTACHMENT 6.1.3

- Retain space around new buildings in the commercial core including front gardens.
- Retain existing verandahs and canopies, and reinstate where evidence of their prior existence is available.
- Locate new car parking to the rear or sides of buildings so that it does not detract from the streetscape.

Public realm & landscape

- Establish a preferred palette of public realm materials and furniture that reinforces the image and identity of Hepburn Springs. Implement these to improve access and amenity and support business activities.
- Establish consistent canopy tree planting within the Main Road to improve pedestrian amenity and image of Hepburn Springs.
- Develop clear guidelines for signage and wayfinding (including advertising signage) in the commercial core aimed at minimising visual clutter that detracts from the village quality.

Access & movement

- Advocate to slow vehicle traffic at town entries to allow for safer pedestrian and cyclist movement through and around the Town Centre.
- Upgrade cycle access along Main Rd between Daylesford and Hepburn Springs to support less confident cyclists and pedestrian safety.
- Improve access for pedestrians or people using mobility aids within the township.
- Upgrade the intersection of Ninth Street, Park and Church Avenues to provide a safer and more amenable threshold to the access path to the Springs Reserve.

8.2.9. Precinct guidelines

Built form & heritage

- Retain the existing landscape setting along Main Road by setting buildings back consistent with prevailing front and side setbacks.
- Ensure future development remains low-scale, and well set-back from streets and neighbours to be complementary to its setting.
- Continue the mixed character of the town centre with some buildings with verandas offering street activation and shelter and others set back behind front gardens or outdoor trading space.
- Ensure new development addresses and overlooks the street to support street activation and security.

Public realm & landscape

• Emphasise Tenth St as the pedestrian entry/gateway to the Hepburn Springs Mineral Springs Reserve.

Access & movement

 Support improved pedestrian amenity and wayfinding along side streets, connecting the commercial core to its broader precinct.





8.3 Precinct Two: Industrial areas

The Industrial Precinct consists of two areas, east of East Street and to the west on the Midland Highway.

8.3.1. Existing character

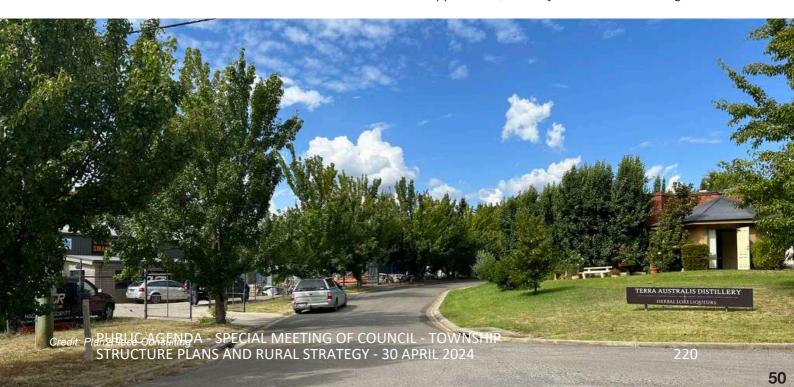
The Industrial Precinct consists of two areas, one located east of East Street in Daylesford and the other along the Midland Highway to the west of Daylesford. There is no Industrial Precinct in Hepburn Springs. The industrial area to the east is characterised by a very large cluster of warehouse type structures built of corrugated metal with pitched roofs. Streets are sealed but lack kerb treatments and footpaths. Street trees are largely not present. The industrial area to the west also features warehouse type structures but these tend to be dispersed throughout the area. Streets here are also sealed and lack kerb treatments. Some streets feature open drains and large informally planted canopy trees. The proposed location for a new Industrial area is located near the existing industrial area east of East Street on Settlement Road. Currently the 46,000sqm site is zoned as Farming Zone and would require rezoning. Settlement Road is a sealed road and there is power infrastructure located in the street and a high pressure gas point adjacent to the site. The location adjacent to Knox Street and Malmsbury Road provides good vehicular access to Settlement Road via East Street. Vehicle access to lots should be focused on Settlement Road

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

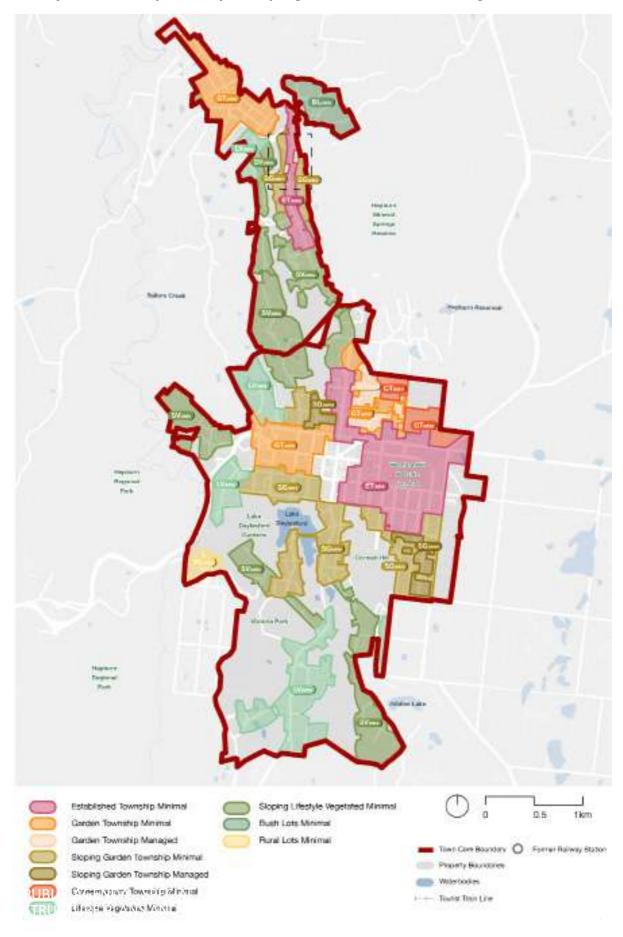
- Plan and layout development including access, loading and parking arrangements to protect the amenity of adjacent residential properties and sensitive land uses, as well as the heritage values of any identified heritage buildings.
- Encourage the incorporation of environmentally sustainable design measures in new developments.
- Minimise the visual impact of carparking by concealing it within, to the sides or the rear of buildings.
- Ensure new buildings and wide landscaping areas provide a suitable transitional scale to adjoining sensitive uses such as residential.
- Ensure new development and subdivision positively addresses the rail land as a 'public thoroughfare' noting the tourist rail's function as a visitor entry to the town.
- Consolidate necessary business signage to avoid visual clutter and repetition with no illumination.
- Illuminated signage is discouraged.
- 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.



Eight neighbourhood character types have been identified for Daylesford and Hepburn/Hepburn Springs (See Figure 19).

Design guidelines for each character type are included in Appendix C.

Figure 19: Daylesford and Hepburn/ Hepburn Springs Residential Precincts Neighbourhood Character Map



8.4.1. Established township

Existing character minimal area

The Established Township character area in Daylesford is located east of the commercial town core, centred around Wombat Hill Botanic Gardens, with an extension along Vincent Street, stretching between Raglan Street to Westwood Street. The Established Township character area in Hepburn Springs is distributed linearly along Main Road between Doctors Gully Road and Golden Springs Avenue.

The areas stand out for its heritage streetscapes, a testament to the enduring legacy of the gold era. There is a diverse range of dwellings, from modest miner's cottage to stately residences, interspersed with civic structures such as St. Peters Catholic Church, Anglican Church Parish of Daylesford and Daylesford Uniting Church all located on Central Springs Road in Daylesford and Villa Parma on Main Road in Hepburn Springs.

The area's development traces back to the 19th century, with generous setbacks between adjoining dwellings providing a sense of openness. The area is set on a regular grid network. Dwellings include a scattered houses from the goldfields era, as well as a small number of interwar homes, set amongst post-war and more recent development, though nearly all feature weatherboard, pitched roofs and front verandahs with exception to newer dwellings which tend to feature brick.

Due to its proximity to the Town Centre Precinct, the public realm generally consists of sealed roads with unmarked parking on both sides of the road. Footpaths run along both sides of the road on Central Springs Road and one side of the street along Raglan Street, Vincent Street North, Jamieson Street, Camp Street and Albert Street. However, formal and paved footpaths are absent in some parts, including Orford Road, which is also unsealed in some areas, and other streets. The streetscape is characterised by a mix of informal street trees, comprising both native and exotic species. Formal avenues of exotic trees are planted at regular intervals along certain sections of the Midland Highway, Raglan Street and Vincent Street North. Nature strips are generally wide consisting of grassed areas and open drains. There are also some instances of kerb and channel and roll-over kerbs. The separation between public and private realms is demarcated by low, permeable fencing with visually exposed front gardens and exotic trees allowing views to travel across the landscape.

Preferred future character 6.1.3

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 siting 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 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 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 Established Township into the future.

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 compared 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 area

The Garden Township Minimal area is located near the town centres and adjacent to Established Township areas. In Daylesford they are situated north of Raglan Street in the east and south of Raglan Street in the west. Similarly in Hepburn Springs, the Garden Township Minimal area is located adjacent to the Established Township area, centred around Main Road.

These areas showcase a diverse mix of architectural styles spanning different eras, including the goldfields era, Inter-War, Post-War, and more recent styles. Dwellings are constructed from weatherboard and brick sitting on flat or sloped terrain. Building placements within allotments vary, reflecting different development periods, yet maintain generous setbacks between adjoining dwellings. Lot sizes range from less than 700-1,500 square metres, with some larger allotments, on a mix of regular shaped allotments arranged in a rectilinear or irregular gridded structure.

Dwellings typically face the street with pitched roofs, open formal front gardens, and low, permeable fencing, or no fence at all. The public realm showcases wide verges with predominantly open drains but some areas of kerb and channel and roll-over kerbs. There are mixed exotic and native street trees planted informally, and generally sealed streets with unmarked parking on both sides of the road. Footpaths are not present.

Existing character managed area

The Garden township managed character area shares similarities with the Garden township minimal character but presents greater potential for development. This character area consists of a cluster of locations located north of the Daylesford town centre.

Preferred future character

A sense of spaciousness is reinforced in streetscapes by maintaining predominant front and side setbacks to dwellings in the Garden Township character type. 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 articulation 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.



8.4.3. Sloping garden township

Existing character minimal area

The Sloping Garden Township Minimal character area shares similarities with the Garden Township character but features undulating topography, residential areas sited along hillsides and angled building frontages in steeply sloping areas. The Sloping Garden Township Minimal area is located near the town centre and adjacent to Garden Township Minimal Areas, predominantly south of Central Springs Road but also north of Raglan Street in Daylesford. Similarly in Hepburn/ Hepburn Springs, the Sloping Garden Township Minimal area is located adjacent to the Garden Township Minimal Areas, east and west of Main Road.

Existing character managed area

The Sloping garden township managed character area shares similarities with the Sloping garden township minimal character but presents greater potential for development. This character area consists of a cluster of locations located south east of the Daylesford town centre, west of East Street and another location located north west of the Daylesford town centre, north of Raglan Street.

Preferred future character

The landscape setting is reinforced allowing views to surrounding features in the Sloping Garden Township character type. Generous space in the front and side setbacks to dwellings leaves space 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.

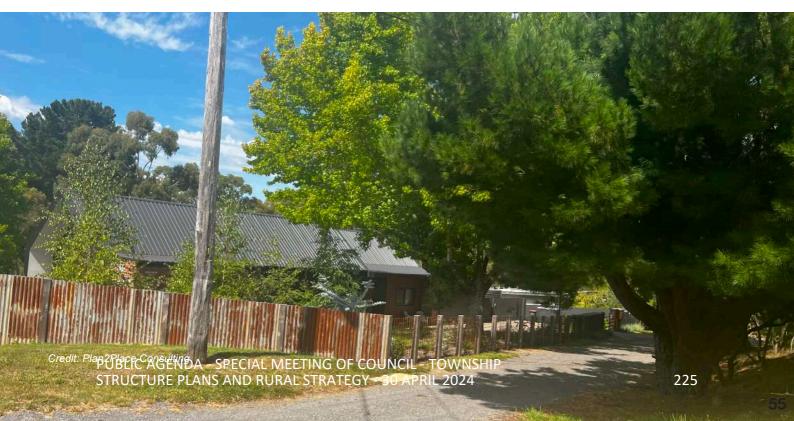
Careful siting of dwellings ensures they play a recessive role in the landscape setting and do not dominate views to lakeside reserves, hilltops or tree tops. Cut and fill on sloping sites is not preferable but may be required to ensure dwellings are nestled into the landscape below the tree canopy. Dwellings retain and complement the qualities of streetscapes and their contribution to the image of the 'resort spa 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 articulation of facades. Garages and carports are set behind the front façade of the dwelling and preferably detached to ensure they do not dominate the streetscape.

Landscape settings of the dwellings are enhanced by no or low permeable front fencing to provide interaction from gardens and views over the street. Space for the planting of native and exotic trees and other vegetation is provided at the side and rear of new buildings. Careful attention to planting of suitable native plant species adjacent to reserves is required.

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.

This character type is only located in minimal housing change areas. Dwellings are designed to address specific site constraints and the slope through design, fencing, and materials. Careful design will be needed to achieve the preferred neighbourhood character and may result in the delivery of less housing. Housing change is limited to dual occupancies and replacement housing.



8.4.4. Contemporary township

Existing character

The Contemporary Township Minimal area is located north of the Daylesford town centre, bound by Smith Street to the east and Jamieson Street to the west. It showcases predominantly detached dwellings from the mid-2000s up to now, comprising of a contemporary style architecture. Dwellings are typically one and two storeys tall and constructed from weatherboard, cement sheet, render and brick materials with pitched, flat and skillion style roofs. Building frontages are parallel to the street and front setbacks are small and are generally consistent within the street. Side setbacks are also small with some slightly larger setbacks to the north-west of the character area.

Lot sizes range from less than 400-900 square metres distributed on a cul-de-sac subdivision style. Dwellings have open front gardens, comprised of a mix of lawn, exotic trees and understorey planting with no fencing. The public realm showcases roll-over kerbs and unmarked kerbside parking, informal street trees to the north-west and regular street tree plantings to the northeast, sealed streets and footpaths on one side.

Preferred future character

A new and relatively homogenous character which responds to the township setting rather than a suburban quality is established in the Contemporary Township Character Type. There is a consistency to dwelling setbacks at the front, side and rear of dwellings. The provision of no front fencing and setting back garages behind the dwelling façade reduces their visual dominance in the streetscape and preserves the sense of spaciousness that exists through new development.

Planting of native and exotic ATG ACTAINTE IN TIFE 11. Gardens adds to the vegetated quality of the streetscape. Planting of large canopy street trees provides shading and cooling benefits and improves pedestrian environments. Buildings are designed to reflect the context in form, proportioning and materials. Buildings do not attempt to replicate existing areas or historic architectural styles, instead reflecting a contemporary and unique response to the local history and context, further adding to the unique identity of the town without being suburban.

Streets directly connect into the existing township street layout and incorporate a footpath on one or neither side of the street retaining a relaxed character that avoids suburban public realm treatments.

Due to the development only being recently completed or underway, housing change is considered minimal. Dwellings are designed to achieve a contemporary preferred neighbourhood character where housing change includes single dwellings and townhouses on a variety of lot sizes.



8.4.5. Lifestyle vegetated

Existing character

The Lifestyle Vegetated character type area comprises large areas to the south and west of Daylesford and small area to the north of Hepburn Springs. Lake Daylesford and associated parkland is located adjacent to Lifestyle Vegetated areas in Daylesford and some properties within this precinct adjoin this parkland.

This character type is defined by its large lot size, and rural feel which has substantial vegetation on relatively flat topography. The character area is defined by diverse dwellings from different eras ranging from nineteenth century, to Post-War and more contemporary twentieth century 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. 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.

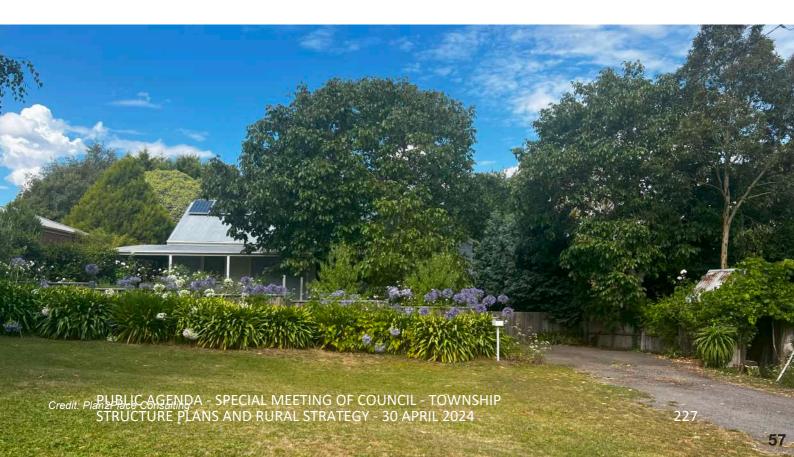
Preferred future character

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 in the Lifestyle Vegetated Character Type. 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.

Housing change is minimal to reflect specific site constraints through design, fencing, materials, and building height which are different to current housing. Housing types will be focused on single dwellings and dual occupancies on large sites that can meet the minimum subdivision area.



8.4.6. Sloping lifestyle vegetated

Existing character

The Sloping Lifestyle Vegetated Minimal character area shares similarities with Lifestyle Vegetated character but features undulating topography, residential areas sited along hillsides and embankments in areas for lots experiencing steep slopes from roads. The Sloping Lifestyle Vegetated areas are located adjacent to Sloping Lifestyle Vegetated areas, predominantly to the north and south of Daylesford and to the south and west of Hepburn Springs.



Preferred future character

Dwellings continue to be set in the landscape with vegetated gardens on large sloping lots with space provided around buildings for the planting of substantial native and exotic canopy trees and shrubs in the Sloping Lifestyle Vegetated Character Type. 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 and to the adjacent reserves and trees in the public realm.

Views to lakeside reserves, hilltops or tree tops are retained through careful siting of dwellings ensuring they play a recessive role in the landscape setting, contributing to the image of the 'resort spa town'. Cut and fill on sloping sites is discouraged but may be required to ensure dwellings are nestled into the landscape below the tree canopy.

New development is low scale with one to two storey dwellings, using durable materials and colours that do not dominate the natural surrounding environment. Timber or other non-masonry materials and non-reflective roofing materials are used. 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 hidden from view and located away from the boundary.

Absent, low or transparent, front fencing contributes to the semi-bush character and informal transition between the public and private realms. Driveways follow the contours of the site and are permeable and of muted natural tones. Informal road treatments and the retention of remnant vegetation on roadsides contributes to the character of these areas.

Housing change is minimal to reflect specific site constraints through design, fencing, materials, and building height. Housing types are focused on single dwellings and dual occupancies on large sites that can meet the minimum subdivision area.

8.4.7. Bush lots ATTACHMENT 6.1.3

Existing character

The Bush Lots character area is located on the northeastern periphery of the Hepburn Springs town core boundary, bisected by Forest Avenue. 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.

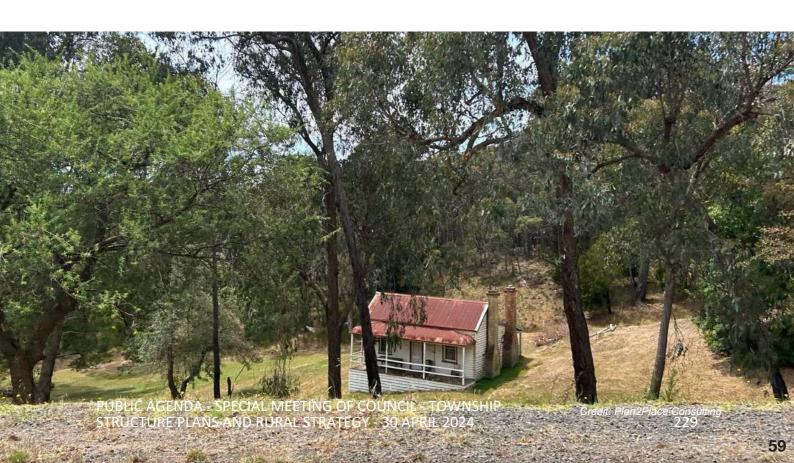
Preferred future character

Streetscapes are dominated by large remnant indigenous and native canopy trees with supporting undergrowth in the Bush Lots character type. 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.



8.4.8. Rural lots ATTACHMENT 6.1.3

Existing character

The Rural Lots character area is a small region located on the western periphery of Daylesford along Goo Goo Road adjacent to the Lake Daylesford Gardens. The area presents a distinctly spacious rural environment characterised by large lots. Dwellings are situated on larger allotments exceeding 5,000 square metres, featuring substantial setbacks from front, side and rear boundaries, fostering an open quality. The area showcases expansive pastoral landscapes with occasional shelter belts of exotic species along property boundaries. The absence of front fencing or the presence of open-style fencing enhances the rural ambience, allowing for clear views across the forested landscape.

Dwellings typically feature a low-profile construction of brick or weatherboard materials, with predominantly pitched roofs. Street trees vary in height from low to moderate, with patches of remnant native canopy trees in certain areas. Streets are primarily sealed, occasionally with unsealed treatments, and feature minimal pavement area. Lots typically have irregular shapes, incorporating a mix of straight and curving streets.

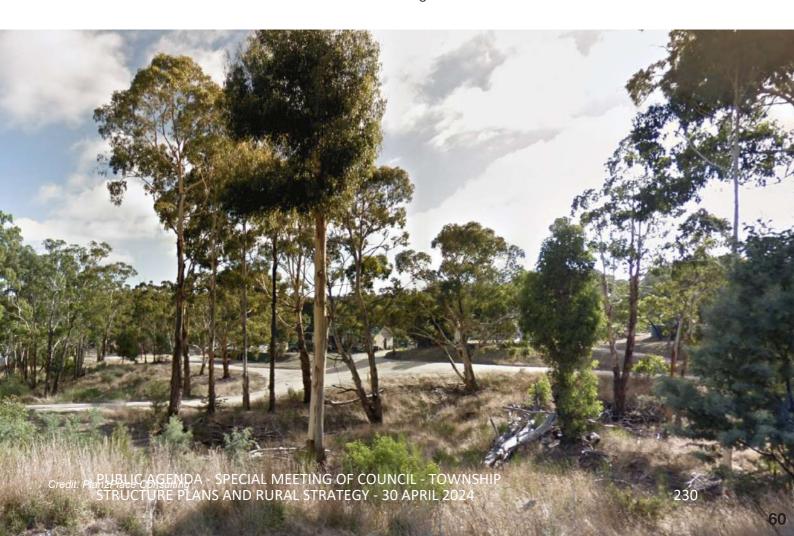
Preferred future character

Dwellings are sited on moderate to large lots that accommodate a mixture of plant types and species and broad open lawns in the Rural Lots character type. 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.



8.4.9. New development area

Existing character

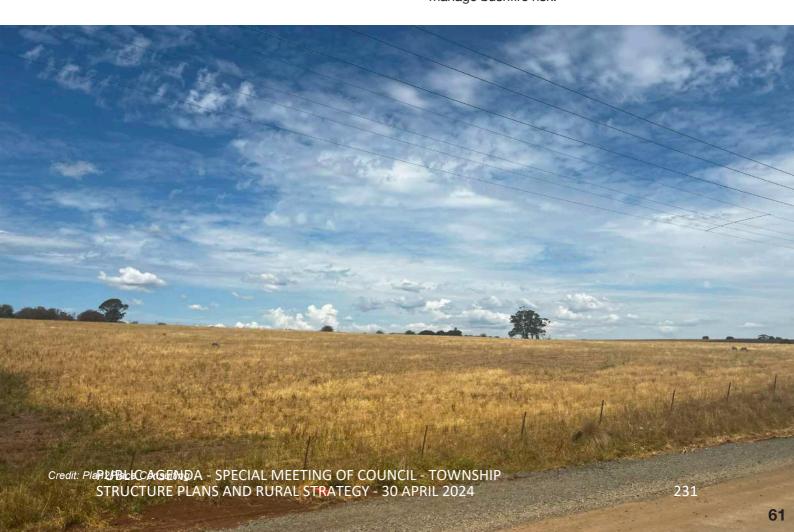
The New Development Areas are areas which are proposed to be rezoned to a residential zone. The New Development Precinct is located on several large parcels of land east of East Street to the south-east of Daylesford.

Preferred future character

New residential growth areas are located in the expanded areas 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.

Guidelines

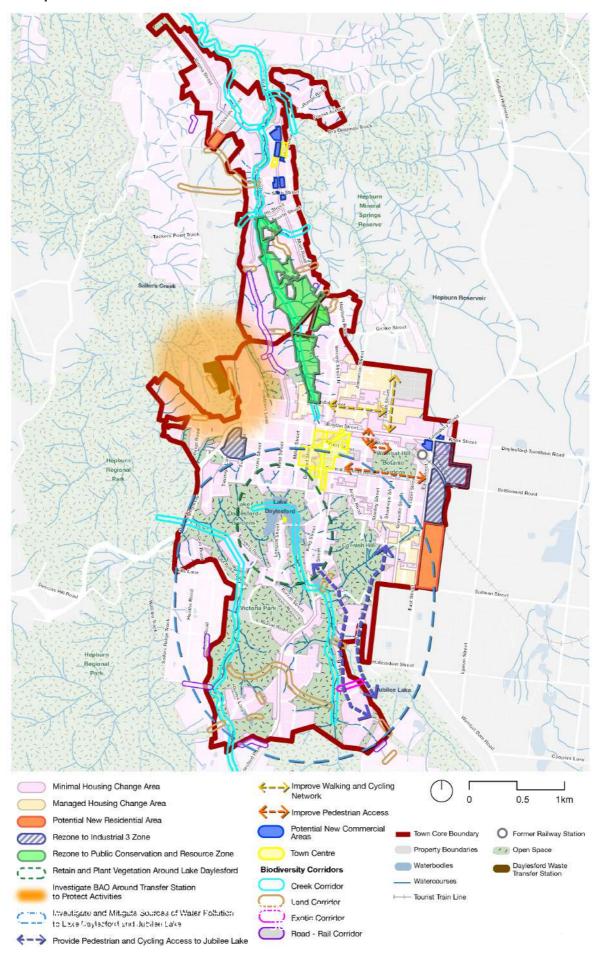
- · Respond to site context, history and typology.
- Provide a diversity of housing types and lots sizes.
- Make direct and legible connections to existing streets and pedestrian networks, avoiding courts and dead end streets.
- Ensure that new development provides good interaction of streets and public 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.



9.0 Development Framework

The development framework for Daylesford and Hepburn Springs is shown at **Figure 20**. This includes the key initiatives for the structure plan.

Figure 20: 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 **Figures 21** as follows:

- Rezone land at 65, 70, 76, 78, 79, 81, 82, 84 and 112 to 124 Main Road in Hepburn Springs and 4 Raglan Street, 2 Midland Highway and 6 East Street, Daylesford from Neighbourhood Residential Zone (NRZ) to Commercial 1 Zone (C1Z).
- Rezone all Industrial 1 Zone (IN1Z) land to Industrial 3 Zone (IN3Z).
- Rezone Rural Conservation Zone (RCZ) land adjacent to Main Road Hepburn Springs to Public Conservation and Resource Zone (PCRZ).
- Rezone Farming Zone (FZ) land at 39 Smith Street to Public Use Zone 3 (PUZ3).
- Rezone Neighbourhood Residential Zone (NRZ) land at 17 Hospital Street to Special Use Zone (SUZ).
- Rezone Farming Zone land east of East Street to Neighbourhood Residential Zone (NRZ) (subject to further investigation).
- Rezone Neighbourhood Residential Zone (NRZ) land at 2 Raglan Street and 1 Knox Street Daylesford to Commercial 2 Zone (C2Z).
- Rezoning of Settlement Road to Industrial 3 Zone (IN3Z) (subject to further investigation).

Land proposed for new overlays is shown in **Figures 22** as follows

- Apply a Vegetation Protection Overlay (VPO) to identified high biodiversity corridors.
- Apply a Neighbourhood Character Overlay (NCO) to properties on Frazer Street, East Street, Orford Street, Queensberry Street, Duke Street, Bridport Street and Vincent Street.
- Apply a Design and Development Overlay (DDO) to properties along Raglan Street in Daylesford.
- Apply a Development Plan Overlay (DPO) to land

east of East Street upor Are EAN HOME INDJECT 16 further investigation).

10.2. Non-statutory implementation

The Structure Plan identifies a wide range of nonstatutory 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 a important comanagement 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 Daylesford and Hepburn Springs. 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 Commonwealth 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.

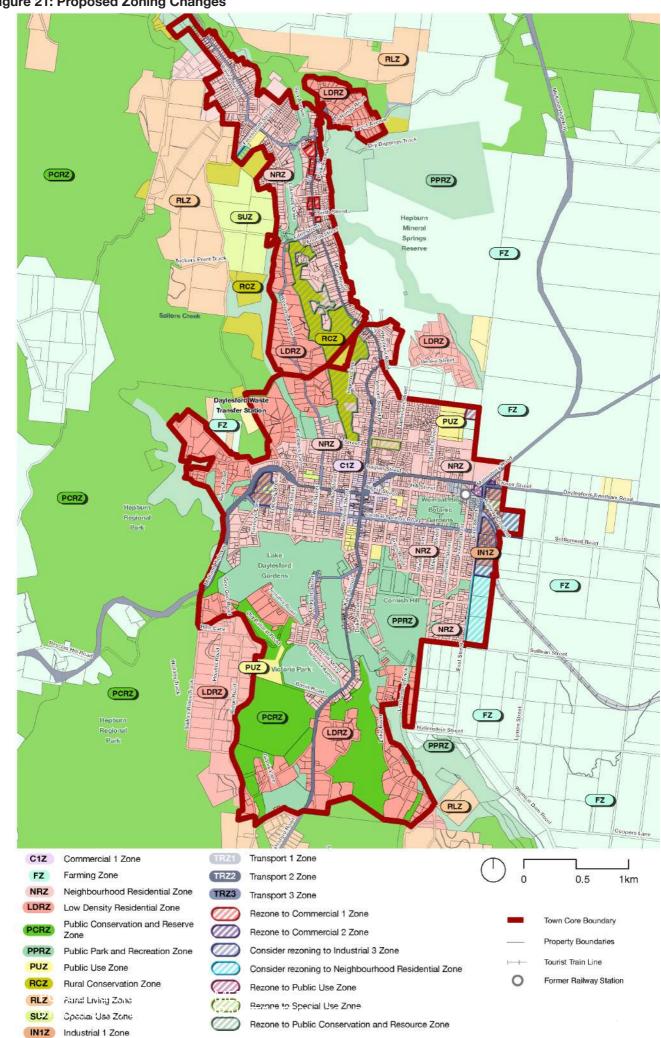
10.4. Monitoring and review

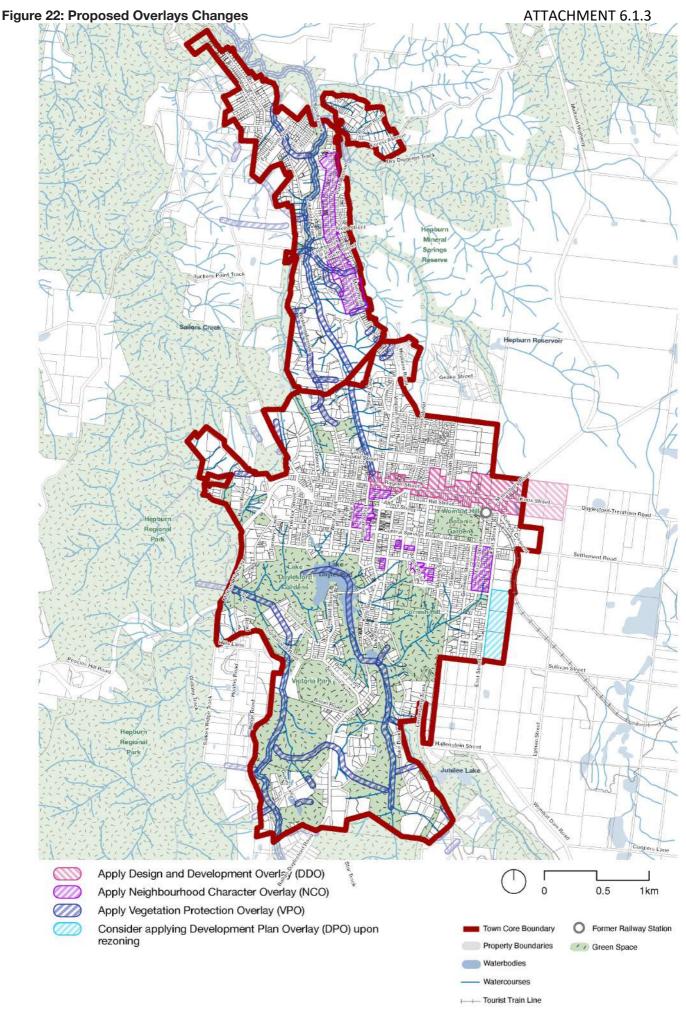
A progress report on the implementation of the structure plan will be provided by Council every five years and will commence from when the plan is adopted. This process will enable Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects. Council 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 patractile. Wiseel, help mitigate environmental impacts, support surrounding agricultural areas and strengthen community resilience and wellbeing.

Figure 21: Proposed Zoning Changes





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 issue	ues 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 of the towns, along Vincent Street, Howe Street and Albert Street in Daylesford and Main Road in Hepburn Springs. These streets are characterised by commercial uses and valued attributes, including heritage buildings, scattered mature trees and unique historic atmosphere. Most of this land is zoned Commercial 1 and is surrounded by the Neighbourhood Residential Zone (NRZ), providing close proximity to residents. Commercial lots situated near Daylesford Lake and the surrounding parkland, provide an opportunity to connect the environment, commerce and culture, contributing to the collective identity of the town. Since these commercial areas are at the core of the township, their retention is appropriate within the town core boundary.
The location of existing government and institutional areas and land uses	Many local, state and Commonwealth government and institutional areas and land uses are included within the town. These include Daylesford Secondary College, St Michael's Primary School, Daylesford Primary School, Hepburn Primary School, Hepburn Kindergarten, Daylesford Community Child Care Centre, Daylesford Pre-School, Daylesford Hospital, Daylesford General Practice, Daylesford Post Office, Daylesford Museum, Victoria Park, Daylesford and District Historical Society, Daylesford Library, Daylesford Football Netball Club, Daylesford Football Club, Daylesford Hepburn United Soccer Club, Daylesford Lawn Tennis Club, Daylesford Table Tennis Association, Daylesford Olympic Swimming Pool, Daylesford Speedway, Hepburn Football and Netball Club, Police Station, Daylesford CFA, Hepburn CFA and many other private medical practices, educational facilities and recreational services. All of these facilities are in, or close to, the core of the township and should be maintained. These land uses should be retained in the town core boundary as they are needed for the township community.
The location of existing areas of public open space	There is significant open space located in the centre of the townships, such as Victoria Park, Lake Daylesford, Cornish Hill, Wombat Hill Botanic Gardens, Lake Jubilee Reserve, Hepburn Mineral Springs Reserve and Hepburn Pool. Doctor's Gully is a another large area of open space. While currently zoned Rural Conservation Zone RCZ) it is proposed to be rezoned as Public Conservation and Recreation Zone (PCRZ). These green spaces play a crucial role in Daylesford and Hepburn/ Hepburn Springs for recreational activities and offer the opportunity to connect future developments. These open green spaces are close to Commercial 1 Zone 1(C1Z) and NRZ land, potentially leading to more holistic and integrated development outcomes. Similarly, Lake Daylesford Gardens and Victoria Park, are suitable for numerous gatherings, from family reunions to public events, adding more amenities to the town. Keeping these existing public open spaces within the boundary is important to balance growth and environmental preservation and, therefore, they should be maximised to benefit and connect other areas within the townships.
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Commercial and residential needs

Smaller lots are generally closer to the centre of the townships and range between 0 – 2,000 sqm. These sites usually have less spacing available, leading to more constraints for vegetation. Larger lot sites (4,000 sqm and larger) are typically located at the edges or outside of the townships. These larger sites present opportunities for strategic redevelopment, such as the large site at 25 Jamieson Street, which may be feasible for redevelopment, or the amalgamation of several larger sites east of East Street, Daylesford expanding the town core boundary and providing more opportunities. There is a feasible potential for the centres' population to grow to 3,918 by 2041, which will increase the demand for housing in Daylesford and Hepburn Springs (SGS, 2023).

There is capacity for demand for housing to 2041 of 681 dwellings and capacity of 1,367 dwellings. This means that Daylesford and Hepburn Springs can accommodate unmet demand from other areas of the shire. According to the SGS assessment, Daylesford and Hepburn/Hepburn Springs have enough capacity to meet the growing housing demand with a capacity balance of 686 dwellings to 2041 through infill development. A small area for low residential growth may be needed post 2041.

Additional growth in Hepburn Springs to meet housing demand growth is significantly limited by bushfire risk factors. Furthermore, challenges emerge as rents in Daylesford and Hepburn Springs are on the rise and there is a lack of long term rental properties. Most short term rental dwellings are located in Daylesford (500 dwellings) while another 150 dwellings can be found in Hepburn/ Hepburn Springs.

The commercial floorspace demand in Daylesford and Hepburn/ Hepburn Springs until 2041 will comprise 33,000sqm. The towns serve a relatively self-contained retail catchment, playing a local role for a primary retail catchment of almost 3,149 residents; 2,781 in Daylesford and 368 in Hepburn Springs (ABS, 2021). Comprising a wide variety of shops, restaurants, galleries and spas, it often attracts large numbers of weekend visitors. Daylesford and Hepburn/ Hepburn Springs will be unable to meet this demand as existing capacity consists of 18,100 sqm, resulting in a capacity shortfall of –15,200sqm. Additionally, commercial demand in Glenlyon that cannot be met in that settlement will need to be provided for in Daylesford and Hepburn/ Hepburn Springs. There could be some internal reconfiguration of existing commercial floorspace on some sites and there is a large area of commercial land currently occupied by conventional dwellings. But there will need to be some future expansion of the town core boundary in Daylesford to meet growing commercial/industrial demands to 2041.

Environmental and flooding constraints

The Daylesford and Hepburn/ Hepburn Springs townships are located on relatively hilly terrain, that slopes downwards towards the town centres and key waterbodies including Lake Daylesford, Jubilee Lake and the mineral springs along Spring Creek. The townships have a large amount of dense vegetation, particularly to the north, west and south of Daylesford. There is also some dense vegetation to the east, particularly in Hepburn/ Hepburn Springs, but much of this land has been cleared for agricultural land uses. Areas of dense vegetation correspond to the Hepburn Regional Park and Hepburn Plantation to the west, the Hepburn Mineral Springs Reserve to the north-east and Lake Daylesford Gardens, Lake Jubilee Reserve and Cornish Hill in the south. As a result, the landscape, while visually striking, is subject to high bushfire risk, particularly in the north, west and south. The Bushfire Management Overlay (BMO) covers the majority of both town's northern, western and southern regions as well as surrounding land. In both Daylesford and Hepburn/Hepburn Springs, there are no LSIO covered areas, so flooding is uncommon. However, occasional localised flooding can still occur.

Heritage constraints

Heritage places exist in both the commercial and residential areas of the towns, contributing to the current and unique built form gold mining heritage character where they are identified by the Heritage Overlay (HO). Heritage overlays in Daylesford are extensively applied along Vincent Street and a large area to the east and south including Wombat Hill Botanic Gardens and Cornish Hill. Heritage Overlays in Hepburn/ Hepburn Springs mainly affects land along and adjoining Main Street. This limits significant growth around the town centres and surrounds and imposes some constraints within the commercial core or in residential change areas. Heritage constraints do not affect some areas of the towns outside of these areas allowing for reasonable managed growth areas.

Availability of strategic redevelopment sites, both existing and potential

There are several significant strategic redevelopment sites within the bayes for 3 township. Other opportunities can be found within the commercial town centre of both Daylesford and Hepburn/Hepburn Springs where shop top housing is proposed or possible, subject to meeting heritage requirements. Other strategic redevelopment sites can be found on larger residential lots surrounding the Daylesford town centre. Amalgamation of multiple large lots to the east have been proposed for inclusion within the town core boundary and have also been identified as potentially strategic redevelopment sites subject to further investigations on infrastructure and other matters.

The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township

There are various residential areas provided within the townships, including zones such as the NRZ (with a 9-metre building height limit) and the Low Density Residential Zone (LDRZ). These housing zones usually surround commercial areas where the C1Z is

Most of the minimal change areas are located in large areas throughout both towns, featuring small lots up to 1,000 square metres in area. Leveraging larger lots and other areas without constraints imposed by the LSIO, BMO and HO makes them more feasible for managed growth. Strategic redevelopment sites can be found in the commercial centre of Daylesford and surrounding areas as well as a large parcel of land proposed to be rezoned to NRZ in the east of the township. Some strategic redevelopment sites in Hepburn/ Hepburn Springs can be found along Main Road but their redevelopment is quite constrained.

Consideration of physical barriers and opportunities for their improvement

Several physical barriers exist in Daylesford and Hepburn/ Hepburn Springs that impact development and the extent of the town core boundary such as:

- Both towns sit in a valley surrounded by hilly terrain and Hepburn/Hepburn Springs has particularly steep terrain, limiting development potential.
- Dense vegetation surrounds the towns corresponding to PCRZ, PPRZ and RCZ • land.
- Large waterbodies including Lake Daylesford, Jubilee Lake and the Hepburn Springs Mineral Reserve.
- Large open green spaces including Cornish Hill, Wombat Hill Botanic Gardens, Lake Daylesford Gardens and Hepburn Springs Mineral Reserve.

Proximity to public transport, especially fixed rail (train or tram)

Very little public transport exists in both Daylesford and Hepburn/Hepburn Springs. Two bus stops can be found in Daylesford while another four can be found in Hepburn/ Hepburn Springs. Bus services operate to Ballan Station from Hepburn through Daylesford and a VLine service operates between Woodend and Daylesford. No train stations can be found in either town except the former Daylesford Station which serves as a tourist line. Public transport accessibility is not a large driver of land use and development and change in both towns.

The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges

Daylesford and Hepburn/ Hepburn Springs has only bus service provisions. Two bus stops can be found in Daylesford and another four can be found in Hepburn/Hepburn Springs. Details on the types of bus services are provided above.

Currently, there are disconnected footpaths and pedestrian trails throughout both towns.

Vincent Street (Ballan-Daylesford Road) and Albert Street (Midland Highway) are the main access roads for Daylesford and Main Road (Ballan-Daylesford Road) for Hepburn, providing connections to other regional destinations. In Daylesford, Howe and Raglan Street provide local connections. A grid-based street network comprises most of the central area of Daylesford.

Hepburn/ Hepburn Springs is characterised by a linear road network with adjoining perpendicular local roads. Township gateways mark the point where increased density of continuous built-up areas and services start.

There are few walking and bicycle riding connections to open space areas, and very few dedicated bicycle facilities. There are opportunities to make improvements for walking and bicycle riding, but the low traffic volumes on local streets mean that they are relatively safe for all users within the town core boundary (apart from some main roads and roads with significant gradient), and improvements can be made.

PUBLIC AGENDA - SPECIAL MEETING OF COUNCIL - TOWNSHIP

Consider the following issues in determining the potential location of a township boundary: Walkability -There is a strong opportunity to improve the walkability of the towns by implementing opportunities to formal pedestrian infrastructure along key roads between the towns such as Vincent provide for and improve Street. Currently no pedestrian or wheeling infrastructure exists between the towns walkability within 400 to and introducing these would improve accessibility. Additionally, while most key 800 metres from the core roads have pedestrian infrastructure, many streets in both towns lack safe footpaths. of the centre (depending Opportunities exist here to improve walkability, particularly closer to the town centres. Establishing clear connections between key open public spaces: Lake Daylesford, on topography and connectivity) Jubilee Lake, Victoria Park, Wombat Hill Botanic Gardens and Hepburn Mineral Springs Reserve; could also enhance the walkability of the towns, strengthen its culture and identity, support tourism and add more value to the history of the towns. The proposed boundary is consistent with the state policy framework, such as Clause **Consistency with State** 11.02-1S, which provides opportunities for managed growth in existing town areas policy 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. The Daylesford and Hepburn/Hepburn Springs boundary is consistent with the **Consistency with local** policy and a Municipal Council's MPS and local and municipal planning policy framework, particularly Planning Strategy (MPS) including Clauses 11.01-1L Townships and settlements, 15.01-5L-02 Neighbourhood where relevant Character in Townships and Settlements, 17.01-1L Diversified Economy and 19.02-6L Open Space. There is sufficient separation between other towns in the region, such as Creswick, Impacts of the boundary on other township Trentham and Glenlyon, and also settlements such as Coomoora to support the boundaries. Daylesford and Hepburn/Hepburn Springs town core boundary. While Daylesford and Hepburn/ Hepburn Springs are in close proximity, there is a clear division between the townships based on separation from public land and topography. In setting a boundary for a township include: Sufficient land to provide There is mostly sufficient commercial land to meet the needs of the town and the for the commercial surrounding community. The commercially zoned land is of a significant size and with some reconfiguration or redevelopment should be adequate in the short to medium (retailing, office, fringe retailing and support term for both the town and the population's needs in the surrounding area. There is the potential to better reflect existing commercial land uses in both Hepburn activities such as entertainment) activities Springs and Daylesford in areas along Main Street and Raglan Street/East Street through a Commercial 2 Zone (C2Z). There is also potential to grow the industrial area needed over a 15 to 20 year time frame and then along East Street to provide for additional industrial land to 2041 to meet the needs of the local community. All together, this will provide opportunities for local employment into the 30-year horizon. and economic benefits through a range of retailing and commercial uses. Residential areas that Residential land within the townships is located appropriately within the boundary and are integrated into the surrounds the commercial core of the towns. There are existing areas of residential township or surrounded growth that are proposed to be designated for new housing opportunities and by other uses that have typologies as managed change areas. A large parcel of land proposed to be rezoned a strong functional interto NRZ in the east of the Daylesford township is also included in the proposed boundary but will be subject to further investigations. relationship with the township even where limited development opportunities exist. Key public land uses that Previously addressed have or are intended to have a strong functional inter-relationship with the township even where there are no or limited redevelopment opportunities

Public open space
areas that have or are
intended to have a
strong functional inter-
relationship with the
township.

Previously addressed

ATTACHMENT 6.1.3

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. The town core boundary is proposed around residential and commercial areas and key public open spaces and responds to existing known land use constraints. Large areas of both Daylesford and Hepburn/ Hepburn Springs with the core areas of the townships are already affected by the HO, Environmental Significance Overlay and BMO. Despite this, there is little residential land located outside the proposed boundary other than small sections of unsewered LDRZ land that in places marks the boundary of both townships.

12.0 Appendix B: Zones and Overlays

Zones

- 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.
- Transport Zone (TRZ1, TRZ2, TRZ3) which is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations.
- Public Use Zone (PUZ1, PUZ2, PUZ3, PUZ6) 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.
- 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.
- Rural Living Zone (RLZ) applies residential land uses, and some agricultural activities that do not affect residential amenity, in rural settings. The zone 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).
- 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.

- 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.
- Commercial 1 Zone (C1Z) which is applied to commercial centres for convenience retailing and where mixed uses and accommodation are also encouraged.
- Industrial 1 Zone (IN1Z) which is applied to land where industrial uses are accommodated and other than a caretaker's house prohibit all accommodation.

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
- Development Plan Overlay (DPO) which identifies areas where the form and conditions of future development need to be shown on a plan before a permit can be granted to use or develop the land. They usually relate to new development areas and significant redevelopment sites.
- Erosion Management Overlay (EMO) is to prevent inappropriate development and minimise land disturbance in areas prone to erosion, landslip or other land degradation processes.
- Land Subject to Inundation Overlay (LSIO) which is applied to land that is subject to inundation related to flooding from waterways but is not part of the primary floodway as identified by the relevant floodplain management authority.
- Neighbourhood Character Overlay (NCO) which identifies areas of existing or preferred neighbourhood character and seeks to ensure that development respects that neighbourhood character through demolition and development controls.
- 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.
- Road Closure Overlay (RXO) which is applied to a road that has been closed by an amendment to the planning scheme.
- The Vegetation Protection Overlay (VPO) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.

13.0 Appendix C: Design Guidelines for Town Centre

13.1. Daylesford Town Centre

Building scale

- New buildings should not exceed three storeys and provide a positive transition and relationship with adjacent sensitive uses.
- Where a site abuts a sensitive property provide a transition of new building height not more than one storey.

Building design

- Where development is subject to a heritage overlay preserve at least the building beneath the main roof form.
- Layout and shape new buildings to positively respond to the context in terms of their overall scale, form, architecture, and materials.
- Encourage contemporary architecture that draws inspiration from the heritage and landscape character of Daylesford.
- Avoid the use of pastiche or imitation heritage details in new buildings.
- Ensure new buildings minimise energy and resource use based upon current best practice methods.
- Use durable, sustainable and attractive building materials that will minimise maintenance and contribute to the township character.

Street interface

- Align the fronts and sides of new buildings with the prevailing setbacks.
- Provide active ground floor interfaces, including windows and entries, on new buildings in commercial zones to optimise street activation and surveillance. On corner sites, ensure the secondary frontage provides a positive interface with the street in terms of activation, facade and materials.
- Continue the rhythm and width of existing building frontages for new buildings.
- Wherever possible, incorporate access for people with a disability within existing or proposed building envelopes to avoid impact of new structures upon the streetscape. Retain original external steps on heritage places.

Vehicle access

- Provide vehicle access to properties on Vincent and Howe Streets from rear lanes, side streets or existing cross overs.
- Locate loading facilities on-site where possible.
 Layout the loading and unloading of vehicles to avoid pedestrian and vehicle conflict.
- Locate new car parking to the rear or sides of buildings to minimise its functional and visual impact on streetscapes

Signage

- Integrate business identification signage so that its location and size complement the building and its setting.
- Locate signage below the parapets of buildings.
- Avoid the installation of signage above verandahs and cantilevered awnings.
- Review the distribution and prominence of signage on private and public land to reduce visual clutter within the town centre.
- The illumination of signs is discouraged. Where illuminated signs are considered appropriate, ensure light spills to nearby residential land are avoided.

Landscape and fencing

- Wherever possible retain existing trees and incorporate them into the site planning of new development.
- Where front setbacks are proposed incorporate planting appropriate for the site and wider context.
- Where required, use low height or semi-transparent fencing on front and exposed side boundaries for commercial properties.

13.2. Hepburn Springs Town Centre

Building scale

- New development should not exceed 2 storeys (9m).
- Where a site has an immediate abuttal, or shares common boundaries with residential, or heritage properties, building heights should transition to a single storey.

Building design

- Where development is subject to a heritage overlay preserve at least the building beneath the main roof form
- Conserve and maintain the integrity of heritage forms and streetscapes, avoiding the use of pastiche or heritage replica.
- Plan and layout new buildings to respond to the context including neighbourhood character, slope, and bushfire.
- Encourage contemporary architecture that draws.
 inspiration from the heritage and landscape character of Hepburn Springs.
- Ensure new buildings minimise energy and resource use based upon current best practice methods.
- Use durable, sustainable and attractive building materials that will minimise maintenance and contribute to the township character.

Street interface

- Provide active ground floor interfaces, including windows and entries, on new buildings in commercial zones to optimise street activation and surveillance.
- Shape and compose the rear or sides of new development abutting streets to contribute positively to, and not detract from, the public realm.

Vehicle access

- Locate the loading and unloading of vehicles to avoid pedestrian and vehicle conflict. Seek to locate loading facilities on-site where possible.
- Ensure on-site car parking is located to have a minimal visual impact on the streetscape. Where possible, avoid parking between building frontages and the street (within the front setback).

Signage

- Integrate business signage so that it does not detract from the overall building form and streetscape.
- Avoid locating signs above the parapet of buildings.
- Avoid locating signs above verandahs or awnings
 Ensure new signs are sympathetic to the prevailing pattern and location on fascias, parapets or verandahs.

Landscape and fencing

 Wherever possible, retain existing trees and incorporate them into the site planning of new development.

- Where front setbacks are proposed, incorporate planting appropriate for the site and wider context.
- Where required, use low height or semi-transparent fencing or low hedging along front, or exposed side, boundaries.

14.0 Appendix D: Neighbourhood Character Design Guidelines (under separate cover)

15.0 Appendix E: Action Implementation Table 15.1.3

Priority				
Esti. New Cost (\$)				
Stakeholder/ Community Engagement				
Involved			3	
Lead Agency/ Responsibility				
Duration				
Timing/ Commenced				
Actions				
Actions#				

				ATTACH	MENT 6.1.3
Priority					
Esti. New Cost (\$)					
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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)	BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.			
	BAL of 12.5 -LOW: There is a risk of ember attack.			
	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.			
	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.			
	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.			
	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.			
Bioregion	The Victoria Minster 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.			
	https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks			
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.			

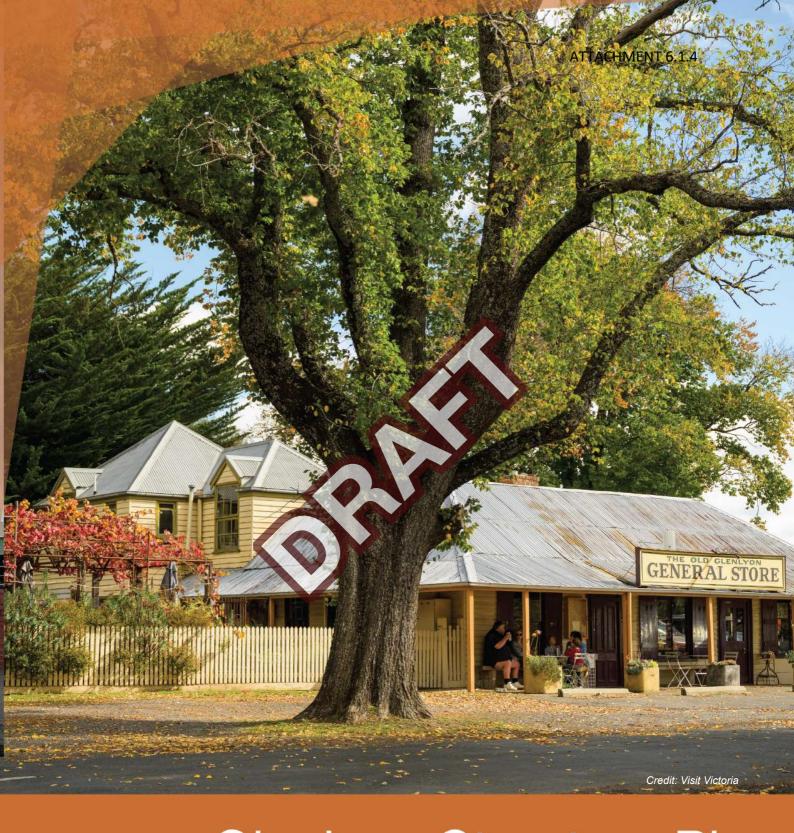
Term	Definition ATTACHMENT 6.1.3
Environmental sustainable development (ESD)	Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Fine grain	A term used by architects and designers to describe streets 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 heath 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	The collection of different materials used in buildings along a street.
materials	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 ATTACHMENT 6.1.3			
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 a 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	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. The SSF identifies seven categories that can assist in creating sustainable subdivisions:			
	 i. Site Layout and Liveability ii. Streets and Public Realm iii. Energy iv. Ecology v. Integrated Water Management (IWM) vi. Urban Heat vii. 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)	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.			
PUBLIC AGENDA STRUCTURE PLAN				

Term	Definition ATTACHMENT 6.1.3				
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	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:				
	 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. 				



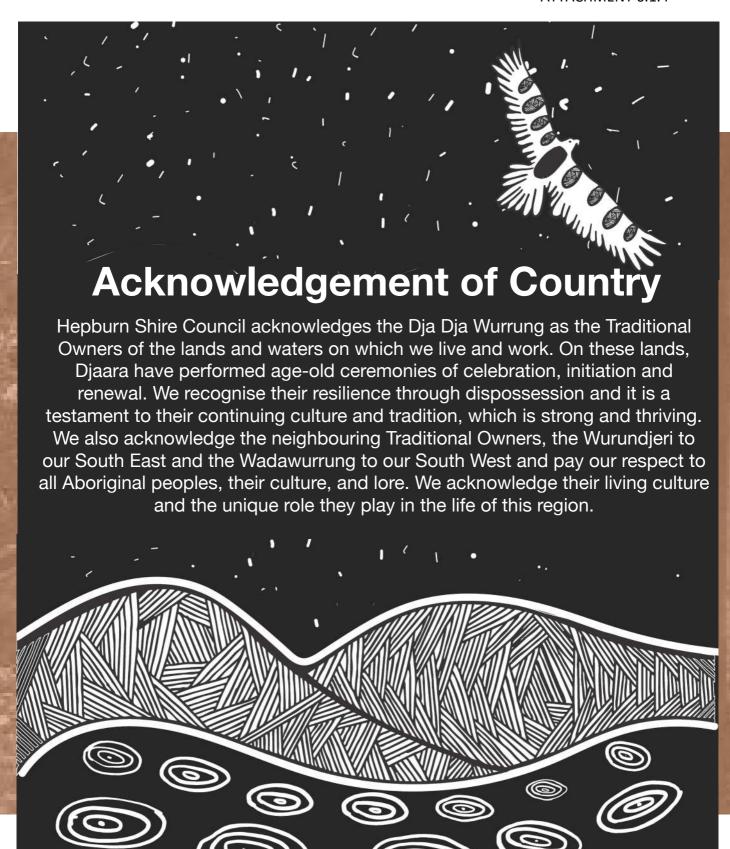




Glenlyon Structure Plan Draft Structure Plan



April 2024 Hepburn



Prepared for Hepburn Shire Council by Plan2Place Consulting.

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V2	16-Feb-2024	Draft 2 Prepared for Officer Review
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V4	05-Apr-2024	Draft 4 Prepared for Consultation
V5	22-Apr-2024	Draft 5 Prepared for Consultation





Peter Boyle_Urban Design+ Landscape Architecture



Movement

Place Consulting

ATTACHMENT 6.1.4

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Glenlyon is located 100 km from Melbourne and 11 km from Daylesford in the Shire of Hepburn. It is a quaint rural settlement situated in the north-east of the Central Highlands region on Dja Dja Wurrung country at the foothills of the Great Dividing Ranges. The settlement is located approximately halfway between Ballarat and Bendigo and bisected by the Daylesford-Malmsbury Road, establishing a direct link to nearby Daylesford and Malmsbury.

Glenlyon currently has a population of approximately 450 people but is expected to grow by 60 by 2041. Its population comprises of 99 residents under 20 (22%), 253 adult residents of working age (20-64 years) (56%), and a large proportion of couple families with children (21%). Those aged over 55 years old comprise 42% of the population.

Glenlyon has a popular general store and former shire hall and is surrounded by forest to its north, south and east. A lush green corridor lines the Loddon River which flows through the settlement to its east. Farming land is found primarily to the west, northwest and south-west. The Daylesford-Malmsbury Road (Barkly Street) is lined with significant deciduous trees through the settlement's core, contributing to Glenlyon's unique character. Glenlyon is also characterised by several heritage buildings lining Barkly Street which defines the settlement's distinct historic quality.

Glenlyon sits on a recent volcanic flow, at a boundary of the Central Victorian Uplands and Goldfields Bioregions, making the area ecologically highly diverse. Djaara land practices have shaped these ecosystems over thousands of years.

A location plan of Glenlyon is shown in Figure 1.





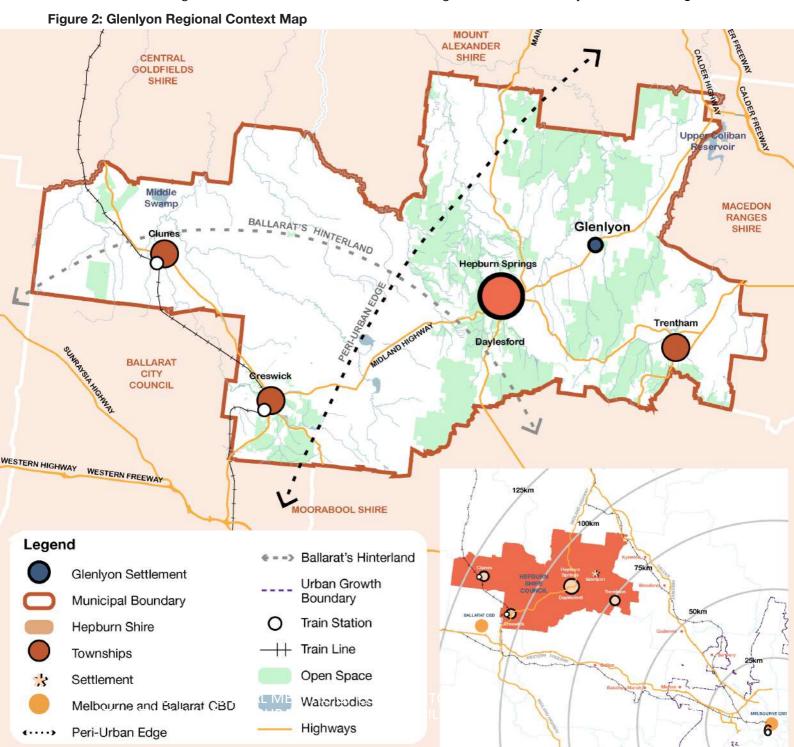
2.0 Settlement Regional Role and Context ATTACHMENT 6.1.4

Glenlyon is a settlement north east of Daylesford surrounded by forest to its south and east, and farming land primarily to its north, west and south-west. It had a 2021 population nearing 450 which is expected to grow by 60 people by 2041. It is forecast for only minimal growth and change due to constraints including bushfire risk and infrastructure due to no provision of reticulated potable water or sewerage.

The Loddon River and adjacent Glenlyon Recreation Reserve are important ecological features and constitute part of a regional 'biolink' between significant forest reserves. Glenlyon is bisected by the Daylesford-Malmsbury Road which is lined with significant deciduous trees through the settlement's core, creating a unique character. The whole of Hepburn Shire is included in a bid to recognise Victoria's Goldfields Region as a UNESCO World Heritage Area.

Glenlyon is in the Central Victorian Uplands Bioregion but has been built on a recent volcanic landscape, and borders the Goldfields Bioregion, making the area ecologically highly diverse. The volcanic plains landscape included manna gum and swamp gum woodland over wildflower rich grasslands - now almost entirely eliminated due to the agricultural value of this land. More extensive remnants of drier forests occur to the north and wetter forests dominated by Messmate remain in the south and east. Djaara practices also shaped these ecosystems over thousands of years. The settlement largely relies on Daylesford and Hepburn Springs for most mid-level services, such as pre-school, primary and secondary education, retailing, commercial businesses and medical facilities. There are no current public transport facilities provided to the settlement.

The regional context of Glenlyon is shown in Figure 2.



3.0 The Settlement Structure Plan

3.1 Role and Function

The Glenlyon Structure Plan has been developed to manage growth and development of the settlement 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 past engagements we know that the community values and wishes to protect the rural landscapes, the heritage and character of its townships and settlements, biodiversity and environment, and agricultural land.

The purpose and function of the structure plan is to plan for the future of Glenlyon by articulating a shared vision to protect the distinctive elements of the settlement and build upon the opportunities.

The structure plan will guide the physical and natural environment, amenity, and activities of the settlement defining the boundary of the settlement 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 Glenlyon.



Timeline Co-design of Structure Plan Structure Plan Adoption October-November 2023 Mid-late 2024 **Draft Structure Plan** Early 2024 **Final Structure Plan Conversation Starter** Deeper Engagement Structure Plan **Exhibition Period and Initial Engagement** July to October 2023 Implementation **Public Submissions** May to July 2023 including Planning Scheme Amendment Early-mid 2024

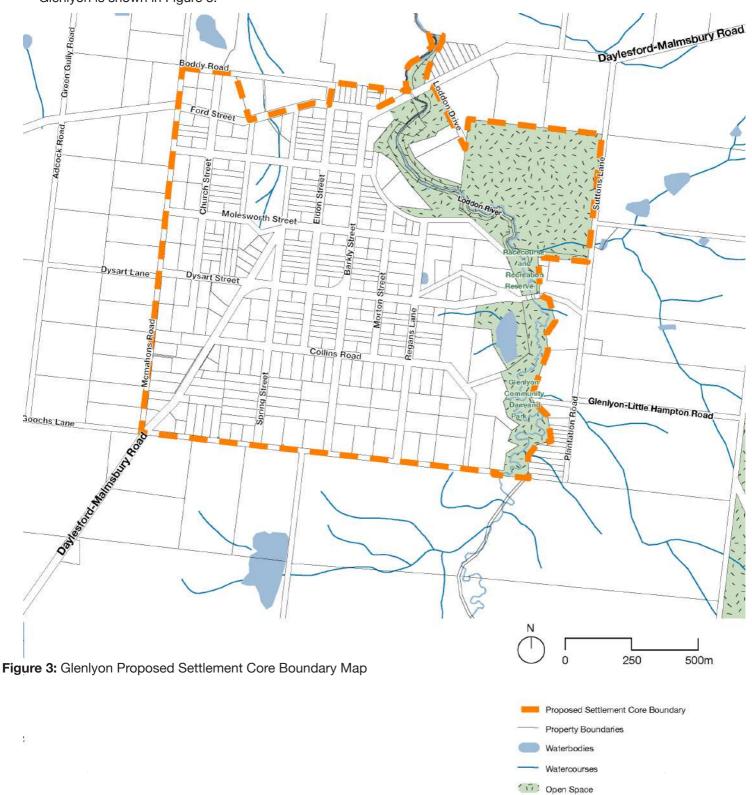


3.2 Boundary analysis

An analysis of the extent of the settlement core 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 54 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.

There is scope for limited residential development within the Glenlyon settlement core boundary when these opportunities and constraints are considered. Further expansion of the settlement is constrained by areas of high biodiversity, high quality agricultural land and a lack of waste water and reticulated water infrastructure. These factors are extremely limiting on the settlement core boundary. 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 in included in **Appendix A** and a map of the proposed settlement core boundary for Glenlyon is shown in Figure 3.



3.3 Strategic and statutory context

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

State strategy

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

Victorian Government policy including Plan Melbourne (2017-2050) and the Central Highlands Regional Growth Plan (2014) does not identify Glenlyon as a place for growth. It is identified on the edge of a region of high quality and versatile farming areas where a range of agricultural activities are supported. The settlement is located within the peri-urban area of Melbourne. This is also reflected in Clause 11.01-1R of the Hepburn Planning Scheme.

Plan Melbourne states that "development in periurban 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 Glenlyon as a 'settlement' as distinct from a 'town'.
- The MPS Settlement Plan which shows Glenlyon as a settlement subject to extreme and significant bushfire risk.
- Clause 11.01-1L of the Hepburn Planning Scheme provides a local policy for the Shire's townships and settlements and includes specific strategies for Glenlyon but no accompanying plan.
- Clause 15.03 sets out Council's requirements for management of heritage places including retention, demolition and signage.

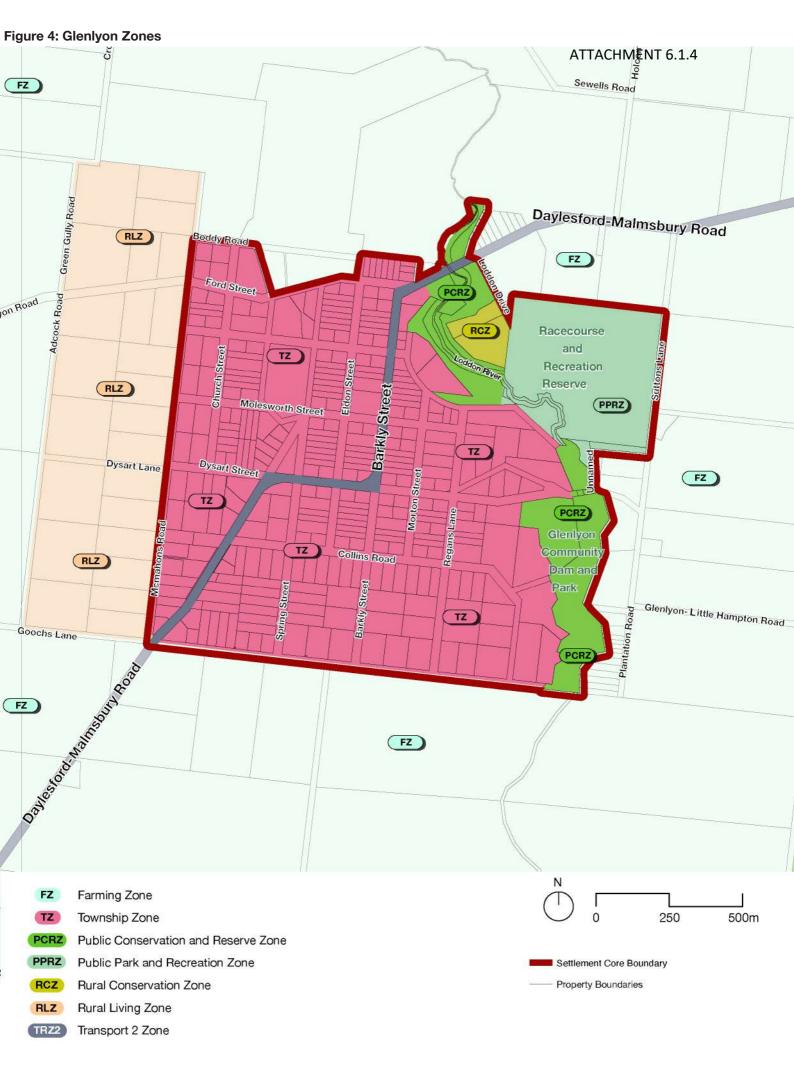
Existing zones and overlays

There are a range of zones and overlays that affect Glenlyon and its surrounds including the following:

- Farming Zone (FZ) encourages productive agricultural land and employment and population to support rural communities on minimum lot size of 40 hectares unless specified.
- 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.
- 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) applies residential land uses, and some agricultural activities that do not affect residential amenity, in rural settings.
- Township Zone (TZ) which is applied to small towns with no specific structure of land uses.
- Transport Zone (TRZ) which is applied to land for declared roads, railways and other important transportation infrastructure.
- Bushfire Management Overlay (BMO) identifies and manages areas of bushfire hazard.
- Environmental Significance Overlay (ESO) manages development of land that may be affected by either environmental constraints or significant natural environment.
- Heritage Overlay (HO) manages development of heritage places.
- Land Subject to Inundation Overlay (LSIO) applies to land that is subject to inundation related to flooding from waterways.
- Vegetation Protection Overlay (VPO) protects significant vegetation requiring a permit to lop vegetation.

Existing zones and overlays affecting Glenlyon and its surrounds are shown in **Figures 4 and 5** and a more detailed description can be found in **Appendix B**.





NOTE: Entire area subject to USO1 proclaimed water catchment.

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 settlements 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.
- Hepburn Strategic Bushfire Planning Assessment (Terramatrix, 2023) assesses bushfire risk and recommendations for settlement growth.
- Part B: Glenlyon 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 settlement.
- 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 6.1.4

4.1 Methodology and outcomes

The development of a structure plan for Glenlyon 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; the township structure plans and supporting technical studies, and the two shire-wide strategies including Rural Hepburn: Agricultural Land and Rural Settlement Strategy and the Integrated Transport Strategy.

Community engagement has been undertaken to date in two stages.

Initial stage

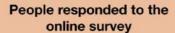
In the Initial stage Council was looking to understand the vision, priorities and preferences, and values of the community. A variety of community communication and engagement methods including the Glenlyon Conversation Starter, Background Papers, Survey, in-person community sessions and other community and stakeholder activities were held. At the completion of this phase an Engagement Report was developed and shared with the community. Refer to the 'Glenlyon Structure Plan Engagement Report', Wayfarer Consulting (July 2023). This served as a foundation for the second, deeper stage.

Deeper stage

A community Panel have worked together to assist Council in creating a shared vision and objectives based on six key themes identified within the Glenlyon Conversation Starter for the township Structure Plan. Over three co-design workshops held between October and November 2023, the vision and key directions for each town were developed. Community 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 Glenlyon Structure Plan, Co design workshops, Key findings; Wayfarer Consulting, December 2023.

Initial Glenlyon Community Engagement Summary







People attended the community engagement sessions

Housing



- · Diverse range of homes
- Improved housing design quality
- · More affordable housing
- Preference for no residential development to preserve rural character of township

Urban Design



The General Store, Old Shire Hall, Loddon River and Glenlyon Recreation Reserve identified as valued heritage assets

Business and Economy



- Encourage additional farming and food businesses
- High quality telecommunications connections and improved road and public transport network to attract new businesses

Movement and Access



- Improve road and footpath surfaces
- Improve cycling infrastructure and public transport networks
- Improve and establish new links to neighbouring towns

Environment and Heritage



Preserve and protect Glenlyon
Recreation Reserve, the
Loddon River and associated
river banks, and bushland from
invasive species and weeds
Protect avenue of trees, historic

PUBLIC AGENDASTIFE ELANG MEETINGS OF COUNCIL - TOWNSHIP STRUCTURE PLANS MAND RURAL STRATEGY - 30 APRIL 2024

Community and Cultural Infrastructure

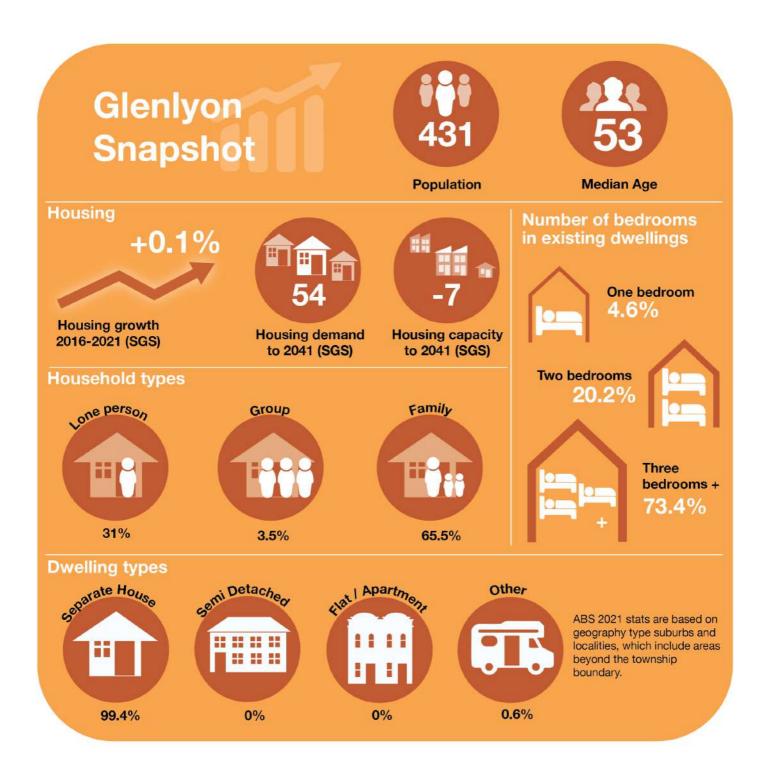
- - Implement EV charging infrastructure
 - Additional seats and shared paths and new public toilets
 - Introduce a new public meeting space near the general store or former school/ CFA hall. Create a youth space

5.0 Settlement Overview and Key Issues

ATTACHMENT 6.1.4

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

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



5.1 HousingATTACHMENT 6.1.4

Glenlyon has a population nearing 450 which is expected to grow by 60 people to 2041. Its population comprises 99 (22%) residents under 20, 253 (56%) adult residents of working age (20-64 years), and a large proportion of couple families with children (21%). Those aged over 55 years old comprise 42% of the population.

Glenlyon has the highest proportion of four or morebedroom dwellings of any town or settlement in the Shire, representing 25% of total dwellings in the settlement. The majority of households are couple families with children, but the supply of housing for families is limited. Residents have expressed a need to improve affordability and access to services.

Rents are increasing substantially and there is a lack of long-term rental property available. This creates challenges, including not allowing people to age in their community as their needs change, and making housing scarce for staff of regional businesses. This in turn impacts the local economy and community as people then move to alternative areas or cheaper forms of accommodation.

Glenlyon historically had more affordable housing compared to townships with better proximity to services, facilities and employment but this is changing. Housing affordability is a continuing challenge for the municipality in the context of population growth, evidenced by the lack of housing diversity and the high rate of unoccupied dwellings mainly due to tourism.

The settlement is expected to experience some residential demand and growth but there is little capacity to meet this within the settlement core boundary. Currently 76 lots out of 195 are vacant (39%) within 1,200 metres of the settlement, some being outside the settlement boundary. There is some capacity to accommodate additional housing on vacant lots,

and through further subdivision inside the settlement boundary.

Anticipated housing demand to 2041 is forecast at 54 dwellings while housing capacity, including both infill and greenfield development, is 47 dwellings, resulting in a capacity balance of -7 dwellings. Due to over-riding environmental and servicing factors, there is not an ability to meet all future demand in the settlement and some of this demand could be accommodated in nearby Daylesford. Identifying housing change areas in the settlement will help to direct further housing growth to appropriate land.

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

One change area has been identified:

 Minimal housing change - comprise those locations with heritage, environmental and physical constraints and special neighbourhood character, and therefore have a reduced capacity for housing change and growth.



5.2 Environment and heritage

Topography and vegetation

Glenlyon sits on a predominantly flat recent volcanic flow originating from the eruption point at Gooches Hill. It is adjacent to the Loddon River and is at a boundary of the Central Victorian Uplands and Goldfields Bioregions, contributing to the area's biodiversity. Djaara land practices have shaped these ecosystems over thousands of years.

Manna Gum and Swamp Gum Woodland over wildflower rich grasslands once dominated the volcanic landscape while drier forests occurred to the north and wetter forests dominated by Messmate in the south and east. The fertile volcanic plains soils have been intensively cleared and used for agriculture while the hillier Central Victorian Uplands to the south and east (contiguous with the Wombat State Forest) and Goldfields landscapes to the north east (part of the Upper Loddon State Forest) remain largely forested. Gooches, Kidds and Lowes Hills, are prominent features surrounding Glenlyon while the Loddon River with adjacent reserves forms a major habitat and connectivity feature along the settlement's eastern boundary.

Environmental hazards

Growth and development of the settlement are constrained by bushfire and flooding risks, reflected in the bushfire management overlay covering the east of the settlement and areas of Land Subject to Inundation Overlay. Areas within the settlement with existing built form and reduced vegetation provide safer areas for development. The areas to the south of the settlement provide the safer areas for future development. Higher risk areas have been identified as within 400 metres of the forest/woodland, with poor accessibility for CFA fire trucks due to the difficulty of achieving a BAL of 12.5 as shown in **Figure 6.**

A number of areas are subject to flooding around the Loddon River and surrounds. This impacts a large spring fed wetland bounded by Ford Street to the north and Molesworth Street to the south, and residential properties to the east and west limiting development on these sites as shown in **Figure 7.** This seasonal wetland is located on Crown land as shown in **Figure 6.**

Water

Managing the impacts of development on the Loddon River and the area's substantial ground water reserves is a critical environmental consideration for the structure plan. Glenlyon has no existing sewer or drinking water connections and none are planned. This significantly restricts development within and around the township zone. As Glenlyon has no sewer connection, the reliance on septic systems means that ground water is at risk if septic systems are not regularly serviced.

There is a need to more accurately map and identify mineral springs in order to protect them from sewerage contamination. Clause 14 of the Hepburn Planning Scheme allows for environmental set backs of 30 metres to ensure there is no encroachment of waterways and that environmental health is maintained. This means

that subdivision of lots is more difficult as a 4,000sqm minimum lot size is required for sufficient setbacks for large dwellings and onsite sewerage and water management. Smaller dwellings can have less effects in comparison, but their size and cumulative impact is also a significant factor needing attention.

The preparation of an Integrated Water Management Plan for the settlement would enable some of these challenges to be better understood and managed in association with Council's Domestic Wastewater Management Plan.

Biodiversity

The original ecosystems traditionally overseen by Djaara people have seen drastic change from loss of traditional practices, mining, grazing, weed invasion and urban development. Remnant vegetation exists on private land and in the Wombat Forest, along the Loddon River and roadsides and within the Glenlyon Recreation Reserve. Fragments of nationally endangered Victorian volcanic plains ecological vegetation community occur around Glenlyon. Endangered species such as the Powerful owl, Brush-tailed phascogale and Gang-gang cockatoo have been recorded.

Biodiversity conservation

The Loddon River, Glenlyon Dam and native vegetation within the Glenlyon Recreation Reserve could be further restored to strengthen their bio-link role, increase appreciation and enjoyment of the original ecosystems, and reinstate some traditional practices and culturally significant species.

The structure plan should investigate use of wildlife friendly fencing and planting of indigenous tree species around the Glenlyon Recreation Reserve to establish a shared use area for recreation and conservation. Support for conservation on private land may help protect the large and important stands of remnant woodlands. There are also significant mineral springs resources, including at the Recreation Reserve. The structure plan should identify how to manage the settlement interfaces with surrounding rural and conservation areas.

Heritage

The Shire's built, natural and cultural heritage are fundamental to its sense of identity. Cultural heritage sites of significance to Djaara exist in and around Glenlyon, including scar trees, middens, sites of birthing and massacre sites. Comparatively within the district, the Glenlyon area had limited gold reserves. The avenue of significant deciduous trees through the settlement's core contributes to Glenlyon's unique character. This avenue is protected under the Heritage Overlay and is being gradually extended. Glenlyon is also characterised by several heritage buildings lining Barkly Street, allowing the place to retain its historic settlement atmosphere as detailed in **Figure 8**.

Dja Dja Wurrung land significance

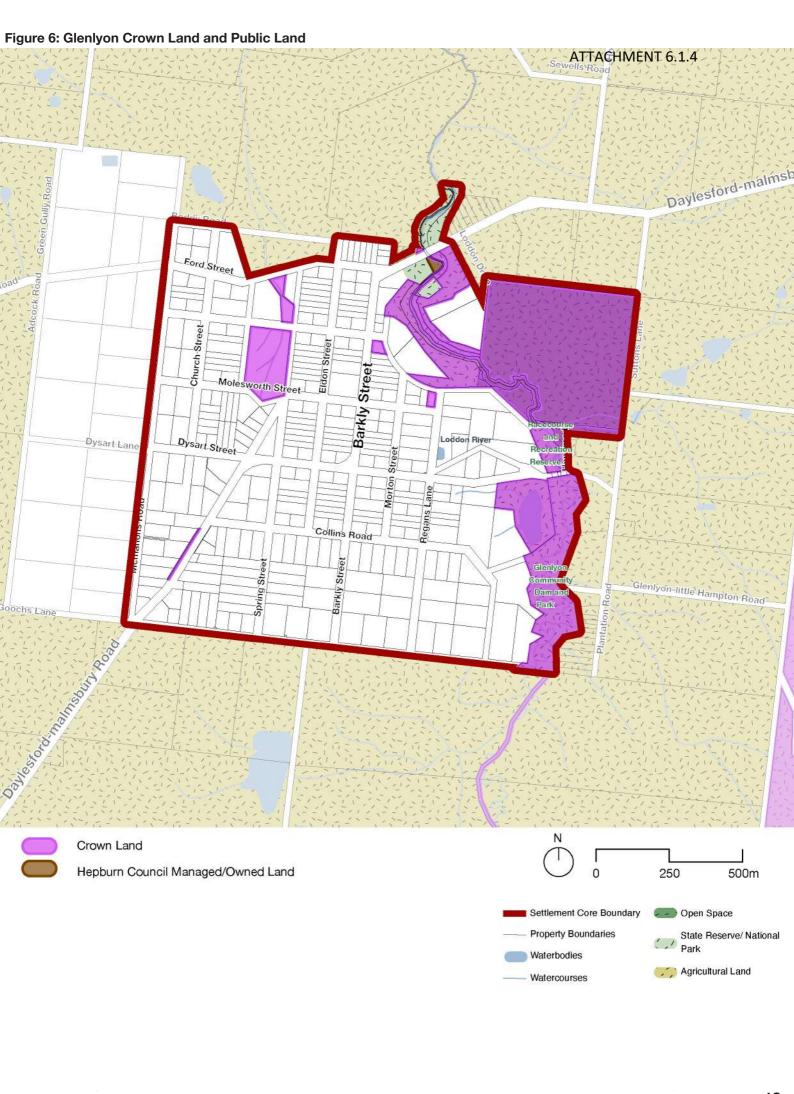
Originally managed by age-old practices of the Djaara people for thousands of years, the natural ecosystems of the area, such as Loddon River and its tributaries, have been significantly disturbed. For the Dja Dja Wurrung People, Country is more than just the landscape and more than what is visible to 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 Country is vastly changed, it still holds many

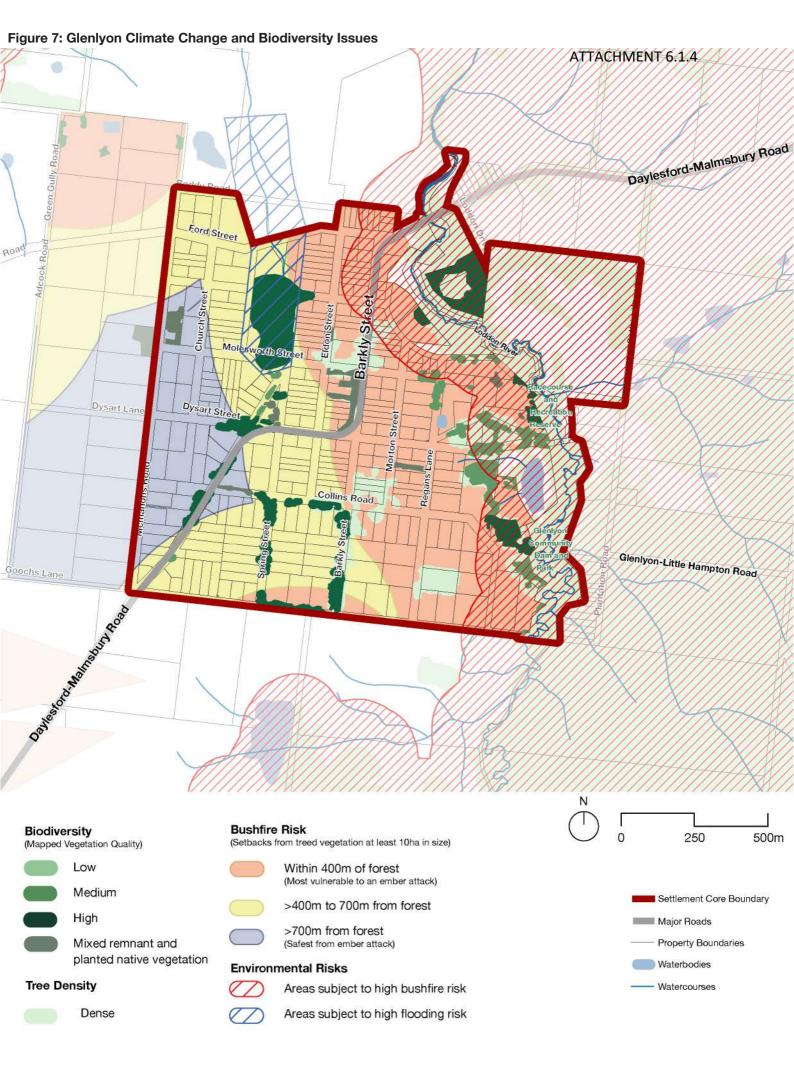
important values to the Dia ATWOHMENT 6.1.4

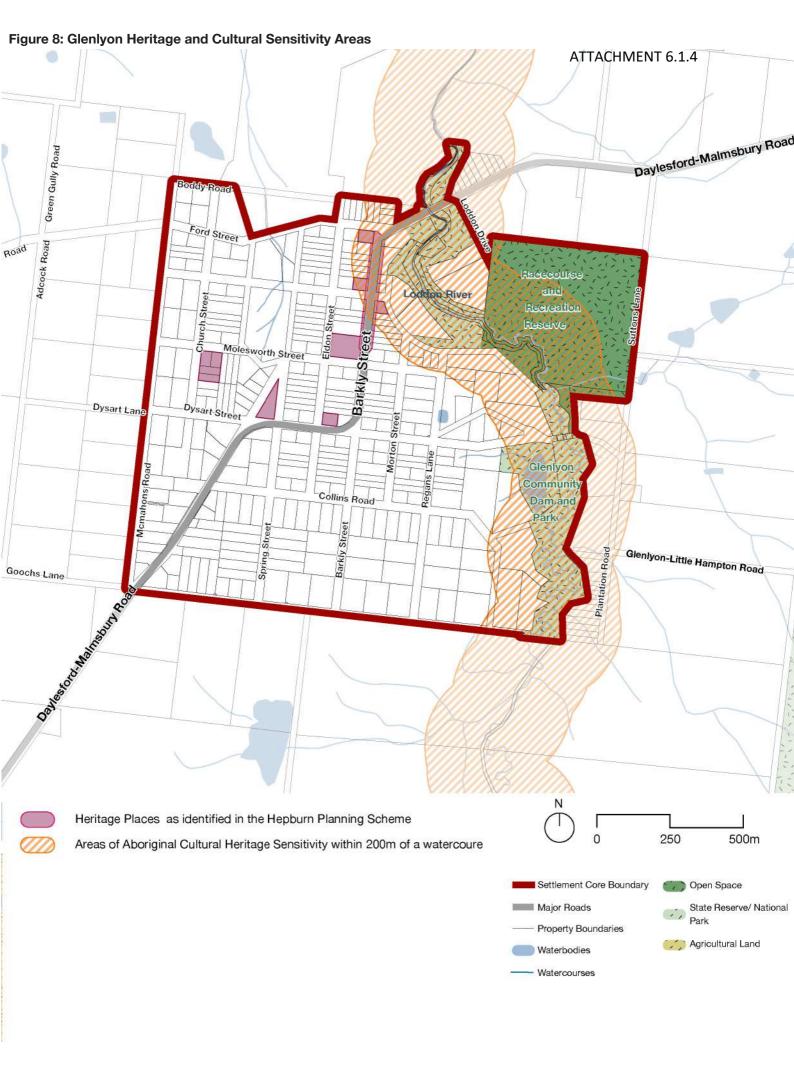
Hundreds of years ago, this land was mostly covered in open forests and woodlands, providing the Dja Dja Wurrung with the plants and animals they used for food, medicine, shelter and customary practices. Important tucker and medicine species to the Dja Dja Wurrung can still be found across Country including 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.









5.3 Business and economy

Glenlyon lacks commercial and social facilities, with the exception of a popular general store and town hall. It relies on Daylesford located to the south-west for most mid-level services. These include primary and secondary education, retail, business, medical and recreation uses. Additional facilities includes several wineries in close proximity to Glenlyon. The existing Township Zone that is applied throughout the settlement can accommodate (subject to a permit) commercial and industrial uses along with residential uses (with examples of this occurring).

While Glenylon is not recognised as a rural tourist destination like Daylesford, the Daylesford to Glenylon route is recognised as an important tourism route.

The settlement currently has insufficient commercial floorspace capacity to meet anticipated demand by 2041 and beyond based on current and future population requirements. Demand for an additional 2,400 sqm is forecast to 2041 while commercial floorspace capacity totals 0 sqm which results in a capacity balance of -2,400 sqm. The demand is not a material shortfall and

could be easily met through intensification or additional development in nearby larger towns such as Trentham or Daylesford.

Glenlyon has insufficient industrial floorspace capacity to meet anticipated demand by 2041 and beyond, largely due to the lack of any industrial floorspace in the settlement and no plausible industrial expansion areas. Anticipated industrial floorspace demand to 2041 is 100 sqm. This shortfall is not material and could easily be accommodated in nearby Daylesford.

The significant employment sectors, nearby include agriculture, construction and accommodation and food services, which together make up around 50% of Glenlyon's employment. It is important that high quality agricultural land surrounding Glenylon is recognised as a finite resource within the Shire that needs to be maintained for active production. The structure plan should explore the events, visitor, recreation and tourism opportunities that are provided in Glenlyon, and whether there is potential for growth or if this should be accommodated in nearby towns.



5.4 Urban design ATTACHMENT 6.1.4

Glenlyon is a small settlement with a mix of open pastoral landscapes and remnant older 19th century and early 20th century historical buildings along Barkly Street which is lined with well-established large Oak and Elm trees. Properties on the settlement's edges have a more rural character on larger sites. Significant buildings along Barkly Street include The General Store and Town Hall. The expansion of the settlement is strongly defined by its rural character consisting of spacious allotments on relatively flat topography. The streets follow a grid subdivision style with some notable curvilinear exceptions including Barkly Street and Ford Street. Molesworth Street, while predominantly straight, curves around land subject to inundation, highlighting the effect the natural landscape has on the urban design of Glenlyon. Some road reservations remain unconstructed and may contain significant native vegetation including large trees.

In Glenlyon, smaller lots sizes (900-3,000 sqm) with medium to large frontages (20-50 metres) are prevalent closer to the settlement centre while larger lots (3,000sqm and greater) with larger frontages (50 metres and greater) are usually located on the edges or outside the settlement. These lots allow more space around buildings including for vegetation, and onsite water tanks and septics. New subdivisions and developments in more modern architectural styles are emerging to the south of Glenlyon, outside the proposed settlement core boundary.

A focus on urban design will help to complement Glenlyon's existing attributes and make it more functional, sustainable, and attractive. Well-designed public spaces, buildings, streets, and landscapes will ensure that these areas remain great places for the community.

Glenlyon has a small, relatively undefined centre with limited local services, including The General Store, CFA Station and Glenlyon Hall. Nearby are key destinations such as Loddon River, Glenlyon Racecourse and Recreation Reserve and Glenlyon Community Dam and Park. The neighbourhood character of the settlement should be better defined, and the qualities of what makes it unique, better protected through the structure plan. The structure plan should explore opportunities to improve walkability, protect the boulevard character along Barkly Street and maintain the rural character of the area.

Better pedestrian and cyclist links to the natural environment should be established. Walkability can be improved in the settlement through the sharing of public spaces generally without providing separated paths to roads other than in high traffic and higher speed environments. There is also an opportunity to improve connections from Glenlyon to the Loddon River and Glenlyon Racecourse and Recreation Reserve and along the Loddon River to establish an accessible and legible circular path network for the benefit of residents.



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

PUBLICA STRUSTURES, BLANDS, AUDIA URA CARANAGY - 30 opportunities.

5.5 Movement and ATTACHMENT 6.1.4

Daylesford-Malmsbury Road (managed by Regional Roads Victoria) is the main access road for Glenlyon, providing connections to other regional destinations. This road (otherwise known as Barkly Street) runs through the centre of the settlement. Connections to settlements are essentially by car or taxi only, making access to a vehicle important. The lack of access to transport, particularly public transport is a key issue for the settlement.

The settlement has moderate through traffic. The speed limit outside Glenlyon has recently been reduced to 80 km/h, and it is 60 km/h on Barkly Street. The settlement follows a grid-based street network and the majority of the roads are unsealed.

The Local Transport Benchmarking Strategy (2019) identified the need for a community bus to serve Glenlyon.

Glenlyon has little to no pedestrian infrastructure, often resulting in pedestrians walking on grass verges or the road. People with prams or reduced mobility are likely to only use the road as verges can be more difficult to walk on especially during wet weather. There are opportunities to improve some footpaths through the centre, to reduce hazards to pedestrians from through traffic and improve accessibility for the elderly in strategic locations. There are also some walking and wheeling connections into surrounding areas and open space such as the recreation reserve.

A network of trails are located along the Loddon River including the Biolink Walking Trail, which functions as a 4.6 kilometre scenic and informative walking loop providing opportunities to spot wildlife and historical points of interest. The Biolink Walking Trail is shown in **Figure 12.**

Improving active transport connections in the settlement, and to surrounding facilities and areas such as the recreation reserve will ensure residents can be active and enjoy their local settlement features. Consideration of Shire-wide transport network improvements such as community and public transport will ensure that Glenlyon residents can access the services and facilities of Daylesford and Kyneton and reduce social isolation.

Electric car and truck growth will increase in response to the need to reduce emissions and charging infrastructure will be required. No public charging stations are proposed for Glenlyon as yet, but given its small size (and the small number of day visitors passing through) it is likely that private home and business-based EV charging will predominate; a public charging station at or near the General Store and/ or the Glenlyon Hall could be worthwhile.

5.6 Community and cultural infrastructure

ATTACHMENT 6.1.4

There are limited services and facilities in Glenlyon. Most of the key open spaces and community facilities are within an 800m walkable distance, including the Glenlyon Hall, CFA Station, parks and reserves. The Glenlyon Hall is well used by the community and the Glenlyon Recreation Reserve includes the Glenlyon Racecourse and Glenlyon Mineral Springs covering an area of approximately 20 hectares. Most recreation and conservation reserves are Crown land. As a small settlement, Glenlyon relies primarily on Daylesford for mid-level community services.

Council's adopted Glenlyon Reserve Masterplan is underway and envisages replacement or renovation of

the pavilion and upgrades to the Reserve including to equestrian and sporting facilities. Remnant vegetation exists in key landscape corridors linking into the reserve including the Wombat Forest and along the waterways to the Hepburn Regional Park.

The structure plan should identify priorities for additional or improved community and cultural infrastructure to service the settlement's residents noting that many services will continue to be accessed from Daylesford and Trentham.



6.0 Vision and Objectives

6.1 Vision for Glenlyon

Glenlyon is a small, rural settlement centred along an avenue of substantial trees with a caring and diverse community looking after country with the Dja Dja Wurrung. While housing growth is limited by environmental and agricultural land constraints, there is a greater range of multigenerational and more diverse housing options. Home based and small commercial businesses that support local agriculture are encouraged and provide valuable employment. Community spaces create places where people of all ages can meet, linked by safe and accessible walking paths and corridors for wildlife. Glenlyon is not only beautiful and dynamic, it is a robust and sustainable rural settlement.



6.2 Objectives

Housing



To facilitate a range of affordable and well-designed housing options, responsive to the environmental challenges that limit growth.

Urban design



To ensure that well designed buildings and streets retain the rural and vegetated character, and heritage of the settlement.

Business and economic development



To facilitate home based and small commercial businesses to enable residents to live and work in Glenlyon.

Movement and access



To ensure residents are provided with a variety of movement options that are safe, accessible and integrated, and encourage walking and wheeling.

Environment and heritage



To enhance and protect the biodiversity and heritage features of the small settlement while managing environmental challenges and responding to climate change risks.

Community and cultural infrastructure



To ensure community facilities and infrastructure support a healthy, resilient and wellconnected settlement and community, connected to regional services.

7.0 Key Themes

7.1 Housing

Objective: To facilitate a range of affordable and well-designed housing options, responsive to the environmental challenges that limit growth.

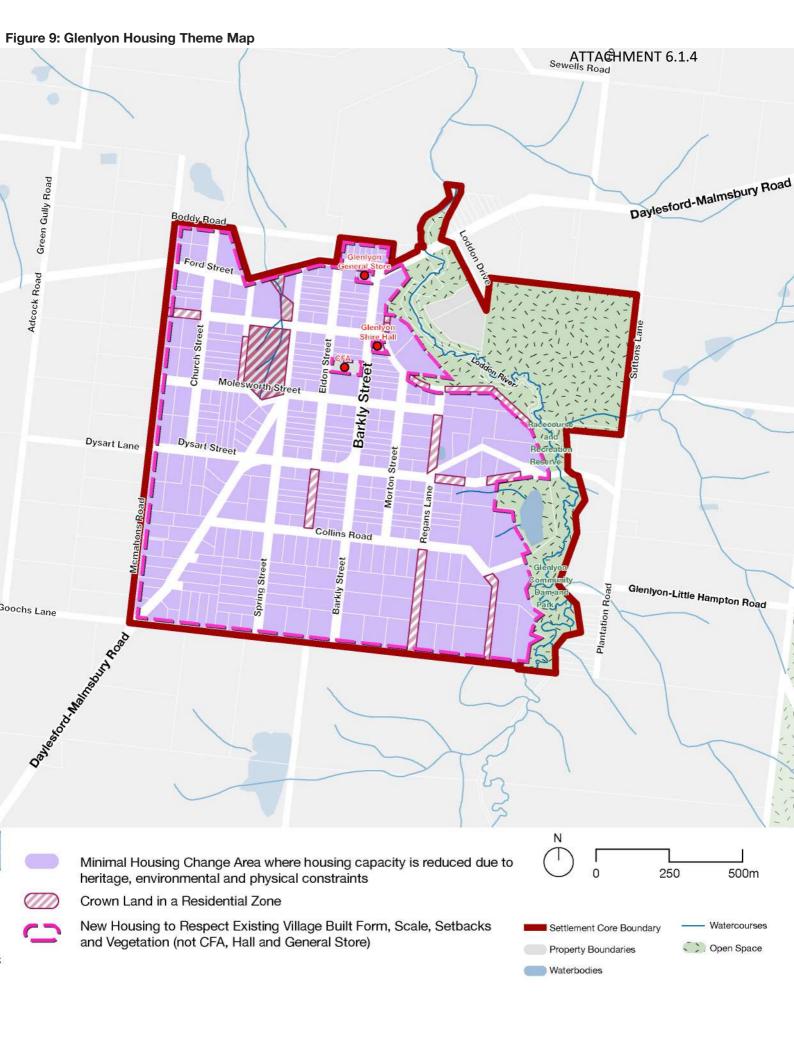


Strategies

Facilitate housing in the settlement core boundary within walking distance of the centre providing a greater range of options including more affordable housing options and tiny houses.

Ensure new development is sensitively designed reflecting the valued character of Glenlyon's residential areas with respect to built form, scale, setbacks and vegetation.

- A1 Implement Minimal Housing Change Areas in Glenlyon where heritage, environmental and physical constraints and special neighbourhood character result in minimal capacity for housing changes and growth.
- A2 Support multi generational and key worker housing by enabling small secondary dwellings on properties with adequate space and services, particularly for water supply and septic treatments, to manage environmental impacts.
- A3 Limit subdivision of new lots to a minimum size of 4,000sqm.
- A4 Implement the neighbourhood character guidelines (See Appendix C) to provide greater clarity of expectations for housing and subdivision including form and layout, design, site coverage, and space for canopy trees.



7.2 Business and economy

Objective: To facilitate home based and small commercial businesses to enable residents to live and work in Glenlyon.



Strategies

Encourage the creation of small, home based businesses.

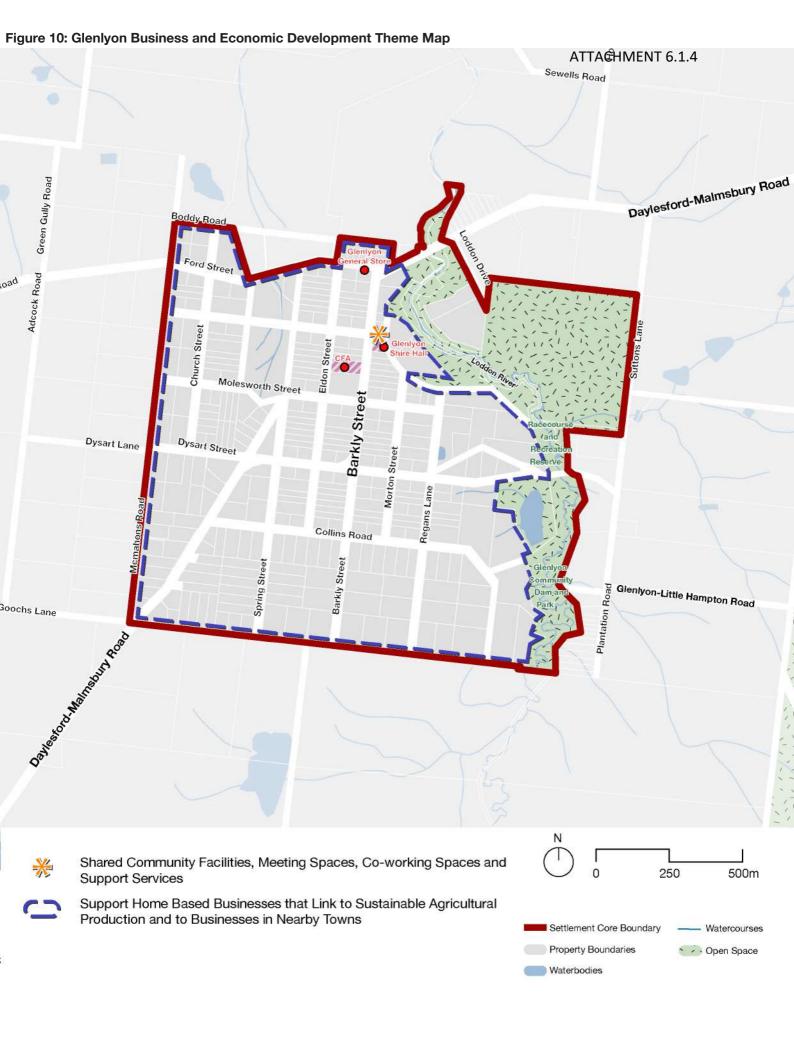
Ensure that any commercial development responds to the existing character of the settlement and fits seamlessly into the existing built form fabric.

Encourage the creation of business that link and valueadd to local economic development and agricultural production connecting to local businesses in nearby towns.

Encourage businesses to implement and utilise renewable energy and sustainable forms of production.

Retain productive farming and agricultural land located outside the boundary.

- A5 Advocate to telecommunications providers to improve infrastructure that supports working from home and home-based businesses.
- **A6** Continue to identify opportunties to support and develop businesses in and around Glenlyon.
- A7 Support the findings of the Rural Land Strategy to protect the agricultural land and remnant bushland surrounding the Glenlyon boundary.



ATTACHMENT 6.1.4

7.3 Environment and heritage

Objective: To enhance and protect the biodiversity and heritage features of Glenlyon while managing environmental challenges and responding to climate change risks.



Strategies

Increase fire resilient tree planting in streets, reserves and public spaces throughout the settlement.

Ensure new development has improved resilience to bushfires, floods and storms.

Limit development where risks cannot be mitigated.

Establish a settlement core boundary and manage growth within the boundary responding to environmental hazards and biodiversity.

Foster learning from First Nations people in how to care for country.

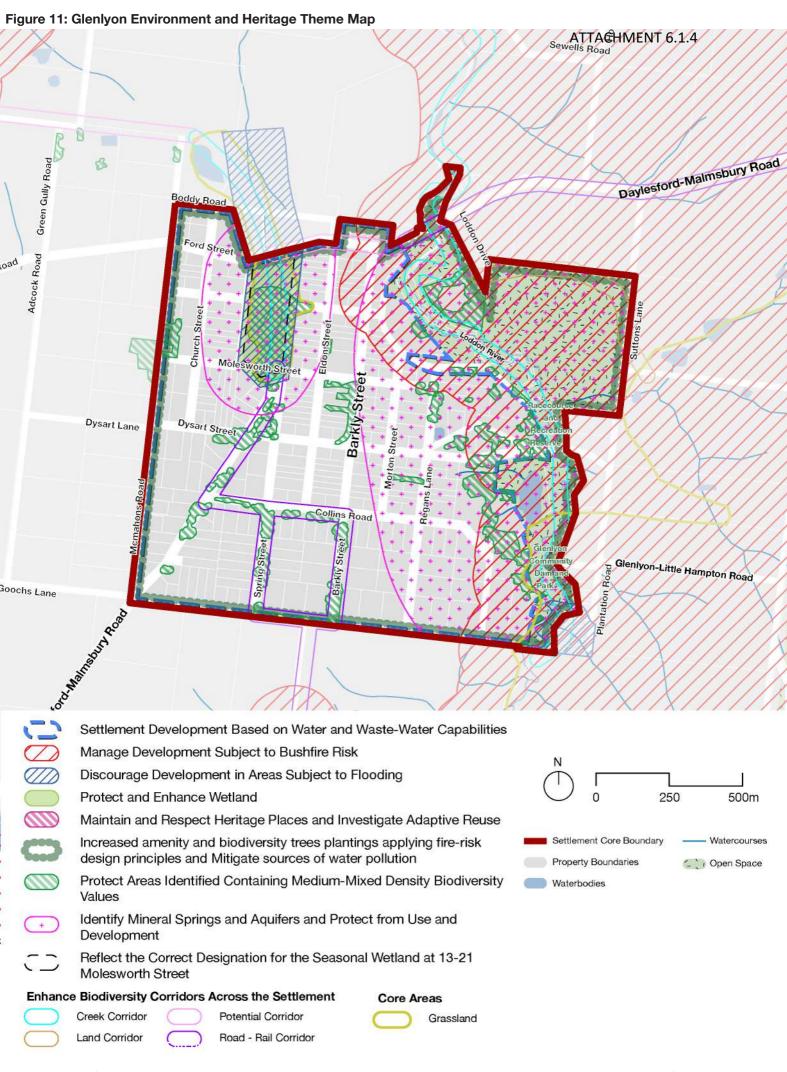
Maintain and respect pre colonial and post colonial heritage.

Encourage well designed development that responds to climate change and environmental factors such as bushfire, flooding, drought and protection of ground water and water catchments.

Manage development within the settlement boundaries based on reticulated potable and waste water supply and in accordance with minimum lot size.

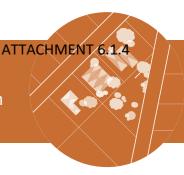
- Develop planting guidelines to strengthen biodiversity, manage fire risk and reduce environmental weeds that reference CFA landscaping guidlines and local plant and weed
- Utilise and strengthen Vegetation Protection Overlay, Significant Tree Register, native vegetation legislation and non-planning processes to protect and proactively manage significant native trees and roadside habitat corridors as shown in Figure 11.
- Protect areas of medium to high biodiversity value as identified on Figure 7, by limiting development and the removal and degradation of native vegetation and other habitat features.
- Implement the biodiversity assessment for medium to high biodiversity values and wildlife corridors through appropriate zoning and overlays in the Hepburn Planning Scheme to limit the removal and destruction of native vegetation resulting from use and development and manage development outcomes.
- Discourage development in areas of higher bush fire risk as identified in Figure 11, by limiting Care lopment and sources of flammability of COLIN

- A13 Work with North Central Catchment Management Authority to lead an updated flood study and implement into the Hepburn Planning Scheme.
- Work in partnership with DJAARA to provide education opportunities for local commuity engagement and information such as interpretative signage.
- A15 Investigate options to implement the findings of the Cultural Values Assessment to appropriately emphasise the Dja Dja Wurrung cultural footprint in Glenlyon's town centre and open spaces.
- Continue to identify and implement the findings of the Shire Wide Heritage Gaps Study by incorporating future findings into the Schedule to Cl 43.01 of the Hepburn Planning Scheme and apply the Heritage Policy on all applications such as alterations, additions and demolition.
- **A17** Encourage innovative and quality environmentally sustainable developments that include climate responsive technologies that respond appropriately to the landscape.
- Continue to work with community and appropriate water management authorities to improve the protection and preservation of water quality and land use management.
- A19 Advocate to State and Federal government to energy proof town populations at risk of energy network failure due to environmental events.



7.4 Urban design

Objective: To ensure that well designed buildings and streets retain the rural and vegetated character, and heritage of the settlement.



Strategies

Protect and enhance key heritage elements including avenues of canopy trees, open grassy swales and wide verges ensuring extensions to these elements respect their existing heritage and neighbourhood character.

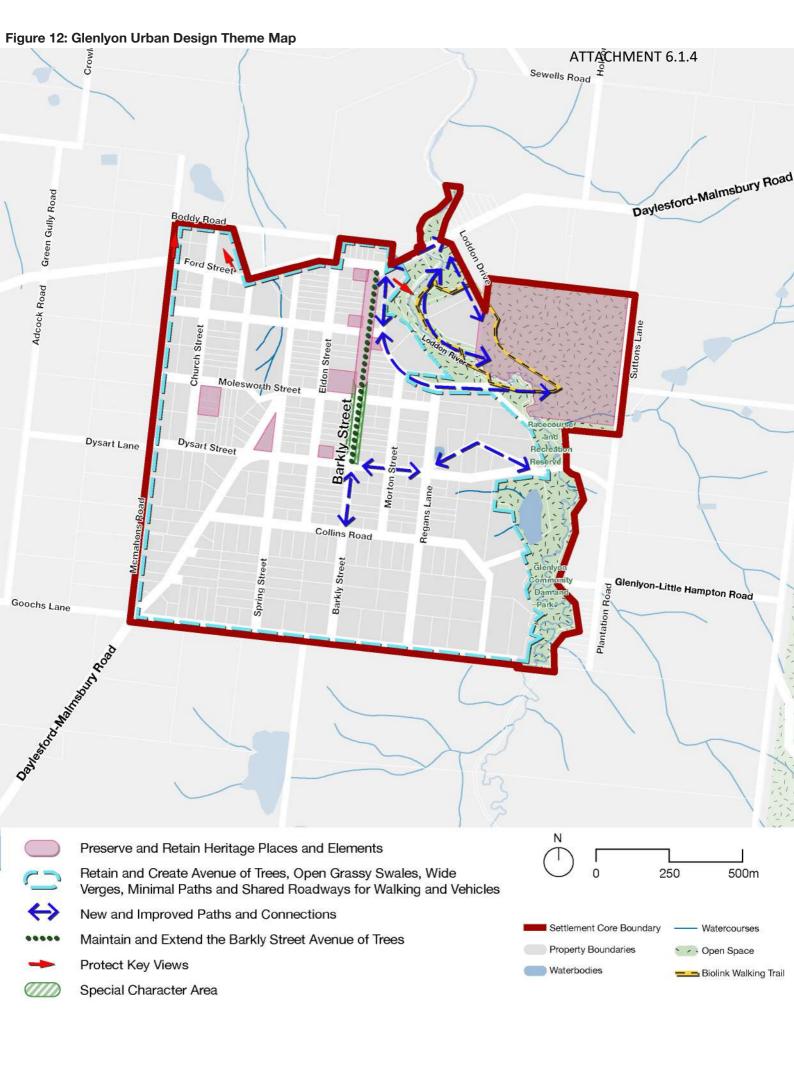
Ensure new public spaces reflect the existing neighbourhood character and fit seamlessly into the existing built fabric and vegetated landscape.

Ensure new development nestles into a well landscaped neighbourhood reflecting the existing character and large, landscaped setbacks.

Facilitate the creation of a small neighbourhood hub while ensuring the informal and rural atmosphere of Glenlyon is maintained.

Ensure views to forested hills and agricultural land are preserved and not diminished by new development.

- **A20** Preserve heritage elements of the settlement while improving the accessibility and environmental performance.
- **A21** Undertake regular maintenance and continue to extend the avenue of trees along Barkly Street which are important to the settlement's image.
- **A22** Implement the design guidelines for the Glenlyon centre as outlined in **Appendix C** to ensure new development is sensitive to and reflects the existing neighbourhood character while allowing the settlement centre to adapt to contemporary needs.
- A23 Advocate for ecologically sensitive recreation and landscape management at the spring fed wetland on Molesworth Street.
- **A24** Implement improved shading though vegetation and in the settlement along key pedestrian routes and reserves.
- **A25** Explore alternatives to septic systems (for example waste to energy, composting toilets/ grey water technology).



7.5 Movement and access

Objective: To ensure residents are provided with a variety of movement options that are safe, accessible and integrated, and encourage walking and wheeling.



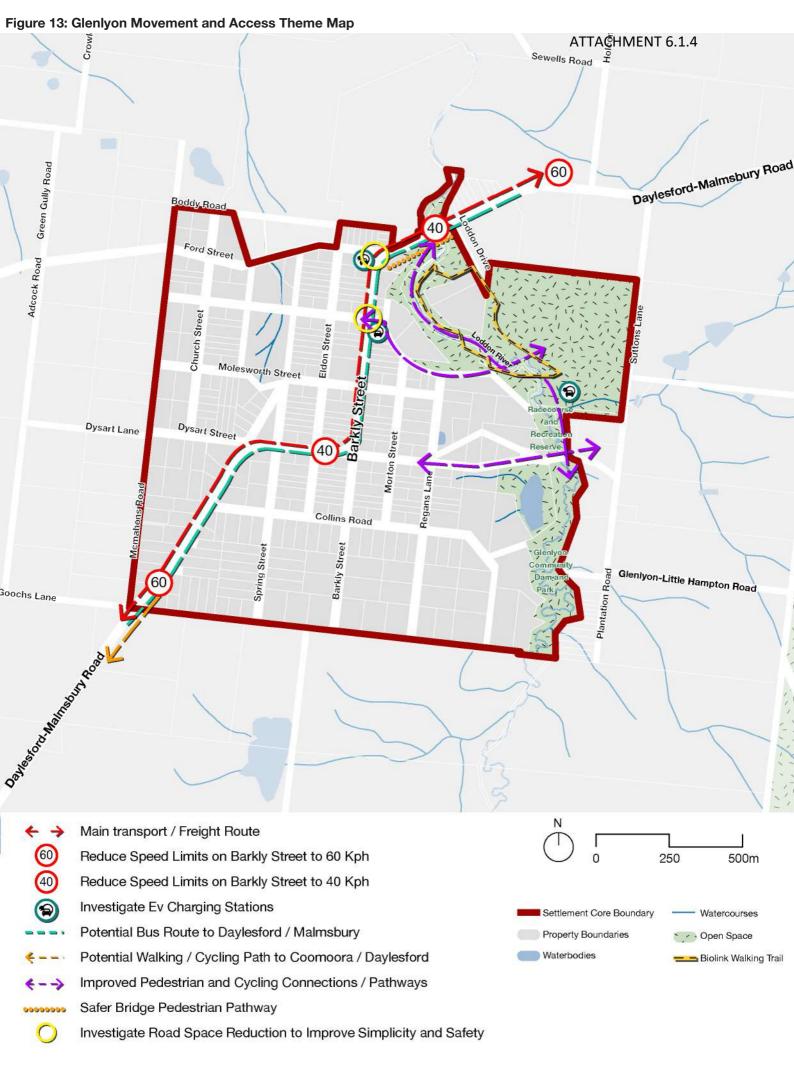
Strategies

Provide clear and direct movement networks that are safe, connected and well designed.

Create a movement network that provides a high level of amenity and safety for pedestrians and wheelers within the settlement and to surrounding towns.

Improve movement options to surrounding towns focusing on Daylesford and Kyneton.

- A26 Connect key community assets by developing a network of walking and wheeling paths minimising interaction with major roads.
- **A27** Advocate to DTP to reduce speed limits, the impact of truck braking in the settlement and opportunities for community public transport.
- **A28** Improve safety and accessibility of local walking paths while retaining the distinct vegetated character and mature trees.
- **A29** Investigate opportunities to improve pedestrian safety on the Loddon River bridge.
- A30 Investigate the extension to Glenlyon of the off road walking and wheeling route linking Daylesford to Coomoora.
- **A31** Investigate measures to slow traffic in and around the settlement to maintain safety for community and wildlife.
- A32 Facilitate the installation of electric vehicle charging stations in areas of the settlement where the visual impacts can be minimised.
- **A33** Prepare a car parking strategy for the settlement 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) by providing charging points in central locations.



ATTACHMENT 6.1.4

7.6 Community and cultural infrastructure

Objective: To ensure community facilities and infrastructure support a healthy, resilient and well-connected settlement and community, connected to regional services.



Strategies

Provide accessible community facilities and infrastructure that meet the needs of the local community.

Facilitate the creation of a central and inclusive community meeting place that encourages community interaction and engagement.

Ensure adequate access to surrounding towns to utilise regional community services.

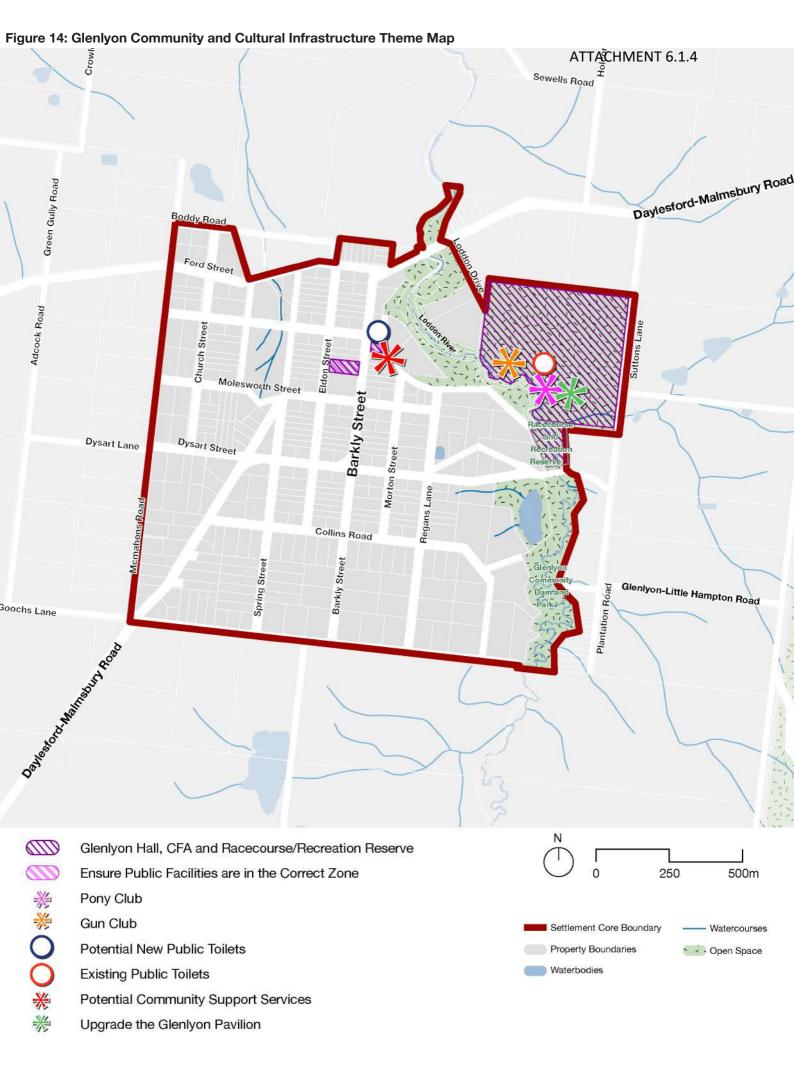
Ensure that Glenlyon Hall remains a community meeting place with a wider range of community support services.

Actions

- **A34** Implement the Masterplan for Glenlyon Recreation Reserve.
- A35 Increase community resilience to power shortages through investigating options such as a community battery.
- A36 Ensure future service planning and partnership opportunities address community needs, strengths and interests.
- **A37** Improve community facilities and amenities within Glenlyon settlement.
- **A38** Upgrade the Glenlyon Sports pavilion including accessibility features.
- A39 Rezone CFA and Glenlyon Town Hall to Public Use Zone 7 (PUZ7).

"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/



8.0 Precincts

8.1 Guidelines

The settlement includes one settlement precinct comprising two neighbourhood character types that have been identified for the preparation of guidelines to deliver high quality outcomes. This also includes an urban design framework for the Barkly Street environs as shown in **Figure 16.**

Figure 15: Glenlyon Precinct Neighbourhood Character Type Map Sewells Road Daylesford-Malmsbury Road Ford Street Adcock Road Church Street Barkly Street Molesworth Street Loddon River Dysart Street Dysart Lane Morton Street Collins Road Barkly Street Glenlyon- Little Hampton Road oochs Lane Established Township Minimal 250 500m Lifestyle Plains Minimal Settlement Core Boundary Open Space Property Boundaries Waterbodies Watercourses ---- Tourist Train Line

8.2 Barkly Street environs 8.2.1 Precinct objectives

- To conserve and enhance the distinctive character of Barkly Street between Ford and Molesworth Streets.
- To protect and enhance the rich environmental assets that contribute to Glenlyon's distinctive character and identity.
- To improve the convenience and safety for pedestrians and cyclists within the town.
- To retain the prominence of the avenue of trees on Barkly Street by ensuring development is well clear of the tree protection zone.

8.2.2 Precinct requirementsLand use and activity

- Direct new commercial activities to Barkly Street between Ford Street and Mostyn Street.
- Focus community and civic activities around the Glenlyon Shire Hall/ Community Hub.
- Encourage incremental infill development within the settlement core.

Built form and heritage

- New buildings should not exceed 2 storeys (8m) height.
- Ensure generous front and side setbacks with landscaping, consistent with those on neighbouring properties, so that new development is well integrated with its context.
- Support the refurbishment and re-use of traditional buildings within the village core.
- Retain valued heritage buildings by retaining the original roof form or placing new development in clearly separated or distinct buildings to the rear.

Public realm and landscape

- Conserve and maintain established avenues of trees within the township, particularly Barkly Street.
- Plant locally appropriate canopy trees along streets considering existing infrastructure such as overhead wires, crossovers and drainage lines.
- Incorporate WSUD opportunities within the streetscape and on private land to mitigate and minimise impacts of flooding.

Access and movement

- Improve access and safety for pedestrians and cyclists within the township.
- Advocate to slow vehicle traffic to 40km/h within the township boundary to improve pedestrian and cyclist safety.

8.2.3 Precinct guide TACHMENT 6.1.4 Built form and heritage

- Ensure new buildings respond to, and are consistent with, Glenlyon's rural village character through their siting, scale, form, architecture and materials.
- Encourage contemporary architecture that draws inspiration from the heritage and landscape character of Glenlyon.
- Retain the integrity of surrounding heritage buildings and streetscapes and discourage pastiche, or heritage replicas.
- Minimise the energy inputs and outputs in new buildings consistent with current best practice design standards, including the use of low carbon or recycled materials.

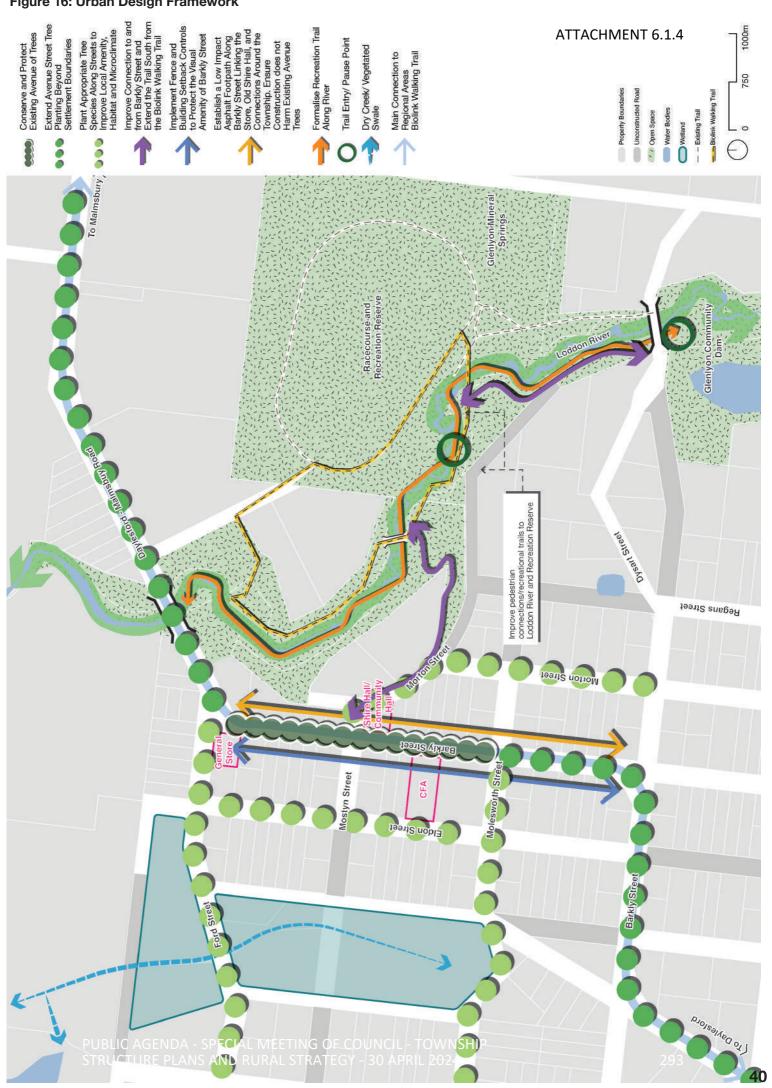
Public realm and landscape

- Formalise the definition of the land subject to inundation to the west of Barkly Street as a WSUD opportunity site to mitigate flooding issues in the area. Enhance its overall amenity and usability where possible.
- Provide seating in safe locations throughout the village where people can rest, enjoy the view, or watch activities.
- Wherever possible, retain existing canopy trees, incorporating them in the site planning and location of new buildings.

Access and movement

- Provide a safe and accessible shared-use path of locally appropriate materials, such as asphalt, along Barkly St ensuring protection of the existing trees.
- Establish a shared-use recreational trail along the Loddon River connecting to the town centre.
- In conjunction with DTP, explore options to facilitate safe pedestrian crossings across Barkly Street at the junction with Mostyn Street. Ensure improvements are consistent with, and positively contribute to, the valued visual character of Barkly Street.
- Limit the provision of new vehicle access/ crossovers and driveways to properties fronting Barkly Street.

Figure 16: Urban Design Framework



8.2.4. Urban Design Initiatives

Improved Links

The location of Glenlyon adjacent to the Loddon River provides an exciting opportunity to improve connections between the main settlement core and the river and the recreational opportunities dotted along its length.

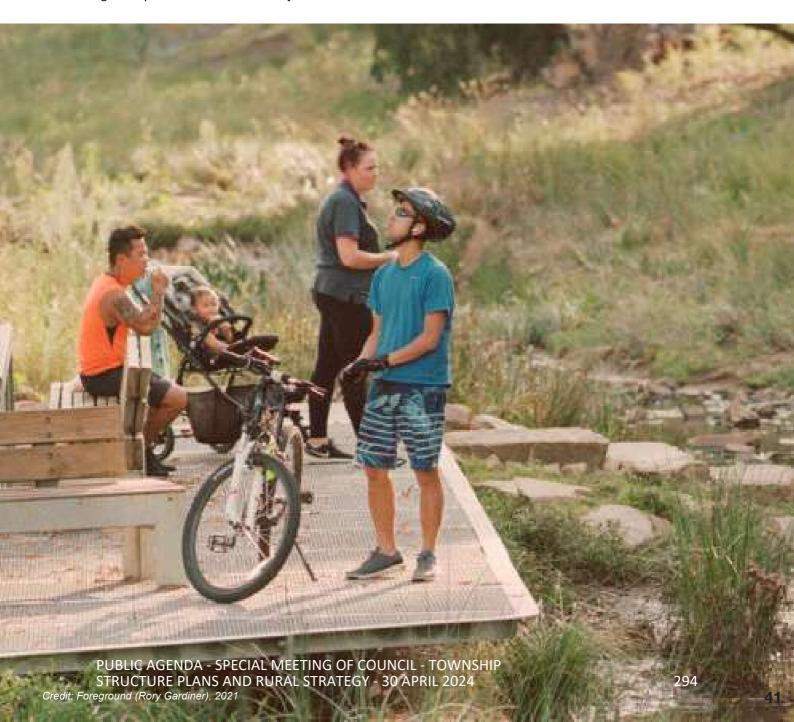
The existing Glenlyon Biolink Walking Trail along a portion of Loddon River functions as a 4.6km scenic and informative walking loop, including information signs, and providing opportunities to spot wildlife and historical points of interest. The Trail currently links Loddon River to the Recreational Reserve and the Glenlyon Mineral Springs.

A consolidated river walk that extends beyond the walking trail to both the north and south may assist in providing better integration with the Community Dam to the south. This linear park would function not only as a link for biodiversity and wildlife but also for connecting different green spaces such as the Glenlyon Recreation

Reserve and the Glenlyon CATTACHINIPATE AND AUTIONAL Seating spots, improved wayfinding signage and bridge connections, could be introduced to support the river's recreational use.

Connecting these assets into the settlement will improve access to the linear connections along the Loddon River. Improving the walking and wheeling path network into the town as a continuous and safe route will ensure accessibility for all.

Ensuring continuous support for the ongoing work done by the Glenlyon Landcare Group would be critical to continue the restoration and recovery of wildlife and habitat provision along Loddon River and its surrounds.



8.3 Precinct One: Residential Areas

This precinct consists of the residential areas within Glenlyon. These areas provide housing and a range of other community needs. Housing consists of predominantly detached housing which will increasingly mean that the housing needs of the community are not met as residents age and family structures change. Design guidelines for residential areas are included in **Appendix C.**

8.3.1 Established township Existing character

This precinct is located within and adjacent to the settlement centre of Glenlyon, bound by Ford Street to the north, Morton Street and the Loddon River to the east, Molesworth Street to the south and Eldon Street to the west. The precinct is positioned adjacent to the proposed northern boundary of the Glenlyon settlement and features primarily flat topography.

The Established Township character type represents the early stages of the development of Glenlyon. Developed in a grid street pattern with some streets curving along the river-line, the precinct contains detached dwellings from early settlement to today. This includes modest miner's cottages as well as grander homes, civic buildings and non-residential buildings predominantly from the Goldfields era (nineteenth and early twentieth century) with a scattering of Post-war and more recent styles. Large rural lots are a defining characteristic of the precinct. Dwellings are typically single storey with simple, modest building forms with pitched, both gabled and hipped, roofs. Contemporary architecture is present, but often set back from the street using muted tones and simple forms.

Materials are often weatherboard with a small number of brick and rendered exceptions. Newer residential developments are generally characterised by brick, render and sometimes corrugated metal exteriors. They are often heavier in form than the surrounding weatherboard dwellings, which sit more lightly on the landscape. Roofs tend to be corrugated metal but there are some notable tiled exceptions.

Dwellings are set within lush gardens of mixed exotic and native species. Fences are generally in keeping with the dwelling period and in both low and open formats, enabling views to the houses and vegetation that hangs over the street and vice versa. Some properties do not feature a front fence while others also feature established exotic tree species, further blurring the boundaries between public and private realms. Garages and carports are often not present or are new additions positioned separate to the existing dwelling, behind the front facade of the dwelling, sometimes intruding into the garden setting of the dwellings. Driveways are often unsealed and generally accompanied by a single crossover, adding to the country feel of Glenlyon.

Roads are generally unsealed with the exception of Barkly Street, a main thoroughfare, but all feature gravel edges and unsealed kerbs, establishing an informal country semiement atmosphere aided by large verges, a lack of formal footpaths and ATEACH MENS Wale & Barkly Street is distinguished by the retention of a bluestone-lined swale drain on the west side. Some formality is introduced into the streetscape by a long avenue of established trees.

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 settlement. 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 siting 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 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. Housing change is limited to single dwellings on large sites that can meet the minimum subdivision area.



8.3.2 Lifestyle plains

Existing character

The Lifestyle Plains Precinct has a distinctly country-feel, defined by an open setting. Developed in a regular grid pattern with some diagonal and curvilinear exceptions, the precinct contains dwellings sited on spacious allotments, with large side and rear setbacks, establishing a clear sense of openness. Dwellings consist of a mixture of late 20th century architectural styles including ranch style homes and more contemporary styles. The housing is detached and dispersed throughout the precinct, retaining large rural lots, a defining characteristic of the precinct. Dwellings are typically single storey using simple, modest building forms with pitched, both gabled and hipped, roofs.

Materials are often weatherboard and brick with a small number of render exceptions. Newer residential development is generally characterised by brick, render and sometimes corrugated metal exteriors. Roofs tend to be either corrugated metal or tiled.

Dwellings are set within open grassy landscapes with occasional scattered trees of both native and exotic species, setback from the street between 5 and 15 or more metres, while side setbacks are generally greater than 4 metres. Front fences are generally low (some timber and post), open or non-existent, enabling views to the houses and vegetation to flow across from the private and public domains to pastoral landscapes and distant ridgelines and hill tops. Some dwellings feature water tanks to the front, side and rear of properties, largely due to a lack of reticulated water supply and sewerage systems. Garages and carports are common and located behind to the side and rear of properties. Driveways are often unsealed and generally accompanied by a single cross over along the side boundary of the property.

Roads are unsealed and feature gravel edges and unsealed kerbs, establishing an informal country settlement atmosphere aided by wide verges, a lack of formal footpaths and open drains. Street trees are informally planted and vary from low to moderate in size with some native canopy trees in areas. Large remnant trees, notably Manna Gums, feature along several streets.

Preferred future character

Dwellings continue to contribute to the country feel on large lots with space provided around buildings for additional planting of substantial trees in the Lifestyle Plains character type. Generous setbacks to the front, side and rear retain frequent views between dwellings across the surrounding pastoral land.

New development is low scale, one to two storey dwellings, using durable materials and colours that reflect the pastoral environment and simple building forms. Garages and carports are located behind the dwelling front wall 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 realmATF/A6titlyI 5NTargel canopy street trees provides shading and cooling benefits and improves pedestrian environments.

Housing change is minimal to reflect specific site constraints through design, fencing, materials, and building height. Housing types will be focused on single dwellings on large sites that can meet the minimum subdivision area.



9.0 Development Framework

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

Figure 17: Glenlyon Development Framework Plan

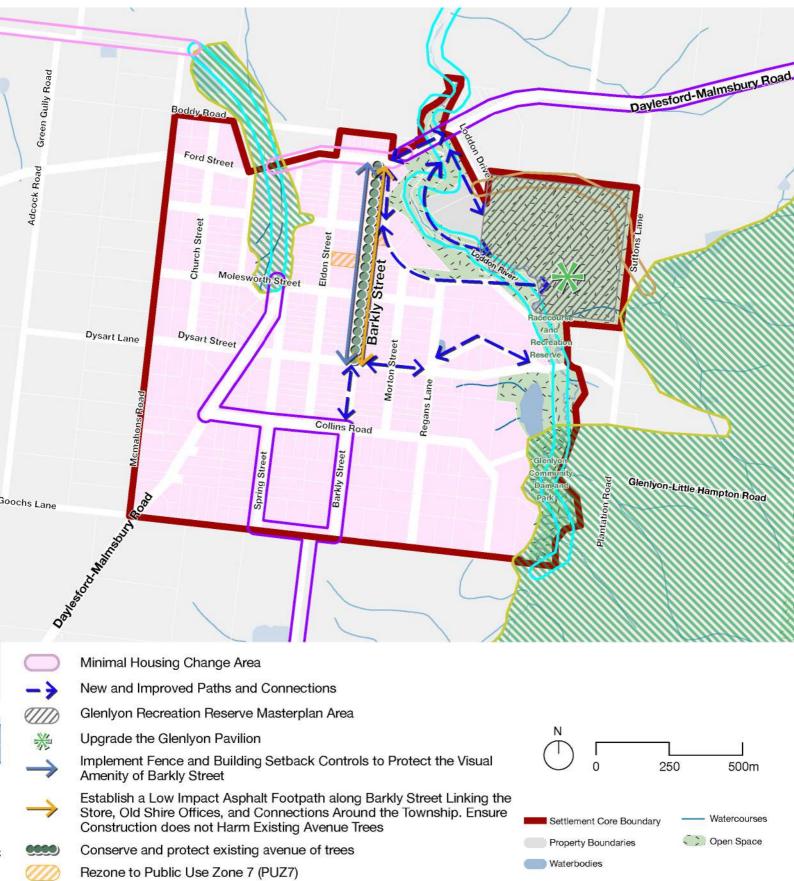
Enhance Biodiversity Corridors Across the Settlement

Potential Corridor

Road - Rail Corridor

Creek Corridor

Land Corridor



Core Areas

Grassland

10.0 Implementation

10.1 Statutory planning

To give greater certainty to the implementation of the vision for the settlement, 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 settlement 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:

- Rezone Township Zone Crown Land at 13-21 Molesworth Street to Public Conservation and Resource Zone.
- Rezone Township Zone land at 25 and 32 Barkly Street to Public Use Zone 7.

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

- Apply the Design and Development Overlay to Barkly Street south of the existing Heritage Overlay 985.
- Apply the Vegetation Protection Overlay to land identified with high biodiversity value in the settlement.

10.2 Non-statutory implementation

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

Initiatives are required to improve and complement the amenity of the settlement 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 a important comanagement 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 settlement's economic development and showcasing what the settlement has to offer.

There are a range of community ACHM Laby Troi & 4hat 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 settlement 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 settlement 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 settlement'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 Glenlyon. 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.

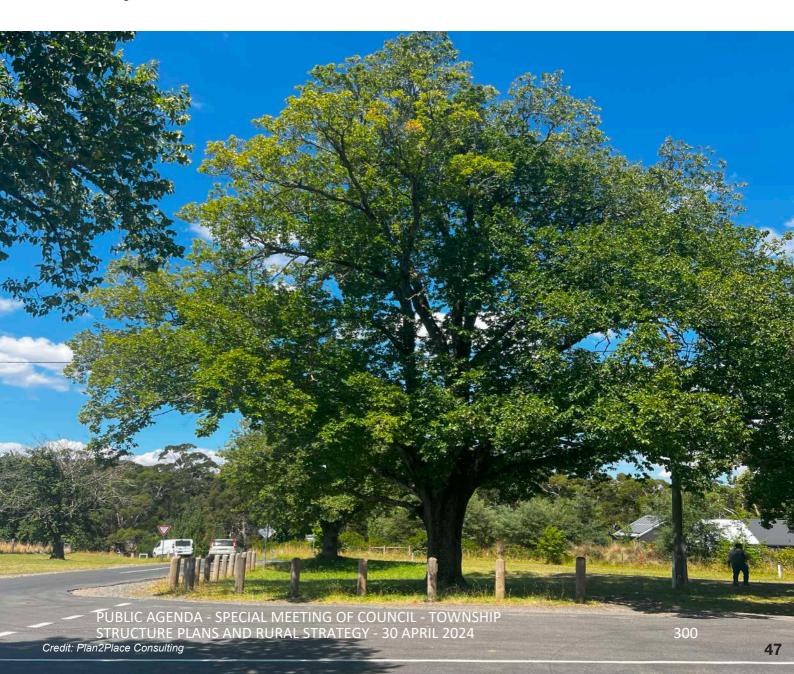
Regulator

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.



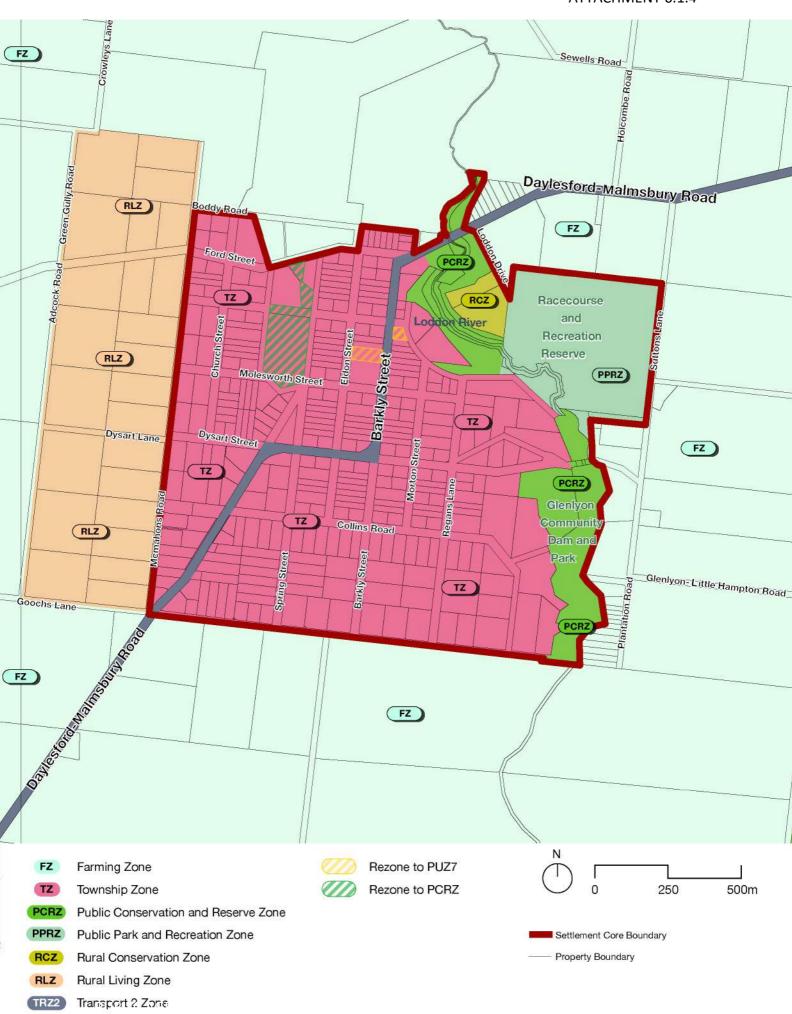


Figure 19: Proposed Overlay Changes

ATTACHMENT 6.1.4



11.0 Appendix A Boundary Assessment

Defining the extent of a township or settlement 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 settlement context for this structure plan and any references to township should be taken to refer to the settlement. A settlement is defined

as "a group of houses and associated buildings, larger than a hamlet and smaller than a town, situated in a rural area."

Table 1 provides an analysis of the settlement core boundary assessed against guidelines in PPN58. The spatial outcome of this assessment is shown in **Figure 3** with a proposed settlement core boundary.

Table 1: Settlement Core Boundary Assessment

Boundary Criteria:	Assessment/Response:
Consider the following issu	ues in determining the potential location of a township boundary:
The location of existing commercial areas and land uses	There are no significant commercial areas located in Glenlyon - a General Store is located at the intersection of Barkly Street and Ford Street. This land is not commercially zoned but instead zoned Township Zone (TZ). The General Store is surrounded by residential land uses, providing close proximity to residents. It is also situated located near the Loddon River and Glenlyon Recreation Reserve providing an opportunity to connect with the environment, commercial, and culture, contributing to the collective identity of the settlement. Since this commercial land use is at the core of the settlement, its inclusion is appropriate within the settlement core boundary.
The location of existing government and institutional areas and land uses	There are very few government and institutional areas and land uses in Glenlyon including the Old Glenlyon Shire Offices and Hall located at 32 Barkly Street and a CFA fire station located at 25 Barkly Street. Both are zoned as Township Zone (TZ). All of these facilities are in, or close to, the core of the settlement and should be included in the settlement core boundary.
The location of existing areas of public open space	There is significant open space located in the centre of the settlement, including the Glenlyon Recreation Reserve, the Loddon River and environs and the Glenlyon Community Dam and Park. These green spaces play a crucial role in Glenlyon for recreational activities and offers the opportunity to connect residential land uses to open space through the development of a walking track, linking these three open green spaces. This connection aims to enhance the environment, improve pedestrian and cyclist access, and provide additional amenities. These open green spaces are also close to both the commercial and government and institutional land uses in Glenlyon, potentially leading to more integrated outcomes. Keeping these existing public open spaces within the boundary is important to balance growth and environmental preservation and, therefore, they should be retained and maximised to benefit and connect other areas within the township.
Commercial and residential needs	The settlement has a single general store and relies on nearby Daylesford for most mid- level services. The settlement currently has insufficient commercial floorspace capacity to meet anticipated demand by 2041 and beyond. Anticipated commercial floorspace demand between 2021 and 2041 will be 2,400 sqm while commercial floorspace capacity totals 0 sqm, resulting in a capacity balance of -2,400 sqm. The demand, however, is not a material shortfall and could be easily met through intensification or additional development in nearby larger towns Trentham or Daylesford.
	In Glenlyon, smaller lots sizes (900-3,000sqm) with medium to large frontages (20m-50m) are prevalent closer to the settlement centre while larger lots (3,000sqm and greater) with larger frontages (50m and greater) are usually located on the edges or outside the settlement. These lots allow more space for vegetation, significant front, side and rear setbacks and onsite water tanks and septics. Larger lots are also more appropriate for subdivision providing capacity to meet housing demand growth. Anticipated housing demand between 2021 and 2041 will be 54 dwellings while housing capacity including both infill and greenfield development will total 47 dwellings,

Commercial and residential needs	resulting in a capacity balance of -7 dwellings. While there is 17 sufficient scope to meet future demand, this demand could be accommodated in nearby Daylesford.
Environmental and flooding constraints	The Glenlyon township is located in on relatively flat land that slopes slightly towards the Loddon River. Glenlyon has little dense vegetation. There are, however, extensive areas of dense vegetation outside the proposed settlement core boundary to the east and south, corresponding to the Wombat State Forest. Dense tree coverage is also present further north-east in the Upper Loddon State Forest. A corridor of dense vegetation can also be found lining the Loddon River which passes through the settlement. As a result, the landscape, while visually striking, is subject to both high bushfire and flooding risk. Flooding is particularly predominant along the Loddon River and in a spring fed wetland located between Molesworth Street and Ford Street. Both these areas have the Land Subject to Inundation Overlay (LSIO) applied to them. Bushfire Management Overlay (BMO) covers the majority of the settlement's surrounds, particularly to south, east and north approaches of Glenlyon.
Heritage constraints	Existing heritage places are all north of Dysart Street, primarily along Barkly Street, contributing to the current and unique built form heritage character of the settlement. Heritage overlays could limit settlement growth particularly along Barkly Street, however, it is likely minimum lot size requirements will have a bigger effect. The Heritage Overlay (HO) does not significantly impact the area outside the core of the settlement and allows for reasonable managed growth areas.
Availability of strategic redevelopment sites, both existing and potential	There are no significant strategic redevelopment sites within the settlement and are unlikely to become available in the absence of town water and sewer.
The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township	Residential areas are zoned Township Zone. These areas can be found throughout the settlement, predominantly in the north, south and west. Due to environmental constraints and a lack of reticulated water and sewerage infrastructure, there are no residential areas that provide significant redevelopment opportunities in Glenylon.
Consideration of physical barriers and opportunities for their improvement	 Several physical barriers exist in Glenlyon that could affect development. Dense vegetation corresponding to PCRZ, PPRZ and RCZ land to the east. The Loddon River and Glenlyon Community Dam and Park. Large open open green spaces including the Racecourse and Recreation Reserve. A lack of pathways on main roads and some unpaved local roads. Land subject to regular flooding on Molesworth Street, Ford Street and Boddy Road.
Proximity to public transport, especially fixed rail (train or tram)	Glenlyon has no access currently to any forms of public transport.
The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges	Daylesford-Malmsbury Road is the main access roads for Glenlyon, providing connections to other regional destinations. Barkly Street, Dysart Street, Molesworth Street and Ford Street provide local connections. A grid-based street network, with some notable diagonal and curved exceptions, comprises most of the central area of Glenlyon. Settlement gateways mark the point where increased density of continuous built-up areas and services start. Glenlyon has little to no pedestrian or cyclist infrastructure. Footpaths are often informal
DUDUIC A CENDA	and unpaved, limiting accessibility to those with mobility constraints. Some walking and wheeling connections can be found in key open spaces such as the recreation reserve and a network of trails can be found along the Loddon River. There are opportunities to make improvements for walking and bicycle riding, but the low traffic volumes on local streets mean that they are relatively safe for all users within the settlement core boundary, although improvements can be made, noting the shared access environment.
PUBLIC AGENDA -	SPECIAL MEETING OF COUNCIL - TOWNSHIP

Consider the following issues in determining the potential location of a township boundary. ATTACHMENT 6.1.4			
Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)	There is a strong opportunity to improve the walkability of the settlement by implementing formal pedestrian infrastructure along key roads such as Barkly Street and connecting the recreation reserve with Loddon River and its existing walking tracks. Connecting them could enhance the walkability of the settlement, strengthen its culture and identity, and add more value to the history of the settlement.		
Consistency with State policy	Glenlyon has no existing settlement core boundary. The proposed boundary is consistent with the state policy framework, such as Clauses 11.01-1S and Clause 11.02-1S, which provides opportunities for managed growth in existing settlement areas and also supports limiting natural hazards. The Bushfire Management Overlay (BMO) is within the proposed settlement core boundary for Glenlyon but is limited to areas east of the settlement. 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 Glenlyon settlement core boundary is consistent with the Council's MPS and local and municipal planning policy framework, particularly, including 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 Creswick, Daylesford, Hepburn/Hepburn Springs and, Trentham and also settlements such as Wheatsheafth and Drummond to support the Glenlyon settlement core boundary.		
In setting a boundary for a t	ownship 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 insufficient commercial land to provide for the centre's needs and that of the surrounding community, however, Glenlyon's close proximity to Daylesford and Trentham, means these more established commercial centres could meet the commercial demands of Glenlyon as well as their own. There is no commercially zoned land in Glenlyon. This should be sufficient in the short to longer term for the centre and the population's needs in the primary trade area, providing local employment and economic benefits from a range of retailing and commercial uses. All urban land uses other than parkland and reserves are zoned TZ.		
Residential areas that are integrated into the township or surrounded by other uses that have a strong functional interrelationship with the township even where limited development opportunities exist	All residential land uses are zoned TZ. Residential land uses are appropriately located within the boundary and surrounds the commercial and community land uses of Glenlyon. There are existing areas of vacant TZ land that provide new housing opportunities. Minimal residential growth is proposed for all of Glenlyon due to environment constraints and a lack of reticulated water or sewerage infrastructure.		
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	The Glenlyon Shire Hall, the Glenlyon Racecourse and Recreation Reserve and Glenlyon Community Dam and Park are public facilities located within the proposed Glenlyon settlement core boundary.		
Public open space areas that have or are intended to have a strong functional interrelationship with the township.	The Loddon River, Glenlyon Racecoursce and Recreation Reserve and Glenlyon Community Dam and Park are the only key public open space areas located within the proposed Glenlyon settlement core boundary.		

In setting a boundary for a township, generally exclude:

ATTACHMENT 6.1.4

Residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the township. This criteria is not particularly relevant as the boundary is proposed around the TZ and key public open spaces. There is no residential land located outside the proposed boundary and Farming Zone and Rural Living Zone land surround the boundary. Glenlyon is not appropriate for higher density residential development due to environmental and physical infrastructure constraints.

12.0 Appendix B Zones and Overlays

There are a range of zones and overlays that affect Glenlyon and its surrounds including the following:

- Farming Zone 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.
- 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.
- 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) applies residential land uses, and some agricultural activities that do not affect residential amenity, in rural settings. The zone 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).
- Township Zone (TZ) which is applied to small towns with no specific structure of residential, commercial, industrial and public uses. Development should be connected to reticulated sewerage unless an alternative potable water supply is provided to the satisfaction of council.
- Transport Zone (TRZ) which is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations.
- 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.
- Land Subject to Inundation Overlay (LSIO) which
 is applied to land that is subject to inundation
 related to flooding from waterways but is not part
 of the primary floodway as identified by the relevant
 floodplain management authority.
- Vegetation Protection Overlay (VPO) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.

13.0 Appendix C Design Guidelines for Settlement 6.1.4

Building design

- New buildings should not exceed two storeys (8 metres) high.
- Locate new buildings to retain or frame views to nearby or distant landscape features.

Vehicle access

- Locate driveways to avoid impact on trees or other assets within the street
- Locate on-site car parking to have a minimal visual impact on the streetscape. Where possible, avoid parking between building frontages and the street.

Signage

- Integrate business identification signage so that it does not visually dominate the overall form of the building or its setting.
- The proportion and scale of signage should reflect and complement the rural village character.
- Illuminated signs are discouraged. Where illuminated signs are considered appropriate, ensure light spill to nearby residential land is avoided.

Landscape and fencing

 Provide low (1.2m high) transparent fencing of locally appropriate materials, or alternatively hedging, to front and side boundaries, particularly along Barkly Street.

14.0 Appendix D Neighbourhood Character Design⁴ Guidelines

Under seperate cover

15.0 Appendix E Action Implementation Table 15.1.4

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

Priority				
Esti. New Cost (\$)				
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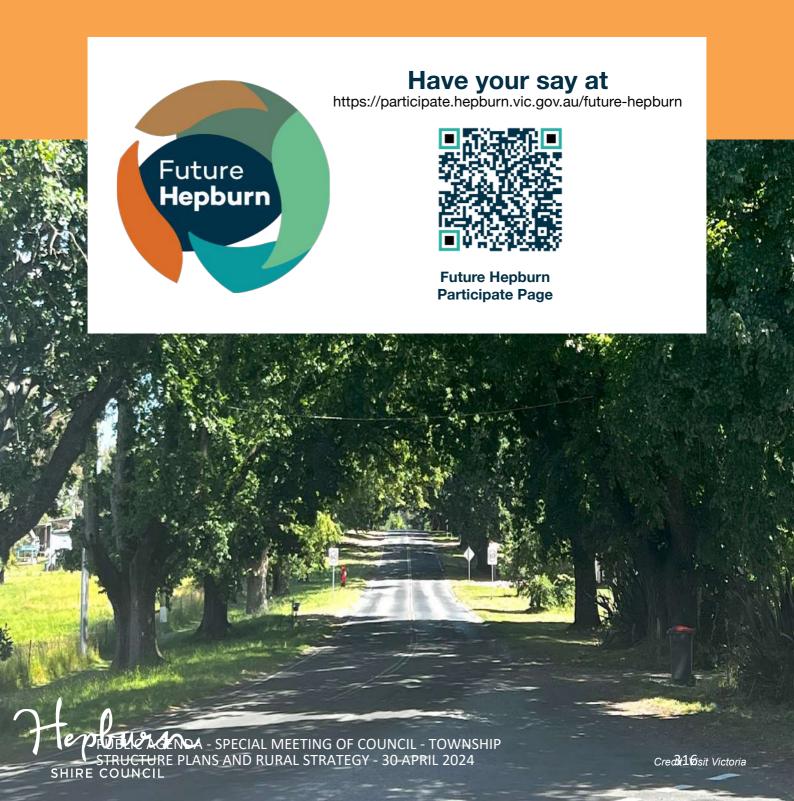
16.0 Appendix F: Glossary

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)	BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.
	BAL of 12.5 -LOW: There is a risk of ember attack.
	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.
	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.
	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.
	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.
Bioregion	The Victoria Minster 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.
	https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks
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 ATTACHMENT 6.1.4
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 heath 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	The collection of different materials used in buildings along a street.
materials	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 ATTACHMENT 6.1.4
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	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. The SSF identifies seven categories that can assist in creating sustainable subdivisions: i. Site Layout and Liveability ii. Streets and Public Realm iii. Energy iv. Ecology v. Integrated Water Management (IWM) vi. Urban Heat vii. 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)	 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. The key principles of WSUD are: 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.
PUBLIC AGENDA - STRUCTURE PLAN	 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. SPECIAL WETTING OF COUNCIL - TOWNSHIP TO USE STORMATE IN THE URBAN AND REPORT OF TOWNSHIP TO USE STORMATE IN THE URBAN APRIL 2024 AND REPORT OF TWO TOWNSHIP TOWNSHIP TO USE STORMATE IN THE URBAN APRIL 2024

Term	Definition ATTACHMENT 6.1.4
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	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:
	 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.

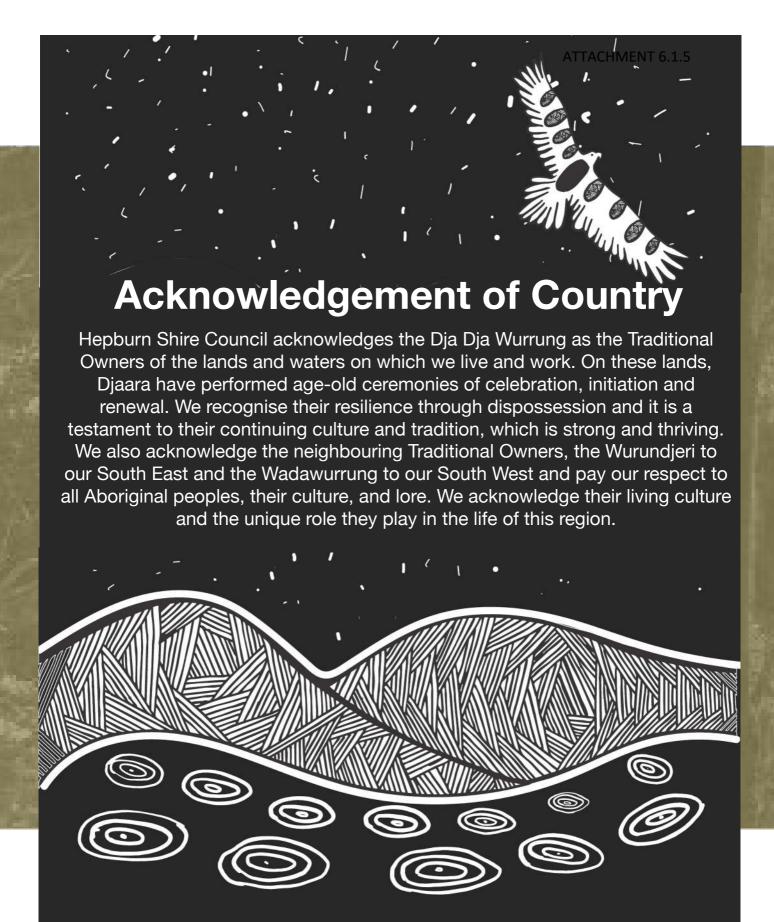




Trentham Structure Plan Draft Structure Plan



April 2024
Hepburn



Prepared for Hepburn Shire Council by Plan2Place Consulting.

Version	Date	Notes
V1	20-Dec-2023	Draft 1 Prepared for Officer Review
V2	16-Feb-2024	Draft 2 Prepared for Officer Review
V3	20-Mar-2024	Draft 2 Prepared for Council Review
V4	05-Apr-2024	Draft 4 Prepared for Consultation
V5	19-Apr-2024	Draft 5 Prepared for Consultation





Peter Boyle_Urban Design+ 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.

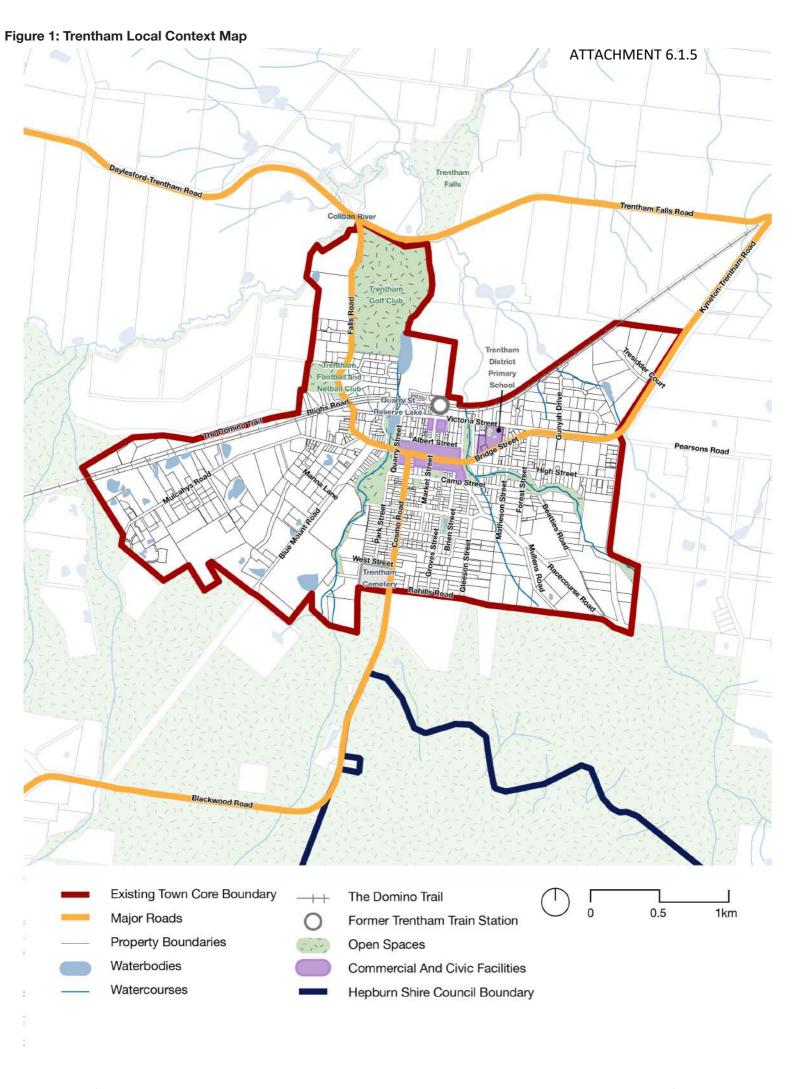
Trentham was initially established by gold prospectors during the 1850s, and it later evolved into a timber town due to the proximity of the Wombat State Forest serviced by a railway. The forest borders the town to the east, south, and west and sits atop a spur of the Great Dividing Range. It is situated 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 Messmatedominated 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.



PUBLIC AGENDA SPECIAL MEETING OF COUNCIL TOWNSHIP



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.

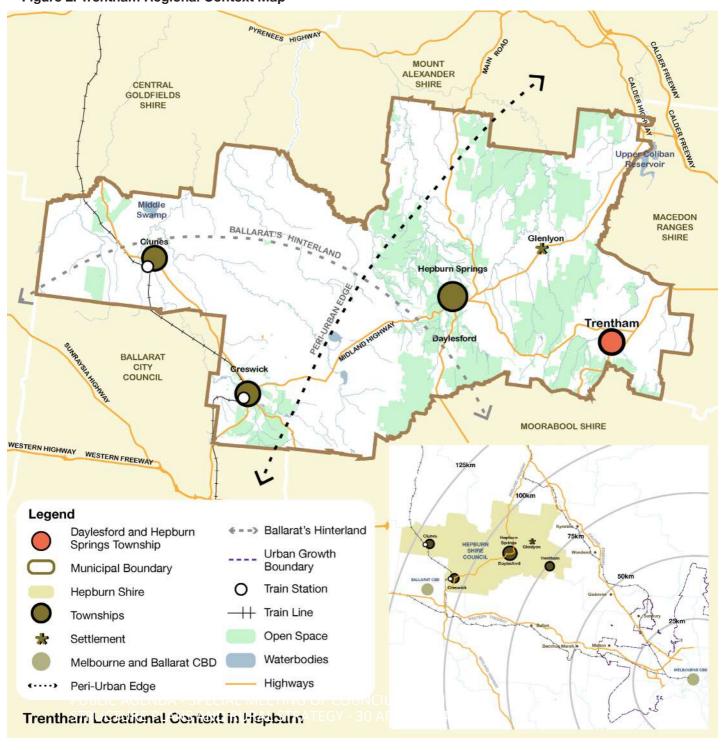
Surrounded by rich volcanic soil, the town's economy has traditionally been driven by forestry with timber from the surrounding Wombat Forest and agricultural activities. Today it is well known for potatoes and other seasonal produce and grazing. The whole of Hepburn Shire is included in a bid to recognise 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, Codesign 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.





ATTACHMENT 6.1.5

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.

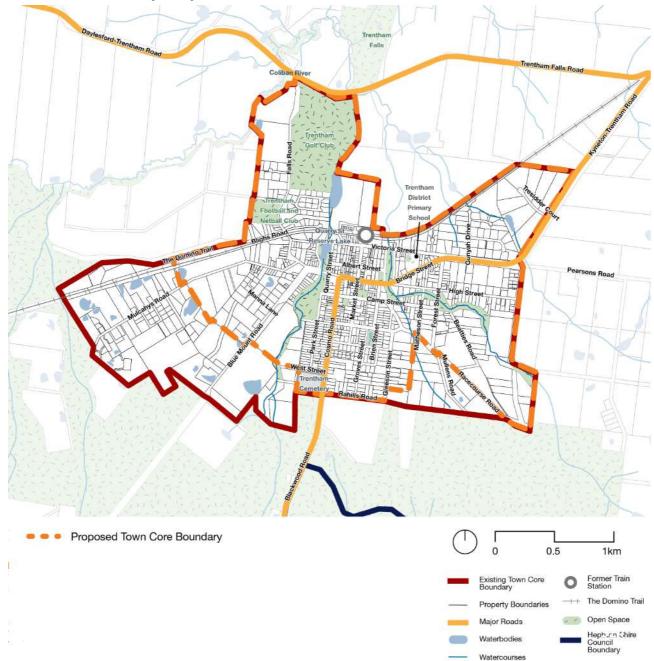
The Central Highlands Regional Growth Plan supports more limited residential, commercial and industrial growth of the town. Limiting factors on further development of the town are related to the town's forested and lower scale character, bushfire risk, biodiversity, surrounding agricultural land and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

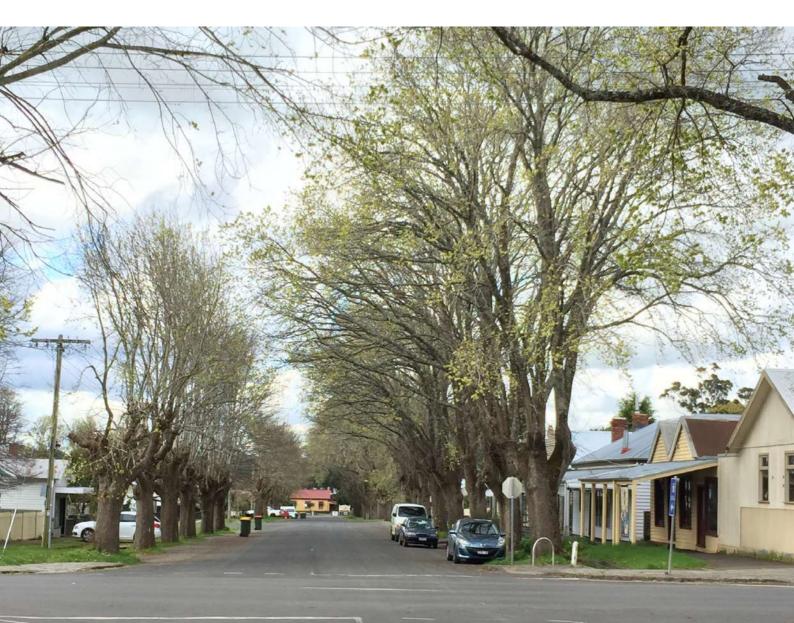
Victorian Government policy including Plan Melbourne (2017-2050) and the Central Highlands Regional Growth Plan (2014) identifies Trentham as a small town for minimal growth with some access to services and limited convenience shopping. It is identified in the region of high quality and versatile farming 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 periurban 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.

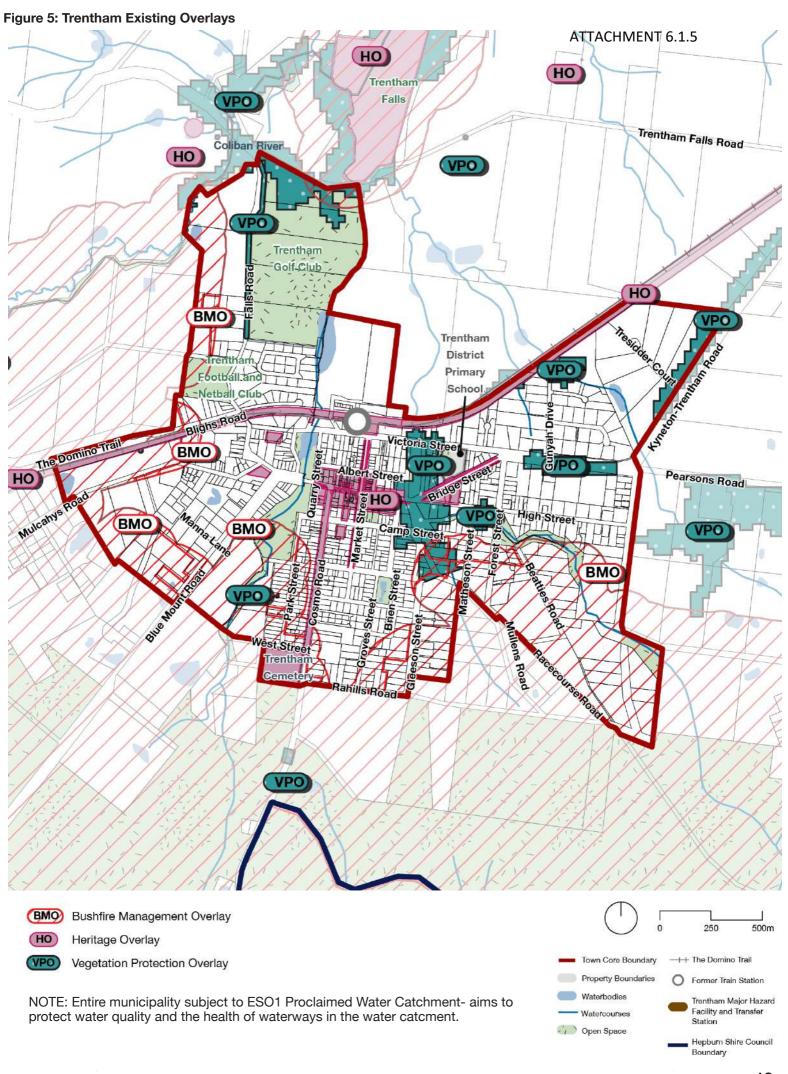
Vegetation Protection Overlay **(VPO)** protects significant vegetation requiring a permit to lop vegetation.

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

Figure 4: Trentham Existing Zones ATTACHMENT 6.1.5 TRZ2 Trentham Falls Road PPRZ Coliban River FZ2 Trentham RLZ2 LDRZ1 Golf_Club TRZ1) SUZ1 TRZ2 Trentham District FZ2 Trentham, Football and IN1Z Primary School Netball Club LDRZ1 Victoria Street The Domino Trail NRZ3 Pearsons Road NRZ3 Camp Street High Street LDRZ1 PCRZ FZ2 NRZ3 RacecourseRord LDRZ1 LDRZ1 PCRZ Trenthan PUZ5 Rahills Road FZ2 FZ2 FZ2 TRZ2 PCRZ C1Z Commercial 1 Zone Rural Conservation Zone RCZ 250 500m FZ Farming Zone RLZ Rural Living Zone IN1Z Industrial 1 Zone Special Use Zone SUZ ++ The Domino Trail Town Core Boundary NRZ Neighbourhood Residential Zone Transport 1 Zone Property Boundaries TRZ1 O Former Train Station Hepburn Shire Council LDRZ Low Density Residential Zone TRZ2 Transport 2 Zone Boundary PCRZ Public Conservation and Reserve Zone TRZ3 Transport 3 Zone PPRZ Public Park and Recreation Zone

PUZ

Public Use Zone



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 6.1.5

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, inperson 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





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

Environment and heritage



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

Business and economy



- Additional retail and health service businesses
- Respondents believed that infrastructural improvements are necessary to attract businesses

PUBLIC AGENDA - SPECIAL MEETING OF COUNCIL - TOWNSHIP TRUCTURE PLANS AND RURAL STRATEGY - 30 APRIL 2024



People responded to the online survey

Urban Design



community engagement sessions

People attended the

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

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.

Community and Social Assets

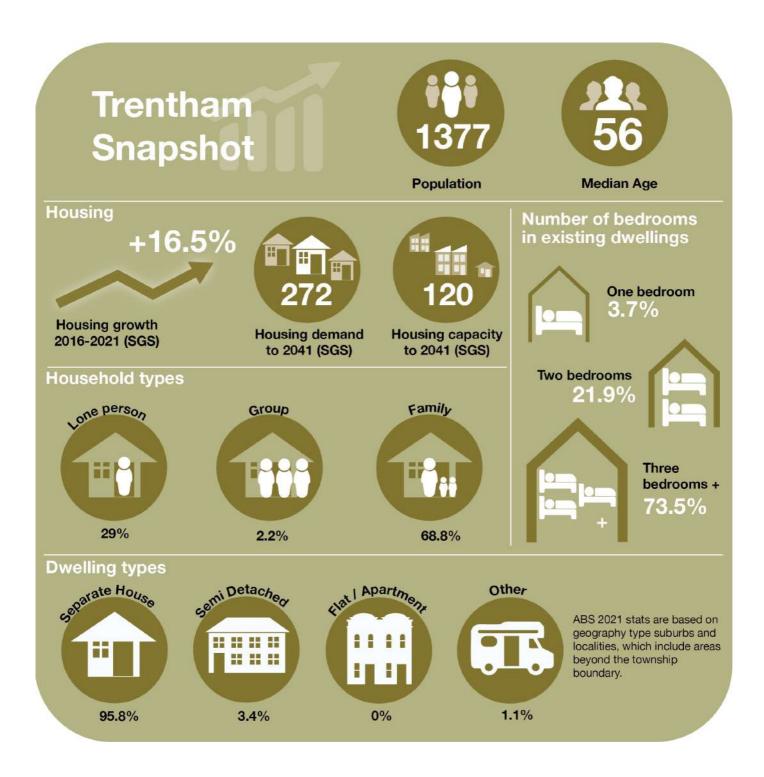


More EV charging locations, informal parks and gardens, arts and cultural facilities, community transport and small community meeting and event spaces within the town.

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. HousingATTACHMENT 6.1.5

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 TOACFM FAITUGES 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 extentswould 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.

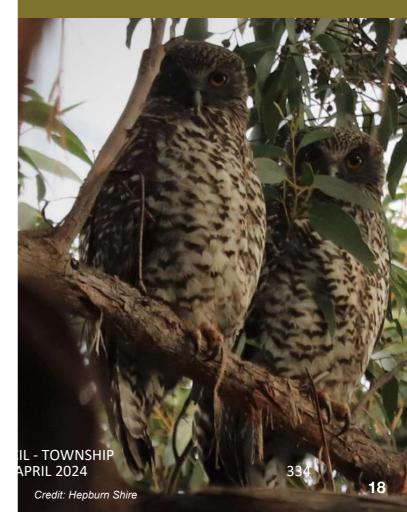
These industrial sites all require careful management and planning responses to ensure a responsible outcome for the town and its community.

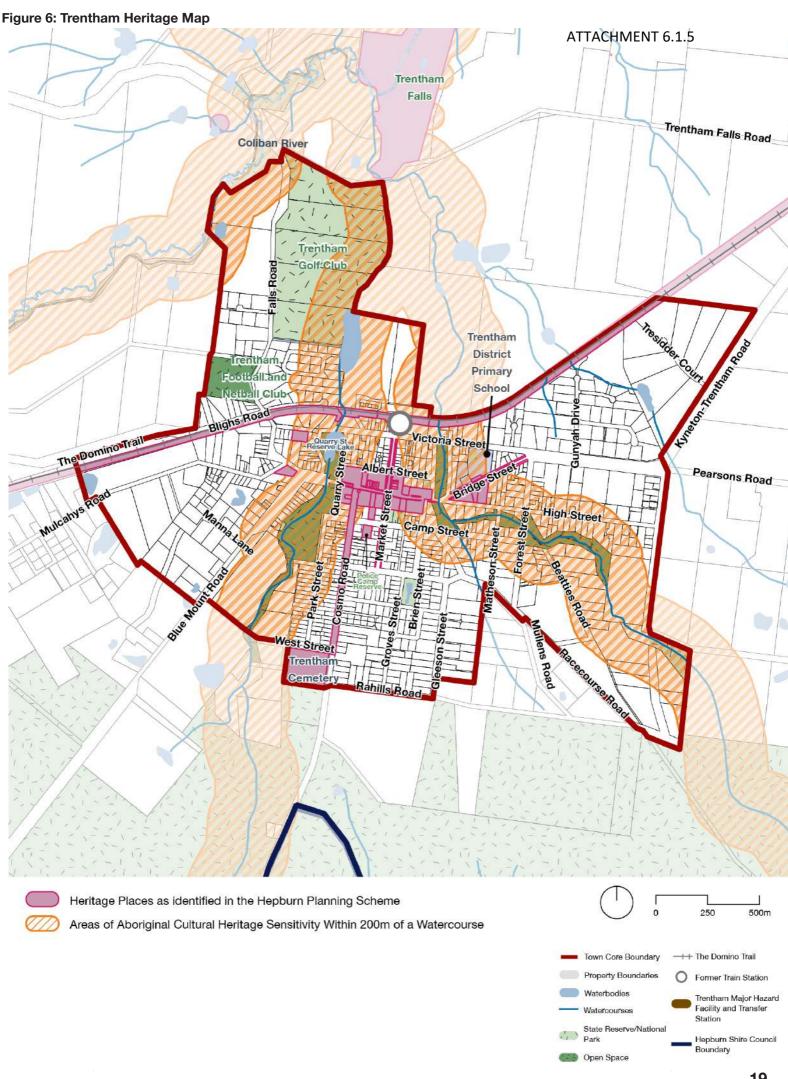
ATTACHMENT 6.1.5 Dja Dja Wurrung land significance

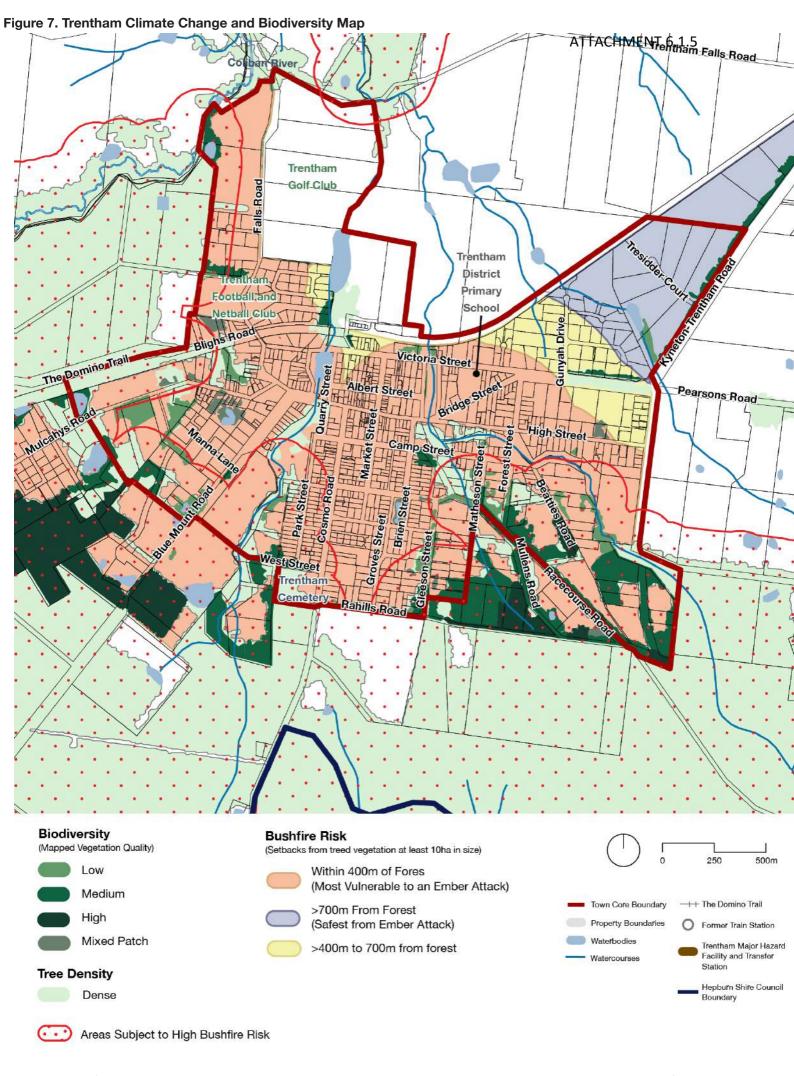
Originally managed by age-old practices of the Djaara people for thousands of years, the natural ecosystems of the area, such as Loddon River and its tributaries, have been significantly disturbed. For the Dja Dja Wurrung People, Country is more than just the landscape and more than what is visible to 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







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-Lederderg 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



5.4. Urban design ATTACHMENT 6.1.5

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.

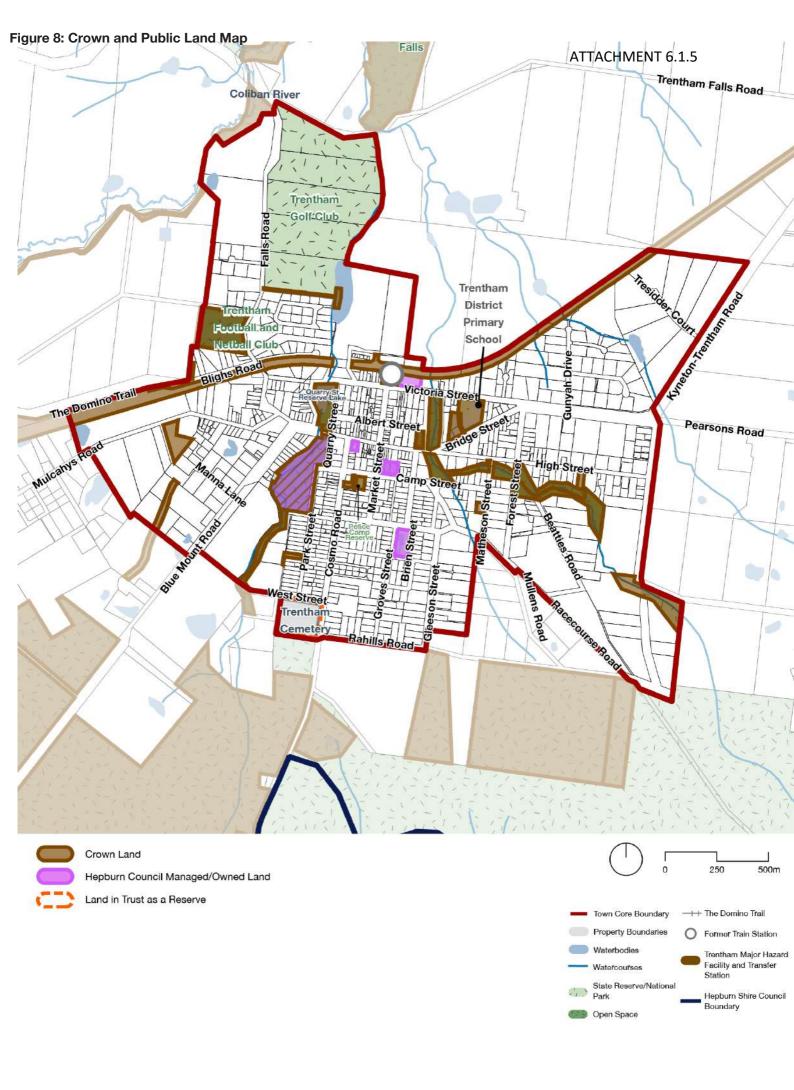
Properties closer to the town centre have been retained from the gold rush era, sited on a regular grid network with miners cottages and single detached dwellings of weatherboard and brick being the predominant style. Larger blocks on the outskirts of town provide lifestyle and bush or rural lots. A 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.**





5.5. Movement and access

Trentham has convenient road connections to Daylesford, Woodend, and the Western Freeway near Myrniong. 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 Myrniong-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 bate path Ment 6.1 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.

. - TOWNSHIF PRIL 2024

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 multifunctional 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

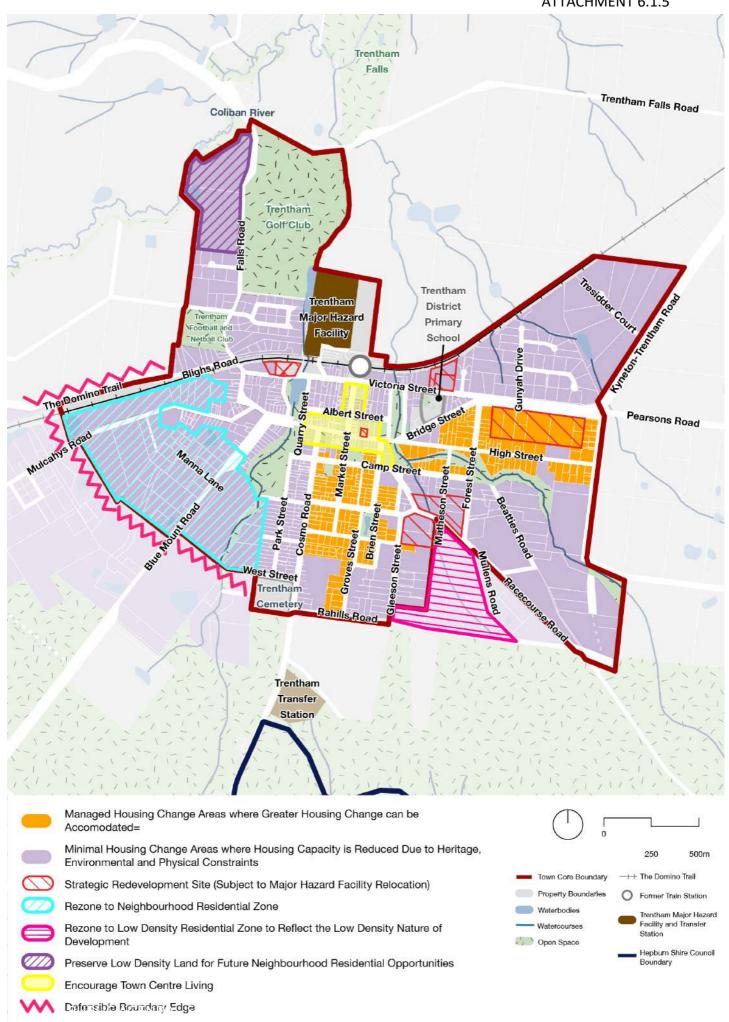
Facilitate the delivery of affordable housing through tiny houses and well designed dwellings on smaller lots with a street address.

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.**



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.

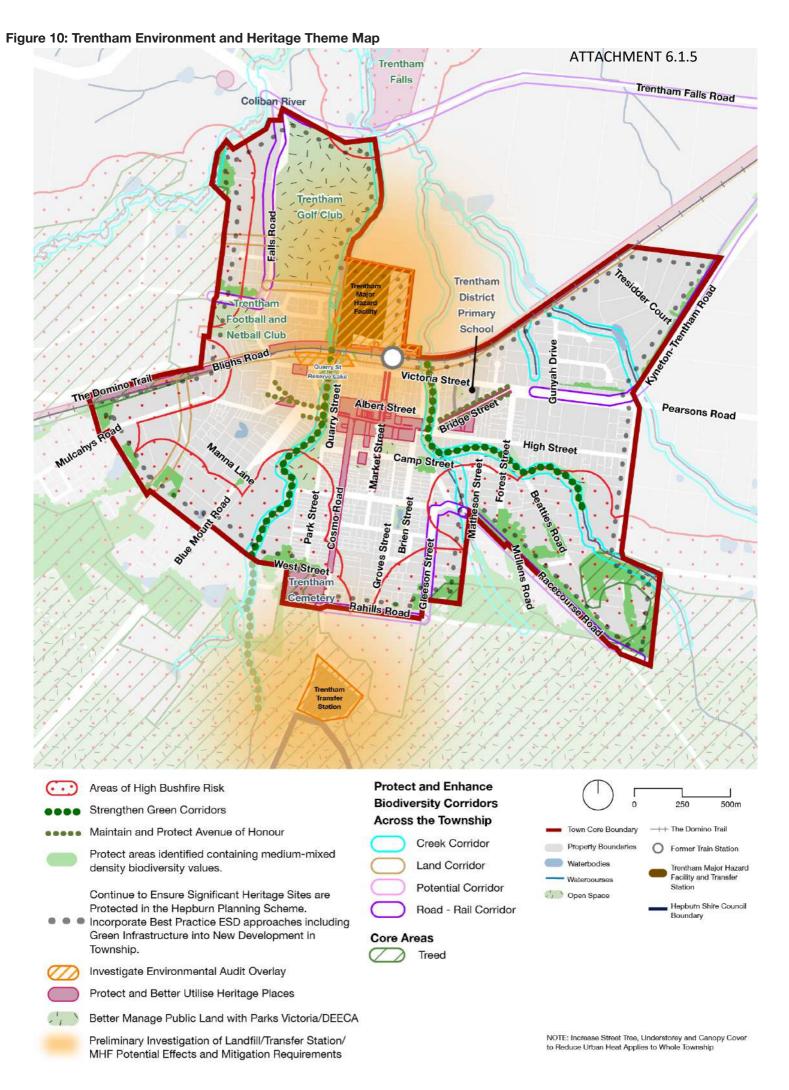
Protect and enhance the waterways of Stony Creek, Trent Creek and the Coliban River.

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 occurences 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 Cl 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 Stoney 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.



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 ecosustainable 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.

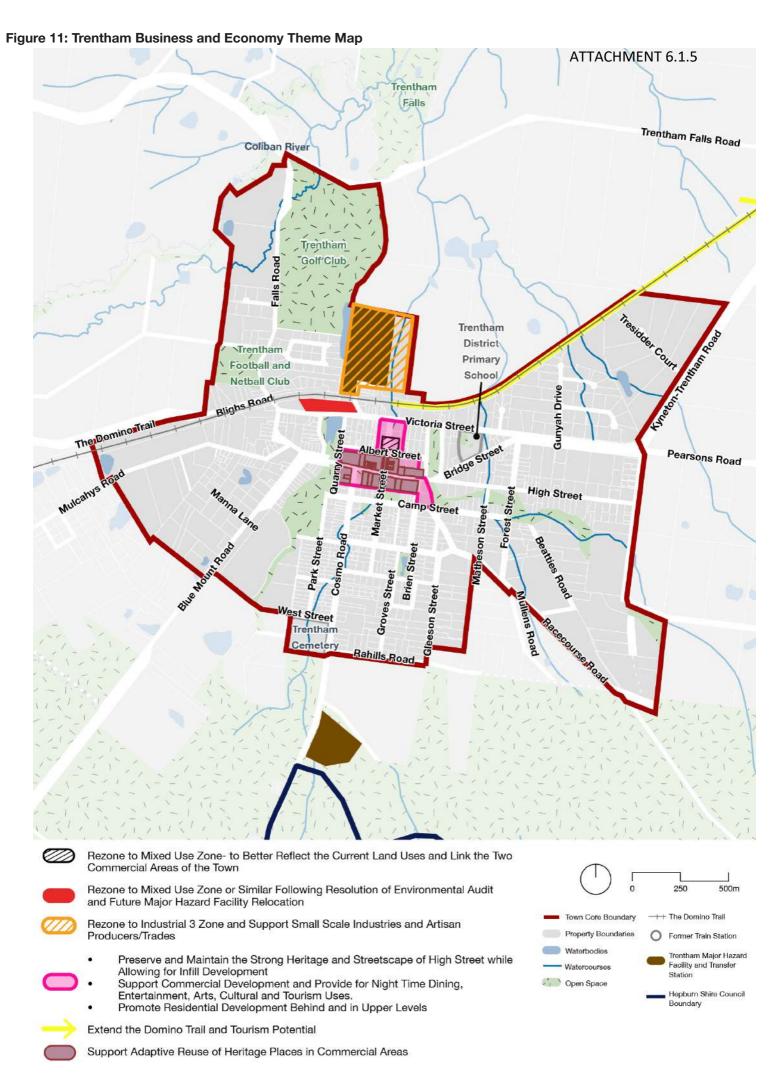
Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.

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 opportunties 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.



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.

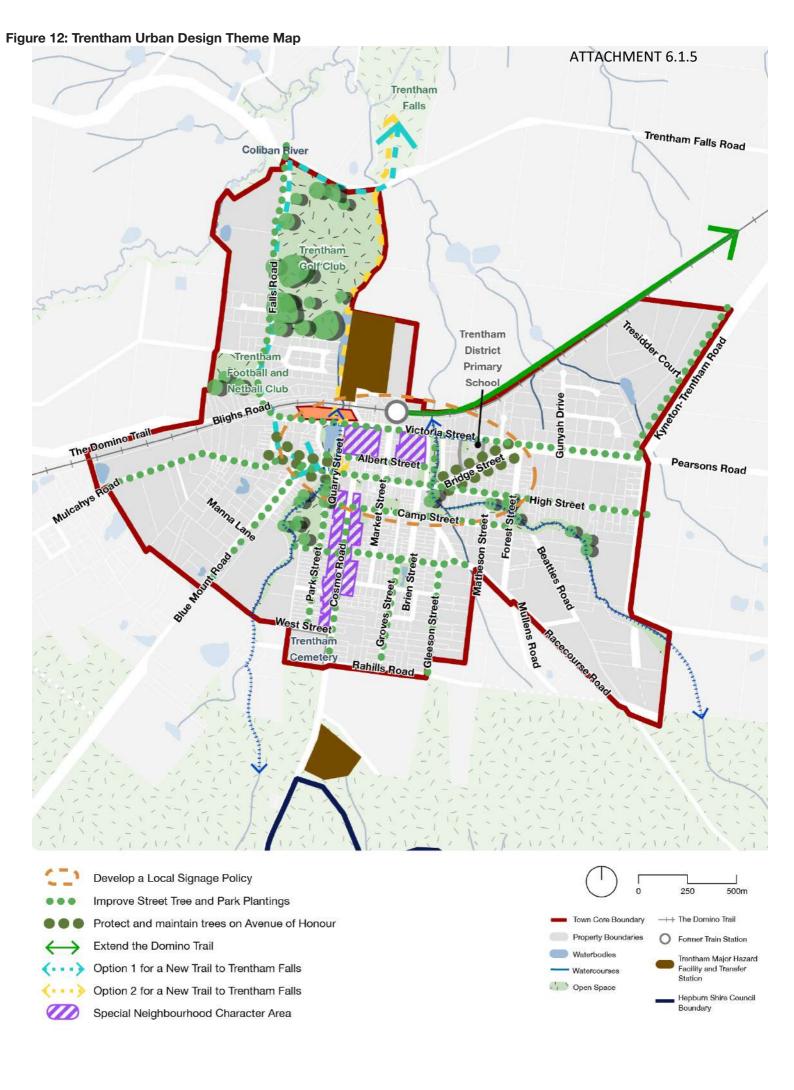
Create a more compact and dense town centre with a human scale focus.

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.



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 ATTACHMENT 6.1.5 Trentham Falls Trentham Falls Road Coliban River Trentham Golf Club residder Cour Trentham District Trentham Primary Football and School Netball Club **Gunyah Drive** Blighs Road Quarry St_ Reserve Lake Victoria Street The Domino Trail A Bridge Street Albert Street Pearsons Road Manna Lane **High Street** Camp Street Matheson Street Son Street West Street Trentham Cemetery Rahills Road New Township Boundary Perimeter Road 250 500m Extend/Improve Trail Network Town Core Boundary -++ The Domino Trail Extend Path to Trentham Falls Option 1 Property Boundaries O Former Train Station Extend Path to Trentham Falls Option 2 Waterbodies Trentham Major Hazard Facility and Transfer Watercourses Extend/Improve Domino Trail Station Open Space Hepburn Shire Council Investigate Roadspace Reduction Boundary Streetscape Upgrades

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.

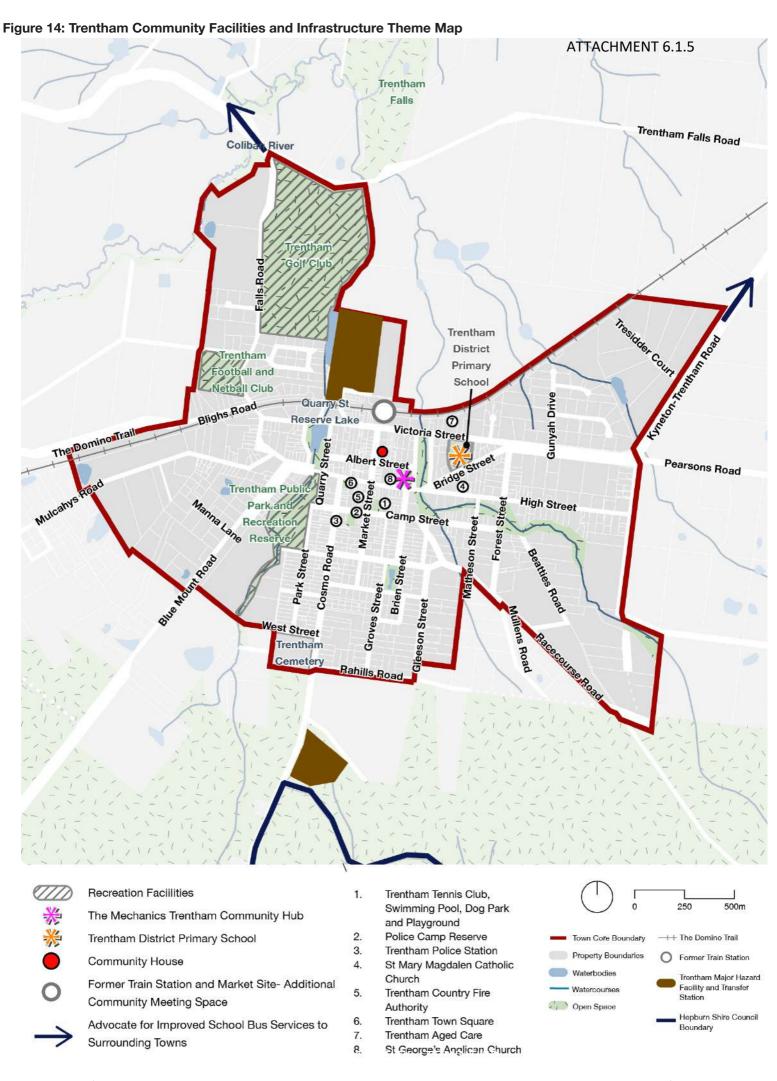
Ensure a range of community facilities to build a strong and resilient community including improved sports facilities, childcare facilities, an early learning centre, school, youth services and elderly services.

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"

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

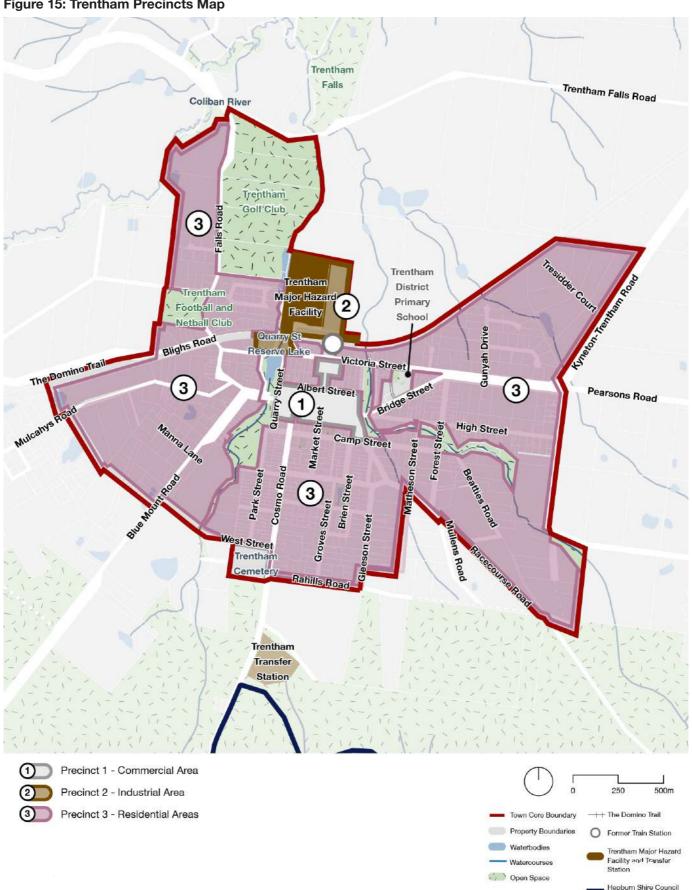


ATTACHMENT 6.1.5 **8.0 Precincts**

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



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 developmer TWANTHMENDE Control 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.



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.

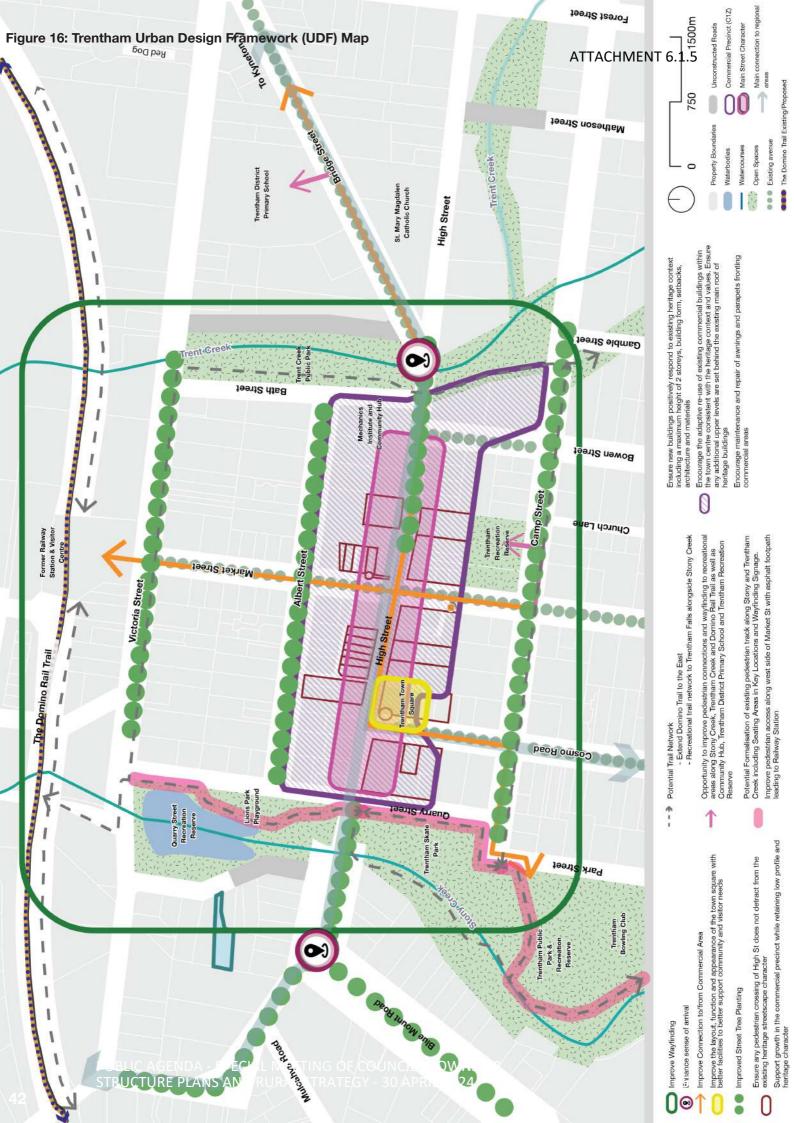
Additional street furniture, landscape treatments, and interpretive signage could be introduced to further enhance the usal/lity of the spaceAL MEETING OF COUR

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.



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.

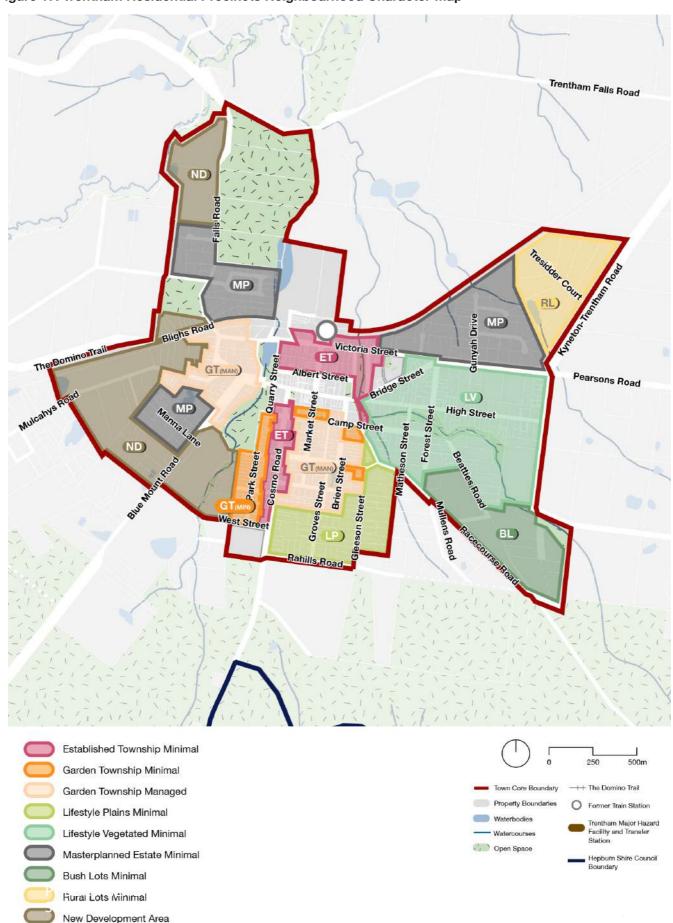


8.4 Precinct Three: Residential areas

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.



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.

Credit: Plan2Place Consulting

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.



8.4.6 Bush lots ATTACHMENT 6.1.5

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

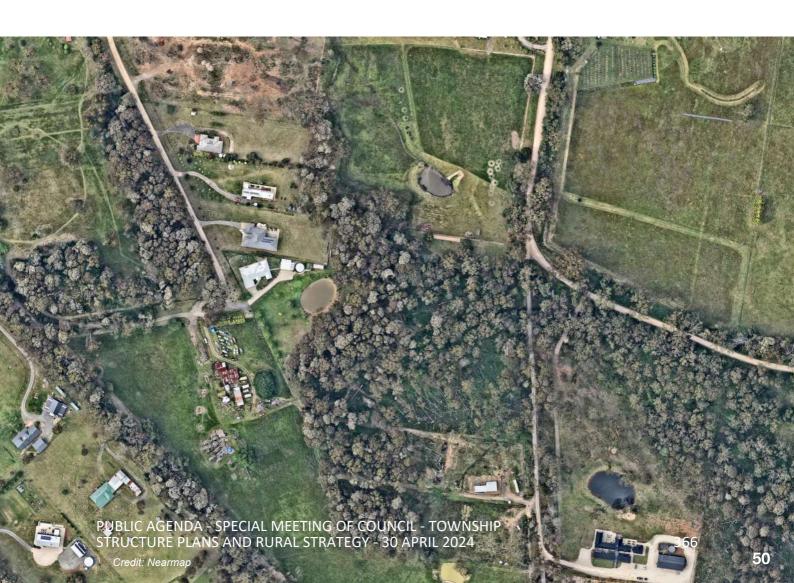
Streetscapes are dominated by large remnant indigenous and native canopy trees with supporting undergrowth. Dwellings are sited within the undulating landscape and integrate with the informal style of indigenous and native vegetation which flourishes in a spacious bushland setting. National and State 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 ATTACHMENT 6.1.5

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.

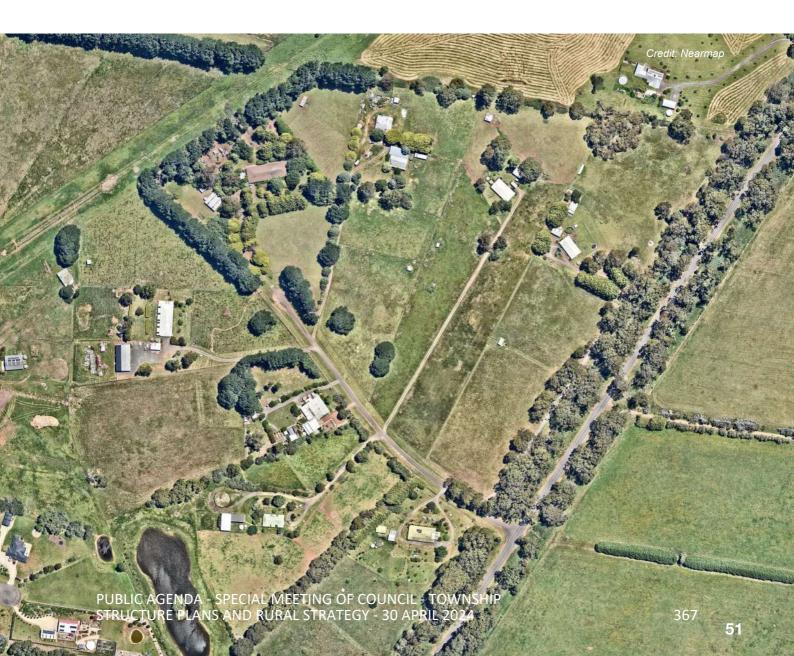
Preferred future character

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:

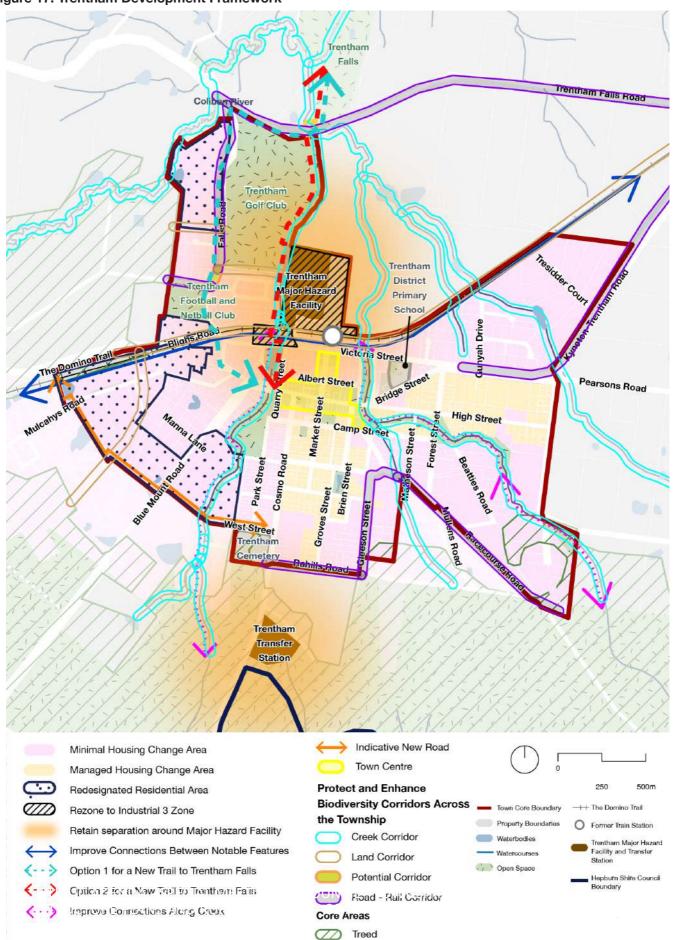
- Respond to site context, history and typology.
- Provide a diversity of housing types and lots sizes.
- Make direct and legible connections to existing streets and pedestrian networks, avoiding courts and dead end streets.
- Ensure that new development provides good interaction of streets and public 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.



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 nonstatutory 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 TeView 16.1.5

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.

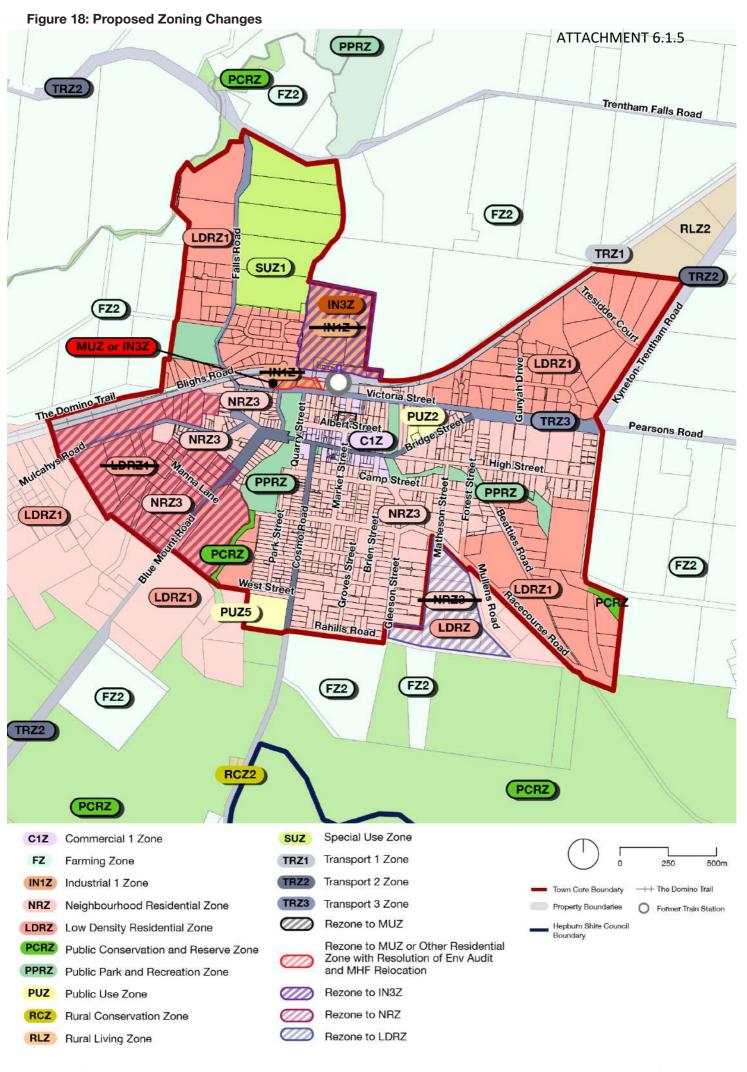
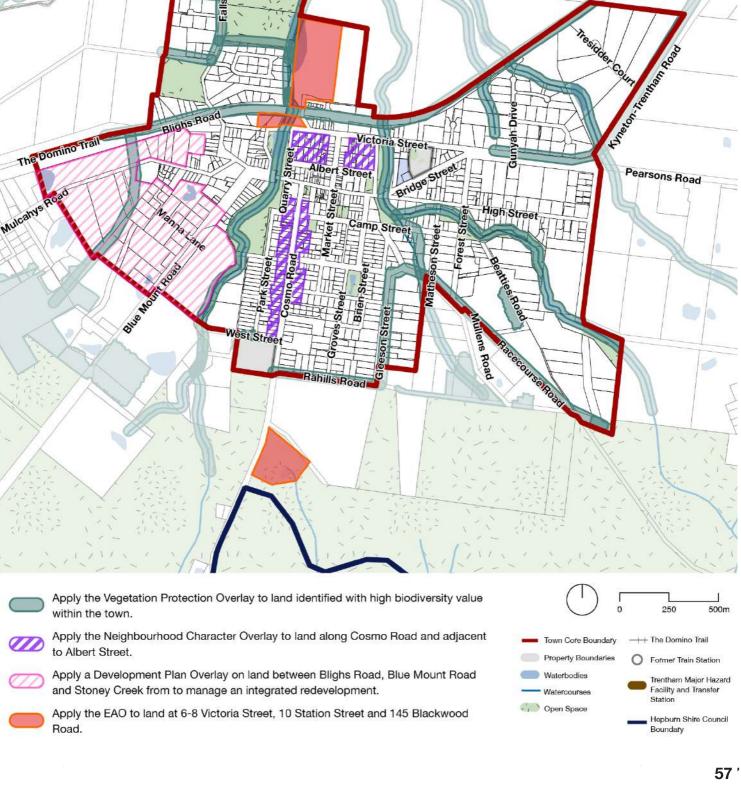


Figure 19: Proposed Overlay Changes ATTACHMENT 6.1.5 Trentham Falls Road Victoria Street The Domino Trail Pearsons Road



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.

Table 1: Township Boundary Assessment

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.

Boundary Criteria:	Assessment/Response:			
Consider the following issu	ues 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	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. 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.			
Commercial and residential needs	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. 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			

Commercial and residential needs

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.

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.

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.

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.

Environmental and flooding constraints

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.

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.

Heritage constraints

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.

Availability of strategic redevelopment sites, both existing and potential

Strategic redevelopment sites within the township include:

- 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.

These strategic sites provide ample opportunities for short and long term commercial, residential and community/health sector growth and development options within the township.

The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township

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.

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.

Consideration of physical barriers and opportunities for their improvement

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.

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.

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.

Proximity to public transport, especially fixed rail (train or tram)

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.

The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges

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.

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.

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.

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)

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.

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 interrelationship 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 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.

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.

Public open space areas that have or are intended to have a strong functional interrelationship 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 6.1.5

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 6.1.5

Neighbourhood Character Design Guidelines

Under seperate cover

15.0 Appendix E Implementation Plan

ATTACHMENT 6.1.5

Figure 21: Implementation Plan

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

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

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)	BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.
	BAL of 12.5 -LOW: There is a risk of ember attack.
	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.
	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.
	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.
	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.
Bioregion	The Victoria Minster 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.
	https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks
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 ATTACHMENT 6.1.5
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 heath 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	The collection of different materials used in buildings along a street.
materials	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 ATTACHMENT 6.1.5		
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	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. The SSF identifies seven categories that can assist in creating sustainable subdivisions: i. Site Layout and Liveability ii. Streets and Public Realm iii. Energy iv. Ecology v. Integrated Water Management (IWM) vi. Urban Heat vii. 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)	 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. The key principles of WSUD are: To reduce the demand for potable (fit for drinking) water by using alternative sources of water such as rainwater, stormwater and treated wastewater 		
PUBLIC AGENDA -			
STRUCTURE PLAN	S AND RURALE GIVEN 30 APRIL 2024 amenity of developments.		

Term	Definition ATTACHMENT 6.1.5
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	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:
	 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







RURAL HEPBURN

Agricultural Land Study and Rural Settlement Strategy

DRAFT



ACKNOWLEDGMENT

Hepburn Shire Council wish to acknowledge the Dja Dja Wurrung People of which the Hepburn region resides and operates within.

We acknowledge that their forbearers are the Traditional Owners of the area and have been for many thousands of years. The Djaara have performed age old ceremonies of celebration, initiation and renewal.

We recognise their resilience through dispossession and is a testament to their culture and tradition which is strong and thriving.

We acknowledge their living culture and their unique role in the life of this region.

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RURAL HEPBURN | DRAFT STRATEGY

1 Introduction

This draft Rural Hepburn: Agricultural Land Study and Rural Settlement Strategy (the 'Strategy') is the first comprehensive review of the Hepburn Shire's rural land use and planning policy since 1999. The Strategy was developed with extensive input from the community, rural industry, stakeholders and relevant government agencies. A list of consulted parties is provided in Appendix 1.

The Strategy is a long term plan for future use and development of rural land in Hepburn. It comprises a rural framework plan and planning policy recommendations that aim to safeguard the Shire's agricultural industry and biodiversity, protect important cultural heritage, landscape and natural values, provide for safe and sustainable rural living and small settlements to 2043.

Generally, the Strategy:

- Outlines a vision for the rural areas and the land use and development outcomes to be achieved.
- Sets out objectives and strategies for land use and development.
- Sets out actions to implement the Strategy.
- Will be used by Council to guide future decision making by Council.

STUDY AREA

The study area incorporates all privately owned rural land in Hepburn including land in the Farming Zone, Rural Conservation Zone and Rural Living Zone (Figure 1). The study also considers the role and function of rural settlements including Allendale, Blampied, Bullarto, Drummond, Glenlyon, Kingston, Lyonville, Muskvale, Newlyn North, Smeaton, Wheatsheaf, Locality, Drummond North, Eganstown, Franklinford and Yandoit.

STRUCTURE

The Strategy comprises

Section 1: Context – outlines the current strategic and policy context and the major drivers, issues and opportunities that informs the Strategy recommendations.

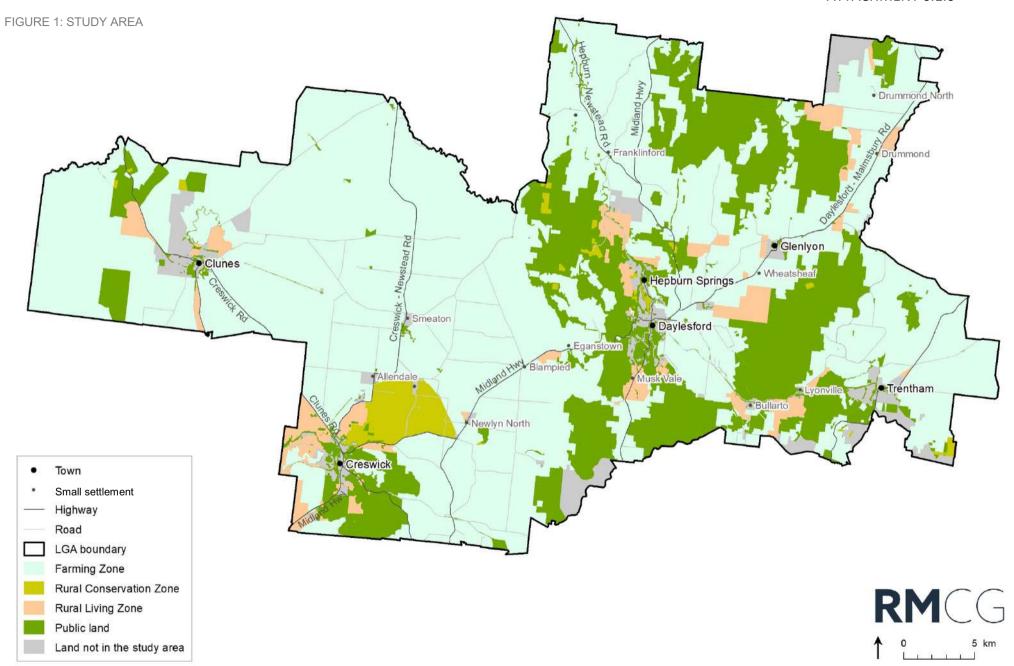
Section 2: Strategic Framework – comprises a vision, principles and rural framework plan and defines rural policy areas.

Section 3: Strategic directions – details planning policy recommendations including objectives, strategies and implementation measures across the following themes:

- Agriculture
- Rural tourism
- Biodiversity, water and natural hazards
- Landscape
- Cultural heritage

Section 4: Rural living and settlement – the role and function of small settlements and rural localities within a settlement hierarchy and details directions for land in the Rural Living Zone.

ATTACHMENT 6.1.6



APROACH

The draft Strategy responds to the findings of:

- Research into, and analysis of Hepburn's rural land use and development circumstances documented in the Background Report.
- Community and stakeholder consultation documented in the Engagement Report.

These reports can be found on the Hepburn Shire webpage – Rural Hepburn.

The Strategy is one of a suite of projects under the umbrella, Future Hepburn. These projects are being undertaken concurrently and relevant findings and information will be integrated across the studies as they become available. The projects include:

- Township structure plans for Clunes, Creswick, Daylesford & Hepburn Springs, Glenlyon and Trentham
- Integrated Transport Strategy
- Cultural Values Assessment
- Biodiversity Assessment.

IMPLEMENTATION

Should Council adopt the Strategy, translation of policy recommendations into the Hepburn Planning Scheme will require a planning scheme amendment. Recommended changes to the Hepburn Planning Scheme are described under 'Implementation' in each relevant section of the Strategy.

2025 2023 2024 Community **Draft Rural Public Final Rural Planning Background** survey & Hepburn exhibition and Hepburn Scheme Research stakeholder **Strategy** consultation Strategy **Amendment** consultation

Rural Hepburn strategy development and implementation process and timeline

RURAL HEPBURN | DRAFT STRATEGY 3

RURAL HEPBURN

VISION

Hepburn is a rural shire with a hierarchy of settlements set in an attractive and productive rural landscape.

A premier food producing Shire underpinned by a diverse agricultural sector. Innovation and sustainable management enable the sector to adapt to changing market and climate conditions. Protection of agricultural land facilitates investment and growth in commercial scale agricultural enterprises and agribusiness.

Hepburn is a renowned rural tourism destination that celebrates its history, agricultural, natural and cultural values. Careful planning has ensured that rural tourism developments are sympathetic to and enhance the protection of these rural values.

Significant environmental and landscape values are identified and protected. Development in the rural areas has delivered high quality environmental outcomes balanced with bushfire risk considerations and contributes to improved habitat and ecological connectivity through good design and on-site environmental improvement works.

Protection of water quality, especially potable water supply, is fundamental. Land use and development, particularly un-serviced development in open water supply catchments, is minimised and managed to ensure water quality is not compromised.

A network of attractive and sustainable rural settlements provides opportunities to live in a rural setting. Infill development within defined boundaries maintains clear distinctions and separation between settlements and efficient use of infrastructure.

The opportunity for living in a rural setting, small scale farming and artisan agriculture is afforded by the Rural Living Zone. Planning has ensured that rural settlements and rural living contribute positively to the rural character and the risk of conflict with adjoining agriculture is minimised.

The continuing connection of the Dja Dja Wurrung to country is supported and celebrated and important cultural landscapes and sites have been identified and protected.

Certainty and consistency in planning decisions has meant that competing demands for use and development of rural land are managed and land use conflict is avoided.

PRINCIPLES

Planning policy will be tailored to respond to landscape variation and drivers of land use change and the differential impact that these have across the Shire.

The highest priority in decision making is given to protection of productive agricultural land, significant landscapes, biodiversity and water catchments.

The precautionary principle will apply in relation to bushfire. Development will be directed to the lowest risk locations and future development will be avoided in highextreme risk locations.

Housing and employment will be accommodated in established towns within clearly defined settlement boundaries. Non-urban green breaks will be maintained between settlements.

Planning policy will not be used to solve issues that are the domain of good business planning and management, including succession planning and farm viability.

Legacies of past planning decisions are not justification for maintaining inappropriate planning policy or provide precedence.



2 Hepburn Shire

OVERVIEW

Hepburn Shire is located in central Victoria on the Great Dividing Range. Its attractive rural landscapes and towns, mineral springs, natural environment, rich cultural heritage and European history makes Hepburn attractive for residents and visitors alike.

The Shire is located around 100km north east of the Melbourne CBD and 50km north of Ballarat between the Western Freeway to Ballarat and the Calder Freeway to Bendigo. The eastern half of the Shire lies within the peri-urban region of metropolitan Melbourne (Figure 2). There are also strong economic relationships with Ballarat, Bendigo, Castlemaine, Melbourne, Woodend and Gisborne with a growing number of Hepburn residents seeking employment and services from these locations.

The Shire's economy was once largely dependent on agriculture, forestry and mining. Today, while the agricultural sector remains a robust and evolving part of Hepburn's economy with most of the Shire's land under some form of agricultural or related use the local economy has diversified with construction, health services and tourism emerging as important sectors. Growth in tourism, particularly tourism accommodation, is evident in the strength of real estate services and employment in accommodation and food services. There is also evidence of growth in knowledge services which is consistent with observed trends in in-migration and increased work-from-home during Covid-19.

The Shire's settlement pattern consists of a range of distinct townships and settlements set within a rural landscape. Creswick and Daylesford are regional service hubs and Clunes, Hepburn Springs and Trentham are the other main population centres. Small settlements scattered across the municipality include Allendale, Bullarto, Glenlyon, Muskvale, Newlyn and Smeaton.

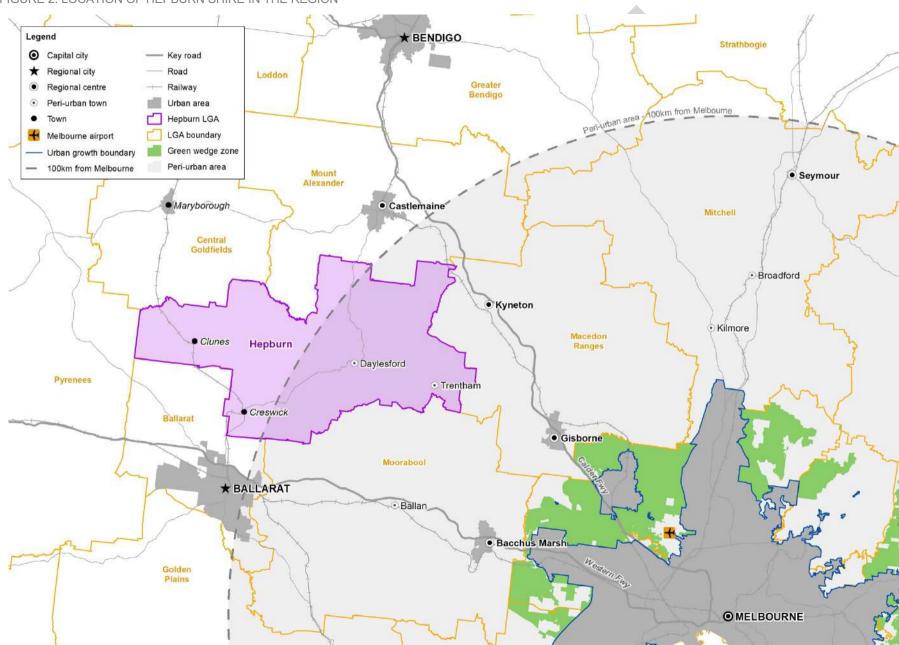
Hepburn has attracted a highly diverse social mix of people, and the community comprises traditional farming communities and long term residents in established townships, a growing commuter population, as well as many part-time residents. In 2021, the population of Hepburn was 16,467, an increase of 1.2% from 2016 and slightly less than the average across regional Victoria of 1.7%. Since the beginning of the COVID-19 pandemic there has been a trend of people moving from metro to regional and rural areas across Victoria. Most chose to settle in rural Victoria (49%) with Hepburn identified as the top choice for internal migrants to rural Victoria (10%).

The municipality's high-quality landscapes, natural environment, township character and proximity to Melbourne attract weekenders and tourists. The attractiveness of Hepburn as a destination for visitors and retirees is reflected in household composition and dwelling tenure. The Shire's resident population comprises a higher proportion of couples with no children and lone person households and a higher proportion of older people and lower proportion of young people relative to the population of regional Victoria and Victoria as a whole. There are around 1,100 active short-stay rentals, mostly in Daylesford and Hepburn Springs, which represents around 10% of private dwellings.

The Dja Dja Wurrung People are the Traditional Owners of the land and waters of Hepburn Shire and aspire to further strengthen cultural knowledge and practice.

RURAL HEPBURN | DRAFT STRATEGY 6

FIGURE 2: LOCATION OF HEPBURN SHIRE IN THE REGION



PLANNING CONTROLS

This section of the report documents the current policy, zone and overlay controls that apply to rural land throughout Hepburn as well as the findings and recommendations arising from a review of the performance of the planning controls.

PLANNING POLICY FRAMEWORK

Planning for Hepburn's rural areas needs to be consistent with the relevant State and regional policy objectives which include:

- Protect strategically important areas for the environment, landscape, water, cultural heritage and agriculture
- Protect productive farmland of strategic significance in the local or regional context
- Encourage tourism
- Protect and enhance water supply catchments, native vegetation and other biodiversity values and rural landscapes
- Prevent dispersed settlement and maintain separation between settlements by providing non-urban breaks between urban areas
- Minimise risk to life, property and the environment from natural hazards
- Establish town growth boundaries to avoid urban sprawl and protect agricultural land and environmental assets.

MUNICIPAL PLANNING STRATEGY

Planning for the Shires' rural areas will also need to be consistent with the Municipal Planning Strategy (MPS) which includes Council's mission statement:

'Hepburn Shire will maintain, promote, protect and enhance the district's unique social, cultural, environmental and heritage characteristics. This will be achieved through effective, caring management and responsible governance. We will strive to gain maximum advantage for our community by protecting and enhancing our natural and built environment.'

Land use and development directions to deliver this mission, and have guided development of the Strategy are derived from the 2020 Hepburn Planning Scheme Review and include:

 Protect agricultural land as a valued resource to support jobs and opportunities into the future.

- Carefully manage the development of housing and services for residents in keeping with the heritage and rural feel of those areas.
- Preserve the heritage character and strong sense of place of the townships.
- Protect and manage the municipality's valued landscapes from unsympathetic development or major change.
- Manage the Shire's natural resources sustainably and protect them for future generations.
- Support tourism as an important industry based on the Shire's beautiful townships and countryside.
- Facilitate infrastructure across the Shire to meet the needs of the community.

PLANNING POLICY FRAMEWORK

11.01-1S Settlement

11.01-1R Settlement - Central Highlands

12.01-1S Protection of biodiversity

12.02-1S Protection of the marine and coastal environment

12.03-1S River corridors, waterways, lakes and wetlands

12.05-1S Environmentally sensitive areas

12.05-2S Landscapes

12.05-2R Protection of landscapes between settlements

13.01-1S Natural hazards and climate change

13.02-1S Bushfire planning

13.03-1S Floodplain management

14.01-1S Protection of agricultural land

14.02-1S Catchment planning and management

14.03-1S Resource exploration and extraction

15.01-6S Design for rural areas

15.03-2S Aboriginal cultural heritage

16.01-3S Rural residential development

17.01-1S Strengthen and diversify the economy.

17.04-1S Facilitating tourism

17.04-2S Coastal and maritime tourism and recreation

19.01-2S Renewable energy

ZONES

A planning scheme identifies zones to designate land for a particular, dominant purpose, such as agriculture, residential or industrial. Each zone identifies a range of uses or developments that require a planning permit and the matters that must be considered before deciding whether to grant a planning permit. Figure 3 shows how the rural zones are applied in Hepburn.

The **Farming Zone (FZ)** is the main zone for rural land in the Hepburn Planning Scheme and aims to encourage retention of productive agricultural land and support agricultural activities. The FZ covers nearly 100,000ha or 67% of the total Shire area (Table 1). There are two schedules to the FZ:

- FZ1 requires a minimum subdivision area of 40ha and a minimum area of 40 ha above which no planning permit is required for a dwelling.
- FZ2 requires a minimum subdivision area of 20ha and a minimum area of 20 ha above which no planning permit is required for a dwelling.

The **Rural Conservation Zone (RCZ)** is primarily concerned with ensuring land uses, including agriculture can acceptably conserve important identified environmental and landscape attributes of the land. The conservation values of the land must be identified in the schedule to the zone and could be historic, archaeological, landscape, ecological, cultural or scientific values. The RCZ covers around 2,800ha or 2% of the total Shire area. There are two schedules to the RCZ.

- RCZ1 has been applied to conserve areas dominated by Plains Grassy Woodland of the Victoria Volcanic Plains and riparian zones.
- RCZ2 has been applied to conserve areas that contribute to ecological connectivity across private land and between public land forest blocks.

The **Rural Living Zone (RLZ)** provides for residential use in a rural setting and is designed to provide lots that are large enough to accommodate a dwelling and an agricultural use. The agricultural use is likely to be carried on for reasons other than the need to provide a significant source of household income. The RLZ covers 640ha or 4% of the total Shire area. There are two schedules to the RLZ:

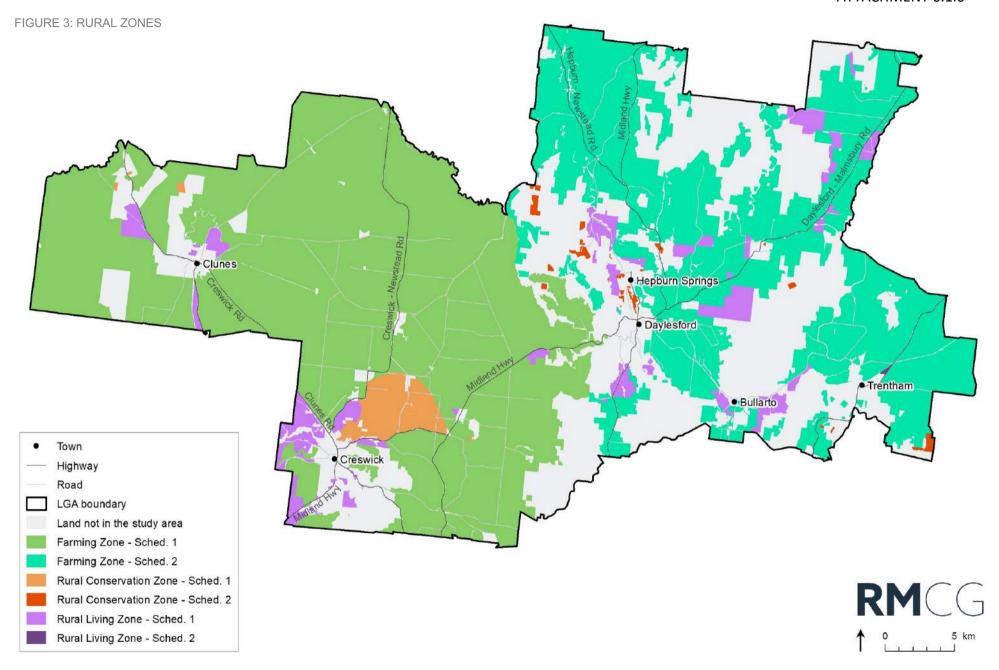
- RLZ1 requires a minimum subdivision area of 4ha and a minimum area of 4 ha above which no planning permit is required for a dwelling.
- RLZ2 requires a minimum subdivision area of 8ha and a minimum area of 8ha above which no planning permit is required for a dwelling.

The Rural Activity Zone (RAZ) has not been applied to land in Hepburn Shire.

TABLE 1: HEPBURN PLANNING SCHEME RURAL ZONES

Zone	Shire wide area of zones (ha)	Proportion of total shire area	Schedules	Minimum lot size above which a planning permit for a dwelling is not required (ha)	Minimum lot size subdivision (ha)
FZ	99,437	67%	FZ1 FZ2	40	40
			FZZ	20	20
RCZ	2,822	2%	RCZ1	-	40
			RCZ2	-	20
RLZ	5,640	4%	RLZ1	4	4
			RLZ2	8	8

ATTACHMENT 6.1.6



OVERLAYS

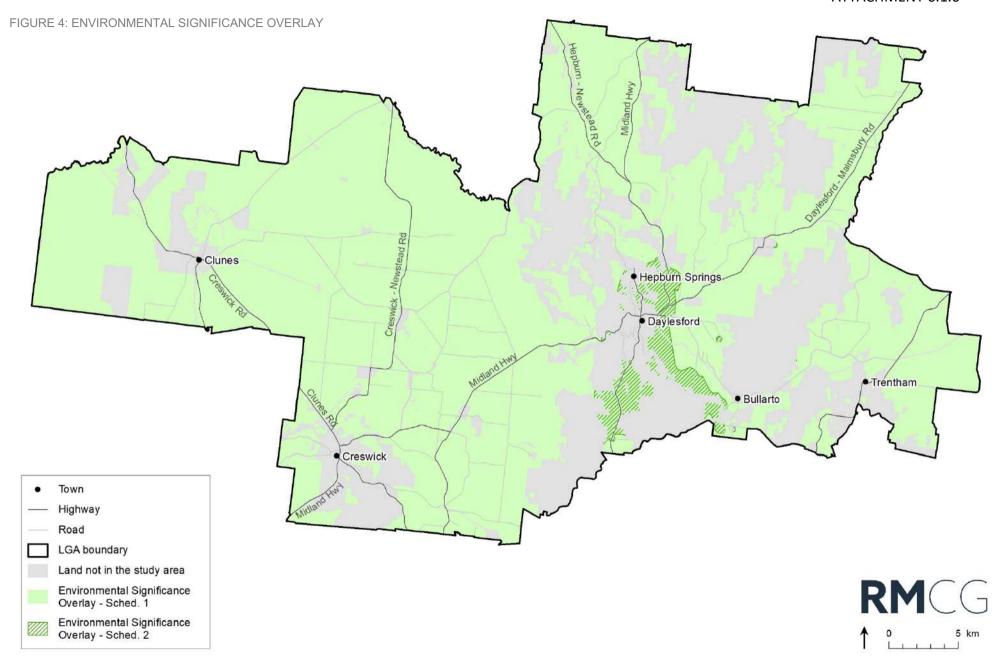
Overlays address particular issues such as heritage, bushfire or flooding and sets out requirements for development of the land, if a planning permit is required and the matters that must be considered before deciding to grant a permit. The requirements of an overlay apply in addition to the requirements of the zone.

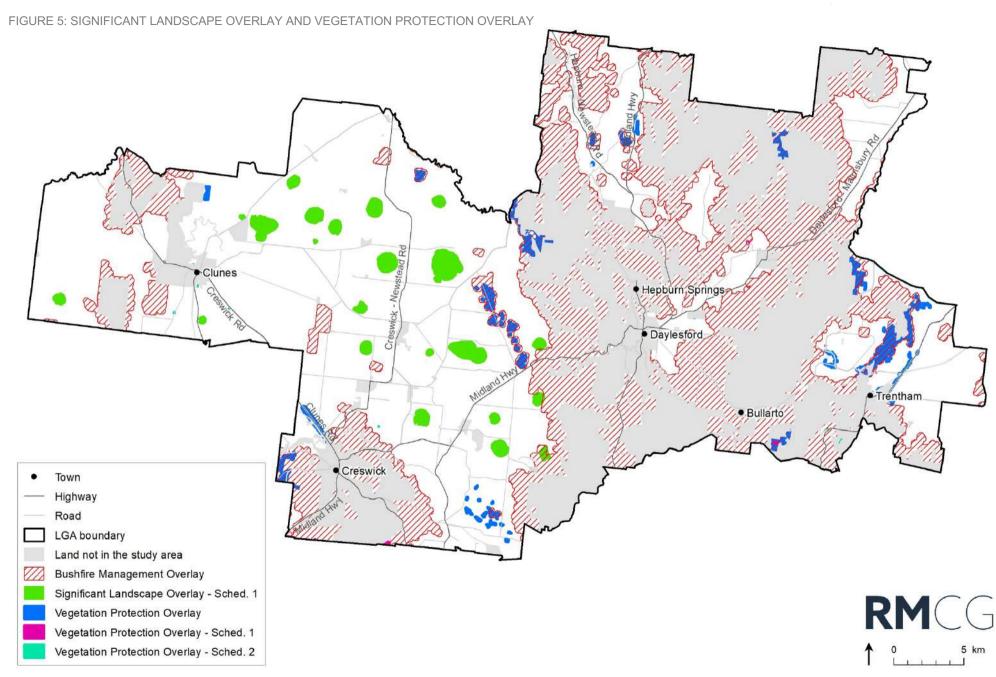
Table 2 provides a summary of the most relevant overlays to this review, including the overlay purpose and the impact on land use and development. The Background Report identified issues and opportunities for improvement to the overlays and these are discussed in further detail in the relevant chapter.

TABLE 2: OVERLAYS THAT APPLY TO RURAL AREAS OF HEPBURN SHIRE

Overlay	Purpose	Impact on land use and development
Environmental Significance Overlay		
Schedule 1 – Special Water Supply Catchment Protection	Protect the quality and security of water supply	Limits the siting and form of development to minimise impacts on ground and surface water quality
Schedule 2 – Mineral springs and groundwater protection	Protect the mineral springs and town water supply groundwater aquifers form the impacts of effluent and drainage	Limits the siting and form of development to minimise impacts on ground water quality
Vegetation Protection Overlay		
Schedule 1 – Significant exotic and native vegetation	Protect vegetation of significance for its natural beauty, interest and importance and contribution to the character of an area	Removal of vegetation is subject to a planning permit
Significant Landscape Overlay		
Schedule 1 – Volcanic peaks landscape area and ridges and escarpments area	Protect the visual significance of vegetation, ridges, escarpments and geological features	Limits the location and form of development of land, including native vegetation clearance, that may impact landscape qualities.
Land Subject to Inundation Overlay		
Schedule 1 – Flooding from waterways in Clunes and Creswick (depths up to and including 350mm)	Identifies land in a flood storage or fringe area affected by a 1 in 100 year flood.	Limits the location and form of development to minimise impacts from flooding on property and the natural environment
Schedule 2 – Flooding from waterways in Clunes and Creswick (depths greater than 350mm)	Identifies land in a flood storage or fringe area affected by a 1 in 100 year flood.	Limits the location and form of development to minimise impacts from flooding on property and the natural environment
Schedule 3 – Flooding from waterways Coomoora, Drummond, Evansford, Kooroocheang, Mount Beckworth, Mount Cameron, Smeaton and Yandoit	Identifies land in a flood storage or fringe area affected by a 1 in 100 year flood.	Limits the location and form of development to minimise impacts from flooding on property and the natural environment
Bushfire Management Overlay		
Schedule 1 – Creswick, Daylesford, Hepburn, Trentham BAL-12.5 Areas	Specifies bushfire protection measures and referral requirement for construction or extension of dwelling in the designated area.	Requires bushfire protection measures to be incorporated into siting and design of new dwellings.
Schedule 2 – Hepburn, Hepburn Springs BAL-29 Areas	Specifies bushfire protection measures and referral requirement for construction or extension of dwelling in the designated area.	Requires bushfire protection measures to be incorporated into siting and design of new dwellings.

ATTACHMENT 6.1.6





3 Major Drivers

This section summarises the major issues and opportunities driving use and development of Hepburn's rural land that were explored and analysed in background work and consultation with the community. The Strategy seeks to provide appropriate responses to these drivers of change, including recommendations for planning and other, non-planning Council actions.

STRATEGIC CONTEXT

State government strategies that influence land use and development in Hepburn's rural areas include:

- Central Highlands Regional Growth Plan (2014)
- Central Highlands Regional Economic Development Strategy (2022)
- Plan Melbourne 2017-2050 Metropolitan Planning Strategy (2017).

These plans identify population growth, growth in tourism, the desire to live in a rural area and the Shire's proximity and commutability to Melbourne and regional centres are key drivers of rural land use change in Hepburn. These plans also highlight that accommodating growth should not come at the expense of significant values including the Shire' rural landscapes, agricultural land, water supply catchments, cultural heritage and biodiversity. Hepburn's role in regional tourism and agricultural assets are also noted (Figure 6, Figure 7).

Land use planning principles and directions relevant to Rural Hepburn include:

- Population growth should be planned in sustainable locations throughout the region.
- The region's economy should be strengthened so that it is more diversified and resilient.
- The region should capitalise on its close links with other regions and cities.
- The development of sustainable and vibrant communities should be supported by enhancing the level of access to key services.
- Land use patterns, developments and infrastructure should make the region more self-reliant and sustainable.
- Planning for growth should be integrated with the provision of infrastructure.
- The region's land, soil, water and biodiversity should be managed, protected and enhanced.

- Long-term agricultural productivity should be supported.
- The importance of cultural heritage and landscapes as economic and community assets should be recognised.

FIGURE 6: CENTRAL HIGHLANDS REGIONAL GROWTH PLAN

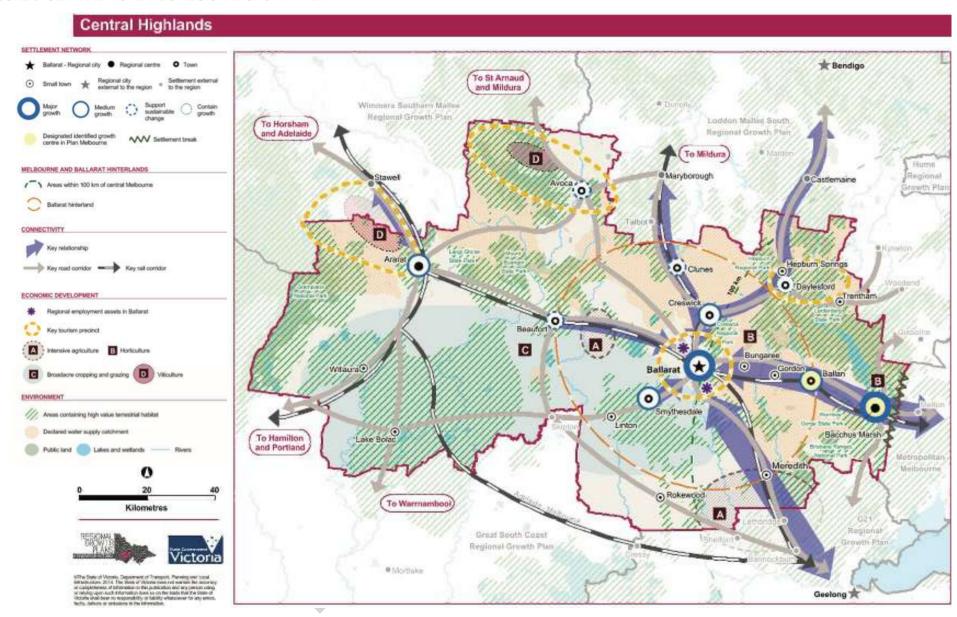
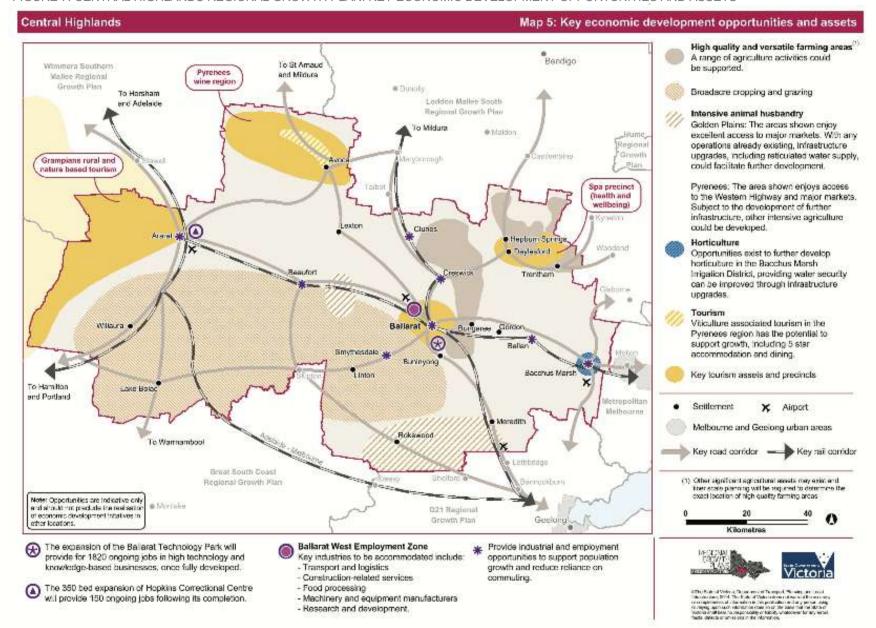


FIGURE 7: CENTRAL HIGHLANDS REGIONAL GROWTH PLAN: KEY ECONOMIC DEVELOPMENT OPPORTUNITIES AND ASSETS



PLANNING SCHEME PERFORMANCE

The Hepburn Planning Scheme had operated largely unchanged for over 20 years. Gazettal of Amendment C80, translated the Scheme into the new format Planning Policy Framework. The Amendment was largely a policy neutral translation of the existing policy settings and did not address the critical issues facing the Shire¹, which were summarised in Chapter 8 of the Review:

Ensuring the Shire has a contemporary planning scheme that responds to the issues that it is facing over the coming decades is essential to ensuring that improved outcomes are delivered through the planning process. The Review highlighted that the current planning scheme is not delivering the outcomes the community desires and that Council is aspiring to. It is also not set up to respond to current and emerging challenges such as climate change, bushfire risk and pressures for development.

The Shire is at a crossroads and at risk of losing those unique elements that are so highly valued by the community and are an essential underpinning of the local economy and environment. There are real challenges that the planning scheme can assist in achieving. The Scheme cannot solve all of these challenges, however there are a range of tools available that provide significant elements which help to complement or provide the required response. A lack of regular strategic work and adaption of the scheme has meant that the planning scheme is now very out of date.

The Amendment C80 Panel Report identified a number of outstanding challenges that were not addressed by the amendment that are relevant to this strategy:

- Reconciling competing interests including: the protection of high quality agricultural land, demand for tourism, demand for lifestyle properties, environmental values, cultural heritage values, landscape and amenity values.
- Explaining how settlement patterns and zoning in the municipality align with State policy direction, particularly in relation to environmental hazards, the protection of water catchments and the intensification of nominated urban settlements.

The report included the following recommendations relevant to rural land:

- Undertake further strategic work to:
 - Address the threats to the highly valued unique elements of the Shire and protect important landscape and heritage elements.
 - Address the tensions and potential synergies between farming, tourism and rural residential development.
 - Make recommendations on specific zone changes and minimum lot sizes in zones.
 - Clarify the distinction between 'established townships', 'main townships' and 'settlements'.
- Delete any policy support directing growth to parts of settlements withing the Rural Living Zone where such development might run counter to State policy on bushfire and protection of natural values.
- Apply a minimum lot size of 40 hectares to all land in the Farming Zone.

The Background Report identified the following issues and opportunities for improvements to the rural zones:

- Farming Zone:
 - Review the FZ minimum lot size schedules based on the findings of a review of agricultural versatility under future climate forecast, agricultural industry data, analysis of lot sizes and rural land holdings.
 - Large number of planning permits issued for dwellings and subdivision in the FZ.
 - Increasing number of permits for tourism uses in the FZ.
 - Clearly identify productive agricultural land and farmland of strategic significance.
 - The need for clearer and improved policy for assessment of dwellings in support of an agricultural enterprise.
 - Policy guidance on non-agricultural uses in the FZ.

¹ Hepburn Planning Scheme Review, February 2020

- Rural Conservation Zone
 - Undertake further strategic work including appropriately scaled mapping as the basis for planning controls to identify, protect and enhance these environmental assets.
- Rural Activity Zone
 - Consider application of the RAZ to areas where multiple rural land use outcomes are established or are desired including agriculture, tourism and environmental protection and enhancement.

POPULATION GROWTH

The proximity of major regional growth centres Ballart and Bendigo and the Shire's location within the peri-urban region of Melbourne is driving demand for urban and rural residential development in Hepburn. The population of Hepburn is growing and while the rate of growth has been less than the average for regional Victoria, a recent influx of internal migrants occurred related to the Covid-19 pandemic.

Past subdivision and dwelling policies and practices have left a legacy of fragmented rural land in some parts of the Shire. Consumption of rural land for residential development threatens environmental sustainability and introduces issues of land use conflict and land speculation which undermine the security of the agricultural sector.

Planning policy should encourage agricultural business to invest in food and fibre production for the long-term and ensure that farm operations are not compromised by conflicts from amenity issues. New residential development should therefore focus on infill within existing townships and land zoned Rural Living.

Bushfire hazard is a significant threat, particularly in the central and eastern parts of the Shire where there is demand for rural living and tourism. Bushfire mitigation strategies can also conflict with protection of ecological values. Planning for rural residential development will avoid high risk locations and prioritise the protection of human life and ecological values.

AGRICULTURE

Hepburn's agricultural industry is diverse encompassing broadacre livestock and cropping farms supplying domestic and international markets as well fresh produce supplying local markets and with strong connections to the tourism industry. A range of production methods are in use including traditional, organic and regenerative methods.

Accommodating large and small scale agricultural enterprises, while protecting the right to farm and avoiding fragmentation of productive agricultural land, is a significant challenge. Dwellings approved on small lots to support an agricultural enterprise are frequently used as a backdoor to achieve rural living. Clearly identifying where commercial scale agriculture will have primacy and avoiding incompatible land uses and dwellings on small lots will support the productive use of the land into the future.

Hepburn is blessed with some of the best agricultural soils in the state and coupled with a secure groundwater resource, enables production of a range of agricultural products. The agricultural land is highly valued by the Hepburn community who support its protection for food and fibre production now and into the future. There is a recognition that inappropriate development, including new dwellings, introduce land use conflict, inflate land values, limits the expansion of agricultural enterprises and threatens the ongoing agricultural potential of the Shire as well as impacting the rural landscape.

Changing markets and consumer preferences, global financial trends, climate change, increasing knowledge and technological improvements means that agriculture is continually evolving. In the Australian context, high labour costs, declining terms of trade and a predominance of export markets for primary produce, means that agricultural businesses focus on efficiency and economies of scale. This has resulted in clear trends in increased scale of farms and farm operations, and vertical integration across all industries including broadacre livestock and cropping, horticulture and intensive agriculture. Adoption of new technology including robotics, GPS controlled machinery enable larger areas to be managed without increased labour input. Production methods have also evolved in response to consumer preferences and increased understanding of environmental sustainability.

Planning policy can promote flexibility and industry growth by:

- Clearly identifying locations where commercial agriculture will be the primary land use and providing supporting policy to prevent fragmentation.
- Protecting Farmland of Strategic Significance and productive agricultural land.
- Facilitating parcel sizes suited to contemporary agricultural management practices and unencumbered by unwanted infrastructure, particularly dwellings.
- Maintaining separation between commercial agriculture and sensitive uses, such as urban and rural residential settlement, to minimise risk of offsite impacts and support efficient and optimal agricultural operations.
- Providing for on-farm agricultural infrastructure associated with vertical integration and value adding such as cool stores, sorting sheds and workers accommodation.

LAND USE CONFLICT

As the population of Hepburn has grown and the range of rural uses has become more diverse, there has been an increase in the incidence and types of land use conflict. Conflicts arise because there is a divergence in what rural landholders anticipate they will experience in a rural environment. Conflicts may also arise because there is a lack of understanding of agricultural operations or the legal and regulatory framework within which these operations are conducted.

There are no formal records of land use conflict and landholders can be reluctant to report instances of conflict in the interest of maintaining good relationships with neighbours. Council officers and landholders provided the following examples of land use conflict that are occurring at the property level and at the urban rural interface:

- Amenity impacts (odour, noise, visual) from 'everyday' and acceptable agricultural operations leading to nuisance complaints from rural residential neighbours.
- Restrictions placed on agricultural operations e.g. aerial spraying, irrigation, due to encroachment of residential neighbours which can increase costs and reduce farm efficiency.
- Behaviour and land management practices of rural lifestyle neighbours impacting agricultural operations e.g. neighbours or passers-by removing lambs from paddocks in the mistaken belief they have been abandoned by their mothers; livestock attack by domestic dogs, weed and disease spread into crops from gardens, trespass.
- Neighbouring agricultural enterprises that adopt different biosecurity practices e.g. contamination of organic crops, produce or pastures via spray drift, disease and weed spread from organic farms into conventionally managed crops.

There are also wider social and economic impacts on agriculture from an increasingly diverse rural landscape:

- Operators of commercial agricultural enterprises have fewer local peers with increased feelings of isolation.
- Fewer commercial agricultural enterprises lead to contraction in the local provision of agricultural services.
- Delivery of land management programs e.g. pest plant and animal control are more complicated and can be less efficient with a more diverse landholder mix.

Movement of farm machinery is riskier as local roads have become busier and there
are more drivers that lack rural driving experience or have poor driving etiquette.

Measures that can reduce the risk of land use conflict include:

- Clearly designate where agriculture will be the primary land use.
- Provide increased direction as to the types of non-agricultural uses that will be considered in rural areas and the circumstances under which they will be supported.
- Council advocate on behalf of the agricultural industry to assist rural landholders regarding 'normal' agricultural operations and good neighbour principles.
- Introduce attenuation measures such as buffers and setbacks between agriculture and non-agricultural development which will be the responsibility of the agent of change.

CLIMATE CHANGE

Hepburn's climate is forecast to be warmer and drier with more frequent and extreme rainfall, flood and bushfire events. These forecast changes will be important for planning rural settlements, particularly protection of life from increased bushfire threat.

An assessment of the impact of the future climate on agricultural versatility conducted by Deakin University² concluded that extensive areas of the Shire will experience no change in agricultural versatility because of the forecast change in climate. Areas to the south and east will experience a 10% increase in versality, while areas to the north and west will experience a 10% decline in versatility. This places Hepburn's agricultural industry at a distinct advantage compared to other major food producing regions in northern Victoria.

In addition to adapting to the changing climate, agricultural businesses will also need to respond to government emission reduction policies. Council and the Hepburn community are working towards zero emissions through a range of emission reduction and offset schemes. There may be opportunities for rural landholders to participate in emission reduction programs such as carbon offsets. Planning policy should encourage agricultural business to adapt to the changing climate and adopt innovative and sustainable management practices and support landholders to reduce greenhouse emissions.

All of Hepburn Shire is designated a Bushfire Prone Area. Given the extent of high bushfire hazard areas that intersect with settlements as well as areas experiencing rural

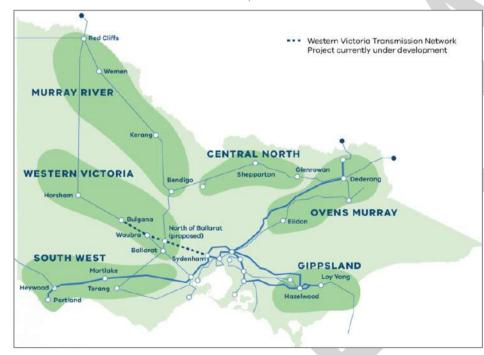
² Centre for Regional and Rural Futures (2016) Climate Cognisant Hepburn: Rural Land Use Review

residential and tourism expansion. Future planning for rural tourism and rural residential development will need to consider the potential for changes in landscape bushfire risk.

RENEWABLE ENERGY

There is strong strategic and policy support for development of renewable energy as part of achieving the State government's goal of zero emissions by 2050 and for 50% of state electricity to come from renewable sources by 2030. To facilitate this outcome, Renewable Energy Zones (REZ) have been identified to coordinate development of electricity transmission and renewable energy generation infrastructure. Hepburn Shire is located in or adjacent to the Western Victoria REZ (Figure 8).

FIGURE 8: RENEWABLE ENERGY ZONES, VICTORIA3



Community-lead alternative energy infrastructure is one element of Hepburn's Shire plan to achieve zero emissions by 2029. While the target of net zero emissions is shared by State Government and the Hepburn community, there is concern regarding the impacts of large scale renewable energy infrastructure, such as the Western Victoria Transmission Network on agriculture and the rural landscape.

In 2019, the Minister for Planning was made the responsible authority for all new permit applications for a wind energy facility, and for power lines and substations required to connect the facility to the electricity network. The Policy and Planning Guidelines for Development of Wind Energy Facilities⁴ set out criteria for assessment of planning permits including consideration of siting and landscape impacts.

Relevant local strategic studies may also be referenced in the PPF, and significant landscapes may be recognised in overlays, such as the Environmental Significance Overlay, Vegetation Protection Overlay or the Significant Landscape Overlay.

To help guide appropriate site selection, design and layout of individual wind turbines, consideration should be given to the significance of the landscape as described in relevant planning scheme objectives, including relevant overlays and strategic studies referenced in the planning scheme.

The area of interest that is the subject of the proposed Western Victoria Transmission Network Environmental Effects Statement includes land within Hepburn Shire. Council continues to advocate on behalf of the community regarding the impacts of the proposal, and highlighting the significant agricultural and landscape qualities of the land and its contribution to the local and regional economy.

The Hepburn Planning Scheme should seek to balance the economic and social benefits arising from new rural industries with the protection of agriculture, significant landscapes and environmental values and the amenity of rural areas.

LANDSCAPE, CULTURAL AND NATURAL VALUES

Hepburn's rural areas hold significant landscapes, biodiversity and natural values that are important to the Shire's liveability and economy. The Dja Dja Wurrung and Hepburn's community share a strong desire to see these values protected and enhanced.

³ https://www.energy.vic.gov.au/renewable-energy/renewable-energy-zones

⁴ Department of Environment, Land, Water & Planning (2018) Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria

Caring for country is vital for maintaining Dja Dja Wurrung culture, ensuring their lands and waters are in good condition and actively managed to promote the laws, culture and rights of all Dja Dja Wurrung people. Djaara is partnering with Council to improve the understanding of significant sites and artefacts and identify appropriate protection measures to effectively protect and manage cultural landscapes and sites. There may be other opportunities for joint actions to promote healing and reconciliation and raise cultural awareness among the broader community.

Hepburn's biodiversity includes Federal and State listed flora and fauna species. While most biodiversity values are concentrated in public reserves, there are extensive biodiversity values, including endangered species of National significance on private land and roadsides. There is scope for introduction of additional planning controls to protect and enhance existing biodiversity values. Increasing ecological connectivity and creating connections between remnant vegetation can support species to adapt to the changing climate. However, more detailed mapping of biodiversity values and identification of biolinks is required. Clearing of native vegetation associated with development of rural dwellings is impacting biodiversity values and warrants greater consideration in assessment of application proposals.

Hepburn sits entirely within declared water supply catchments of the Central Highlands. These catchments provide water to Bendigo, Ballarat and western Melbourne, support irrigation and production of high value crops and underpin mineral springs and spas, a major tourism attraction in Hepburn. Planning overlays are in place to manage development and ensure sustainability of water resources and the quality of waterways and wetlands.

The landscape character of Hepburn is a significant contributor to its amenity and an attractor for residents and tourists. The rural landscapes include natural landscapes such as Wombat State Forest, Hepburn Regional Park, Castlemaine Diggings National Heritage Park, the volcanic plains and features such as Lalgambuk (Mount Franklin), Nyaninyuk (Mount Beckworth). The rural farmed landscape is also an important feature. Council previously sought to introduce a suite of Significant Landscape Overlays to guide development in areas of landscape development, however the amendment was abandoned. Council has resolved to undertake further strategic work and consultation to ensure all areas of landscape significance are identified and that planning measures strike a reasonable balance between landscape protection and operation of agricultural businesses.

HEPBURN COMMUNITY

In 2023 a survey, open to all residents of Hepburn Shire, sought responses on use and development of rural land. Key themes that recurred in survey responses included:

- Agricultural land is highly valued and there is strong desire to see it preserved for agriculture in the long term.
- The agriculture industry is also highly valued as a contributor the economy of the Shire and rural amenity.
- Biodiversity and rural landscapes are also highly valued and there is strong support for their protection and enhancement.
- There is concern that further population growth and resulting development in rural areas will have negative impacts on these important values as well as the capacity of the Shire's infrastructure to accommodate more people.
- There was general support for directing residential growth into established settlements as a balanced response to these issues as well as maximising efficient use of infrastructure.
- Rural tourism is recognised as an important contributor the Shire economy.
 However, there was support for ensuring that tourism development does not adversely impact agricultural production, landscapes or rural character.



4 Rural Hepburn – The Strategy

Rural Hepburn comprises:

- Vision and Principles
- Rural framework plan
- Objectives, strategies and actions for:
 - Agriculture and agricultural land
 - Rural tourism
 - Biodiversity and Water
 - Landscape
 - Rural living
 - Rural settlements
- Implementation

A vision statement has been developed for Hepburn's rural areas drawing on the views of the Hepburn community and stakeholders. The vision articulates how Hepburn's rural areas will look and function in the year 2043 and underpins planning provisions and policy recommendations.

The vision for Hepburn's rural areas is nested within the Hepburn Community Vision 2021-2031:

Hepburn Shire – an inclusive rural community located in Dja Dja Wurrung country where all people are valued, partnerships are fostered, environment is protected, diversity supported, and innovation embraced:

A sustainable and protected environment

A health and supported and empowered community

Embracing our past and planning for the future

Diverse economy and opportunities

A dynamic and responsive council.

VISION

Hepburn is a rural shire with a hierarchy of settlements set in an attractive and productive rural landscape.

A premier food producing Shire underpinned by a diverse agricultural sector. Innovation and sustainable management enable the sector to adapt to changing market and climate conditions. Protection of agricultural land facilitates investment and growth in commercial scale agricultural enterprises and agribusiness.

Hepburn is a renowned rural tourism destination that celebrates its history, agricultural, natural and cultural values. Careful planning has ensured that rural tourism developments are sympathetic to and enhance the protection of these rural values.

Significant environmental and landscape values are identified and protected. Development in the rural areas has delivered high quality environmental outcomes balanced with bushfire risk considerations and contributes to improved habitat and ecological connectivity through good design and on-site environmental improvement works.

Protection of water quality, especially potable water supply, is fundamental. Land use and development, particularly un-serviced development in open water supply catchments, is minimised and managed to ensure water quality is not compromised.

A network of attractive and sustainable rural settlements provides opportunities to live in a rural setting. Infill development within defined boundaries maintains clear distinctions and separation between settlements and efficient use of infrastructure.

The opportunity for living in a rural setting, small scale farming and artisan agriculture is afforded by the Rural Living Zone. Planning has ensured that rural settlements and rural living contribute positively to the rural character and the risk of conflict with adjoining agriculture is minimised.

The continuing connection of the Dja Dja Wurrung to country is supported and celebrated and important cultural landscapes and sites have been identified and protected.

Certainty and consistency in planning decisions has meant that competing demands for use and development of rural land are managed and land use conflict is avoided.

PRINCIPLES

Planning policy will be tailored to respond to landscape variation and drivers of land use change and the differential impact that these have across the Shire.

The highest priority in decision making is given to protection of productive agricultural land, significant landscapes, biodiversity and water catchments.

The precautionary principle will apply in relation to bushfire. Development will be directed to the lowest risk locations and future development will be avoided in high risk locations.

Housing and employment will be accommodated in established towns within clearly defined settlement boundaries. Non-urban green breaks will be maintained between settlements.

Planning policy will not be used to solve issues that are the domain of good business planning and management, including succession planning and farm viability.

Legacies of past planning decisions are not justification for maintaining inappropriate planning policy or provide precedence.

RURAL POLICY AREAS

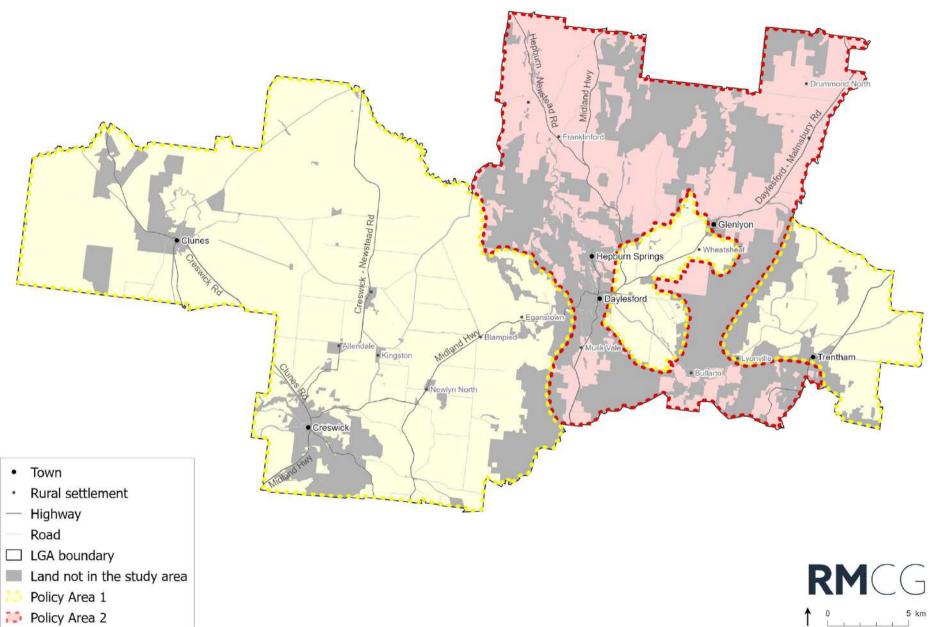
Hepburn's rural areas are diverse with respect to topography, agricultural land use, fragmentation, natural values and hazards, issues and opportunities. The rural strategic framework needs to respond to the variation in the rural landscapes and future prospects and provide a basis for reconciling competing land use and development interests.

This Strategy's response is to designate two rural policy areas (Figure 9) that will enable policy to be tailored to achieve desired future outcomes for rural land. The rural policy areas accord with broad identifiable differences in agricultural productivity, demand for competing land and workable boundaries based on the following criteria:

- Agricultural capability
- Farmland of strategic significance
- Land fragmentation lot size and land ownership
- Existing land use patterns
- Existing and future development pressures
- Future prospects
- Logical boundaries.

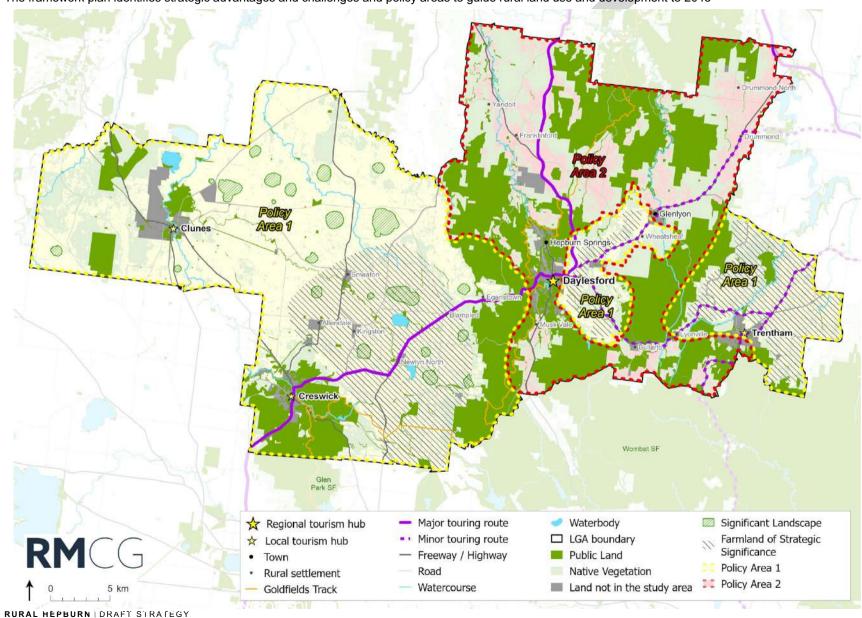
Mapping of technical inputs, including agricultural capability is provided in Appendix 2 and further detail on the assessment of agricultural land is provided in the Background Report.

FIGURE 9: RURAL POLICY AREAS



RURAL FRAMEWORK PLAN

The framework plan identifies strategic advantages and challenges and policy areas to guide rural land use and development to 2043



4.1 POLICY AREA 1 – AGRICULTURAL ENGINE AREA

Policy Area 1 includes farmland of strategic significance and the most productive and least fragmented agricultural land in the Shire. Agricultural production is the predominant land use including large scale vegetable, grain and livestock production. Groundwater development supports irrigation of vegetables, including large scale potato production as well as market gardens. In line with the directions of Plan Melbourne and Central Highlands Regional Growth Plan, this strategy will support the continued operation and viability of commercial scale agricultural enterprises as the highest priority.

The Farming Zone will be retained where it is currently applied. A new schedule and local policy will seek to ensure that new dwellings and subdivision will only be supported where there is a direct and legitimate benefit to agriculture. Non-agricultural uses, including tourism, that are not compatible with the objectives of Policy Area 1 will be strongly discouraged.

The **Farming Zone** is primarily concerned with keeping land in agricultural production and avoiding land uses that could limit future farming or constrain agricultural activities. In this zone:

- farming is the dominant land use and all other land uses are subordinate to farming
- farming uses are encouraged to establish and expand with as little restriction as possible, subject to proper safeguards for the environment
- non-farm dwellings and land uses not related to farming may be considered but should not limit the operation and expansion of agricultural uses
- farm-related tourism and retailing uses may be considered
- uses that could lead to the loss or fragmentation of productive agricultural land, or which could be adversely affected by farming activities, are prohibited
- land subdivision that could take farmland out of production or limit future farming productivity is discouraged
- the minimum lot size for subdivision may be tailored to suit the farming practices and productivity of the land.

4.2 POLICY AREA 2 – MIXED RURAL ACTIVITY

Land types and land use in Policy Area 2 are diverse and there is a fragmented pattern of land ownership. Agricultural capability of land in Policy Area 2 is variable and the area supports agricultural activities ranging from commercial scale enterprises to hobby farms and includes major tourism nodes and rural tourism development. Native vegetation covers extensive tracts of rural land, which brings heightened bushfire risk. The area has experienced significant rural dwelling and rural tourism development.

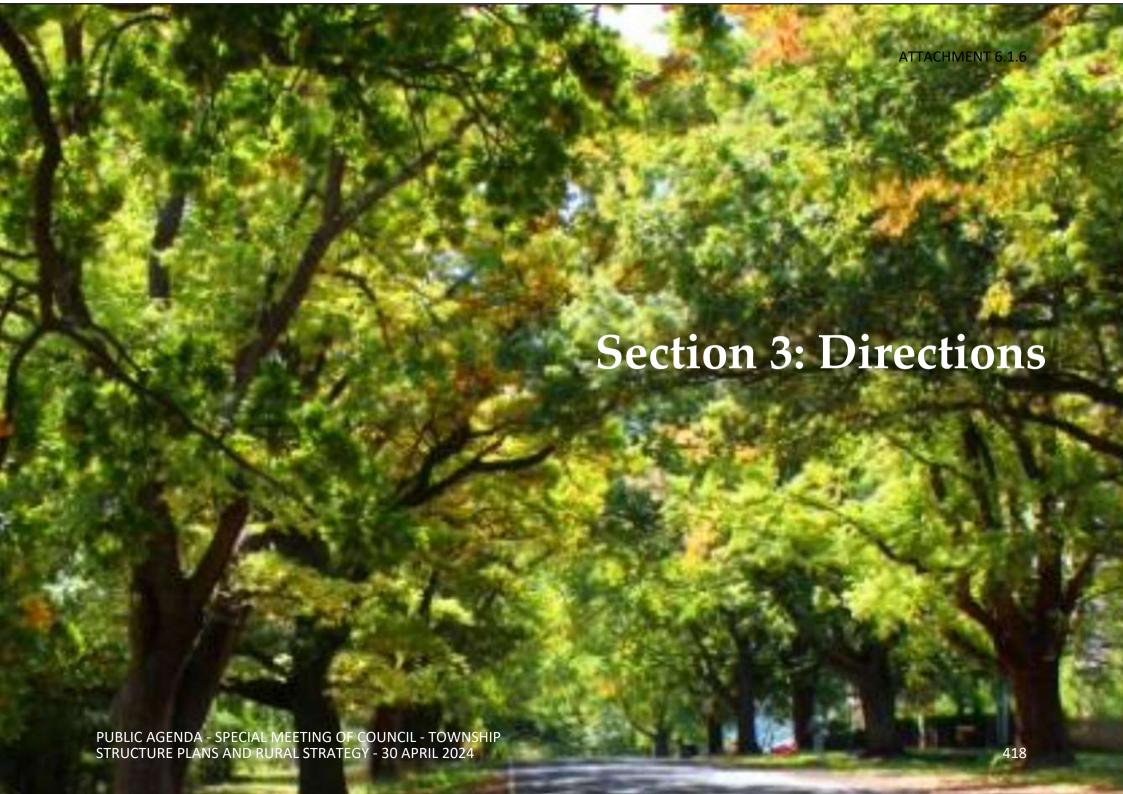
Agriculture will continue as the primary land use and include a diversity of agricultural enterprises including small scale artisan and innovative operations. Rural tourism opportunities that leverage the areas agricultural sector and environmental values will be encouraged. The area is also suited to landholders seeking to conserve and enhance environmental values or to actively manage land for environmental markets such as carbon capture and native vegetation offsets.

Given the diversity of uses, issues and opportunities for this area, it is considered that the Rural Activity Zone (RAZ) is a more appropriate zone than the Farming Zone. The application of the RAZ does not mean that protecting or maintaining agriculture in the precinct will be of low importance. The needs of existing enterprises will continue to be an important consideration for planning in the area. New rural uses will need to demonstrate a nexus with agriculture or an environmental benefit.

The main feature of the **Rural Activity Zone** is the flexibility that it provides for farming and other land uses to co-exist. In this zone:

- the purpose and provisions support the continuation and growth of farming but provide the opportunity for non-farming uses to be considered in appropriate locations which are compatible with agriculture and the environmental and landscape characteristics of the area.
- there is greater emphasis on protection and enhancement of natural resources and biodiversity.
- a planning permit is always required to use land for a dwelling.

Because the mix of uses that is supported in the RAZ is wide-ranging, the planning scheme should be clear about what Council wants to achieve for the area and how discretion in the zone will be exercised.



5 Agriculture

5.1 DISCUSSION

Agriculture in Hepburn makes a significant contribution to the local, regional and state agricultural economy. Agriculture is in the top five Hepburn industries by output and employment (Figure 10) and includes production of potatoes, meat, flowers, wool and grains (Figure 11).

Rich volcanic soils and reliable groundwater supply supports a state significant regional potato industry, producing potatoes for the fresh and processing markets. The Ballarat region produced 42% of the state's potatoes in 2020/21 and McCain Foods, one of the largest potato processing businesses in Australia, is based in Ballarat. In 2020/21 Hepburn produced around \$22million in gross value of potatoes, representing 55% of regional potato production and 15% of state potato production.

Hepburn has a diverse agricultural industry including enterprises focusing on food and fibre production for domestic and export markets and food processing through to artisan agricultural enterprises selling to direct to consumers. Agricultural tourism and artisan agriculture is well established in Hepburn. Farm stays, food experiences, value adding and direct sales of fresh and processed foods, enables producers to increase farm productivity. Most value of production is generated by larger scale agricultural business (Figure 12) i.e. agricultural businesses with a value of operation greater than \$500,000.

The scale of farm enterprises is also diverse ranging from small scale market gardens of a few hectares through to large scale livestock and cropping enterprises of over 1,000ha (Figure 13). There are a number of diseases that can have significant impacts on production if potatoes are grown without a long enough break in the crop rotation. Potatoes growers therefore require sufficient land to incorporate a livestock, grain or hay enterprise, as a disease break. In Hepburn, businesses growing potatoes range in size from around 100ha to over 500ha.

Analysis of Hepburn's agricultural industry documented in the Background Report noted the following trends:

 Increasing scale of agricultural businesses (i.e. the value of the farm business) and the increasing area operated by an agricultural business.

Definitions

Commercial scale agricultural enterprises grow food and fibre products to generate revenue that is the primary source of income for the farmer as well as provide for investment in the business and includes:

Artisan agricultural enterprises that produce high value food or premium food products on a small scale or by specialised techniques with a clearly identified provenance.

Niche agricultural production systems produce food for specialised often premium markets and may include large and small scale enterprises using traditional, organic, biodynamic, regenerative farming techniques.

Hobby farms are primarily residential in nature, rather than being operated for the purpose of generating a profit

Regenerative farming is a management approach that aims to promote biodiversity, reduce soil disturbance and use of agricultural chemicals.

Productive agricultural land has one or more of the following characteristics:

- suitable soil type
- suitable climatic conditions
- suitable agricultural infrastructure, in particular irrigation and drainage systems
- a present pattern of subdivision favourable for sustainable agricultural production.

Farmland of strategic significance is productive agricultural land supporting agricultural industries that make a significant contribution to the local, regional or state agricultural economy.

Gross value of agricultural production also referred to as the Value of Agricultural Commodities Produced is the value placed on recorded production of agricultural commodities at the wholesale prices realised in the market place.

Estimated value of agricultural operations - is an ABS construct used to estimate the size of agricultural activity undertaken by a business. It is not an indicator of receipts of individual farms (turnover), but rather an indicator of the size or extent of agricultural activity.

- Increased concentration of output, where a small number of medium to large enterprises produce the majority of the output, while small scale enterprises, which make up a large majority of farms account for a small proportion of output.
- Adoption of new technology such as aerial spraying, GPS controlled traffic and use of drones.

These trends are in response to declining terms of trade, economies of increasing scale and high labour costs scale inherent in the agricultural sector. Operators of farm businesses, including artisan agricultural businesses, interviewed for this Strategy also noted that growing the farm business, through value adding, purchasing or leasing additional land is critical to the long term sustainability of the farm business.

Management practices used in Hepburn agriculture are also changing and diversifying. Regenerative, organic, biodynamic agricultural practices are increasingly used across the industry in response to consumer preferences and industry sustainability goals.

Compared to other parts of rural Victoria, extensive areas of Hepburn will experience no change to agricultural versatility under future climate scenarios². This represents a significant industry competitive advantage, particularly in comparison to the food producing areas of northern Victoria.

There is strong demand to live in rural areas and the community has indicated a desire for dwellings in support of small scale farming, rural tourism or environmental benefits. More dwellings and non-agricultural uses can result in land use conflict, loss of amenity and impact the ability to undertake legitimate agricultural operations. Access to affordable land unencumbered by unwanted infrastructure is key to supporting commercial agricultural enterprises to expand and/or intensify and achieve economies of scale and maintain viability. Once a dwelling is constructed it increases the risk of the land being removed from productive agricultural use.

Designating policy areas enables a differentiated and graduated policy framework to assist in balancing competing demands for rural land



ATTACHMENT 6.1.6

FIGURE 10: INDUSTRY OUPUT AND JOBS, 2021, HEPBURN SHIRE⁶

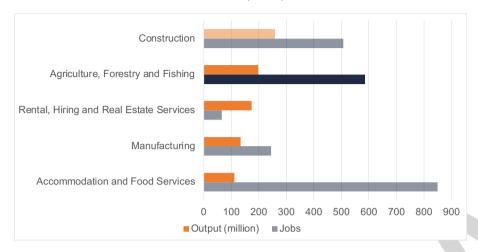


FIGURE 11: GROSS VALUE OF AGRICULTURAL PRODUCTION, 2020/217

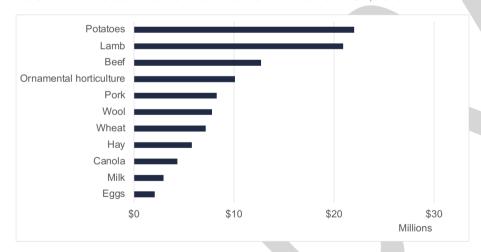
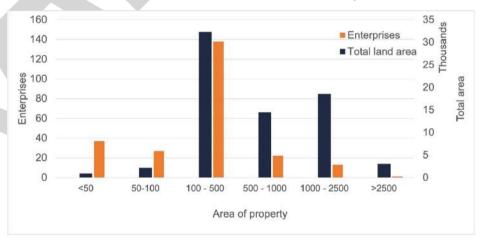


FIGURE 12: NUMBER OF ENTERPRISES BY VALUE OF OPERATION 2021, HEPBURN SHIRE⁷



FIGURE 13: NUMBER OF ENTERPRISES BY LAND AREA 2021, HEPBURN SHIRE⁷



⁶ https://app.remplan.com.au/hepburn/economy/industries accessed 8.11.2023

⁷ Australian Bureau of Statistics Agricultural Census Survey. Data provided by Kynetec

5.2 POLICY AREA 1

OBJECTIVE

Support and promote production of food and fibre and value add industries

STRATEGIES

Support and promote commercial scale agriculture including broadacre grazing, cropping, and soil-based horticulture.

Recognise and protect the most high-quality agricultural land within the shire to retain its agricultural value.

Retain large productive lot sizes and land holdings and discourage the fragmentation of land and proliferation of dwellings.

Facilitate innovation and adoption of new technology in the agricultural sector and adaptation to a changing climate.

Reinforce settlement boundaries and direct population growth and residential development within existing town boundaries.

Only support the construction of a new dwelling where it has a direct relationship with a legitimate agricultural use.

Discourage non-agricultural uses unrelated to agriculture.

Provide for ancillary uses such as tourism that have an established nexus with agriculture, such as farm gate sales, farm stays and agri-experiences.

IMPLEMENTATION

In Policy Area 1, retain land in the Farming Zone where it currently applies.

Revise the Schedule to the Farming Zone:

- Minimum subdivision size: 40ha
- Minimum lot size to construct a dwelling without a permit: 80ha

Update local policy to reflect the land use and development outcomes of Policy Area 1.

Introduce a new local policy for the consideration of non-agricultural and tourism uses in the Farming Zone.

DWELLINGS IN POLICY AREA 1

It is proposed to increase the minimum lot size required for a permit to construct a dwelling in the FZ in Policy Area 1 to 80ha. The basis for this increase has taken into consideration:

- The needs of Hepburn's agricultural industries
- The range of lot sizes in the FZ
- A need to break the nexus between subdivision and dwelling
- Demand of rural lifestyle opportunities on small and large lots in Hepburn.

To enable the agricultural industry to grow and accommodate industry trends of increasing scale and technological change, it needs access to land unencumbered by unwanted infrastructure, particularly dwellings.

In seeking to minimise fragmentation of productive agricultural, there is a need to achieve a cultural change in the expectation that a dwelling may be constructed on every rural lot. The minimum lot size will therefore seek to break the nexus between subdivision and dwellings and afford Council the opportunity to ensure that a new dwelling in the Farming Zone is genuinely required for an agricultural purpose.

While the pressure for housing in Policy Area 1 is currently not as great as other areas of the Shire, there is potential for this to increase in the future due to the proximity of Ballarat and commuting corridors and the influence of peri-urban Melbourne. Introducing planning controls now will ensure that Farmland of Strategic Significance and the agricultural potential of this area is protected into the future.

An example dwellings local policy for the FZ is included at Appendix 5.

SUBDIVISION IN POLICY AREA 1

There is currently a sufficient diversity of lot sizes, with a significant number of small lots, to rarely warrant the further subdivision of land.

TABLE 3: NUMBER OF LOTS AND LAND OWNERSHIPS BY SIZE RANGE, FARMING ZONE

Size range (ha)	FZ1			FZ2
	Lots	Ownership	Lots	Ownership
<4	1,854	256	1,861	376
4 – 40	1,995	411	1,957	961
40 – 100	378	139	130	123
100-500	32	124	10	71
>500	3	22	-	2
Total	4,262	952	3,958	1,523
Total area (ha)	59,842		37,368	

Land in Policy Area 1 is relatively unfragmented and is held in relatively large ownerships with many in excess of 100ha in size. It will be important that this position is maintained to protect agricultural land and encourage investment in agriculture into the future. Therefore, it is recommended that within Policy Area 1, the schedule to the FZ specify a minimum subdivision area of 40ha. Re-subdivision that results in creation of rural residential size lots and house lot excisions will be strongly discouraged.

An example subdivision policy for the FZ is included at Appendix 5.

5.3 POLICY AREA 2

Policy Area 2 supports a diverse mix of agricultural activities including commercial scale broadacre agriculture through to small scale artisan agricultural enterprises and self sufficient farming. Rural tourism is also a significant land use encompassing accommodation and on-farm activities in conjunction with agriculture and the environment.

Rural tourism opportunities that leverage the areas agricultural sector and environmental values will be encouraged particularly in proximity of key tourism nodes including Daylesford, Hepburn Springs and Trentham.

Policy Area 2 includes land of high agricultural quality around Daylesford supporting horticultural enterprises as well as low agricultural capability, extensive areas of native vegetation on private land and land where past mining activity has resulted in an eroded and degraded landscape. These areas are suited to landholders seeking to conserve and enhance environmental values or to actively manage for environmental markets such as carbon capture and native vegetation offsets subject to meeting requirements for development in areas of high bushfire hazard.

Given the diversity of uses, issues and opportunities for this area, it is considered that the Rural Activity Zone (RAZ) is a more appropriate zone than the Farming Zone. A schedule to the zone and local policy will provide clarity as to the type of uses considered appropriate for the area and how discretion in the zone will be exercised. The application of the RAZ does not mean that protecting or maintaining agriculture in the precinct will be of low importance. The needs of existing enterprises will continue to be an important consideration for planning in the area. Changes to land use and new rural development will need to demonstrate a nexus with agriculture or an environmental benefit.

OBJECTIVE.

Support a mix of rural uses including agriculture, rural tourism and the green economy.

STRATEGIES

Promote a diverse range of agricultural activities that do not rely on large land holdings such as market gardens, wineries and processing of agricultural produce, subject to consideration of environmental and amenity impacts.

Support the active use of land for environmental outcomes including carbon storage, native vegetation offsets and ecological connectivity.

Consider legitimate environmental benefits in areas with significant environmental values that may be proposed as part of the construction of a dwelling in the RAZ within Policy Area 2.

Promote and encourage tourism use and development that is compatible with agricultural production and the environmental attributes of the area.

Discourage uses which would generate activity levels and servicing requirements consistent with an urban area.

Reinforce settlement boundaries and direct population growth and residential development within existing town boundaries.

Only support the construction of a new dwelling where it has a direct relationship with a legitimate agricultural use or when a legitimate environmental benefit will be achieved.

Protect declared water supply catchments.

IMPLEMENTATION

Rezone land in the Farming Zone to Rural Activity Zone.

Include a local purpose statement in a schedule to the Rural Activity Zone.

Update minimum lot size schedules:

Minimum subdivision size: 40ha

Update local policy to reflect the intent of Policy Area 2.

Retain the Rural Conservation Zone where is currently applies.

SUBDIVISION IN POLICY AREA 2

A minimum lot size of 20ha applies to land in Policy Area 2. The Background Report, Hepburn Planning Scheme Amendment C80hepb Planning Scheme Review Panel Report⁸, Centre for Regional and Rural Futures, Climate Cognisant Hepburn: Rural Land Use Review², the Guidelines for Planning Permit Applications in Open, Potable Water Supply Catchment Areas¹⁰ and Planning Practice Note 55 all clearly identify that retaining a minimum lot size of 20ha is not sustainable. There is currently a sufficient diversity of lot sizes, with a significant number of small lots, that supports the mix of uses envisaged

An example subdivision policy for the FZ and RAZ is included at Appendix 5.

DWELLINGS IN POLICY AREA 2

There is a wider range of circumstances when a new dwelling will be considered in Precinct 2, in line with the objectives to supports a diverse mix of agricultural activities. rural tourism and environmental benefit. This does not mean that the RAZ is quasi-rural residential zone. All dwellings in the Rural Activity Zone will require a planning permit and the zone explicitly requires consideration of agricultural fragmentation and interface issues. This provides an effective mechanism to ensure that new dwellings will support the Zone purpose and impacts on areas of agricultural and environmental significance, can be minimised and / or mitigated.

An example dwellings local policy for the RAZ is included at Appendix 5.

for Policy Area 2. Further subdivision will therefore be strongly discouraged. The policy Area has a sufficient diversity of lot sizes without the need for smaller lots under 40ha.

⁸ Centre for Regional and Rural Futures (2016) Climate Cognisant Hepburn; Rural Land Use Review

¹⁰ DSE (2012) Planning permit applications in open, potable water supply catchment areas

5.4 DWELLINGS

New rural dwellings have a significant influence on the agricultural capability, environmental sustainability and landscape character of a rural area.

Increasing numbers of dwellings in rural areas prevent agricultural operations from utilising economies of scale, introduces land use conflict and deters farmers from investing in their enterprises as they speculate on land converting to residential uses. Unnecessary dwellings within rural areas are the biggest threats to agriculture that the planning system can control.

This strategy proposes a number of approaches to seek a balance between the needs of the agricultural industry and a desire to live in a rural location.

POLICY AREAS

Designating precincts enables a differentiated and graduated policy framework to assist in balancing competing demands for rural land. A higher threshold of evidence will be required to justify granting a permit for a dwelling and other non-agricultural use in Policy Area 1.

PLANNING PERMIT ASSESSMENT

Determining the legitimacy of an associated agricultural use is the most difficult aspect of the approval process for rural dwellings. This difficulty extends to Council planners who sometimes find it difficult to assess the legitimacy of a proposed agricultural enterprise, or when they do sense an illegitimate use, lack the backing to refuse the application. The diversity of agricultural enterprises in Hepburn means that the complexity and difficulty of assessing legitimacy has increased.

To assist, the following elements are proposed:

Agriculture Victoria Planning and Advisory Service: the Service is open to councils and landholders and provides independent advice on planning rules and requirements for the establishment of a new agricultural development or expansion of an existing agricultural business. This includes undertaking technical review of agriculture land use planning applications received via Section 52 Notice from councils and assessing planning applications against relevant legislation and providing written independent advice back to council.

Farm Plan: require the preparation of a Farm Plan to support applications for new dwellings and non-agricultural uses in conjunction with an agricultural enterprise in the

FZ, RAZ and RCZ based on a new Farm Plan template. A Farm Plan should provide a physical description of the farm, financial projections and how the proposed use will support agriculture.

Independent Expert Panel: a panel of agricultural experts can assist with determining the legitimacy of a proposed agricultural enterprise.

Environmental Plan: require the preparation of an Environmental Plan to support applications for new dwellings and non-agricultural uses in conjunction with green economy enterprises or environmental benefit in the FZ, RAZ and RCZ based on a new Environmental Plan template. An Environmental Plan should provide a physical description of the land, demonstrate how a net environmental benefit will be achieved, and how the proposed use will support environmental outcomes.

5.5 AGRICULTURAL USES

Most agricultural land uses, broadacre grazing animal production and cropping, do not require a planning permit and can occur on Farming Zone and Rural Activity Zone land 'as of right'. There are agricultural uses that have the potential to impact amenity or environmental values, and, in some instances, a planning permit will be required

Recent State level changes have been made via amendment VC150 to intensive animal production planning provisions. The main change has been the redefinition of intensive animal production and the introduction of new definitions for pig and poultry farming and fixed feeding lots. Permit triggers related to animal production cannot be varied and require Council to utilise discretion in the decision making process. These triggers include:

- Fixed Feeding Infrastructure: infrastructure for seasonal or supplementary feeding associated with animal grazing triggers a permit for buildings and works if it is located within 100m of a dwelling in separate ownership, residential zone, or waterway.
- Pig and Poultry Farms: a permit is required for all pig farms over 120 sows in size and poultry farms over 100 poultry in size. A simplified application process is available for low risk pig and poultry farms below these thresholds and meet certain conditions related to sow density, mobile housing and feeding infrastructure, ground cover, and whether it is setback at least 100m from a dwelling or 400m from a residential zone.

Low risk and low-density mobile production systems will generally be supported on all land in the Farming Zone and Rural Activity Zone provided relevant codes of practice are

complied with. To protect the ongoing operations and establishment of these operations, it is proposed that new dwellings in the Farming Zone and Rural Activity Zone on adjoining land be setback 100m to establish a buffer and avoid conflict between the uses.

Intensive animal production includes production of pigs and poultry above the threshold of those identified for low density operations and can have significant amenity implications. While the pattern of land holdings and dwellings in Policy Area 1 could accommodate new intensive animal production, such uses are not considered appropriate to land within a special water supply catchment area as identified by the Environmental Significance Overlay (ESO1) and applies to all land within the shire.

5.6 VALUE ADDING TO AGRICULTURE

Value adding and processing of primary produce support enterprise diversification and economic viability. The Farming Zone and Rural Activity Zone already allows for farm gate sales. On-farm processing of farm produce, such as washing and packing of horticultural produce, pre-packaged fresh produce, abattoirs and butchery will also be supported provided offsite impacts are appropriately managed.

5.7 AGRICULTURE IN THE RURAL LIVING ZONE

Production of fruit, vegetables and flowers is being conducted on land in the RLZ in Hepburn. These enterprises vary in business scale, but most rely to some extent on off farm income Artisan agriculture businesses are often closely connected to the Shire's tourism industry. Some business offer experiences in conjunction with an agricultural activity such as farm management or cooking classes or accommodation. Other business sell farm produce direct to consumers via local retailers, farmers markets, online, direct to restaurants and at the farm gate.

The Rural Living Zone includes objectives to provide for residential use in a rural environment as well as agricultural land uses which do not adversely affect the amenity of surrounding land uses. To manage potential offsite impacts, use of land for agriculture in the RLZ requires a planning permit. Agricultural uses that would generally be supported in the RLZ, includes market gardens (i.e. soil based production of vegetables, fruit, flowers and nursery plants) and low risk and low-density mobile animal production systems that comply with relevant codes of practices. Uses that would be discouraged include protected cropping structures that utilise active operation measures (e.g. ventilation fans and lighting) and rural industry.

To avoid offsite amenity impacts and land use conflict, it is proposed that agricultural uses in the Rural Living Zone be setback 100m from a dwelling on adjoining land.

TABLE 4: SUMMARY TABLE OF USES AND PLANNING PERMIT REQUIREMENTS FOR RURAL ZONES

No planning permit is required to undertake the use - May be subject to meeting thresholds such as minimum lot size or animal numbers

Land use requires a planning permit - May be subject to meeting thresholds such as minimum lot size or animal numbers

Land use is prohibited

		ZONE					
	USE	FARMING	RURAL ACTIVITY	RURAL CONSERVATION	RURAL LIVING		
griculture	Grazing animal production						
	Intensive animal husbandry						
	Poultry farm <100 poultry						
	Poultry farm 100 – 10,000 poultry						
	Poultry farm >10,000 poultry						
	Pig farm <120 sows						
	Pig farm >120 sows						
	Cattle feedlot (<1,000 cows)						
	Cattle feedlot (>1,000 cows)						
	Cropping						
	Horticulture (market garden)						
ccommodation	Bed and breakfast		< 10 people				
	Camping and caravan park						
	Dwelling	< lot size threshold	t e		< lot size threshold		
	Group accommodation						
	Host farm						
	Residential hotel						
	Rural worker accommodation	<10 people					
etail premises	Bar						
	Primary produce sales						
	Hotel						
	Market						
	Restaurant						
	Primary produce sales						
	Rural store						
dustry	Rural industry						
·	Abattoir						
	Sawmill						
ther	Place of assembly						
	Renewable energy facility						
	Wind energy facility						
	Winery						

6 Rural Tourism

6.1 DISCUSSION

Hepburn Shire is renowned for its natural mineral springs, spa and wellbeing experiences, food and wine, gold mining heritage, nature trails and parks and a range of attractive villages including Trentham, Daylesford, Hepburn Springs, Creswick, Clunes and Glenlyon. Hepburn Shire is one of a number of local governments working together to gain World Heritage Listing of the Central Victorian Goldfields, which if successful, is forecast to grow the region's visitor economy by an additional 2.2 million visitors and \$440million spent in the local economy. The key tourism nodes and tourism routes are shown in Figure 14.

Agricultural tourism and value adding to agricultural produce is already established in Hepburn Shire and includes selling primary produce or processed products through road-side sale and cellar doors, pick your own and online direct sales. Accommodation in conjunction with an agricultural business such as farm stays and farm to table dining are also opportunities to value add to primary production.

There are a broad range of tourism uses that can be considered in the rural zones, subject to a planning permit. Some of these uses e.g. camping and caravan park, residential hotel may be better suited to a township which have the infrastructure services to support developments of this scale. Large scale tourism developments in rural areas also have the potential to impact the operation of surrounding agricultural businesses, landscape and biodiversity values.

Emerging tourism uses that warrant further consideration include festivals and short term rental accommodation such as tiny houses, home pods and caravans. Large festivals in rural areas have given rise to concerns regarding noise waste and traffic. Dwellings, approved in association with an agricultural use, are increasingly being used primarily for tourism accommodation. Agriculture, if conducted at all, becomes subordinate to the tourism activity.

The Hepburn Planning Scheme Review¹¹ noted that the tourism offer in the municipality is inextricably linked to the landscape, heritage, environment and rural produce. Ensuring that this link between each is well understood is important as well as ensuring these

aspects are protected, i.e. tourism development should not occur at the expense of the very values that are the foundation of the tourism industry. The Review recommended that retail activities associated with agriculture should be located within townships and is essential to ensuring that retail areas in towns remain viable and that there are opportunities to capture tourist dollars.

DEFINITIONS

Rural tourism - tourist activities taking place in rural or non-urban areas. The most common types of rural tourism include agritourism, nature-based tourism and ecotourism.

Agritourism or farm tourism - commercial activities that link agricultural production with tourism in order to attract visitors onto a farm, or other agricultural business for the purposes of entertaining and/ or educating the visitors and generating income for the farm.

Ecotourism and nature-based tourism - similar activities where the natural environment is the primary attraction or setting providing experiences that foster environmental and cultural understanding, and appreciation for and conservation of nature.

A review of planning permits for tourism uses in the Background Report found that most permits were for accommodation (Table 5), followed by function centres and that most permits were for properties located on the Midland Highway between Creswick and Daylesford and in the eastern half of the Shire.

¹¹ Plan 2 Place (2020) Hepburn Planning Scheme Audit and Review Report

TABLE 5: FZ PLANNING PERMITS (2007 - 2021)¹²

USE	TOTAL	APPROVED	REFUSED
Accommodation	31	25	1
Function centre	16	14	1
Festival	3	1	1
Gallery	3	2	1
Restaurant	5	4	0
Rural store	4	3	0
Winery	5	5	0

Examples of farm-related tourism uses considered appropriate in Policy Area 1 include:

- Pick-your-own and farmgate sales.
- Repurposing of established agricultural buildings e.g. redundant shearing sheds, dwellings for short stay accommodation.
- Accommodation within the primary farm residence (e.g. bed and breakfast)

Examples of tourism uses considered inappropriate in Policy Area 1 include:

- Large scale tourism developments such as conference centres
- Camping, camping and caravan parks
- Accommodation such as cabins, glamping, tiny houses
- Festivals and major events.

Examples of tourism uses considered appropriate in Policy Area 2 include:

- Pick-your-own and farmgate sales.
- Farm stays, bed and breakfast,
- Accommodation including cabins, glamping, tiny houses in conjunction with an agricultural activity or natural values.
- Wedding venue in conjunction with an agricultural activity such as a winery of natural values.
- Adding value to agricultural experiences such as cookery schools and farm management education
- Festivals and major events.

Examples of tourism uses considered inappropriate in Policy Area 2 include:

¹² Data provided by Hepburn Shire

- Camping, caravan parks
- Backpacker hostels
- Group accommodation
- Market
- Residential hotels.

6.2 OBJECTIVE

Encourage tourism use and development that builds on the existing assets within the shire.

Encourage rural tourism that leverages the Shire's agricultural strengths and environmental, landscape and cultural values

Ensure tourism uses are consistent with Policy Area Objectives.

STRATEGIES

Ensure tourism use and development is an appropriate scale and nature and sited to avoid the operation of surrounding agricultural enterprises, and appropriately consider impacts on environment and landscape values.

Focus tourism development along key tourist routes and near tourism assets.

Locate large scale tourism development within existing settlements.

Avoid tourism development in areas of bushfire hazard unless the risk can be mitigated to an acceptable level.

Provide support for appropriately located nature-based tourism close to natural assets.

In Policy area 1:

- Only support tourism uses and development where it is associated with, and will remain subordinate to, an existing agricultural enterprise.
- Strongly discourage large scale tourism development outside of townships.

In Policy Area 2:

Encourage tourism where there is convenient access to tourism hubs, tourist routes, tourist attractions and services.

- Encourage tourism buildings and ancillary infrastructure to be clustered together on the property and screened from view from neighbouring dwellings.
- Support the use and development of land for tourism if it will result in net environmental benefit or rehabilitation of degraded land.
- Support large scale tourism developments only where:
 - The tourism enterprise requires a rural location.
 - The development will not contribute to the urbanisation of the area.
 - The land use is compatible with the use of adjoining and surrounding land for agriculture or forestry and complimentary to the rural setting.
 - The facility will significantly contribute to the local and regional tourism economy.

IMPLEMENTATION

In Policy Area 2, rezone land in the Farming Zone to Rural Activity Zone including objectives and schedules that reflect the tourism outcomes for Policy Area 2.

FURTHER WORK

Develop and implement a rural events policy.

6.3 CANDIDATE RAZ

In Policy Area 1, the primary objective is to support commercial scale agriculture and in the FZ, tourism will generally only be considered where there is an established nexus with agriculture, such as farm gate sales, farm stays and agri-experiences.

There is however, nascent demand in Policy Area 1 for rural tourism, agri-tourism and artisan agriculture. Providing clearly identified discrete areas for these activities will support the burgeoning rural tourism sector, while ensuring the overarching objective and land use outcomes for Policy Area 1 are not compromised.

In 2022, RMCG undertook a RAZ supply demand assessment to identify rural land suitable for:

 Agritourism including artisanal agriculture production, premium niche products and value adding to agriculture - such as food processing, farm gate sales, farm shops, agriculture and food experiences. Small scale rural industries and businesses including agriculture services (machinery servicing, transport and logistics).

Candidate areas for RAZ were identified within Policy Area 2, as well as around Creswick and Eganstown in Policy Area 1. The assessment included consideration of:

- Agricultural quality.
- Proximity to established tourism nodes and touring routes.
- Established agri-food businesses and food related experiences.
- Established rural industry nodes.
- Proximity of towns.
- Land that does not support significant amenity or landscape values.

Clunes has also emerged, through the Strategy development, to be a candidate for RAZ to provide for rural tourism and artisan agriculture, to complement and enhance the towns established tourism offer. More detailed assessment of candidate RAZ areas around Creswick (Figure 15), Eganstown (Figure 16) and Clunes (Figure 17) will be required before progressing to planning scheme amendment. It is envisaged Policy Area 2 objectives and strategies will apply to these areas and a schedule to the RAZ will specify the uses and developments to be supported and planning permit considerations to avoid conflict with agriculture on adjoining land in the FZ.

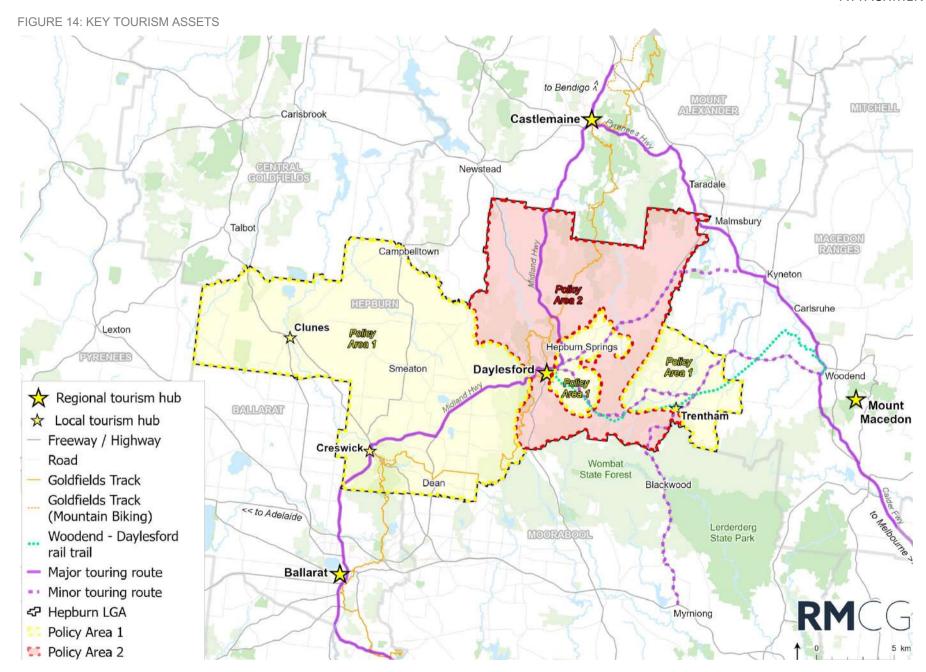


FIGURE 15: CANDIDATE RAZ, CRESWICK NORTH

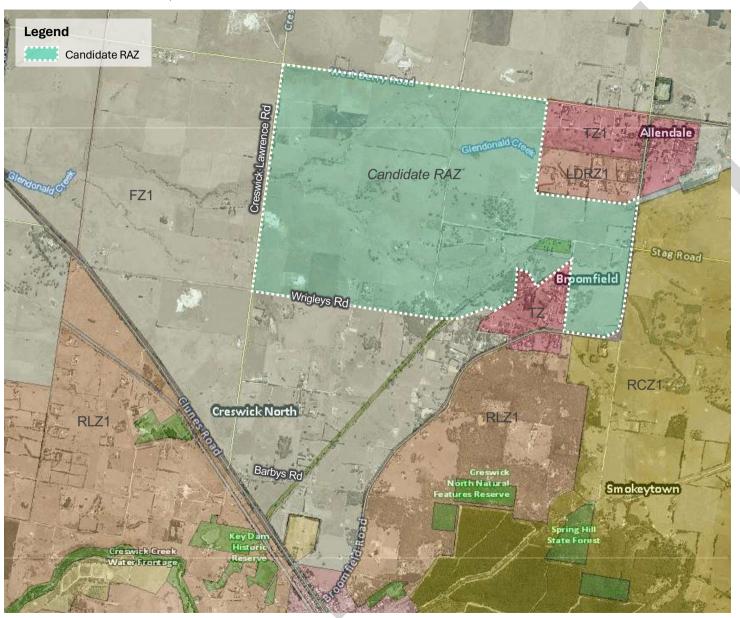


FIGURE 16: CANDIDATE RAZ, EGANSTOWN

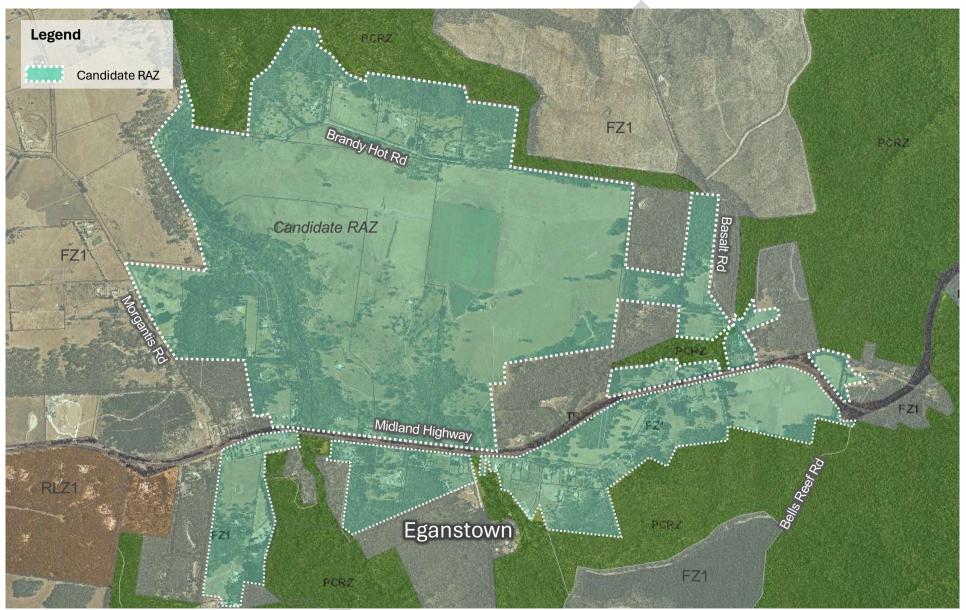
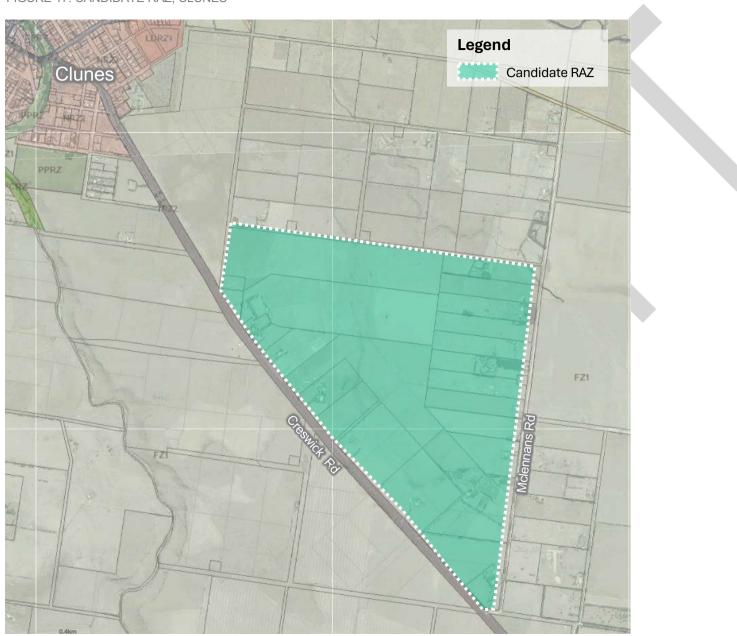


FIGURE 17: CANDIDATE RAZ, CLUNES



7 Biodiversity, Water and Natural Hazards

7.1 DISCUSSION

BIODIVERSITY

The Shire's environmental assets are valued highly by the Hepburn community, and they make a significant contribution to the regional economy as an attraction to tourists and new residents. While most biodiversity values are concentrated in public reserves, there are extensive biodiversity values, including EPBC listed species on private land and roadsides.

The recognition of biodiversity values in the Hepburn Planning Scheme is limited. The Rural Conservation Zone (RCZ) which is primarily concerned with protecting and conserving rural land for its environmental features or attributes and covers around 2,800ha or 2% of the total Shire area. There are two schedules to the RCZ. RCZ1 has been applied to conserve areas dominated by Plains Grassy Woodland of the Victoria Volcanic Plains and riparian zones, including approximately 2,200ha in the Springmount-Kingston area. RCZ2 has been applied to conserve areas that contribute to ecological connectivity across private land and between public land forest blocks. The Vegetation Protection Overlay (VPO) has been applied to protect significant native and exotic vegetation based on its ecological significance, natural beauty, scientific or historical interest and contribution to the character of an area. Schedule 1 of the VPO is intended to identify ecological significance but has not been consistently or comprehensively applied across the Shire.

The Hepburn Planning Scheme Review¹¹ noted that *The Farming Zone has been widely used across the Shire but there are opportunities to consider the Rural Conservation Zone to areas of high landscape and biodiversity value through further strategic work.* The review recommended a review of the Shire's biodiversity, which is yet to be undertaken, to produce:

- A vegetation protection strategy for council owned land and roadsides.
- Updated biodiversity mapping.
- Recommendations for new overlays (and potentially zones such as the rural conservation zone) in the Shire.

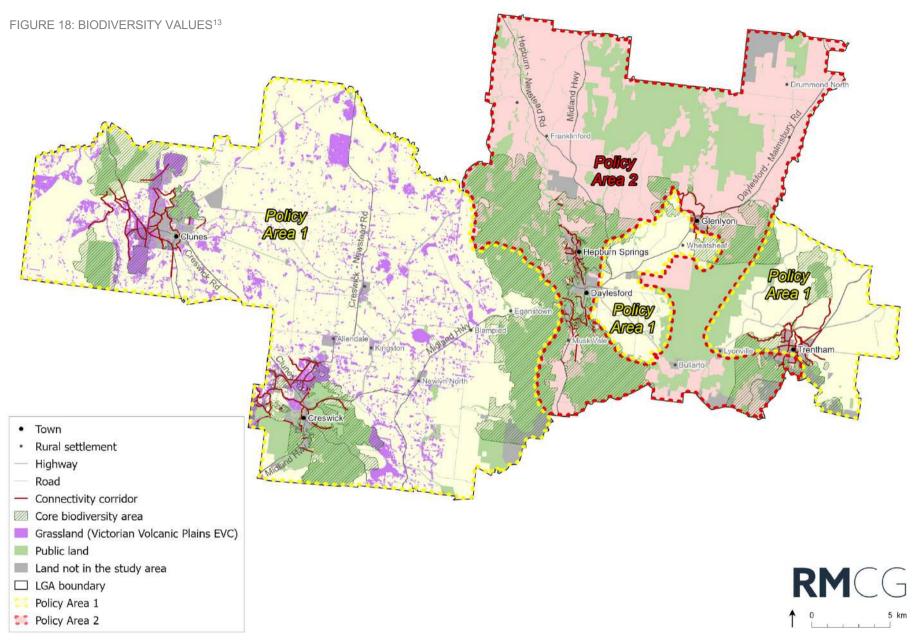
The Background Report identified extensive areas within the FZ that have significant remnant vegetation cover, including isolated vegetated parcels as well as parcels with vegetation contiguous with public land forests. Some parcels have 100% native vegetation cover while others are only partially covered. A detailed analysis of all vegetated land in the FZ is beyond the scope of this study. However, parcels in the FZ that have 100% native vegetation cover have been identified (Figure 19) and it is recommended that these lots be rezoned to the Rural Conservation Zone, to more appropriately reflect the lands limited agricultural prospects and important environmental value. More detailed maps showing land parcels recommended for rezoning from FZ to RCZ are shown in Appendix 3.

Preliminary biolink zone analysis and investigations (Figure 18) indicates that there are core biodiversity areas, critical to ecological connectivity and with potential to strengthen connections between remnant vegetation, that will benefit existing fauna and flora and support species to adapt to the changing climate.

Further strategic work is required to verify biodiversity values including the core biodiversity areas and the extent of Volcanic Plains Grasslands across Hepburn and recommendations to promote their enhancement and protection. Connectivity corridors were identified as part of development of townships structure plans. Implementation of policy to protect and enhance these corridors, including corridors that extend beyond the township boundaries will be delivered through the implementation of the structure plans.

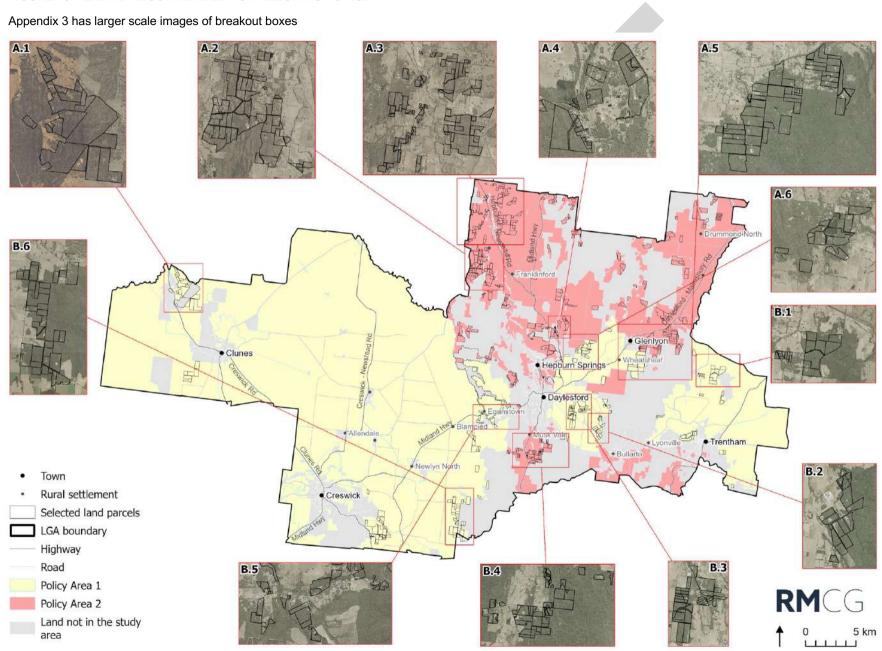
DEFINITION

Biolink zone - Biolink zones are identified parts of the landscape where the functional ecological connectivity for biodiversity is enhanced and / or restored to provide space for species (and consequently ecological communities) to self adapt their distributions and abundances under changing climates through natural processes including: dispersal; re-colonisation; regeneration and restoration of ecological function (Mansergh and Cheal 2007).



¹³ Data source: Plan2Place, Data Vic, Hepburn Shire

FIGURE 19: FZ LAND RECOMMENDED FOR REZONING TO RCZ



There is strong demand to live in rural areas and the community has indicated a desire to establish dwellings and occupy properties when then can support environmental protection and enhancement. Policy area 2, has been identified as an area where dwellings in support of 'environmental stewardship' will be considered. Environmental benefits that could be proposed as part of a new dwelling could include, but are not limited to:

- Covenants: an agreement that the applicant will apply a covenant to the land that will protect vegetation on the property from being removed.
- Native Vegetation Offset Site: a commitment by the applicant that they will register
 their property as a native vegetation offset site or covenant and manage a part of a
 property as a 'First party offset'.
- Green economy: a commitment by the applicant that they will establish native vegetation for carbon storage or other similar emissions reduction program.
- Restoration Program: a demonstrated commitment by the applicant to participate
 in a professionally informed program that will result in restoration of degraded land,
 contribute to increased ecological connectivity, establish habitat for threatened
 species, restoration vegetation communities or other agreed outcomes.

In all cases a dwelling would be subject to bushfire management obligations including consideration of increased bushfire risk arising from revegetation or vegetation enhancement.

Clearing of vegetation for the purposes of constructing a rural dwelling is contributing to loss and fragmentation of native vegetation. In the future new dwellings should be sited to ensure that impacts on native vegetation and habitat, including vegetation clearance, are minimised

WATER

Hepburn sits entirely within declared water supply catchments of the Central Highlands. These catchments provide water to Bendigo, Ballarat and western Melbourne, support irrigation and production of high value crops and underpin mineral springs and spas, a major tourism attraction in Hepburn. Development, if not carefully managed, poses a threat to the sustainability of water resources and the quality of waterways and wetlands.

The Environmental Significance Overlay (ESO) contains two schedules:

 Schedule 1- Special Water Supply Catchment Protection seeks to protect the quality and security of water supply by limiting the siting and form of development to minimise impacts on ground and surface water quality. Schedule 2 – Mineral Springs and Groundwater Protection seeks to protect the mineral springs and town water supply groundwater aquifers from the impacts of effluent and drainage by limiting the siting and form of development to minimise impacts on ground water quality.

ESO1 was updated in February 2022 via amendment C80 to comply with Ministerial Directions. The update of ESO1 included consideration of strategic work completed by Coliban Water to improve operation of the ESO. Central Highlands Water and Coliban Water were consulted during the development of the draft Strategy and indicated that no further review of ESO1 is currently required.

The draft Victoria Mineral Springs Master Plan highlights the importance of accessible mineral springs to the Hepburn economy. Mineral spring water is untreated, so ensuring mineral water is safe for consumption is a baseline requirement, and water quality monitoring is undertaken fortnightly. The Plan found that *The Hepburn Council Planning Scheme affords the springs strong protection via Schedule 2 to Clause 42.01 Environmental Significance Overlay "Mineral Springs and Groundwater Protection"*. No additional policy measures were recommended.

Groundwater is the main source of water for irrigation in the Shire. The Shire falls within two groundwater management areas Loddon Highlands WSPA and Central Victoria Mineral Springs GMA. Groundwater in both areas is highly valued and is shared between the environment, domestic and stock users, irrigated agriculture, commercial users and urban communities. Groundwater resources are managed under local management plans with a cap on the total amount or entitlement that can be used for consumptive purposes. The community has expressed some concern regarding the proliferation of stock and domestic bores and extraction of groundwater for bottling. However, Goulburn Murray Water, the groundwater manager noted that groundwater usage is currently well below the total licensed volume.

Hepburn Shire is within the traditional lands of the Dja Dja Wurrung. Caring for Country is vital for maintaining their culture. There will be opportunities to support the Dja Dja Wurrung to protect land and water as set out in Dhelkunya Dja, the Dja Dja Wurrung Country Plan.

BUSHFIRE

Extensive areas of the Shire are subject to bushfire risk and this risk will increase under future climate projection and the precautionary principle will be applied in all decision making within rural areas. However, there is concern management of bushfire risk e.g. clearance of native vegetation to create defendable space, is occurring at the expense of

biodiversity. Under Clause 44.06 Bushfire Management Overlay, clearing and maintaining defendable space around a new dwelling does not require a planning permit. Finding a better balance between bushfire risk management and conservation of biodiversity requires a more comprehensive understanding of the Shire's biodiversity values to enable holistic assessment of these two considerations to inform strategic planning.

EROSION

Land to prone to erosion and landslip has been identified by the Erosion Management Overlay (EMO) however, the Planning Scheme Review¹⁴ found that the schedule requires significant redrafting to meet the Ministerial Direction and to specify management objectives and risks. The review also noted that there an opportunity for additional areas identified by the North Central Catchment Management Authority or Department of Energy, Environment and Climate Action to be included in any amendment depending on the level of strategic work that has already been undertaken.

FLOODING

Hepburn Shire Council has a history of flooding including significant flood events in September 2010 and January 2011 in which the townships of Clunes and Creswick were severely impacted. Floodplain areas at risk of inundation by a 1 in 100 year flood have been identified by the Land Subject to Inundation Overlay (LSIO). Amendment C77 updated the LSIO, including changes to reflect drainage studies for Creswick and Clunes undertaken in 2012 and 2013 respectively. No further review of flooding or the LSIO is currently required.

7.2 OBJECTIVE

Recognise, protect and enhance Hepburn's native vegetation, habitat and waterways.

Manage natural hazards in rural areas and prioritise the protection of human life in relation to use and development of rural land.

7.3 STRATEGIES

Rezone FZ land with extensive and intact native vegetation cover to RCZ.

¹⁴ Plan2Place (2020) Hepburn Planning Scheme Audit and Review Report (Final)

Support land management including fencing of remnant vegetation from livestock grazing and weed control to protect flora and fauna habitats and riparian vegetation.

Support habitat retention, restoration and revegetation of strategic habitat links for wildlife to move between core habitat areas

Support establishment of indigenous vegetation to increase habitat for local flora and fauna

Site and design development (including buildings, earthworks and utility services) to:

- Avoid and minimise damage to native vegetation, especially vegetation that is part
 of a strategic habitat link or is environmentally significant
- Retain vegetated areas extent and contiguity that can support viable fauna populations and vegetation communities
- Support the active use of land for environmental outcomes including carbon storage, onsite native vegetation offsets and ecological connectivity.

Consider legitimate environmental benefits in areas with significant environmental values that may be proposed as part of the construction of a dwelling in the RAZ within Policy Area 2.

Incorporate the retention, creation and enhancement of strategic habitat links into subdivision plans and site management plans.

Support the Dja Dja Wurrung to implement Dhelkunya Dja, their Country Plan, and goals to protect land and water

7.4 FURTHER WORK

Undertake further strategic work to provide appropriately scaled mapping as the basis for planning controls to identify, protect and enhance environmental assets.

Review the form and content of the EMO to ensure it is consistent with the Ministerial Direction.

Liaise with the North Central Catchment Management Authority and Department of Energy, Environment and Climate Action to identify strategic work that may support expansion of the EMO.

8 Landscape

8.1 DISCUSSION

The landscape character of Hepburn is a significant contributor to its amenity and an attractor for residents and tourists. The rural landscapes include natural landscapes such as Wombat State Forest, Hepburn Regional Park, Castlemaine Diggings National Heritage Park, the volcanic plains and features such as Lalgambuk (Mount Franklin) and Nyaninyuk (Mount Beckworth). The picturesque rural farmed landscape attracts visitors and contributes to the touring experience, a key element of the Shire's tourism product and to township approach and setting.

The Central Highlands Regional Growth Plan noted that given the expected growth of western Melbourne, the proximity of the high quality rural and natural character of the Central Highlands will be an important drawcard. As such, the protection of the region's key rural and natural landscapes will have important economic and social benefits.

The South West Landscape Assessment Study¹⁵ provides a landscape assessment of South West Victoria and identifies the most significant landscape character types and the most significant landscapes of the region. The Study identifies the Hepburn Gold Mines and Volcanic District and the Island Uplands (Mount Beckworth) as State significant and worthy of protection through the Hepburn Planning Scheme. The Study provides the basis for introduction or expansion of the Significant Landscape Overlay (SLO) over areas in the west of the Shire to protect the landscape character of each type.

Council sought to introduce the proposed suite of SLOs via Amendment C80 in 2021, however this component of the amendment was abandoned, primarily due to concerns expressed by farmers on the impacts on agricultural operations and lack of consultation. Council acknowledged that engagement on the Amendment was hampered by restrictions on face to face discussions imposed during the COVID-19 lockdown period. During exhibition of Amendment C80, the community identified additional landscape features that were not considered in the proposed suite of Overlays. Council therefore resolved to undertake further strategic work and consultation.

8.2 OBJECTIVES

Identify, protect and enhance significant landscapes.

Manage the visual impact of development on the character and significance of the landscape.

Maintain the important contribution that the rural farmed landscape and views make to the local economy as tourism assets.

Maintain the positive contribution that productive agriculture and sustainable land management practices make to the character of the landscape.

8.3 STRATEGIES

Ensure there is a reasonable balance between protection of significant landscapes and the ability to undertake legitimate agricultural operations.

Ensure that the design and external appearance of development complements the character of the surrounding landscape with consideration of form, construction materials, colours and finishes, and design detailing.

Ensure that development in the foreground of touring routes and township approaches is sited and designed to minimize visual intrusion (e.g. low building heights, minimal building footprints, appropriate colours and materials to the setting, and integration with vegetation.)

Ensure that development is sited:

- Within existing clusters of buildings where possible.
- Away from visually prominent locations such as ridge lines and hill faces.
- Away from identified landscape features.
- Among established vegetation and/or screened with substantial landscaping of locally appropriate species.
- To follow the contours and/or natural form of the landscape.

¹⁵ DELWP and Planisphere (2013) South West Landscape Assessment Study.

- To minimise visibility from significant viewing locations, including major road corridors.
- Protect and rehabilitate significant stands of remnant indigenous and/or native vegetation where they are integral to the character and significance of the landscape, and where practical. Particular consideration should be given to vegetation on roadsides, throughout paddocks, and adjacent to waterways, subject to farming requirements, fire protection and safety.

8.4 FURTHER WORK

Undertake further strategic work and consultation to refine the suite of Significant Landscape Overlays proposed by the South West Landscape Assessment Study.



9 Cultural Heritage

9.1 DISCUSSION

The Dja Dja Wurrung people are the Traditional Owners of the majority of the Hepburn Shire area and the original inhabitants of the region. The Dhelkunya Dja Dja Wurrung Country Plan 2014-2034 sets a vision for the health and well-being of the Dja Dja Wurrung people to be strong and underpinned by their living culture, for their lands and waters to be in good condition and actively managed to promote the laws, culture and rights of all Dja Dja Wurrung people and being politically empowered with an established place in society, and being capable of managing their own affairs from a strong and diverse economic base. The Plan includes objectives to:

- Strengthen understanding of what significant sites and artefacts exist on Dja Dja Wurrung Country.
- Secure the right and means to effectively protect and manage cultural landscapes and sites.
- Make use of cultural heritage to promote healing and reconciliation, teach Djaara people about their Country and laws, and raise cultural awareness among the broader community.

Djaara (Dja Dja Wurrung Clans Aboriginal Corporation) is a Registered Aboriginal Party and are the primary source of advice and knowledge on matters relating to Aboriginal places or Aboriginal objects in the region and has a role in evaluating Cultural Heritage Management Plans and assessing Cultural Heritage Permit applications.

Areas of cultural heritage sensitivity relate to landforms and soil types where Aboriginal places are more likely to be located and includes land within 200 metres of named waterways and land within 50 metres of registered. Areas of cultural heritage sensitivity in Hepburn Shire are shown in Figure 20. Council is currently working with Djaara (Dja Dja Wurrung Clans Aboriginal Corporation) to identify key areas and sites and recommendations for their protection, focusing on land around key townships to inform town structure planning. Recommendations of this work relevant to Rural Hepburn will be incorporated into the final Strategy. The mapping of cultural heritage sensitivity suggests that there are sites of cultural significance in the Shire's rural areas and further strategic work is required to identify significant sites and update the planning policy framework accordingly.

9.2 OBJECTIVE

Identify and protect cultural heritage

9.3 STRATEGIES

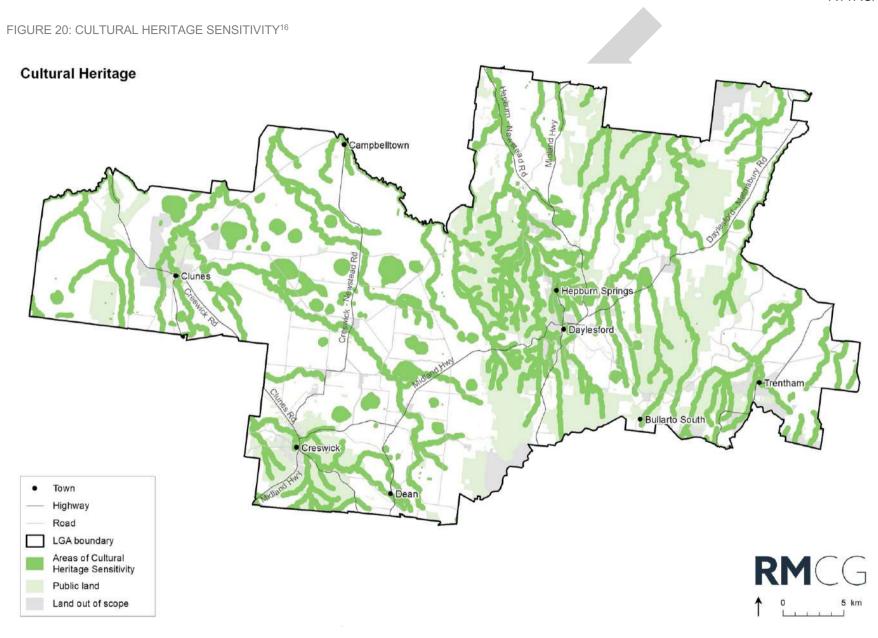
Ensure land use and development does not occur in locations with identified cultural heritage sensitivity or impact on areas of significance.

Support Djaara to identify and protect significant cultural heritage sites and artefacts.

Support Djaara to raise cultural awareness amongst the Hepburn community.

9.4 FURTHER WORK

Partner with Djaara to identify key areas and sites and recommendations for their protection to augment cultural heritage assessment of land around key townships.



¹⁶ Data Vic



10 Rural settlement

10.1 DISCUSSION

Hepburn Shire's town and settlement network offers a diverse range of housing and lifestyle opportunities for residents, from rural living lots, rural townships, small historic settlements, to conventional suburban style living. Town structure plans for the Shire's six main townships, Creswick, Clunes, Daylesford, Hepburn Springs, Trentham and Glenlyon will establish their role and directions for the future growth.

The Review of the Hepburn Planning Scheme¹ found a lack of clarity however, regarding the future role and function of some rural settlements and potential for growth based on consideration of available infrastructure and services and natural hazards such as bushfire and flooding.

The settlement hierarchy (Table 6) classifies each of Hepburn's towns and settlements as either a Town, Small Town/Township, Small Settlement or Rural Locality. The settlement hierarchy has been informed by best practice implemented in other regional councils and by the Central Highlands Regional Growth Plan. These classifications have been established taking into consideration an assessment (Table 7) of each settlement having regard to:

- Existing population size and number of dwellings (using Census data from 2021)
- Extent of commercial activity and presence of defined commercial areas
- Infrastructure servicing including the provision of reticulated services and community services
- Land use zoning patterns.

The hierarchy also provides description of the preferred future role of each place based on:

- Guidance provided by state and regional planning policy direction
- Potential and desirability of each place to accommodate future population growth
- Planned investment in infrastructure and services by Council and other government agencies.

For a detailed assessment that helped to inform this hierarchy, please refer to

10.2 OBJECTIVE

Support sustainable patterns of population growth and residential development across the Shire.

10.3 STRATEGIES

Direct future population growth in accordance with an established settlement hierarchy to support the efficient use of land and infrastructure and support convenient access to jobs and services.

Discourage outward expansion of residential development in rural localities.

Explore opportunities for development (incremental growth) within small settlements, subject to assessments of environmental risk and agricultural significance.

Investigate whether the current infrastructure (both physical and community) can support the net additional dwelling capacity identified for small settlements and rural settlements.

10.4 FURTHER WORK

Bring together Township, Settlement and Rural Living Strategies into an overarching Housing Strategy.

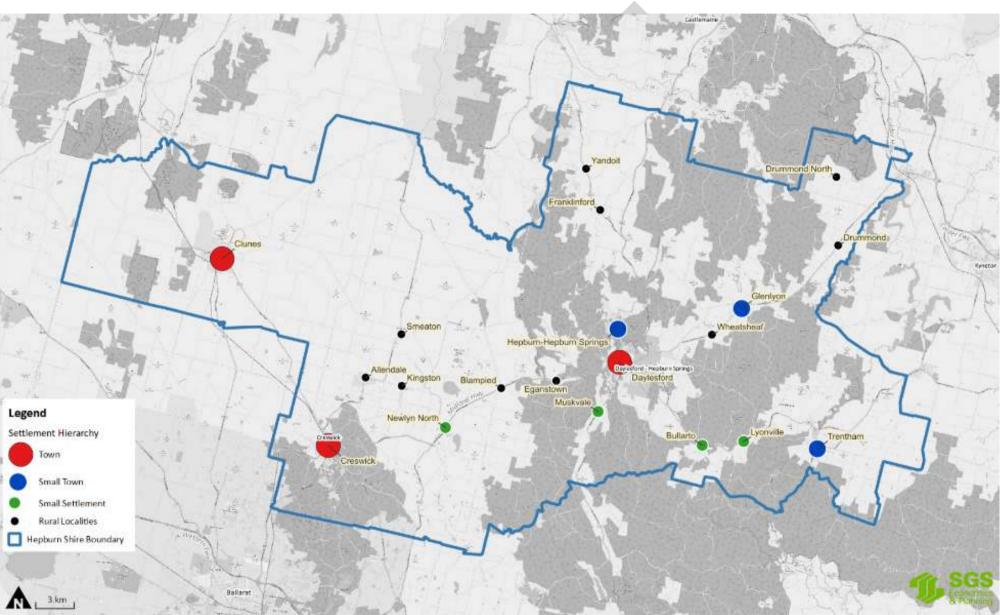
TABLE 6: HEPBURN SETTLEMENT HIERARCHY

CATEGORY	GORY SETTLEMENT		DESCRIPTION	FUTURE ROLE	
City	-		Highest levels of population and employment outside metropolitan Melbourne. Urban areas encompass a variety of residential opportunities with a clear commercial centre and smaller activity centres servicing suburbs. Offers the highest level of goods and services serving a network of regional settlements.		
Town	Creswick Clunes Daylesford		Moderate to large towns containing commercial centres providing a variety of housing and moderate employment base. Towns provide important community, civic and cultural services and often serve people throughout surrounding localities and the region. Towns are fully or partially reticulated.	Future growth: Towns are supported as the primary locations for future residential and employment growth in the Shire, subject to assessment of environmental risk (bushfire, flood, landslip) constraints.	
Small Town	Hepburn-Hepburn Springs Trentham Glenlyon		Small towns have lower populations than towns with commercial and community buildings at a local scale. They accommodate small populations and may or may not have reticulated services.	Future growth: Only incremental population growth and housing and employment development is supported within existing urban zoned areas. Further growth will be accommodated via infill development, subject to assessment of environmental risk (bushfire, flood, landslip) constraints.	
Small Settlement	Bullarto Lyonville Muskvale Newlyn - Newlyn North		Small settlements comprise a discernible cluster of dwellings, some on town size lots and accommodate very small populations with some small concentrations of housing and minimal services, for example sole general store and primary school. Reliant on other settlements for wider range of services. Unlikely to have reticulated sewerage or water.	Future growth: Further expansion or subdivision is not supported in these locations; however, the zoning of these settlements requires review to ensure the subdivision lot size reflects the pattern of rural living / dwellings that has been supported in these locations up until now.	
Rural Locality	Allendale Blampied Drummond Drummond North Eganstown	Franklinford Kingston Smeaton Wheatsheaf Yandoit	Characterised by small rural dispersed population. Reliant on other settlements for wider range of services. Unlikely to have reticulated sewerage or water.	Future growth: Dwelling development that is not associated with the productive agricultural use of Farming Zone land is not supported in these locations due to risk to human life from natural hazards and impact on significant environmental landscapes and natural resources. Further expansion is not supported in these locations.	

TABLE 7: SETTLEMENT ASSESSMENT

SETTLEMENT	RESIDENTIAL ZONE WITHIN CATCHMENT	PRIMARILY RESIDENTIAL ZONE WITHIN SETTLEMENT	SIGNIFICANT COMMUNITY INFRASTRUCTURE / SERVICES	SIGNIFICANT NATURAL HAZARD	TOTAL PRIVATE DWELLINGS (2021)	INCREASE IN DWELLING COUNT FROM 2016
Allendale	Υ	N	N	Υ	82	8
Kingston	Υ	N	N	Υ	118	13
Smeaton	Υ	Υ	N	Υ	54	0
Newlyn - Newlyn North	Υ	Υ	Υ	Υ	141	0
Blampied	N	N	Υ	N	100	0
Eganstown	N	N	N	N	125	9
Franklinford	N	N	N	Υ	41	5
Yandoit	N	N	N	N	92	1
Muskvale	Υ	Υ	Υ	N	122	11
Bullarto	Υ	Υ	Υ	N	82	0
Lyonville	Υ	Υ	Υ	N	108	35
Wheatsheaf	Υ	N	N	N	126	1
Drummond	N	N	N	N	180	4
Drummond North	N	N	N	N	132	35

FIGURE 21: SETTLEMENT HIERARCHY



11 Rural Living

11.1 INTRODUCTION

Rural lifestyle opportunities are a significant drawcard of Hepburn Shire. Whether it be lifestyle, part time or hobby farming, the natural and agricultural landscape of Hepburn drives interest in rural living. Rural residential opportunities are provided in Hepburn by way of the Rural Living Zone (RLZ). The RLZ provides for residential use in a rural setting and may provide the opportunity for farming activities to occur, without adversely affecting the natural environment or the amenity of surrounding land uses.

The RLZ currently covers 640ha or 4% of the total Shire area (Figure 3). There are two schedules to the RLZ. RLZ1 requires a minimum subdivision area of 4ha and a minimum area of 4ha above which no planning permit is required for a dwelling. RLZ2 requires a minimum subdivision area of 8ha and a minimum area of 8ha above which no planning permit is required for a dwelling.

Land currently zoned RLZ is found around Daylesford, Clunes, Hepburn Springs, Creswick and Trentham as well as separate estates such as Sulky and Blampied. Much of this land was zoned for Rural Living some time ago but has not been developed. It is understood that development of some RLZ land may be constrained by environmental values and bushfire hazard.

A review was undertaken to assess which vacant RLZ land is suitable for development and to understand the current rural residential housing demand and capacity.

The purpose of the Rural Living Zone is to:

- Provide for residential use in a rural environment
- Provide for agricultural uses which do not adversely affect the amenity of surrounding land uses.
- Protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.
- Encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision."

In this zone:

- it is not essential that a dwelling be genuinely associated with a farming use
 of the land
- some farming may take place on the land, however this will not always be the
- residents have a reasonable expectation that their amenity will be protected
- a wider range of tourism, commercial and retail uses may be considered in the zone.

11.2 CAPACITY / DEMAND APPROACH

Planning guidance for rural residential development is provided by Planning Practice Note 37 which states:

A planning authority must be able to demonstrate that a rural residential rezoning is part of its strategy to provide appropriate housing for forecast increases in population and changes in household structure and composition. Planning should maintain housing choice and diversity, including a realistic mix of lot sizes.

A rural residential rezoning must be supported with evidence that the proposed use and development responds to the housing needs of the municipality as identified in the MPS and PPF.

A local housing analysis should identify:

- demographic trends, including changes in household structure and composition
- · housing market trends, including dwelling type
- projected population and household increases and housing needs over a 15 year period for the area
- the number and types of additional houses required, including the proportion of new housing that would be in the form of rural residential development.

Because of the zone's primarily residential function, the supply of land in the Rural Living Zone needs to be considered in the context of Council's strategy to provide appropriate housing diversity and choice to meet housing needs over a 15 year period.

Establishing demand and capacity for RLZ in Hepburn is not straightforward. Council has not undertaken a comprehensive Shire-wide housing strategy, therefore the proportion of new housing to be provided as rural residential housing has not been determined. An assessment of housing demand and capacity analysis across the entire municipality was conducted in 2023¹⁷. The study found that there is capacity within townships to meet shire-wide housing needs for the next 17 years without considering any capacity outside of townships.

Further to this, over the last ten years, a significant proportion of new dwellings have been developed in the FZ. Between 2013-2022, around 21% of all new dwellings in Hepburn Shire were approved for land in the FZ compared to 9% in the RLZ indicating that a large proportion of housing demand outside of townships is being met on land intended for agriculture. This draft Strategy has identified a clear need to avoid further fragmentation of agricultural land and includes policy recommendations to ensure that new dwelling development in the FZ is required to support a genuine agricultural activity. These policy recommendations if implemented, may impact RLZ demand.

In the absence of a comprehensive housing strategy, the demand and capacity review of rural residential housing provided here is based on various modelled growth scenarios and assumptions for apportioning housing types across the Shire to townships and nontownship areas. It is intended to provide Council with an understanding of the current RLZ capacity and suitability and to inform future housing studies.

DEMAND

The demand analysis drew on data compiled as part of the 2023¹⁷ Shire-wide demand assessment including population and housing data from the ABS Census, and observed trends in population age, family composition and household types. Building upon these inputs and demographic factors, the number of additional dwellings required outside of townships by 2041, was estimated based on the following growth scenarios:

- State growth projection (VIF19 adjusted) of 0.99% which suggests an additional 2,070 dwellings will be required.
- Past development trends which indicate a higher annual growth rate of 1.27% which suggest an additional 2,720 dwellings will be required.

This Draft Strategy has recommended stronger policy direction regarding housing in the FZ. Therefore, in considering future demand, a 'policy-on' position was adopted to guide future growth shares, with a focus on reducing growth outside townships. The 'policy-on' scenario allocated a reduced future share of development (28%) to non-townships, emphasizing redirection of housing from farming areas to residential zones.

A comparison of growth between 2016 and 2021 and policy-on growth assumptions (Table 8) found that that there is a modelled demand for 760 non-township dwellings to 2041.

¹⁷ SGS Economics and Planning (2023) Hepburn Shire Housing Demand and Capacity

TABLE 8: HOUSING DEMAND, 2021-41

LOCATION	SHARE OF GROWTH (2016-21)	ASSUMED FUTURE SHARE OF GROWTH (POLICY ON)	DWELLING DEMAND, 2021- 41 (POLICY ON)
Clunes	15%	15%	410
Creswick	13%	20%	550
Daylesford-Hepburn Springs	22%	25%	680
Glenlyon	0%	2%	50
Trentham	17%	10%	270
Townships	67%	72%	1,960
Non-townships	33%	28%	760

CAPACITY

The capacity for additional dwellings through subdivision or development of vacant lots was estimated using a housing capacity model developed by SGS. This model uses the following four steps to identify the estimate housing capacity within RLZ.

- Step 1: Net land area identification In this step, land that cannot be developed for residential purposes, such as roads and footpaths are removed.
- Step 2: Available land assessment This step excludes lots that would not be able to be developed for residential use, beyond any housing that already exists there. Reasons for exclusion could be exposure to bushfire or flood risks, lots being too small, or lots protected by heritage status.
- Step 3: Potential yield assessment Height limits, minimum lot sizes, and other statutory requirements, are applied to the available land determined in the previous step. This provides an estimate of the potential yield for housing on those lots that can be developed. This provides the 'yield' or capacity for housing within the specified area.
- Step 4: Net capacity calculation The final step involves removing existing dwellings from the potential yield calculation. That is, any houses that already exist must be subtracted from the potential yield to understand how many additional houses could be built in the specified area. If there are no dwellings on a lot that can be developed, it is said to be vacant, however if there are existing dwellings on a lot where more could be developed, this is said to be subdividable capacity.

Given the arrangement and distribution of RLZ across the Shire, the assessment was applied to 16 RLZ clusters (Figure 22). Based on the factors listed above, RLZ clusters were assessed as follows:

- Review (potential for increased capacity)
- Maintain (no potential for additional capacity)
- Discourage (discourage development).

The assessment found that there is capacity for around 89 dwellings (Table 9) within the current RLZ. However, some RLZ clusters are heavily constrained, mainly by bushfire hazard, and dwelling development should be discouraged within these areas. The Clunes RLZ cluster includes land within the Clunes Common Nature Conservation Reserve, which is also unsuitable for dwelling development.

A net capacity of 43 dwellings results when constrained areas are excluded (Table 9). Based on a modelled non-township demand of 760 dwellings the net capacity equates to around three to four years supply of RLZ.

Two clusters, Clunes (Figure 23) and Creswick North (Figure 24) were assessed as having potential for increased capacity by reducing the minimum lot size from 8ha to 2ha. This could release an additional 179 dwellings of capacity and increase the net capacity to 222 dwellings or around seven years supply.

11.3 CANDIDATE RLZ AREAS

This Strategy has found that additional RLZ may be required in the future to meet forecast demand. A Shire-wide review of areas suitable for rezoning to RLZ was outside the scope of this study. A number of candidate areas for RLZ (were identified however, as part of preparing this Strategy and structure plans for Creswick and Clunes, and may be considered for further detailed assessment as part of a future rural residential strategy. These areas are considered candidate for RLZ because:

- They can be integrated with the existing urban area
- They are substantially subdivided
- Many lots have an existing dwelling
- There is an absence of active commercial scale farming
- Are not constrained by bushfire or flood hazard.

Rezoning of candidate areas to RLZ will require more detailed analysis in accordance with Planning Practice Note 37.

11.4 OBJECTIVES

Support rural residential housing opportunities that provide housing choice.

Promote efficient use of current supply of rural living zoned land, balancing this with considerations around agricultural activities and natural hazards.

Support small-scale agricultural activities that do not adversely affect surrounding residential properties.

11.5 STRATEGIES

Reduce the minimum subdivision to existing RLZ land around Clunes and Creswick

Backzone to an appropriate zone, the following undeveloped RLZ land which is constrained by natural hazards:

- Sulky
- Cabbage Tree
- Springmount
- Newlyn North
- Blampied
- Shepherds Flat
- Hepburn Springs
- Porcupine Ridge
- Musk Vale
- Bullarto & Lyonville.

Clarify the tenure of RLZ land in the Clunes Common Nature Conservation Reserve and consider rezoning to a more appropriate zone.

Monitor development and uptake of existing Rural Living Zoned land for five years.

Consider additional opportunities for additional Rural Living Zoned land subject to the uptake of existing supply and future demand and supply analysis.

Provide further guidance on the types of agricultural activities suitable and associated structures for the Rural Living Zone through amending clauses 14.01-1L and 14.01-2L, where these are consistent with the rural- residential character and do not compromise farming on adjacent land.

Clarify setback of dwellings for existing RLZ land and the design of new rural living estates.

TABLE 9: NET CAPACITY BY RLZ CLUSTER

RLZ CLUSTER	BASELINE NET CAPACITY	RECOMMENDATION FOR HOUSING CAPACITY	REVISED NET CAPACITY
Clunes and surrounds	18	Review (explore 2ha min subdivision)	18
Creswick North	7	Review (explore 2ha min subdivision)	7
Sulky	2	Discourage	0
Cabbage Tree	1	Discourage	0
Springmount	0	Maintain	0
Newlyn North	0	Maintain	0
Blampied	0	Maintain	0
Shepherds Flat	18	Discourage	0
Hepburn Springs	1	Discourage	0
Porcupine Ridge	0	Maintain	0
Musk Vale	7	Discourage	0
Bullarto & Lyonville	16	Discourage	0
Trentham	0	Maintain	0
Drummond	6	Maintain	6
Drummond North	12	Maintain	12
Total	89		43

FIGURE 22: RLZ CLUSTERS

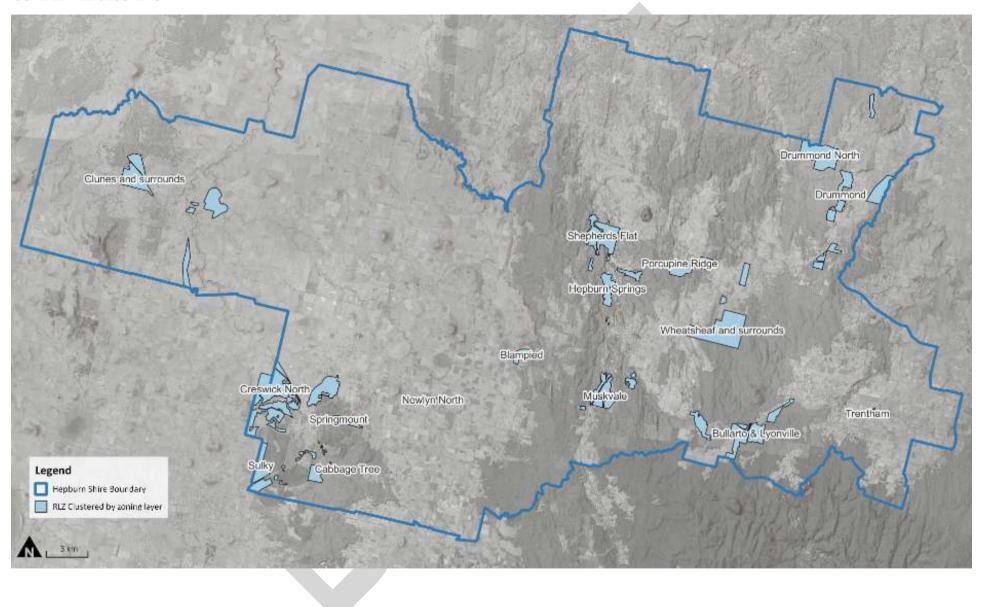


FIGURE 23: CANDIDATE AREAS FOR INTENSIFICATION IN CLUNES

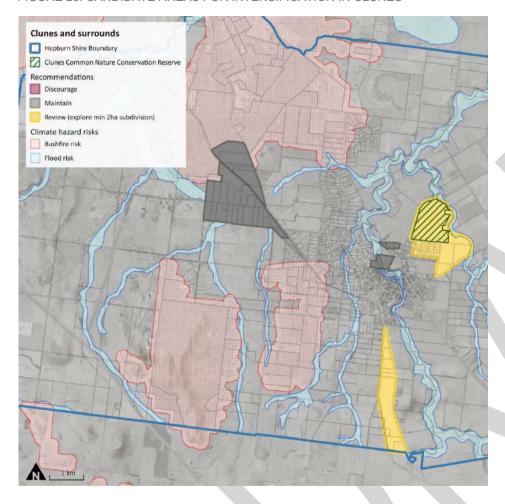


FIGURE 24: CANDIDATE AREAS FOR INTENSIFICATION IN CRESWICK

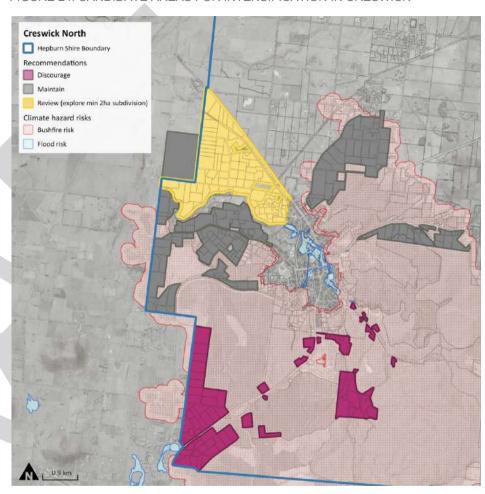


FIGURE 25: CANDIDATE RLZ, CLUNES

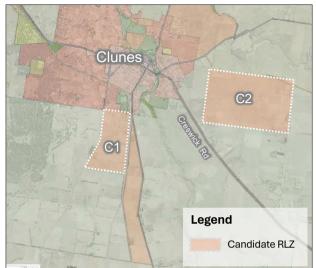






FIGURE 26: CANDIDATE RLZ, CRESWICK NORTH



12 Implementation

In addition to inclusion of relevant text from the Strategy to update the MPS, the following updates to the Hepburn Planning Scheme are recommended:

12.1 PLANNING SCHEME CHANGES

Farming Zone

- Introduce a new schedule to the Farming Zone to land in Policy Area 1 specifying a minimum lot size for subdivision of 40ha and a minimum lot size above which a planning permit for a dwelling is not required of 80ha.
- Introduce local policies or MPS to provide further guidance on assessment of planning permit applications with regard to:
 - Subdivision, including dwelling excisions and small lot subdivision, dwellings and rural workers accommodation in the Farming Zone.
 - Non-agricultural, uses including tourism uses, in the Farming Zone.

Rural Activity Zone

- Apply the Rural Activity Zone to land currently zoned Farming in Policy Area 2.
- Include a local purpose statement in a schedule to the Rural Activity Zone specifying the objectives of the zone and a minimum lot size for subdivision of 40ha.
- Update local policy to reflect the intent of Policy Area 2.
- Introduce local policies or MPS be prepared to provide further guidance on assessment of planning permit applications with regard to:
 - Subdivision, including dwelling excisions and small lot subdivision and dwellings in the Rural Activity Zone
 - Non-agricultural, uses including tourism uses, in the Rural Activity Zone.

Rural Living Zone

- Introduce a new schedule to the Rural Living Zone specifying a setback of 100m of agriculture from a dwelling on adjoining land.
- Reduce the minimum lot size to existing RLZ around Clunes and Creswick.
- Backzone to an appropriate zone constrained RLZ land that is not suitable for development.

Rural Conservation Zone

- Rezone land in the Farming Zone to Rural Conservation Zone that has extensive and intact native vegetation cover.
- Local policies or MPS be prepared to provide further guidance on assessment of planning permit applications and consideration of environmental protection and enhancement.

Local Policy / MPS

- Include the Hepburn settlement hierarchy in local policy
- Local policies or MPS be prepared to provide further guidance on assessment of planning permit applications and consideration of landscape protection.

Appendix 1: Consultation

Agricultural Land and Rural Settlement Strategy shire-wide community survey

Hepburn Shire Artisan Agriculture Project Steering Committee

One-on-one interviews with operators of agricultural enterprises

Presentation and discussion with operators of agricultural enterprises at Hepburn Agriculture Forum

Agencies and industry stakeholder including:

Department of Transport and Planning

Agriculture Victoria

Victorian Farming Federation

Goulburn Murray Water

Coliban Water

Central Highlands Water

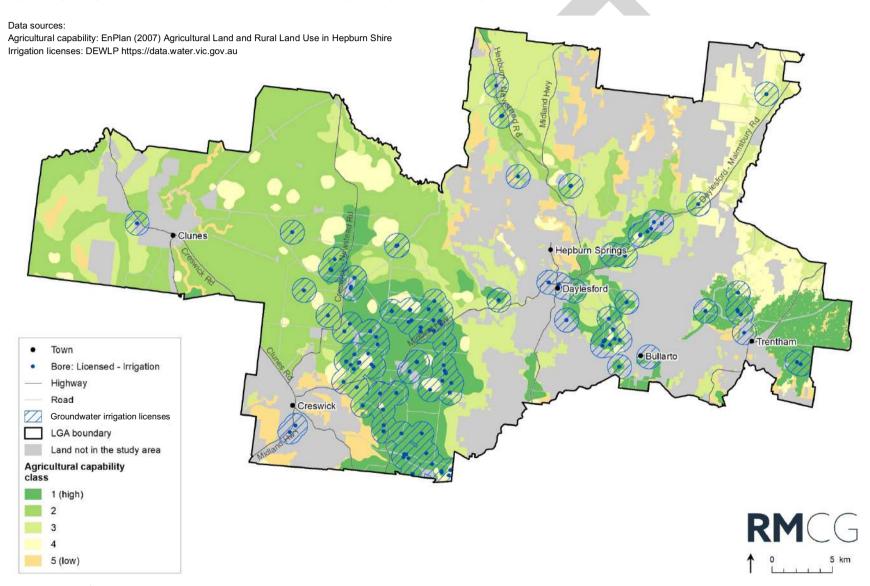
Dja Dja Wurrung

Council officers and Councillors

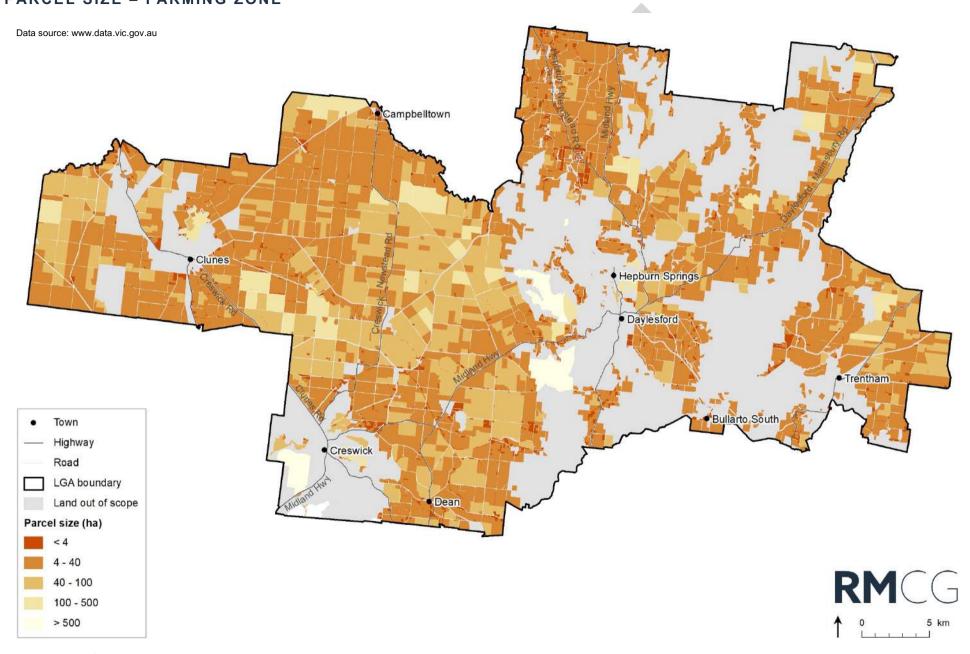


Appendix 2: Policy Area Input Mapping

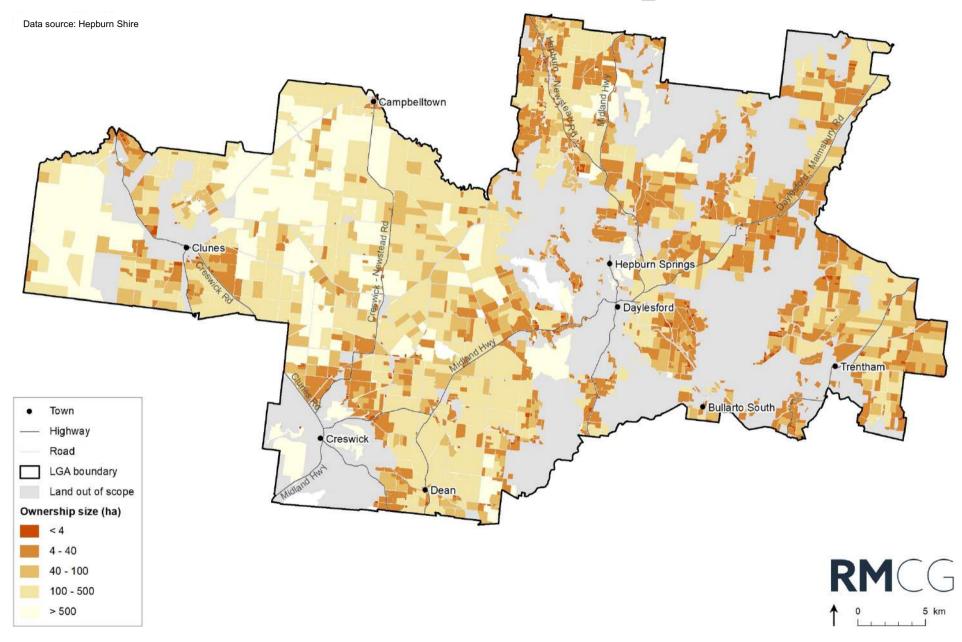
AGRICULTURAL CAPABILITY AND IRRIGATION DEVELOPMENT



PARCEL SIZE - FARMING ZONE



LAND HOLDINGS (LAND IN SINGLE OWNERSHIP) - FARMING ZONE



Appendix 3: Proposed Rural Conservation Zone

















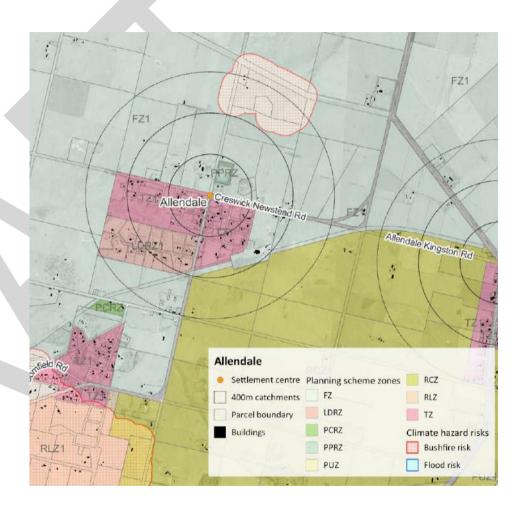
Appendix 4: Rural settlement assessment

ALLENDALE

Allendale is around a 5-minute drive north of Creswick, with Creswick-Newstead road running through the centre.

Allendale is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	TZ, LDRZ
Community infrastructure / shops and services	
Access to major roads/other service centres	Located along Creswick-Newstead Rd
Constraints (bushfire, flooding, infrastructure)	None

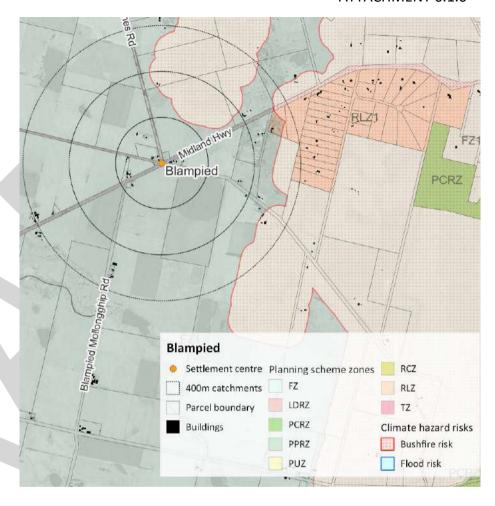


BLAMPIED

Blampied is located about a 10-minute drive west of Daylesford, along the Midland Highway. It has multiple farm stays, a hotel, rural tourism businesses and a Catholic church.

Blampied is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	FZ
Community infrastructure / shops and services	
Access to major roads/other service centres	Daylesford Clunes Rd and Midland Hwy cross through
Constraints (bushfire, flooding, infrastructure)	None

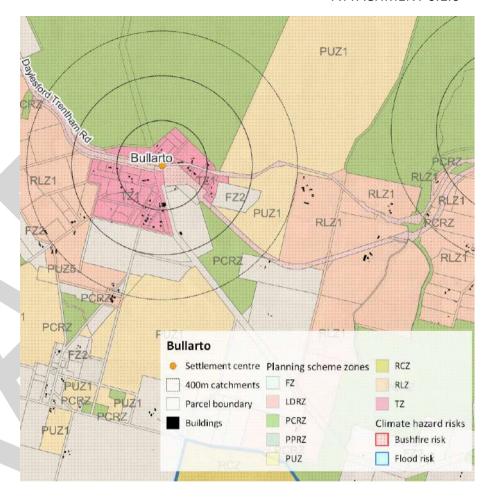


BULLARTO

Bullarto is approximately 10-minutes the east of Daylesford on the Daylesford-Trentham Road. It has some infrastructure, including a primary school and town hall.

Bullarto is determined to be a small rural settlement.

METRIC	FINDING
Primary Zoning	TZ, RLZ, FZ
Community infrastructure / shops and services	Bullarto Primary School, Bullarto Hall
Access to major roads/other service centres	Daylesford Trentham Rd
Constraints (bushfire, flooding, infrastructure)	Bushfire hazard

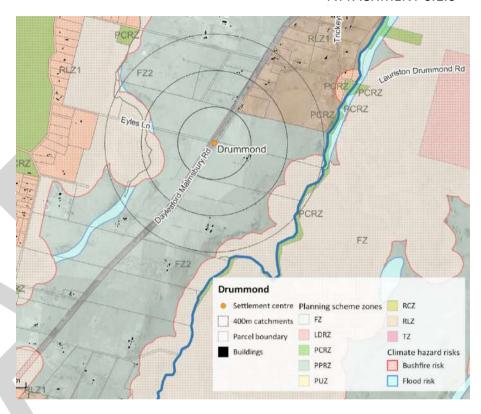


DRUMMOND

Drummond is around a 10-minute drive northeast of Glenlyon on the Daylesford-Malmsbury Road. In Drummond, there is a community hall and accommodation businesses.

Drummond is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	FZ, RLZ
Community infrastructure / shops and services	Drummond Public Hall
Access to major roads/other service centres	Daylesford Malmsbury Rd
Constraints (bushfire, flooding, infrastructure)	Bushfire hazard

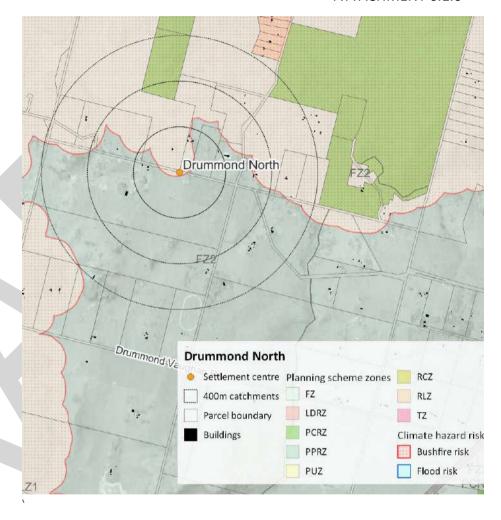


DRUMMOND NORTH

Drummond North is approximately 15-minute drive northeast of Glenlyon located off Daylesford- Malmsbury Road. Drummond North also has some accommodation businesses and a winery.

Drummond North is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	FZ,
Community infrastructure / shops and services	
Access to major roads/other service centres	Daylesford Malmsbury Rd
Constraints (bushfire, flooding, infrastructure)	Bushfire hazard

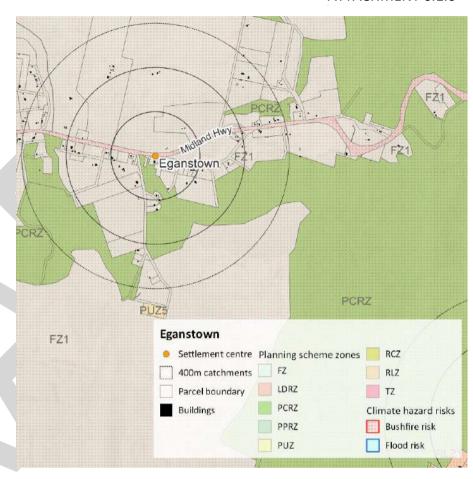


EGANSTOWN

Eganstown is located approximately 5 minutes west of Daylesford and along the Midland Highway.

Eganstown is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	FZ
Community infrastructure / shops and services	
Access to major roads/other service centres	Midland Hwy
Constraints (bushfire, flooding, infrastructure)	Bushfire hazard

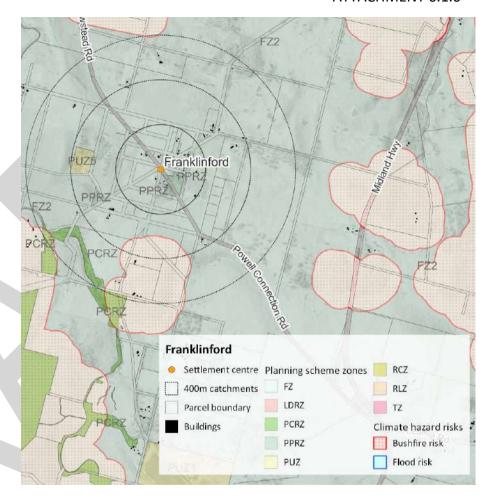


FRANKLINFORD

Franklinford is approximately a 10-minute drive north of Hepburn-Hepburn Springs, with the Powell- Connection Road running through its centre. It is also located near the intersection with Midland Highway. Services in Franklinford, including CFA fire station and winery.

Franklinford is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	FZ
Community infrastructure / shops and services	CFA Fire Station
Access to major roads/other service centres	Powell Connection Rd connect to Hepburn Newstead Rd, Intersection with Midland Hwy
Constraints (bushfire, flooding, infrastructure)	None

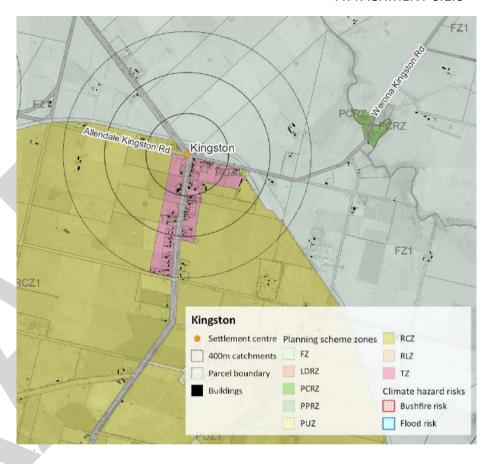


KINGSTON

Kingston is well-connected to Creswick-Newstead Road by Allendale-Kingston Road and Kingston Road, and only a 3-minute drive from Midland Highway via Kingston Road. There are several infrastructure facilities in the vicinity, including the CFA Kingston Fire Brigade.

Kingston is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	TZ
Community infrastructure / shops and services	CFA Fire Station
Access to major roads/other service centres	Access to Creswick-Newstead Rd via Kingston Rd and Allendale-Kingston Rd
	Access to Midland Highway via Kingston Rd
Constraints (bushfire, flooding, infrastructure)	None

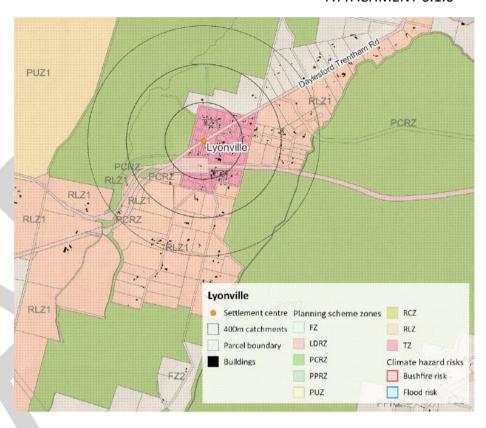


LYONVILLE

Lyonville is just under a 15-minute drive from Daylesford, and just under 10-minutes to Trentham. Daylesford-Trentham Road passes through its centre. Lyonville has a town hall, a hotel, parks and walking trails.

Lyonsville is determined to be a small settlement.

METRIC	FINDING
Primary Zoning	TZ, RLZ
Community infrastructure / shops and services	Lyonville Hall
Access to major roads/other service centres	Daylesford Trentham Rd
Constraints (bushfire, flooding, infrastructure)	Bushfire

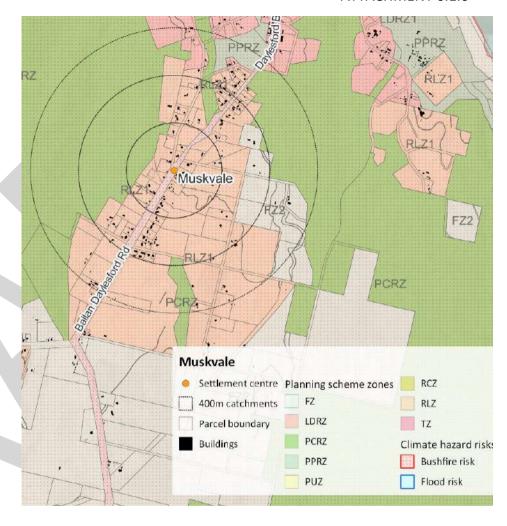


MUSKVALE

Muskvale is located on the southern edge of Daylesford, with Ballan-Daylesford Road running through its centre. There is some commercial activity such as small businesses in Muskvale.

Muskvale is determined to be a small rural settlement

METRIC	FINDING
Primary Zoning	RLZ
Community infrastructure / shops and services	
Access to major roads/other service centres	Close proximity to Daylesford to the north on the Ballan Daylesford Rd.
Constraints (bushfire, flooding, infrastructure)	Bushfire

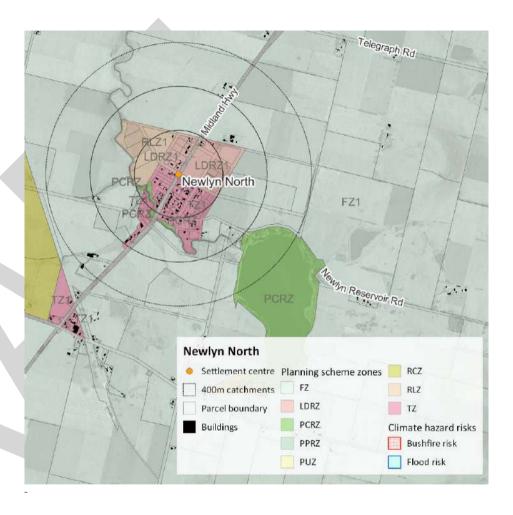


NEWLYN- NEWLYN NORTH

Newlyn - Newlyn North is located roughly halfway between Creswick and Daylesford, with the Midland Highway running through its centre. There are several infrastructure facilities located in the area, including a primary school.

Newlyn - Newlyn North is determined to be a small settlement.

METRIC	FINDING
Primary Zoning	TZ, LDRZ, RLZ
Community infrastructure / shops and services	Newlyn Primary School Newlyn Recreation Reserve
Access to major roads/other service centres	Ballarat-Daylesford Road
Constraints (bushfire, flooding, infrastructure)	None

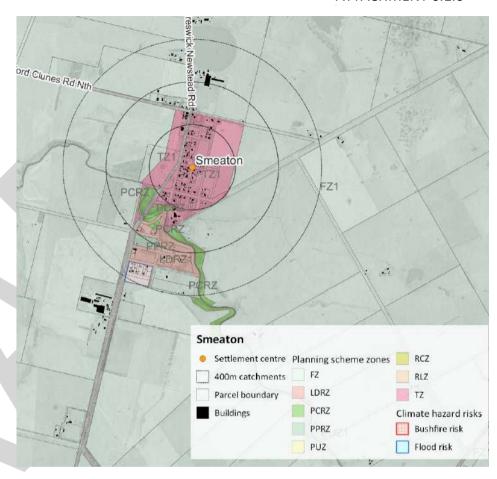


SMEATON

Smeaton is just under a 10-minute drive northeast of Creswick, and approximately a 15-minute drive west of Daylesford-Hepburn Springs. It is well-connected to these towns via Creswick-Newstead Road and Daylesford-Clunes Road. There is a hotel and community centre in Smeaton.

Smeaton is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	TZ, LDRZ
Community infrastructure / shops and services	Community centre,
Access to major roads/other service centres	Located on Creswick-Newstead Rd
Constraints (bushfire, flooding, infrastructure)	None

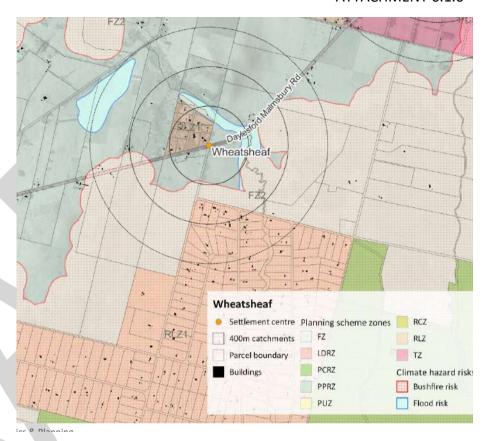


WHEATSHEAF

Wheatsheaf is approximately a 5-minute drive northeast of Daylesford on the Daylesford-Malmsbury Road. There are several studios located in Wheatsheaf, as well as accommodation businesses.

Wheatsheaf is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	RLZ
Community infrastructure / shops and services	
Access to major roads/other service centres	Daylesford-Malmsbury Road
Constraints (bushfire, flooding, infrastructure)	Flooding and bushfire hazard

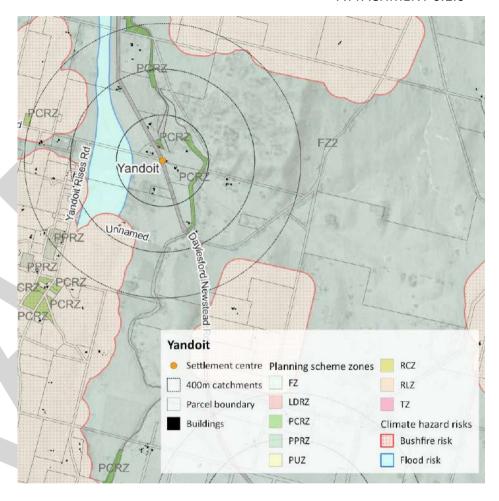


YANDOIT

Yandoit is about a 15-minute drive north of Hepburn-Hepburn Springs, and is located at the intersection of Yandoit Creek Road and Hepburn-Newstead Road. As well as a primary school and XCFA station, there are several reserves and accommodation businesses located in the area.

Yandoit is determined to be a rural locality.

METRIC	FINDING
Primary Zoning	FZ
Community infrastructure / shops and services	Primary School, CFA Fire Station
Access to major roads/other service centres	
Constraints (bushfire, flooding, infrastructure)	None



Appendix 5: Draft Policy

SUBDIVISION – FARMING ZONE AND RURAL ACTIVITY ZONE

This policy will apply to all land in the Farming Zone in Policy Area 1 and the Rural Activity Zone and Rural Conservation Zone in Policy Area 2.

When considering a permit application for any subdivision, it is policy that:

- The subdivision will enhance farm consolidation or trading of lots between farms.
- The subdivision will not adversely impact on the ability to use the land for agriculture.
- The subdivision must not increase the potential for future dwellings.
- The subdivision must be conditional on entering into a Section 173 Agreement under the Planning and Environment Act 1987 prohibiting further dwellings on the land if it is less than the minimum lot size specified in the schedule to the zone.

When considering a planning permit application to excise a lot containing a dwelling, it is policy that:

- The purpose of the excision is to facilitate farm consolidation.
- It can be demonstrated that farming can be continued on the balance lot unhindered.
- The dwelling is not required for the farming use of the property.
- The benefit of removing the dwelling from the land outweighs the risk of having a residential land use adjoining a farming property in terms of supporting agriculture.
- The balance lot should meet the minimum lot size requirement specified in the schedule to the zone.
- The dwelling is in a habitable condition.
- The dwelling and immediate surrounds should be a maximum of 1ha.
- The excised lot should not include significant farm infrastructure.
- The dwelling is at the front of the property and long narrow lots or battle axe lots are discouraged.
- The dwelling is serviced by a sealed road or a rural gravel access road.

 A Section 173 Agreement under the Planning and Environment Act 1987 must be entered into that prevents the construction of a dwelling on the residual lot other than if it meets the requirements specified in the schedule to the zone.

When considering a planning permit application to realign boundaries, it is policy that:

 Proposals for re-aligning boundaries are only permitted for the purpose of making minor adjustments such as responding to topographical or public infrastructure features, except where the re-alignment will support more productive agricultural outcomes (particularly through farm consolidation).

DWELLINGS

POLICY AREA 1

This policy will apply to all land in the Farming Zone in Policy Area 1

When considering a planning permit application to construct a dwelling in the Farming Zone, the following requirements should be met:

- The dwelling should be necessary to support the ongoing or planned farming activity on the land and any adjacent land.
- A Section 173 Agreement under the Planning and Environment Act 1987 should be applied that:
 - Prevents the subdivision of the lot containing the dwelling if it is less than the minimum specified in the schedule to the Farming Zone; and
 - Prevents the development of further dwellings on other contiguous lots in the same ownership which are less than the minimum dwelling lot size requirements of the Farming Zone. The permit application for the dwelling should include all such lots including lots that may or may not be directly adjoining the primary lot and the agreement should be applied to each lot.
 - Ties the proposed new dwelling to an agricultural use on the land
 - Requires the use to be established or the management plan implemented before the dwelling is constructed.
- An application to use a lot for a dwelling to support an agricultural use must be accompanied by a Farm Management Plan which provides details of the proposed enterprise and explains how the proposed dwelling responds to the policy framework and the decision guidelines for dwellings in the Farming Zone.
- An application to use a lot for a dwelling to support an environmental outcome must be accompanied by an Environmental Management Plan which provides details of the proposed and explains how the proposed dwelling responds to the policy framework and the decision guidelines for dwellings in the Farming Zone.

POLICY AREA 2

When considering a planning permit application to construct a dwelling in the Rural Activity Zone, the following requirements should be met:

- The dwelling should be necessary to support the ongoing or planned farming activity on the land or support a net environmental benefit.
- An application to use a lot for a dwelling to support an agricultural use must be accompanied by a Farm Management Plan which provides details of the proposed enterprise and explains how the proposed dwelling responds to the policy framework and the decision guidelines for dwellings in the Farming Zone.
- An application to use a lot for a dwelling to support an environmental outcome must be accompanied by an Environmental Management Plan which provides details of the proposed and explains how the proposed dwelling responds to the policy framework and the decision guidelines for dwellings in the Rural Activity Zone
- Incorporate a condition on any permit for a dwelling that requires a legal agreement under Section 173 of the Planning and Environment Act 1987 that ties the proposed new dwelling to an agricultural use or environmental benefit on the land that requires the use to be established or the management plan implemented before the dwelling is constructed.
- Incorporate a condition on any permit for a dwelling that requires a legal agreement under Section 173 of the Planning and Environment Act 1987 to prevent the subdivision of the lot containing the new dwelling.

Appendix 6: Farm Management Plan

FARM MANAGEMENT PLAN EXAMPLE

- A description of the current or proposed farm business including:
 - business goals
 - the enterprises (livestock, cropping, hay making, horticulture etc) including the scale of the enterprise (land area, number or livestock)
 - farm labour, including owner/manager(s), full time and part time employees and seasonal labour
 - Ten year financial projections.
- Property description including:
 - Proposed and existing structures (dwellings, sheds for shearing, machinery etc, livestock yards,
 - Waterways
 - Native vegetation
 - Local road network
 - Dwellings and other development on adjoining properties
 - Location of wind energy or extractive industry facilities within 1km of the property boundary
 - Location of intensive animal husbandry within 1km of the property boundary
 - Land capability
 - Water supply for stock, cropping or horticulture
- Risk assessment Undertake a land use conflict risk assessment to assess:
 - The risk the development will be impacted by surrounding land uses
 - The risk the development will be impact operation of surrounding land uses.
- Provide details on why a dwelling/rural farm worker accommodation required including:
 - Why a 24 hour presence is required
 - Why rural workers accommodation is required,
 - The duration of the use of the land for rural worker accommodation.



References

Centre for Regional and Rural Futures (2016) Climate Cognisant Hepburn: Rural Land Use Review

Department of Environment, Land, Water & Planning (2018) Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria

REMPLAN data - https://app.remplan.com.au/hepburn/economy/industries accessed 8.11.2023

Australian Bureau of Statistics Agricultural Census Survey. Data provided by Kynetec

Planning Panels Victoria (2021) Hepburn Planning Scheme Amendment C80hepb Planning Scheme Review

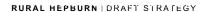
DSE (2012) Planning permit applications in open, potable water supply catchment areas

Plan 2 Place (2020) Hepburn Planning Scheme Audit and Review Report

Rural Hepburn: Agricultural Land and Rural Settlement Strategy Background Report (2023)

Plan2Place (2020) Hepburn Planning Scheme Audit and Review Report (Final)

DELWP and Planisphere (2013) South West Landscape Assessment Study,



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Shelley McGuinness



Version	Date	Author	PD Review	QA	Approval	Issued to
1.0	5.12.2023	S McGuinness (RMCG) D Leyden (SGSEP)	S McGuinness		S McGuinness	Hepburn Shire
2.0	19.3.2024	S McGuinness (RMCG) D Leyden (SGSEP)	S McGuinness		S McGuinness	Hepburn Shire
3.0	8.4.2024	S McGuinness (RMCG) D Leyden (SGSEP)	S McGuinness		S McGuinness	Hepburn Shire





Document	Summary				
Existing State and Council policies					
Metropolitan planning Plan Melbourne (2017-2050) (Victorian Government 2017) Click link above or google phrase below and follow first link: Plan Melbourne 2017-2050	Plan Melbourne shows the east of Shire as part of Melbourne's Hinterland (within 100km). Agricultural land in this area is to be protected in the interests of food security for the 5.2 million Melbournians. The rural strategy retains all farming land around the south and east of Daylesford and around Trentham in the Farming Zone with highest protection. Less productive land in the northeast is shown in the Rural Activity Zone for farming but also tourism.				
Regional planning Central Highlands Regional Growth Plan (2014) (Victorian Government 2017) Click link above or google phrase below and follow first link: central highlands regional growth plan	Set's the State government's expectations for growth and protection of land use assets. Shows: - Creswick as 'medium growth' - Clunes as 'support sustainable change' - Daylesford as 'contain growth' - Trentham and Hepburn Springs as 'small towns' - The area between Daylesford and Trentham as 'key tourism precinct' - Areas in the east, south of Creswick and west of Clunes as 'containing high value - Main roads to Ballarat, Maryborough, Castlemaine, Kyneton and Woodend.				
Affordable housing A Home in Hepburn Shire Strategy and Action Plan (Hepburn Shire Council, 2022) Click link above or google phrase below and follow first link: a home in hepburn	Sets out a strategy and action plan to address the Shire's affordable housing challenges. It provides a suite of actions to enable affordable housing under the following pillars: (i) Community and partnerships (ii) Advocacy (iii) Land use planning and regulation (iv) Incentives and investment The structure plans role is to ensure residential zones remain open to a variety of house sizes and types.				
Hepburn Heritage Strategy 2020-2030 (Hepburn Shire Council, 2020) Click link above or google phrase below and follow first link: Hepburn Heritage Strategy	Sets a long term plan for managing the Shire's significant heritage assets and notes key heritage themes for the Shire. These are (i) First nations people; Aboriginal landscape (ii) inhabiting the land: Cultural landscapes (iii) Water: harnessing water for mining, farming and the environment (iv) Water: Mineral Springs (v) Living with the environments: Farmers commons and mining forest commons (vi) Utilizing natural resources: Mining and building settlements (vii) Governing: Gold Commissioners camps (viii) Cultural life: well being and tourism. List heritage 'gaps'. Further research on these gaps is underway and has been used in the development of the structure plans.				
Cultural heritage Dhelkunya Dja: Dja Dja Wurrung Country Plan, 2014-2034 Click link above or google phrase below and follow first link: Dhelkunya country plan	Establishes rights and responsibilities for the Djaara within its area. It provides 9 goals based on principles, culture, partnerships, looking after country, traditional knowledge and economy.				

Document	Summary				
•					
Future Hepburn background studies Click link Participate Hepburn Future Hepburn (or google same) and follow links to structure plan background reports					
Population + land demand/supply	Estimates population growth and demand for residential, commercial and industrial land to 2041 in the 5 townships.				
Hepburn Shire Land Capacity and Demand Assessment (SGS Economics and Planning, 2023)	Residential Clunes, Trentham and Glenlyon found to have sufficient zoned land for anticipated population growth. Daylesford and Creswick have small land expansions proposed.				
	Commercial				
	Creswick, Daylesford and Trentham commercial areas generally have sufficient capacity for growth.				
	Hepburn Springs Main Road commercial area to be rezoned from residential to commercial to support existing and new businesses in a suitable location.				
	Clunes heritage restrictions recognised by proposing larger industrial zone on Creswick Rd for modern/larger retail and industrial premises.				
	Servicing restrictions in Glenlyon means no commercial land viable – some small business growth may occur on main road in residential zone – otherwise serviced by Daylesford.				
	Industrial				
	More light industry land shown for Daylesford, Clunes and Creswick.				
Rural land, settlements and rural living	Assesses current rural conditions including: agricultural economics, land quality, planning issues and settlement patterns.				
Hepburn Rural Land Study and Small Settlements Strategy:	Half of the shire lies within 100km of central Melbourne and it includes a substantial amount of strategically valuable agricultural land.				
background report (RMCG, 2023)	The study covers 15 rural settlements, some of which are declining is size due to a lack of services, bushfire risk and poor transport connections.				
Landfill/transfer station Separation Distance Assessments (Nation Partners 2022)	Documents existing information and information gaps. Documents steps and testing needed to determine impacts on surrounding land that might need a Buffer Area Overlay.				
Trentham – Former landfill and current waste transfer station	Trentham – accepted waste 1964 to 2006 including decomposing with potential for methane emissions. Operational transfer station.				
- Clunes, Former landfill - Creswick, Former landfill and	Clunes – accepted waste 1961 to 1998 including decomposing with potential for methane emissions.				
current waste transfer station - Daylesford, Former landfill and	Creswick – accepted waste 1961 to 2001 including decomposing with potential for methane emissions. Operational transfer station.				
current waste transfer station	Daylesford – accepted waste 1988 to 2004 including decomposing with potential for methane emissions and some car bodies. Operational transfer station.				
Biodiversity Biodiversity Assessments Part 2 Field Assessments Hepburn 4 Structure Plans	Maps the location of important native vegetation and habitat in and around the five structure plan towns. Provides an assessment of the quality of the vegetation and habitat. The structure plans aim to avoid, minimise disruption of, or enhance identified medium- and high-quality native vegetation and habitat areas.				

Document	Summary
Biodiversity Assessment Creswick	Creswick - woodland and native grassland remnants on outskirts of the
Ecological survey Part 2: Ground	township and Creswick Creek.
truthing. (Practical Ecology, 2023 + 2022)	Clunes - four major woodland and grassland remnants around the township and Creswick Creek corridor.
	Hepburn Springs and Hepburn - three main woodland remnants in the north and west and along gullies.
	Daylesford - a dozen larger patches of significant native vegetation.
	Glenlyon - roadside trees in the south, Loddon River corridor, a steep block adjacent to Loddon River and a large spring-fed wetland north of .
	Trentham - remnants along the Domino Trail / roadside trees on Kyneton-Trentham Road, SE/SW of town next to Wombat State Forest.
	Significant species include:
	Golden sun moth, Growling grass frog, Swift parrot, Brush tailed phascogale, Greater glider, Powerful owl, Creeping grevillea, and Native temperate grasslands of the Victorian Volcanic Plains.
Infrastructure	Reviews external provider plans for: power, water, sewer, digital,
Hepburn infrastructure surveys – Summary of results (Hepburn Shire Council, 2023)	regional roads/ freight, flood control and fire risk.
Transport	Reviews transport issues and opportunities for the Shire. Emphasis is
Hepburn Integrated Transport Strategy Background Report, (Movement and Place Consulting 2023)	placed on wheeling and walking, train and bus services, local food transport and cross-shire freight. The Background report also notes opportunities for the future and what the key messages are for the forthcoming Integrated Transport Strategy
Mainly be a subsequent and a bounce of a su	
Neighbourhood character	Describes the existing character areas in each town.
Part A: Daylesford, Hepburn Springs, Clunes, Creswick, Trentham and	Proposes updated character types for all towns that use a consistent approach across the shire.
Glenlyon. Assessments of existing neighbourhood character and urban design framework	Describes what new development should generally look like in each character area.
(Hansen Partnership 2023) Part B sections for each town	Findings integrated into the structure plans with adjustments, by Plan 2 Plan and their heritage and urban design team as below.
(Hansen Partnership 2024)	Daylesford
	Identifies improvement design potential of pedestrian connection Bridport-Vincent-Duke Streets.
	Identified improved potential for Burke and Wills Parks and Midland Hwy/Vincent.
	Preferred two storey (8m) height along Howe/Albert Streets and Central Springs Road.
	Preferred three storey (10.5m) medium density residential at north and east of town centre (transitioned in height to residential areas).
	Ten residential character types proposed (currently nineteen).
	Hepburn Springs

Document	Summary		
	Extend commercial precinct to the north of Tenth Street and South of Seventh Street.		
	Improve pedestrian paths/connections along and leading into Main Street commercial area.		
	Preferred two storey/8m height limit proposed in commercial area.		
	Six residential character types proposed.		
	Clunes		
	Retain and protect Fraser Street heritage with modest and non- permanent adjustments for pedestrian access and better pedestrian connections to Fraser Street.		
	Proposes to encourage redevelopment of land around the train station including some VicTrack land.		
	Preferred two storey/8m height limit proposed in commercial area.		
	Seven residential character types proposed.		
	Creswick		
	Proposes to encourage redevelopment of land around the train station including some VicTrack land.		
	Proposes several design changes to Albert Street and the public areas/park areas around the intersection with Raglan Street.		
	Proposed to reorient development to face Creswick Creek on adjoining land.		
	Preferred three storey/11m heigh limit proposed in commercial area.		
	Eight residential character types proposed.		
	Glenlyon		
	Two residential character types proposed.		
	Trentham		
	Proposes that land surrounding face town square as opposed to providing a side/back fence treatment + improved street crossings.		
	Proposes better design and extension of pedestrian connections that integrate The Mechanics Trentham and Stony Creek and other town destinations.		
	Nine residential character types proposed.		
Bushfire risk	Assesses bushfire risk and recommendations for town growth. Main risks associated with adjacent forests.		
Strategic Bushfire Planning Assessment	Safer areas		
(Terramatrix, 2023)	Areas on the edges and within township boundaries given that		
Bushfire Risk Assessment Creswick Township Structure Plan (Practical Ecology, 2022)	 existing built form and reduced vegetation can offer protection from ember attack. Clunes was found to be the most suitable given its surrounding native grasslands. 		
	Creswick: north and generally northwest.Daylesford, to its east, within and just outside township boundaries.		

Future Hepburn: Background reports summaries, April 2024 ATTACHMENT 6.1.7

Document	Summary		
	 Trentham to the northeast, within and outside township boundaries. Glenlyon to the south. 		
	Higher risk areas		
	 Within 400m of forest/woodland or with slope. Areas with poor CFA access/ poor onsite roads. Hepburn Springs to north, west, south. Trentham to north, east, south. Daylesford to northwest, west, south. Creswick to northeast, east, south, southwest. 		
Flooding Rapid Flood Risk Assessment –	Preliminary estimates of flood risk to help identify and prioritises areas where more detailed flood studies are recommended.		
North Central CMA Region (HARC,2020)	Daylesford and Hepburn Springs are identified are recommended for further investigation.		

7 CLOSE OF MEETING