

Mount Alexander Shire
Urban Living Study
Stage Two Report

CASTLEMAINE LAND USE



STRATEGY

Final Report

October 2004

Date Registered 31/01/2014 at 12:02
Container FOL/14/238-01
Record Number **DOC/14/5146**



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Urban Living Study
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CASTLEMAINE LAND USE STRATEGY

Final Report

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&
History in the Making

October 2004

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1. BACKGROUND AND CONTEXT

This report is essentially a summary of other studies recently undertaken for the Castlemaine urban area. The report brings together the main findings and recommendations of the following studies:

- o Mount Alexander Urban Living Strategy (2003)
- o Castlemaine Residential Strategy (2004)
- o Castlemaine Town Centre Urban Design Framework (2002)
- o Castlemaine Industrial Land Strategy (2001)
- o Castlemaine Town Entrances Strategy (2002)

The Town Centre, Town Entrances and Industrial Land Studies have been reviewed during the Mount Alexander Urban Living strategic project.

The Castlemaine Land Use Strategy examines and makes proposals about future residential land, housing, transport, industrial land, heritage, and town centre development.

Mount Alexander Urban Living Strategy (2003)

The strategic background to Castlemaine Land Use Strategy report is the Mount Alexander Urban Living Strategy (MAULS). The MAULS report put forwards a long-term plan to direct and manage growth in the Shire's urban centres. The preferred option, Cluster Connect and Calder Corridor (See Plan No. 2), makes allowance for half of the Shire's population and housing growth to occur in Castlemaine. Urban Living population estimates for Castlemaine indicate growth from a town of 8,000 to 10,500 persons by 2021. The Urban Living Strategy estimates a 2021 Shire population of 21,390. The 2001 population was 16,170.

2. CASTLEMAINE – REGIONAL CENTRE

Castlemaine performs a regional role for a catchment that generally equates to the area of the Shire of Mount Alexander. With the exception of the regional city of Bendigo, it is the largest urban centre in the Melbourne to Bendigo corridor. The population within the Castlemaine urban area is approximately 8,000 persons which is half of the Shire's total population.

The preferred urban living option for the Shire is based upon the Shire's existing settlement pattern. Under this preferred option Castlemaine will maintain its share (50%) of the Shire's population and housing growth. Growth is proposed in the outlying towns with better access linking the towns to Castlemaine.

Castlemaine is increasingly being seen as a place to live that offers an alternative lifestyle to larger cities. Recent levels of approved residential subdivisions and applications lodged with Council are indicators of this trend. The rise in demand for housing is partly responsible for the recent rises in property prices.

The preparation of a land use plan for Castlemaine is indeed timely with the Shire at the beginning of a growth phase. Decisions need to be made about the amount of



**PLAN 1: AERIAL PHOTOGRAPH, CASTLEMAINE
CASTLEMAINE LAND USE STRATEGY**

new urban development and where and how this new development can occur without compromising natural and heritage environments, and lifestyle values. The Mount Alexander Urban Living Strategy recommends residential growth in Castlemaine to the south and west. These new growth areas are less constrained by heritage and landscape features.

Castlemaine town centre is changing with busier streets, higher retail tenancy turnovers, and reduced car parking availability. New retail floorspace (Supermarket, Rice Building) has been developed in Mostyn Street. Containment of new retail and business development within the town centre and Central Conservation Area will require new development to respect the historic identity of the town centre and its streetscapes. The town centre can become a more interesting and vital place that encourages more street use and activity. Opening up streetblocks with connecting laneways will give more variety to the town centre experience.

The local attraction of the Castlemaine town centre is significant. An in-centre survey undertaken in 1995 concluded that approximately 57% of customers using the town centre at the time of the survey were from Castlemaine (excluding Campbells Creek) and approximately 39% of customers commuted from nearby townships (Castlemaine central Area Retail Study, 1995).

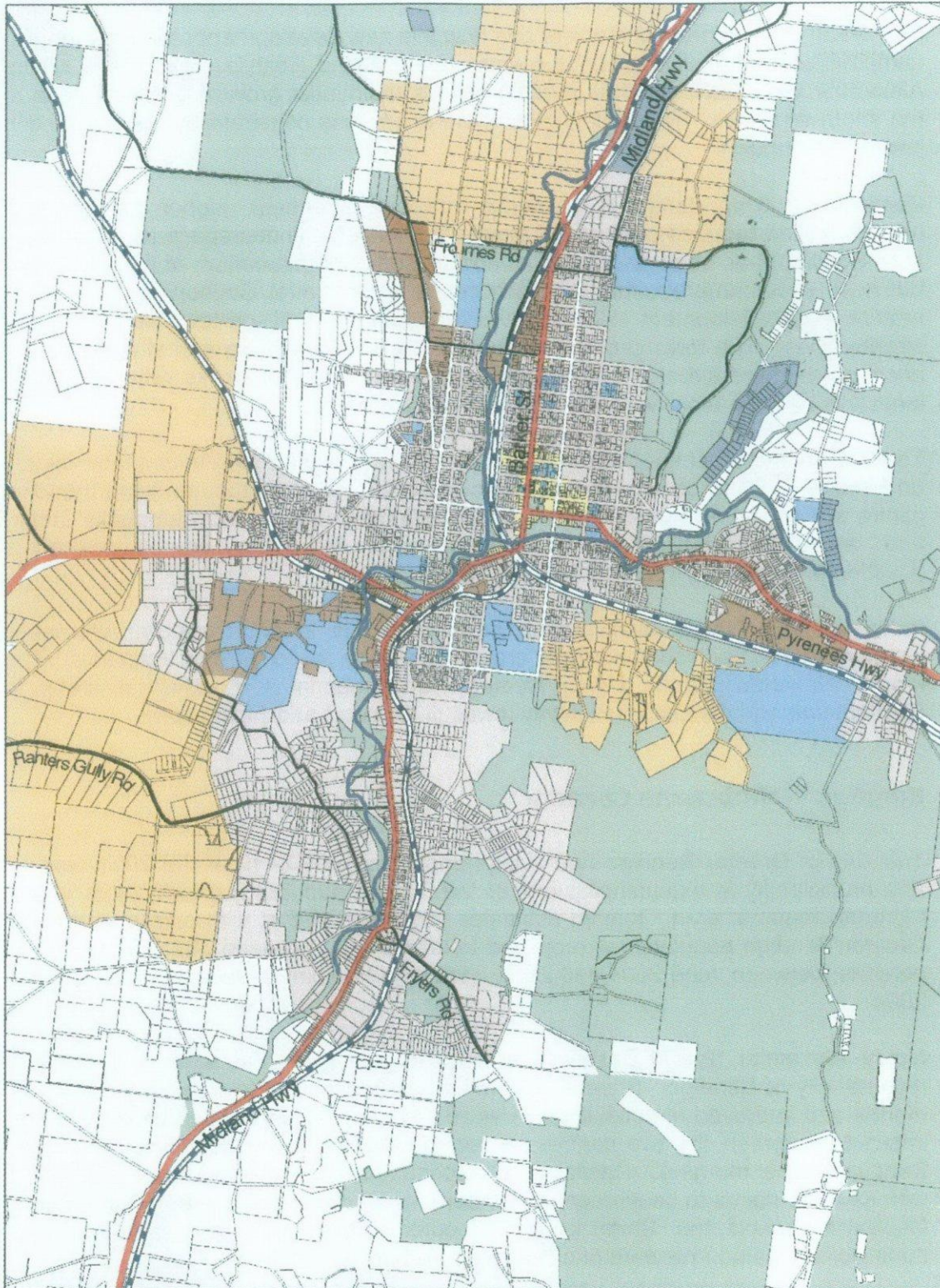
Industrial land that is available for development is in short supply. Alternative locations to the traditional industrial areas need to be found for new industries. The Mount Alexander Urban Living Strategy recommends new industrial areas in Castlemaine and the Calder Highway towns of Harcourt and Elphinstone.

Bendigo – Melbourne Corridor









The City of Greater Bendigo had a total population of 90,449 at the 2001 census. The municipality is experiencing one of the highest population growth rates of any Victorian regional area. Interim estimates suggest that that with current rates, the Greater Bendigo population is projected to increase by between 38,000 and 45,000 persons, between June 2001 and 2030. (Bendigo Residential Development Strategy 2004).

Mount Alexander Shire and Castlemaine stand to gain from a stronger and larger regional city of Bendigo. Shire residents would have access to a larger regional job market and improved regional level services. Passenger rail services will need to be improved between the two centres, especially timetabling to enable commuting to Bendigo in the morning. Castlemaine's economic, social and cultural relationship with Bendigo needs to be strengthened. Community concerns about the possibility of Castlemaine and the Shire becoming outer suburban areas or satellites to metropolitan Melbourne were often expressed at urban living forums.

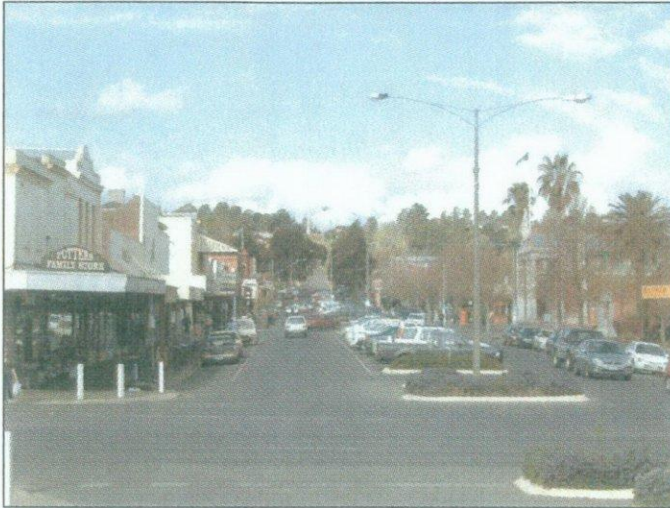
The impact on Castlemaine from the Melbourne 2030 Strategy needs to be carefully considered. A major aim of the Mount Alexander Urban Living studies, including the residential and land use strategies for Castlemaine, is to manage growth in a way that protects the special qualities of Castlemaine. At the macro level, this can be achieved by setting a desirable and sustainable population size, and establishing a future urban boundary.



PLAN 2: CASTLEMAINE: EXISTING LAND USE
CASTLEMAINE LAND USE STRATEGY

- | | | | |
|---|---|---|---------------------------------------|
|  | National & State Parks, reserves |  | Castlemaine Town Centre |
|  | Residential Zone
inc. Township Zone at Campbells Creek |  | Community Infrastructure & Facilities |
|  | Low Density Residential Zone |  | Industrial Zones |
|  | Rural Living Zone |  | Rural Zone |

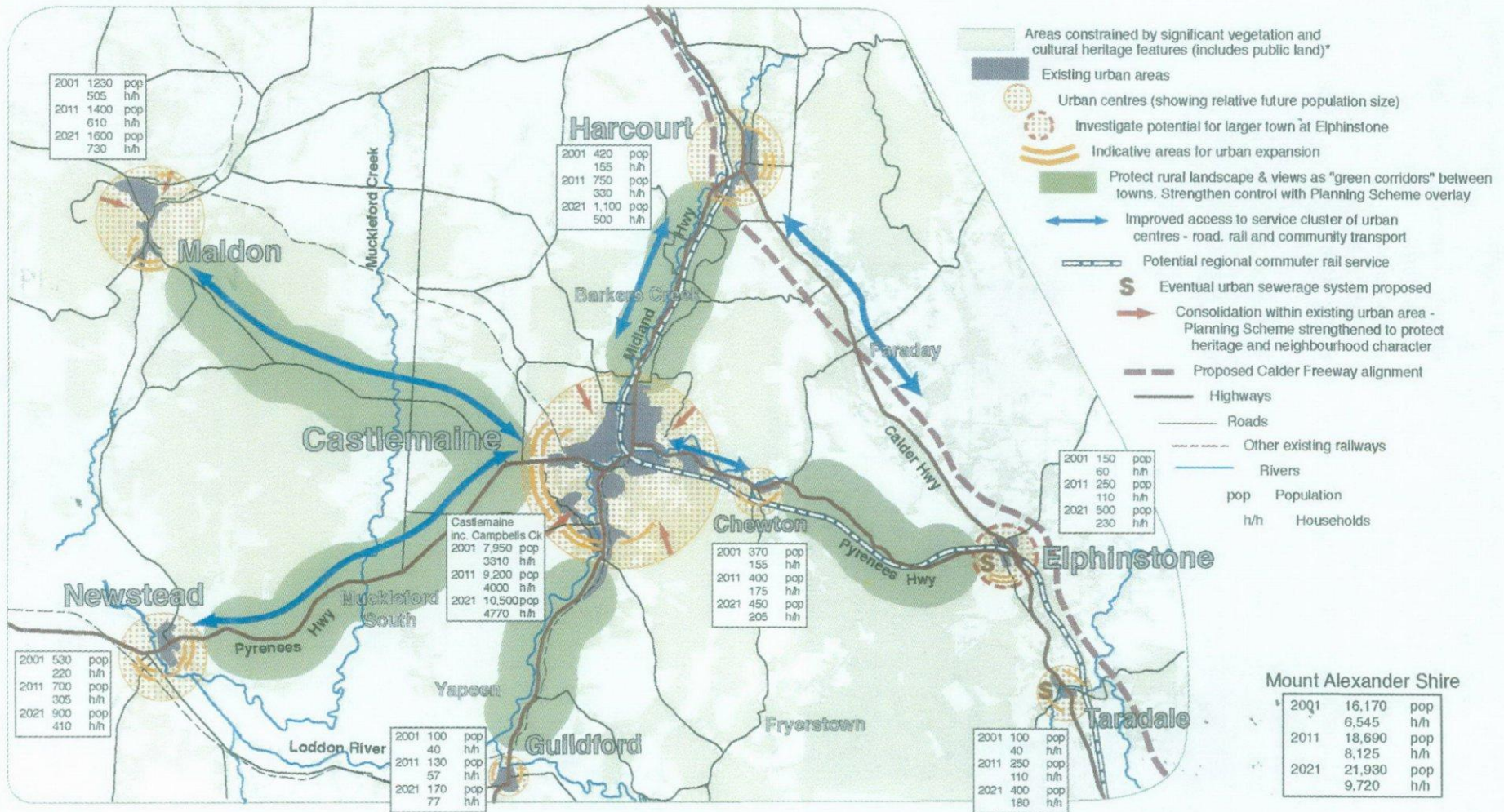
The Department of Sustainability and Environment will be commissioning a Bendigo Corridor Growth Strategy in 2004. The study area for the Strategy will be the municipalities of Greater Bendigo, Mount Alexander and Macedon Ranges. The Corridor Strategy will examine a range of growth management issues across the Corridor. Importantly the Corridor Strategy will be informed by strategic work undertaken by Corridor municipalities, including the series of studies prepared under the banner of the Mount Alexander Urban Living Study, and the Mount Alexander Rural Living Study.



Mostyn Street: Castlemaine's major retail strip

Preferred Option & Urban Living Strategy

Cluster Connect & Calder Corridor



PLAN 3: MOUNT ALEXANDER URBAN LIVING STRATEGY

This plan is indicative only

* Refer to Planning Scheme for zoning and areas covered by Environmental Significance, Landscape Significance, Vegetation Protection, Erosion Management and Heritage overlays.

3. HISTORICAL AND PHYSICAL DEVELOPMENT : AN OVERVIEW

European settlement of the Mount Alexander area commenced after the explorer Major Sir Thomas Mitchell passed through the area in the spring of 1836. In July 1851 gold was discovered at Barkers Creek, attracting large numbers of diggers seeking their fortunes. From a small number of indigenous people and pastoralists the population exploded to 10,000 at Golden Point by November 1851.

In February 1852 the administrative centre of the Mount Alexander and Forest Creek diggings was established north west of the junction of Barkers and Forest Creeks. Around this centre, referred to as Circular Road (the present-day area of Camp Reserve), stores were built and tents erected.

Castlemaine was surveyed in 1852 by William Urquhart using Robert Hoddle's grid pattern of Melbourne and gazetted in January 1853. In August 1853 the settlement at the camp was ordered to move to the newly-laid out township. The first buildings were erected at the east end of Forest Street and Mostyn Street at the foot of Agitation Hill (where the Anglican Church now stands).

Between the years of 1853 and 1857 permanent structures of brick and stone were built on the township blocks. Commercial and banking enterprises were established, churches erected, a local court founded, bridges built and roads made. Castlemaine was proclaimed a town in November 1853 and a municipality in April 1855. Cheaper blocks were to be had in Graves Street (now Johnstone Street) and this era saw the purchasing of land in this area, mainly for housing.

The development and survey of Castlemaine was influenced by the location of Campbells, Barkers and Forest Creeks, the straightening of the Forest Creek channel in 1861, and the building of the railway from Melbourne to Castlemaine in 1862 and from Maryborough via Campbells Creek in 1874.

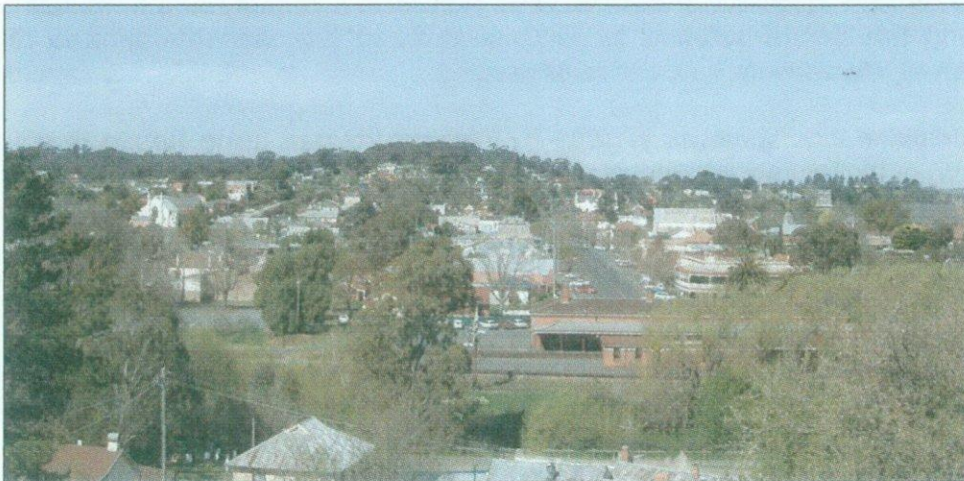
The first survey of the Castlemaine township laid out streets between Forest and Berkeley, and Kennedy and Fletcher Streets. An 1856 map shows this survey extended to Turner Street. Subdivisions also existed at Winters Flat, Wesley Hill and Campbells Creek in this year. By November 1852, Forest Creek had been worked down to the junction of Barkers Creek and on to Strathloddon Station (present day Campbells Creek).

By 1857 stone and brick buildings were in existence along the Castlemaine-Daylesford Road (Main Road) between Sheriff's Bridge and Donkey Hill, with the focus of a township growing at the crossroads of the Castlemaine-Daylesford Road and Fryers Road. Culverts and bridges were built across the gullies that intersected the Castlemaine-Daylesford Road and this activity was consolidated with the rates, grants and tolls raised from the Campbells Creek Roads Board formed in 1862.

By 1870, reports were received that mines were exhausted. With the arrival of a dependable water supply from the Coliban system in 1885, sluicing was taken up in the area. Dredging was the main activity in the period of 1886-1918, and again in the 1930s, and is believed to have been responsible for the removal of much of the evidence of early settlement on the diggings.

An 1857 map shows that the first settlement of the Campbells Creek area followed the track that ran between Campbells Creek and Castlemaine with a cluster of buildings at the junction of present-day Fryers and Main Roads. By 1860 this string of subdivision extended further along the road south toward Guildford.

A major sale of land took place in 1862 with the subdivision of the last parcel of Strathloddon Run (on which Campbells Creek was settled) named Taylor's Paddock. Other subdivisions took place in the period 1863-4 around the recreation reserve and north of the cemetery and c1900 east of Cemetery Road and south of the cemetery.



View from Old Castlemaine Gaol towards Town centre with Kalimna Park ridgeline in distance.

4. POPULATION AND HOUSING PROFILE

4.1 Population change

At the 2001 Census, Mount Alexander Shire had a population of 16,173 people. This represents an increase of 243 people since 1996. Population change for Castlemaine urban area and the Shire since 1991 is shown below.

**Table 1. Population Change 1991-2001
Castlemaine, Campbells Creek,**

	1991	1996	2001	Av. Annual Change 91-01
Campbells Creek	737	833	1,085	3.9%
Castlemaine	6,812	6,690	6,835	0.0%
TOTAL Castlemaine urban area	7,549	7523	7,960	1.2 %
Total Shire	15,330	15,930	16,173	0.8 % (91-96) 0.4% (96-01)

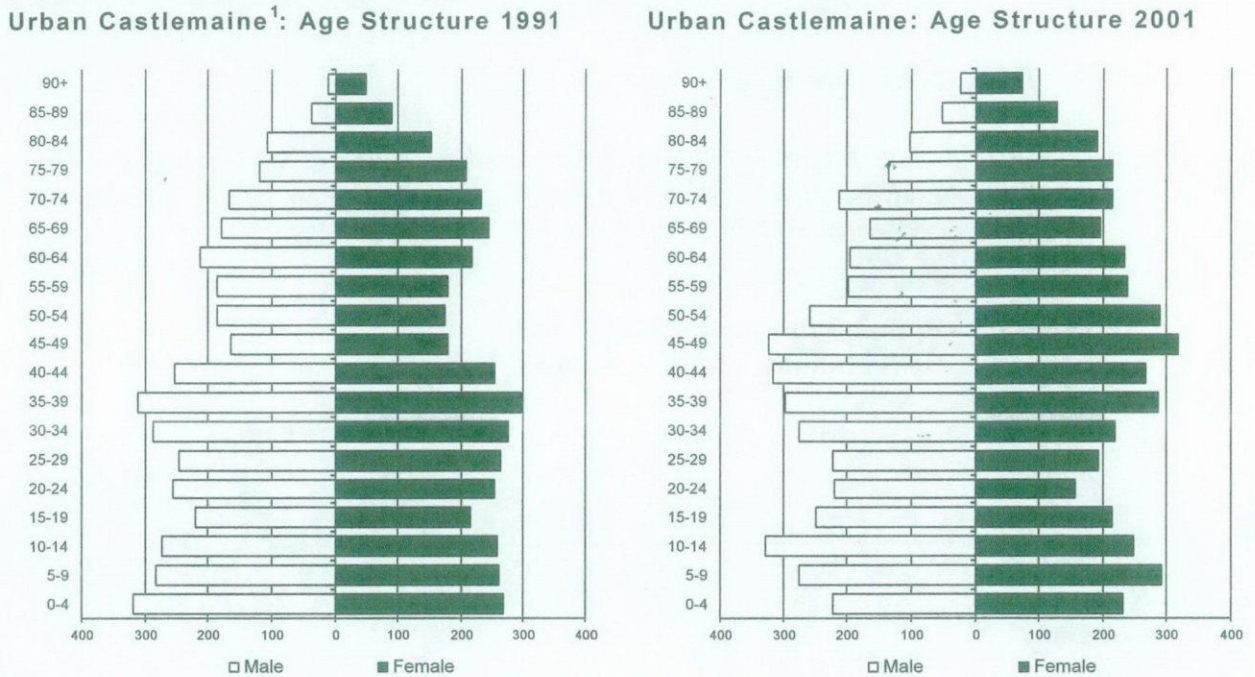
4.2 Age Composition

In line with age structure trends in the Shire as a whole (and most other areas of regional Victoria) the age structure of Castlemaine has, over the last decade, been characterised by a proportional and absolute growth of people aged over 40 years, particularly in the 40 to 55 year age groups, and a concurrent decline in young children and young adults.

Table 2 Age Composition, Castlemaine, Campbells Creek & Shire 2001

	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	
Campbells Creek	17%	16%	10%	16%	14%	12%	7%	5%	3%	1,076
Castlemaine	12%	12%	10%	13%	15%	12%	10%	10%	8%	6,830
Shire	13%	14%	8%	12%	16%	14%	10%	8%	5%	16,130

Figure 1 Age Structure: Urban Castlemaine 1991 & 2001



Source: ABS Estimated Population

4.3 Household Size

Household size has declined in Castlemaine as shown in the table below. Household size in the Shire is projected to decline to 2.1 in 2011 and to 1.9 by 2021 (DSE projections). Factors contributing to a decline in household size include ageing of the population, increase in divorce rates, and lifestyle changes.

Table 3 Household Size: Castlemaine 1991, 1996 & 2001

	Households			Average Size		
	1991	1996	2001	1991	1996	2001
Castlemaine *	3047	3121	3425	2.61	2.54	2.42
Total Shire	5,062	5,755	6,544	3.03	2.77	2.47

* includes Campbells Creek & Chewton

4.4 Local Population and Household Characteristics

Within urban Castlemaine, a number of local characteristics are evident in terms of population change, age structure and household composition. Household data is provided for the localities within Castlemaine, as described in the following map.

Average household size is higher in the localities of North Castlemaine, Campbells Creek and Wesley Hill suggesting that these areas have higher proportions of family households. The lowest average household sizes in Castlemaine are at central Castlemaine and Chewton suggesting higher proportions of aged persons at these localities.

Figure 2 Castlemaine Collection Districts and Locality Clusters

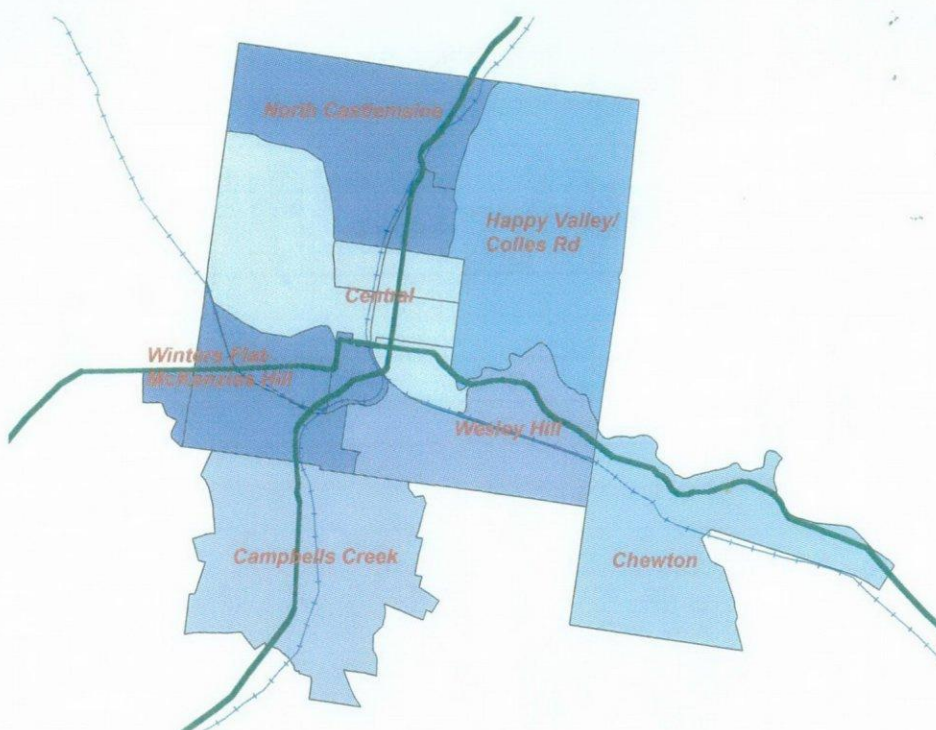


Table 4 Population and Households by Locality, 2001

	<i>Population</i>	<i>Households</i>	<i>Average Household Size</i>
Campbell's Creek	1,085	406	2.67
Town Centre	1,796	850	2.11
Chewton	367	176	2.09
Happy Valley/Colles Road	433	182	2.38
North Castlemaine	1,577	342	4.61
Wesley Hill	1,610	613	2.63
Winters Flat/McKenzies Hill	1,463	615	2.38
Total	8,331	3,184	2.62

Source: ABS Census

These localities are based on groupings of Census Collection Districts from the 2001 Census. The clusters and names chosen reflect only the "best fit" from the available areas, but do offer an opportunity to consider local demographic variations within the urban area of Castlemaine.

4.5 Inward Migration

The greatest outward migration for Castlemaine and the Shire was in the age group from 15 years to 24 years, with those aged in their early and late teenage years in 1996 being poorly represented as young adults by 2001. There is some variation within the Shire as, for example, the number of people in the 40-44 age group in 1996 increased (as those aged 45-49 by 2001) in Castlemaine, but declined in the balance of the Shire.

Figure 3 Inward Migration by Age Group

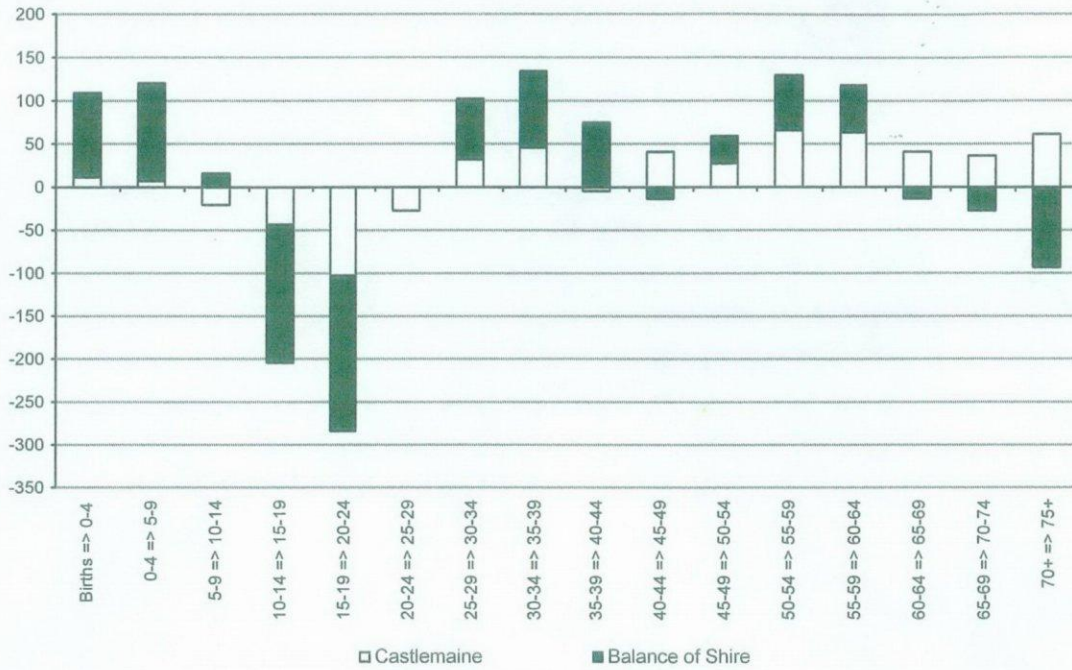
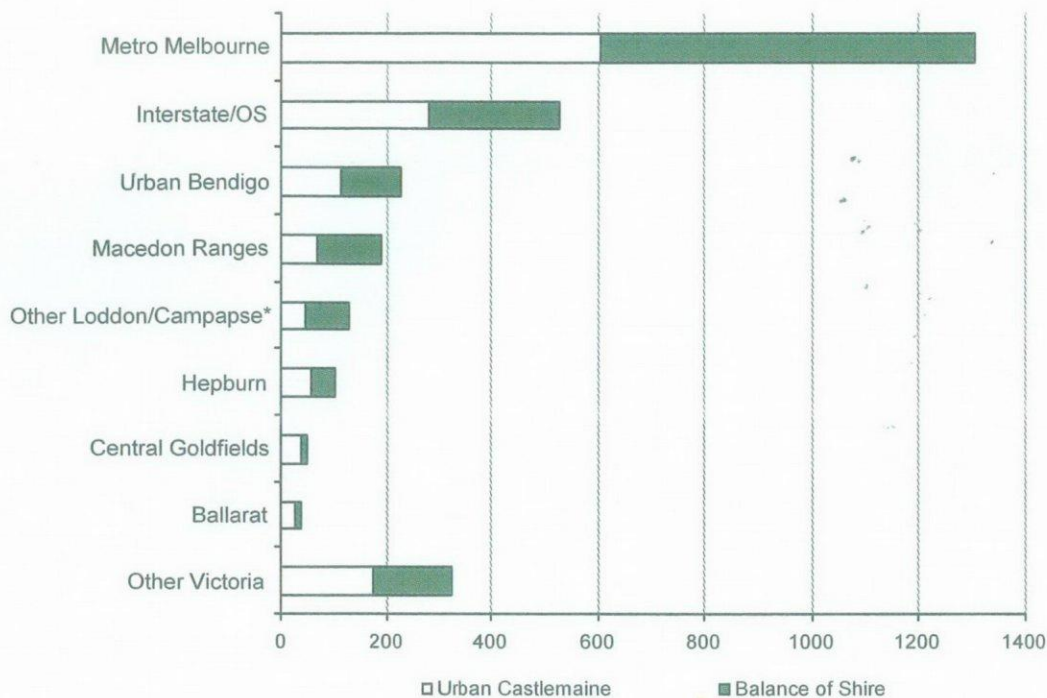


Figure 4. Inward Migration (1996-2001) by Usual Residence in 1996



Source: ABS Census (*non-urban Bendigo, and areas surrounding Echuca, Kerang etc)

The distribution of those moving into urban Castlemaine and those moving to other parts of the Shire was fairly similar, with slightly over half of all new arrivals residing outside of urban Castlemaine.

Between 1996-2001, 1506 people moved into urban Castlemaine from elsewhere in the Shire (possibly reflecting an ageing population and service needs), while 266 people from urban Castlemaine moved to other areas in the Shire.

Population Growth

The Mount Alexander Urban Living Strategy adopts a population growth rate for the Shire of 1.4 % per annum for the period 2001 - 2021. (See Urban Living Study – Stage Two Report). This growth rate is based on recent population growth rates that have occurred in the Macedon Ranges Shire and future population estimates in the Bendigo-Melbourne Corridor, specifically in the Bendigo and Macedon Ranges municipalities. Population estimates for the Shire assume that growth rates will increase as travels times to Melbourne, by road and rail, decrease.

Generally it can be seen that those areas with less travel time to Melbourne have higher population growth rates. This correlation between travel time and population change has potential implications not only for trends in commuting and the nature of the workforce, but also for growth prospects, and land use issues related to population growth as travel time to Melbourne is decreased. (Mount Alexander Population Review, 2003).

Most new housing in Castlemaine over the past 20 years has occurred in Winters Rise, Campbells Creek and North Castlemaine. In more recent years there has been

an increase in infill housing in the township. Existing lots, in the range of 800-1,000 m², have been subdivided creating a second lot for a new dwelling. The number of new residential lots created and the number of lots approved on an annual basis has risen over the last 3 years.

The Urban Living Strategy proposes that Castlemaine maintain its share (50%) of the Shire population. Population estimates for Castlemaine (including Campbells Creek) to the year 2021 are as follows:.

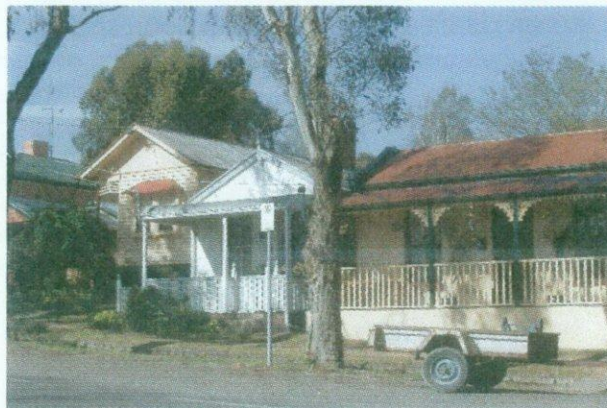
2001	7,950
2011	9,150
2021	10,500

Residential Growth and Development

The Castlemaine Residential Strategy (2004) forecasts future demand for residential land based on residential subdivision rates over recent years. An average of 59 residential lots per year were approved over the period 1998-2003. The Castlemaine Residential Strategy includes a demand and supply analysis for residential land. This is summarised in Chapter 5. It is estimated that an additional 47 hectares of land is required to meet housing needs to the year 2021. This land needs to be rezoned to Residential 1 zone.



New residential area in Chapmans Road



Row of cottages on small lots in Hargraves Street

5. CASTLEMAINE LAND USE FRAMEWORK PLAN

The Castlemaine Land Use Framework Plan is shown on Plan No. 4. The Plan is an over-arching plan that gives an urban context for future residential, industrial, and business land uses, and the future provision of an open space network. A guiding principle of the Plan is to establish an urban structure and form, that as far as is possible, protects heritage, landscape and townscape values. The Plan illustrates and summarises recommendations of other studies adopted by Council. These studies relate to residential, industrial and commercial land use. The Plan has a timeframe to the year 2030.

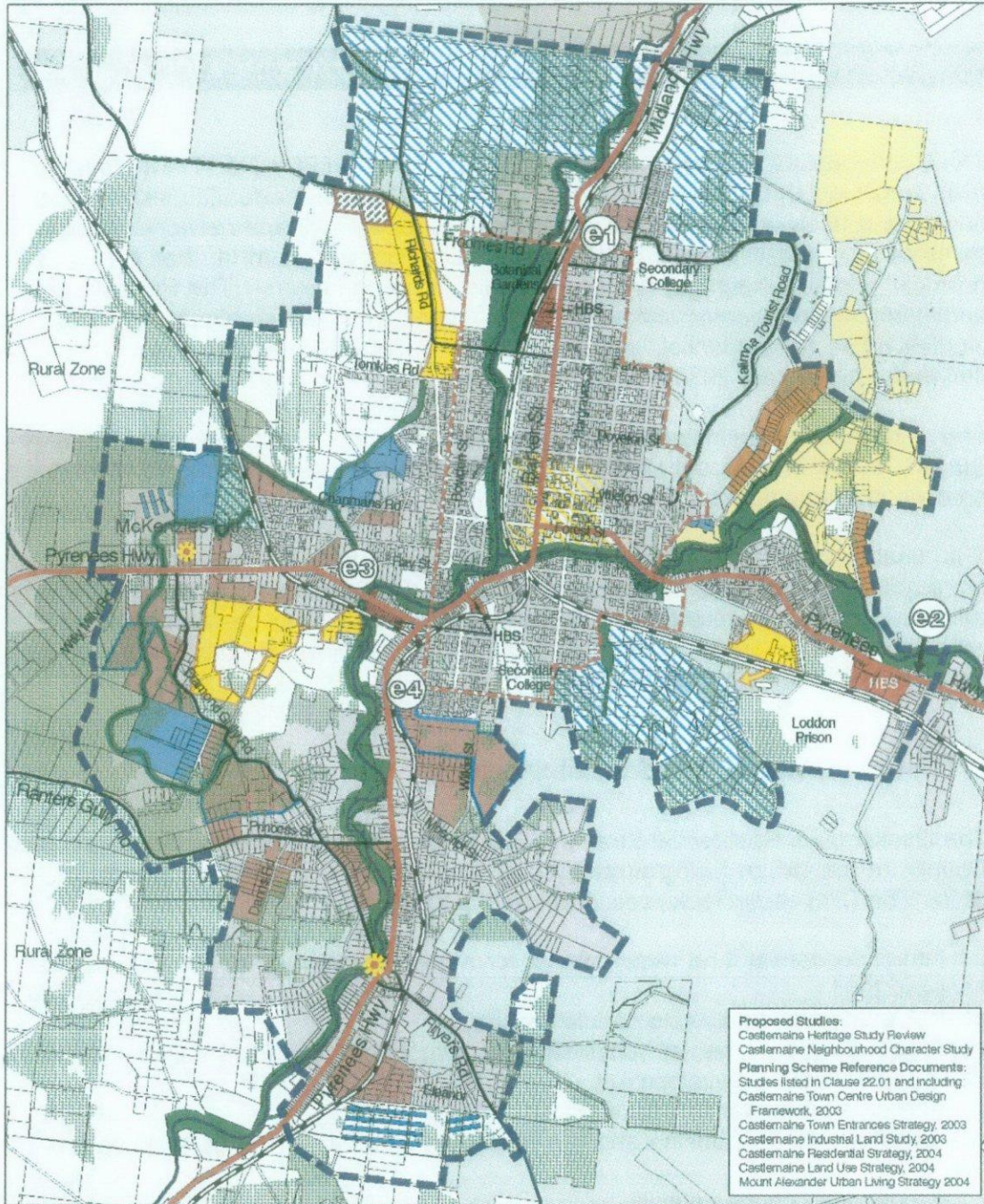
The Framework Plan included in the draft Mount Alexander Urban Living Strategy - Stage Two Report was a draft Plan. The Plan was reviewed and modified during the process of preparing the subsequent Castlemaine Residential Strategy .

The final adopted Castlemaine Land Framework Plan will be included in the Municipal Strategic Statement by an amendment to the Planning Scheme. The Plan will provide strategic direction for Council, service agencies and the community. It will also assist Council in its strategic planning decisions about the use and development of land in Castlemaine.

5.1 Castlemaine Residential Strategy

The Castlemaine Residential Strategy (CRS) was prepared following the adoption by Council of the Urban Living Strategy (Cluster Connect and Calder Corridor) for the Shire. The CRS report looks specifically at the following:

- future residential land requirements for a town community of 10,500 persons in year 2021
- desirable and sustainable population size,
- heritage, environmental, physical and neighborhood character constraints to future residential development,
- a future urban boundary for the town,
- potential for infill housing and residential opportunities close to the town centre, and
- a town open space network



This Plan is indicative only. Check Planning Scheme maps for precise boundaries.

PLAN 4: CASTLEMAINE LAND USE FRAMEWORK: CASTLEMAINE LAND USE STRATEGY

- | | |
|---|---|
| <ul style="list-style-type: none"> Existing Residential Zoned Land (including Township zone to be rezoned to Residential 1 Zone) Undeveloped Existing Residential Zoned Land Existing Residential Zoned Land with constraints (vegetation, slope, National Park edge). Change zoning &/or apply appropriate overlay. Proposed new residential areas. Rezoning from Rural Living or Rural Zone to Residential 1 Zone. <ul style="list-style-type: none"> • Incorporated Plan Overlay for McKenzies Hill/Diamond Gully area (see Plan 11) • Development Plan Overlay for Chappmans Road area (see Plan 11) Longer term residential expansion Proposed Low Density Residential Zone <ul style="list-style-type: none"> • Rezone from Rural Living and Rural Zone) • Significant Landscape Overlay 2 extended into proposed LDR Zone areas and to include native bushland areas Proposed Industrial 3 Zone - to provide buffer to more sensitive land uses Existing Low Density Resid. Zone Proposed Rural Conservation Zone Existing Rural Zone Proposed Rural Living Zone National & State Parks, Reserves. | <ul style="list-style-type: none"> Urban Boundary Castlemaine Central Residential Area (refer to CCRRA Plan) Open Space Network (based on major creeks. Develop more extensive network using major creeks as open space spines) Vegetation on Freehold Land Proposed Activity Centres <ul style="list-style-type: none"> • indicative location for local shops and community focus • strengthen community focus around village end of Main Rd Campbells Creek Castlemaine Town Centre <ul style="list-style-type: none"> • implement Town Centre Urban Design Framework Highway Business Sites - design & development overlays to be applied to protect & enhance entrance character. Refer to Castlemaine Town Entrances Strategy. Implement Castlemaine Town Entrances Strategy Industrial and Service Business Nodes <ul style="list-style-type: none"> • existing industrial areas with industrial zoning • some industrial infill potential • see also Castlemaine Sub-regional Industrial Land Strategy for future locations at Ranters Gully, Harcourt & Elphinstone • Stage 3 of Wesley Hill Industrial Area south of railway line. Investigate better vehicle access option away from residential areas. |
|---|---|

Residential Development Objectives

The objectives underpin a strategic and sustainable approach to future residential development in Castlemaine.

- Ensure that urban development occurs within the township boundary shown on the Castlemaine Residential Strategy Plan and Castlemaine Framework Plan.
- Encourage residential growth to the west and south of the town on land with fewer heritage and environmental constraints.
- Encourage greater housing mix, variety, and affordability.
- Develop a town open space network based on the major creeks with connections to existing and new residential areas and community facilities.
- Encourage design of new residential areas that respond to local site and environmental conditions.
- Ensure that new development respects existing heritage and residential neighborhood character.
- Ensure that development respects townscape features of Castlemaine including major viewlines, landscape settings, hilltops and ridgelines, and significant vegetation.
- Retain the primacy of the Castlemaine Town Centre for shopping and business whilst encouraging the establishment of local neighborhood centres at residential growth areas ie. Campbells Creek, and McKenzies Hill/Diamond Gully.
- Ensure that built form and landscape themes at town entrances reflect the heritage character and identity of Castlemaine.

Mount Alexander Urban Living Strategy

The Urban Living Strategy was a guiding document for preparation of the Castlemaine Residential Strategy. Elements of the Urban Living Strategy that were important in shaping the Residential Strategy were:

- Balanced development across the Shire with urban focus on Castlemaine.
- Strengthening of Castlemaine's regional role as a centre for service, business and cultural activity
- Allowance for half of the Shire's population and housing growth to occur in Castlemaine. Urban Living population estimates for Castlemaine indicate growth from a town of 8,000 to 10,500 persons by 2021.
- Protection of Castlemaine's heritage, landscape, and townscape character.
- Greater housing diversity and affordability.
- Urban and residential growth in Castlemaine based on sustainable development principles.

Supply and Demand for Residential Land

Recent land subdivision and development trends show that Castlemaine is growing. People are moving to Castlemaine and surrounds seeking a cleaner, safer and more relaxed living environment within relatively easy travel distances to Melbourne and Bendigo.

State planning policy (Clause 14) requires planning authorities to make provision for a supply of residential zoned land to meet at least a 10 year demand. A detailed assessment of future demand and supply for residential land is included in the Castlemaine Residential Strategy.

Demand for Residential Land

Demand is calculated on an average of 59 lots per year. This is the average number of residential lots created each year for the period 1998-2003. This annual lot yield equates to a 1.4 % population increase and assumes that Castlemaine will maintain its share (50%) of the Shire's population.

Table 5 Projections of Housing Demand based on Historical Residential Subdivision 1998-2003

	Moderate Growth Scenario 59 lots per annum
2006	177
2011	472
2016	767
2021	1,062
2026	1,357
2031	1,652

Population increase for Castlemaine can be estimated using housing demand forecasts with projections of household size. Castlemaine had a mean household size of 2.42 in 2001. Household size is projected to decrease in the future due to aging population, changing lifestyles and the declining proportion of traditional family households.

Table 6. Population Increase, Housing Demand Forecasts & Household Size, Castlemaine Urban Area 2001-2021

Year	Household size (DSE Projection)	Population & Household Increase
2011	2.05	968 pop 472 h/h
2021	1.95	2,071 pop 1,062 h/h

Residential Supply

There are 125 residential lots either under construction or in the Council planning approval process. These new lots, at various locations, will relieve the current shortage of serviced lots that are immediately available.

An assessment of residential land supply shows that a total of 107 hectares is undeveloped and notionally available. This land has a Residential 1 or Township zoning and is located in Winters Rise area, McKenzies Hill, Diamond Gully or Campbells Creek. The notional lot yield from land with an existing residential zoning is estimated to be 780 lots. This figure was arrived at after taking into consideration development constraints (vegetation, slope) and the need for larger lots in these areas. It is unrealistic to assume that all of this potential supply will be taken up as sold residential lots. The supply analysis assumes an 80% take-up of these residential lots giving a supply of 593 lots.

The 593 lots will provide a 10.0 year supply of lots for the *adopted moderate growth* scenario. The estimated number of residential lots required in Castlemaine by the year 2021 is shown in the table below. The estimation of additional lots makes allowance for urban consolidation. The annual lot yield of 59 lots (moderate growth scenario) that has occurred in recent years includes new lots created by urban consolidation (eg. 2 lot subdivisions).

Table 7

Estimate of Additional Lots Required 2003-2021:
Castlemaine Urban Area

	Adopted Growth Scenario
Estimated New Dwellings Required by 2021	1,060
Notional Lot Yield	590
Additional Lots Requiring Rezoning	470

The estimated net area of residential land (including roads, open space, reserves) required to meet the moderate scenario is shown in the table below.

Table 8

Estimate of Additional Land Required 2003-2021:
Castlemaine Urban Area

	Adopted Growth Scenario
Additional Lots Required	470
Area of land Required for Lots (ha) – 800 m ² avg.	37.6
Plus 25% for roads, open space etc (ha)	9.4
Net Area of Land Required	47.0

The location of the additional 47 hectares of land requiring rezoning to Residential 1 Zone is shown on Plan 5.

Decisions about where to locate future residential areas must be guided by State and local planning policies including consolidation of existing urban area, energy efficient urban form, housing choice, cost effective infrastructure, protection of heritage and character, protection of natural environment and landscape, and bushfire protection.

The Residential Strategy recommends new locations for serviced residential development taking account of these State and local policies.

Consolidation within Existing Urban Area

The MA Urban Living Strategy supports consolidation of the Castlemaine urban area. About 30% of new lots created in Castlemaine in the past 5 years were 2 lot subdivisions. There are considerable opportunities for further residential infill and consolidation around the Princess Street and Elizabeth Street area, Wilkie Street and at the southern end of Campbells Creek east of the rail line.

Approximately 50 hectares of land in the Diamond Gully and Campbells Creek currently has a Residential 1 zoning and is undeveloped. Over 50 % of this land has substantial cover of native vegetation. A zoning change to Low Density Residential or Rural Living and /or application of Development Plan Overlays are recommended for these areas to retain native vegetation through lot sizes and siting of dwellings and roadways.

More housing opportunities within walking distance of the town centre need to be identified. Chapter 5.2 of this report defines a 20 minute walking zone from the town centre. Infill housing and redevelopment within this zone would be possible within this zone, providing proposals are able to demonstrate that the requirements of heritage overlays are met.

A proposed neighborhood character study for Castlemaine and its implementation in the planning scheme will ensure new developments, outside of heritage overlay areas, do not detract or devalue neighborhood character.

“Shoptop housing” is to be encouraged within the town centre. When opportunities arise for redevelopment within the town centre two storey buildings providing above ground residential living should be encouraged. Provisions of the Castlemaine Central Conservation Area (HO667) must be met with new developments.

Urban Growth Boundary

The Residential Strategy establishes a clear future urban boundary (See Plan 5). The boundary allows for growth for the next 25 years. Included within the boundary is a 15-year supply of residential zoned land (existing and proposed zoning) and land that may be required beyond 2020. The urban boundary provides certainty, separates urban from rural and environmental land, allows for expansion, and encourages urban consolidation.

New Residential Areas 2004-2021

The majority of Castlemaine’s residential growth will occur to the west and southwest. These areas are less sensitive in terms of heritage, landscape and they do not border the Castlemaine Diggings National Heritage Park. These new residential areas are situated on predominantly cleared land. Pockets of native vegetation and isolated remnant native vegetation occur within larger sites. Residential design can avoid and minimise removal of native vegetation.

The new residential areas are able to be serviced with reticulated sewerage and water. Sewer extensions are required at Diamond Gully, McKenzies Hill and West Castlemaine.

McKenzies Hill and Diamond Gully will be the major focus for new residential neighborhoods over the next 15 years. An Incorporated Plan Overlay is recommended for this area. Through this process, services (sewer) can be co-ordinated, a road network established and an open space system created.

Planning Scheme Overlays (Incorporated Plan, Design and Development, Development Plan, and Significant Landscape Overlays) are recommended in the Residential Strategy to co-ordinate development and achieve good standards for residential design (major open space links, cost-efficient sewerage infrastructure, road layout, network, protection of native vegetation major views and existing character).

New residential areas (recommended for Residential 1 zoning) are shown on Plan No. 5.

Table 9. Summary of Recommended Zoning and Overlay Changes:
Mount Alexander Planning Scheme

	Existing Zone	Existing Overlay	New Zone	New Overlay	Main Purposes of New Overlay
McKenzies Hill	R1Z RLZ	DPO	R1Z	IPO	Co-ordinate sewer & drainage Create open space network Determine residential densities Protection of native vegetation & adjacent freehold bushland Protection and enhancement of views from Highway and to Mt Alexander
Diamond Gully	R1Z RLZ		R1Z	IPO	Co-ordinate sewer & drainage Create open space network Determine residential densities Protection of native vegetation & adjacent freehold bushland Establish local road network Protect existing residential amenity
West Castlemaine	R1Z RUZ		R1Z	DPO	Co-ordinate sewer & drainage Use of creek as open space link Protection of native vegetation Assess off-site traffic impacts
Campbells Creek	TZ		R1Z	DPO	Protection of native vegetation Determine residential density and lot size where landform as a constraint Protect habitat and cultural values of National Heritage Park
Happy Valley /Moonlight Flat	RUZ LDRZ R1Z	HO SLO2	RCZ LDRZ R1Z	DPO DDO RO SLO2	Provide layout for sewerred and unsewerred residential areas Encourage good urban design Protect landscape and heritage values. Protect habitat and cultural values of National Heritage Park

RUZ- Rural Zone; R1Z - Residential 1 Zone; LDRZ – Low Density Residential Zone; RLZ: Rural Living Zone; RCZ – Rural Conservation Zone; DPO – Development Plan Overlay; DDO – Design and Development Overlay; HO – Heritage Overlay; RO: Restructure Overlay; SLO – Significant Landscape Overlay; IPO: Incorporated Plan Overlay

Low Density Residential Areas:

Little Bendigo and North Castlemaine are proposed low density residential areas. Both of these areas currently have a Rural Living zoning with a minimum subdivision size of 1.0 hectare. The Castlemaine Residential Strategy recommends a change of zone to Low Density Residential Zone (0.4 ha minimum lots).

Some further subdivision is possible in North Castlemaine providing removal of native vegetation is avoided or minimised and the existing low density amenity and bushland character is maintained. This area includes the housing areas north of Froomes Rd and in the Vanstan Road area.

Further subdivision is also possible in Little Bendigo. As for North Castlemaine, this area needs to retain its overall lower density character. Removal of remnant native vegetation particularly near the National Heritage Park will need to be avoided or minimised. Protecting the habitat values of the adjacent National Park is important and can be achieved through measures such as siting of buildings and setbacks from the National Heritage Park boundary.

The Castlemaine Residential Strategy recommends that the Significant Landscape Overlay 2 (Castlemaine Landscape Area) be extended to include all land in North Castlemaine proposed to be rezoned to Low Density Residential Zone, and the southern end of Little Bendigo that has a cover of native vegetation.

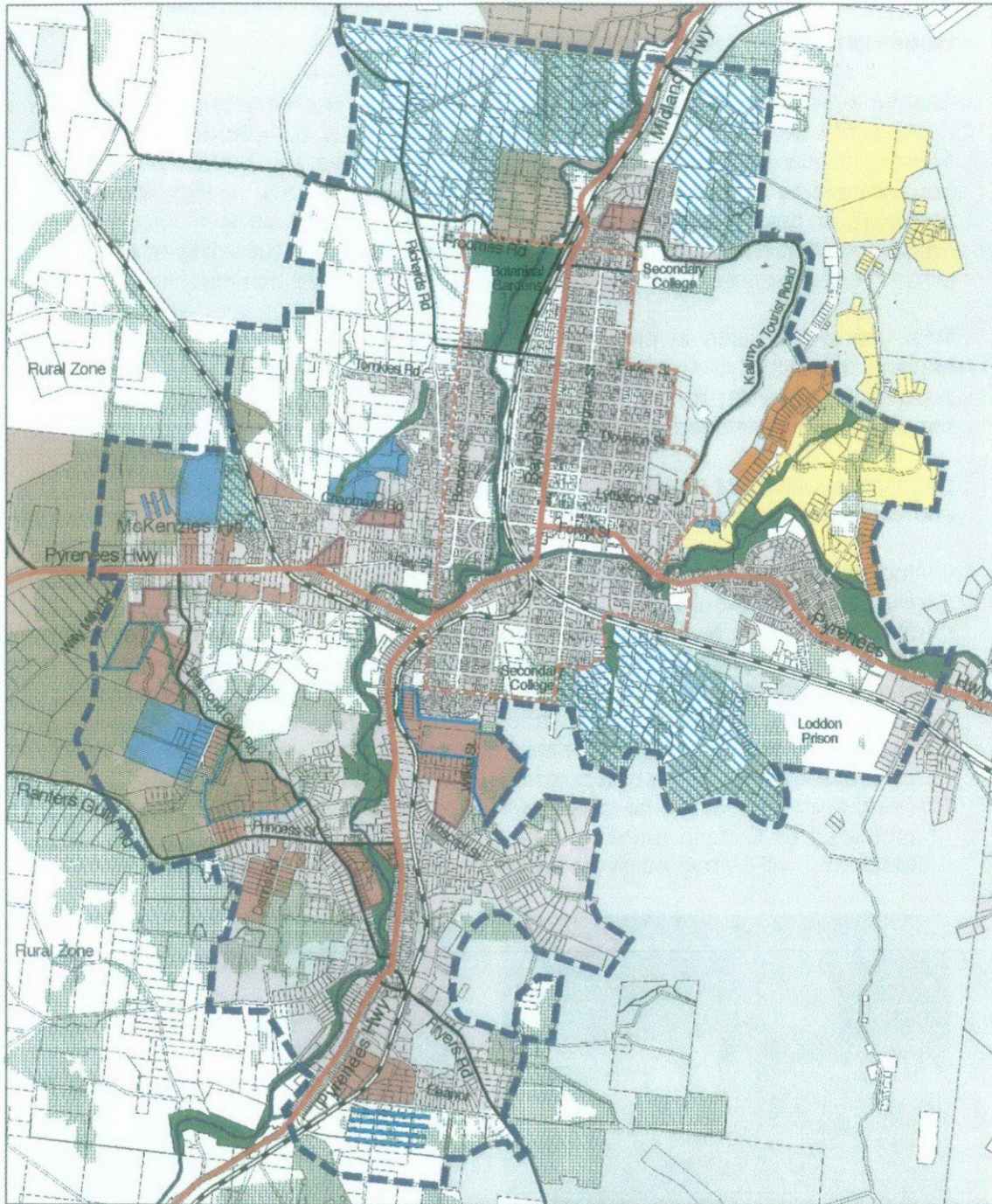
Infrastructure

The proposed residential growth areas to the west and south west of Castlemaine all require extensions to the existing sewer network. Cost-efficient and co-ordinated sewerage infrastructure in the Diamond Gully area is particularly important due to multiple land ownership. Colin Water will need to be involved in the design and new sewerage infrastructure. The use of an Incorporated Plan and Development Plan Overlays in these areas will provide the mechanism to plan and co-ordinate services such as sewerage, road access and open space.

Stormwater drainage and encouraging on-site infiltration are important design considerations in Diamond Gully and the McKenzies Hill areas.

Involvement of VicRoads in the design of local road network for new residential areas is required where vehicle traffic entry and exit points at the Pyrenees Highway are proposed. Existing and proposed intersections at the Highway will need to be designed to meet VicRoads standards.

The participation of infrastructure agencies, such as VicRoads and Coliban Water, in process of preparing development plans and incorporated plans for new residential areas is essential.



This Plan is indicative only. Check Planning Scheme maps for precise boundaries.

PLAN 5: CASTLEMAINE RESIDENTIAL STRATEGY

- | | |
|---|--|
| <ul style="list-style-type: none"> Existing Residential Zoned Land (including Township zone to be rezoned top Residential 1 Zone) Undeveloped Existing Residential Zoned Land Approved subdivisions or "live" subdivision applications Proposed new residential areas. Rezoning from Rural Living or Rural Zone to Residential 1 Zone. <ul style="list-style-type: none"> • Incorporated Plan Overlay for McKenzies Hill/Diamond Gully area (see Plan 11) • Development Plan Overlay for Chapmans Road area (see Plan 11) Existing Low Density Residential Zone Existing Residential Zoned Land with constraints (vegetation, slope, National Park edge). Zoning change or overlay control recommended Proposed Low Density Residential Zone (rezone from Rural Living and Rural Zone) <ul style="list-style-type: none"> • Significant Landscape Overlay 2 extended into proposed LDR Zone areas (see Plan 9) | <ul style="list-style-type: none"> Urban Boundary Open Space Network (following major creeks and natural drainage lines) Castlemaine Central Residential Area (refer to Plan No. 4) Proposed Rural Conservation Zone National & State Parks, Reserves Vegetation on Freehold Land Rural Living Zone Rural Zone Longer term residential expansion <ul style="list-style-type: none"> • Castlemaine Landscape Significance Area (see Plan 9) • Heritage Overlays (see Plan 7) • Neighbourhood Character Precincts (see Plan 8) |
|---|--|

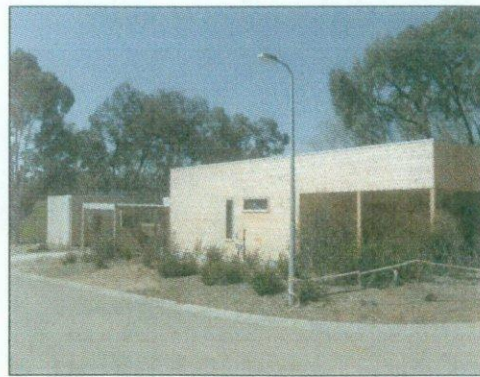
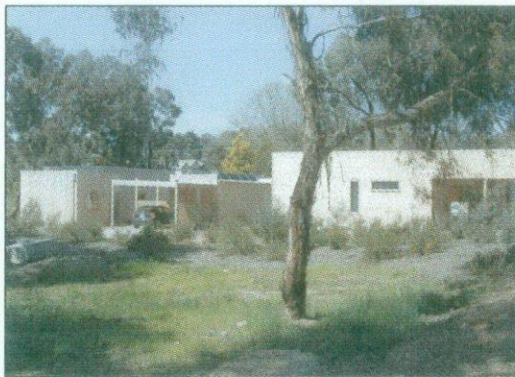
Housing Diversity & Affordability

Castlemaine's population and household composition is changing. More diversity in housing will be required to meet the housing needs of a more diverse population. There are now larger proportions of single and two person households. Average household size in Castlemaine in 2001 was 2.38 persons. Household size is projected to decline to 2.05 persons by 2011 and to 1.9 persons by 2021. The housing market needs to meet a range of household types including families, single person, elderly, home and business, and young adult share households.

With the recent rises in property values there is a growing local concern about housing affordability. One of the interesting features of Castlemaine is its diverse population. In order to retain this population feature, more diverse and affordable housing options will need to be made available in Castlemaine.

Recommendations of the Residential Strategy to address issues of housing diversity and affordability include:

- Including Housing as a major strategic theme in the review of the Municipal Strategic Statement.
- Preparation of a Neighborhood Character Study to ensure neighborhood character is protected with proposals to increase density in the township area. Nine neighborhood precincts have been identified in the Residential Strategy.
- Encouraging "shop-top" living in the town centre and encourage two storey redevelopment in the town centre that is sympathetic to heritage character and consistent with heritage provisions of the Planning Scheme.
- Preparing sustainable housing guidelines. The metropolitan fringe project co-ordinated by DSE in partnership with six local councils (including Hepburn and Macedon) will be a good guide for the preparation of these guidelines.



Munro Court: A leading example of sustainable housing in Castlemaine.

Energy Efficient Urban Form

An energy efficient township form is one that reduces the need for car travel, minimises car travel distances, achieves integration with public transport, and encourages walking and cycling. Opportunities to achieve a more efficient urban form identified in the Residential Strategy include:

- Residential living at south-west and south-east end of the town centre south of Forest Street. A zoning change south of Bruce Street to Business 2 Zone and

west of Urquhart Street is recommended. This zone provides opportunities for a mix of business and residential.

- Encouraging shop-top living in the town centre and two-storey redevelopment subject to meeting the provisions of the Central Castlemaine Conservation Area (HO667).
- Co-ordinating land use and public transport planning by re-routing of existing bus services through existing and proposed residential areas. The Getting Around Project is exploring ways to improve existing bus services travelling to, from and through Castlemaine.
- Preparation of a Castlemaine neighborhood character study to encourage well designed infill development that respects neighborhood character.
- Identifying opportunities for higher density living within an easy walking distance from the town centre.
- Identification of a site for a local activity centre adjacent to the Pyrenees Highway in the McKenzies Hill/Diamond Gully area.
- Establish a stronger local community focus around the village end of Main Road, Campbells Creek.

Protection of Heritage and Urban Character

Castlemaine's urban character and cultural landscape is strongly influenced by its heritage buildings and streetscapes and contributory buildings from an early period of the town's development. The Planning Scheme provides for the protection of urban and heritage character in areas where heritage overlays apply. Insufficient protection is currently available for residential areas that fall outside of existing heritage overlay areas (eg. Wesley Hill approach and village, north of Doveton Street, Rowe Street area, Forest Creek south side).

The Castlemaine Residential and Land Use Strategies recommend extending and strengthening of planning controls to give protection for heritage buildings and streetscapes not covered by existing heritage overlays. A review of the Castlemaine Architectural and Historical Study (1979) or smaller area heritage studies would need to be completed providing justification for the introduction of new heritage overlays. The proposed neighborhood character study for Castlemaine will make an important contribution to a more comprehensive approach to protection of heritage and neighborhood character.

Heritage protection recommendations of the Residential and Land Use Strategies include:

- Implementation of the Cluster and Connect & Calder Corridor (selected urban living option) by directing the majority of residential expansion to the west and south of Castlemaine where heritage is far less of a constraint.
- Making provision for new housing at the edges of the original township and at areas where heritage constraints are absent. This will relieve development pressures on the historic township area.
- Review of the Castlemaine Architectural and Historical Study, 1979.
- Heritage study of small nineteenth century cottages as proposed the Mount Alexander Heritage Advisory Board.
- Implementation of the Happy Valley/Moonlight Flat Strategic Plan (2004)
- Preparation of a Castlemaine Neighborhood Character Study to manage the impact of residential development on neighborhood character.

Landscape and Environment

The Residential Strategy avoids potential loss of native vegetation by identifying future residential land on cleared land. The Strategy recommends the use of overlays for new residential areas (eg. development plan and design and development overlays) as a means to protect native vegetation and make it a feature in some new residential areas. Victoria's Native Vegetation Management Framework must be applied in relation to new residential development. The principles of net gain will apply in areas identified for residential development.

Castlemaine is situated in the valleys of major watercourses (Barker Creek, Forest Creek and Campbells Creek) and is encircled by ridgelines, hilltops and native bushland. This landscape character is part of Castlemaine's unique character. Minimising landscape, townscape and visual impact from future residential development at the fringes of the urban area, particularly in the McKenzies Hill, Diamond Gully and Happy Valley areas, is critical to the protection of Castlemaine's overall character.

The Residential Strategy recommends an extension of the Castlemaine Significant Landscape Area (Significant Landscape Overlay 2) to the following areas (See Plan 10):

- Fringe areas at North Castlemaine (north of Froomes Road and Vanstan Road area). The overlay is to be applied to protect existing native vegetation, avoid obtrusive visual intrusions, and retain the low density and bushland character. This area is recommended for a zone change from Rural Living to Low Density Residential Zone.
- Bushland areas in Little Bendigo adjacent to the National Heritage Park where a zone change from Rural Living to Low Density Residential zone is recommended.
- Bushland hillslope areas on freehold land (Rural Living Zone) adjacent to the western urban boundary of Castlemaine at McKenzies Hill, and Diamond Gully through to Ranters Gully Road.
- Areas within Happy Valley that lie adjacent to the Castlemaine Diggings National Heritage Park.

National Heritage Park Interface

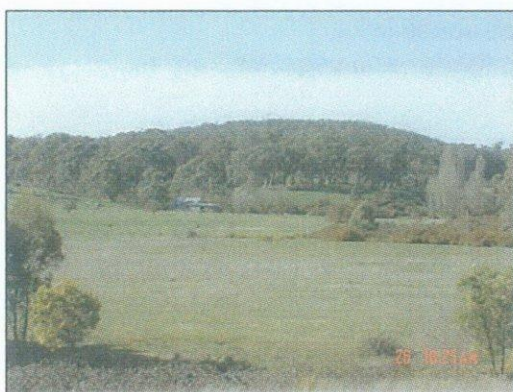
The Castlemaine Diggings National Heritage Park is an essential element of the Castlemaine's unique character. It is listed on the Victorian Heritage Register and has been nominated for World Heritage listing. The National Heritage Park is Australia's first National Heritage Park and is part of the new Box-Ironbark Parks and Reserves Network. Apart from its natural and cultural heritage significance, it brings economic benefits to the Shire through tourism and enhancing the town's appeal as a place to live.

The Environment Conservation Council in its Final Report, Box-Ironbark Forests and Woodlands Investigation, stated that:

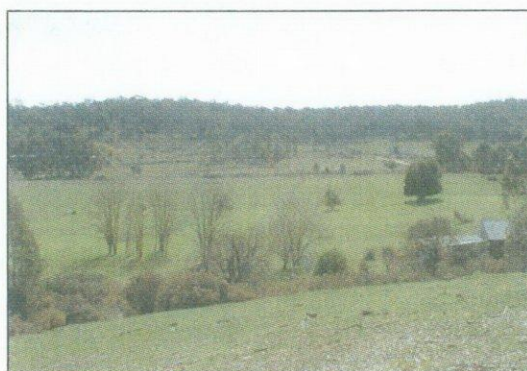
"...the Castlemaine diggings are significant at an Australian scale, in the extent to which their goldfields landscapes have been preserved- that is, the importance of the Castlemaine diggings is not just in the considerable significance of the individual relics and sites themselves but in the cultural landscapes formed where large numbers of sites and relics persist in their original settings and demonstrate a range of cultural themes over several phases of human occupation."

Urban development potentially poses a threat to the National Heritage Park (weed invasion, threat to native fauna, dumping of waste, fire risk, and habitat loss). Recommendations of the Residential Strategy include:

- Extension of the Castlemaine Significant Landscape Area (Significant landscape Overlay 2) to existing and proposed residential areas adjacent to the National Heritage Park in north Castlemaine, Moonlight Flat and Happy Valley, and Little Bendigo
- Use of a Design and Development Overlay at Hundredweight Hill/Moonlight Flat area.
- Application of Parks Victoria's standards for subdivision of land adjacent to the National Park. These include setback distances from Park boundary, a dog and rabbit proof fence along Park boundary, streetlighting to prevent emission of direct light into the Park, use of covenants or section 173 Agreements prohibiting the keeping of domestic animals, and preparation of vegetation management and fire management plans.



Pennyweight Flat: View across the Flat to National Heritage Park



View across Pennyweight Flat to Hundredweight Hill & National Park

Town Open Space Network

A substantial opportunity exists to establish a town open space network with the major corridors formed by major watercourses and linked to link minor creeks and natural drainage corridors. The use of development plan or design and development overlays will facilitate connectivity of the network at the residential subdivision stage. Provision of walking and cycle trails within the open space network can provide accessible links to parks, the town centre and to places of natural and cultural heritage interest. The development of a continuous open space network along watercourses should become a major civic improvement project over the next 10 years. The framework for this open space network is shown on Plan 5.

Residential Design and Sustainable Development

Community expectations are rising in relation to residential design. The community expects design of future residential areas to accord with sustainable development principles. To some extent these principles are covered in Clause 56 of the Planning Scheme (ResCode). However it is the responsibility of the land developer and Council, in the planning approval process, to ensure that the design of new neighborhoods respond to the local site conditions and promote principles of environmental sustainability.

Housing forums held in the Shire in 2003 indicate a growing interest and support for the use of environmental sustainable development principles in the design of residential areas and housing. These principles relate to water and energy efficiency, affordable housing, and environmentally responsible development.

Design issues that need to be addressed in the design of residential subdivisions and neighborhoods include:

- Protection of native vegetation
- Increasing on-site filtration of stormwater
- Maximising solar access by orientation of streets and residential lots.
- Encouraging housing diversity by providing a range of lot sizes
- Subdivision layout that responds to landform and environmental characteristics
- Increase in residential density, as appropriate, to protect environmentally significant areas.
- Creating pedestrian permeability in residential neighborhoods.
- Siting of buildings to make use of views and avoid visual intrusion.
- Using natural drainage corridors as open space links.
- Creating habitat links to and from public forests and vegetated areas.

Planning Scheme Implementation

It is not enough to simply implement this Strategy by rezoning new residential areas to a Residential Zone. Planning Scheme tools are available to Council to co-ordinate development and ensure that development occurs in a manner that protects the special qualities of Castlemaine. The Residential and Land Use Strategies recommend the use of the following overlays:

- Incorporated Plan Overlay covering the McKenzies Hill and Diamond Gully Area to coordinate growth across a large area of Castlemaine and specifically to determine future road network and open space links, protect native vegetation, and establish the most cost efficient way to service the area with sewerage infrastructure.
- Development Plan Overlays for some new residential areas where the form and conditions of the land are such that an overall plan need to be put in place before the residential area is developed eg. West Castlemaine.
- Significant Landscape Overlay 2 (Castlemaine Landscape Significance Area) extended to include fringe bushland areas, areas proposed to be rezoned from Rural Living to Low Density Residential Zone and land adjacent to the Castlemaine Diggings National Heritage Park eg. Happy Valley.
- Design and Development Overlay for the Hundredweight Hill and lower Happy Valley areas to achieve residential design and development that responds to site conditions, constraints and features.

A Planning Scheme Amendment is to be prepared to implement the land Use and Residential Strategies for Castlemaine. It will:

- introduce changes to the Municipal Strategic Statement (Clause 21) including the introduction of Housing as a major strategic theme;
- review the existing Castlemaine Local Policy (Clause 22.01);
- rezone areas identified on Plan No. 5 to Residential 1 Zone and other areas to Low Density Residential Zone;
- apply overlays as discussed above; and
- identify further strategic work.

5.2 TRANSPORT AND ACCESS

ACCESS NETWORK

Road Network

The radial road network provided by major highways leading into and out of the town has been a major factor influencing the directions of urban growth in Castlemaine. The Castlemaine Residential Strategy directs and encourages residential growth within the Pyrenees (west) and Midland (south) Highway corridors.

The proposed Calder Freeway, with a major interchange at Harcourt, will place greater emphasis on the Midland Highway as the principal route to and from Castlemaine. Land use planning and development must support this upgraded status for the Midland Highway. Major new development with potential to generate large additional volumes of traffic along the Pyrenees Highway (east) should generally be avoided.

The notion of a western bypass of the Castlemaine town centre has been raised at various community forums and in discussions between Council and VicRoads. A western bypass at the Midland Highway north of the township would connect with the Midland Highway south of Campbells Creek. The bypass would divert heavy vehicle traffic and other 'passing through' traffic from the town centre and residential areas. This would significantly improve the amenity of the town centre and residential areas. Discussions between Council and VicRoads are ongoing in relation to this issue.

Campbell Street Roundabout

Castlemaine Town Centre Urban Design Framework (2001) recommends the design and construction of a roundabout at the intersection of Campbells Street and the Midland Highway. This proposal would define an entry to the town centre and 'calm' traffic through the Barker Street Precinct.

The Urban Design Framework also recommends traffic signalling at the Barker Street and Lyttleton Street intersection as a means to calm traffic, improve pedestrian safety, and upgrade the town centre status of this important intersection.

Intersection Treatment - Parker and Walker Streets

The Castlemaine Entrances Strategy (2002) recommends that intersection treatment (including the possibility of a roundabout) at this intersection be investigated with VicRoads. The intersection attracts significant traffic volumes at the beginning and end of the working day and is also used by heavy vehicles transporting goods to and from Castle Bacon, Vic Carpets and Thompson Kelly Lewis.

Pyrenees Highway – Duke Street

Traffic safety issues at the intersections with Murphy Street, Happy Valley Road and Farran Street were highlighted in the Happy Valley/Moonlight Flat Strategic Plan project. Each of these intersections has poor sight distances for vehicles entering the highway. Council will undertake a local area traffic study to improve safety at the

Murphy Street intersection. The Happy Valley/Moonlight Flat Strategic Plan recommends that a traffic impact assessment report be prepared for the intersection of Happy Valley Road and the Pyrenees Highway. Preparation of this report will be required when development plans are prepared for two residential areas along the Happy Valley Road axis.

Bus Services

An information booklet providing information about existing bus services has been produced as part of the Getting Around project. Existing suburban and in-town transport services in Castlemaine include:

- Daily weekday return service – Chewton to Castlemaine
- Daily weekday return service - Campbells Creek to Castlemaine
- Daily weekday return service from Chewton to Bendigo with pickups along Barker Street and pickups at Barkers Creek and Harcourt
- Daily weekday return service from Kyneton to Bendigo via Castlemaine with pickups at Harcourt, Castlemaine, Elphinstone and Taradale
- Twice daily weekday return service from Castlemaine to Maldon
- Weekly return service from Bendigo to Ballarat via Baringhup, Maldon, Castlemaine and Harcourt
- Daily weekday return service from Ballarat to Bendigo via Newstead and Maldon
- Daily return service from Castlemaine to Maryborough via Guildford and Newstead
- Daily weekday return service from Bendigo to Geelong via Harcourt and Castlemaine

Taxis

A taxi service operates in Castlemaine providing in-town and inter-town services. The service has a fleet of seven vehicles and employs 15 full time drivers.

Rail Services

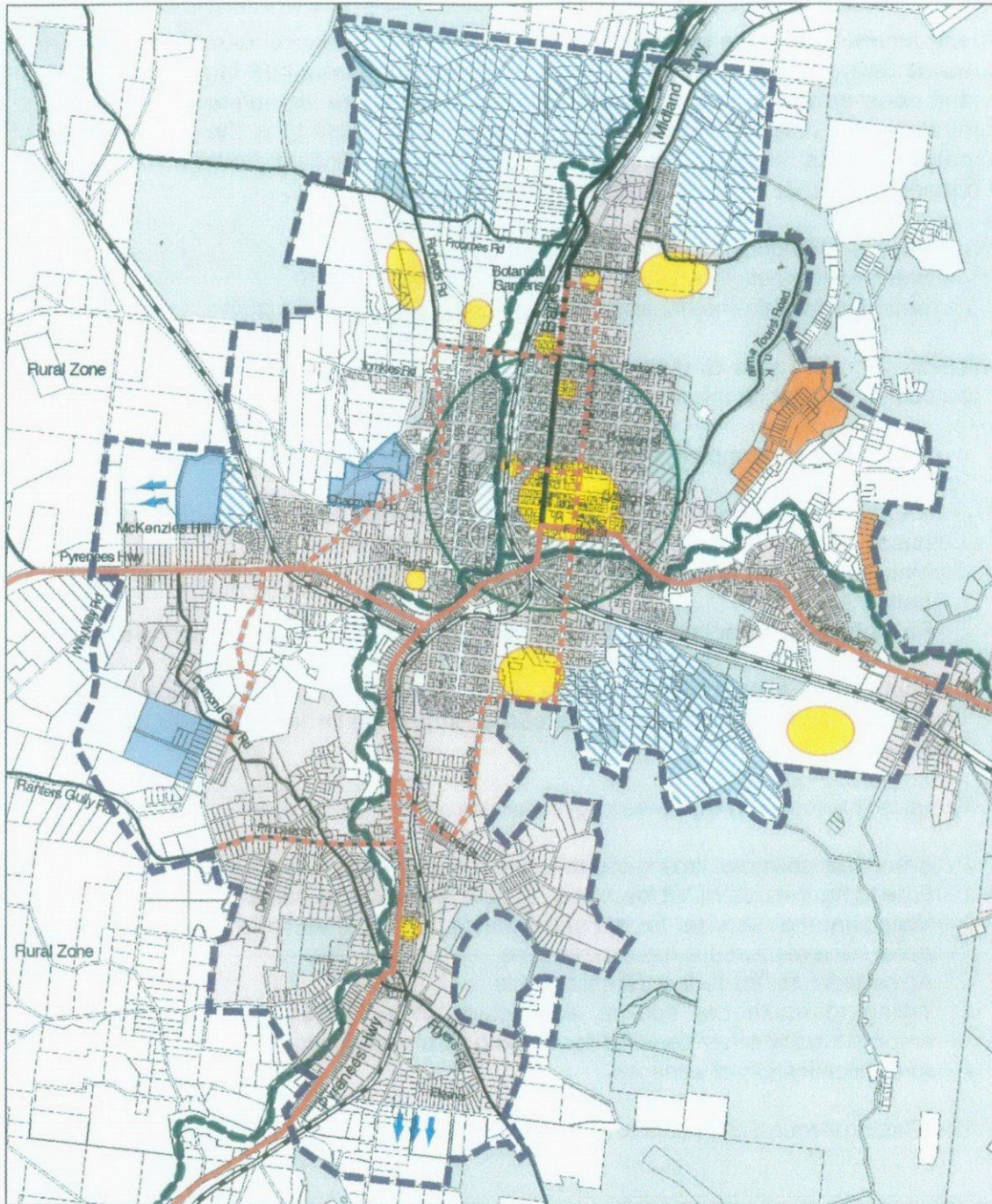
With the exception of the lack of a service to Bendigo before 10.00 am, Castlemaine is generally well serviced with trains to and from Bendigo and Melbourne.

The Regional Fast Rail (Bendigo Line project) will upgrade the line between Bendigo and Sydenham. The project will be completed in 2005 and will reduce travel time between Castlemaine and Melbourne by 8 minutes.

An early morning train service to Bendigo can be justified on existing levels of private commuter traffic and journey to work data from recent Australian Bureaux of Statistics Censuses.













The Getting Around Project

The Getting Around project, funded by three departments – (Infrastructure; Education and Human Services) has the aim of finding ways to make the transport we have now work better for everyone. The project covers the Shires of Macedon Ranges and Mount Alexander.



This Plan is indicative only. Check Planning Scheme maps for precise boundaries.

PLAN 7: CASTLEMAINE LAND USE STRATEGY: TRANSPORT & ACCESS

-  Urban Boundary
-  Existing Residential Zoned Land
-  Proposed new residential areas. Rezoning from Rural Living or Rural Zone to Residential 1 Zone.
-  Longer term residential expansion
-  Proposed Low Density Residential Zone
-  Existing Low Density Residential Zone
-  National & State Parks, Reserves
-  Activity Centres - employment, education, retail, administration
-  Walkable distance from Post Office
 - 1 kilometre = 20 minutes walking time
 - Refer to Castlemaine Residential Strategy - Central Residential Area
-  Proposed bicycle & walking trails
 - Harcourt to Guildford
 - Investigate funding from Calder Freeway project as alternative to freeway bike path
 - Refer to Land Use Framework Plan for Open Space Network
-  Existing bus routes - 4 return journeys in/out per day. Improve existing services with additional bus stops and potential re-routing.
-  Potential re-routing of existing bus services. Diamond Gully route is longer term dependent on household growth in proposed new residential areas.

The Mount Alexander Urban Living Strategy (Cluster Connect and Calder Corridor) builds on the existing settlement pattern distributing about half of future population and housing growth to Castlemaine and the other half to the surrounding towns and rural areas. A major element of the Urban Living Strategy is the improvement of transport links between Castlemaine and the surrounding towns. The Strategy recommends that transport links be strengthened, especially:

- between the outlying towns and Castlemaine
- between the outlying areas of Castlemaine and its centre
- potentially within the business district, including the rail precinct.

Within the limitations of Getting Around project, and subject to further consultation, proposals for service improvements may include:

- V/Line buses stopping off in the central business district as well as the railway station
- V/Line buses changing their routes in Castlemaine so that they can act as route buses as well as coach services from the outlying towns.
- Make use of the empty run on some school buses if this fits with transport travel patterns.
- Fixed time, pre booked, set fare taxi routes linking those towns not connected by V/Line.
- Improving the Ballarat to Bendigo (via Newstead and Maldon) service by splitting the route in two and using the resources to provide better service to Maldon and Newstead.

The principles underlying these suggested improvements include:

- Wherever possible, linking the railway station to the business precinct.
- Extending the role of V/Line buses to take on route bus services.
- Matching the service to people's needs, rather than offering a service just because a resource is free at that time.
- All services to link to the train timetable.
- Trying to make the service as sustainable as possible and not competing amongst many other services for funding as a new service.
- Avoid duplication of services.

The Getting Around project is to be completed by June 2006.

Integration of Land Use and Transport Planning

The preparation of a land use plan is an opportune time to plan for improved transport services. These improvements should be based not only on where people live now but also where people will be living in future years.

Existing V/Line inter-town bus services follow the main highways leading in and out of Castlemaine. Re-routing of these existing services along new routes through existing and eventually through new residential areas would be a resourceful use of these services. Plan No. 6 shows potential re-routing of V/Line bus services to mid-suburban routes passing through West Castlemaine, Diamond Gully, McKenzies Hill, Campbells Creek, and north Castlemaine.

Walking and Cycling

The physical size of Castlemaine lends itself to walking and cycling.

A 20-minute walking zone to and from the town centre is shown on Plan No. 6. Increasing residential densities within the zone may be acceptable at locations that will not compromise heritage and neighborhood character. Similarly, increasing residential densities around other activity centres, such as the Railway Station, need to be investigated.

The Castlemaine Residential Strategy recommends the creation of a town open space network based on major watercourses. The network is shown on Plan No. 5. The establishment of the network with continuous walking and cycling paths should be a long-term (10-year) civic improvement project.

VicRoads funds the establishment of walking/cycling paths within the corridor of new freeways. Greater community benefit would be derived using these funds for the creation of a bicycle/walking path from Harcourt to Guildford. The Land Use Plan recommends that a Harcourt to Guildford cycling/walking path funded from the Calder Freeway project be investigated.

5.3 Castlemaine Town Centre

Castlemaine Town Centre is a regional shopping and business centre for a population catchment that generally equates with the Mount Alexander local government area. It services a population catchment of approximately 16,000 people. The local attraction of the Castlemaine town centre is significant. An in-centre survey undertaken in 1995 concluded that approximately 57% of customers using the town centre at the time of the survey were from Castlemaine (excluding Campbells Creek and approximately 39% of customers commuted from nearby townships (Castlemaine Town Centre Retail Study, 1995).

The Town Centre performs strongly for its food retail floorspace. The Central Area Retail Study (1995) estimated that escape expenditure for food retail expenditure was 12%. Escape expenditure for non-food retail expenditure was calculated at 45%. The lower performance of the non-food retail sector is due competition from Bendigo.

Preserving the urban form and heritage character of the Town Centre is an overriding consideration. A statement of heritage and cultural significance has not been prepared for the Central Castlemaine Conservation Area (HO667). An "Architectural and Historical Study" was prepared in 1979. This Study was implemented with the introduction of heritage provisions in the Planning Scheme, including heritage listing of individual buildings and the identification a heritage place now described in the Planning Scheme as the Central Castlemaine Conservation Area. The Castlemaine Townscape Improvement Plan (T. Westmore 1989) describes the cultural significance of Castlemaine (ie. former City of Castlemaine) as follows:

"The City's historic and architectural significance is generally accepted as of State wide (probably National) importance exemplified by the great attention by publications on historic places and the numerous listings of buildings and sites by the Historic Buildings Council, the national Estate and the national Trust."

Today the Town Centre is a busier centre – there are more cars, shoppers and a more active street life. The Town Centre offers more retail and service variety than in previous times. Tourist visits to Castlemaine and the Town Centre are increasing, creating demand for service and speciality retailing.

The activity focus in the Town Centre shifted to Mostyn Street with the establishment of the new supermarket. This has had a negative impact on the Barker Street precinct. The precinct has experienced several tenancy changes over the past 5 years. The precinct will adjust to a new role. More structural balance in the Town Centre could be achieved by facilitating initiatives such as new retail buildings in Templeton Street, redevelopment of non-contributory buildings at corner sites in Barker Street, traffic calming in Barker Street, and implementation of the 'Link to Town Centre' recommendations of the Railway Precinct Masterplan.

The Mount Alexander Planning Scheme supports infill and containment within the Town Centre. It does not support the establishment of suburban retail locations. The policy of containment within the historic centre has, with few exceptions, been successful. The Land Use Strategy supports the policy approach of the current Planning Scheme.

Central Area Urban Design Framework 2002 (UDF)

The urban design framework provides a longer-term vision for the Town Centre. Its purpose is to provide a coordinating strategy for future retail and commercial growth. The framework identifies opportunities in anticipation of market demand and recommends preferred land use and design outcomes at key sites.

The Urban Design Framework identifies new development sites and recommends the use of planning scheme tools (eg overlays) to ensure that new and replacement buildings do not compromise the heritage character and integrity of the Town Centre. The Urban Design Framework is illustrated in Plan No 8.

Main elements of the framework are:

- Improving vehicle and pedestrian access and links
- Providing development opportunities for business
- Enhancing heritage and landmark sites
- Establishing a precinct framework for action plans
- Identifying key sites for new development/redevelopment
- Creating public space areas integrated with new developments
- Providing opportunities for urban art

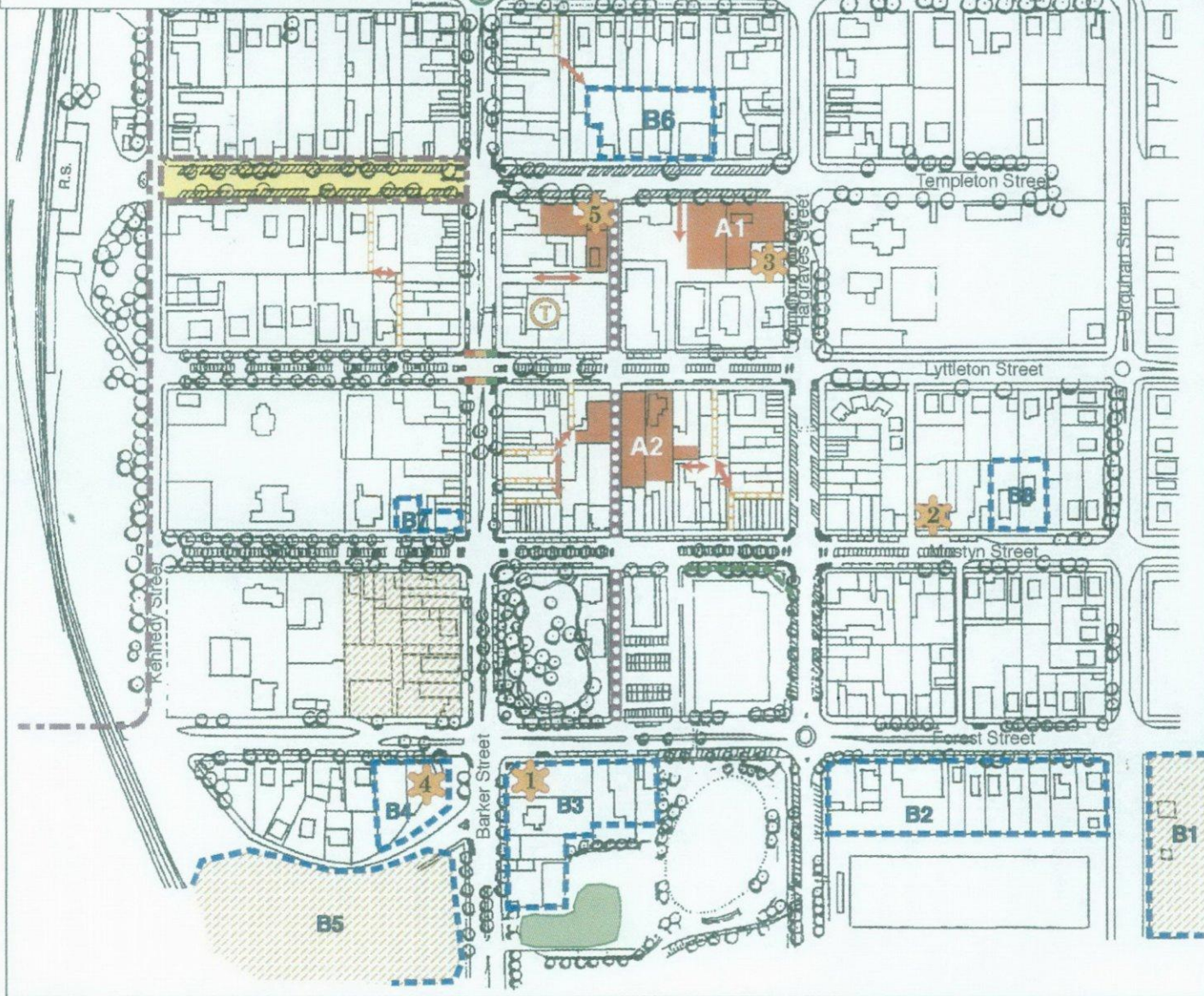
The "Castlemaine Architectural and Heritage Study" (1979) needs to be reviewed. This review would provide a more comprehensive historical context for new buildings, redevelopment proposals, and capital works and urban design improvements proposed for the public realm.

A key objective of the UDF is to ensure that new buildings and designed spaces contribute to the existing built form character and historic integrity of buildings and streetscapes along major street frontages.

Structure and Layout

Basic planning principles can be applied to provide a structure for growth and balance of the Town Centre. A general layout is required as a first step. Retail anchors provide the form of the layout. IGA Supermarket and the Tourist Information Centre in Mostyn Street anchor the Town Centre at one end. The UDF proposes an anchor site at the northern end in Templeton Street. Shoppers and visitors visit shops on their travels between the major stores or anchors. Frederick, Barker, and Hargraves Streets are major pedestrian links between the two anchors. Frederick Street can take on a greater retail and pedestrian role aided by proposed redevelopment sites such as the corner site at Lyttleton Street.

PLAN NO. 8: CASTLEMAINE TOWN CENTRE URBAN DESIGN FRAMEWORK PLAN



- Key Development Areas & Sites** in Central Core. Apply Design & Development Overlay to identified sites. Includes provision for car parking & public space. Refer to Section 4 of Urban Design Framework (UDF) Report for detail on specific sites.
- B1 Potential Development/Redevelopment Sites & Areas.** Apply Design & Development Overlay to identified areas/sites. Includes provision for car parking & public space. Refer to Section 4 of UDF Report for detail.
 - B1, B5: Retail/Residential mix
 - B2, B3: Retail/Office mix
 - B4, B6-8: Retail
- Implement Recommendations** of Castlemaine Railway Precinct Master Plan.
- Implement "Link to Town Centre" Recommendations.** (Castlemaine Railway Precinct Master Plan)
- Encourage Residential Mix** with retail & commercial in future development/redevelopment proposals.
- Proposed Pedestrian Access Spine**
Improve pedestrian and visual amenity.
- Minor Pedestrian Access**
Make connections through street blocks.
- Pedestrian Connection Required or Reinforced**
- Relocate Traffic Signals** to Lyttleton Street intersection.
- Proposed Roundabout**
Marking entry to town centre and to calm traffic through Barker St. precinct.
- Change in Use of Premises Recommended.** Refer to Section 4 of UDF Report.
- T **Relocate Telecommunications Building** - create Post Office Plaza
- Youth Activity Area**
- Remove Physical Barriers**
 - make open to street
 - improve amenity of public space areas

Precincts

The Urban Design Framework examines the town centre by precincts. They are:

- Central Core – bounded by Forest, Barker, Templeton and Urquhart Streets
- Barker Street
- Barker Street Southern Entry – bounded by Bruce Street and the railway line
- Forest Creek
- Templeton Street and Railway Station

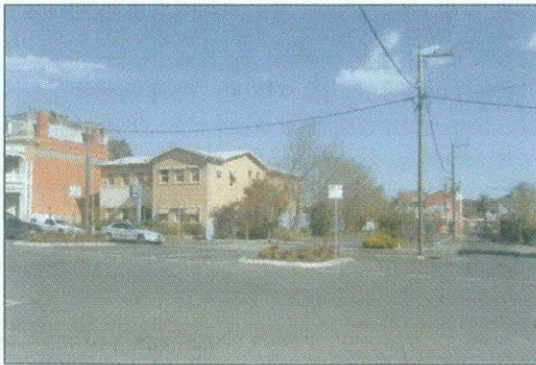
Central Core

The Central Core is defined as the four street blocks north of Forest Street between Hargraves and Barker Streets. Potential exists for consolidation within the Central Core on undeveloped sites (See Plan 7). Pedestrian access can be significantly enhanced by optimising pedestrian movements along Frederick Street and using the network of laneways that connect with major streets.

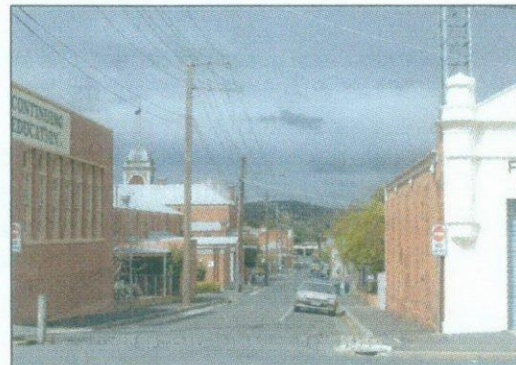
Mostyn Street is the core retailing strip in the Town Centre. The Market building is the a symbolic focus of the Central Precinct and the Town Centre.

The Lyttleton/Mostyn Street streetblock is the major retail block. There is redevelopment potential on sites with street frontage to Lyttleton Street and Frederick Street. This potential can be supported by greater use of Frederick Street as a pedestrian way, future use of land at rear of retail buildings, and utilisation of existing laneways as pedestrian access to major streets.

Known as the Civic Precinct, the street block between Lyttleton and Templeton Streets has historically been an administrative block containing institutional buildings and community facilities. The street block contains one of the finest groupings of civic buildings in the State. A more active use of the Civic Precinct and sympathetic redevelopment on the north side of Templeton Street would help the northern end of the Town Centre. Better utilisation of existing buildings, redevelopment at the Hargraves /Templeton Street corner, and improvement to public space areas are all options that need to be investigated.



Lyttleton Street at the corner of Frederick Street.; a potential development site



Frederick Street: a proposed pedestrian 'spine' through three major streetblocks

Main **recommendations** of the Urban Design Framework for the Central Core Precinct are:

- Opening up the street to the former school building in Mostyn Street by removal of physical barriers (ie. fencing and hedge).
- Use of the area flanking the market building as an outdoor market.
- Promoting greater pedestrian use of Frederick Street and improving its amenity and convenience.
- Assembling a redevelopment site in Lyttleton and Frederick Streets comprising the existing carpark and the Police Station site (demolition of the Police Station recommended). A two storey building, built to the street boundary with an active use at ground level would be appropriate for this site. A design concept needs to be prepared for the site showing building massing, site layout, off street car parking, landscaping and public space areas.
- Creating through block connections to Mostyn Street, Hargraves Street and Frederick Lane using existing unused right of ways.
- Investigate relocation of the telecommunications building situated next to the Post Office and the creation of a Post Office open plaza
- Relocate traffic signalling to the intersection of Lyttleton and Barker Streets
- Redevelopment of the north east corner of the Civic Precinct currently occupied by the Community House. The new building could be two storey building built to the street frontage with a ground floor active use and underground carparking. Prepare a design concept showing proposed building massing, vehicle and pedestrian access and location of public space areas.
- Potential redevelopment of sites containing non-contributory buildings on the north side Templeton Street.
- Re-use of the Country Fire Authority building in Templeton Street and the former Police Station building in Hargraves Street currently occupied by Parks Victoria.

Forest Creek Precinct

This Precinct covers street frontages along Forest Street from Barker Street to Urquhart Street and includes the site on the west side of Urquhart Street. Forest Creek reserve forms its southern boundary. Existing uses include Western Reserve, tennis courts, retail, transport and residential.

Recreational use of land adjacent Forest Creek (Western Reserve, tennis courts) is a feature of the Precinct that needs to be retained. Built frontages to Forest Street have a business zoning. Forest Street on the south side between Wheeler and Urquhart Streets is suited to commercial type development located at the edge of the town centre. Redevelopment could comprise two storey buildings with pedestrian and car access and parking at rear. Above ground floors could be used as residential.

A re-use of the art deco building at the corner of Barker and Forest Streets is recommended. A future use should use the sites' advantages such as building design, prominent location, and rear access to Western Reserve.

Properties either side of the Castlemaine Bus Lines building in Barker and Forest Street could be considered for redevelopment with the exception of the two-storey south of the Bus Lines site. Land covered by these buildings and the corner building needs a planning scheme overlay to guide future use and development. Important considerations are building lines, building height and massing, access and off street car parking, and integration with parkland.

At the eastern end of the Precinct a site has been identified as being suitable for change of zone to Business zone. The site is bordered by Urquhart Street, Forest Creek and Forest Street. Mixed uses including retail and residential are recommended. Provision of public open space would be necessary next to Forest Creek

A site with access to Barker Street, with the Reserve at its southern and eastern boundary would be suitable for a "people gathering" municipal, community or cultural facility. Possibilities for off-street parking and physical integration with Western Reserve make this site suitable for these type of uses.

Main **recommendations** of the Urban Design Framework for the Forest Creek Precinct are:

- Apply Design and Development Plan Overlay covering properties at the corner and along Forest and Barker Streets with a rear boundary to Western Reserve.
- Encourage an alternative use for the art deco building at the corner of Barker Street and Forest Street.
- Investigate the feasibility and suitability of using a site adjacent to Barker Street and Western Reserve for a new community or cultural facility.
- Apply Design and Development Overlay to properties along Forest Street between Wheeler Street and Urquhart Street. Design requirements of the overlay schedule would need to relate to rear pedestrian access, car access and parking, building height (max. two storey) building massing, building line to street, active ground floor use/residential above, and architectural design especially at Wheeler Street corner site.
- Rezoning of land east of Urquhart Street and south of Forest Street from Residential 1 and Public Use Zone to Business 2 Zone. Preferred uses for this site should be a mix of retail and residential uses. A Design and Development Overlay is recommended. Design requirements of the overlay schedule would need to relate to traffic management with entry via Wheeler Street, creating a public open space area adjacent to the Creek, building height (max. two storey) building massing, building setbacks, off-street car parking, and landscaping.



Art deco building at corner of Forest Street and Barker Street.
Change of use of building is recommended

Barker Street

Barker Street is an important retail and commercial precinct. It also serves as a main transport corridor passing through the Central Area. The Barker Street precinct has experienced a change in its traditional role since the establishment of the new supermarket in Mostyn Street. In more recent years, it has lost some of its central retail functions and vitality.

The classical Victorian commercial buildings along Barker Street are one of the notable heritage streetscapes in the Central Area. These buildings have heritage protection through listings on the Historic Buildings Register and in the Mount Alexander Planning Scheme.

Replacement buildings could be considered at corner sites eg. north west corner of Barker/Mostyn Streets and the adjacent building (former SEC building); and redevelopment at the south east corner of Barker/Lyttleton Streets.

Traffic safety for both pedestrians and vehicles is becoming an issue in Barker Street. Pedestrian movement across Barker Street is becoming more hazardous. The location of the existing pedestrian crossing is no longer appropriate. The introduction of traffic lights at the intersection with Lyttleton Street is recommended. This would reinstate the importance of the intersection, calm traffic, and provide easier and safer crossing for pedestrians. An objective of the Urban Design Framework is to restore vitality to Barker Street.

Main **recommendations** of the Urban Design Framework for the Barker Street Precinct are:

- Establish traffic signalling at the intersection of Barker and Lyttleton Streets with traffic signal phasing giving priority to vehicles crossing and turning into Barker Street and for pedestrians crossing Barker Street. Introduce reduced speed limit to improve safety and reduce noise.
- Construct roundabout at the intersection of Barker and Campbell Streets. The roundabout would have a dual function of traffic calming and a Town Centre entry.
- Encourage "shoptop" living in two storey buildings in Barker Street
- Potential redevelopment of Barker street sites shown on the Urban Design Framework
- Encourage a mixture of uses for the west side of Lyttleton Street including retail, specialty stores, commercial and tourism retailing.
- Investigate potential for relocation of telecommunications building next to Post Office create a public space.
- Continue discussions with VicRoads regarding longer term highway bypass of the Castlemaine Town Centre.

Barker Street Southern Entry

This precinct includes properties located on the west side of Barker Street from Forest Street, south to the overhead rail bridge. Existing uses include caravan park, service station and residential. The ex Steam Flour Mill building is listed on the Historic Buildings Register. The precinct forms part of the important entry to the Central Area.

This site generally south of Bruce Street has potential for comprehensive design and redevelopment with the precinct focus on the former Steam Flour building. The relocation of the caravan park should be investigated. Whilst redevelopment may be longer term, a concept design for the site needs to be prepared to protect the longer-term possibilities of the site.

The corner site with Forest Street (Scullies) is a site with redevelopment potential. It is a prominent site adjacent to the Castlemaine Central Conservation Area. The recommended Design and Development Overlay covers this site. This will provide guidance for siting of a new building, and its height, massing, bulk and design

Main recommendations of the Urban Design Framework for this Precinct are:

- Preferred use is for a mixed use of retail/business and residential. Retail and business uses that do not depend on a central retail location are also preferred.
- Application of a Design and Development Overlay to
- Full restoration of the ex Steam Flour Mill building.
- Facilitate the relocation of the caravan park in the longer term.
- Encourage redevelopment of the south west corner of Barker and Forest Streets currently occupied by Scullies Car Sales. Preferred uses for the site are retail or commercial. Refer to Site B4 on Plan 7.

Railway Station – Templeton Street

Templeton Street between Barker and Kennedy Streets is an important entry into Castlemaine and the Central Area from the railway station. Travellers and tourists gain their initial impression of Castlemaine along Templeton Street. This role for Templeton Street will gain in importance when the Castlemaine –Maldon Tourist train becomes fully operational.

Having arrived in Castlemaine by train, the journey on foot should be made as interesting as possible. This can be achieved by streetscape improvements and by providing a variety of ways to travel on foot to other precincts in the Central Area eg. Central Core, Mostyn Street, Regional Art Gallery.

Main recommendations of the Urban Design Framework for this Precinct are:

- Encourage a mixture of retail and tourism uses along Templeton Street (between Barker and Kennedy Streets) eg. shops, accommodation, cafes and galleries.
- Enhance the streetscape quality particularly the vistas to and from the station.
- Enhance the visual interest of Templeton Street by establishing avenue planting based on the existing Plane trees and by the introduction of urban and landscape art into the streetscape.
- Implement the recommendations of the final Castlemaine Railway Precinct Masterplan, and in particular the “Link To Town Centre” recommendations.

5.4 Town Entrances

Residential land use is the predominant land use along Castlemaine's town entrances. These residential frontages, many of which are of heritage significance or have a strong residential character, need to be protected.

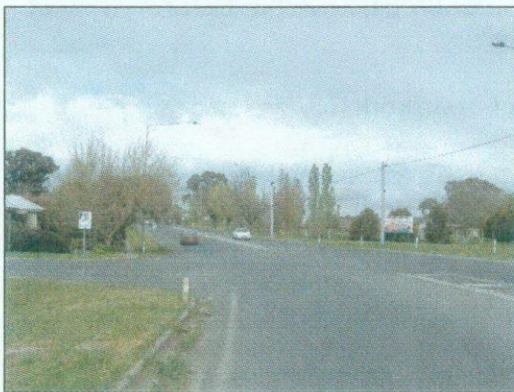
Businesses and industries have generally established arbitrarily along Castlemaine's entrances at isolated locations rather than as a result of a strategic assessment. Highway business sites are sought after commercial sites due to the exposure they afford to passing traffic. Highway entrances also have the function of conveying messages and impressions about the town. Castlemaine's entrances generally have an established character that needs to be protected against obtrusive visually inappropriate developments.

Castlemaine Entrances Strategy (2002)

The Castlemaine Entrances Strategy (2002) focuses on the four major entrances leading into the Castlemaine Town Centre. The report includes land use concept plans for the following entrances:

- * **Western Entrance** - Pyrenees Highway/Elizabeth Street
- * **Eastern Entrance** - Pyrenees Highway /Duke Street
- * **Northern Entrance** - Midland Highway/ Barker Street
- * **Southern Entrance** - Midland Highway/Johnstone Street

The Entrances Report examines and makes recommendations about land use along the highway entrances. Town entrance design was not included in the project brief. Siting and design of buildings along entrances is important. Poorly sited or designed buildings along the major entrances to Castlemaine will degrade entrance character and convey unclear messages. It is recommended that design concepts and detailed design treatments be undertaken as a follow up project.



Midland Highway: Northern entrance



Pyrenees Highway: Eastern entrance near Chewton

The Pyrenees Highway (west) or Elizabeth Street, entrance is the only dedicated highway business precinct. There are isolated commercial or industrial sites along the Midland Highway near to Barkers Creek and alongside the Pyrenees Highway between the urban edge of Castlemaine and Chewton township.

The Mount Alexander Planning Scheme contains a Highway Protection Environs schedule to the Environmental Significance Overlay (ESO6). The Overlay applies to highway frontages of the Midland and Pyrenees Highway. The schedule includes objective and policy statements for:

- design of new buildings to harmonise with the visual character of their surrounds,
- prevention of ribbon development,
- prevention of unnecessary intrusive development from occurring in visually exposed areas, and
- encouragement of buildings to conform and reflect the character and atmosphere of the town.

This schedule does not provide an adequate level of protection for some heritage streetscapes and buildings along highways eg. buildings and streetscapes along Pyrenees Highway at Wesley Hill.

Entrance Function and Character

The following elements make up the character of Castlemaine's entrances:

- Heritage residential frontages to the highways.
- Bridge crossings over Forest Creek (Pyrenees Highway-Duke Street) and Campbells Creek (Pyrenees Highway-Elizabeth Street).
- Overhead rail bridges on the Midland Highway at northern and southern ends of Barker Street, and the Pyrenees Highway near to Elizabeth Street.
- Landscape views of goldfields bushland on the Pyrenees Highway from Chewton.

Town Entrance Objectives

The following objectives relate to all four major entrances leading into Castlemaine. These objectives need to be considered in relation to future land use planning decisions along the highway entrances.

1. Encourage highway development at concentrated locations avoiding continuous commercial development along highway entries and approaches.
2. Identify strategically located highway sites and precincts to accommodate demand for highway frontage sites.
3. Recognise the significance of Castlemaine's highway entrances as tourist routes.
4. Maximise opportunities along Castlemaine's entrances for the presentation of Castlemaine's image as heritage and arts centre.
5. Ensure that built form and landscape themes at entrance locations reflect the character and identity of Castlemaine and Chewton.

Entrance Strategy Recommendations

Major recommendations for the four entrances are described and illustrated in the Entrances Strategy Report. The major recommendations for each entrance (E1-E4 on Plan 4) include:

E1 Midland Highway – Barker Street

- New highway business site at northern end of Barker Street (west side) from Halford to Hall Street. Business 2 rezoning (from Industrial 1 Zone) and application of Design and Development Overlay recommended.

E2 Pyrenees Highway - Duke and Forest Street

- A site located at the entrance to Castlemaine urban area, west of Eureka Street has recently been developed. A planning application for a 6 lot subdivision proposal for land west of the Auto Electrical premises has been lodged with Council. A Design and Development Overlay is recommended for land west of Eureka Street to just north of Kelsall Street. A schedule needs to be prepared for inclusion in the Planning Scheme. The schedule should include requirements relating siting and design of buildings, landscaping, access and car parking.
- Greater planning scheme protection is recommended for the heritage precinct along Duke Street, Wesley Hill. These streetscape should be included in reviews of the Heritage Study and in the proposed neighborhood character study.
- A rezoning of land, bounded by Urquhart Street, Forest Street and Forest Creek to Business 1 Zone is recommended. This site is suitable for retail and residential mix. A Design and Development Overlay is recommended to achieve desired architectural and design outcomes and address siting of buildings, access, car parking, and provision of a public open space area adjacent to Forest Creek.

E3 Pyrenees Highway – Elizabeth Street

- Continued promotion of Elizabeth Street (east of bridge) as a dedicated highway business precinct.
- A 0.5 ha highway site on north side of Elizabeth Street immediately east of the bridge is suitable for highway business. A Business 2 rezoning (from Residential 1 zone) is required.
- Proposed highway business on south side of Elizabeth Street east of bridge crossing. A Business 2 rezoning is required. A Local Policy is recommended to guide and facilitate new use and development including off street car parking and building setbacks.

E4 Midland Highway - Johnstone Street

- A change of zone at north-west corner of Johnstone Street and Gaulton Street from Industrial 1 to Business 2 Zone has recently been approved.
- A mixed business and residential use precinct is recommended for land situated at the south-east corner of Johnstone Street and Maclise Street including land at the rear bounded by the railway line and Shadforth Street. Application of a

Design and Development Overlay over the site is recommended. The overlay schedule needs to address parking, access, siting of buildings, building height, massing, bulk, and design.

- Encourage mixed business/residential use of properties on south side of Johnstone Street between Maclise Street and Stewart Street.
- Encourage relocation of Concrete Plant near intersection with Maclise Street to facilitate establishment of more suitable highway business uses.
- Longer term redevelopment of gateway location in Barker Street (west side), including full restoration and use of ex Steam Mill building and relocation of Caravan Park. Mixed retail/business/residential use recommended. A Design and Development Overlay is recommended for the entire site.

5.5 Industrial Land

Issues of supply and location of industrial land have previously been dealt with as part of the preparation of a new planning scheme. This has occurred in 1986 and 1997. An amendment to the Planning Scheme to change the zoning of land in Richards Road to an industrial zoning was approved in 1998. This amendment provided for future expansion of Castle Bacon.

Up until recently 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.

- An industrial land study for Castlemaine was completed in 2001. The industrial land study was required primarily because there is an acute shortage of industrial land that is serviced and immediately available. The Industrial Land Study was reviewed during the course of urban living studies for Castlemaine and the Shire.

Existing Land Supply

All major industrial areas in the Castlemaine urban area have an industrial zoning.

Industrial land in Castlemaine is situated at the following locations which are shown on Plan 8:

- Richards Road/Walker Street – Castle Bacon industrial complex
- Langslow Street
- Wesley Hill Industrial Estate – Hitchcock Street

Currently there are no serviced industrial lots with an industrial zoning available.

There are no Stage Two lots available at Wesley Hill. Stage 3 is proposed extending to the west of Stage 2, and will be located on the south side of the railway line. An outline development plan will need to be prepared for Stage 3 land. A potential site for Stage 4 has been identified south of the railway line.

There are no serviced lots currently available in the Langslow Street Industrial area. There is a parcel of land in the Langslow Street industrial area that is unserviced and when developed could potentially provide 4 to 5 lots.

Castle Bacon have requested an Industrial 3 rezoning of Rural zoned land in Daws Road. The purpose of the proposed rezoning is to provide a buffer to more sensitive adjacent land uses on the opposite side of Daws Road. Properties on the north side of Daws Road are zoned Rural and could be developed for houses.

A planning application for a 6 lot subdivision adjacent to the Pyrenees Highway, west of Chewton, is currently in the planning approval process. The proposed subdivision is situated immediately west of the Auto Electricians premises. The Castlemaine Entrances Strategy recommends a rezoning of land west of Eureka Street to just north of Kelsall Street to Business 2 Zone. The Strategy also recommends a Design and Development Overlay for this town entrance site.

Industrial Development Issues

Apart from the shortage of zoned and available industrial lots, important issues include:

- Access to some industrial areas requires travel through residential areas eg. Wesley Hill. Any future industrial areas will need to be located near to a major highway and away from residential areas.
- New industrial areas should be located adjacent to the Midland Highway (ie. at Harcourt) as the majority of traffic movements to and from Castlemaine in the future will be via the Midland Highway.
- Future industrial areas located at Calder Freeway towns (Harcourt, Elphinstone) will be able to take advantage of road improvements and reduced travel times to Bendigo and Melbourne.
- There is demand for industrial lots having an area of 2,000 m².
- Industrial lots are required for small businesses that are likely to employ 3-5 persons.
- All lots have been sold at Wesley Hill industrial area. There is a strong interest in Stage 3 lots.
- A large industrial site for a larger industry that is serviced or capable of being serviced needs to be identified.
- Some highway sites currently occupied by industrial businesses would be better used by businesses that are more reliant on a highway site. Inappropriately located industrial businesses should be encouraged to relocate to existing and proposed industrial areas.

Municipal Strategic Statement

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 of the Planning Scheme. 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 impacts.
- Encourage suitable industrial development at appropriate locations in townships.
- Encourage well designed industrial development which is attractive and well landscaped.

Industrial Land Strategy

There are no industrial lots in the Castlemaine urban area that have the following characteristics: industrial zoning; fully serviced, immediately available for industrial development.

The Industrial Land Study estimated that approximately 20 to 25 hectares of industrial land may be required in the next 15 years. This level of demand for industrial land was calculated on the basis of industrial land take-up in the period

1996-2000. 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.

The Mount Alexander Urban Living Strategy gives industrial development a sub-regional focus recommending new industrial areas at the Calder Highway towns of Harcourt and Elphinstone. These proposals are consistent with the preferred urban living option, specifically supporting growth of towns in the Calder Corridor. These new industrial areas are shown on Plan 8.

The main recommendations in relation to industrial land are shown on Plan 8.

Future Supply Industrial Land

Diamond Gully - Langslow Street

An unserviced 2.0 hectare land parcel in the Langslow Street Industrial area could potentially yield 4 lots. Industrial subdivision of this land needs to be encouraged

Wesley Hill

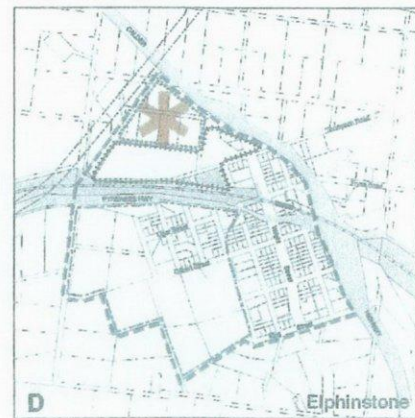
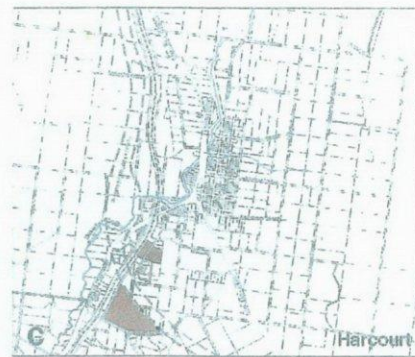
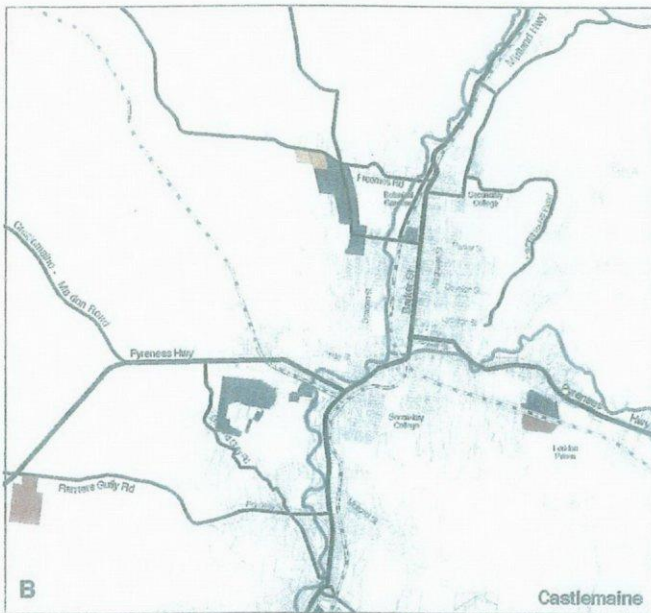
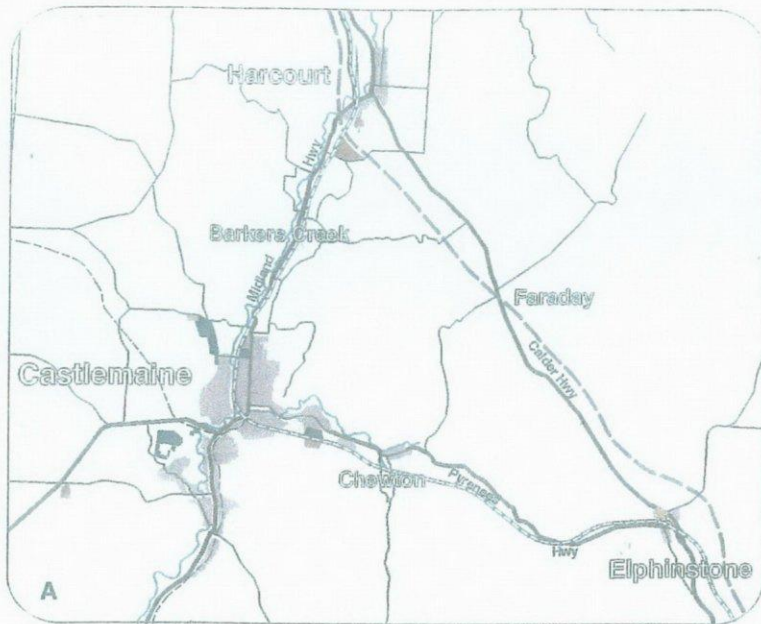
Wesley Hill could support additional industrial development providing alternative vehicle access can be provided from the Pyrenees Highway and access to the industrial area is not available through residential streets. Stage 3 of the Wesley Hill Industrial Estate will make provision for 6-8 serviced lots. Lot sizes will range from 1,500 – 3,000 m². An outline development plan is to be prepared for Stage 3 showing lots, roadways and drainage. A potential location for Stage 4 has been identified south of the railway line.

Richards Road





Castle Bacon have requested a rezoning of land in Daws Road from Rural Zone to Industrial 3 Zone. The reason put forward for the Industrial 3 zoning is to provide a buffer to sensitive adjacent uses which in this case is the rural zoned properties on the north side of Daws Road.

Ranters Gully

A new industrial area is proposed at Ranters Gully. The site has frontage to both the Pyrenees Highway and Ranters Gully Road. The site has an approximate area of 6.0 hectares. This proposed industrial area would be suitable for 2,000 m² lots and smaller industries that employ a few people. Some larger lots up to 4,000m² could also be provided. This area would not be suitable for large industries that generate large volumes of traffic through Castlemaine along the Midland and Pyrenees Highways. A Development Plan Overlay is recommended for the Ranters Gully site. The schedule to this overlay can provide control over the type of industrial development to occur at the proposed industrial site. Larger industry should be located near to the Calder Freeway at the proposed Harcourt industrial area.



PLAN 9: CASTLEMAINE SUB-REGIONAL INDUSTRIAL LAND STUDY

-  Existing Industrial Areas (Industrial Zoning)
 - limited infill potential at Langslow St and Wesley Hill Industrial Areas
-  Proposed Industrial 3 Zone: to provide buffer to more sensitive land uses
-  Proposed New Industrial Areas:
 - Wesley Hill - Stage 3, south side of railway line
 - investigate alternative vehicle access to Pyrenees Hwy
 - rezone to Industrial 1 Zone
 - Harcourt - boundaries of new industrial areas to be determined by proposed Harcourt Urban Design Framework Plan
 - Ranters Gully - proposed Industrial Area (light industry, service industry). Rezone to Industrial 1 Zone.
-  Elphinstone Industrial Area - conditional on town sewerage system (refer to Elphinstone Framework Plan)

Pyrenees Highway East

As discussed above, a 6 lot subdivision west of the Auto Electrical premises is now in the planning approval process. This is an important highway entry site into Castlemaine. It is therefore recommended that a Design and Development Overlay be applied to the site. The schedule to the overlay will need to address highway frontage issues such as building design, vehicle access, and landscaping. The schedule may also address potential re-location of the Pistol Range.

Harcourt

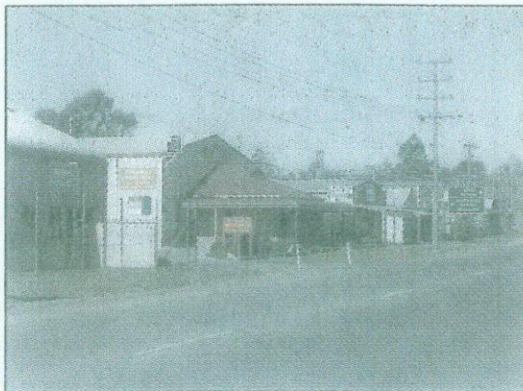
The Castlemaine Sub-regional Industrial Land Strategy (See Plan 8) identifies expansion of the existing industrial area and the establishment of a new industrial area south of the proposed Calder Freeway with frontage to Blackjack Road. An industrial land focus at Harcourt is recommended in the Mount Alexander Urban Living Strategy. As a transport hub for road and rail transport, Harcourt is well suited for the location of new industry.

There are industrial land opportunities at the existing industrial area at Coolstore Road Harcourt. Expansion can occur to the south. A rezoning from Township Zone to Industrial 1 Zone is recommended.

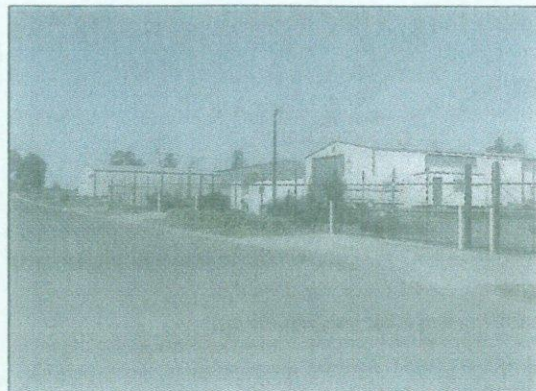
An industrial 3 zoning is required for industrial land in proximity to the Harcourt Primary School. Under this zone a permit is required for industrial uses and developments. The purpose of the Industrial 3 Zone is to provide a buffer for more sensitive land uses

Elphinstone

The Castlemaine Sub-regional Industrial Land Strategy recommends the establishment of a longer-term industrial area in the event of town sewerage at Elphinstone. This is also a recommendation of the Mount Alexander Urban Living Strategy. The site is situated adjacent to the existing Calder Highway. An outline development plan is recommended for Elphinstone township to guide and direct future development of the town, including the location of this proposed industrial area.



Elizabeth Street: A dedicated highway business precinct



Hitchcock Street: Wesley Hill Industrial Estate

5.6 Heritage

Castlemaine's urban character and cultural landscape is strongly influenced by its heritage buildings and streetscapes and contributory buildings from an early period of the town's development. The Planning Scheme provides for the protection of urban areas and their heritage character where heritage overlays and design and development overlays have been applied. Areas outside of these overlays areas that are of local heritage and possibly state significance currently have no protection.

A statement of heritage and cultural significance has not been prepared for the Castlemaine. The Castlemaine Townscape Improvement Plan (T. Westmore 1989) describes the cultural significance of Castlemaine (ie. former City of Castlemaine) as follows:

"The City's historic and architectural significance is generally accepted as of State wide (probably National) importance exemplified by the great attention by publications on historic places and the numerous listings of buildings and sites by the Historic Buildings Council, the National Estate and the National Trust."

Castlemaine Architectural and Historical Study, 1979

An "Architectural and Historical Study" was prepared in 1979. This Study was implemented with the introduction of heritage provisions into the Planning Scheme in the mid 1980's.

A review of the Architectural and Historical Study is overdue. The Review is a high priority project due to the increasing number of subdivision and infill housing applications in the historic township area. The Review is also important to provide a historical context for future capital works within the public realm, especially within the Town Centre. The physical extent of the Castlemaine Central Conservation Area (HO667) needs to be reviewed, with a view to extending its northern boundary from Doveton Street to Parker Street.

Existing Heritage Controls

The Mount Alexander Planning Scheme currently places considerable emphasis on the protection and enhancement of heritage in the Municipal Strategic Statement, local policies, and heritage overlays. Existing heritage overlays in the planning scheme are shown on Plan No 9.

The introduction of heritage controls in 1980's has ensured the retention of Castlemaine's essential character. Areas and buildings with heritage overlay control will remain protected. The potential risk to existing heritage streetscapes and character is significant for some areas outside of the overlays eg. Wesley Hill approach and village, north of Doveton Street, Rowe Street, Forest Creek south side. There is little or no protection in the Planning Scheme for these areas. Additional heritage overlays can only be introduced into the planning Scheme following a review of the Architectural and Historical Study. Alternatively heritage studies for select areas can be undertaken as a precursor to the introduction of new overlay areas.

The Mount Alexander Urban Living Strategy recommends residential growth to the west and south where heritage is far less of a constraint in terms of built form and landscape.

Architectural Study of Miners Cottages

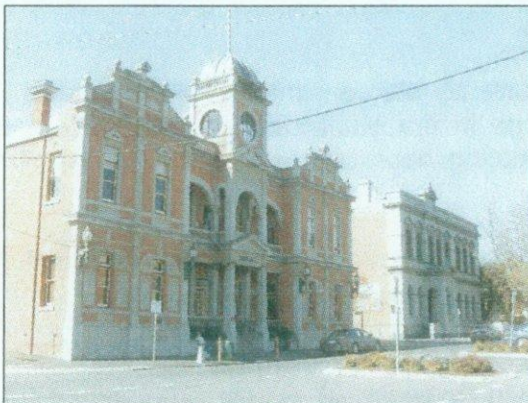
An Architectural Study of miners cottages in the Shire constructed in the period 1850-1870 is proposed. The Study will be undertaken by the Shire's Heritage Advisor with the Heritage Advisory Board. The need for this study has arisen from the recent demolition of cottages without protection in the Planning Scheme. The Study will provide guidelines for the conservation and protection of miners cottages and recommend, where appropriate, heritage overlay protection in the Planning Scheme.

Neighborhood Character Study

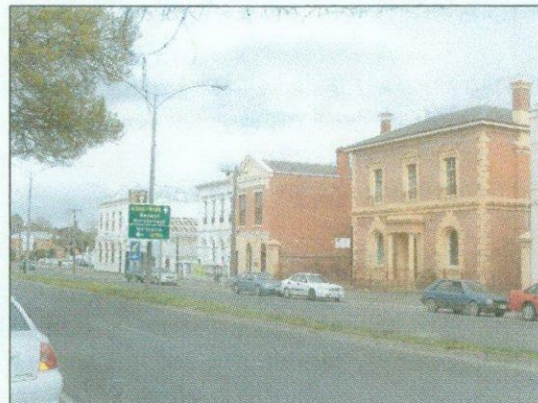
Castlemaine's liveability and its growing interest as a place to live is closely tied to the urban character of the town. This character is valued greatly by the local community. Over recent years the amount of building activity, particularly infill residential and multi-unit development has increased substantially. Absorbing this new development into the existing urban fabric is now a priority planning and design issue. There is now a growing need to manage the impact of residential development on neighborhood character.

The Residential Strategy recommends that a Castlemaine Neighborhood Character Study be prepared. This type of study has been prepared in other nearby regional centres and towns including Bendigo and Daylesford.

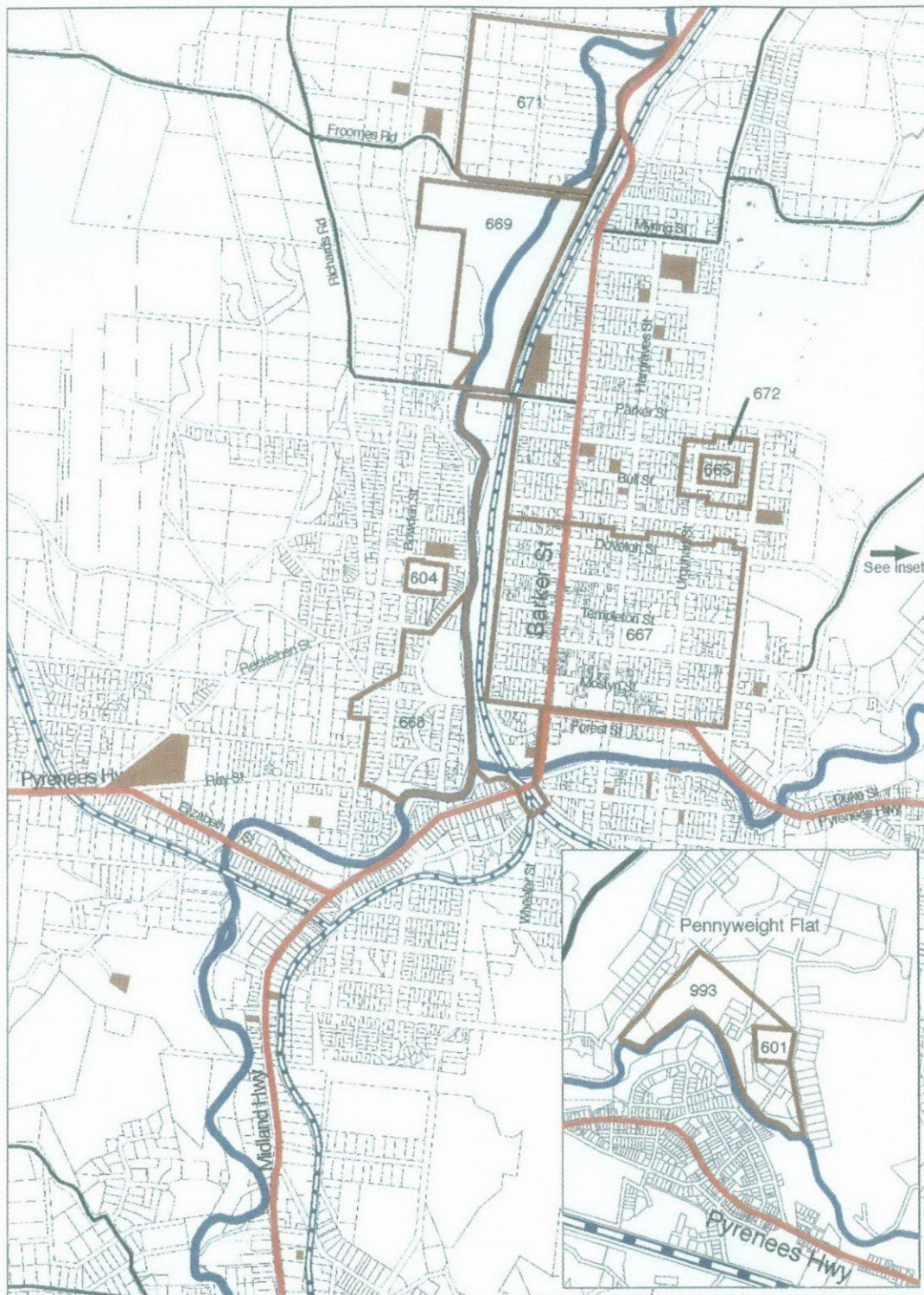
The Residential Strategy identifies the nine neighborhood character precincts as a basis for further study. The Study will be implemented by amendment to the Planning Scheme. The Study, and its implementation, will be of particular importance to residential areas that exhibit a strong urban or heritage character but do not have any existing protection in the Planning Scheme.



Lyttleton St. streetscape – Town Hall and School of Mines buildings



Barker Street: A significant grouping of classical commercial buildings



PLAN 10: CASTLEMAINE RESIDENTIAL STRATEGY - HERITAGE

Existing Heritage Areas/Precincts (Heritage Overlays in Mount Alexander Planning Scheme)

- | | |
|---|---|
| 601 Pennyweight Flat Cemetery | 669 Botanical Gardens |
| 604 Castlemaine Gaol | 670 Castlemaine Railway Precinct |
| 665 "Buda" and Historic Gardens | 671 Burnett Road and Environs |
| 667 Castlemaine Central Conservation Area | 672 "Buda" Historic Conservation Area |
| 668 Camp Reserve and Environs | 993 Pennyweight Flat Cemetery & registered area |
- Individually Registered Buildings (included in Heritage Overlay in Mount Alexander Planning Scheme)

Recommendations:

- Review Castlemaine Historical & Architectural Study (1979)
- Investigate extension of HO 667 (Central Conservation Area) north to Parker Street

5.7 Townscape and Landscape

Castlemaine is situated in the valleys of major watercourses (Barker Creek, Forest Creek and Campbells Creek). Prominent ridgelines that physically define the town include:

- Kalimna ridge to the east
- A ridge line running north-south from McKenzies Hill to Ranters Gully
- A ridgeline running east to west from Monk Hill south of Little Bendigo and Norwood Hill

These and other minor ridgelines and the more prominent hilltops are shown on Plan No. 10. Future development needs to be kept below hilltops for reasons of visual and townscape amenity.

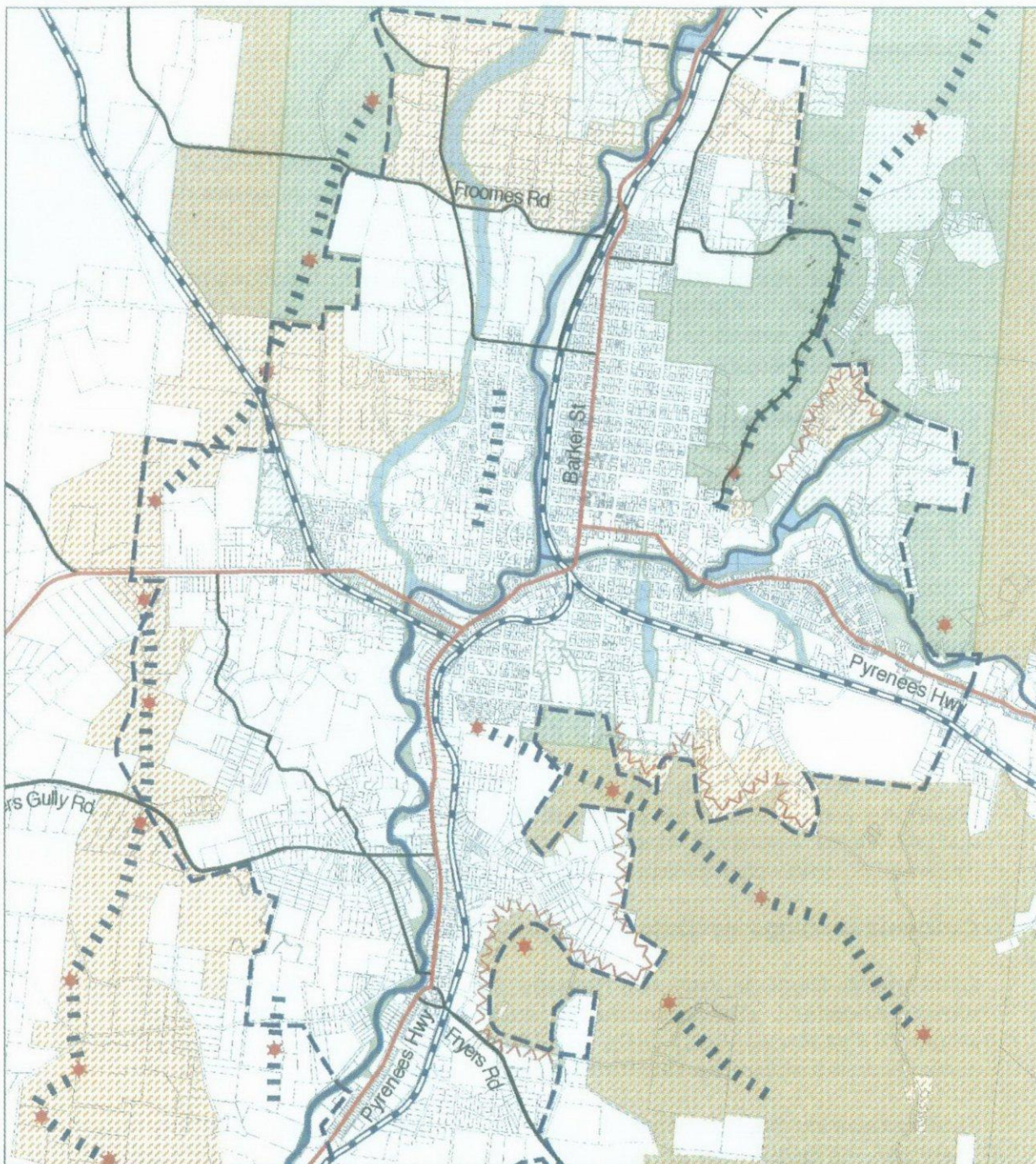
The Castlemaine Residential Strategy assists the conservation of the habitats of threatened and endangered species and communities by avoiding residential rezoning of land containing stands of significant native vegetation. Recommended Residential 1 rezonings have been confined to areas of predominantly cleared land.

The Diamond Gully area has been identified in the Castlemaine Residential Strategy for residential expansion. This area contains some large stands of native vegetation. In most cases this land is currently zoned Rural Living, however some land has a Residential 1 zoning. The Castlemaine Residential Strategy recommends that the freehold bushland areas with a Residential 1 zoning be rezoned to either Low Density Residential or Rural Living Zone and that appropriate overlays be put place to avoid and minimise native vegetation removal.

Where pockets of native vegetation exist on land proposed for residential zoning planning measures can be taken to protect this vegetation. They include the use of overlays (eg. development plan and design and development overlays) or incorporating the vegetation into residential design as a public open space areas. The Castlemaine Residential Strategy recommends the use of development plan overlays for residential expansion areas. This will ensure that native vegetation is avoided or minimised.

Victoria's Native Vegetation Management Framework must be applied in relation to new residential development. This will be particularly relevant for proposed new residential areas at McKenzies Hill and Diamond Gully area and in some areas of Campbells Creek. The principles of net gain will apply in these and other areas at the fringe of the existing urban area.

The treed ridgeline and hillslopes running south from McKenzies Hill should be protected. The ridgeline and upper slopes are zoned Rural Living Zone. This zone and Local Policy 22.15 will ensure new housing is kept below the ridgeline. Extension of the Castlemaine Significant Landscape Area (Significant landscape Overlay 2 SLO2) to cover these areas is recommended. Land situated on the lower slopes is generally cleared and has an existing residential zoning or is recommended for a residential zoning in the Castlemaine Residential Strategy. An Incorporated Plan Overlay is recommended for the Diamond Gully area. (Refer to Section 5.1)



PLAN 11: CASTLEMAINE RESIDENTIAL STRATEGY - LANDSCAPE & ENVIRONMENT

- Urban Boundary
- Major Watercourses (existing Significant Landscape & Environment Significance Overlays)
- National & State Parks, Reserves
- Sensitive Interface with National & State Parks
- Major Ridgelines
- Hilltops
- Existing Significant Landscape Overlay (SLO 2) - Castlemaine Landscape Area (Mount Alexander Planning Scheme)
- Proposed Extension of Castlemaine Landscape Area (SLO 2) - Extension areas determined by landform, native vegetation cover, major views and vistas and the need to retain bushland character in areas proposed for rezoning from Rural Living to Low Density Residential (LDRZ) areas

Castlemaine Significant Landscape Area

The area covered by the existing Significant Landscape Overlay 2 (Castlemaine Significant Landscape Area) is shown on Plan No 10. The boundaries of the SLO2 area correspond to the boundaries of the former City of Castlemaine. The area covered by the SLO2 was not reviewed at the time the Mount Alexander Planning Scheme was prepared in 1998.

The SLO2 area needs to include other parts of the greater Castlemaine urban area that were formerly in the Shires of Newstead and Maldon. The Residential Strategy recommends an extension to the SLO2 to include additional areas shown on Plan No. 10. These areas are:

- Bushland areas in Little Bendigo adjacent to the National Heritage Park
- North Castlemaine area north of Froomes Road and south of Weynton Road. A rezoning from Rural Living to Low Density Residential Zone is recommended for this area. The extension of the SLO2 to cover this area will ensure that the low density and semi-bushland character is retained.
- North east Castlemaine in the Sawmill Road and Vanstan Road area. This area adjoins the National Heritage Park. The extension of the SLO2 to cover this area will ensure that the low density and semi-bushland character is retained.
- Bushland hillslope areas and ridgelines within a Rural Living Zone adjacent to the western urban boundary at McKenzies Hill, and Diamond Gully through to Ranters Gully Road.
- Areas in Happy Valley adjacent to the Castlemaine National Heritage Park.

In general terms the schedule to this overlay provides for protection of existing vegetation and watercourses, protection of landscape from alterations to topography and significant intrusions, and wildlife habitat protection. Planning permits are required for construction of dwellings and the removal of vegetation.

Castlemaine Diggings National Heritage Park

Castlemaine Diggings National Heritage Park surrounds the township along its eastern boundary. Existing residential areas lie adjacent to the Heritage Park at Moonlight Flat/Happy Valley, Little Bendigo and Campbells Creek. These areas are currently zoned either Low Density Residential, Rural Living or Township zone.

The Castlemaine Diggings National Heritage Park is integral to Castlemaine's unique character. It is Australia's first National Heritage Park and is part of the new Box-Ironbark Parks and Reserves Network. It is also listed on the Victorian Heritage Register. The National Heritage Park has been nominated for World Heritage listing. Apart from its natural and cultural heritage significance it brings economic benefits to the Shire and community by way of attracting new residents, tourists and visitors.

Urban development adjacent to the National Heritage Park poses potential threats such as:

- threat to native fauna from domestic animals
- increase in weed invasion
- dumping of waste and litter
- habitat loss through disturbance and clearance, and
- increased fire risk

Urban-Forest Interface

The Castlemaine Residential Strategy recommends that a Local Policy be prepared for inclusion in the Planning Scheme. Involvement of Parks Victoria is necessary in the formulation of the local policy as it affects land abutting the National Heritage Park. The Local Policy would apply to all land abutting public and private forested areas and provide policy direction for the following:

- fencing, including height and style, that is to be rabbit proof
- setbacks from the forest boundary
- public access points into the National Heritage Park sited to the satisfaction of Parks Victoria and designed to prevent access by motorcycles and the like
- streetlighting preventing emission of direct light into the adjacent forest.
- covenants prohibiting the keeping of domestic animals to be strongly encouraged.
- a Vegetation Management Plan required for new subdivisions showing trees to be retained, locations of planting and species selection, and street tree planting of locally indigenous species.
- provision for habitat links to adjacent forest areas
- fire management plan addressing issues such as emergency access and fire reduction measures
- Ecological Vegetation Class mapping to be included in subdivision applications where applicable and protection of "endangered" EVC areas
- encouraging higher density in disturbed areas to preserve undisturbed areas
- building envelopes to be shown on subdivision proposals
- dwellings to be of mass, height and form that will not visually dominate and building materials that are sympathetic with adjoining forest.

Zones and Overlays at Interface with Public Forest

The Castlemaine Residential Strategy recommends the following zones and overlays for land in Castlemaine that abuts the National Heritage Park:

Happy Valley / Moonlight Flat

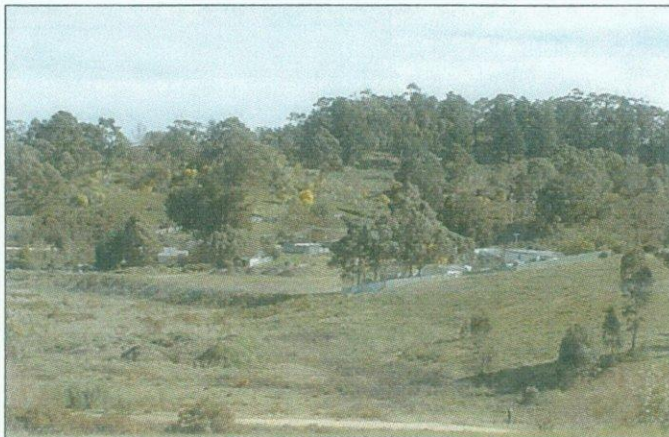
- Retain existing Low Density Residential zoning at Hundredweight Hill at the northern end of Happy Valley Road, and retain existing Residential 1 zone on the northern side of Happy Valley Road.
- Extension of the Castlemaine Landscape Significance Area (Significant Landscape Overlay 2 SLO 2) to cover the Hundredweight Hill area and the Residential 1 land on north side of Happy Valley Road. These are recommendations of Happy Valley Strategic Plan.
- Application of Development Plan and Design and Development Overlays for above area. These overlays are recommended in the Happy Valley Strategic Plan.
- Application of Standards for Areas at Interface with Public Forest.

Little Bendigo

- Rezoning from Rural Living to Low Density Residential zone. Permits are required under the zone for subdivision of land with referral to Department of Sustainability and Environment. A Development Plan Overlay applies to Little Bendigo which triggers the need for a planning permit for a dwelling with applications referred to the Department of Sustainability and Environment.
- Extension of the Castlemaine Landscape Significance Area (Significant Landscape Overlay 2 SLO 2) to land with native vegetation cover adjacent to the National Heritage Park.
- Application of Standards for Areas at Interface with Public Forest.

Campbells Creek

- Application of Development Plan and/or Design and Development Overlays for new residential areas.
- Application of Standards for Areas at Interface with Public Forest.



Happy Valley: View across Forest Creek to Kalimna Park

6. IMPLEMENTATION OF CASTLEMAINE LAND USE STRATEGY

The Land Use Strategy is to be implemented by amendment to the Mount Alexander Planning Scheme. The amendment will be part of Urban Living amendment and will comprise the following:

Reference Documents

The following strategic planning documents in the Planning Scheme as Reference Documents:

- Castlemaine Land Use Strategy
- Castlemaine Town Entrances Strategy
- Castlemaine Industrial Land Study
- Castlemaine Town Centre Urban Design Framework
- Castlemaine Residential Strategy
- Mount Alexander Urban Living Strategy

Municipal Strategic Statement

Insert new policy statements in the Municipal Strategic Statement providing direction and justification for new strategic studies and proposed rezonings and overlays.

Local Policy

Insert a revised Local Policy 22.01 Castlemaine
Review all other relevant local policies

Rezonings

Rezone land identified for rezoning in the following studies, once adopted.

- Castlemaine Residential Strategy
- Castlemaine Land Use Strategy
- Castlemaine Town Entrances Strategy
- Castlemaine Industrial Land Study
- Castlemaine Central Area Urban Design Framework

Overlays

Introduce overlays and prepare overlay schedules as recommended in the following studies:

- Castlemaine Land Use Strategy
- Castlemaine Town Entrances Strategy
- Castlemaine Industrial Land Study
- Castlemaine Town Centre Urban Design Framework
- Castlemaine Residential Strategy

Further Strategic Work

- Preparation of a Development Plan (as requirement of incorporated plan overlay) for the Diamond Gully and McKenzies Hill areas in consultation with landowners and relevant agencies.
- Preparation of Sustainable Housing Guidelines.
- Preparation of Castlemaine Neighborhood Character Study.
- Review of the Castlemaine Architectural and Historical Study.
- Preparation of concept layout plan for the Forest Creek Precinct (area bounded by Forest Street, Barker Street, Forest Creek and east of Urquhart Street).
- Preparation of concept layout plan for the Barker Street (southern entry) Precinct (area bounded by Bruce Street, Barker Street, and railway line)
- Preparation of concept layout plan for proposed development site at corner of Lyttleton Street and Frederick Street, including Police Station site.