

Castlemaine Industrial Land Strategy

Prepared for the
Mount Alexander Shire

By

Planit
(Planning Initiatives)

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1. SUMMARY AND RECOMMENDATIONS

1.1 Introduction

A study into the supply of industrial land has not been undertaken in Castlemaine. Issues of supply and location of industrial land have been generally dealt with as part of the preparation of a new planning scheme. This has occurred in 1986 and 1997. Previous Councils have not seen the need for an industrial land study as there has generally been sufficient land available to meet demand for serviced industrial lots.

This situation has changed. Council staff and local real estate agents are now receiving more inquiries about the availability of serviced industrial land. Proposed road and rail improvements to Melbourne will provide an impulse for population and tourism growth in Castlemaine and surrounding district. Signs of growth and anticipation of future growth in Castlemaine are now evident in increased business activity in the central business area and higher house and land prices. Higher levels of tourist visitation are now being experienced in Castlemaine and the surrounding district.

The need for this industrial land study is summarised as:

- A planned response is required for anticipated demand.
- With few exceptions, existing industrial locations are not well located. Access to industrial areas typically requires travel through residential areas. These location and amenity issues need to be considered in the planning process for new industrial areas. Heritage protection is an important consideration where there are adjacent heritage streetscapes or areas.
- Castlemaine has traditionally been dependent on two large industries (Castle Bacon and Kelly Lewis Thompson) for employment. National, state and regional economies are becoming increasingly volatile due to the impact of global economic trends. Castlemaine's economic fortunes should not rely too heavily on these industries. Land should be set aside for the establishment of new industries, including a site suitable for the establishment of a large industrial establishment.

1.2 Project Objectives

Objectives for the project as indicated in the project brief are:

- Assessment of the overall supply of serviced and zoned industrial land.
- Identification of preferred locations for new industrial development.
- Assessment of the servicing and staging requirements for new sites and extensions to existing industrial areas.
- Recommendations about planning scheme amendments required to implement proposals eg. Rezoning and use of policies and overlays.

1.3 Structure of Report

The report is structured as follows:

Section 1 Strategic Context

An assessment of the existing and potential supply of industrial land is undertaken in this section of the report. The assessment is made in relation to a range of factors including location, amount of vacant land, availability of services, adjacent land uses and development potential.

An assessment has also been undertaken of recent demand for industrial lots in Castlemaine. The take up of industrial lots over the past 5 years has been used as a basis to estimate demand for industrial land over the next 10 to 15 years. This section also includes some discussion about industrial lot sizes that are typically in demand in Castlemaine and surrounding towns of a similar size.

Section 2 Industrial Land Strategy

This section of the report sets out a strategic approach for increasing the supply of serviced industrial land at nominated sites in Castlemaine and Harcourt township. It proposes infill and expansion of existing industrial areas, establishment of new industrial areas and identifies areas that should be investigated for longer-term industrial development.

This section also considers highway business sites and highlights the major recommendations from the recent study "Castlemaine Town Entrances Land Use Concept Plans" (Draft Report March 2001).

Section 3 Implementation

This section of the report sets out an implementation program for the Industrial Land Strategy including, priority listing of actions, amendments required to the Mount Alexander Planning Scheme and further strategic work that needs to be undertaken to facilitate the establishment of new industrial areas in the short and longer term.

1.4 Key Findings and Recommendations

Key Findings

Key findings are summarised as:

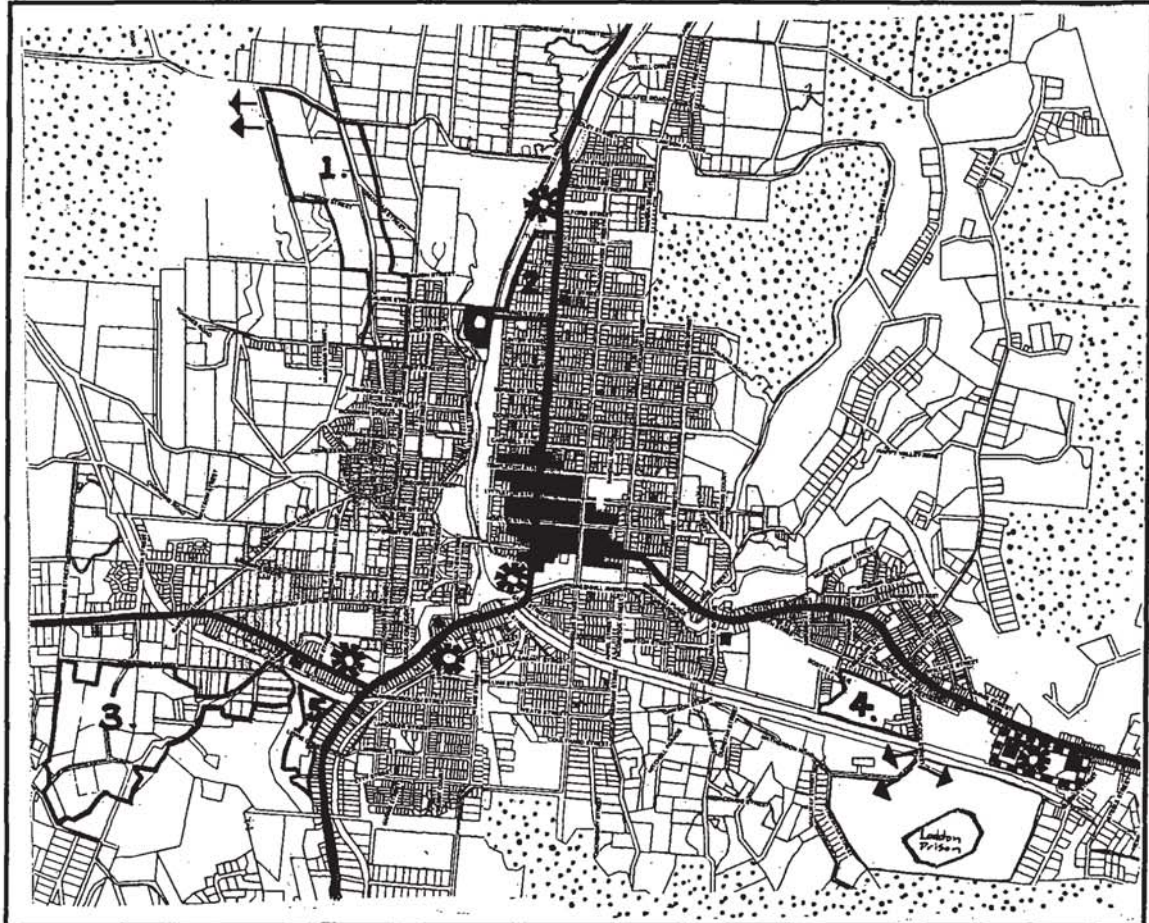
- About 12.0 hectares of land comprising seven(7) sites in the Castlemaine urban area have the following characteristics:
 - Industrial zoning
 - Fully serviced
 - Immediately available for industrial development
- About 13 hectares of land that is not zoned Industrial and capable of being serviced is considered to be suitable for industrial development. This area could equate to 15 to 20 lots. Potential sites are located in Wattle Flat (not including potential for Stage Four), Wesley Hill North, Castlemaine and Harcourt.
- Wesley Hill could support additional industrial development providing alternative vehicle access can be provided from the Pyrenees Highway and access to the industrial area is not available through residential streets.

- The potential for seweraged industrial development with highway frontage in the Ranters Gully area should be assessed. The Maldon-Castlemaine rising main is located in the Pyrenees Highway reservation (north side). Sewerage options for Newstead have allowed for the construction of a rising main along the alignment of the Pyrenees Highway. A strategic assessment of future land use options for the Ranter Gully area should be undertaken.
- Some industries are not well located in Castlemaine due to proximity to residential areas. Some existing industrial sites would be better used by businesses that are more reliant on a highway site. These industries could be encouraged to relocate to existing and proposed industrial areas.








Key Recommendations

Key recommendations of the Industrial Land Strategy for Castlemaine include:

1. Continued marketing and promotion for sale of existing vacant industrial lots in Langslow Street and Wesley Hill (Stage two) industrial areas.
2. Major strategic focus for the location of new industry is Wesley Hill Industrial Area.
3. Apply of a Development Plan Overlay over the proposed expansion areas in Wesley Hill Industrial Area that are defined in Plan No.5. The Development Plan is to addresses issues such as short and longer-term industrial expansion, entry/exit points to the Pyrenees Highway, access route to the industrial area from the Pyrenees Highway and protection of residential amenity.
4. Investigate the opportunities for potential relocation of the Pistol Range site situated between Wesley Hill and Chewton.
5. Application of Design and Development Plan Overlay for the Pyrenees Highway Entrance (south side) identified on Plan No.5. The Design and Development Plan will need to address highway frontage issues, physical limits to industrial development, potential to re-locate the Pistol Range, layout and design guidelines, and vehicle access to Wesley Hill Industrial Area.
6. Prepare a planning scheme amendment to rezone two (2) sites in Coolstore Road Harcourt shown on Plan No. 3 from Township to Industrial Zone.
7. Potential to establish an industrial node at Harcourt needs to be investigated in the context of the proposed highway bypass and improvements to rail links to Bendigo and Melbourne. An Urban Design Framework should be prepared for Harcourt following approval of a route option by the Minister for Transport and the Minister for Planning. Refer to Plan No. 7.
8. Investigate the potential for industrial use and development of vacant areas of the Vic carpets site in Walker Street Castlemaine. Refer to pan No. 6.
9. Undertake a strategic assessment of future land use options for land with highway frontage in the Ranters Gully area.
10. Adopt recommendations of "Castlemaine Town Entrances Land Use Concept Plans" report.
11. It is estimated that approximately 20 to 25 hectares (50 to 60 acres) of industrial land will be required in the next 15 years. Lot sizes in the range of 1000-2000m² are in greatest demand. Larger lots should also be available to secure opportunities for larger industries to establish in Castlemaine.
12. There should be flexibility in the supply of industrial land. Larger industrial lots should be available to allow re-subdivision into smaller lots to meet the varying land requirements of industry.



Plan No.1 Industrial Land Strategy

-  Existing Industrial Areas. Potential for Infill
-  Expansion to Existing Industrial Areas.
 1. A 10 ha site in Daws Road
 2. Investigate expansion areas at Wesley Hill for Stages 3 and 4
-  Investigate potential for redevelopment of unused areas of Vic Carpets site. Eg Business Enterprise Centre
-  Proposed highway business Sites. Refer to report "Castlemaine Town Entrances Land Use Concept Plans"
-  Design & Development Plan recommended
-  Existing industrial locations along highway entrances
-  Public land

2. STRATEGIC CONTEXT

2.1 Mount Alexander Planning Scheme

The Municipal Strategic Statement provides a strategic context for planning for new industrial areas.

In clause 21.10-01 (Industrial Development) it is stated that "... the Shire will encourage new industrial development in appropriate locations to improve the competitiveness of the Shire and to capitalise on the Shire's strategic location on major transport routes."

Strategic directions for industrial development are listed in the same clause. They include the following:

- Ensure an adequate supply of serviced industrial land is available in the Shire at locations with good road access, drainage and reticulated services.
- Encourage industrial development which is environmentally sound.
- Ensure industrial development does not have any negative off-site impact.
- Encourage suitable industrial development at appropriate locations in townships.
- Encourage well designed industrial development which is attractive and well landscaped.

All major industrial areas in the Castlemaine urban area have an industrial zoning. The amount of serviced land within these areas is limited and will not meet demand for industrial land in the next 10 to 15 years.

A major review of the Mount Alexander Planning Scheme will be carried out in 2002. Implementation of the recommendations of this report in terms of zoning changes, application of development plan overlays and changes to the Municipal Strategic Statement will need to be included as part of the review process.

2.2 Employment in Manufacturing

The importance of manufacturing as a source of employment in Castlemaine and Mount Alexander Shire is shown in the table below.

Manufacturing employment represents 25 % and 21.2 % of Castlemaine's and the Shire's employment respectively. The major employment groups are:

- Food, Beverage etc. accounting for 56.9 % of manufacturing employment in the Shire highlighting the significance of Castle Bacon as a major employer.
- Metal Product Manufacturing (combined with Machinery & Equipment Mfg) accounting for 24.3 % of manufacturing employment in the Shire, highlighting the significance of Thompson Kelly Lewis as a major employer.

Table 1. Industry of Employment: Castlemaine and Mount Alexander Shire,1996

	Employed Persons - C'maine	% of Total Manuf. Empoy't C'maine	Employed Persons - C'maine Shire	% of Total Manuf. Empoy't Shire
Food,Beverage & Tobacco Mfg	314	58.9	663	56.9
Textile Clothing Footwear & Leather Mfg	31	5.8	58	5.0
Wood & Paper Product Mfg	14	2.6	33	2.8
Printing,Publishing & Recorded Media	18	33.9	55	4.7
Petroleum Coal Chemical & Assoc Products Mfg	5	0.9	14	1.2
Non-Metallic Mineral Products Mfg	4	0.7	24	2.1
Metal Product Manufacturing	18	3.3	41	3.5
Machinery & Equipment Mfg	118	22.1	242	20.8
Other Manufacturing	8	1.5	25	2.1
Manufacturing,undefined	3	0.6	10	0.9
Manufacturing Total	533		1165	
Total Employed Persons	2,133		5486	
Manufacturing as % Total Employed Persons	25.0		21.2	

Source : ABS 1996 Census data, ABS Business Register Sept 1998

2.1 Existing Location and Supply

The location of industrial areas is shown on Plan No.2.

The majority of industrial land in Castlemaine is concentrated in established industrial areas with limited land available for expansion. These areas which are all zoned Industrial include:

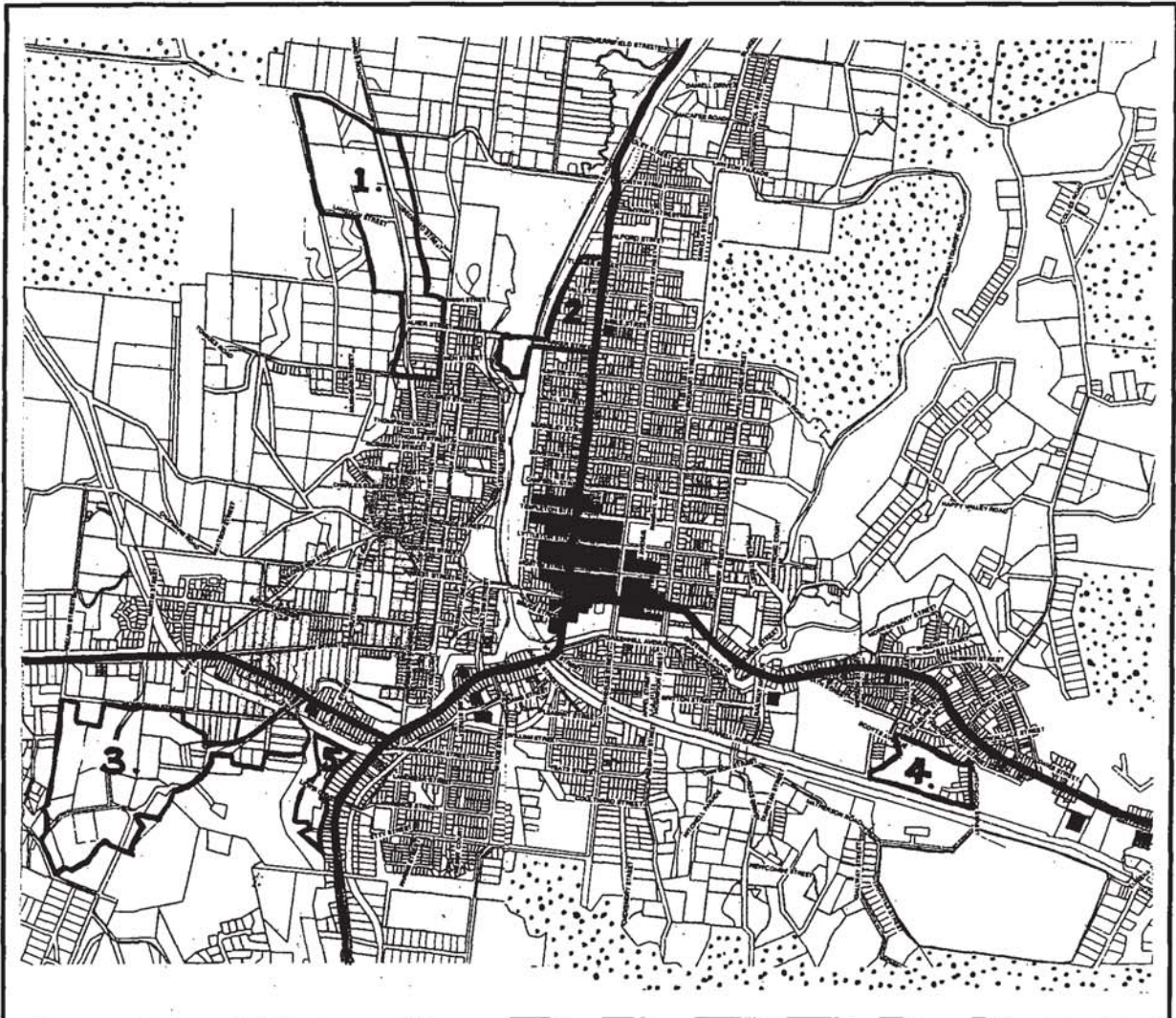
- Wattle Flat (Castle Bacon),
- Barker /Walker Street (Kelly Lewis Thompson, Vic Carpets)
- Langslow Street, Winters Flat,
- Wesley Hill Industrial Estate

Existing industry is also located along Castlemaine's highway entrances, notably the Pyrenees Highway between Chewton and Wesley Hill, and the Midland Highway along the Johnstone Street section.

Location and site characteristics are important for industry. Ideally industrial land needs to be located on relatively flat site with major road access or proximity to a major road. Services such as reticulated sewerage and water and sealed roads should be available and surrounding land uses should be compatible. Industrial areas should generally be located away from residential areas.

Castlemaine's industrial areas do not meet all of these criteria. Relevant issues identified from consultant observations and from discussions with local real estate agents and Council officers include:

- General lack of industrial lots to meet requirements ie. lot size and location
- Lack of industrial land located close to the centre of Castlemaine.
- An apparent lack of industrial zoned and serviced land in the Castlemaine urban area to meet medium and longer-term industrial land requirements.



Plan No. 2 Industrial Location and Supply



1. Wattle Flat

2. North Castlemaine – Barker/Walker Street

3. Langslow Street

4. Wesley Hill

5. Lewis Drive



Other industry at highway locations



Castlemaine Town Centre

- Castlemaine’s industrial nodes are generally not located on or adjacent to a highway or major road. In the case of Wattle Flat and Wesley Hill Industrial areas, vehicle access requires travel through residential areas.
- Absence of a large serviced site situated on or adjacent to a highway that is available for immediate industrial development.
- Limited supply of land available for immediate sale and development for industrial purposes. The land which is available is, in most cases, close to residential areas.

The remainder of this section of the report examines existing and potential supply of industrial land under the following categories:

Industrial Nodes

Highway Industrial Sites

Opportunities for new industrial development areas in the outlying suburban and township areas is discussed in Section 2.3.

2.1.1 Industrial Nodes

An assessment of the existing supply of industrial land within Castlemaine’s three industrial nodes and the capacity for infill and expansion is discussed below.

A. Wattle Flat Industrial Area

Wattle Flat is an established industrial area with access to and from the Midland Highway via Walker Street.

Land in this industrial area is predominantly occupied and owned by Castle Bacon. Castle Bacon’s future expansion plans have been included in the planning scheme via amendment (L21) and includes all vacant land in the Wattle Flat area along Richards Rd (west side). Limited land is available for establishment of new industries. Whilst the concentration of existing industry may be a locational advantage, the location away from a major road would be a disadvantage for new industries. There is potential to expand the industrial area to the west along Daws Road, subject to a planning scheme amendment.

Undeveloped lots available	All undeveloped land with industrial zoning in intended for expansion of Castle Bacon.
Potential expansion or infill	Potential limited to westerly expansion along Daws Road on land within Rural Zone.

B. Wesley Hill Industrial Estate (Hitchcock Street)

There are four fully serviced lots available in Stage Two of the Wesley Hill Park Estate. These lots range from 1500m² - 3040 m². Stage Three will be released after the sale of lots in Stage 2. It is expected that Stage 3 will have eight to ten lots. Land in stages 1 and 2 is zoned Industrial 1 (INZ). At this time the location of Stage three is undecided.

Access to the industrial estate is through residential streets. This has been a matter of concern for local residents. Alternative access from the Pyrenees Highway to the estate should be investigated. Refer to Plan No.5.

Undeveloped lots available	4
Lot sizes m2	1500 to 3000
Area ha	0.9
Zoning	IN1Z
Site characteristics	Serviced with sewerage, water. Majority of roadways are sealed.
Potential expansion or infill	Stage Three will be located adjacent to the existing estate. Areas nominated in this Strategy for Stage Three and Four are shown on Plan No. 5.

C. Langslow Street

This industrial subdivision was created in the mid 1980's. All industrial lots are serviced with reticulated sewerage and water. Roadways are unconstructed and there is no drainage provided. Some lots are immediately available and there is some potential for re-subdivision of existing undeveloped lots.

There is a perception that this industrial area is unattractive. Access to the industrial area via Langslow Street is inhibited by the width, height and condition of the rail bridge underpass.

A Development Plan Overlay should be applied to the industrial area. The schedule to the overlay needs to address issues such as, potential re-subdivision of larger lots, access from Elizabeth Street, reconstruction of the rail underpass, and improving visual amenity.

Undeveloped lots Available	3
Lot Sizes (ha)	3.2, 0.5, 0.22
Area Available for development (ha)	0.9
Zoning	IN1Z
Potential expansion or infill	No expansion opportunities. Infill opportunities by resubdivision into smaller lots.

D. North Castlemaine — Barker/Walker Street

Thompson Kelly Lewis Ltd. and Vic Carpets are located within this industrial node. Any further industrial development should be confined to the existing industrial zone within this industrial node.

There is some capacity for consolidation of the Vic Carpets site by development of vacant areas of the site. (See Section 3.5)

Land used for storage purposes (north of TKL industrial buildings) with frontage to Barker Street has been identified as a highway business site in the report "Castlemaine Town Entrance Land Use Concept Plans". The report recommends a rezoning to Business 1 Zone. The opportunity of highway exposure lends the site more to business type uses than to industry.

Traffic management at the intersection of Barker and Walker Street is an issue that needs to be addressed. Peak hour flows and the turning movements of heavy vehicles at this entrance intersection may warrant the introduction of a roundabout. This issue should be investigated by Council in conjunction with VicRoads.

Undeveloped lots Available	0
Area Available for Development (ha)	Investigate future use of 0.3 ha of undeveloped area within Vic Carpet site.
Zoning	IN1Z

Potential expansion or infill

Negotiations should be undertaken with Vic Carpets regarding the potential for development of vacant areas of the site. A business Enterprise centre may be suited to this site.

2.1.2 Highway Industrial Sites

Remaining industrial areas and sites are located alongside Castlemaine's highway entrances. They include:

Pyrenees Highway – Duke Street

Existing industry is located along this town entrance on land on the south side of the Pyrenees Highway between Kelsall Court and Eureka Street. It has a township zoning. The Pistol Range site is in a Public Use Zone. An Environmental Significance Overlay 6 – ESO6-Highway Protection Environs applies to all of the land.

Existing industry includes Parsons Transport and an auto repairs workshop and office that is currently under construction. There is some potential for new development west of the auto repairs workshop (under construction). An alternative site for the Pistol Range should be investigated in consultation with the Pistol range Club.

Barker Street (north end)

A highway business use of the entrance site on the west side of Barker Street currently used by Thompson Kelly Lewis has been recommended in the report " Castlemaine Town Entrances Land Use Concept Plans.

Midland Highway - Johnstone Street

Existing industry includes an auto repairs premises located on the north side, west of Gaulton Street and Mawsons Concrete located on the south side of Johnstone Street near Maclise Street.

The concrete plant site in a non-conforming use with existing use rights under the Planning Scheme. Relocation should be actively encouraged. The report " Castlemaine Town Entrances Land Use Concept Plans " recommends a business type use of the site in conjunction with land at the rear which is bounded by the rail line.

Elizabeth Street

The report " Castlemaine Town Entrances Land Use Concept Plans " recommends that Elizabeth Street, east of the bridge crossing through to Johnstone Street, be encouraged (with support the of a planning scheme amendment) to develop as a highway business precinct.

The existing vacant site next to the bridge crossing should be used for highway business. The existing earthworks yard on the south side of Elizabeth should be encouraged to relocate to facilitate a business use of the site that can benefit from a highway location.

Main Road – Campbells Creek

Existing industry is located in the vicinity of Lewis Drive on land zoned Industrial 1 Zone. The front of the properties are zoned Residential. Further industrial development in this area should be discouraged. Provisions of ESO 6 apply to ensure appropriate built form and design.

2.1.3 Summary of Lots Immediately Available for Development

Industrial lots that are immediately available in Castlemaine urban area have the following characteristics:

- Industrial zoning
- Availability of reticulated sewerage and water
- Location within an established industrial area

Lots that are immediately available are summarised below.

Table 2. Summary of Industrial lots Immediately Available

	Available For Immediate Development (ha)	Lot sizes < 0.4 ha	Lot sizes > 0.4 ha	Comment
Langslow Street	3	1	2	One lot has an area of 3.2 ha. Suited to large industry or resubdivision into smaller lots.
Wesley Hill Stage 2	4	4		Strategic study required to identify locations for stages 2 and 3.
TOTAL	7			

2.4 Outlying Suburban and Township Areas

Harcourt

Regional infrastructure and access opportunities will be available with the Calder Highway Bypass of Harcourt township. The implications of the bypass on the future of Harcourt, particularly in its relationship with Bendigo, are considerable. They include:

- Better and more convenient access links (road and possibly rail) will be established with Bendigo.
- Harcourt may become a “satellite town” to Bendigo in the longer term. Levels of commuting for work to Bendigo will increase.
- A commuter rail service could operate between Castlemaine and Bendigo in the future. Harcourt could be a stopping station.
- Population levels will most probably increase on account of Harcourt’s better links to Bendigo and improved town centre amenity and function.

A highway bypass of Harcourt allows synergies to be developed with other land uses and activities such as industry and a rail/road transport interchange. Route Option FR4 would be able to achieve better urban and spatial integration in terms of industrial development. There is an opportunity to develop an industrial node near adjacent to the rail line.

Site Description	Railway Reserve
Site Area	0.5 ?
Potential Lots	1-3 ?
Zone	PUZ 4 Public Use Zone (Transport),
Comment	Crown Land. Partially occupied by sawmill. Compatible adjacent uses. Use dependent on VLINE. Rezoning to Industrial required.

Chewton

New industrial development in Chewton is severely limited due to:

- Lack of suitable sites.
- Historic urban layout and form, and cultural landscape that needs to be preserved.

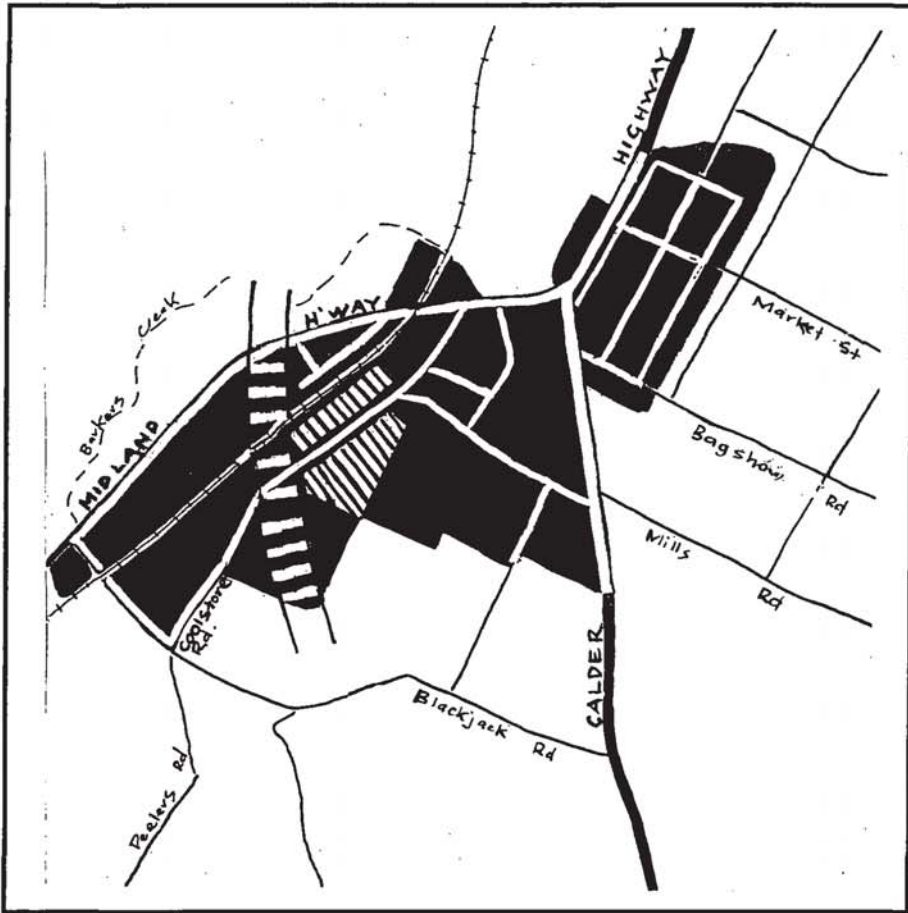
The establishment of industry at Chewton should be considered on a case by case basis. There is no need for longer term planning for industrial development in Chewton township




Newstead and Guildford

These towns are too far from Castlemaine to be considered in an industrial land strategy for Castlemaine. Industries are more likely to locate in these towns for reasons of a local nature.

Campbells Creek

The residential and heritage character of the Midland Highway entrance should be retained and enhanced. Any further industrial or highway business development should be limited to existing industry/business sites.



Plan No. 3	Harcourt Industrial Area
	Potential industrial development area
	Existing township area - TZ zone
	Freeway Alignment Option FR4

2.4 Assessment of Demand for Industrial land

A survey of local real estate agents indicates that a total of 19 industrial lots have been sold in Castlemaine during the period 1996-2000. Industrial land take up during this period is shown in the following table.

Table 3. Industrial Land Take Up 1996-2001, Castlemaine

Location	No. Of Lots	Lot Size Range (ha)	Land(ha)
Langslow Street	5	0.1-0.4	1.7
Wesley Hill Industrial Estate Stage One	12	0.1-0.5	3.6
Stage Two	1		0.3
Pyrenees Highway	1	3.5	3.5
TOTAL	19		9.1 ha

Over the past five years Council has issued eighteen (18) planning permits for industrial development in the Castlemaine urban area.

A survey of planning staff at adjoining Shire Councils and real estate agents situated in Maryborough, Kyneton, Gisborne and Woodend recorded the following responses to demand for industrial land.

- Lot sizes generally in demand are in the range of 1000 – 2000 m².
- Over the past ten (10) years an average of 3 or 4 new industrial businesses and premises have set up in Kyneton, Maryborough Gisborne. This figure does not include existing businesses that have expanded on existing sites or relocated to larger sites.
- Where larger lots have been available, re-subdivision to create smaller lots has occurred on some lots.
- Flexibility needs to be built into an industrial strategy by providing a range of lot sizes.
- Availability of larger lots is important. It is easier to secure an opportunity for a large industry to establish in a town if the site is available.
- The majority of new industries are smaller scale businesses that generally have 1 to 4 employees.

It is estimated that there could be a demand for approximately 20 to 25 hectares (50 to 60 acres) of industrial land in the next 15 years. This level of demand has been calculated on take-up rates for industrial land in Castlemaine over the past five (5) years. The survey of real estate agents and planners in surrounding shires generally supports this demand estimate.

3. INDUSTRIAL LAND STRATEGY

The Castlemaine Industrial Land Strategy comprises a range of initiatives for infill, expansion, and establishment of new industrial areas. It is to be implemented by zoning and overlay amendments to the planning scheme and by the undertaking strategic work related to planning for new industrial areas.

3.1 Proposed Changes to Municipal Strategic Settlement

The Municipal Strategic Statement needs to be modified to give greater strategic emphasis to industrial development. The following strategies and objectives are recommended for inclusion into the MSS.

3.1 Industrial Development Objectives

- Encourage infill industrial development at existing industrial areas at Langslow Street Industrial Area and Wesley Hill Park Estate (Stage Two).
- Encourage development of Wesley Hill as a major strategic focus for new industrial development in Castlemaine.
- Recognise the strategic importance of Harcourt's location in relation to the regional transport (road and rail).
- Ensure that the siting and design of any new industrial development is complementary to the urban form and character of adjacent urban areas.
- Encourage industries that are inappropriately located in Castlemaine to relocate to identified industrial nodes or to sites suitable for industry within peripheral townships.
- Provide for a range of industrial lot sizes to meet the varying needs of industrial enterprises.
- Identify a large site for the establishment of industry/industries with special land requirements.

3.2 Industrial Development Strategies

The Industrial Development Objectives in 3.1 above will be achieved by the following strategies:

1. Infill — Immediately Available

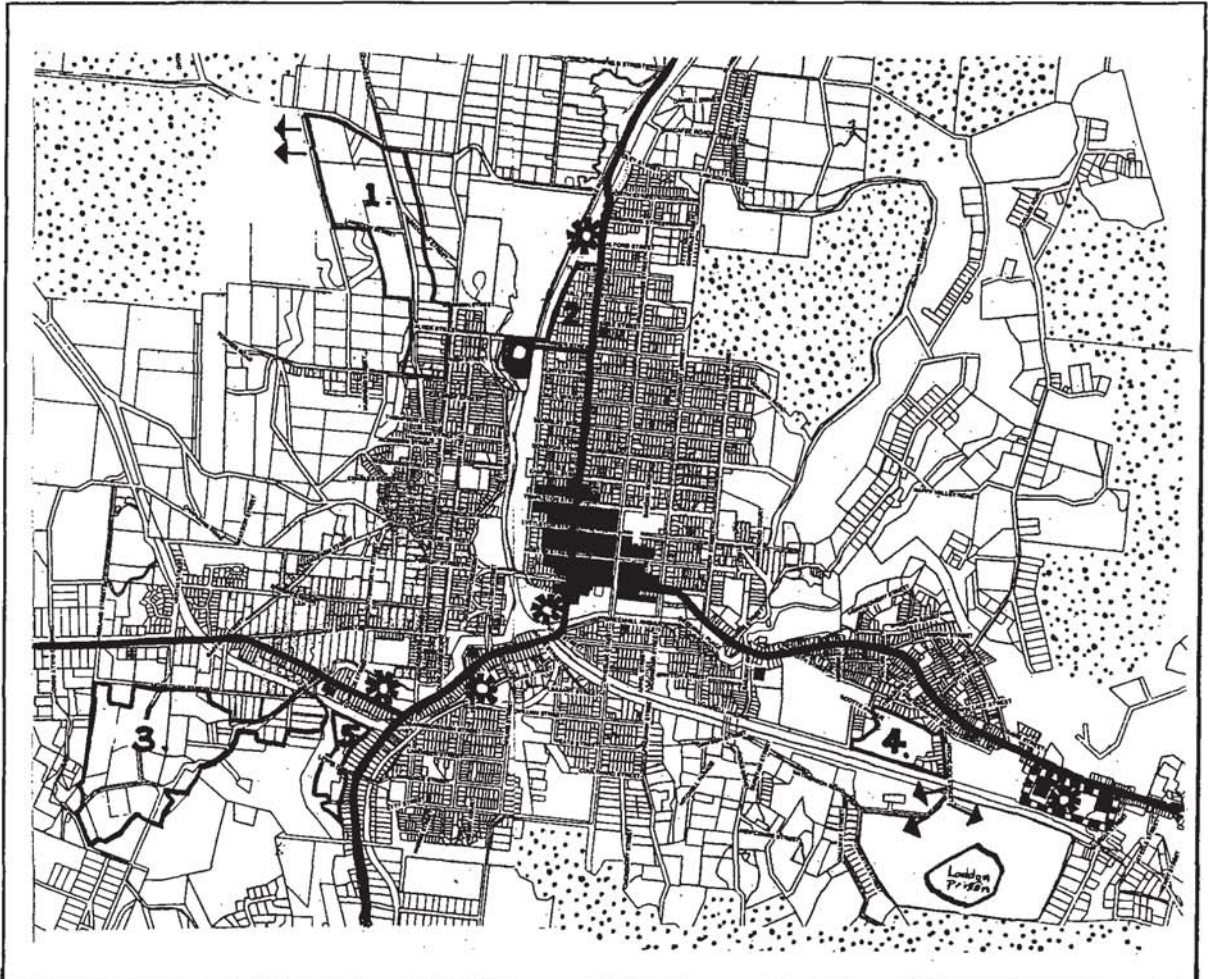
Infill of lots that are immediately available within Wesley Hill, Langslow Street and Wattle Flat industrial areas. The potential expansion site in Wattle Flat will require rezoning from Rural to Industrial Zone.

2. Expansion at Industrial Nodes







- a) Identification of the Wesley Hill area as the major strategic focus for new industrial development in the next ten years. A Design and Development Plan Overlay is to be applied to the area defined in on Plan No.5.
- b) Recognise the strategic importance of Harcourt's location in relation to the regional (road and rail) network. The existing industrial area in Coolstore Road has been identified for further industrial development.

3. Rezoning of Specific Sites

Sites requiring rezoning to Industrial 1 Zone are located in Daws Road Wattle Flat and Coolstore Road, Harcourt. Refer to Plan No.'s 3 and 4.



Plan No.4 Industrial Land Strategy

-  Existing Industrial Areas. Potential for Infill.
-  Expansion to Existing Industrial Areas.
 1. A 10 ha site in Daws Road
 2. Investigate expansion areas at Wesley Hill - Stages 3 and 4.
-  Investigate potential for redevelopment of unused areas of Vic Carpets site.
-  Proposed highway business sites. Refer to "Castlemaine Town Entrances Land Use Concept Plans" report.
-  Design & Development Plan Overlay recommended
-  Existing industrial locations along highway entrances.

4. Redevelopment of Industrial Sites

Investigate the potential for redevelopment of unused areas of the Vic Carpets site in Walker Street. Refer to plan No. 6.

5. Investigation Areas (Refer to pan No. 7.)

1. Investigate the potential for longer term serviced industrial development with highway frontage in the Ranters Gully area.
2. Investigate the potential for longer term serviced industrial development at Harcourt Township. Establish location of industrial area in Urban Design Framework prepared for township following approval of Calder Highway By-Pass Route.

6. Highway Business Sites

Highway business sites should generally be made available for business establishments that are more dependent on exposure to highway traffic. Proposed new highway business sites are identified in the report "Castlemaine Town Entrances land Use Concept Plans".

3.3 Expansion at Industrial Nodes

Having regard to the physical and servicing constraints to new locations for industrial development there are limited options for setting aside large areas for new serviced industrial development. There is limited capacity for expansion in the Wattle Flat, Langslow Street and North Castlemaine Industrial Areas.

Significant opportunities for new areas include:

- Expansion of the Wesley Hill Industrial Area
- Establishing an industrial node at Harcourt, following approval of the Calder Highway by-pass route of Harcourt.

Wesley Hill Industrial Estate Stage Three

Site Description	Land adjacent to or in vicinity of existing Industrial Estate.
Site Area	2.5
Potential Lot Sizes	1500-3000
Potential No. of Lots	8-10
Expansion Potential	Potential expansion areas include land within Prison Reserve adjacent to the rail line and land situated on the north side of Matheson Road.

Wesley Hill Industrial Area is best placed to become the industrial node to receive the majority of future industrial development for the following reasons:

- availability of land,
- proximity to the Pyrenees Highway,
- availability of reticulated water and sewerage, and
- compatible adjacent land uses such the Loddon Prison, the existing industrial estate and the rail way reserve.



Plan No. 5 Wesley Hill Industrial Framework Plan



Proposed Industrial Expansion Areas . Investigate locations for Stages 3 and 4 of industrial estate. Investigate potential purchase of land within Loddon Prison Reserve.



Highway Business Area. Apply Design and Development Overlay to identify preferred uses and layout and design guidelines. Relocation of Pistol Range recommended.



Investigate in association with VicRoads future access options from Pyrenees Highway to Industrial Area.

Expansion of the industrial area must be planned and integrated with existing infrastructure and services. Salient considerations are the location of stage three, provision of better access from the Pyrenees Highway, and redirecting access away from residential areas.

Wesley Hill Industrial Estate Stage Four

Areas that should be investigated for Stage Four of the Wesley Hill Industrial Area are shown on Plan No. 5.

Pyrenees Highway — Duke Street

This area shown on Plan No. 5 has potential for industry and highway business. A Design and Development Plan Overlay should be applied to the land to address issues such as the physical limits of development in the area, access links to the Wesley Hill Industrial Area, and siting and design guidelines. Relocation of the Pistol Range facility should be investigated.

3.4 Infill — Immediately Available

There are a total of 7 lots comprising about 5.0 hectares that is immediately available for development. These areas are zoned industrial, have reticulated sewerage and water available and are located within an established industrial area.

	Location	Lots Available	Existing Lot Sizes	Potential Lots with resubdivision
	Langslow Street	3	3.2, 0.5, 0.22	One lot has an area of 3.2 ha. Suited to large industry or resubdivision into smaller lots.
	Wesley Hill Stage 2	4	1500-3000	
	TOTAL	7		

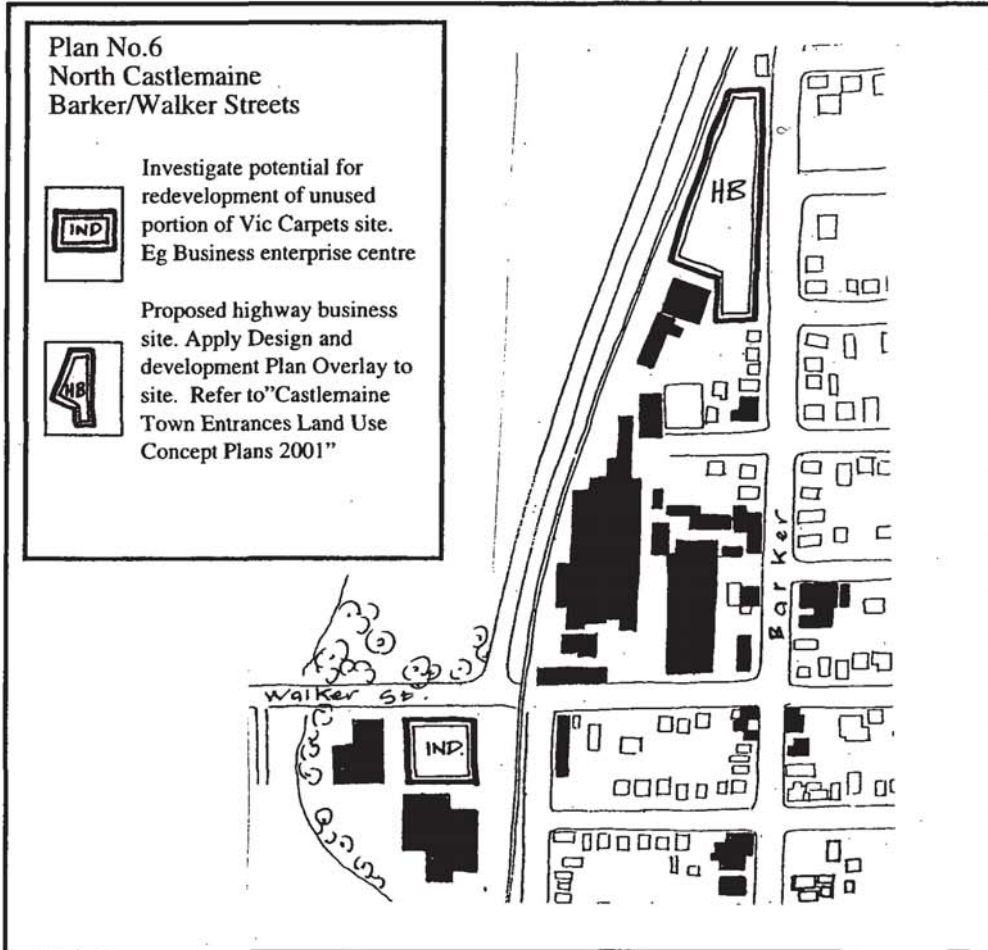
3.4 Rezoning of Specific Sites

Three sites/areas require rezoning in order for a proposal for industrial development to be considered at the sites. They are listed in the table below.

	Location	No. Lots	Lot Size	Potential lots	Rezoning or other requirement
	Wattle Flat Industrial Area (Daws Road Castlemaine)	1	10.3		Rezone from Rural to Industrial. Rezoning required due to local concerns expressed in L21
	Coolstore Road Harcourt adjacent rail line	1	0.5		Rezone from PUZ4 to Industrial 1 Zone
	Pyrenees Highway – Duke Street			3	Rezone from Township and Public Use Zone to Business 1 Zone. Apply Design and Development Overlay.

3.5 Vic Carpet Site

Approximately 0.3 ha of the Vic Carpets site in Walker Street Castlemaine is currently unused and vacant. Discussions with Vic Carpets should be undertaken to investigate the possibility of leasing or sale of a portion of the site to enable consideration of new industrial premises on the site. A Business Enterprise Centre could be considered for this site.



3.6 Investigation Areas

Further strategic work is required to assess the suitability of selected industrial locations to meet longer term industrial land requirements. Infrastructure provision (roads, sewerage) is significant consideration for each of the following investigation areas.

Investigation areas are shown on Plan No.7.

Investigation Area No. 1 Wesley Hill

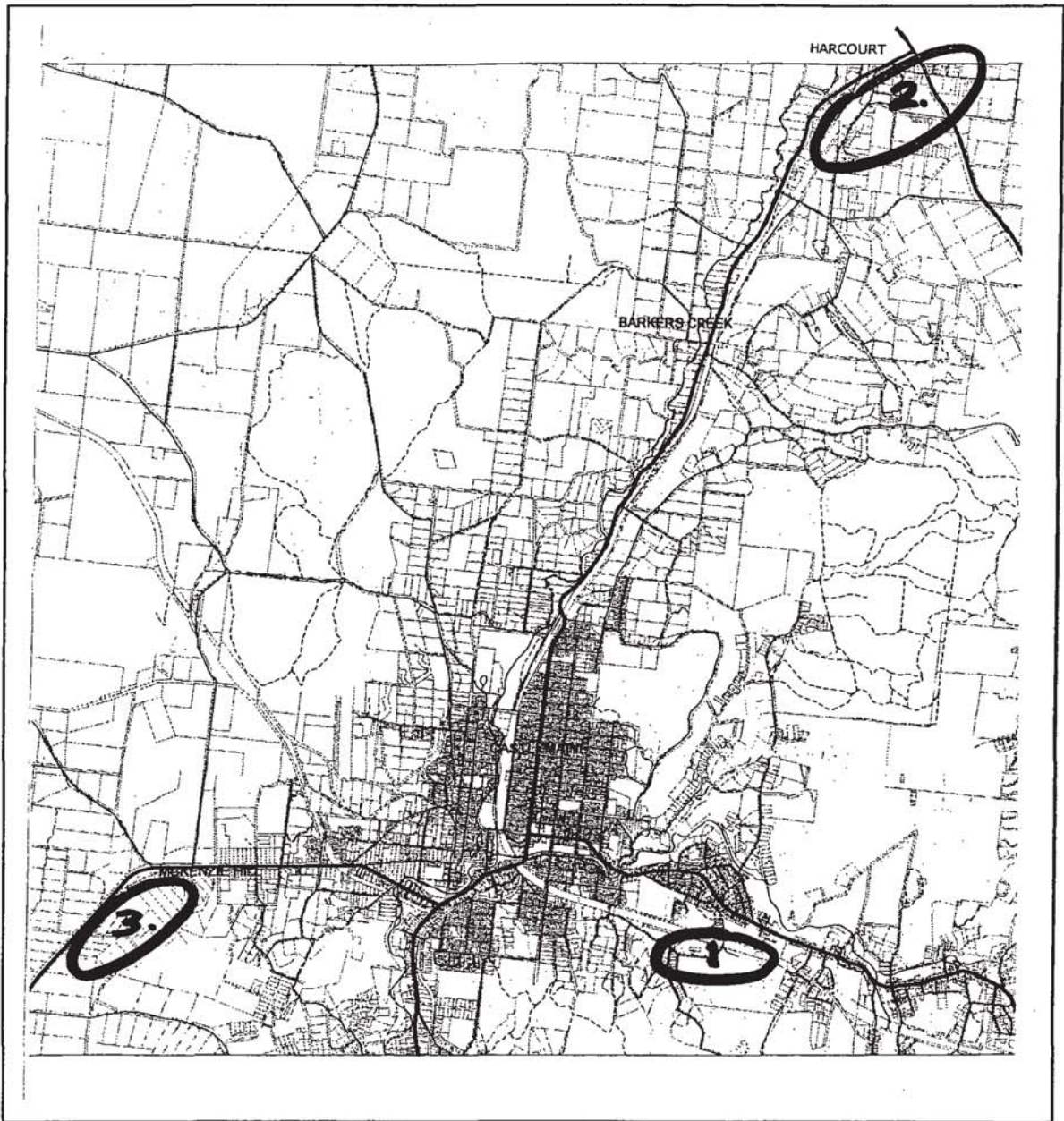
Investigation into the location for future stages of the industrial estate and alternative access arrangements from the Pyrenees Highway.

Investigation Area 2 Harcourt Township

An urban design framework is recommended for Harcourt following approval of a bypass route by the Minister for Planning and Minister for Transport. The potential to establish an industrial node that takes advantage of the regional transport (road and rail) network should be investigated as part of the Harcourt Urban Design Framework.

Investigation Area 3 Ranters Gully

The potential for industrial and service business use of land with highway frontage in the Ranters Gully area should be investigated. The investigation should be part of a strategic assessment of future land use options and infrastructure requirements for the Ranters Gully Area.



Plan No. 7 Investigation Areas

- | | |
|--------------------------------|--|
| <p>1. Wesley Hill</p> | <p>Investigate potential to expand industrial area south of Railway Reserve. Investigate alternative access for Pyrenees Highway. Refer to Plan No.5</p> |
| <p>2. Harcourt</p> | <p>Prepare Urban Design Framework for Harcourt township following approval of Calder Highway Bypass route. UDF to investigate identify physical extent of industrial area.</p> |
| <p>3. Ranters Gully</p> | <p>Assess land use options for serviced development with highway frontage in Ranters Gully area.</p> |

3.6 Highway Business Sites

Proposed highway business sites have been identified in the report "Castlemaine Town Entrance Land Use Concept Plans". New sites located alongside the Midland and Pyrenees Highways highway entrances are shown on Plan No.8 They include:

Area HB1 *Midland Highway — Barker Street 361-363 Barker Street comprising Scout Hall and residence and unmade road (Hall Street).*

- a) New highway business site at northern end of Barker Street (west side) from Halford to Hall Street. The site is approximately 2.0 hectares. Business 1 rezoning and Design and Development Overlay recommended
- b) Barker Street (east side) north from Turner Street to Thompsons Band Hall. Currently used for storage purposes. Business 1 rezoning and Design and Development Overlay recommended.

Area HB2 *Elizabeth Street*

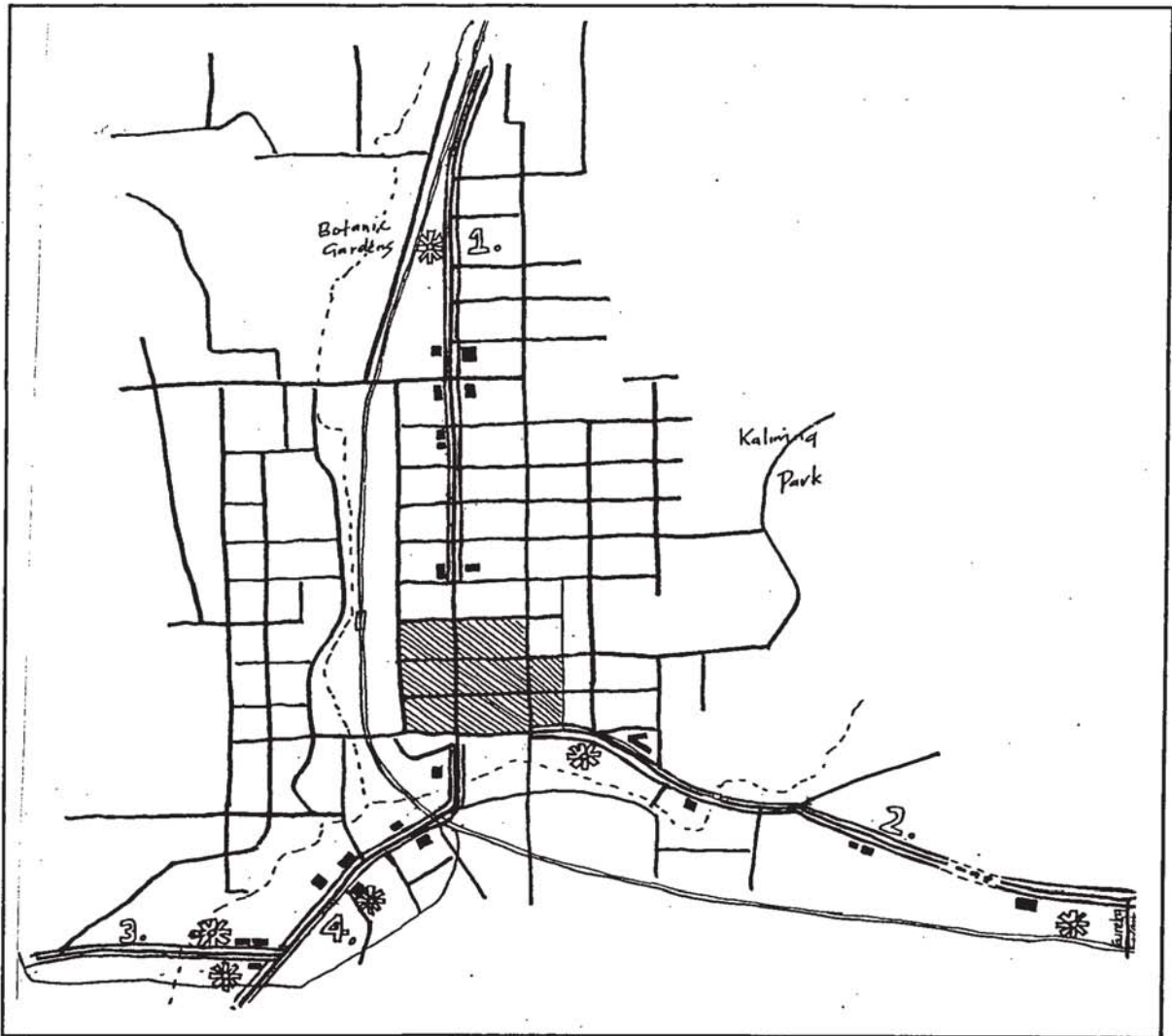
- a) A 0.5 ha highway site on north side of Elizabeth Street immediately east of the bridge suitable for highway business. Business 1 rezoning required.
- b) Proposed longer-term highway business on south side of Elizabeth Street east of bridge crossing. Local Policy recommended to guide and facilitate new use and development.

Area HB3 *Pyrenees Highway Duke and Forest Street*

A site located at the entrance to Castlemaine urban area, north of Eureka Street, is identified as potential highway business. Design and Development Overlay recommended to determine preferred uses and siting and design requirements.

Area HB4 *Midland Highway - Johnstone Street*

- a) Encourage relocation of Concrete Plant near intersection with Maclise Street to facilitate establishment of more suitable highway business. Site could be developed in conjunction with site at rear bounded by the railway line.



Plan No. 8 Highway Business Sites/Areas



Proposed highway business sites/areas. Refer to report "Castlemaine Town Entrances Land Use Concept Plans 2000".



Existing highway business locations



Castlemaine's Town Entrances

1. Midland Highway – Barker Street
2. Pyrenees Highway – Duke Street
3. Pyrenees Highway – Elizabeth Street
4. Midland Highway – Johnstone Street

5. IMPLEMENTATION OF STRATEGY

5.1 Planning Scheme Amendments

A planning scheme amendment prepared for the planning scheme review process in 2002. The amendment is to include the changes listed in 5.1.1 and 5.1.2.

5.1.1 Recommended Zoning and Overlay Amendments

- Rezone site in Coolstore Road , Harcourt from PUZ1 to Industrial 1 Zone (IN1Z).
- Rezone to Business 1 Zone and apply Design and Development Plan to north side of Pyrenees Highway (Duke Street) between highway and rail line and from Kelsall Court and Eureka Street.
- Rezone to Industrial 1 Zone areas identified for Stages Three and Four of the Wesley Hill Industrial Estate.
- Apply Development Plan Overlay to identified expansion/investigation areas in Wesley Hill.

5.1.2 Changes to Municipal Strategic Statement

- Inclusion of Plan "Castlemaine Industrial Land Strategy" with supporting statement that land use planning for industrial development is to be consistent with the Plan.
- Include Objectives for Industrial Development (Refer Section 2.1).
- Include Strategies for Industrial Development (Refer Section 2.1).

5.2 Strategic Work

- Wesley Hill Industrial Development Plan – Stages Three and Four
- Access Strategy – Pyrenees Highway to Wesley Hill Industrial Estate
- Harcourt Urban Design Framework
- Land Use Options for Ranters Gully following final decision on Sewerage options for Maldon and Newstead

5.3 Priorities

- Preparation of Planning Scheme Amendment package for review of planning scheme in 2002.
- Wesley Hill Industrial Development Plan – Stages Three and Four
- Access Strategy – Pyrenees Highway to Wesley Hill Industrial Estate