



Creswick Structure Plan

Adopted by Council 3 September 2024

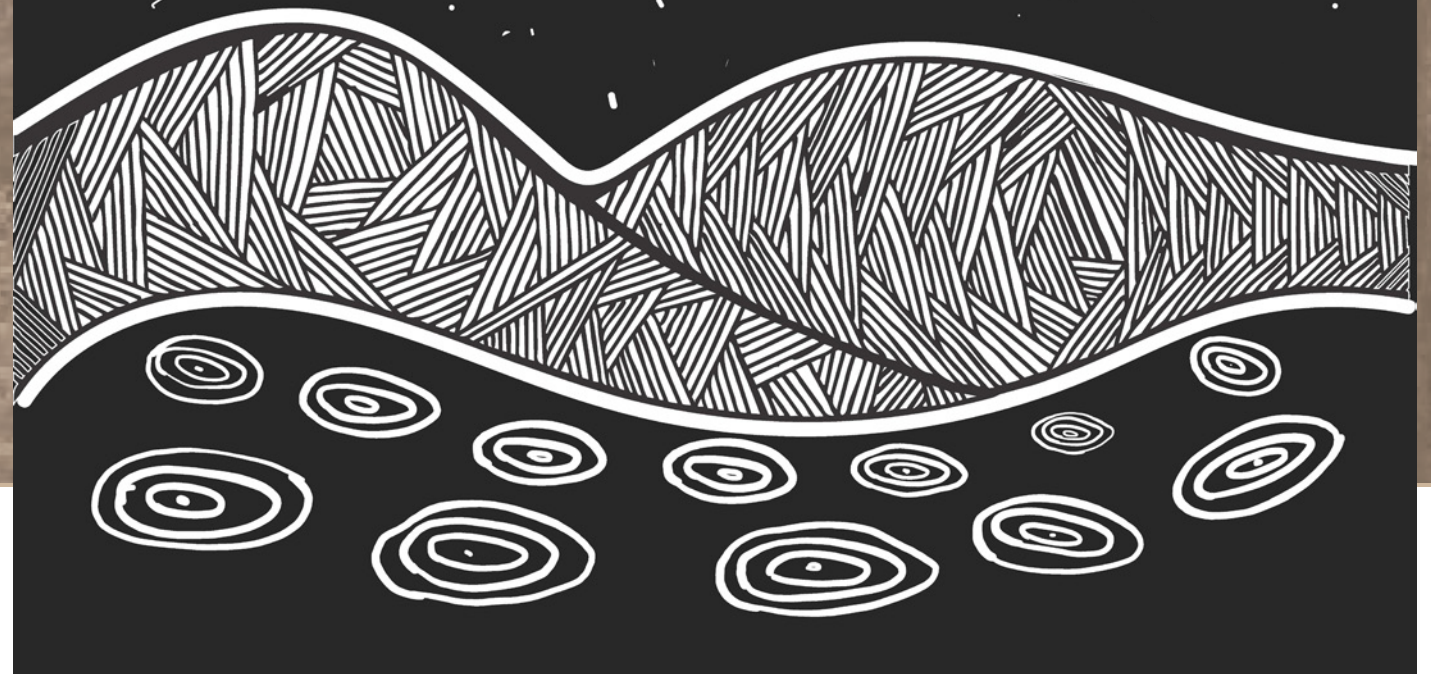


Hepburn
SHIRE COUNCIL



Acknowledgement of Country

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



Prepared for Hepburn Shire Council by Plan2Place Consulting.

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V1	20-Dec-2023	Draft 1 Prepared for Officer Review
V2	23-Feb-2024	Draft 2 Prepared for Officer Review
V3	21-Mar-2024	Draft 3 Prepared for Council Review
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Movement & Place Consulting

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1.0 Introduction

Creswick is 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.

The University of Melbourne's Creswick Campus provides world class research and education in ecosystem and forest science. The significant investment in 60kms of purpose built mountain bike trails, known as Djuwang Baring Creswick Trails, will transform the town into a national and regional destination boosting the local economy in coming decades.

Creswick is where the Victorian Volcanic Plains 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**.

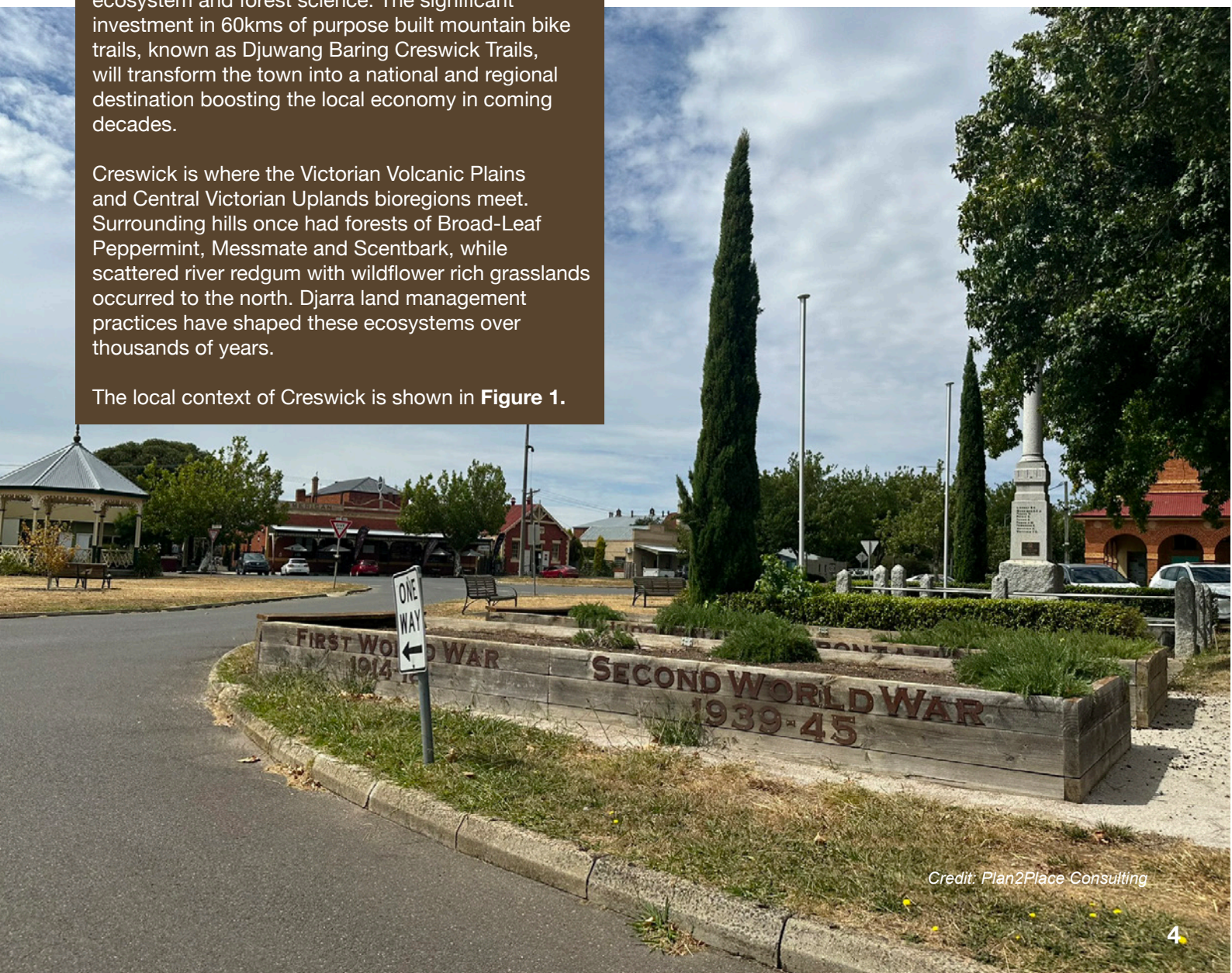
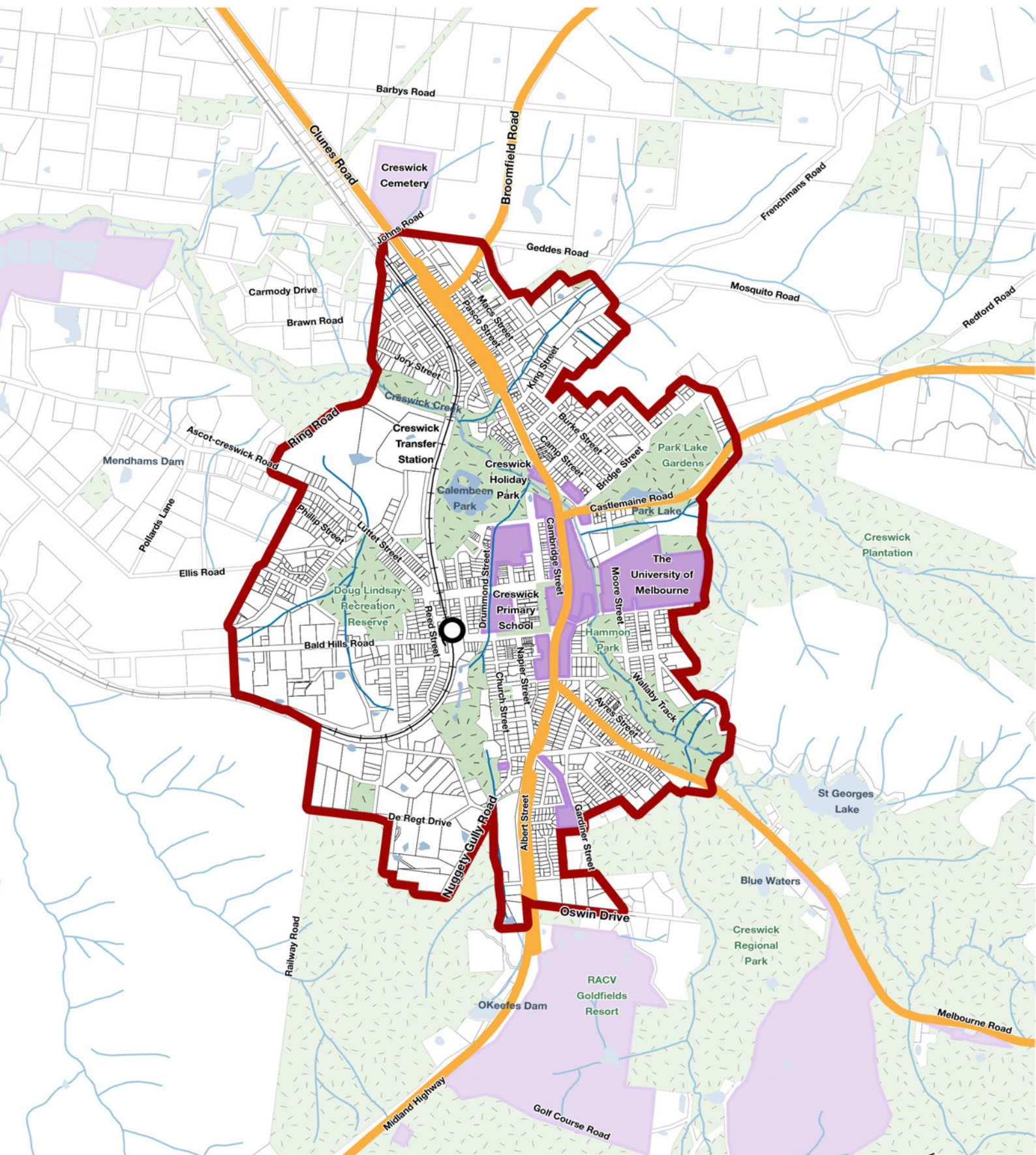
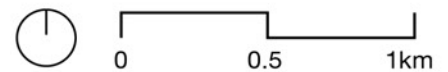


Figure 1: Creswick Local Context Map



- | | | | |
|--|------------------------|--|---------------------------------|
| | Existing Town Boundary | | Railway Line |
| | Major Roads | | Train Station |
| | Property Boundaries | | Open Spaces |
| | Waterbodies | | Commercial And Civic Facilities |
| | Watercourses | | |



2.0 Town Regional Role and Context

Creswick is located within a half hour drive to Ballarat south-west of Hepburn Shire. Creswick 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

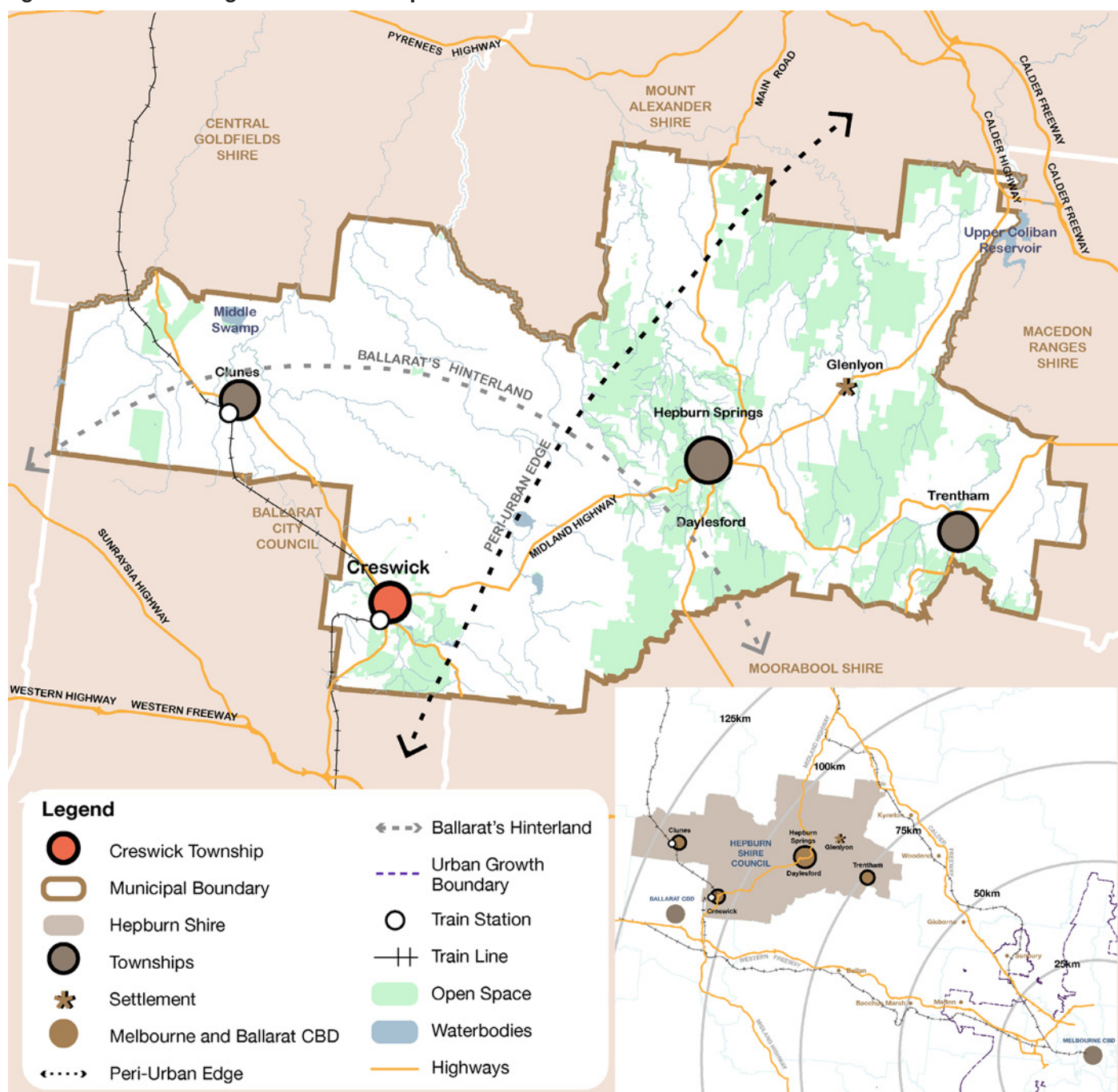
private vehicles. Local bus connections to Ballarat are better.

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.

The new Djuwang Baring Creswick Trails have 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.

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

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.

A structure plan provides the opportunity to establish how these objectives will be achieved over coming decades in Creswick.



3.2. Boundary analysis

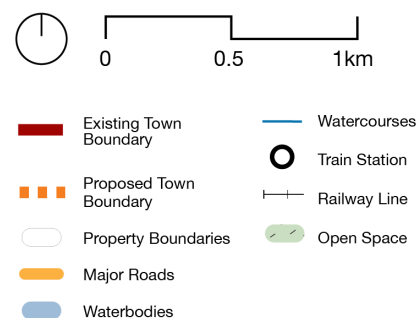
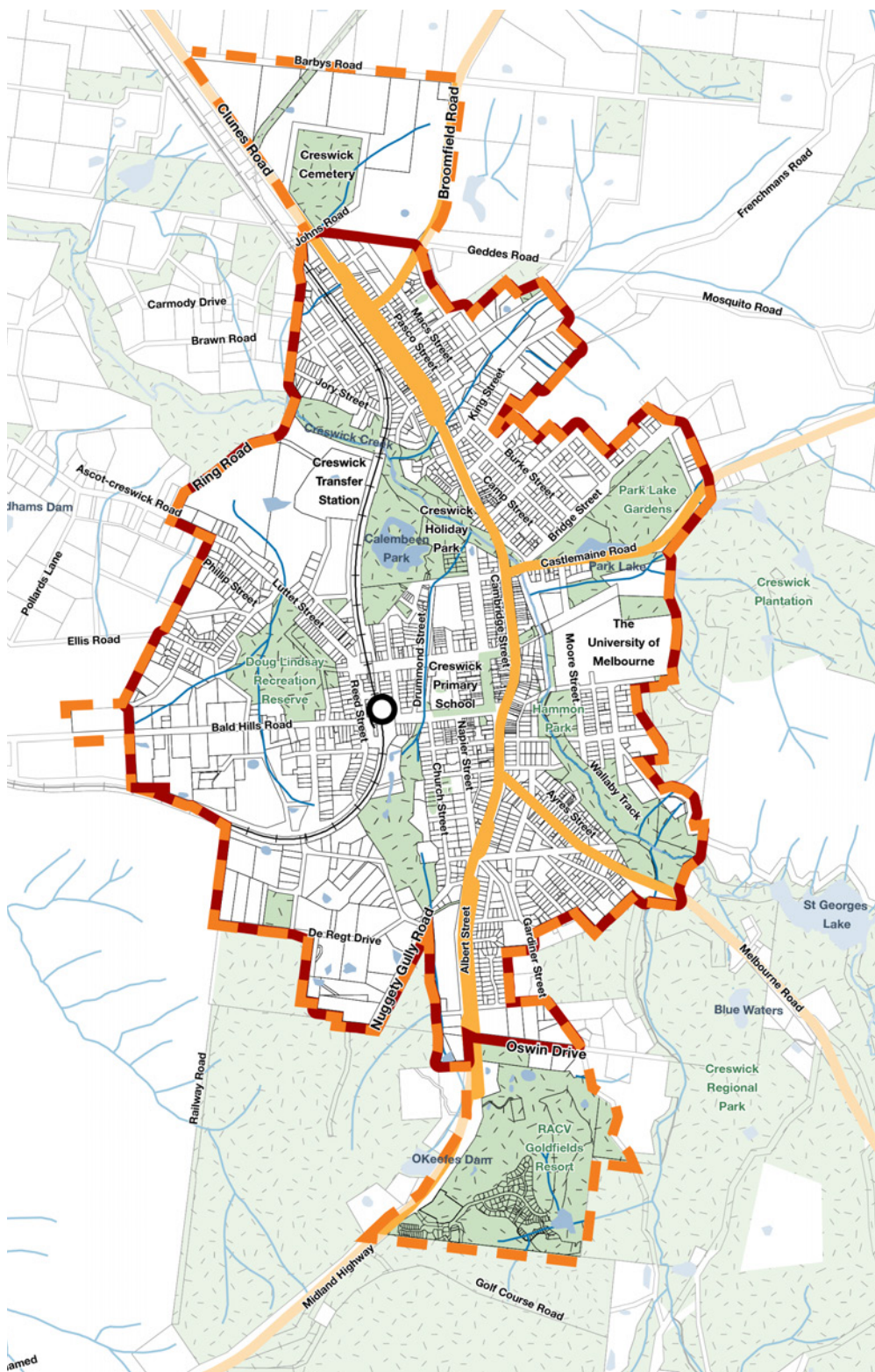
An analysis of the extent of the town boundary has been undertaken to determine what land is considered urban and land that is considered rural. These land designations lead to different requirements for a range of land uses and developments. Considerations include existing planning provisions, environmental 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 545 homes between 2021 and 2041. The boundary and this structure plan 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 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 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 area within the town boundary. 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 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 services 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 are 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.
- Development Plan Overlay (**DPO**) identifies areas where development needs 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**.

Credit: Hepburn Shire Council

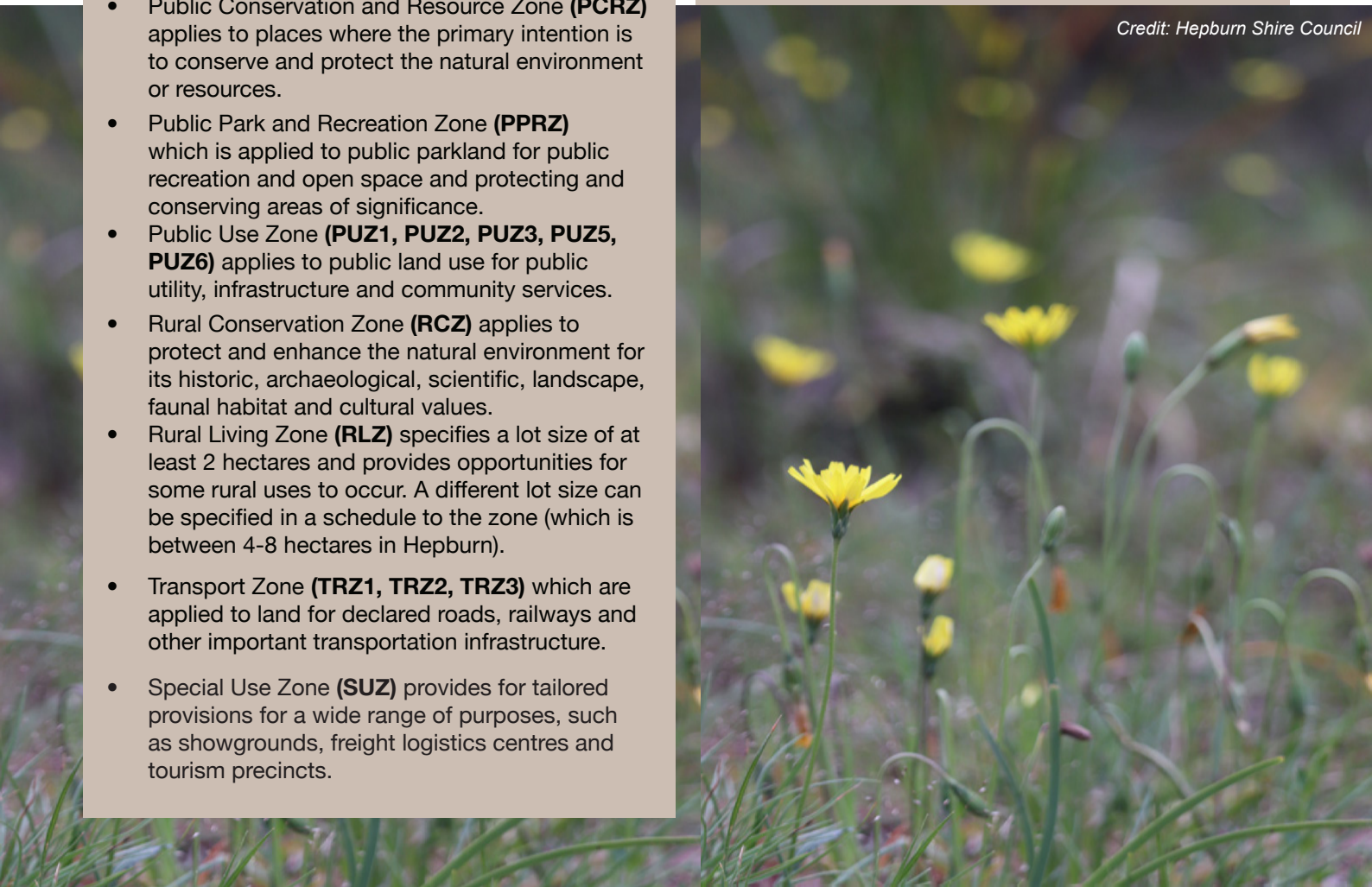
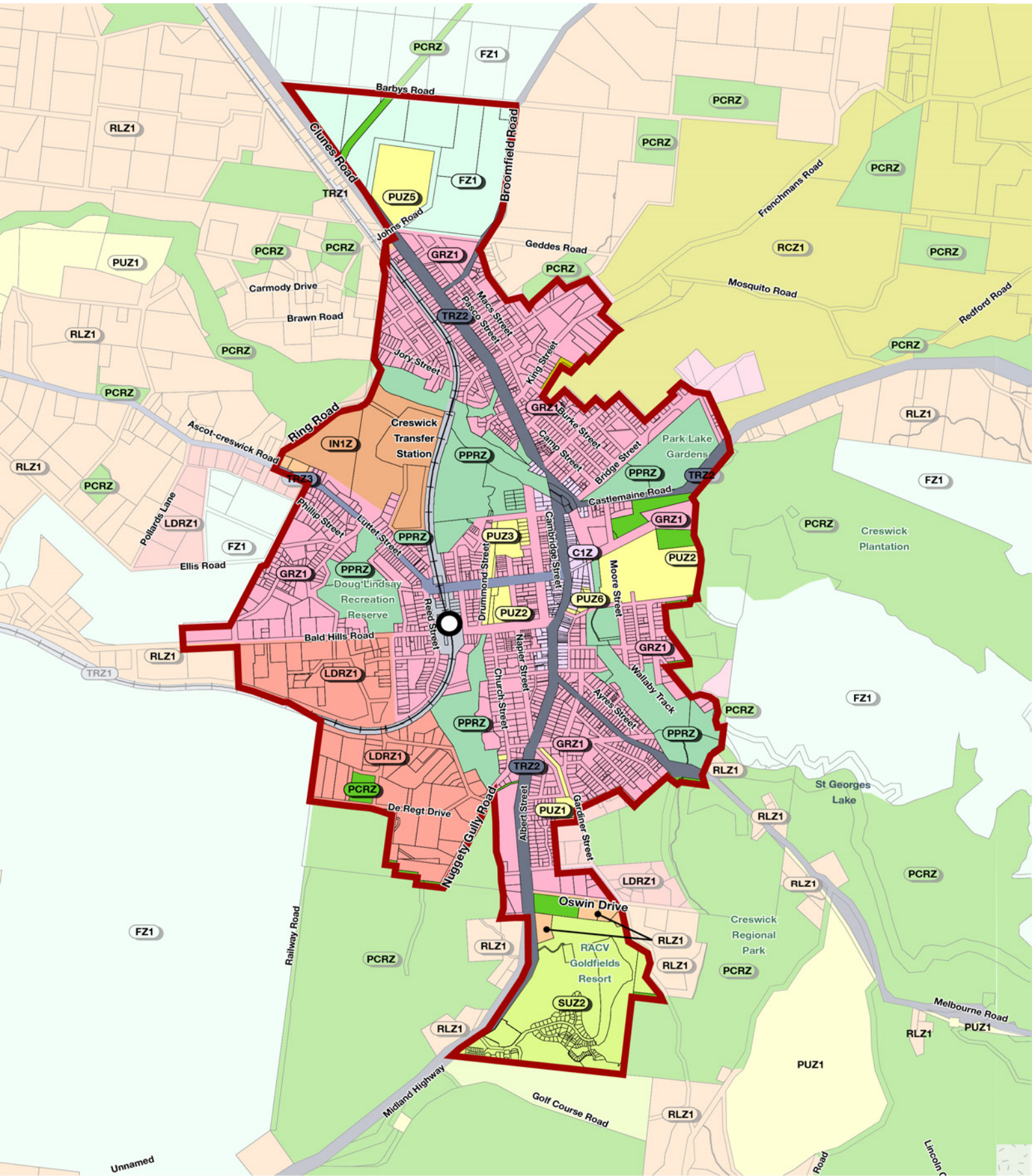


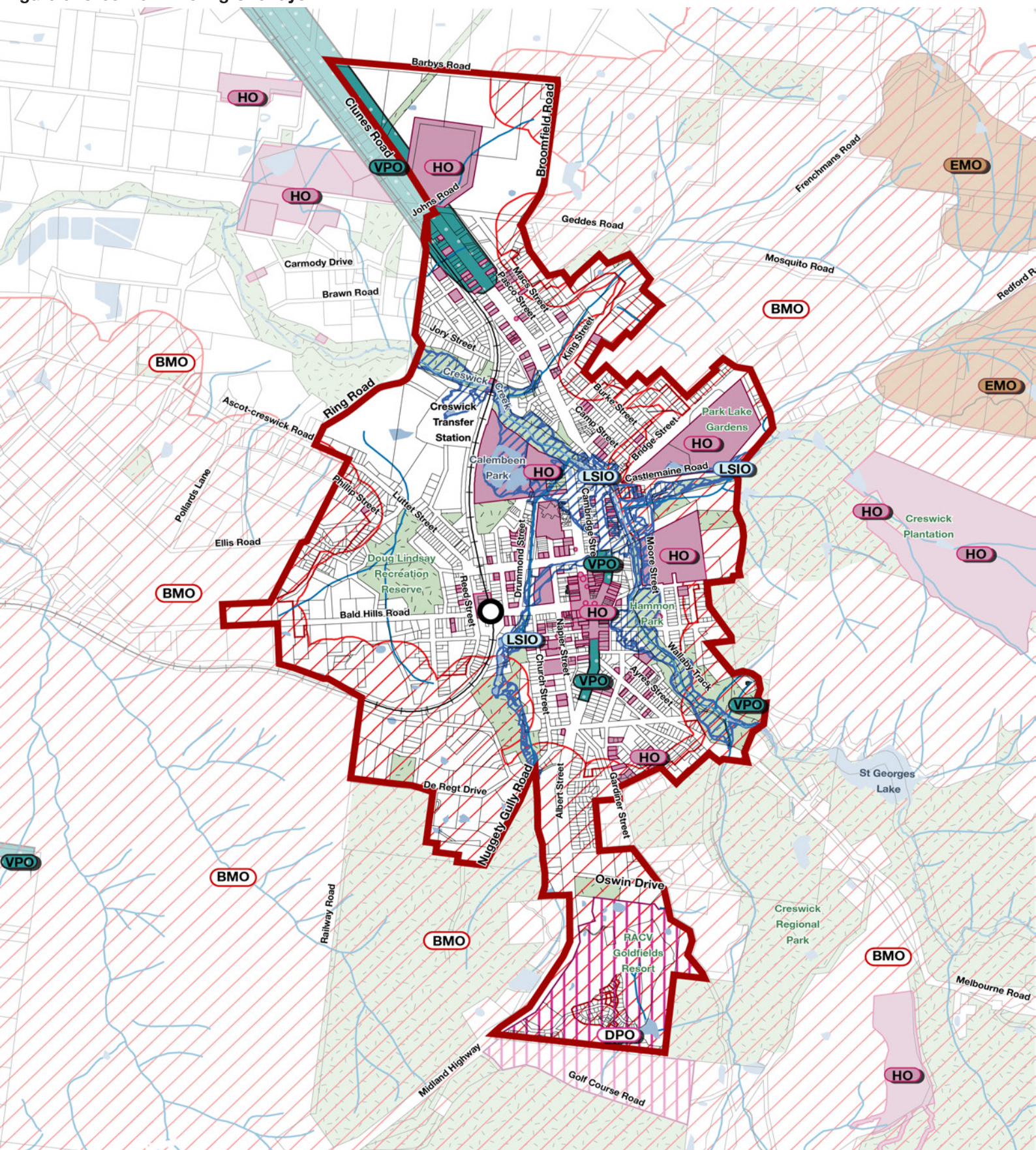
Figure 4: Creswick Existing Zones



- | | | | |
|-------------|---------------------------------------|-------------|-------------------------|
| C1Z | Commercial 1 Zone | PUZ | Public Use Zone |
| FZ | Farming Zone | RCZ | Rural Conservation Zone |
| GRZ | General Residential Zone | RLZ | Rural Living Zone |
| IN1Z | Industrial 1 Zone | SUZ | Special Use Zone |
| LDRZ | Low Density Residential Zone | TRZ1 | Transport 1 Zone |
| PCRZ | Public Conservation and Resource Zone | TRZ2 | Transport 2 Zone |
| PPRZ | Public Park and Recreation Zone | TRZ3 | Transport 3 Zone |



Figure 5: Creswick Existing Overlays.



- BMO** Bushfire Management Overlay
- DPO** Development Plan Overlay
- EMO** Erosion Management Overlay
- LSIO** Land Subject to Inundation Overlay
- HO** Heritage Overlay
- VPO** Vegetation Protection Overlay

N

00.51km

Town Boundary

Property Boundaries

Waterbodies

Watercourses

++ Railway Line

● Train Station

Open Spaces

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

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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 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 prioritise areas where more detailed, site specific flood studies are recommended.
- Preferred Neighbourhood Character Statements, Design Guidelines and Urban Design Frameworks for Clunes, Creswick, Daylesford, Glenlyon, Hepburn/ Hepburn Springs, and Trentham, Hepburn Shire Council (Plan2Place Consulting, 2024) provides a review and assessment of the Part A and Part B reports for existing neighbourhood character and urban design frameworks and determines preferred neighbourhood character statements, design guidelines and urban design frameworks for the town/settlement.



Credit: Visit Victoria

4.0 Community and Stakeholder Engagement

4.1. Methodology and outcomes

Community engagement has been undertaken to date in three stages. Further consultation will be required should the Victorian Planning Minister authorise Council to prepare a planning scheme amendment to implement the structure plan.

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, and 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.

Draft structure plan stage

Council published a draft structure plan for community and agency feedback over May and June 2024. 30 community member submissions were received. 80 community members attended a 17 May 2024 in person information session and asked questions of and interacted with Council staff. The Participate Hepburn (Creswick) page was visited 810 times. Nine government departments and agencies and one community group provided advice specific to Creswick. Documentation of community feedback for this consultation can be found at pages 17-21 of Future Hepburn: *Draft Township Structure Plan and Rural Hepburn strategy, Engagement Report, August 2024*.

Engagement with the Draft Structure Plan

All written submission and comments communicated at information sessions were considered. Amendments were made to the structure plan where practicable and relevant. Other matters raised were referred to internal Council departments or external agencies.

For a detailed description of written submission feedback see pages 17-21 of Future Hepburn: Draft Township Structure Plan and Rural Hepburn strategy, Engagement Report, August 2024.

30

People, agencies and groups provided submissions to the draft structure plan

80

People attended the community engagement sessions

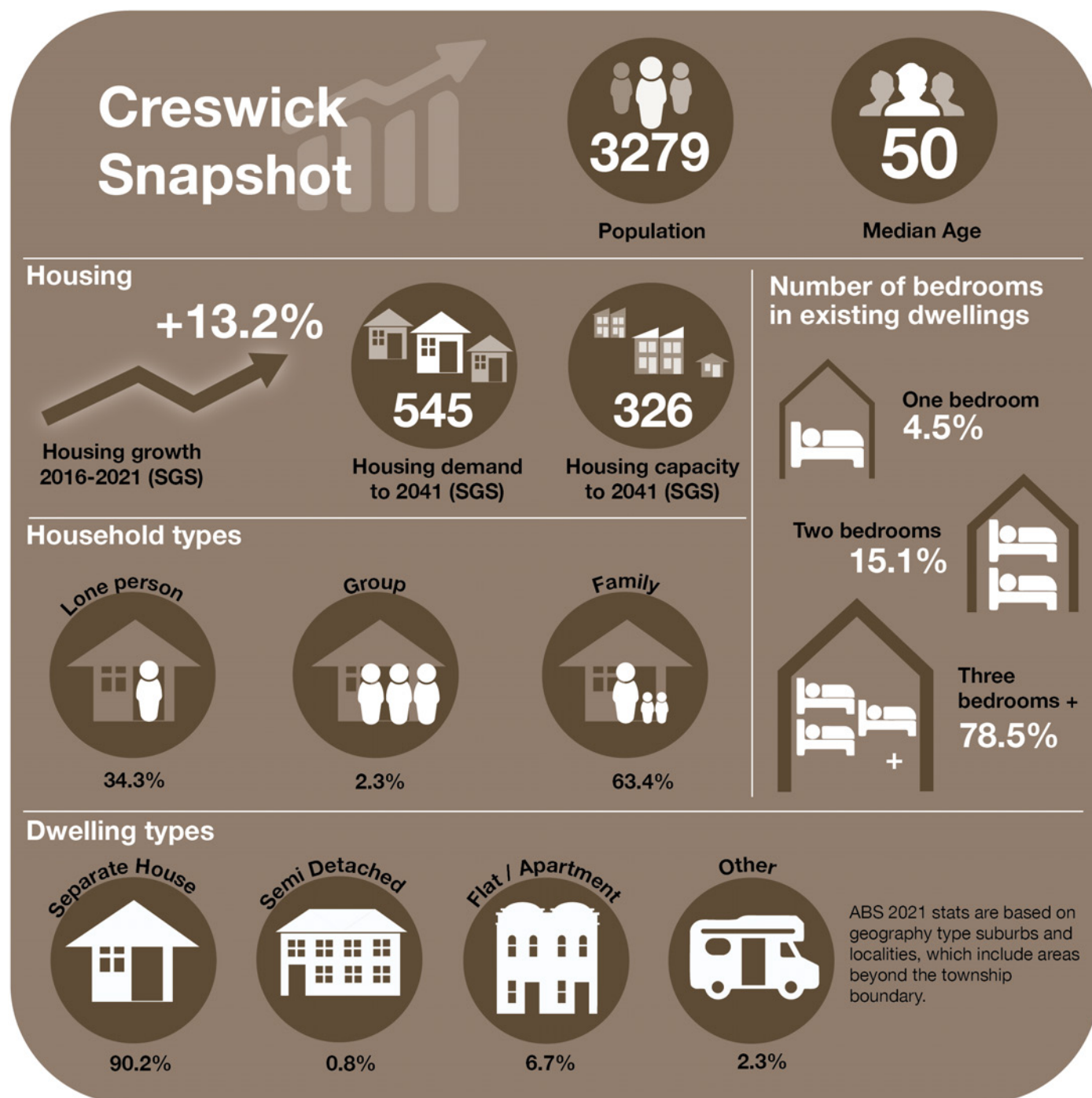
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Visits were recorded at the draft Creswick structure plan webpage

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, business 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. Housing

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 19th century to early 20th century 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.

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.

Credit: Plan2Place Consulting



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 town, as a large majority 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**.



Credit: Plan2Place Consulting

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 occurred 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.

Dja Dja Wurrung land significance

Creswick is on land described broadly by Djaara as “The New Volcanic Precinct: Disturbed by gold mining, broad acre farming, land clearing and towns like Clunes and Creswick”. Djaara nominate important qualities to be protected, promoted and celebrated as: high points or viewpoints; waterways and waterbodies of all types; areas of existing indigenous local endemic vegetation, wildlife and habitat; and the rocks, soil, clay and sand of Djandak.

Source: Hepburn Shire Council Cultural Values Assessment Wartaka Recommendations (Djandak 2024)

Specific elements of the Creswick environment identified by Djaara that the structure plan can address are:

- Encouraging development to address and respect the Creswick Creek corridor including enabling public creek access.
- Protection and development of biodiversity corridors along waterways and roads.
- Identifying a variety of employment sites suitable for business and employment development.
- Working with Djaara on master planning of Calambeen and St Georges Lake.
- Partner with Djaara in providing improved signage and interpretative guidance along Creswick’s waterways.
- Ensure new landscaping prioritises local endemic vegetation and habitat.
- The structure plan also identified several areas of further work between Djaara, the Council and the community.

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 original ecosystems, reinstating some traditional land management practices and culturally significant species.

Creswick transfer station and former landfill

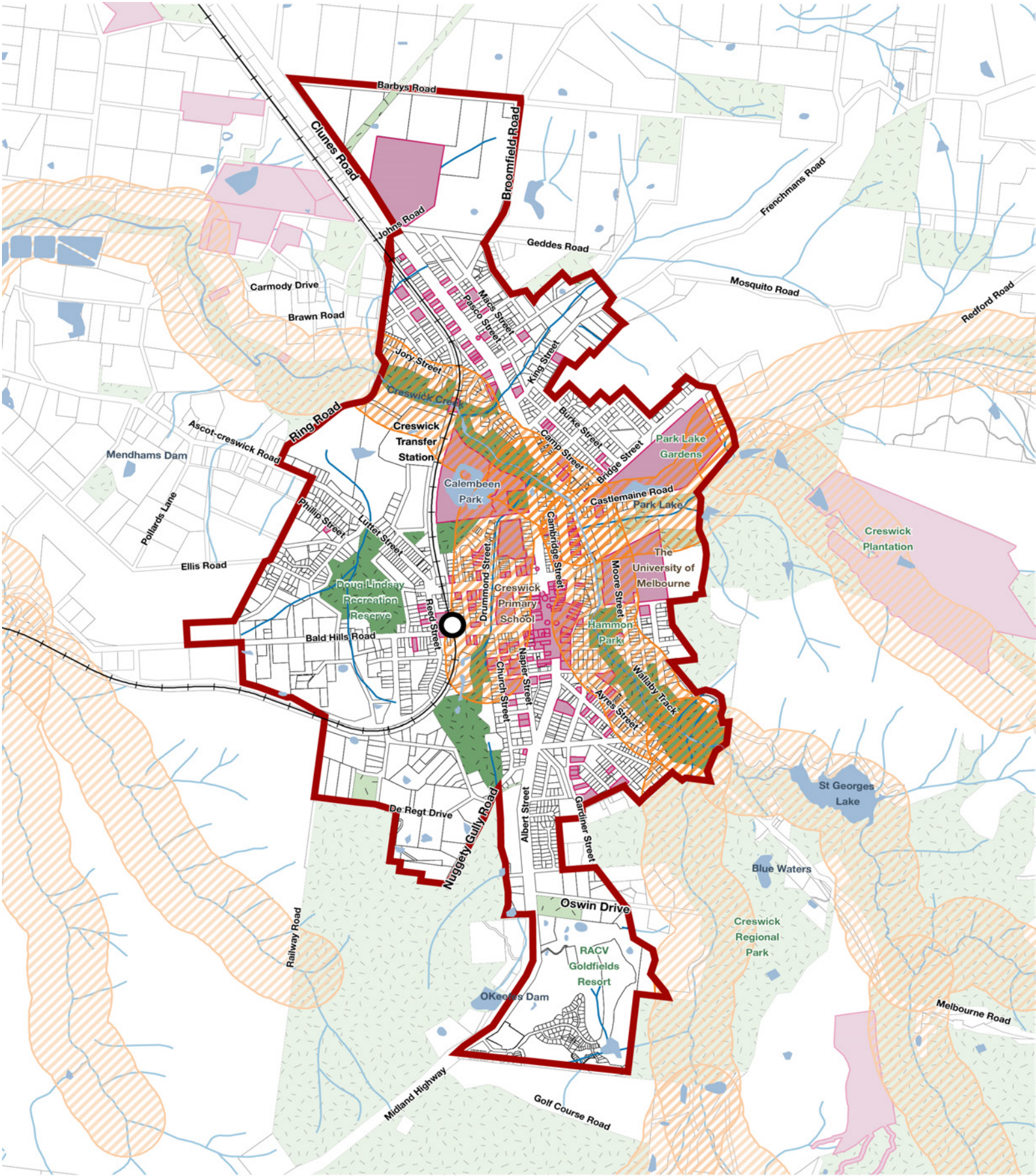
The Creswick Transfer Station is near the former landfill off Ring Road. The facility accepts both non-organic and organic waste for transfer elsewhere. A buildings and works controls buffer of up to 500 metres could be applied to a sensitive use (such as residential use). This is to prevent the encroachment of sensitive uses and to better manage unintended offsite impacts such as odour, dust and noise. These impacts could be better managed by applying a Buffer Area Overlay to the area around the facility. The precise extent of any required buffer and need for planning controls would be subject to further detailed assessment as outlined in Planning Practice Note 92 (DELWP, 2021) and the recently published EPA guidance Landfill buffer guideline (EPA Victoria, August 2024).

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 and landfill gas management. Planning controls on buildings and works to mitigate against landfill gas migration could apply up to 500m from the former landfill. The need for any planning controls would be subject to further detailed environmental assessment as described for the transfer station above.

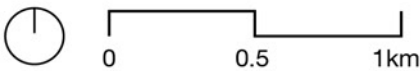
These sites require careful management and planning responses to ensure a responsible outcome for the town and its community.



Figure 6: Creswick Heritage Map

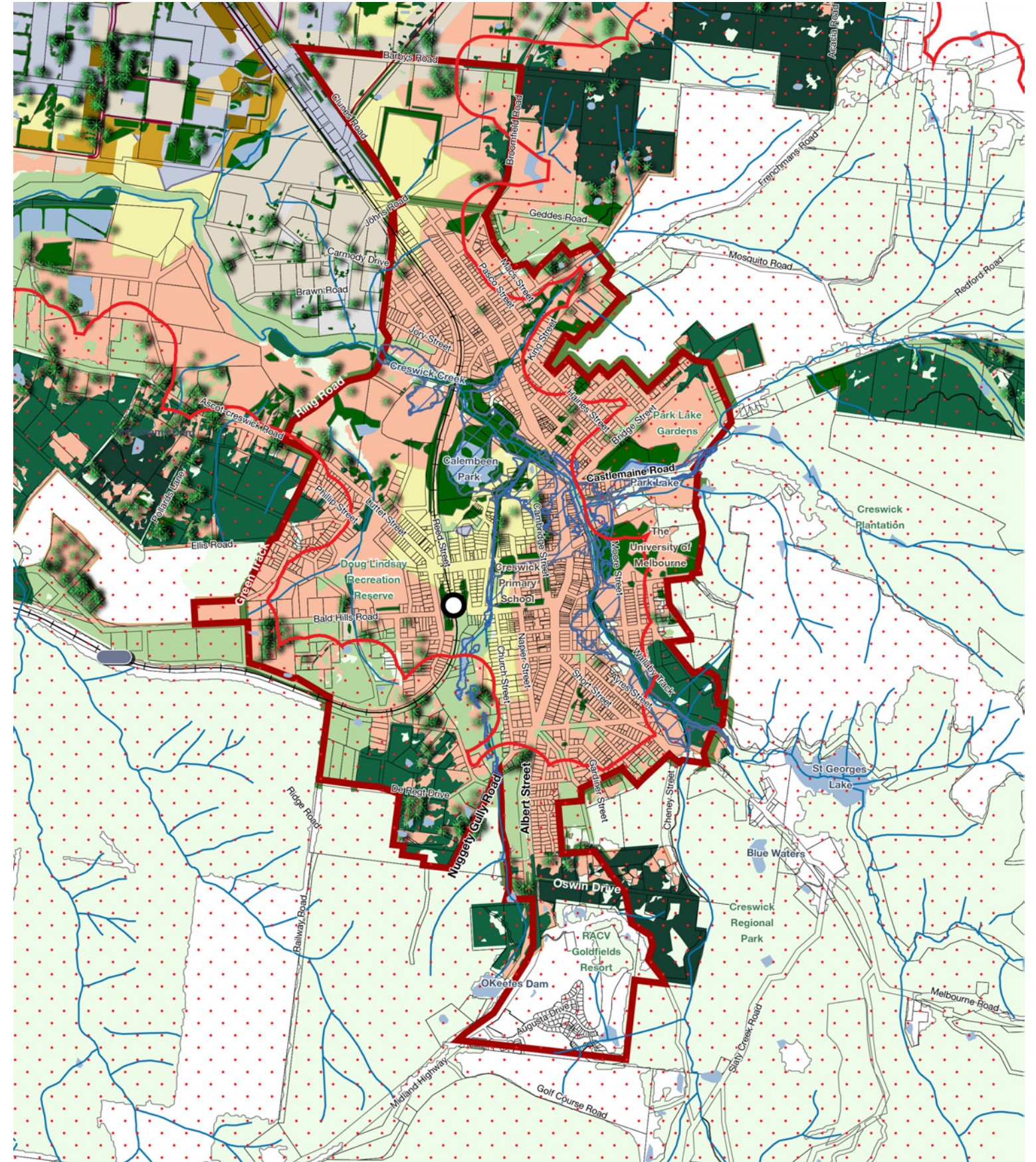


- Heritage Places as identified in the Hepburn Planning Scheme
- Areas of Aboriginal Cultural Heritage Sensitivity within 200m of a watercourse



- Town Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Railway Line
- Train Station
- Open Space
- State Reserve/ National Park

Figure 7. Creswick Climate Change And Biodiversity Map



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 ecosystem and forest science streams of the School of Agriculture, Food and Ecosystem Sciences, 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 commercial floorspace will 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.

Land currently zoned industrial on Ring Road is Crown land. Development of the land appears constrained by historic mining and quarrying disturbance. It should be appropriately zoned, to recognise its Crown ownership and resource and rehabilitation uses. The transfer station will continue to operate from the site and should be rezoned to Public Use Zone 6 (Municipal Purposes) while the private land to the south of the transfer station should be retained in an industrial zone recognising its sensitive abutments. A new industrial area will be needed 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 University of Melbourne campus.



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 central 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 services, business, social and recreational opportunities.

5.5. Movement and access

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 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. Bringing the users of these facilities 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.



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, Calembreen 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 years population through the structure plan.

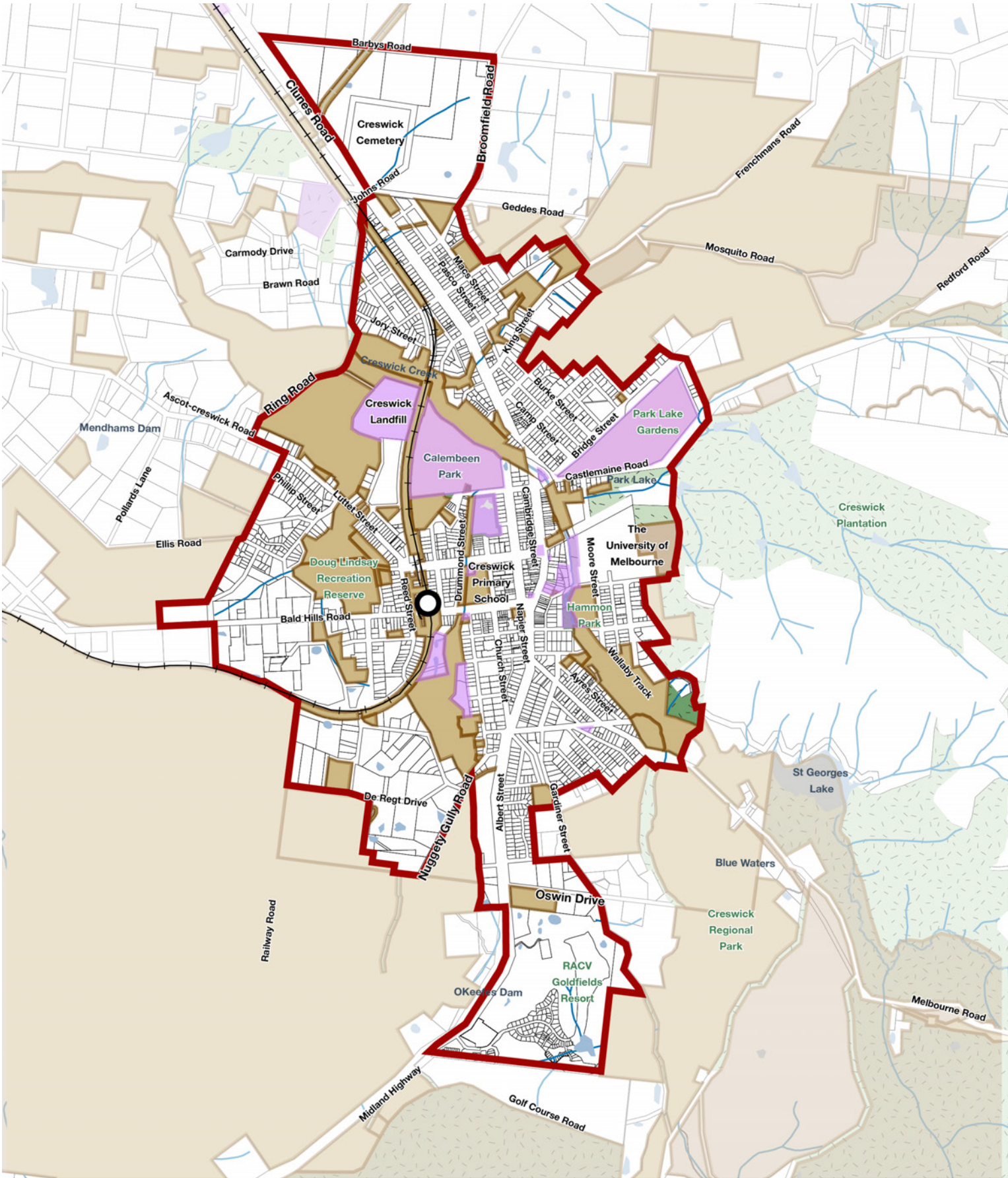
Creswick has some high quality sporting facilities, Reserves and ovals including Doug Lindsay Recreation Reserve which includes a bowling club, soccer, football, cricket and netball facilities and other sporting facilities. Lindsay's Art Trail provides a 7.3km walking trail around the town. 'Cresfest' 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**.

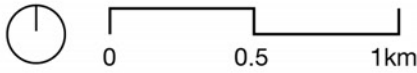
¹ SEIFA is the Socio-Economic Indexes for Areas which ranks areas according to relative socio-economic advantage and disadvantage based on Census data prepared by the ABS.











Figure 8: Creswick Crown and Public Land Map



 Hepburn Council Land
 Crown Land



 Town Boundary
 Property Boundaries
 Waterbodies
 Watercourses
 Railway Line
 Train Station
 Open Space
 State Reserve/
National Park

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 looking after country with the Dja Dja Wurrung.

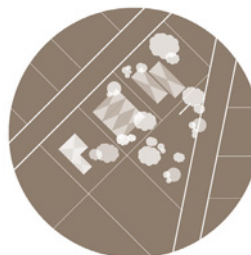
6.2 Objectives

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 as 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 preferred future 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.

Actions

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 the surrounding neighbourhood character.

A9 Encourage housing co-location with existing commercial premises creating a finer grain street network, with improved links and connections.

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 (NRZ) 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.

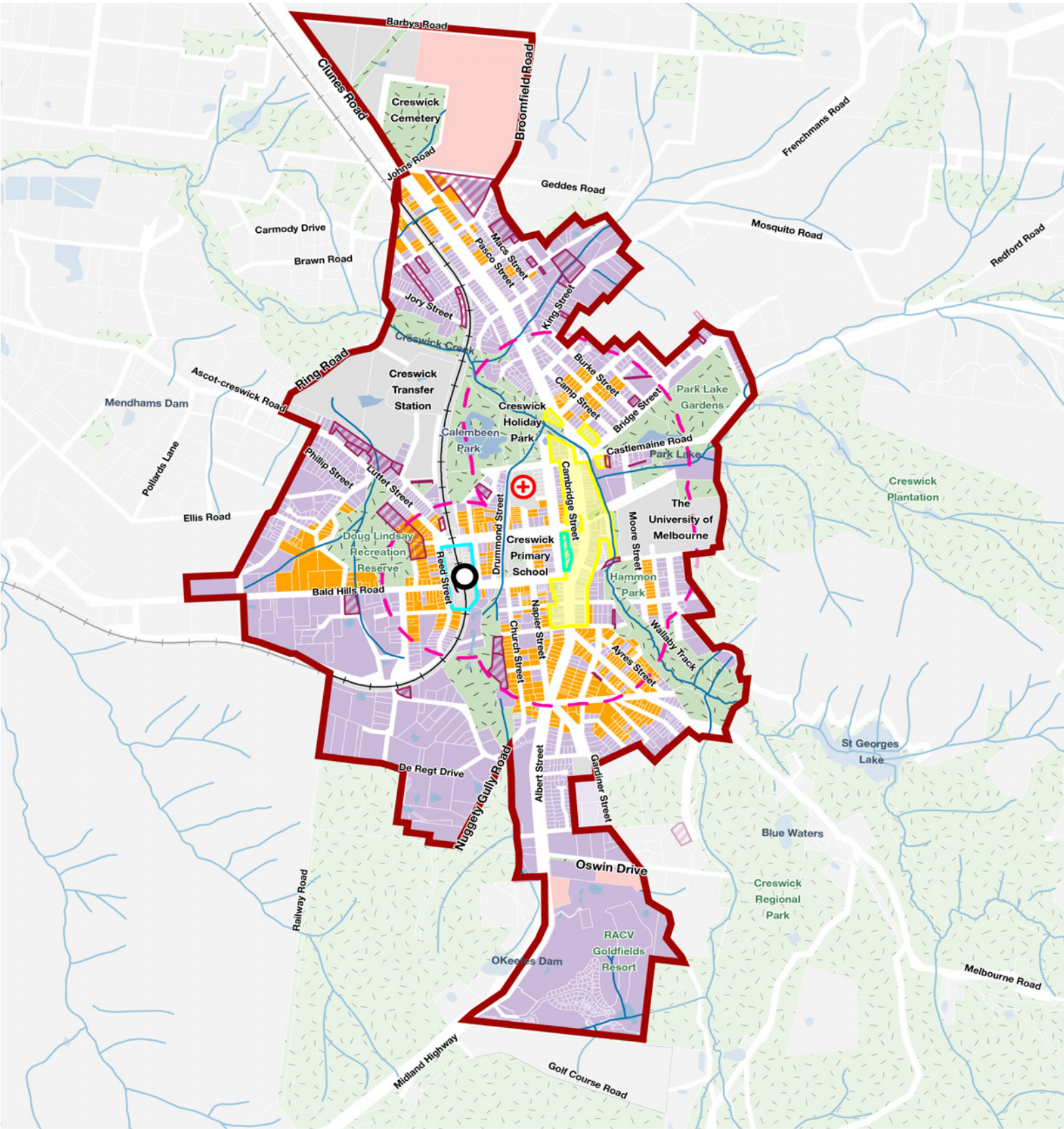


Credit: Plan2Place Consulting



Credit: Plan2Place Consulting

Figure 9: Creswick Housing Theme Map



- Managed Change Areas where Greater Housing Change can be Accomodated
- Minimal Change Areas where Housing Capacity is Reduced due to Heritage, Environmental and Physical Constraints
- Future housing opportunity sites
- Provide Housing at Rear of Commercial Land Along Cambridge Street
- Prepare Masterplan for VicTrack Land Around Station
- Promote Diverse Housing Forms, Retirement Homes and Serviced Villages
- Town Centre Encourage Shoptop Housing and Dwellings at Rear of Commercial land
- Crown Land in Residential Area
- Town Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Hospital
- Train Station
- Railway Line
- Open Space

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.

A21 Encourage housing co-location with existing commercial premises creating a finer grain street network, encouraging links and connection.

A22 Continue to work with University of Melbourne 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:

- Rezone land on the west side of the Cemetery to the Industrial 3 Zone to facilitate a new industrial precinct.
- Rezone the Creswick Transfer Station to Public Use Zone 6 (Municipal Uses) and the land south at 1 Anne Street to Industrial 3 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.

Actions

A14 Continue to identify opportunities and work with the community to encourage 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.

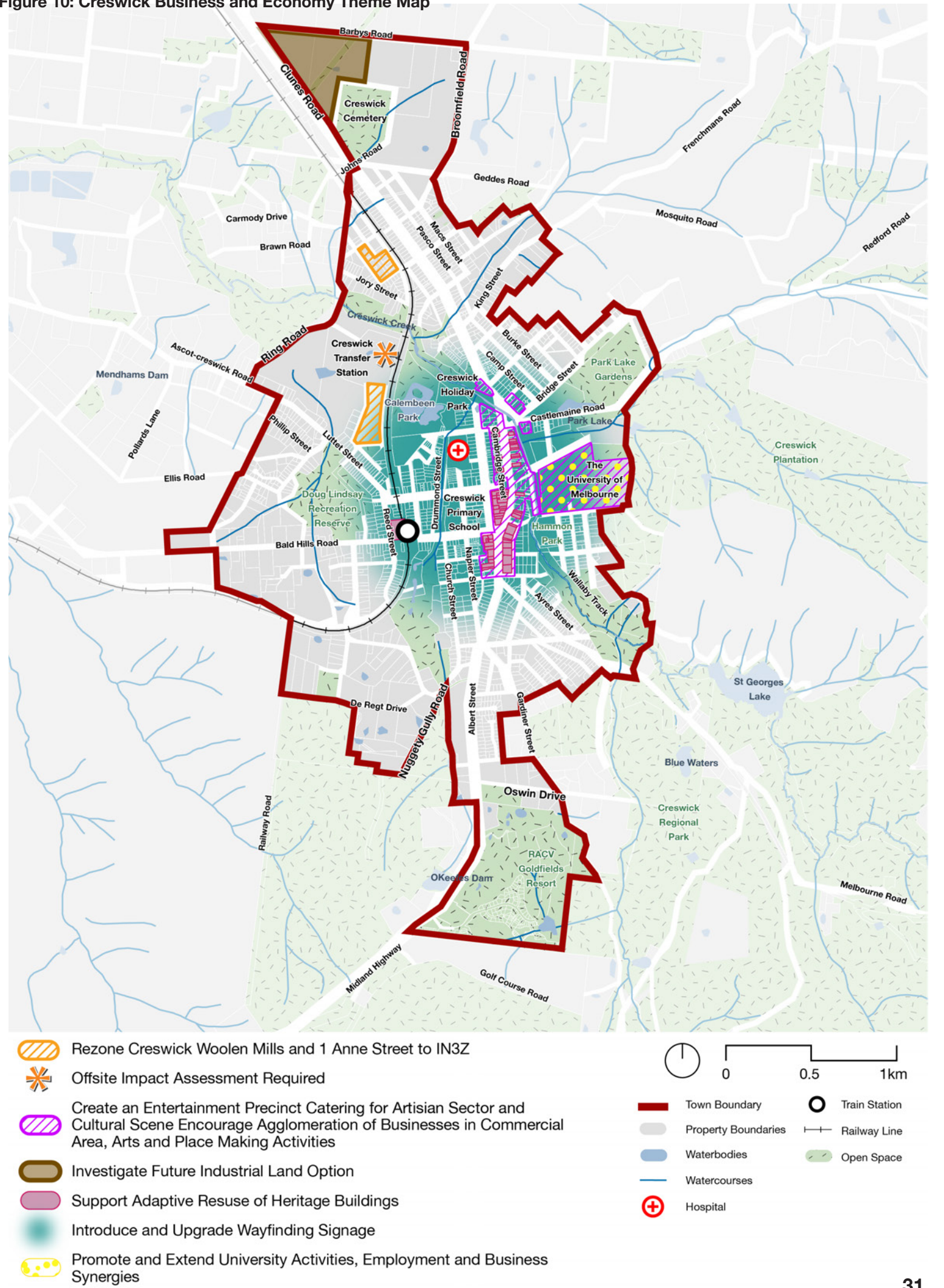
A17 Facilitate higher density housing around Creswick Train Station through preparation of a masterplan in conjunction with VicTrack and Homes Victoria.

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.

Figure 10: Creswick Business and Economy Theme Map



7.3 Environment and heritage

Objective: To protect the unique environmental and heritage features of Creswick while managing environmental risks such as 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 ensure nearby forestry assets do not prejudice the long term growth and safety of Creswick.

Actions

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 Apply the Environmental Significance Overlay to areas affected by the 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.

* 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

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.

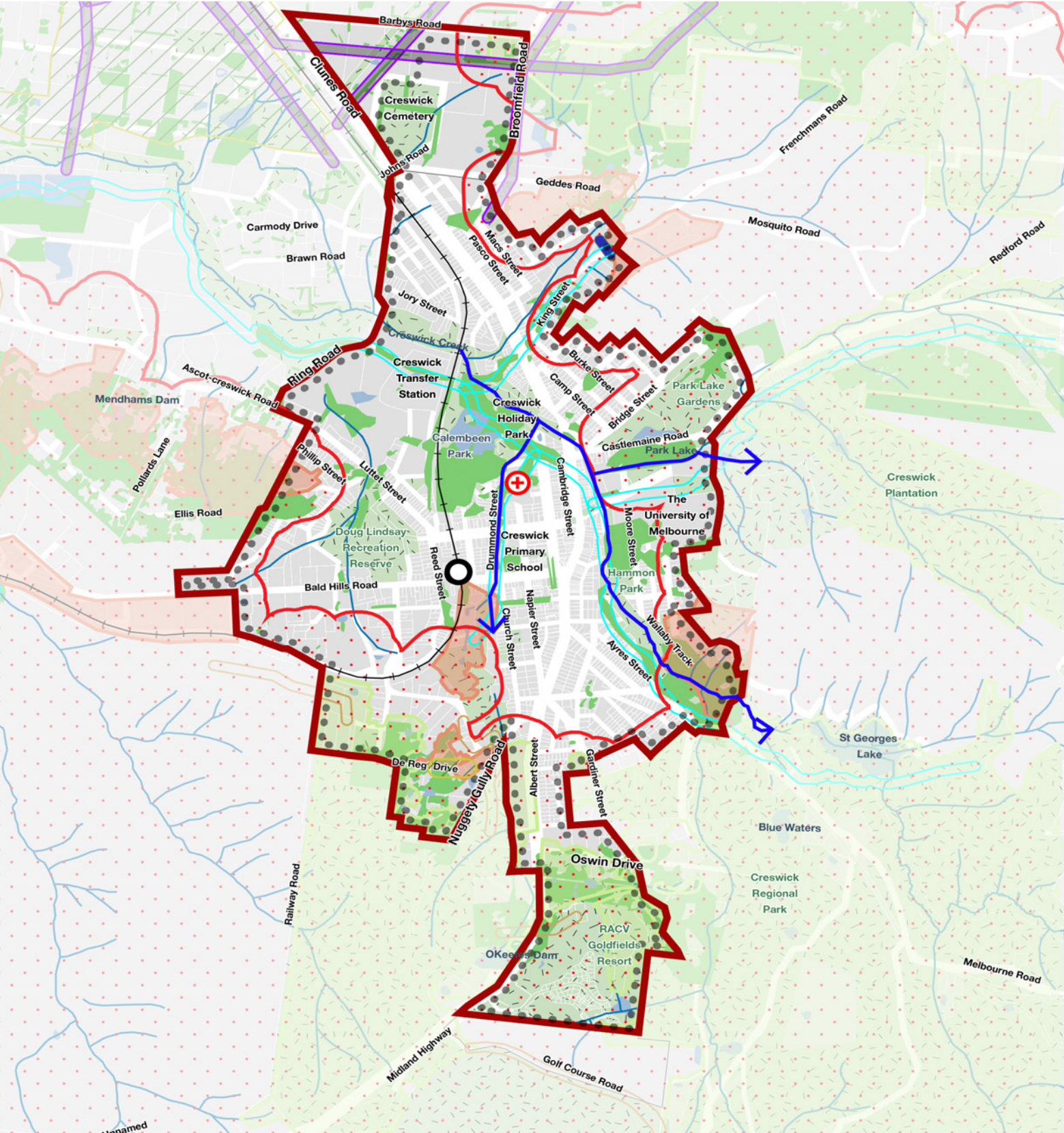
A40 Provide additional guidance for both private and public infrastructure to incorporate best practice ESD approaches such as raingardens and other forms of green infrastructure.

A41 Advocate to State and Commonwealth 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.

Figure 11: Creswick Environment and Heritage Map



Limit Development in High Bushfire Risk Areas

Protect Areas Identified Containing Medium-mixed Density Biodiversity Values.

Continue to Ensure Significant Heritage Sites are Protected in the Hepburn Planning Scheme. Incorporate Best Practice ESD approaches including Green Infrastructure into New Development in Township.

Improve Trail Network

Work with Parks Victoria/DEECA to Better Manage Public Land

Protect and Enhance Biodiversity Corridors and Areas Across the Township

Creek Corridor

Land Corridor

Potential Corridor

Road - Rail Corridor

Grassland

Core

Node

0 0.5 1km

Town Boundary

Train Station

Property Boundaries

Waterbodies

Watercourses

Hospital

Railway Line

Open Space

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

7.4 Urban design

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



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/>

Actions

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.

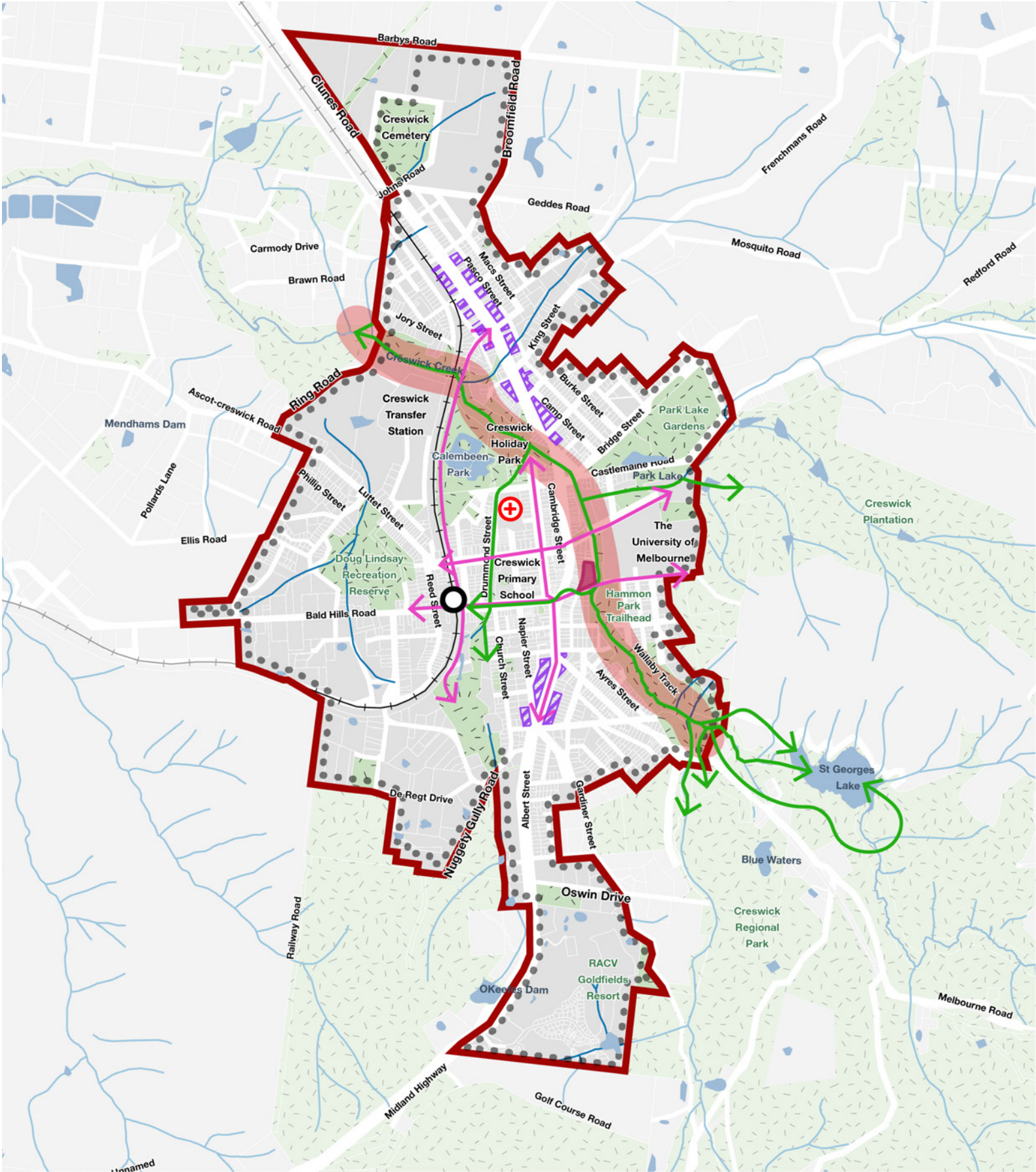
A49 Develop a local Signage Policy to ensure that signage is sympathetic and harmonious with the surrounding environment and heritage places.

A50 Apply the Neighbourhood Character Overlay to land identified along Albert Street.



Credit: Hepburn Shire Council

Figure 12: Creswick Urban Design Map



Development to Better Interface with the Creek

Improve Connections Along Creek and Link into Trail Network

Improve Key Pedestrian Connections

Implement Neighbourhood Character Guidelines for Residential Areas and Streetscape Guidelines

Special Character Areas

Long Term Potential Development Opportunity of Council Depot

0
0.5
1km

Town Boundary
Property Boundaries
Waterbodies
Watercourses
Hospital

Train Station
Railway Line
Open Space

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.



Actions

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 Calembreen, 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.

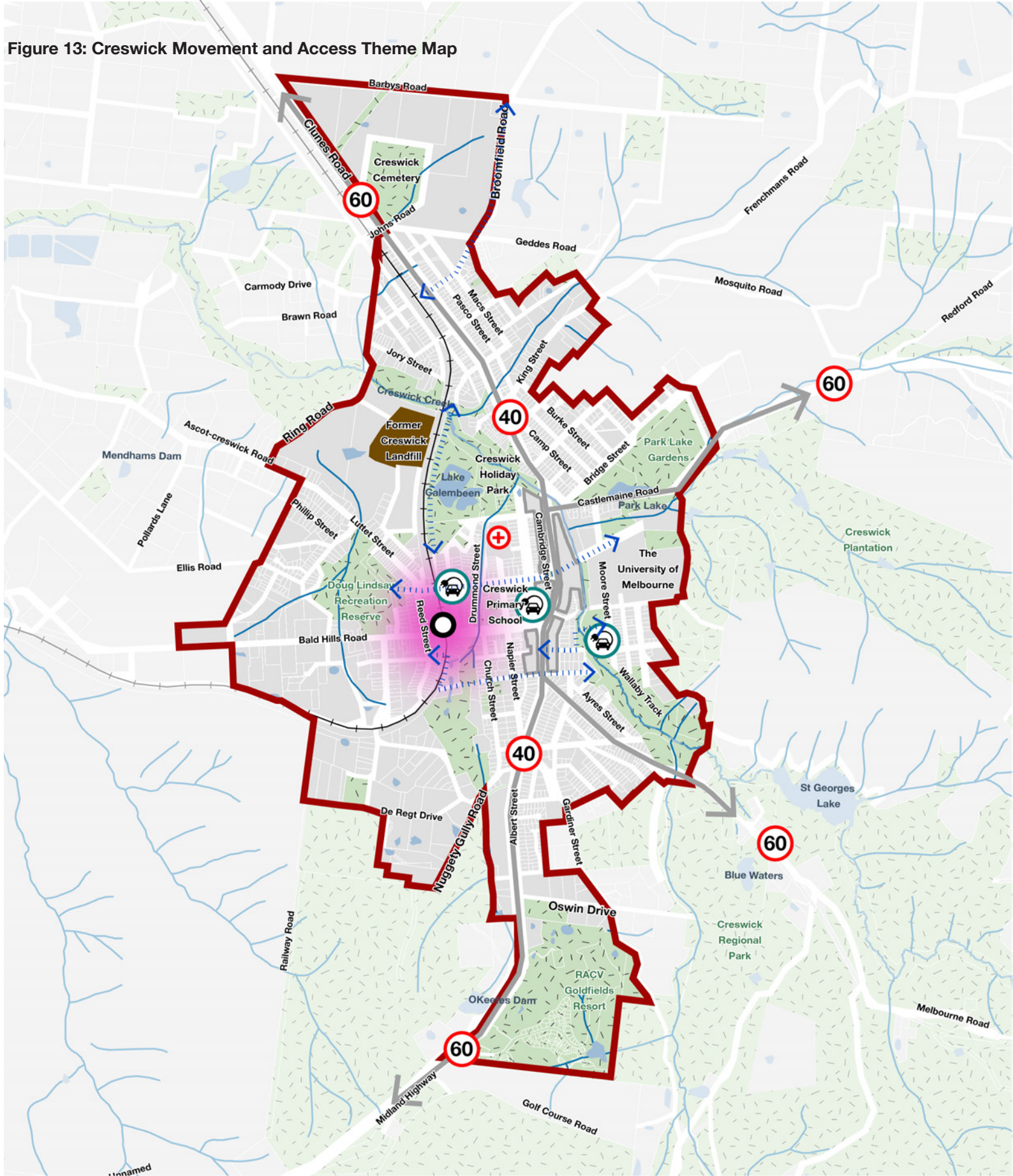
A58 Advocate to Regional Roads Victoria for better management of truck traffic including a town bypass and/or possible night movement curfews.

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.

Figure 13: Creswick Movement and Access Theme Map



- Electric Vehicle Charging Stations
- Improve Pedestrian/Cycling Connections/Pathways
- Reduced Impacts of Freight Movement Through Town
- Improve Station Surrounds and Accessibility
- 60kph Speed Zone
- 40kph Speed Zone

- Town Core Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Hospital
- Train Station
- Railway Line
- Open Space
- Creswick Landfill

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 Commonwealth 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.

Actions

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.

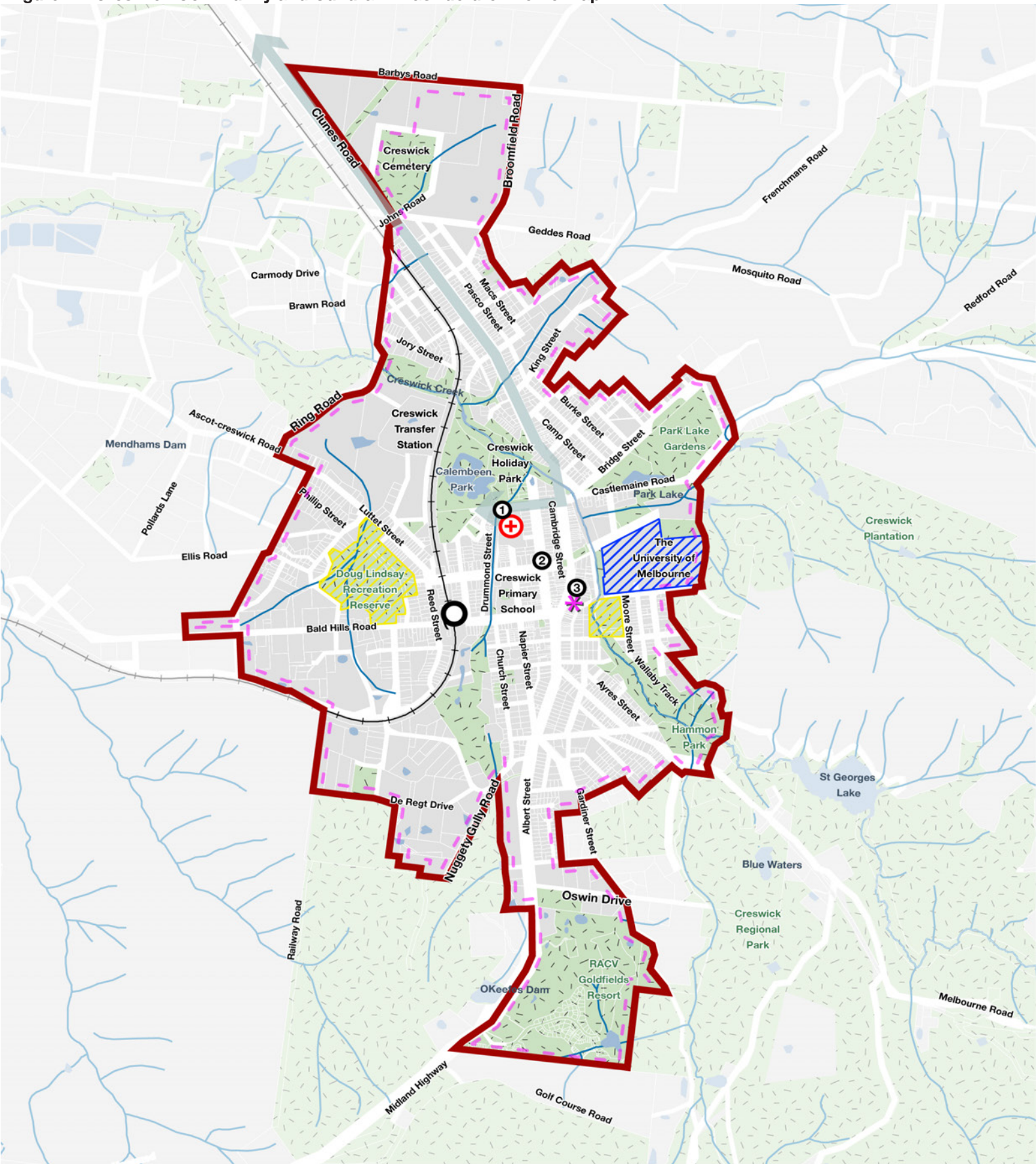
A65 Develop and implement a Kindergarten Infrastructure and Services Plan.






A66 Work with the University of Melbourne 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.

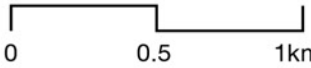




Figure 14: Creswick Community and Cultural Infrastructure Theme Map





-  Work with University to encourage greater shared use of campus by students and community
-  Provide More Services and Amenities for 55+ Year Old People and Determine Childcare/Kindergarten and Secondary Schooling Needs
-  Expand the Library and its Services
-  Provide Accessible and Gender Neutral Community and Sporting Facilities and Shared Use Meeting Rooms.
-  Improve connections from North Creswick


1. John Curtin Aged Care Facility
2. Creswick Neighbourhood Centre
3. Creswick Hub





 Town Boundary


 Train Station


 Property Boundaries

 Railway Line

 Waterbodies

 Open Space

 Watercourses

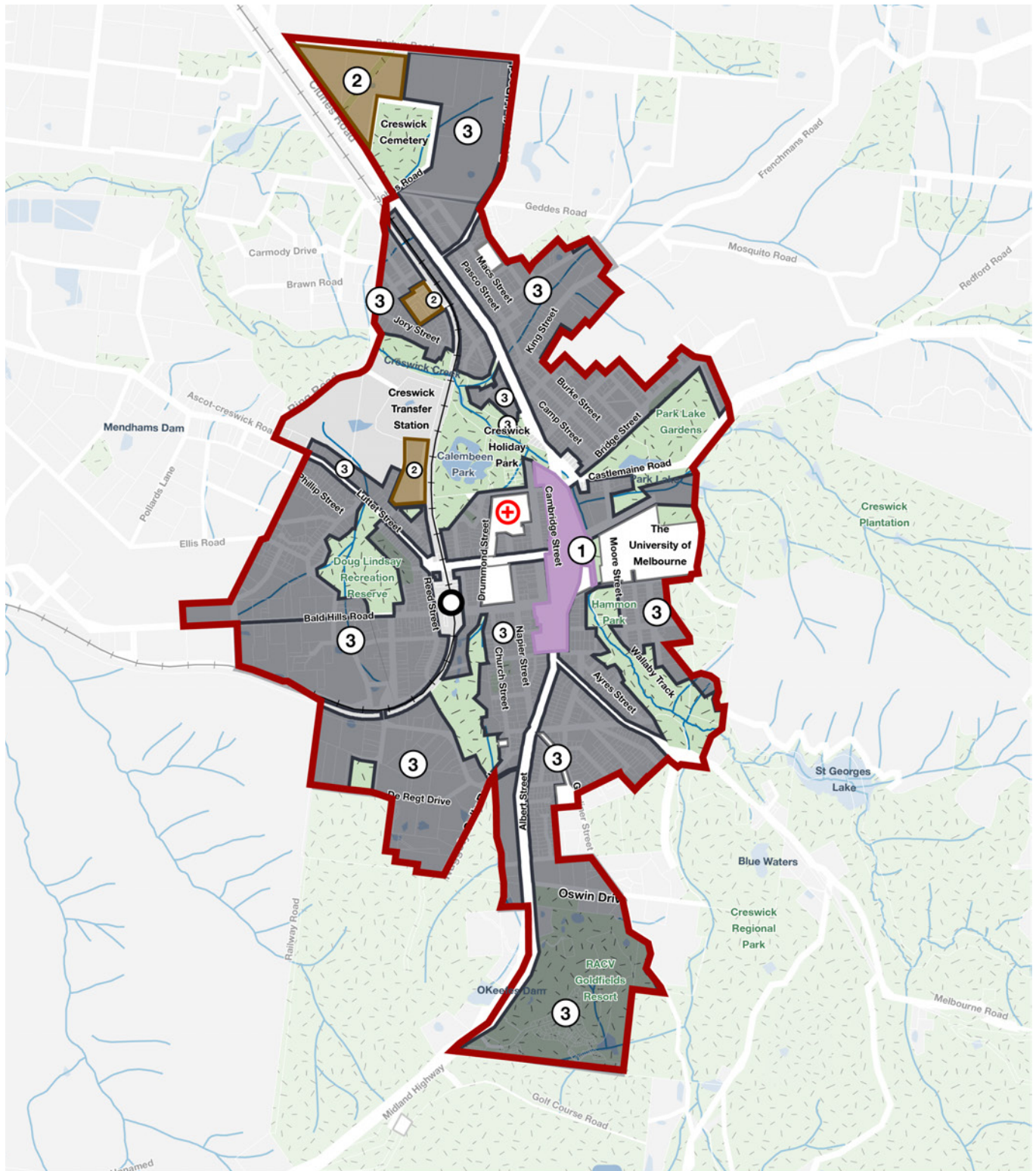
 Hospital

8.0 Precinct Guidelines

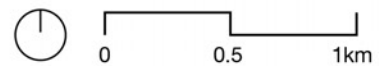
8.1. Precincts

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



- ① Precinct 1 - Town Centre
- ② Precinct 2 - Industrial Area
- ③ Precinct 3 - Residential Areas



- Town Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- + Hospital
- Educational and Community Facilities
- Train Station
- Railway Line
- Open Space

8.2 Precinct One: Town Centre

The Town Centre consists of retail and commercial uses and developments in 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 three-storey 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 uses.
- 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 Street 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 Street 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 Street 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.
- Ensure potential flood effects are thoroughly addressed for 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.

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.

8.2.4. 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.

Credit: Plan2Place Consulting



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 that 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.



Credit: Plan2Place Consulting

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

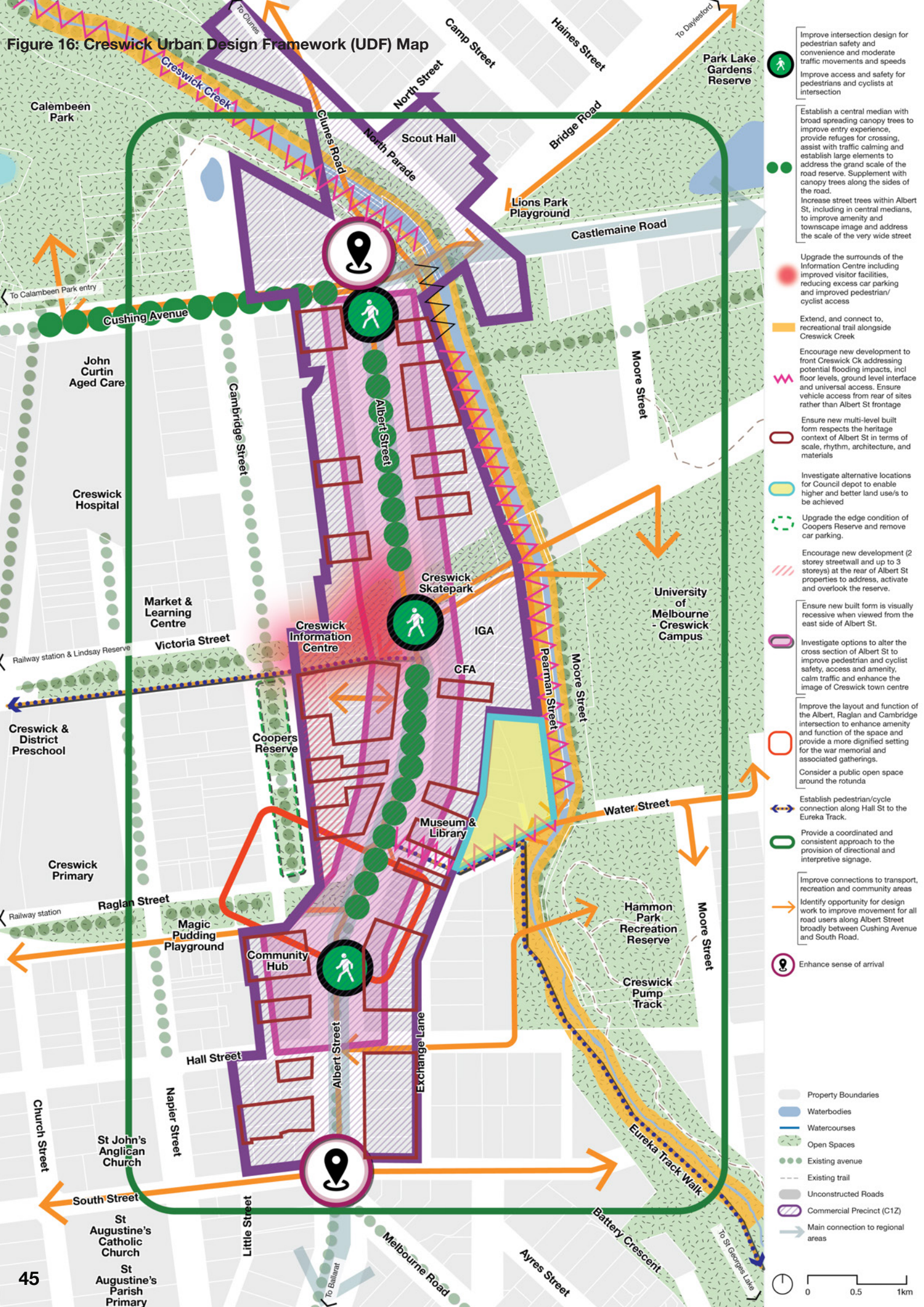
an ideal location for housing. There is an opportunity to improve the diversity of housing in the town with smaller and potentially more affordable housing in new forms not currently found in town. Aged care facilities may also be attracted to the site allowing residents to age in place. Accommodation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



Figure 16: Creswick Urban Design Framework (UDF) Map



8.3 Precinct Two: Industrial Areas

There are three industrial areas including the land adjacent to Anne Street, the Woollen Mills site and the new industrial area.

8.3.1. Existing character

The existing industrial precinct is comprised of the Creswick Transfer Station, and an adjacent area on Anne Street. An additional site is the Creswick Woollen Mills, situated at Railway Parade. A new industrial area is located off Clunes Road and bounded by Barbys Road and the Creswick Cemetery and will develop over the coming decade.

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 Clunes 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.



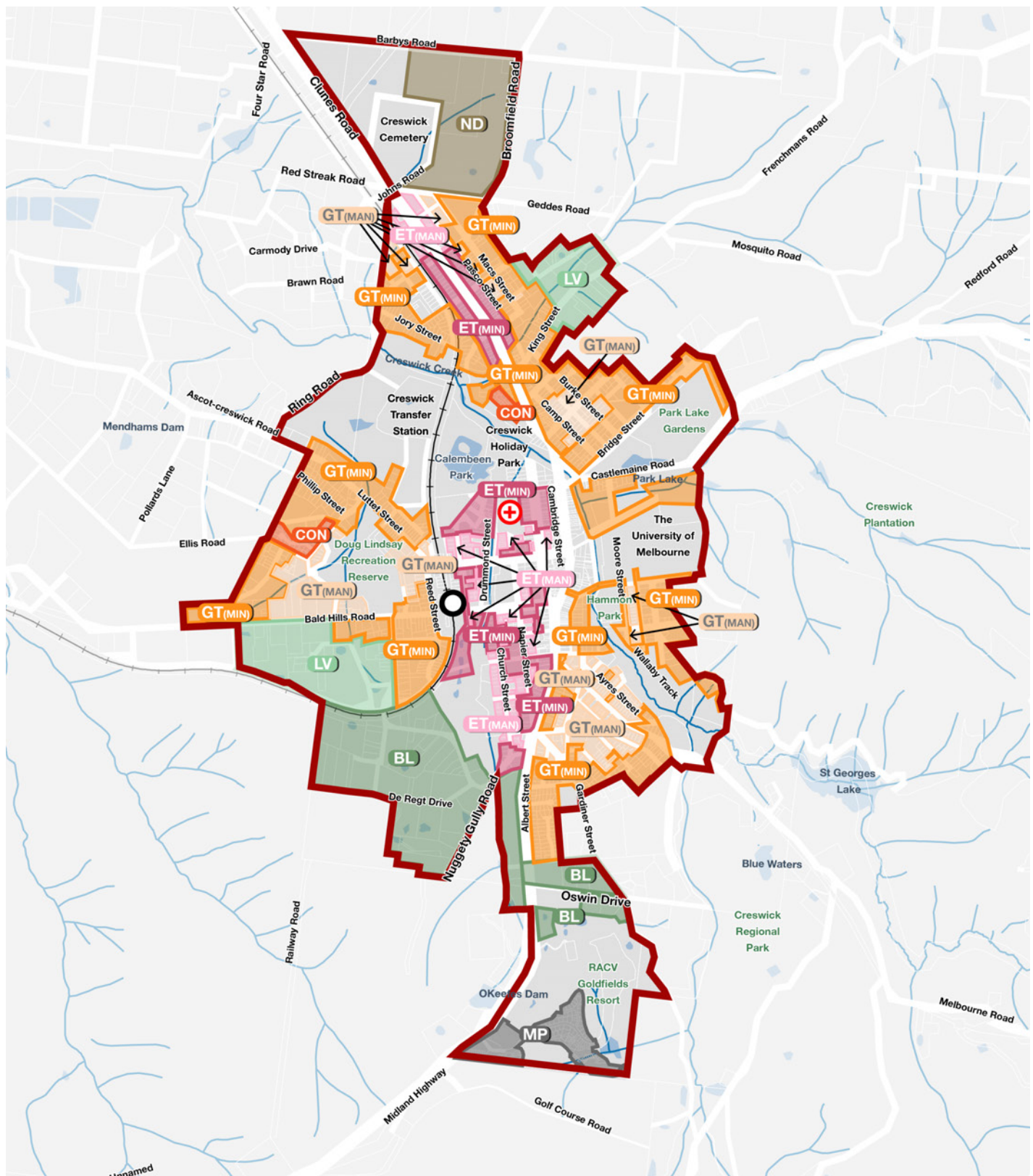
Credit: Plan2Place Consulting

8.4 Precinct Three: Residential Areas

Seven neighbourhood character types and nine housing change areas 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 Minimal 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 type 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.

Credit: Plan2Place Consulting



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.

Credit: Plan2Place Consulting



8.4.2. Garden township

Existing character minimal area

The Garden Township Minimal character 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 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 north-eastern areas off Albert Street which traverse land to the edge of the town 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 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 boundary. However, this managed change area is unaffected by the Bushfire Management, Land Subject to Inundation and Heritage Overlays which restrict development in minimal change areas.

Credit: Plan2Place Consulting



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.

Credit: Plan2Place Consulting



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.

Preferred future character

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.

Credit: Plan2Place Consulting



8.4.4. Lifestyle vegetated

Existing character minimal area

The Lifestyle Vegetated character type area comprises a significant portion of the south-western and north-eastern 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.

Minimal housing change areas should reflect specific site constraints through design, fencing and 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 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 predominant 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

Existing character minimal area

The Bush Lots character area is located in the southern end and south-western periphery of the Creswick town 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.



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 than 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. Over this time, it is envisaged that this area will implement a Garden Township character type through new development.

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

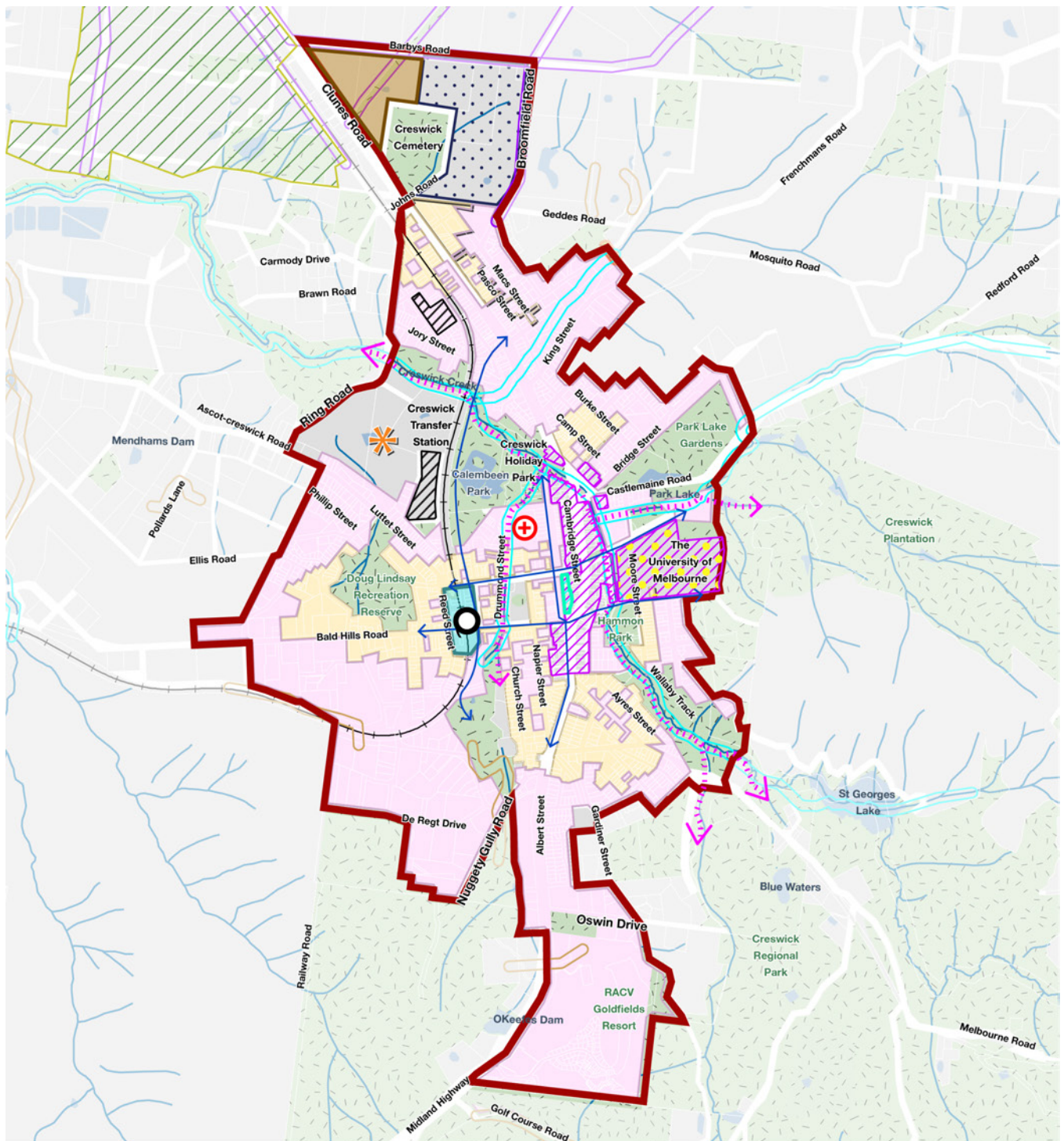
Credit: Plan2Place Consulting



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



- Minimal Housing Change Area (NRZ/LDRZ)
- Managed Housing Change Area (GRZ)
- Neighbourhood Area with Garden Township Minimal Character
- Rezone to Industrial 3 Zone
- Offsite Impact Assessment Required
- Improve Connections Between Notable Features
- Improve Connections Along Creek
- Investigate Potential New Industrial Area
- Masterplan for Victrack land around Creswick Station
- Promote and Extend University Activities, Employment

- Create an Entertainment Precinct Catering for Artisan Sector and Cultural Scene
 - Encourage Agglomeration of Businesses in Commercial Area, Arts and Place Making Activities
 - Provide Housing at Rear of Commercial Land along Cambridge Street
- Biodiversity Corridors and Areas**
- Creek Corridor
 - Land Corridor
 - Potential Corridor
 - Road - Rail Corridor
 - Grassland

- 0 0.5 1km
- Town Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Hospital
- Train Station
- Railway Line
- Open Space

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 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 Zone (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 Neighbourhood Residential Zone (NRZ) or Low Density Residential Zone (LDRZ).
- Rezone currently zoned Industrial 1 Zone (IN1Z) to Public Use Zone 6 (PUZ6) at Creswick Landfill.
- Rezone currently zoned Industrial 1 Zone (IN1Z) to Public Conservation and Resource Zone (PCRZ) east of Ring Road.
- Rezone currently zoned Industrial 1 Zone (IN1Z) to Industrial 3 Zone (IN3Z) at 1 Anne Street, south of the Creswick Landfill.

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 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 Street 146, 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.
- Apply the Environmental Significance Overlay to land identified with high biodiversity value within the town (Except on Crown Land)

10.2. Non-statutory implementation

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

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

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

There are a range of community advocacy roles that Council needs to lead, particularly in relation to reducing speed limits on arterial roads that are both managed by the State. Bus services from, and to, the town and across the region should be reviewed and better coordinated and connected throughout the Shire consistent with the Integrated Transport Strategy. There are several capital works improvements that Council and State Government Agencies can make to the pedestrian and 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 19: Proposed Zoning Changes

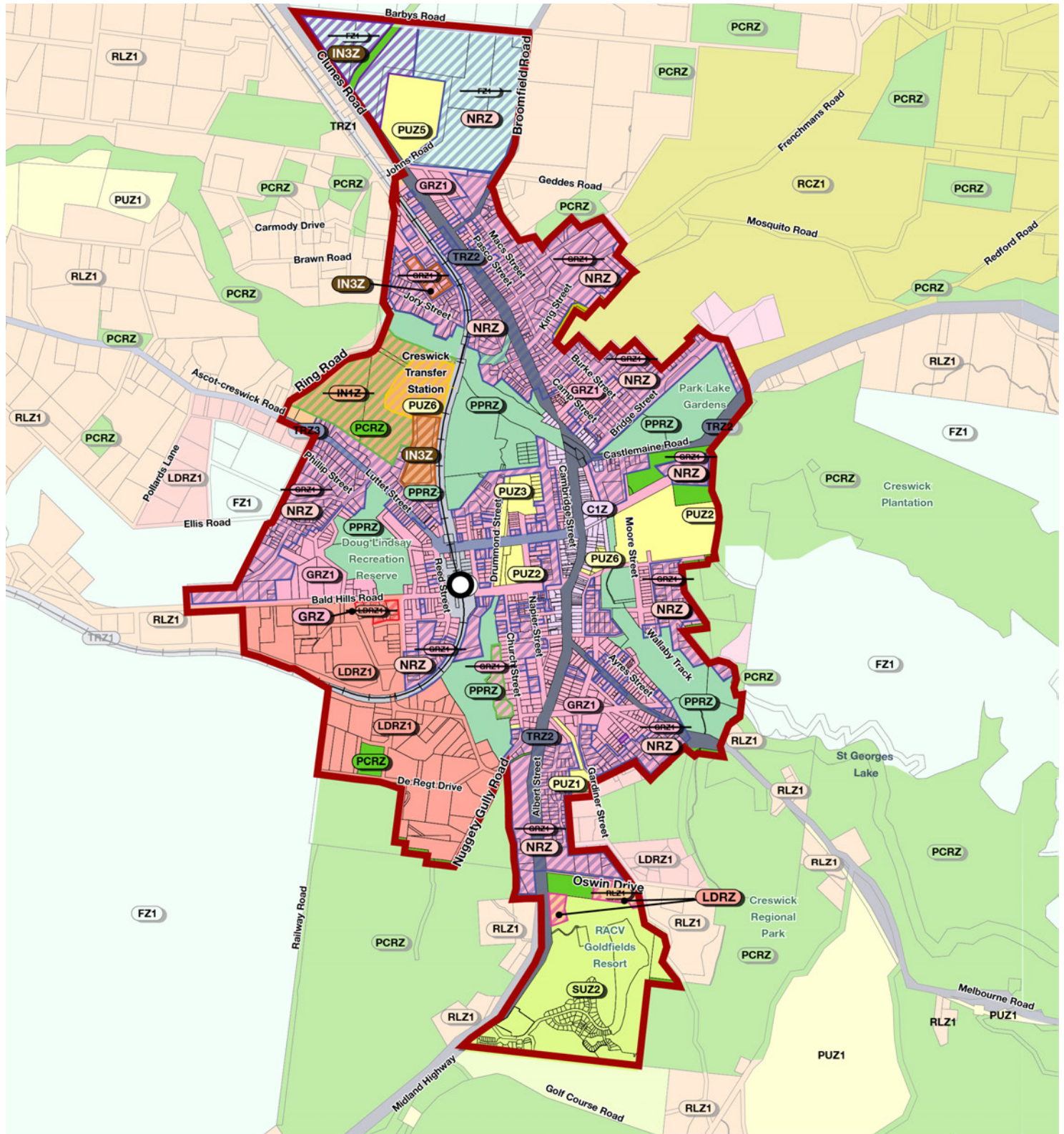
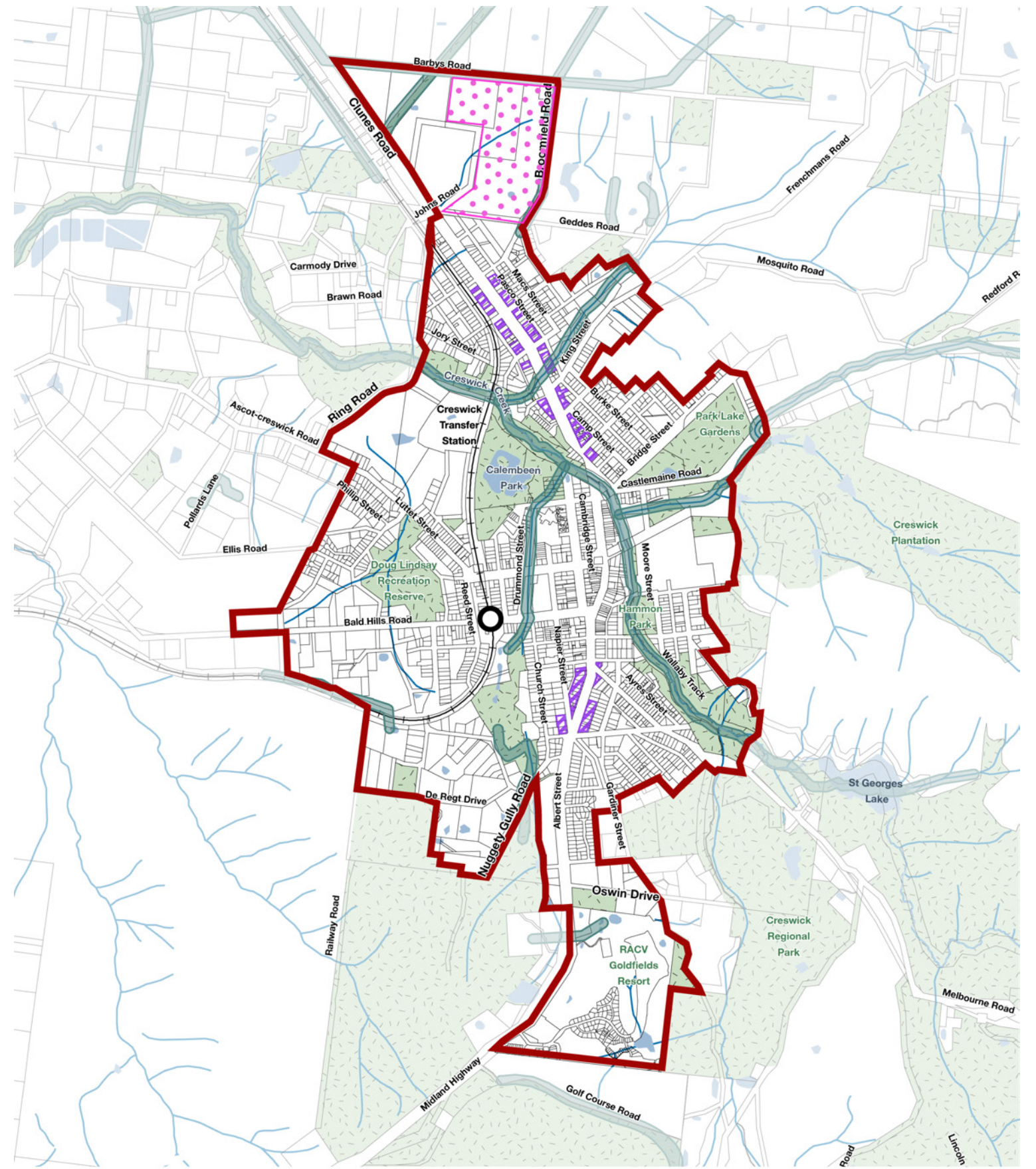


Figure 20: Proposed Overlay Changes



- Apply the Environmental Significant Overlay to land identified with high biodiversity value within the town (Except on Crown Land)
- Apply the Neighbourhood Character Overlay to residential land along Albert Street
- Apply the Development Plan Overlay to land north of Geddes Road and south of Barbys Road (subject to further investigation)

N

0

0.5

1km

Town Boundary

Property Boundaries

Waterbodies

Watercourses

Railway Line

Train Station

Open Space

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

Table 1: Township Boundary Assessment

Boundary Criteria:	Assessment/Response:
Consider the following issues in determining the potential location of a township boundary:	
The location of existing commercial areas and land uses	There are significant commercial areas located in the commercial centre 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 Creswick Campus, Creswick Hospital, Creswick Hub (including the library), Creswick Visitor Information Centre, Creswick Post Office, Creswick Police Station, Creswick CFA, Creswick Transfer Station, Hepburn Shire Council depot and other civic, recreational and public facilities. These land uses and facilities should be retained in the town 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 centre of the township and should be maintained. These land uses should be retained in the town boundary as they are needed for the local community.
Commercial and residential needs	<p>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 include 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.</p> <p>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.</p> <p>Creswick is intended to continue growing in population, due to its strategic location to Ballarat and Maryborough.</p>

Commercial and residential needs	<p>Smaller lots of less than 2000sqm are generally present within the centre of the township, comprising the majority of lots present. SGS Economics estimates that there is a demand of 545 dwellings between 2021-2041, with a current capacity of 326. This shows that areas for future residential growth will be needed in the town with a new growth area to the north and infill opportunities.</p> <p>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 boundary and providing future residential opportunities based on further investigation.</p>
Environmental and flooding constraints	<p>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.</p> <p>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 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.</p> <p>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.</p>
Heritage constraints	<p>Creswick is affected by heritage overlays in substantial parts of the town, with land affected in the commercial centre 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 Creswick Campus and many more areas of significant tourist and cultural significance. Cultural heritage sensitivity overlays also cover the waterways within the Creswick town boundary.</p>
Availability of strategic redevelopment sites, both existing and potential	<p>There are several significant strategic redevelopment sites within the township including:</p> <ul style="list-style-type: none"> - 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 for industrial development. - 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. <p>These sites provide ample opportunities for short and long term commercial, residential, industrial and community/health sector growth and development options within the town.</p>
The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township	<p>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, areas for future residential growth will be needed in the town with a new growth area to the north and infill opportunities. Areas proposed to be rezoned to residential include:</p> <ul style="list-style-type: none"> - 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	<p>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.</p> <p>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.</p>
Proximity to public transport, especially fixed rail (train or tram)	<p>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.</p>
The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges	<p>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.</p> <p>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.</p> <p>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.</p>
Consider the following issues in determining the potential location of a township boundary:	
Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the centre (depending on topography and connectivity)	<p>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.</p> <p>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 Creswick town boundary.</p>
Consistency with State policy	<p>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.</p>
Consistency with local policy and a Municipal Planning Strategy (MPS) where relevant	<p>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.</p>

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 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 inter-relationship with the township even where limited development opportunities exist	Residential land within the township is appropriately located within the boundary and surrounds the commercial centre 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 Creswick Campus, 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 boundary which is appropriate.
Public open space areas that have or are intended to have a strong functional inter-relationship 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.
- **Industrial 1 Zone (IN1Z)** which is applied to land where industrial uses are accommodated and other than a caretaker's house prohibit all accommodation.
- **Industrial 3 Zone (IN3Z)** serves as a transitional buffer between industrial and residential areas, addressing issues like industrial traffic, noise, and emissions. It is applied in industrial zones needing special attention to minimise conflicts and promote less hazardous uses. The zone includes amenity standards based on specified separation distances. A schedule restricts maximum office floor space, while shops, supermarkets outside the Melbourne urban growth boundary and accommodation, and hospitals are prohibited uses.
- **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.
- **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.
- **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.
- **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.

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

Under separate cover

16.0 Appendix F: Glossary

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

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

Term	Definition
Raingarden	Raingardens are specially-designed garden beds that filter oil, dirt and other pollutants from rain in gutters. Raingardens are also called bioretention systems because they use soil, plants and microbes to biologically treat stormwater.
Rezone	Changing the zone of land in the planning scheme.
Rural living	Land specifically zoned 'Rural Living' in the Hepburn Planning Scheme. It generally provides for houses and small-scale agriculture on lots greater than 4ha and 8ha in coordinated developments. It does not include houses on farms.
SEIFA index	Socio Economic Index for Areas is a product delivered by the ABS that ranks areas according to relative socio-economic advantage and disadvantage. The indexes are based on information from the 5 yearly census.
Sensitive use	A land use that is at heightened risk from health and safety risks from another land use. These generally include places people live and where children congregate such as houses, kinders and schools.
Shop top	Dwellings located above ground floor commercial premises, typically in a main shopping street.
Social housing	Social housing includes public housing (Homes Victoria) and community housing (provided by for-profit or not-for-profit housing entities).
Structure plan	A document approved by a Council or the Minister for Planning that sets out the community's vision for how an area or town will develop. It usually contains a combination of maps and words. It should be informed by specialist assessments about the area i.e. natural features, the population and future population and the economy.
Sustainable subdivision framework	<p>The Sustainable Subdivisions Framework (SSF) seeks to provide statutory planners with a basis for measuring and achieving stronger sustainability outcomes in residential subdivisions, while also providing information on how sustainability interventions can be integrated into residential subdivisions.</p> <p>The SSF identifies seven categories that can assist in creating sustainable subdivisions:</p> <ol style="list-style-type: none"> Site Layout and Liveability Streets and Public Realm Energy Ecology Integrated Water Management (IWM) Urban Heat Circular Economy (Materials and Waste)
Traditional owners	The Traditional Owners of the Shire of Hepburn are the Dja Dja Wurrung or Djarra.
Transfer station	Land used to collect, consolidate, temporarily store, sort or recover refuse, used or surplus materials before transfer for disposal, recycling or use elsewhere. (as defined in the Hepburn Planning Scheme)
Town boundary	It is a planning concept that spatially determines a fixed outer boundary of urban development that represents the future growth expectations for a town. It defines the allowable extent of urban use and development for a town by including existing urban land and any land identified on a plan in the planning scheme for future urban development. In most cases a town boundary will comprise the existing extent of residential, commercial, industrial and public use zones (all existing urban zones).
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.
Wayfinding	Includes signage, mapping, road markings and signposting.
Wheeling	Includes bicycles, wheelchairs, scooters, skateboards etc. (plus electric powered versions of these).

Term	Definition
Water sensitive urban design (WSUD)	<p data-bbox="432 152 1487 248">Water Sensitive Urban Design (WSUD) is a way of planning our towns to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about wise use of that water to improve our urban environment.</p> <p data-bbox="432 259 823 291">The key principles of WSUD are:</p> <ul data-bbox="432 302 1469 622" style="list-style-type: none"> <li data-bbox="432 302 1390 432">• 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. <li data-bbox="432 432 1426 495">• To minimise the generation of wastewater and to treat wastewater to a suitable standard for re-use and/or release to receiving waters. <li data-bbox="432 495 1469 557">• To treat urban stormwater to a quality where it can be reused and/or discharged to surface waters. <li data-bbox="432 557 1442 622">• To use stormwater in the urban landscape to improve the visual and recreational amenity of developments.



Council Website

www.hepburn.vic.gov.au/Planning-building/Strategic-planning/Future-Hepburn



Hepburn
SHIRE COUNCIL

Credit: Visit Victoria