
Mount Alexander Shire

Castlemaine Town Entrances Land Use Strategy

Addendum Report

conceptz
TOWN PLANNERS

January 2009

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Castlemaine Town Entrances Land Use Strategy Addendum Report

Consultant Team

This report has been prepared for Mount Alexander Shire Council by the following team of consultants:

Kevin Jackson	Conceptz
Des Gunn	Des Gunn Landscape Design

Acknowledgement

The consultant team wishes to acknowledge their particular appreciation of the support provided by:

Fiona McMahon	Manager Sustainable Development, Mount Alexander Shire
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Document Status

Date	Document	Authorisation
29 October 2007	Draft Report	Kevin Jackson
13 January 2009	Report revised to comply with conditions required by the Department of Planning & Community Development in the authorisation to prepare the associated planning scheme amendment.	Kevin Jackson

1. Introduction

1.1 Background

The predominant land use along the entrances to Castlemaine is residential. There is however considerable pressure for the establishment of highway business sites due to the exposure afforded by passing traffic.

Mount Alexander Shire Council undertook the "Castlemaine Town Entrances Land Use Strategy" in 2002. The aim of the Strategy was to encourage the establishment of business enterprises at strategically identified locations, rather than at arbitrary locations, and thereby protect the character of the entrances to Castlemaine.

The Strategy examined the land use at each of the entrances to Castlemaine:

1. Northern Entrance – Midland Highway / Barker Street
2. Eastern Entrance – Pyrenees Highway / Duke Street
3. Eastern Entrance – Pyrenees Highway / Forest Street
4. Southern Entrance – Midland Highway / Johnstone Street
5. Western Entrance – Pyrenees Highway / Elizabeth Street

The strategy recommendations included:

- Land use concept plans for improvement of the character of each entrance;
- Identification of the desirable extent of commercial and industrial development; and
- Strategic justification for new zone and overlay controls at the five entrance sites.

1.2 Purpose of Review

The aim of the review of the "Castlemaine Town Entrances Land Use Strategy" is to update the work completed in 2002. The review will form the basis for a Planning Scheme Amendment to the Mount Alexander Planning Scheme.

There are several reasons why a review of the Strategy was needed to support a Planning Scheme Amendment:

1. Research underpinning the project was completed 5 years ago
There have been both policy and spatial changes since the strategy was undertaken. Some recommendations in the Strategy have been implemented (eg: rezoning of land) and land use changes are apparent (eg: development of some sites).
2. There was limited landowner consultation
Landowner consultation was relatively limited in 2002 due to the short term duration of the project. Further consultation with potentially affected landowners was considered to be desirable prior to preparing an amendment to the Planning Scheme.
3. There is a better knowledge and understanding of the Victorian Planning Provisions
The application of appropriate planning mechanisms is required to facilitate the project outcomes. The application of the VPP zones and overlays is better understood now than in 2002.
4. The study has become a Reference Document in the Planning Scheme
Amendment C24, a major amendment to the Mount Alexander Planning Scheme incorporating a number of strategic studies and projects, was approved in March 2007. The Strategy is now referenced in the Planning Scheme.

2. Approach

2.1 Project Review

The project review has involved the review of the planning framework, relevant information, area / site inspections and consultation with critical authorities and potentially affected landowners / occupiers.

The steps undertaken during the project review were:

<i>February</i>	<i>Undertake Project Audit</i>
	<ol style="list-style-type: none">1. Review of <i>Castlemaine Town Entrances Land Use Strategy 2002</i>2. Review of Mount Alexander Planning Scheme (maps and ordinance)3. Review of relevant background reports and information identified by Council, including:<ul style="list-style-type: none">▪ <i>Mount Alexander Planning Scheme Amendment C24 Panel Report, November 2005;</i>▪ <i>Castlemaine Central Area Urban Design Framework, November 2002;</i> and▪ <i>Chewton Urban Design Framework 2006</i>4. Review of aerial photographs for town entrances5. Review of land ownership information6. Review of the Victorian Planning Provisions7. Site inspections of the entrances8. Workshop with Council officers (planning and engineering)
<i>March</i>	<i>Presentation to Councillors and Corporate Management</i>
<i>April</i>	<i>Consultation with VicRoads</i>
	<i>Consultation with the Department of Sustainability & Environment (now the Department of Planning & Community Development)</i>
<i>June</i>	<i>Consultation with Landowners and Businesses</i>
<i>October</i>	<i>Preparation of Addendum Report and Draft Amendment</i>

The next steps to be undertaken are:

- Council consideration *Addendum Report and Draft Amendment*
- Council request for Amendment Authorization from Minister for Planning

2.2 Agency Consultation

At these meetings, the *Castlemaine Town Entrances Land Use Strategy 2002* and the purpose of the review / intent to prepare an amendment were outlined.

Key points arising from agency officer meetings were:

Department of Sustainability and Environment - now *Planning and Community Development*

- There was general agreement that the Planning Scheme zones and overlays along the entrance (arterial) roads to Castlemaine should be reviewed;
- The situation in relation to each of the entrances and some individual sites were acknowledged;
- Areas of Crown Land zoned Township on the Pyrenees Highway (Entrance 2) will be corrected in an amendment being prepared by DSE (DPCD); and
- The Department will consider and provide a response to an amendment.

VicRoads

- There was general agreement that the Planning Scheme zones and overlays along the entrance (arterial) roads to Castlemaine should be reviewed;
- The function, efficiency and safety of these roads must be protected;
- The new **Access Management Policies** will establish the position of VicRoads on proposals;
- Promote service roads, access from side roads and shared access to highway frontage sites;
- Planning referrals should be streamlined; and
- VicRoads will consider and provide a response to an amendment.

2.3 Landowner Consultation

The purpose of the meetings was to outline the need for the review process, seek to understand the aspirations / future intentions of affected landowners / businesses, explain Council's intention to prepare an amendment to the Planning Scheme and identify their opportunity to participate in the amendment process.

Meetings were held with the following landowners:

Group Meetings

- | | | |
|--------------|------------------|----------------------------|
| ▪ Entrance 3 | Forest Street | - Forest Street traders |
| ▪ Entrance 4 | Elizabeth Street | - Elizabeth Street traders |

Individual Meetings

- | | | |
|--------------|------------------|------------------|
| ▪ Entrance 2 | Pyrenees Highway | - Landowners x 3 |
| ▪ Entrance 5 | Johnstone Street | - Landowner x 1 |

The views of the landowners have been taken into account in this strategic review.

3. Planning Context

3.1 Council Strategies

The following planning projects / reviews have relevance to this review, and were completed following completion of the *Castlemaine Town Entrances Land Use Study 2002*.

(1) *Castlemaine Central Area Urban Design Framework*

The project analysed urban design and planning issues in the Castlemaine Central Area, and identified land use options and strategies for key sites. Relevant issues addressed were use and activity, vehicle and pedestrian access, car parking, opportunities for new retail and business development and protection and enhancement of heritage buildings and streetscapes.

Six precincts were considered in greater detail, including one of the entrance areas being Forest Street / Forest Creek between Barker and Urquhart Streets (pp 40-42). The proposals for that precinct have been considered in this review.

(2) *Chewton Urban Design Framework*

The Chewton Urban Design Framework sets a vision and action strategies for the enhancement of the township.

The Urban Design Framework will assist Council, landowners and community groups to achieve significant improvements in both physical presentation and function of the township. The framework is designed to serve as a primary reference guide for future capital works and private investment in Chewton.

Key elements to achieve the vision included:

- Provide the community with initiatives that are achievable and that enhance community capacity building for the residents of Chewton.
- Protect the quiet rural character and lifestyle charm, which is highly valued by the community. Build upon the township's natural setting and gold mining history.
- Protect the environment and landscape values in the township and surrounding area. With the recent installation of a reticulated sewerage system, provide opportunities for in-fill development and consolidation of the core township area.
- Improve the gateway presentation and character of Main Street (Pyrenees Highway) as a major tourist road. Provide Chewton with a special theme to distinguish the township from adjacent Wesley Hill and the outskirts of Castlemaine.

(3) *Mount Alexander Planning Scheme Amendment C24*

Amendment C24 implemented the recommendations of the "Three Year Review" of the Mount Alexander Planning Scheme. The amendment introduced a redrafted Municipal Strategic Statement and included a number of studies as reference documents in the Planning Scheme, including the Castlemaine Town Entrances Land Use Strategy.

The Panel Report (November 2005) made recommendations in relation to only one entrance, being land on the south side of Forest Street. The Panel's attention was drawn to pressure in the past for an additional supermarket south of Forest Street. The Panel noted that there was no recent retail analysis (since 1995). The Panel formed the view that in this context, the application of a Mixed Use Zone would be more appropriate for development sites in the precinct (p 78). The Panel also considered objectives to encourage infill and expansion at identified sites on the south side of Forest Street should be withdrawn pending an updated retail and commercial strategy.

Amendment C24 was the first stage of a two-stage process. This review forms part of the second stage, and will recommend rezoning and overlays along the town entrances.

3.2 Mount Alexander Planning Scheme

3.2.1 State Planning Policy Framework

The following planning policies are relevant to this review:

15. Environment

15.09 Heritage

The policy objective is to assist the conservation of places that have natural, environmental, aesthetic, historic, cultural, scientific or social significance or other special value important for scientific and research purposes, as a means of understanding our past, as well as maintaining and enhancing Victoria's image and making a contribution to the economic and cultural growth of the State.

Planning and responsible authorities should identify, conserve and protect places of natural or cultural value from inappropriate development ... including important buildings, structures, parks, gardens, sites, areas, landscapes, towns and other places associated with the historic and cultural development of Victoria, including places associated with pastoral expansion, gold mining, industrial development and the economic expansion and growth of Victoria.

17. Economic Development

17.02 Business

The policy objective is to encourage developments which meet community's needs for retail, entertainment, office and other commercial services and provide net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.

Commercial facilities should be located in existing or planned activity centres unless they are:

- New freestanding commercial developments in new residential areas which have extensive potential for population growth or will accommodate facilities that improve the overall level of accessibility for the community, particularly by public transport.
- New convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.
- Outlets of trade-related goods or services directly serving or ancillary to industry and which have adequate on-site car parking.

17.03 Industry

The policy objective is to ensure availability of land for industry and to facilitate the sustainable development and operation of industry and research and development activity.

Industrial activity in industrial zones should be protected from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability.

Adequate separation and buffer areas must be provided between sensitive uses and offensive or dangerous industries and quarries to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards.

Responsible authorities should ensure that industrial activities requiring substantial threshold distances are located in the core of suitably zoned industrial areas and encourage activities with minimal threshold requirements to locate towards the perimeter of the zone.

Responsible authorities should, where possible, minimise inter-industry conflict and encourage like industries to locate within the same area.

19. Infrastructure

19.01 Declared highways ...

The policy objective is to integrate land use and transport planning around existing and planned declared highways, railways, principal bus routes and tram lines.

New uses or development of land near an existing or proposed transport route should be planned or regulated to avoid detriment to, and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.

The design of transport routes and nearby areas should be planned and regulated to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Planning and responsible authorities should have regard to any relevant highway strategy published by VicRoads when preparing planning scheme amendments or considering permit applications for the location of transport routes or developments that are in proximity to major transport routes.

3.2.2 Local Planning Policy Framework

The following planning policies are relevant to this review:

21.03 Municipal Vision and Framework Plan

The land use planning and development vision is:

The Mount Alexander Shire's townships and rural environs engender an identifiable character which reflects the areas unique heritage, its beautiful landscapes and the quality of life.

The Shire Council will seek to manage and sensitively develop the built and natural resources of the Shire in ways which are ecologically sustainable so as to secure an improved economic future, enhance the lifestyle quality of the community and maintain the unique heritage character.

Plan 3 is the *Castlemaine Land Use Framework*. The plan identifies the Castlemaine Town Entrance Land Use Strategy and identifies the project sites on the plan.

21.04 Objectives and Strategies

The following policy objectives are identified:

1. Managing Urban Growth
2. Strengthening Castlemaine's Regional Role
3. Industrial development
4. Rural Living
5. Built and Cultural Heritage
6. Agriculture
7. Protection of Biodiversity and Landscape
8. Sustainable Housing

The "protection of the heritage character and residential and landscape amenity of Castlemaine's town entrances" is recognised in the second policy objective. Under "*Implementation*", the application of the Mixed Use Zone to potential development sites on the south side of Forest Street shown on the Castlemaine Town Centre Urban Design Framework Plan is identified.

21.05 Reference Documents

The *Castlemaine Town Entrances Land Use Strategy* is listed as a Reference Document.

The *Castlemaine Central Area Urban Design Framework* is listed as a Reference Document.

22.01 Castlemaine

Castlemaine is the largest urban centre within the Shire. With a population of approximately 7,600, Castlemaine serves both a local and regional role. This role is supported by the range of services available including essential medical services, a public hospital, state and commonwealth government offices, police and emergency services, gas and fuel, reticulated water and sewerage services and electricity.

Castlemaine is acknowledged as an important cultural centre, especially in the arts and heritage areas. Castlemaine contains a unique collection of heritage buildings and significant streetscapes which contribute to the unique character of the town.

The policy applying to Castlemaine includes “4. **Gateways and Entrances**”. It is policy that:

- Recognition is given to the importance of the main entrances to Castlemaine from:
- Bendigo via the Midland Highway;
- Melbourne via the Pyrenees Highway;
- Maldon via the Pyrenees Highway; and
- Ballarat via the Midland Highway.
- These approaches are visually enhanced to create a sense of arrival. Design treatments at these locations are to include appropriate landscaping and signage. The avenue of tree planting along the Midland Highway approach from Ballarat is protected. The entrance alongside the Botanical Gardens is protected.
- The Castlemaine turn-offs from the Calder Highway are improved, especially at Harcourt.
- Improvements such as landscaping, attractive signage and lighting are supported.

22.11 Streetscape

This policy applies to the entrances and main streets of all towns. The presentation of towns from the highways and major roads is important in reinforcing the character, protecting existing heritage values and supporting tourism development. Presentation of development to the street and the way it addresses and assists in streetscape presentation is important in attracting tourism, development and reinforcing civic pride and town character.

The policy objectives are:

- To ensure that all development has regard to design, siting and landscaping issues.
- To ensure that development enhances the presentation of main road entrances into townships and enhances the immediate environment.

It is policy that the following issues will be taken into account when considering applications for the use and development at the entrances and streetscapes of urban settlements and townships.

Design

- Development of land should consider the local heritage values of the towns when designing and siting development. The design of the buildings, their mass and scale is important in preserving the historical attributes of the towns. Design of buildings and works should demonstrate that these factors have been considered.
- Streetscape issues are important to the character of each town. Identified streetscape character will be taken into account in the design of the buildings.

- The 'Castlemaine Town Centre Townscape Improvement Plan - Building Guidelines for the Central Business Area' (1990) should form the basis of future townscape development in the Castlemaine central business areas.

Township Entrances

- Development along highways and main streets is important for the presentation of towns. Development should be designed with respect to the built environment and sited and finished in such a way that it enhances the overall appearance and character of the town.
- Presentation of the development to the street and the way it addresses and assists in streetscape presentation is important in both attracting tourism development and demonstrating civic pride.

Landscaping of Entrances and Township Boundaries

- Street trees are important in creating areas that offer shade and protection and are conducive in assisting people to stop and use the town. Development located along the entrances to all towns should be landscaped with species consistent with the existing and planned landscape for each town.
- Development located on the edge of township areas should be landscaped to assist in absorbing the development within the surrounding landscape and to provide a delineated edge to the town.

Information to be provided

The following information will be requested for proposals for new use and major development of land located adjacent to highways, main road and the edges of township areas.

- A landscape plan which shows compliance with local landscape character and plant species.
- Landscape plans for developments on the edge of urban areas that show how development will be absorbed by the surrounding environment.
- A design report demonstrating that the design of the building, including the building mass, scale and form, has regard to the local surrounding buildings.
- Information demonstrating that the streetscape character of urban areas have been identified and considered.

3.2.3 Planning Scheme Zones & Overlays

The town entrances contain a variety of zones and a number of overlays apply to areas and sites.

Relevant Zones

The zones (occurring most regularly) are:

- Business 1 and Business 2
- Industrial 1
- Residential 1
- Township
- Public Use

The purposes of the zones (Victorian Planning Provisions) are contained in Section 3.3 of this report.

Planning Scheme maps identifying the zoning for each entrance are contained in Section 4 of the report.

Relevant Overlays

Environmental Significance Overlay – Schedule 6

This overlay applies to every highway entrance. A copy of ESO 6 forms Appendix B of this report.

The Overlay includes the following Statement of Environmental Significance:

“New land uses and development adjacent to highways need to be carefully planned and regulated to avoid prejudicing the access and safety of vehicular traffic and avoid detriment to surrounding urban and non urban environments.”

The environmental objectives to be achieved are:

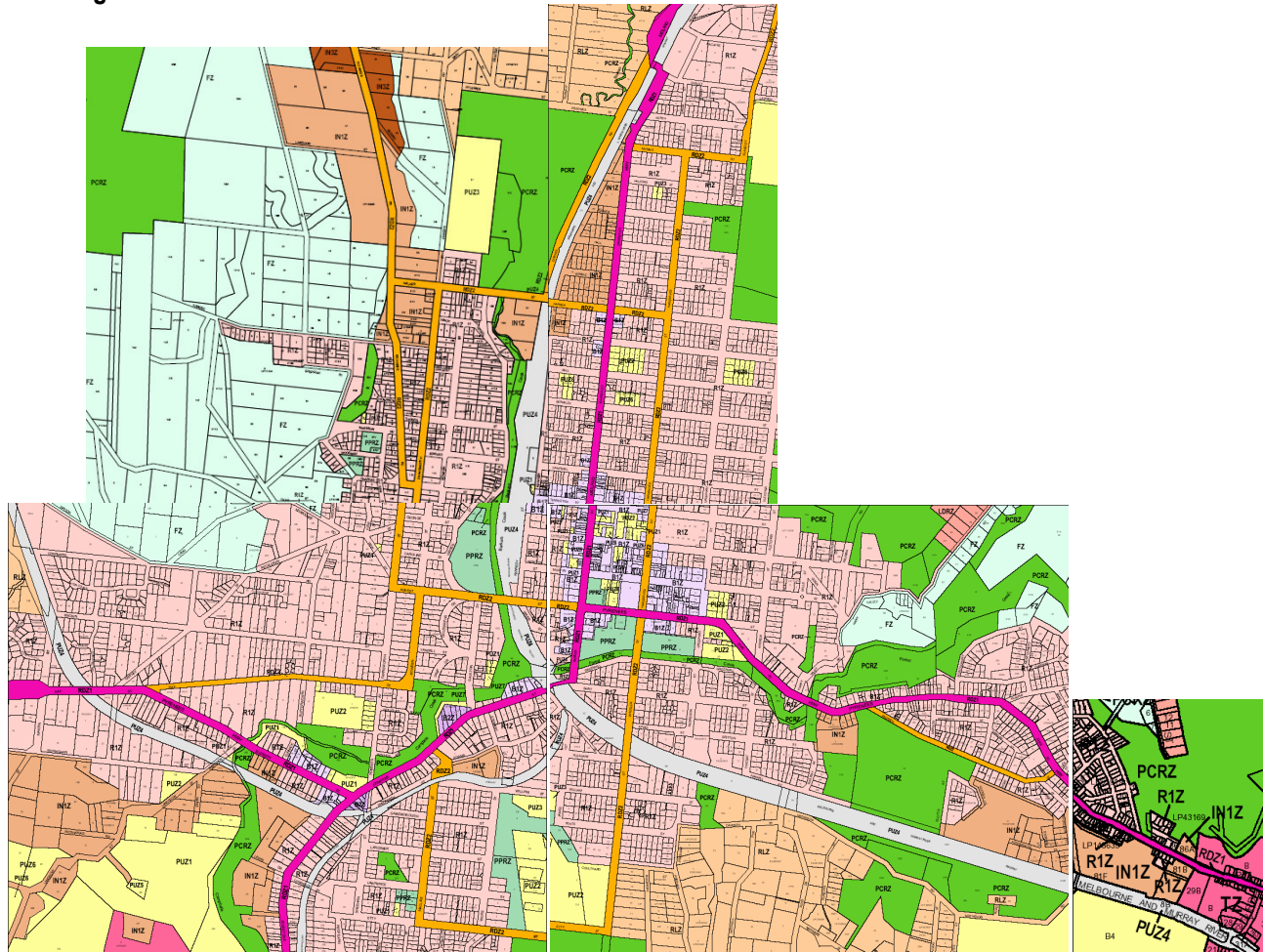
- To maintain and enhance the safety and amenity of main roads.
- To preserve and enhance the tree lined character of the roadsides along the approaches to the urban townships and along main roads.
- To preserve and improve scenic views from road and highways and to preserve and enhance the visual character of these areas adjacent to within the townships.
- To discourage the intensification of development in undesirable locations.
- To ensure that all existing trees and natural features which are within the overlay area are conserved within the limits of practicality and are not wantonly damaged, destroyed or removed.
- To require new buildings and their associated works, gardens and landscape areas to be designed and maintained in a manner as to harmonise with the visual character of their surrounds.

Heritage Overlay

Heritage Overlays apply to specific sites along the highway entrances.

Recommendations relating to heritage protection of particular highway entrances were made in the 2002 Strategy (e.g.: Wesley Hill). The brief for this review excluded these areas. None of the sites proposed for rezoning in this report are affected by an existing Heritage Overlay.

Figure 1
Planning Scheme Zones



Extracts from Planning Scheme Maps 19, 20, 21, 22 and 23

Figure 2
Environment Significance Overlay 6



Extracts from Planning Scheme Maps 19ESO, 20ESO, 21ESO, 22ESO and 23ESO

3.3 Victorian Planning Provisions

The Victorian Planning Provisions relevant to this review are:

Business 1 Zone

This is the main zone to be applied in most commercial areas. It allows a wide range of commercial activities. A schedule to the zone allows the maximum floor space of certain uses to be limited.

Business 2 Zone

This zone encourages offices and associated commercial uses. A schedule to the zone allows the maximum floor space of certain uses to be limited.

Business 3 Zone

This zone enables the integrated development of offices, manufacturing industries and associated commercial and industrial uses.

Generally, this zone would only be applied in specialist locations where this type of development is either existing or strategically justifiable.

A schedule to the zone allows the maximum floor space of certain uses to be limited.

Business 4 Zone

This zone provides for a mix of retailing for bulky goods, manufacturing industry and associated business services.

This zone will be applied typically on road exposed locations where it is necessary to ensure that sufficient area is available to allow design that protects the safety and amenity of roads with service roads, rear access and other techniques.

Generally, this zone would only be applied in specialist locations where this type of development is either existing or strategically justifiable.

A schedule to the zone allows the maximum floor space of certain uses to be limited.

Business 5 Zone

This zone encourages the co-location of offices and dwellings, including multi-dwelling units.

Typically, the zone will be applied at the edges of centres where a mix of uses either exists or is strategically justified.

Industrial 1 Zone

This is the main zone to be applied in most industrial areas. It includes additional requirements for land close to residential areas.

A schedule to the zone allows the minimum leasable floor area for certain uses to be specified.

Industrial 3 Zone

This zone is designed to be applied:

- As a buffer between the Industrial 1 Zone and residential areas, if necessary.
- To industrial areas where special consideration is required because of industrial traffic using residential roads, unusual noise or other emission impacts or to avoid inter-industry conflict.

A schedule to the zone allows the minimum leasable floor area for certain uses to be specified.

Mixed Use Zone

This zone provides for a range of residential, commercial, industrial and other uses suitable for areas with a mixed use character.

A schedule to the zone allows the maximum floor space of certain uses to be limited.

Township Zone

This zone is intended to apply to small towns where there is no specific structure of commercial, residential and industrial land use.

Design and Development Overlay

This overlay is principally intended to implement requirements based on a demonstrated need to control built form and the built environment.

The built form outcome intended to be achieved must be clearly stated and the way in which the requirements imposed will achieve this clearly expressed. Where possible, performance based requirements should be used rather than prescriptive ones.

Development Plan Overlay

This overlay should be used where the form of development is appropriately controlled by a plan to the satisfaction of the responsible authority and a planning scheme amendment is not considered necessary for the amendment of the plan.

If the plan contains specific requirements, which affect whether or not a permit is required, it should generally be an incorporated plan.

Table 1
Land Use Comparison Table

Land Use	B1Z	B2Z	B3Z	B4Z	B5Z	IN1Z	IN3Z	Mixed Use
Retail Premises (includes SHOP, RESTRICTED RETAIL, FOOD & DRINK PREMISES, TRADE SUPPLIES, garden supplies, motor vehicle sales)	P	P	P	P	P	P	P	P
Shop (includes supermarket, RESTRICTED RETAIL and CONVENIENCE SHOP)	Yes	P	No P if conv shop	No P if conv shop	No P if conv shop	No P if conv shop	No	P
Restricted Retail (floor space > 1000 m2)	Yes	P	P No < 1000m2	Yes P < 1000m2	No	P	P	P
Food & Drink Premises (includes restaurant, convenience restaurant, take away food, hotel)	Yes	P	P	P	P	P	P	P
Trade Supplies	Yes	P	P	Yes	No	P	P	P
Office	Yes	Yes	Yes	P 500m2 limit	Yes P if residential	P 500m2 limit	P 500m2 limit	P
Industry / Warehouse	P No if S52	P Not S52	Yes P if S52	Yes P if S52	No	Yes P if S52	P	P No if S52
Residential	P	P	No	No	P	No	No	Yes

Yes = No permit required for use

P = Permit required for use

No = Prohibited use

4. Review of Town Entrances

The commentary and findings in this chapter of the Addendum Report are designed to be read in conjunction with the *Castlemaine Town Entrances Land Use Strategy 2002* report.

The review findings seek to vary (only) some of the previous recommendations, reflecting the purpose of undertaking the review ... "to update the work completed in 2002". The proposed changes include:

- An acknowledgement that some of the previous recommendations have been implemented;
- A preference for a different zone or overlay in some locations, based on better understanding of the Victorian Planning Provisions; and
- Separating the recommendations into two priority groups, those being:
 - (a) sites that should form the basis of an amendment to the Mount Alexander Planning Scheme; and
 - (b) sites that require further investigation / dialogue with landowners prior to an amendment.

4.1 Northern Entrance - Midland Highway / Barker Street

4.1.1 Description of Entrance

The northern entrance provides the best opportunity site for highway business development in Castlemaine, however the entrance is arguably the most sensitive in relation to protection of residential and heritage values.

Travelling towards Castlemaine, after passing beneath the railway bridge, the land areas can be described as:

Western side:

- | | |
|------------------------------|--|
| (1) Land South of Band Hall | A large triangular shaped area of vacant land zoned Industrial 1 previously identified as having development potential. |
| (2) Turner to Parker Streets | A collection of properties fronting the highway, Hall and Parker Streets currently used for quite diverse purposes. Identified uses include residential, display, automotive, trade, hotel and industry. |

Eastern side:

- | | |
|------------------------------|---|
| (3) Myring to Parker Streets | Predominantly residential development, zoned Residential 1. |
|------------------------------|---|

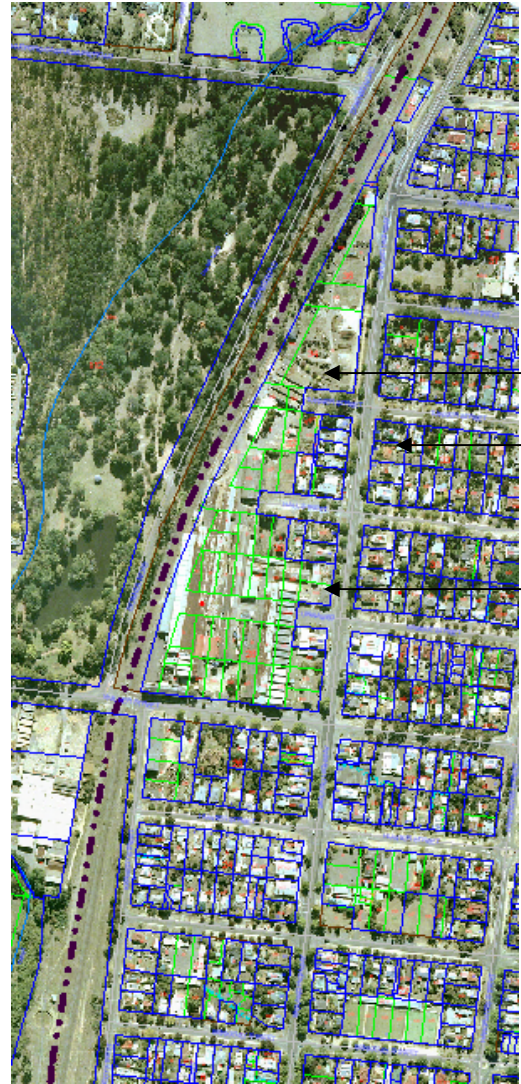
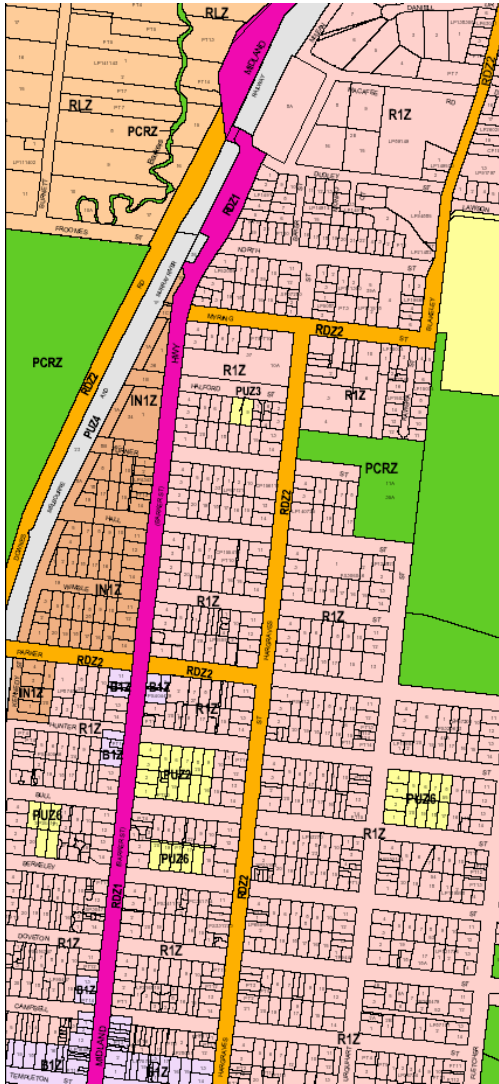
4.1.2 Study Recommendations - 2002

Western side:

- | | |
|-------------|--|
| (1) and (2) | The rezoning of both areas from Industrial 1 to Business 2 Zone.
Application of a Design and Development Overlay to ensure a good urban design outcome. |
|-------------|--|

Eastern side:

- | | |
|-----|--|
| (3) | No change in zoning
Retention of the residential frontage. Protect residential character as a major entrance theme. |
|-----|--|



Planning Scheme Zones



Entrance Site – key development opportunity site



Castlemaine Toyota – one of the collective properties

4.1.3 Review Recommendations - 2007

Western side:

(1) Land South of Band Hall

This is a prime site for highway business development, but demands a design response that results in a future development outcome that complements the town entrance character. Discussion with the land owner is needed to establish their intent / identify opportunities for future development of the site.

The current Industrial 1 Zone on the highway frontage is no longer an appropriate zone now that the land has been identified as a key development opportunity site, and the zoning is also incompatible with residential development on the other side of Barker Street. Assessment of the area suitable for rezoning, and selection of a new zone, needs to be compatible with the existing industrial business that occupies the southern and western sides of the property.

The proposed Business 2 Zone would enable planning approval to be obtained for shops. Such development has potential to have an adverse impact on the primacy of the Castlemaine Central Area (e.g.: if a supermarket was to be established on the town entrance). A different Business Zone is preferred, being **Business 4 Zone**. Economic impact assessment to determine any likely impacts on existing commercial development in Castlemaine may be needed to support an amendment.

A **Development Plan Overlay** (DPO) is recommended to support coordinated development of the western side of the entrance. A **Design and Development Overlay** may be required, depending on the development outcomes arising from the DPO and / or the process selected to rezone the land (e.g.: amendment / permit process).

As a priority, Council should consider discussions with the landowner about the future of the land for several reasons:

- This is a key opportunity site where providing greater planning certainty would be desirable. Council should draw attention to its position in relation to possible future development;
- The appropriateness of any proposals the land owner may have to develop the land should be considered in the planning context established by the 2002 study and this review; and
- Inappropriate development of the site under its current zoning may have detrimental impact on this key Castlemaine entrance and residential development in Barker Street.

(2) Turner to Parker Streets

The development / redevelopment of sites is supported, but should be guided by an integrated plan that considers the development context of the above site. Site assembly is a possibility, and may provide design flexibility. The **Business 4 Zone** with a **Design and Development Overlay** would suit these properties and be consistent with the recommendations for adjoining site (1).

Eastern side:

(3) Residential Frontages

Residential sites may be subject to inappropriate redevelopment proposals that impact on heritage entrance values in the future.

The large vacant area associated with the former hospital on the north east corner of Halford Street may be a potential (residential) development site.

Whilst the Environmental Significance Overlay – Schedule 6 (a relatively general planning control protecting road function, residential character and amenity) and ResCode apply, none of these residential sites are protected by specific design or heritage planning controls.

Whilst the potential risk of inappropriate development seems low, Council might consider preparing a Residential Character Statement to support the retention of appropriate residential character on this and other similarly affected residential sections of highway entrance. Such a planning control would be more specific than the ESO6.

4.2 Eastern Entrance - Pyrenees Highway / Duke Street

4.2.1 Description of Entrance

The *Castlemaine Town Entrances Land Use Study* identified that the entry to Castlemaine is unclear at the transition from Chewton Township. The Chewton entrance is of quite mixed character, incorporating urban development and goldfields heritage themes. Views of the goldfields landscape / built form from last century are interrupted by urban infill development. Some of the newer development, including industrial and residential land use, is not particularly sensitive to the heritage character of the entrance.

The recommendations relating to several sites immediately east of Eureka Street were reviewed. These were developed and vacant sites having potential for highway business land use.

No other highway business sites were identified on the Pyrenees / Duke Street entrance as requiring review.

The review did not address the recommendations relating to the heritage protection of Wesley Hill residential areas. Council proposes to address this issue separately.

The review did not further consider incorrectly zoned Crown Land sites that form part of the Greater Diggings National Heritage Park, following advice from DSE that these sites would form part of a separately initiated DSE amendment.

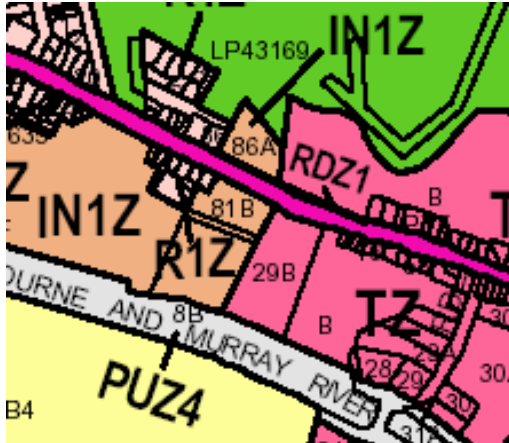
Northern side:

- CA 86A (4) A small parcel of land, "at a level lower than the highway", currently occupied by a shed / caravan. Dwellings in the Residential 1 Zone occupy land to the west. Land to the north and east is Crown Land.

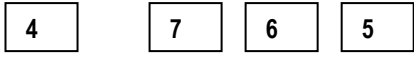
Southern side:

- West of Eureka Street (5) Land in the Township Zone. An auto-electrical business occupies one lot in the seven lot subdivision. The other six lots are yet to be developed. The overall site is quite exposed to the highway, however conditions of the planning permit require a landscaped frontage as a buffer to the highway. The performance of the landscaping is improving despite long-term drought conditions being experienced. Future development of the lots will change the visual aspect of the site (make it more urban). The site has a single access point to the highway.
- (6) Land in a Township Zone. The use of CA 29B, owned by Castlemaine Pistol Club, was established in 1960. The site is occupied by a number of buildings used by the club for their sport / shooting competitions, and training by the police (dog squad) and prison officers. The site is well located for the use, being buffered by industrial land use and the railway. The site is "hidden from highway views" by its situation below the level of the highway and landscape (mature trees). The site has a single access point to the highway.
- (7) Land zoned Industrial 1. Permapave, Parsons Dairy and a Vehicle Renovation business occupy the site. Whilst there are several large buildings on the land, much of the site is also vacant. Adjoining land on the north western corner contains several dwellings, but a landscaped buffer provides some amenity protection. Land on the western boundary is part of the National Park. The railway and Loddon Prison occupy land to the south. Landscaping screens the site frontage, so there is little exposure to the highway. The site has a single access point to the highway.

Pyrenees Highway - Chewton



Planning Scheme Zone Map



(4) Northern Side - CA 86A



(6) Castlemaine Pistol Club



(7) Industry, dairy & vehicle restoration



(5) Seven lot subdivision available for development on the town entrance.
The mound / landscaped area designed to protect the highway entrance is on the left side of the photograph.

4.2.2 Study Recommendations - 2002

Northern side:

CA 86A (4) The site was not identified in the study.

Southern side:

West of Eureka Street (5) (6) (7) Business 2 Zone with Design and Development Overlay

4.2.3 Review Recommendations - 2007

(4) CA 86 – Existing Shed

This site is generally unsuitable for industrial or related land use. The land adjoins dwellings in the Residential 1 Zone, and access to the site from the highway is relatively constrained. If the site is to be developed, residential land use would be preferred.

Rezoning of the land from Industrial 1 to **Residential 1** is recommended.

(5) Castlemaine Auto-Electrical / Vacant Land

This development site has a relatively poor presentation, however this might be anticipated of a development site in the period prior to ultimate development of the site.

The landowner of the site anticipates the six remaining lots will be developed and used for a variety of like purposes including light industry, warehouse / storage and transport related uses in accordance with the intent of the subdivision. None of the yet to be developed lots has direct frontage to the highway. The mound with landscaping on the site frontage has been designed to provide a buffer to the highway, a feature that should provide appropriate screening with maturity of planting and maintenance.

Zoning of Land: The proposed Business 2 Zone would allow an application to be made for a planning permit for a shop. A shop would be an inappropriate land use in this location. Alternative options are either the Business 4 or Industrial 3 Zone. Both prohibit shops and residential use, but allow the types of uses envisaged for the land. Industrial 3 is preferred because there is greater control of land use (permits required for most preferred uses – refer to Land Use Comparison Table on p15 of this report).

The Industrial 3 Zone also provides better integration with available options for the Pistol Club site (6).

Application of Design and Development Overlay: The Castlemaine Town Entrances Land Use Study 2002 recommended the application of an overlay specifying preferred uses, design and siting requirements such as setback distances, indicative building massing, bulk, height, access and parking and landscaping.

Although sites west of Eureka Street were outside the study area of the *Chewton Urban Design Framework 2006*, that study made observations about this site ... “the entire development cleared an extensive amount of forest vegetation, which formed a distinctive buffer between Wesley Hill and Chewton” (in Fig. 3 – Analysis Plan), and ... “ensure that new development on the western edge of town is properly landscaped and the planting maintained to retain a green buffer” (in Fig 4 – Key Opportunities).

The planning permit issued for the subdivision of the land applied stringent conditions to the land. Adding a Design and Development Overlay may act to unreasonably constrain development of the lots. Council has the opportunity to assess the form and scale of proposed development via the planning permit process for development of each individual lot. The Industrial 3 Zone is designed to act as a buffer zone, reinforcing the opportunity for Council assessment. The landscaped frontage can be reinforced if required.

Rezoning of the land from Township to **Industrial 3 Zone** is recommended. **No Overlay** is recommended.

(6) Castlemaine Pistol Club

The Castlemaine Pistol Club is committed to continuing to operate on their site that is ideally located for their use. The current zoning should be amended to reflect the nature of their use.

Rezoning of the land from Township to **Industrial 3 Zone** is recommended. **No Overlay** is recommended.

(7) Permapave Site

The landowner of the site supports retention of the current Industrial 1 zoning. Past, present and future business operations on the land mesh well with the zone purposes. The land has / will have appropriate zones / buffers on all sides of the land with the exception of several dwellings on the north west corner that have co-existed for a long time.

The proposed Business 2 Zone would constrain future use and development of the land.

Retention of the existing zone, **Industrial 1 Zone**, is recommended. **No Overlay** is recommended.

4.3 Forest Street

4.3.1 Description of Entrance

The Forest Street entrance extends from the Forest Creek bridge east to Hargreaves Street. The pattern of development and character of the streetscape changes from residential to mixed development to more commercial on the approach to Castlemaine's town centre. Various sites were reviewed.

Northern Side:

- Motel (8) The motel, situated on a triangular site at the town entrance, is zoned Residential 1. The single storey building is partially "screened" by the street trees. Residential development adjoins the northern and eastern boundaries.

Southern Side:

- Land abutting bridge (9) A Nissan dealership / service station is situated on the entrance, immediately adjacent to the bridge. The land is zoned Residential 1. Forest Creek provides a buffer to the south. The topography provides physical separation with residential properties on the north side of the highway.

- "Gas Works Precinct" (10) A development opportunity site comprising the former gasworks, school reserve, two dwellings and a cleared lot. The land is currently in three zones, being Public Use Zones 1 and 2 and the Residential 1 Zone. Clean up of site contamination is occurring on the Gasworks site.

- Urquhart to Hargreaves Street (11) This block on the southern edge of the town centre comprises ~ 10 properties in a range of land uses in two zones - Residential 1 on the eastern side and Business 1 on the western side. The land uses include dwellings, dwellings used for non-residential purposes and vehicle sales / repairs. The dwellings have no heritage significance. A Recreation Reserve (tennis courts) forms the southern boundary.



(8) Castlemaine Motel



(9) Land abutting bridge

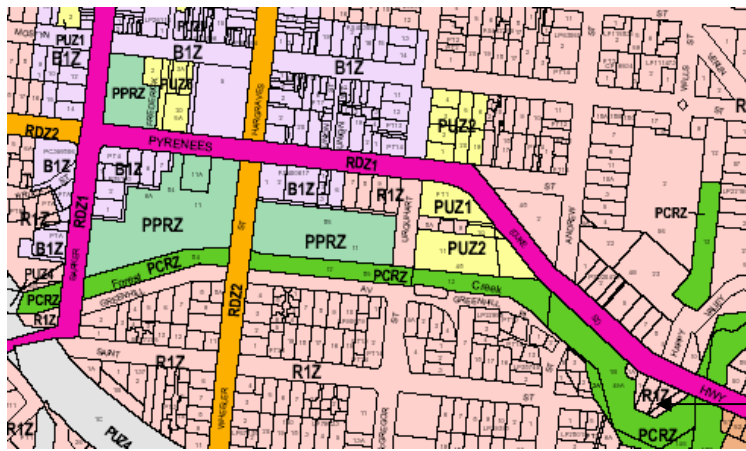


(10) Gasworks precinct



(11) West of Urquhart Street – some of the properties in the Residential 1 Zone

Forest Street Precinct



9

Planning Scheme Zone Map



8

10

11

4.3.2 Study Recommendations - 2002

Northern Side:

Motel (8) Business 1 Zone

Southern Side:

Land abutting bridge (9) No change Change land use in the longer term and rationalise signage to minimize impact

“Gas Works Precinct” (10) Business 1 Zone with Design and Development Overlay and Environmental Audit Overlay New highway development site

Urquhart to Hargreaves Street (11) Business 1 Zone Design and Development Overlay Retail and commercial land use

4.3.3 Review Recommendations - 2007

(8) Castlemaine Motel

The strategic justification for rezoning of the existing motel site is inadequate. The only mention of the site in the study is a notation on a map recommending rezoning to Business 1.

The present use is compatible with surrounding land use. A Business 1 Zone would create the opportunity for commercial redevelopment of a site having interfaces with residential development, and in close proximity to a Primary School. A commercial (retail / office) or mixed land use may be appropriate for this site subject to detailed planning assessment. A better solution for this site may be to consider rezoning of the land based on a specific development proposal.

Advice to the landowners that Council may be prepared to consider **rezoning of the land based on a specific development proposal** that satisfactorily addresses land use and design issues is recommended.

(9) Nissan Dealership / Service Station

The site is isolated, being situated on an "island" between the creek and highway. The zoning and use of the land are at odds. The zoning is Residential 1 but the land is used for non-residential purposes.

Changing the land use to a "more appropriate use" in the longer term was proposed in the 2002 Study. This seems improbable given that the situation of the site and potential requirements for environmental clean up for many potential uses.

Changing the zoning to match the use may enable the occupiers to operate with greater freedom, but may lead to an inappropriate commercial development of the land (eg: shop). Retaining the zoning would mean any extension of the current use would need to meet the test of Clause 63 of the Planning Scheme (Existing Uses).

Advice to the landowners that Council may be prepared to consider **rezoning of the land based on a specific development proposal** that satisfactorily addresses land use and design issues is recommended.

(10) Gas Works Precinct

The former Gasworks and adjoining sites are situated on the south east edge of the town centre. The location of the highway, Forest Creek, motel and recreation reserve act to form a buffer to residential areas to the south and east.

The precinct would make a natural addition to the town centre, but as a key entrance site needs integrated planning to achieve a positive urban design outcome. In 2002, the *Castlemaine Town Entrances Land Use Study* identified potential for mixed use development, and the *Castlemaine Central Area Urban Design Framework* proposed a retail / residential mix with car parking and public open space at the rear of an assembled site.

The Amendment C24 Panel considered these reports in 2005 in response to a submission opposing rezoning of the land. The owners of the existing IGA supermarket sought to protect their position (as the major supermarket in Castlemaine) by making a submission to the Panel. Further, land was purchased in the Gasworks precinct, arguably to act as a barrier to any potential for supermarket development on one of the only opportunity sites in future.

The Panel recommended:

1. The need for an updated retail and commercial review prior to any rezoning; and
2. Application of the Mixed Use Zone to properties south of Forest Street

The first part of the Panel recommendations in relation to the major opportunity site (Gasworks and surrounding land) is supported. The Panel recommendation for a retail review is normal planning practice.

Castlemaine continues to experience steady population growth. At some time in the near future, if that position has not already been reached, a retail / commercial study is likely to demonstrate that a second major supermarket would be appropriate in Castlemaine. It will then become a question of finding an appropriate site.

The appropriate location for such a development might be expected to be within, or on the fringe, of the town centre, not at a freestanding location outside the town centre. Castlemaine however has limited sites that would provide an opportunity for a new supermarket development in the town centre. Traditionally, land assembly has been a challenge in town centres comprising smaller land parcels in fragmented ownership.

Several sites south of Forest Street offer potential for development. Some are already in a Business 1 Zone.

The Panel preference for a Mixed Use, rather than a Business 1 Zone, however does not appear to have been framed well. The choice of zoning would be better based on the retail and commercial review findings.

There has been recent interest by major supermarket chains in establishing in Castlemaine. The former Gasworks and adjoining sites have sufficient area to be suitable for a major retail / mixed use development. If this was to eventuate as an outcome of a retail and commercial review, such a development site may be better zoned Business 1, not Mixed Use, even though a permit can be sought to use land for a supermarket in the Mixed Use Zone (use does not require a planning permit in the Business 1 Zone).

The fragmented ownership of the land and anticipated opposition to major redevelopment incorporating retailing suggests Council is likely to need to be actively involved in facilitating an integrated project outcome for the entire site. The recommended approach is a planning process that provides support for a specific development project on the land.

Advice to the (key) landowners that Council would be prepared to consider **rezoning of the land based on a specific development proposal** that satisfactorily addresses retail and commercial land development needs (strategic justification), land use and design issues is recommended.

(11) South Side of Forest Street between Urquhart and Hargreaves Streets

There are four "residual" properties south of Forest Street (between Urquhart and Hargreaves Streets) in the Residential 1 Zone.

These properties would be more appropriately zoned Business 1 in keeping with the zoning of the adjoining town centre area. An overlay would assist in achieving an integrated urban design outcome over the time in which redevelopment of the sites occur.

The *Castlemaine Central Area Urban Design Framework* encouraged redevelopment of the properties with frontage to Forest Street in the Residential 1 Zone, and argued that replacement buildings should have a retail or commercial use.

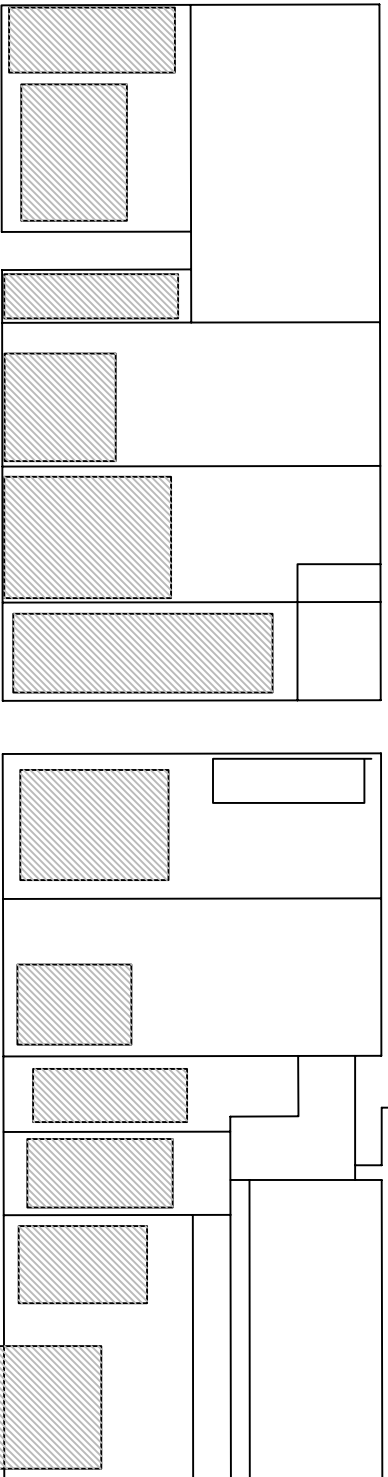
The properties have a (combined) land area that is insufficient for any major form of development. Neither the proposed retail and commercial review, nor a Mixed Use Zone, is considered necessary for rezoning or appropriate to these sites. Essentially, rezoning would constitute infill of the Business 1 Zone over sites that present a limited opportunity for commercial development.

The proposal to rezone the properties and the desirability of planning controls for development and design was discussed at a meeting of landowners between Urquhart and Hargreaves Street. The landowners present expressed general support provided that residents who wished to continue to reside were under no compulsion to relocate.

Rezoning from Residential 1 Zone to **Business 1 Zone**, with the application of a **Development and Design Overlay** is recommended.

The application of the same **Development and Design Overlay** is recommended for the balance of this block, encompassing the RSPCA site, unit development, Hunt and Lobb and two dwellings (the corner one surrounded by a car sales yard).

Principles to support future planning are identified on the plan on the following page.



FOREST STREET

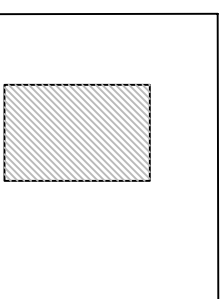
Encourage mixed use of the Precinct including recreation, retail and commercial and community facilities

Provide continuous pedestrian access through the Precinct with links to Forest Creek, tennis court and Western Reserve

Prepare a Design and Development Plan that identifies building envelopes of new buildings, indicative building form and mass, building lines and setbacks along the street frontage, public space and open space areas, points of vehicle access from Barker Street, and on site car parking areas

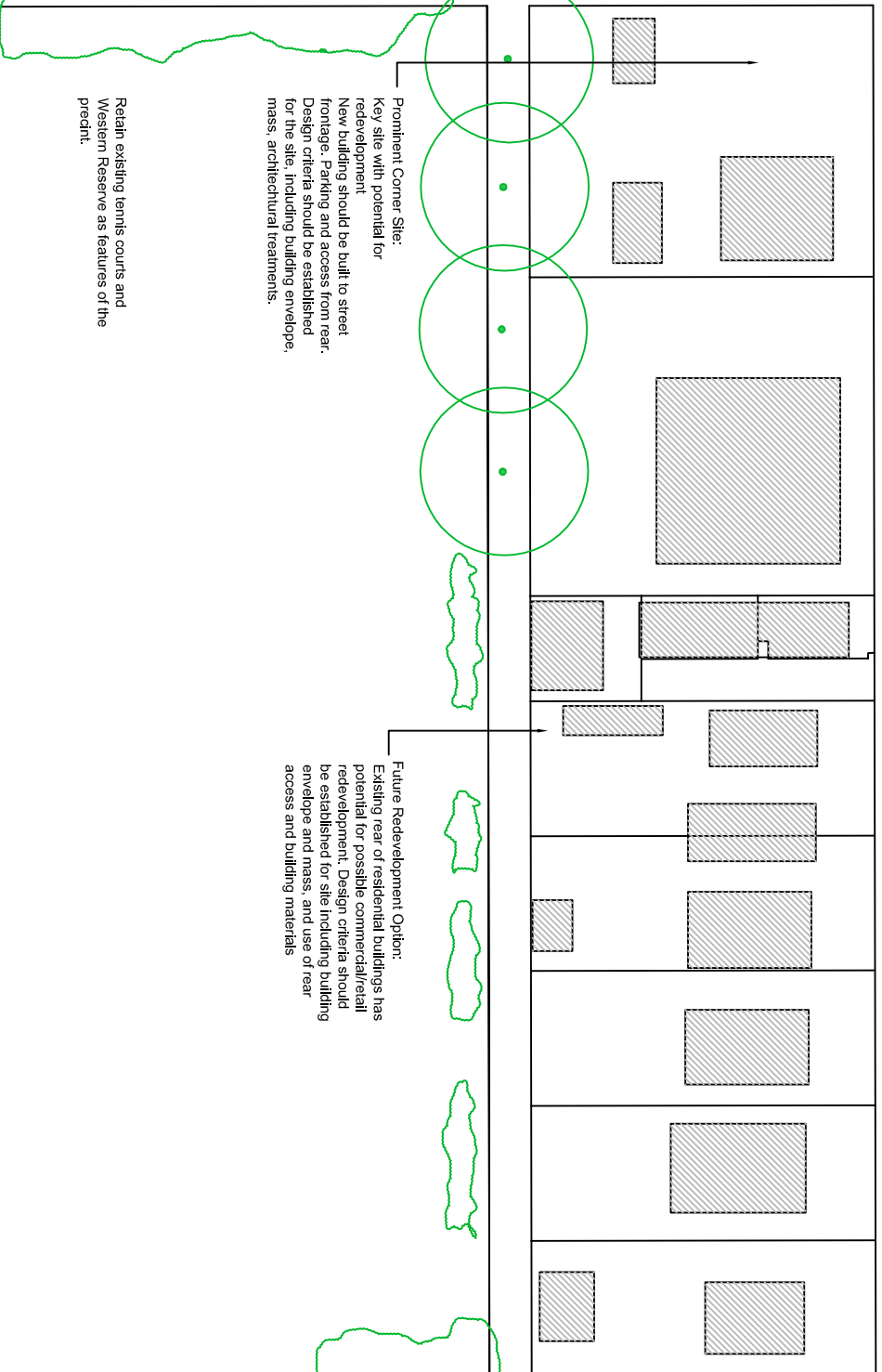
Encourage redevelopment of the properties with frontage to Forest Street. In the shorter term are to have a retail or commercial use. Rear as well as main street frontage is encouraged to optimise opportunities for rear vehicle and pedestrian access

URQUHART STREET



Major new buildings at the eastern and western end of the precinct connected by pedestrian links. Preferred uses to be determined but not to include uses that are dependent on central location

HARGRAVES STREET

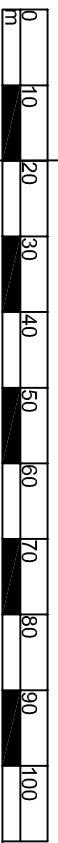


Retain the landscape character provided by the Oak tree planting adjacent to the tennis courts and significant trees in Western Reserve

Prominent Corner Site: Key site with potential for redevelopment. New building should be built to street frontage. Parking and access from rear. Design criteria should be established for the site, including building envelope, mass, architectural treatments.

Retain existing tennis courts and Western Reserve as features of the precinct.

Future Redevelopment Option: Existing rear of residential buildings has potential for possible commercial/retail redevelopment. Design criteria should be established for site including building envelope and mass, and use of rear access and building materials



4.4 Elizabeth Street

4.4.1 Description of Entrance

The extent of highway business opportunities in Elizabeth Street is focussed in the area between the Campbells Creek bridge and Johnstone Street. There is already a strong business presence in this section of Elizabeth Street, with uses ranging from automotive and trade supply businesses to an antique complex, car wash and contractors depot.

The organisation and presentation of public space and private development is visually unattractive, as described in the study (pp 22-23). This reflects the past situation where development of individual sites in different zones has occurred incrementally over time without the benefit of overall plan for Elizabeth Street.

Several buildings in the street may have heritage value, although the Newstead Shire and Castlemaine City Heritage Studies do not identify any of the sites. Further research would be desirable to establish if heritage protection is warranted.

Northern Side (from west to east):

- | | |
|--------------------|--|
| Residential 1 Zone | (12) Several houses and vacant land used for storage, having no heritage values. |
| Business 1 Zone | (13) Dance school operating in a former church (good presentation), automotive and trade supplies businesses located close to the street (active frontages). |
| Public Use 1 Zone | (14) The Powercor electricity sub-station presents poorly to Elizabeth and Johnstone Streets. Council is working with Powercor on a landscaping project. |

Southern Side (from west to east):

- | | |
|--------------------|---|
| Industrial 1 Zone | (15) Contractors depot and houses, having no heritage values. |
| Residential 1 Zone | (16) Car wash facility, and several houses. Need to establish whether any of the houses have heritage significance. |
| Business 1 Zone | (17) Antique complex. Cluster of buildings with heritage significance, without planning protection. |



12. One of the Houses



13. Automotive & trade supplies



14. Powercor facility



15. Contractor depot

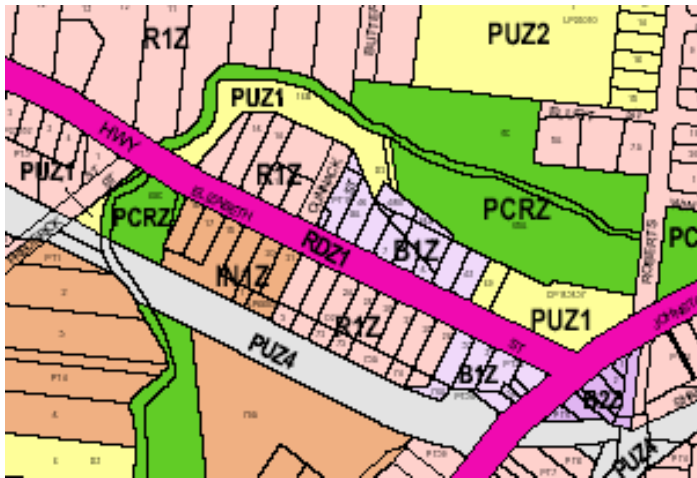


16. Car wash



17. Antique complex

Elizabeth Street Precinct



Planning Scheme Zones



- 12
- 13
- 14
- 15
- 16
- 17

4.4.2 Study Recommendations - 2002

Northern Side:

Several houses & vacant land (12) Business 2 Zone

Dance school, automotive and trade supplies businesses (13) No change

Powercor sub-station (14) No change

Southern Side:

Contractors depot and houses (15) Business 2 Zone Change of use – relocation to another site

Car wash and houses (16) Business 2 Zone

Antique complex (17) Business 2 Zone A Local Policy to articulate development and design recommended for sites to be rezoned to Business 2.

4.4.3 Review Recommendations - 2007

Elizabeth Street has the potential to become a quality highway business precinct in the area between Campbells Creek bridge and Johnstone Street. Issues that should be addressed include:

1. The streetscape has a very poor presentation, including absence of landscaping and unsealed road edges;
2. Existing buildings and land use lack a sense of cohesion reflecting the historical development in different zones spread over a short distance;
3. A cluster of land uses that have a relationship (related services) would assist in marketing / promoting the precinct; and
4. Better defined on-street car parking arrangements for existing businesses may attract more business and promote local safety.

The review of the Elizabeth Street Precinct including consultation with traders and residents has resulted in the following recommendations:

Zoning of Land

A single zone should be applied to the precinct to overcome the confusion created by different planning requirements for different sites in the same precinct.

The Business 1 and Business 2 Zone are not considered appropriate zonings because these zones both allow shops. Shops (as defined in the Planning Scheme), including a supermarket, would be more appropriately located in the Castlemaine town centre.

Either the Business 3 or Business 4 Zones are the most appropriate options for the Elizabeth Street precinct. Business 4 has a greater focus on retailing for bulky goods and industrial uses including manufacturing and associated business services (compared to offices) and would be the best strategic fit.

New dwellings would be prohibited.

The existing zoning of the Powercor electricity sub-station is appropriate.

Application of Design and Development Overlay

The application of a Design and Development Overlay is considered to be a better alternative to applying a local policy. A DDO would create the opportunity for each new development opportunity to make a positive contribution to the precinct. A DDO is able to provide more specific design advice and greater planning certainty.

At a meeting held with the Elizabeth Street Traders group and local residents during this review, the traders expressed frustration at the lack of progress towards rezoning of land (study completed in 2002) and requested Council move forward with this review and an amendment. The traders also identified the opportunity and supported the need to improve the presentation of streetscape for an Elizabeth Street precinct. There was support for a design overlay.

Heritage Assessment

A stepped approach is recommended for ascertaining whether heritage protection is needed. Step 1 – Historian to research the history of each site; Step 2 - Heritage consultant to assess significance in the context of Castlemaine; Step 3 – Discussion with landowners; and Step 4 – Council consideration of whether to apply an overlay.

Rezoning of Sites (12), (13), (15), (16) and (17) to **Business 4 Zone** is recommended.

Application of a **Design and Development Overlay** to Sites (12), (13), (15), (16) and (17) is recommended.

Heritage assessment of specific buildings in Sites (13), (16) and (17) to confirm situation is recommended.

Principles to support future planning are identified on the following pages.

Landscape / Urban Design Issues for Elizabeth Street

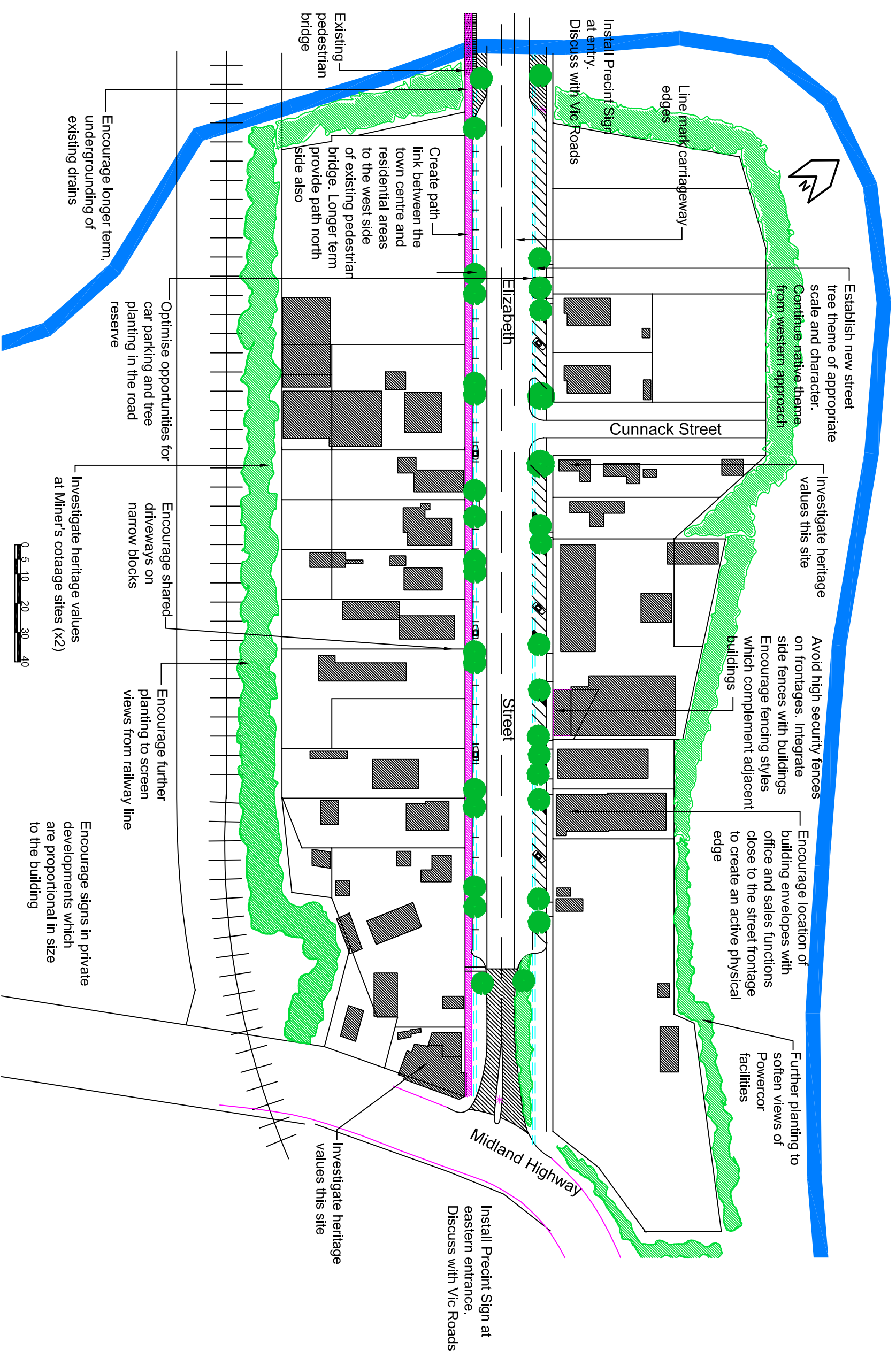
There is an opportunity to develop a coherent streetscape character based on the following elements:

- Built form:** Location of building envelopes towards the frontage of allotments, with verandas or other elements of appropriate pedestrian scale adjacent to the road reserve. Location of car parking in the road reserve, and to the side and rear of buildings to allow a more or less continuous fabric of built form along the street. Where car parking can only be provided in frontage areas, appropriate architectural elements such as free standing masonry walls, and covered walkways should be used to provide continuity of built form. Similarly, location of office and sales functions at the street frontage will reinforce the sense of activity at the street edge.
- Access:** Access points from the street need to be rationalised to a minimum to provide maximum opportunities for car parking and tree planting in the road reserve. Shared access between adjacent properties will assist in this regard. Multiple points of access to single sites should be avoided.
- Image:** Development of precinct sign, logo and colour palette to further enhance visual coherence. This could be further extended to provide a “deemed to comply” style palette of building materials, colours and finishes for private buildings which reinforces the streetscape signs and colours.
- Streetscape:** Uniform street trees of appropriate scale and character, as well as supporting planting to screen and soften less attractive views. Street trees could be native, which continues the theme of Eucalypt plantings already established on the western approach to Elizabeth Street.
- External Areas:** Treatment of loading and service areas, outdoor storage, waste disposal, external lighting, on-site signage, and utilities. These elements can have a significant impact on streetscape, and should be designed and located to minimise ‘gaps’ in the continuity of buildings and street landscape.
- Fencing:** Encourage fencing styles that complement adjacent buildings, in similar materials and colours.
- Signage:** Management of sign design and location can be an important contribution to the quality of a business precinct. An opportunity exists here to encourage signs in private developments that are proportional in size to the building, harmonious with Precinct signs, and have consistent elements (scale, position colours, etc) across the Precinct.
- Infrastructure:** Redevelop the streetscape to reflect the existing and intended patterns of business use, investigating in particular the following opportunities, based on under grounding the existing storm water drainage system.
- Angle parking on the north side of the road reserve. Parallel parking on the south side. Rationalisation and protection of vehicle access in a way that allows further street tree planting.
- Environment:** The Elizabeth Street precinct is flanked by Campbells Creek to the west and north. There is an opportunity to improve water quality in the context of under grounding street drains and applying contemporary water quality protocols as sites are redeveloped.
- Planting proposed to screen the Powercor site and the interface with the rail easement could be local native in character to reflect the natural setting of the precinct, and could include further suitable riparian planting around the creek reserve.
- Requirements for private landscape frontages should seek to achieve outcomes that are integrated with the built form and the adjacent streetscape, so that any areas of private landscape make a positive contribution to the whole. Landscape should work with building design to emphasise site entry points.

Cultural Heritage: Where retention of any historic buildings within the precinct is required, the redevelopment of adjacent sites should acknowledge and seek to minimise impacts on the character of the built heritage, by addressing in particular setbacks, landscape buffers and building scale, form and materials.

Community: Pedestrian links can be enhanced with the addition of a path, initially on the south side of the road reserve, linking the town centre with residential areas to the west via an existing pedestrian bridge. Ultimately provision should be made for a path on the north side also in the context of any street redevelopment.

The role of the street as a public space for workers and visitors could also be recognised by addition of some street furniture, including seating.



Establish new street tree theme of appropriate scale and character. Continue native theme from western approach

Investigate heritage values this site

Avoid high security fences on frontages. Integrate side fences with buildings which complement adjacent buildings

Encourage location of building envelopes with office and sales functions close to the street frontage to create an active physical edge

Further planting to soften views of Powercor facilities

Install Precinct Sign at entry. Discuss with Vic Roads

Line mark carriageway edges

Elizabeth Street

Cunnack Street

Street

Midland Highway

Install Precinct Sign at eastern entrance. Discuss with Vic Roads

Existing pedestrian bridge

Create path link between the town centre and residential areas to the west side of existing pedestrian bridge. Longer term provide path north side also

Encourage longer term, undergrounding of existing drains

Optimise opportunities for car parking and tree planting in the road reserve

Encourage shared driveways on narrow blocks

Encourage further planting to screen views from railway line

Encourage signs in private developments which are proportional in size to the building

Investigate heritage values this site

Investigate heritage values at Miner's cottages sites (X2)

4.5 Johnstone Street (Midland Highway)

4.5.1 Description of Entrance

The entrance commences at the intersection of Johnstone and Elizabeth Streets and terminates at Forest Street. Along this length of highway, land use varies significantly, ranging from commercial businesses to residential development. Visual amenity is influenced / enhanced by the backdrop created by the landscape of Campbells Creek (running parallel to the north side of the road reserve), mature street trees, the curvilinear nature of Johnstone Street and some historic buildings, however both the beginning and end of the entrance have a quite poor image.

There are both linear sections and pockets of development. The *Castlemaine Town Entrances Land Use Study* makes recommendations in relation to these locations individually.

Southern Side

- Elizabeth to Maclise Street (18) A linear section of dwellings and a unit development in the Residential 1 Zone. The "Lolly Shop" (zoned Business 2) provides a bookend on the western edge, and the service station / convenience store on the eastern edge.
- Big Shed / Service Station & Convenience Store (19) Several properties on an area of land extending to the railway line at the rear of the 'Big Shed' premises. Visual presentation is quite poor. These sites are in the Residential 1 and Industrial 1 Zones, but were identified as having potential for redevelopment to highway business use.
- East & West of Stewart Street (20) Another linear section of dwellings situated between the service station / convenience store to the west and Castlemaine Mitsubishi to the east. The land is in the Residential 1 Zone.
- Mitsubishi / Houses (2) (21) Several properties extending west from the corner of Rowe Street. Castlemaine Mitsubishi owns the adjoining property that is occupied by a house. The dwelling on the corner was purchased in the last year or so and has apparently been internally renovated. The land is in the Residential 1 Zone.

Northern Side

- Commercial Premises (22) Two small sections of land in the Business 1 and Business 2 Zone "squeezed" between Campbells Creek and Johnstone Street. Land uses include commercial and display premises and a restaurant, the latter building being of heritage significance.

Western Side

- Barker Street (23) This area in Barker Street is located between the railway bridge underpass and Forest Street. This section of highway is effectively separated from Johnstone Street and has a more commercial feel despite containing several houses. Properties include the caravan park and former steam mill building. The zoning is Residential 1 and Business 1.



(18) Dwelling section

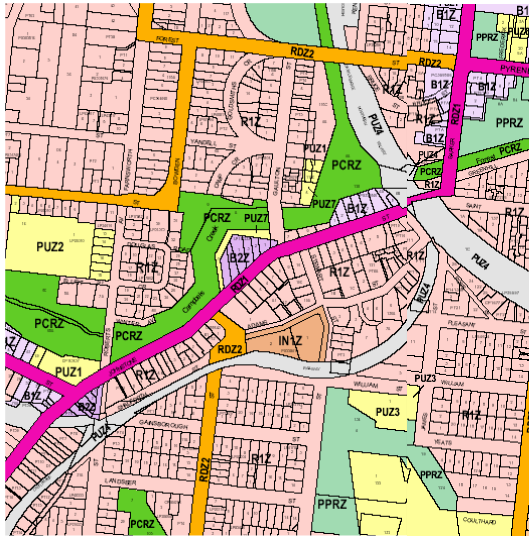


(19) Service station / convenience store



(20) Dwelling section

Johnstone Street Precinct



Planning Scheme Zone Map



23

22

21

20

18

19



(21) Castlemaine Mitsubishi



(22) Sympatico Restaurant



(23) Caravan Park

4.5.2 Study Recommendations - 2002

Southern Side:

Elizabeth to Maclise Street	(18) Residential 1 Zone – no change	Protect & enhance residential character
Big Shed / Service Station	(19) Business 2 Zone with Design and Development Overlay	New highway development site
East & West of Stewart Street	(20) Residential 1 Zone – no change	Encourage residential office mix
Mitsubishi / Houses (2)	(21) Business 2 Zone	

Northern Side:

Commercial Premises	(22) Business 2 Zone	Rezoned since study completed.
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Western Side:

Barker Street	(23) Business 1 Zone with Design and Development Overlay	New highway development site
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4.5.3 Review Recommendations - 2007

(18) & (20) Elizabeth to Maclise Street

The retention of residential zoning for Sites (18) & (20) is supported. These sections of housing are continuous and their position “generally perched above road level on the slope” provides for an interesting visual entrance to the Castlemaine town centre. There is potential for redevelopment of these properties for residential, health services and home office purposes. Attention to retention of the low-level building form, and front and side setbacks (flow of the streetscape) and limitation on signage should be considered in any redevelopment proposal. **No change is recommended.**

(19) Big Shed / Service Station

Notwithstanding highway presentation outcomes, there are number of challenging planning and design issues that would need to be addressed before this area could be considered for rezoning for highway business use, e.g.: the land ownership is fragmented, the redevelopment area needs to be established (should any dwellings be included?), the land has significant slope, treatment of interfaces with residential properties is required and an environmental audit would be required (service station).

Redevelopment of this site for highway business purposes is supported, but our recommendation is that this may be best completed using an amendment / permit process. Council may approach the landowners and indicate it would be willing to discuss / facilitate a planning process based on an integrated site development plan.

Rezoning to a Business Zone with a Design and Development Overlay without a specific development proposal is not supported. **Rezoning based on a specific development proposal is recommended.**

(21) East & West of Stewart Street

Rezoning of the Mitsubishi site to reflect its use (and the adjoining dwelling to enable expansion) is supported. The proposed Business 2 Zone is however not considered an appropriate zoning because this zone would allow shops. Shops (as defined in the Planning Scheme) would be more appropriately located in the Castlemaine town centre. Either the Business 3 or Business 4 Zones are the most appropriate options for the site. Business 4 has a greater focus on retailing for bulky goods and industrial uses including manufacturing and associated business services (compared to offices) and would be the best strategic fit. New dwellings would be prohibited. **Rezoning to Business 4 Zone is recommended.**

The corner house has been renovated as a residence and may remain in the Residential Zone with other properties in Rowe Street. **No change is recommended.**

(22) Commercial Premises

The two areas zoned Business 1 and 2 do not need to be rezoned, however a different business zoning may have been a better choice for these sites. **No change is recommended.**

(23) Barker Street

An area of land with multiple owners and land uses. Its location on the city side of the railway underpass suggests the area is more aligned with the town centre than the town entrance. The area requires detailed assessment and consultation with landowners, and subject to support for redevelopment, is a major project in its own right.

An additional complexity is that these sites collectively form an opportunity site for a major development in the Castlemaine Town Centre, possibly a major supermarket chain. The historic steam mill building might form the centrepiece of a development project.

Prior to any rezoning of this site, there would be a need for an updated retail and commercial review, as directed by the Panel for the Gasworks site.

As for Site 19, redevelopment of this site for business purposes is supported, but our recommendation is that this may be best completed using an amendment / permit process. Council may approach the landowners and indicate it would be willing to discuss / facilitate a planning process based on an integrated site development plan.

Rezoning to a Business Zone with a Design and Development Overlay without a specific development proposal is not supported. **Rezoning based on a specific development proposal is recommended.**

5. Summary of Recommendations

The audit has evaluated 23 areas / individual sites.

The outcomes of the audit are recommendations to:

- **Rezone 10 areas / individual sites;**
- **Apply the Design and Development Overlay to 2 areas; and**
- **Defer complex sites requiring further investigation. Prepare amendments for these sites at a later time after consulting with landowners and authorities.**

The recommendations are summarised in the following table.

Table 2
Summary of Recommendations

Item	Description	Existing Zone	Proposed Amendment
	Barker Street No change at this stage		
1	Pyrenees Highway 7 Main Road, Chewton (Castlemaine Auto Electrical)	Township	Industrial 3
2	188 Duke Street, Castlemaine (Castlemaine Pistol Club)	Township	Industrial 3
3	171 Duke Street, Castlemaine (Shed CA86)	Industrial 1	Residential 1
4	Forest Street 86, 90, 92 & 94 Forest Street, Castlemaine 72, 74, 82 and 84 Forest Street, Castlemaine	Residential 1 Business 1	Business 1 Design & Development Overlay Design & Development Overlay
5	Elizabeth Street 32-36 Elizabeth Street, Castlemaine	Residential 1	Business 4 Design & Development Overlay
6	16-30 Elizabeth Street, Castlemaine	Business 1	
7	27-29 Elizabeth Street, Castlemaine	Industrial 1	
8	11-25 Elizabeth Street, Castlemaine	Residential 1	
9	1-9 Elizabeth Street, Castlemaine	Business 1	
10	Johnstone Street 3&5 Johnstone Street, Castlemaine (Castlemaine Mitsubishi / One dwelling)	Residential 1	Business 4

6. Planning Scheme Amendment

Key elements of the Draft Planning Scheme Amendment are attached as Appendix C.

The amendment documentation includes:

- Amendment C19 - Explanatory Report
- Development and Design Overlays – DDO6 and DDO7

Planning Scheme Maps will need to be prepared by the Department of Planning and Community Development based on the recommendations in Table 2 of this report.

Appendix A

Bibliography

Castlemaine Town Entrances Land Use Strategy, Plannit, October 2002

Castlemaine Central Area Urban Design Framework, Plannit, November 2002

Mount Alexander Urban Living Strategy – Stage 2 Report, Plannit, October 2004

Castlemaine Residential Land Use Strategy – Final Report, Plannit, November 2004

Chewton Urban Design Framework, Michael Smith & Associates, 2005

Mount Alexander Planning Scheme Amendment C24 Panel Report, November 2005

Appendix B

MOUNT ALEXANDER PLANNING SCHEME

19/01/2006
VC37

SCHEDULE 6 TO THE ENVIRONMENTAL SIGNIFICANCE OVERLAY

Shown on the planning scheme map as ESO6.

HIGHWAY PROTECTION ENVIRONS

1.0
19/01/2006
VC37

Statement of environmental significance

New land uses and development adjacent to highways need to be carefully planned and regulated to avoid prejudicing the access and safety of vehicular traffic and avoid detriment to surrounding urban and non urban environments.

2.0
19/01/2006
VC37

Environmental objective to be achieved

- To maintain and enhance the safety and amenity of main roads.
- To preserve and enhance the tree lined character of the roadsides along the approaches to the urban townships and along main roads.
- To preserve and improve scenic views from road and highways and to preserve and enhance the visual character of these areas adjacent to within the townships.
- To discourage the intensification of development in undesirable locations.
- To ensure that all existing trees and natural features which are within the overlay area are conserved within the limits of practicality and are not wantonly damaged, destroyed or removed.
- To require new buildings and their associated works, gardens and landscape areas to be designed and maintained in a manner as to harmonise with the visual character of their surrounds.

3.0
19/01/2006
VC37

Permit requirement

A permit is not required for routine maintenance works on land managed by Department of Sustainability and Environment.

A permit is not required for works undertaken by or on behalf of VicRoads required for the construction of the new Calder Highway/Freeway between Faraday and Ravenswood and on land within a Road Zone, Category 1 or covered by a Public Acquisition Overlay.

An application must be referred in accordance with Section 55 of the Act to the referral authority specified in Clause 66.04 or a schedule to that clause.

4.0
19/01/2006
VC37

Decision guidelines

Before deciding on an application, the responsible authority must consider:

- The effect of any development on the safety and operation of the road.
- The prevention of ribbon development in the vicinity of the main road.
- The objectives of the zone within which the land is situated.
- The preservation of the amenity of the neighbourhood and the need to prevent unnecessary intrusive development from occurring in visually exposed areas.
- The necessity or otherwise of retaining a buffer strip of vegetation in the vicinity of roads and property boundaries, or in visually prominent areas of the site.
- The necessity to control the exterior colour and finishes of buildings, structures and works that directly affect the visual quality of the area, and to encourage where appropriate such buildings, structure and works to conform and reflect the character and atmosphere of the surrounding township.

Appendix C

Draft Planning Scheme Amendment

Amendment C19 - Explanatory Report

Development and Design Overlay – Schedule 6

Development and Design Overlay – Schedule 7