



# castlemaine railway precinct masterplan

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# Acknowledgements

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*View to Castlemaine Railway station through the palms in the Lions Club Park*

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# 1.0 Executive Summary

**This Masterplan provides an opportunity to address the role and function of the Castlemaine Railway Precinct and propose an integrated approach to improving the area so that it will serve the changing needs of the residents of the Castlemaine region.**

The Master Plan seeks to recognise the importance of the Railway Precinct to the immediate surrounds and wider community. Since its construction in the 19<sup>th</sup> century the railway open space, and its surrounding urban context have undergone some change however historic buildings and qualities have been very well maintained. As part of this plan there has been research into the current heritage protection of the precinct and surrounding areas.

In the process of developing this Master Plan, a number of individuals and groups have provided valuable information about the Railway, its history, immediate context and its role as open space within the Mt Alexander Shire. Recent consultation with the local community, leaseholders, community groups, business owners and other stakeholders, has established the values associated with the precinct, which form a framework for its continuing development.

Building on a detailed understanding of the Railway Precinct, the Master Plan seeks to provide for future opportunities whilst preserving the unique heritage values of the area. It proposes a range of improvements that are aimed at increasing amenity, safety, business opportunities and environmental quality for residents of the Mt Alexander Shire Council.

This Masterplan is structured into a number of principal sections:

- **introduction:** describing the context and existing conditions of the precinct and outlining the key objectives of this report
- **community perceptions and visions:** summary of the consultation process and results
- **heritage overview:** summary of the current heritage issues
- **planning review:** assess the planning conditions of the precinct and review these in line with masterplan proposals.
- **economic:** assess the economic objectives and potential for the precinct, particularly around the station building and along Templeton Street.
- **landscape conditions & issues:** plan of existing leases within the railway reserve, summary of issues and ideas and existing and proposed circulation.
- **landscape masterplan:** illustrates the masterplan, with a concept design for the station environs and proposals & recommendations for all areas within the precinct.
- **conclusion & priorities**



*View along tracks to the station buildings, from the North*

## 2.0 Introduction

**Castlemaine Railway precinct is a distinctive and unique landscape. A legacy of early Victorian public works, the railway reserve is a rich collection of railway buildings and infrastructure set amongst diverse landforms beside Barkers Creek and linked to the town centre via Templeton & Lyttleton Streets.**

This study of the precinct is sponsored by the Mount Alexander Shire Council and the Planning & Development Department of the Department of Sustainability and Environment (North West Region). Its key purpose is to closely examine the whole precinct and provide ideas and solutions for its ongoing management and improvement.

The identification of a need for a railway precinct masterplan was a result of three direct catalysts; the planned regional fast rail project, the impending extension of the Goldfields tourist railway to the town and the Castlemaine Central Area Urban Design Framework. In addition adhoc approaches to uses and development of the land, by different stakeholders and interest groups have precluded better shared outcomes.

The State Government, in partnership with local councils, is planning to introduce a new regional fast rail service to the Bendigo line by 2006, as part of its policy of Linking Victoria. This project provides an opportunity to redevelop the railway precinct to strengthen local identity and meet the future needs of the town. In addition when the Goldfields Tourist Railway begins operation from Maldon to Castlemaine, the railway precinct will be at the centre of a major new tourism operation.

The Central Area Urban Design Framework identified Templeton Street and the railway precinct as the northern edge of the activity area of Castlemaine and recommended that the streetscapes and amenity be improved.

As is stated in the brief the aims of this masterplan study have been to:

'identify opportunities for urban redevelopment in close proximity to the station, and improve the streetscape and visual amenity of Railway Station Place and Templeton Street, so the precinct forms a strong, lively anchor to the north western edge of town.'

The precise area addressed in this study includes:

- Templeton, Lyttleton & Barker Streets
- The railway reserve between Forest & Walker Streets and including the Station Environs, the 'hollow', railway buildings, tracks, embankments, siding yards and other rail infrastructure.
- Barkers Creek, the carpet factory and the carpark in Gingell Street.

In developing this masterplan the Mount Alexander Shire Council and the Department of Sustainability and Environment had a number of objectives. These were:

- To establish community values and desired use of the railway precinct and examine ways of strengthening the link between Railway Place and the Central Activities Area of Castlemaine.
- To meet with stakeholders such as Victrack, Goldfields Tourist Railway, Lions Club, local business owners and other interest groups to establish a coordinated



*Castlemaine Railway Station forecourt*

approach to ongoing development.

- To provide an overview of the heritage issues
- To examine the effects of the existing planning control and policy framework under the Mount Alexander Planning Scheme, in regard to existing and potential future use and development.
- To propose measures that could be taken to amend the planning scheme or apply its existing provisions to facilitate the implementation of the masterplan proposals.
- To propose directions for improving economic development in a historical precinct whilst protecting its heritage.
- To clarify the existing conditions of the precinct, including circulation & access, public amenity, facilities and lease arrangements.
- To provide a detailed long term plan for all areas of the precinct which will determine the arrangement of land use and activities, enhance the arrival experience by train, create a stronger sense of place and better link the station to the town centre.
- Capitalise on the Fast Rail Project and the Castlemaine – Maldon tourist rail.

In preparing this masterplan there has been a holistic approach to existing issues and potential changes within the precinct whilst recognising the importance of the railway precinct within Castlemaine. This study seeks to provide a comprehensive urban design which protects the valuable character and heritage aspects of the site whilst identifying opportunities for further development.

# 3.0 Community perceptions and visions

## 3.0 Approach

**The railway precinct is a much loved local area located close to the Castlemaine town centre.**

The land within the masterplan area is used in a variety of ways and highly valued by local residents, however there are planned changes within the precinct, particularly the introduction of the fast rail project and the Goldfields Tourist Railway. The council is therefore seeking to encourage better linkages between the station and the town centre and to plan for the future of the area.

A community consultation process was undertaken with stakeholders and townspeople. The objectives of the consultation process were to:

- Provide opportunities to identify and discuss community and stakeholder ideas and aspirations.
- Collate community and stakeholder input to ensure that the Masterplan is responsive to community values and economic, social/cultural opportunities.

The approach to the consultation included:

- Preparation of information for distribution to the community (bulletin, newspaper text, website information).
- Conducting a street display in Mostyn Street, to provide a face-to-face opportunity for community discussion of the initial site analysis.
- Holding a stakeholder workshop to identify opportunities and challenges for the project
- Analysis of consultation outcomes and incorporation into this report.



Community feedback stall in Mostyn Street on Saturday 14th February 2004

The consultation consisted of a street stall, where ideas and issues were presented to the community and people were encouraged to provide their feedback, and a stakeholder workshop. The details and outcomes of these two events are outlined herein.

In line with the brief from Mount Alexander Shire, the consultation focused on three primary roles. These were; to provide information to the community, to carry out local research which could inform the masterplan and to build productive relationships with residents and stakeholders.

### Provision of information to the community & stakeholders:

- To establish and communicate the parameters for consultation and input.
- To provide clear and accessible community information regarding the masterplan process.

#### Consultation tools:

- Community Bulletins at key stages in the project (launch and initial research, comment on draft designs, communication of preferred option)
- Community street booths
- Information on Council website including the content of the Community Bulletin.

### Research through consultation with townspeople & stakeholders:

- To understand community usage, expectations and aspirations for the site.
- To ensure that the masterplan is informed by stakeholder and community needs and expectations.

#### Consultation tools:

- Review of existing research, policy and consultation to establish existing needs, usage and policy context for the site
- Workshop with key interest groups and stakeholders to document key ideas and concerns
- On-site survey/street booth

### Relationship-Building:

- To build productive stakeholder relationships.
- To provide a range of opportunities for community participation in the design development process.

#### Consultation tools:

- Steering committee

## 3.2 Community Feedback Summary

The following information was obtained from Community Feedback Sheets (See Appendix) handed out on 14 February. The aim of the feedback sheets was to provide the community with an opportunity to offer suggestions about the future of the Railway Precinct. The sheet itself was divided into four questions:

- **Question 1** - What do you like about the Castlemaine Railway Precinct (Railway place, Barkers Creek, and Templeton St) now?
- **Question 2** - How do you think this precinct could be improved in the future?
- **Question 3** - What should be included in the area to encourage more people to use this precinct?
- **Question 4** - What opportunities are there to improve the connection between the train station and the town centre?

### What do people like about the precinct now?

Features such as open space and natural aesthetics were identified as highly positive aspects of the area with these including the creek, the park, views and access to the reserve. Similarly heritage surrounds and the historic buildings of the station were identified as being likable positive aspects. Participants also identified the benefits of the car park and the areas accessibility to and from the town centre.

### Improvements for the future

A large majority of participants cited the need for aesthetic improvement and cleanup of the area, particularly in relation to the surrounding park area and Barkers Creek. Other suggestions included providing shade and shelter in parks, bike paths and walking tracks, and more picnic areas. Parking was also raised as an area for improvement with issues being identified as upgrading of pedestrian access to the car park, the installation of security lighting, and areas for passenger pick up. Other proposals included an entertainment area for musical performance, maximising the heritage value of the site, new backpacker accommodation, and the possibility of high density housing in the area. A number of individual groups/associations have highlighted the need to upgrade some of the existing facilities to cater for their growing and changing needs.

Some conservation groups have highlighted the need to retain a number of the existing historical elements of the precinct and to build these into the redevelopment of the area, particularly the mining and industrial heritage and the retention of the open working spaces associated with the rail yards. These groups also highlight the need for new buildings to relate to the historic integrity of the site. Many suggestions were made to propose ways this could be done, one of which was to re-activate the refreshment room to as a venue for the provision/distribution of tourist information.

Vegetation removal and planting and the Barkers Creek upgrade were other popular topics for discussion. Most participants acknowledged the need to upgrade the creek and supported the revegetation of the creek banks with native vegetation as a high priority. Most requested that any revegetation be done in stages to avoid the area being barren and dry. Support was also given to fill the hollow at the southern end of the railway reserve,

however the historical significance of this feature was raised as an issue that needed further clarification.

### Encouraging people to use the precinct

A number of suggestions were made regarding the improvement of information services in the area such as; clear maps highlighting tourist attractions, accommodation and district maps, visitor specific information services, and up-to-date train/bus timetables.

People felt that the improvement of naturally aesthetic areas such as parks with bike paths and barbeque facilities would also encourage further usage. Other suggestions to attract people to the area included a kiosk, a railway market day, a children's playground, and a heritage trail. The Castlemaine Creative artists suggest there are a number of large spaces that would convert readily to galleries, studios and classrooms to support the increasing population of artists in the region. There was a lot of support to retain and improve the amount of open space in the precinct, particularly through the addition of more shade and shelter and the development of walking paths through and around the precinct.

### Opportunities to improve connection between Train Station and Town Centre

The majority of participants identified the need for better conditions of roads and adequate signage as the main factors that would improve the connection between the Train Station and the Town Centre. It was suggested that the roads and footpaths that gave access to the area be altered to give priority to pedestrians and to provide adequate disabled access. In terms of signage and information facilities, proposed improvements included, signs indicating historic sights, directional signs to the CBD and a booklet for train travellers offering discounts for local businesses. Added services such as cafés and hotels between the station and the CBD, complete with a courtesy bus connecting them, was also suggested.



Community feedback stall in Mostyn Street on Saturday 14th February 2004

## Stakeholder Workshop Summary

This workshop aimed to identify the key issues and opportunities pertaining to the Castlemaine Railway Precinct and to give key affected local stakeholders, Government landholders and lessees an opportunity for open discussion on the ideas and themes related to the project. Approximately fifteen (15) people attended the meeting.

### Workshop Objectives:

- Present an overview of the study and research process.
- Provide an opportunity for feedback on priorities for the Master Plan

### Important considerations that were covered included:

- What will be the important roles and uses of the station precinct in the future?
- How can the architectural styles and engineering skills associated with this area be preserved?
- What kinds of new buildings and uses are appropriate?
- How can we enhance the function of Barkers Creek?
- What will support the development of the Maldon - Castlemaine Tourist Railway?

The following are the findings from a workshop exercise (See Appendices B) that aimed to identify the challenges, identity and strengths of the area in its current state. Questions were asked as to what are the key characteristics of the Railway precinct, what peoples likes are and what people see as being the key issues of the future.

### Identity- Key characteristics

The majority of participants cited the open nature of the site and it's historic background as key characteristics of the area. The parks that surround the station and Barkers creek were identified as distinctive features. The Station itself was also highly valued, with many references to the historic value and pleasant aesthetics of the building. Another feature was that the precinct has a multi use capacity. Currently it is being used for housing, transport facilities, community uses, and businesses. "Views" were also recognised as a key characteristic.

### Strengths- Likes about the Precinct

Most of the key characteristics such the aesthetics of old buildings, the sense of open space and community uses were also identified as strengths of the precinct. Other strengths forwarded were based on access to the location and the function of transportation in the area. The access to the town and tourist interests were said to be a positive and it was also identified that the precinct gave the town itself a sense of history and character. The transport opportunities such as regular services to Melbourne and Bendigo were also positive aspects.

### Key issues for the future

The key issues for the future centred on the questions of safety, capacity and development. Pedestrian safety was identified as important considering the potential increase in traffic, the current state of walking paths and the lack of adequate pedestrian access to and from the

CBD. Parking capacity of the area was regarded as an issue with the challenge being to enable the increasing number of people to use the area while retaining buildings and keeping all transport options open to Castlemaine passengers.

Another challenge identified was the development of underused and unloved places such as the creek and the disused yards located near the station. Suggested development options included re-designing the hanging gardens, developing the area south of the Lions Club, introducing walks, historic displays and goldfield history.

## Workshop Themes

The following findings are divided into the areas or themes that were identified as being particularly important to the development of the Masterplan.

### Access and connections

The main issue identified within the theme of access and connections to the Railway Precinct, was that of safety for both pedestrians and transport users. Concerns were raised with the safety of the underpass especially at nighttime and the unpleasant surroundings of the connecting area. Disabled access, security lighting and loitering were also sighted as important considerations. Suggestions were made about the possibility of more comprehensive signage in the precinct, to identify both Templeton and Lyttleton Streets, and the main attractions of the town centre. The way forward was identified as improving the urban design in order to encourage pedestrian access and allow connections to work to full potential.

### Land use

In terms of current land use the main concerns related to conservation and the environment. Barker's Creek was identified as a needy area as it is in poor condition. A thorough cleanup of the area is necessary. It was also suggested that Kennedy Streetscape could be built upon in the future. Suggestions for the way forward included filling in the hole within the Lions Club area, and increasing parking for events at the sports field.

### Heritage

Heritage areas were sited as an important issue to the precinct considering its historical background. The station itself is seen as a positive aspect of the area, however the poor condition of the interior was raised as a concern. A number of possible concepts were suggested including a plan for more adequate signage, redeveloping the goods shed, and designing a more accessible car park.

### Business and tourism

The main issue concerning Business and Tourism was identified as the need for improvement in the services and facilities in the area. Hotels are operating on a 'wait and see' strategy as the demand is not high enough, indicating that people need to be encouraged to venture into and stay in the town centre area. One suggestion was to have more cafés and restaurants etc further from the station in order to draw people up from the train. Facilities also need to be provided at the site such as toilets, taxis and access to food and beverage. Tourist information maps were also suggested to include things such as historic walks, antique walks, coffee walks etc

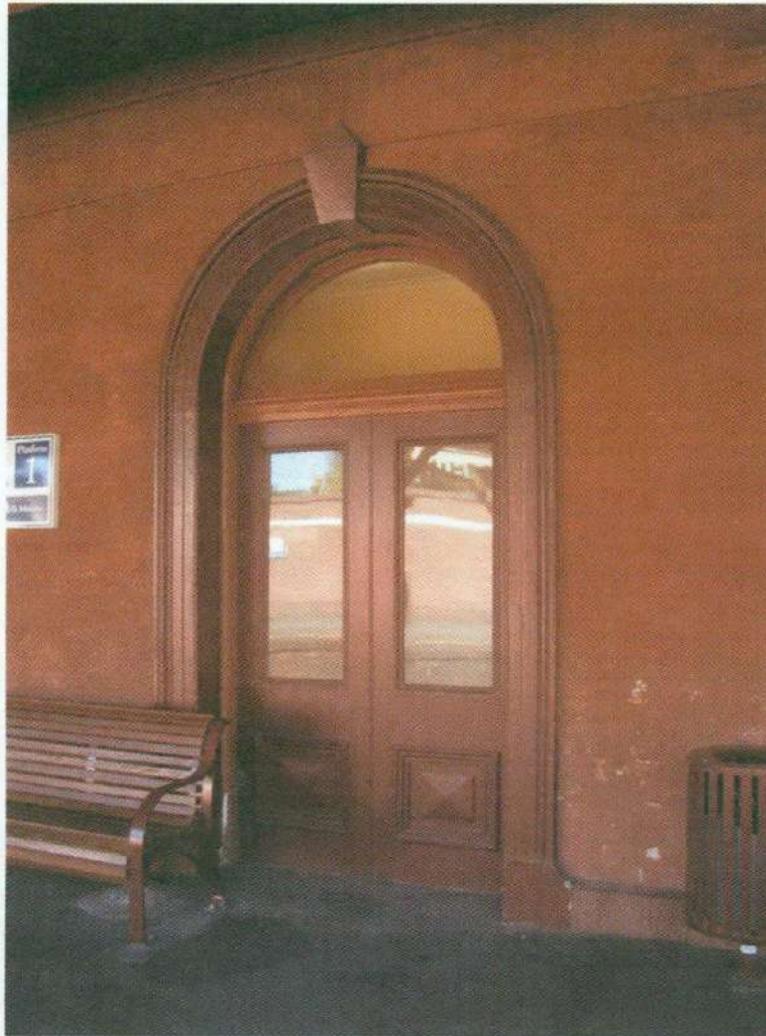
### Activities and Railway Use

Concern was expressed about parking facilities and access problems, particularly in relation to the underpass and it's vandalism and safety issues. Suggestions were made as to the possibility of building an overpass and rethinking the use of the original underpass space. The current usage of the area by the Salvation Army was also identified as an issue and it was proposed that they could move in the future. There was some support for this from the Salvation Army representative.

### Quality of built form

Concern was expressed as to the quality of the buildings in the area such as the Lions clubrooms. Participants highlighted the need to improve the quality of building stock in the future.

## 4.0 Overview of heritage issues



Doorway into Western facade of the main station building

### 4.1 Introduction

This chapter constitutes an overview of the heritage context (buildings, issues, controls, etc) relating to the Castlemaine Railway Place Master Plan study area.

The Perrot, Lyon, Mathieson study, *City of Castlemaine Architectural and Historical Survey* (1979), is referred to below, with extracts included. This study remains the most recent comprehensive heritage analysis and survey of the Castlemaine urban area.

The history of the broader landscape, including the history of the plantings and vegetation, and the development of the gardens and landscape in the south-east of the site, has not been examined in detail here. The heritage buildings were also not inspected in detail with regard to condition, individual opportunities for adaptation, etc, as part of this study.

### 4.2 Heritage Buildings & Elements

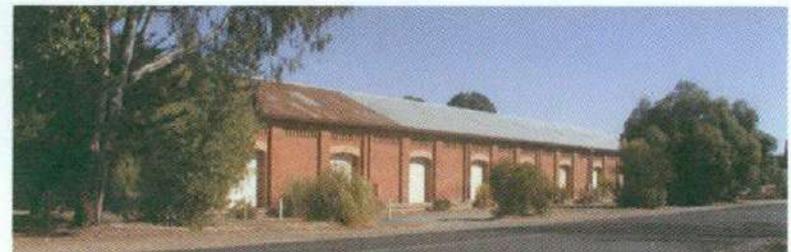
The study area comprises a number of individually significant heritage places, which are included in both the *Victorian Heritage Register* (VHR), and individually listed in the Schedule to the Heritage Overlay of the Mount Alexander Planning Scheme. The Castlemaine Central Conservation Area (Heritage Overlay precinct HO667) is also located to the east of the study area, and includes the block bounded by Kennedy, Lyttleton, Barker and Templeton Streets (which is within the study area).

#### 4.2.1 Places on the Victorian Heritage Register

##### **Castlemaine Railway Precinct (H1664)**

The whole of the Castlemaine railway station precinct is included in the VHR (the citation is attached at Appendix A). The extent of registration is as follows:

To the extent of all of the railway engineering works and railway station known as Midland Highway-Daylesford Road rail-overbridge; Forest Creek viaduct; Forest Street rail-overbridge; Castlemaine Railway Station; all associated embankments as specified; all of the station buildings known as the Castlemaine Railway Station complex, including the station buildings, levers and pedestrian subway; island platform station building; signal box; toilet block; Goods Shed; turntable; shunter's cabin; and the land as defined by the Heritage Council.



The Eastern facade of the historic goods shed

The railway precinct is a component of the Murray Valley Railway, which was constructed in stages from 1859 to 1864. The precinct is notable for its relatively high degree of intactness, with the earliest built elements dating from the 1860s. The main 1860s station building is a symmetrical building, of face brick construction, with low hipped roofs, prominent chimneys, and a timber verandah set between two prominent bays. Italianate features include rusticated quoining and corbelled eaves. The other principal buildings and elements include a brick goods shed, a later brick island platform building to the west of the main building, timber signal box, pedestrian subway, and associated gardens. The whole is set within a large railway reserve landscape.

The statement of significance for the railway precinct (which is included in full at Appendix A), notes that the place is of historical, scientific and architectural significance:

- It is an integral part of the Murray Valley Railway (the Melbourne to Echuca line was the largest of Victoria's first two main trunk lines).
- It is an important representative sample of one of the earliest and grandest capital works projects in Victoria.
- The railway buildings and elements are substantially intact and provide a 'crucial reminder' of the adoption of English engineering and architectural standards, and the role of the Victorian Railway Department in developing the Colony's engineering expertise.
- The station building is the largest and most important example in Victoria of the 'Castlemaine' style of station building, with the use of timber to the verandahs being a unique feature.
- The rail overbridges, viaduct and associated embankment are excellent examples of the range of materials, building techniques and design types used on the Kyneton to Bendigo section of line.
- The precinct as a whole makes an important contribution in defining the character of the Victorian railway network.



View of the Castlemaine Station from Templeton Street

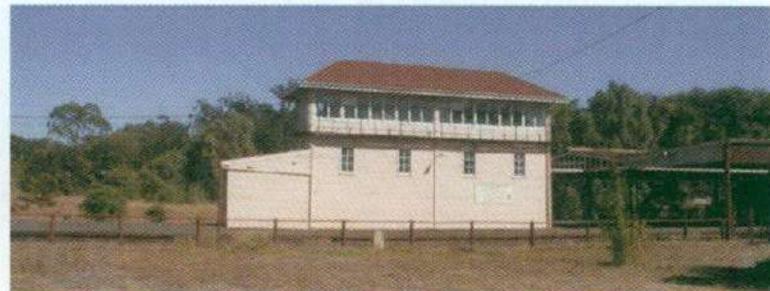


Station forecourt. Southern facade of goods shed form focus of viewline from the station building

The City of Castlemaine Architectural and Historical Survey (1979) also examined the railway station environs and concluded that

The Railway Station and its environs form a coherent group in scale and appearance although the buildings vary in age. A number of other features such as railway bridges and stone and brick retaining walls and gutters are dotted along the line elsewhere within the city boundaries.

The significance of the precinct as a whole was seen in the 1979 study to extend beyond the railway reserve, and to encompass buildings and places with historical and functional associations, including the Midland Private Hotel, Castlemaine Woollen Mills and Thompson's Foundry. The functional grouping of railway oriented/related activities was also recognised, including the departmental residence for railway staff (incorporated into the station buildings), the large goods shed for the storage and interchange of goods, and the mature gardens within the Railway Reserve that were intended to enhance the appearance of the reserve (thus emphasising its importance to Castlemaine).



The historic signal box located on Platforms 2 & 3

### **Concrete Truss Footbridge (H1400)**

The concrete truss footbridge is located on the west of the study area, within the railway reserve (near the east end of Edward Street). The bridge, which was designed by Shire Engineer W T Sutherland, and built in 1914, is accessed from Gingell Street, crosses Barkers Creek to the west of the main station buildings, and leads to a pedestrian underpass under the station. The citation for the bridge is also attached at Appendix A.

The bridge is of technological, aesthetic and historical significance as an early and innovative use of reinforced concrete technology, and as a rare example of the engineering use of a reinforced concrete truss over a considerable span. The bridge also has aesthetic significance for displaying a 'surprising visual lightness'.



*Concrete truss footbridge over Barkers Creek*

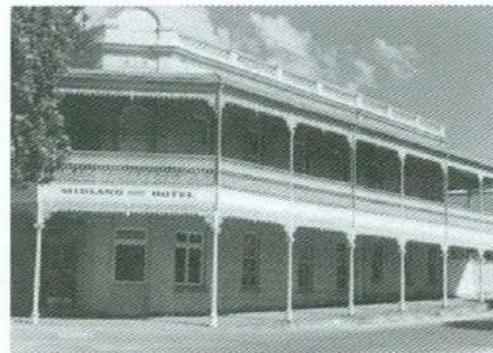
### **Midland Private Hotel (H1209)**

The Midland Private Hotel, which was originally the Castlemaine Coffee, is located at 2 Templeton Street, Castlemaine, on the corner of Kennedy Street (to the east of the railway reserve, and within the study area). It was built in stages between 1879 and 1892 in the Classical style, is of stucco construction, with a long iron return verandah.

The hotel is of historical and architectural significance for its association (as a former Coffee Palace) with the nineteenth century temperance movement, and for its relationship to the railway precinct. The hotel is also significant for retaining an intact (and rare) example of a Coffee Palace dining room, and as a fine representative example of a late nineteenth century provincial hotel, with a near intact 1890s façade and 'uncommonly long iron verandah'.

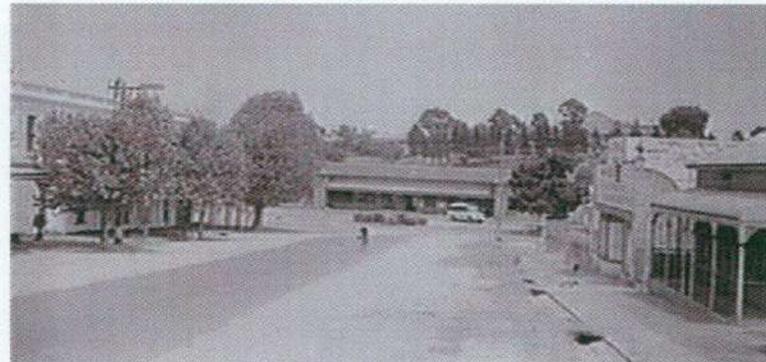


*The Midland Hotel, above in 2004, below in 1972*





View from Templeton Street to the station building, in 2003



View of the main station building from Templeton Street in 1953

#### 4.2.2 Heritage Overlay

##### **Castlemaine Central Conservation Area (HO667)**

As noted above, part of the study area (bounded by Kennedy, Lyttleton, Barker and Templeton Streets) is within the broader Castlemaine Central Conservation Area Heritage Overlay precinct (HO667).

**Kennedy Street** is dominated by the railway reserve, with the railway goods shed and water tank sited immediately adjacent to the road reserve. Another former railway building (extended to the south and currently used by the Salvation Army) also abuts Kennedy Street. The southern end of the street has a largely informal character, with established eucalypt plantings, and tennis courts on the eastern side. Light industrial development is located at the north end of the street. Deciduous trees are also found north of the railway reserve area. Modest (possibly former railway workers') timber cottages are also found on the east side of the street, together with some contemporary developments, and historic row houses (Yandell Terrace) at the south end. Ecclesiastical buildings on elevated ground to the east of the street (at the south end) are prominent, with views of the church spires visible from some distances. The south end of the street also provides extensive views over the railway reserve, and to the west.

**Lyttleton Street** is a wide thoroughfare, with a diversity of built form in terms of period and use (includes residential, ecclesiastical and commercial buildings). Palms are planted in the road reserve; the residential buildings include interwar and post-war brick and timber villas and bungalows, some on large allotments. Shops and a hotel mark the intersection with Barker Street (and include double-storey buildings).

**Barker Street** is a commercial/retail street, with a collection of substantial and significant heritage buildings, including nineteenth century public buildings, together with rows of one and two storey Victorian-era shops. In the study area, it is dominated by the Post Office building and tower.

**Templeton Street** is on axis with the main railway building (at the west end of the street), with the Midland Private Hotel prominent on the south-east corner of Templeton and Kennedy Streets. A variety of nineteenth century brick and rendered masonry cottages are found, together with larger double-fronted dwellings, including interwar bungalows and contemporary developments. Buildings generally have little or no setbacks to the street. Commercial development marks the corner with Barker Street.

Areas within the Castlemaine Central Conservation Area precinct were identified and described in *City of Castlemaine Architectural and Historical Survey* (1979). The study concluded that the two blocks of Barker Street, between Mostyn and Templeton Streets, contained a principal section of the commercial centre of Castlemaine, and a 'stretch of significant public buildings' on the east side of Barker Street between Lyttleton and Templeton Streets, which is a streetscape element in its own right. The historic interest of this area relates to its continued role as one of the main shopping streets of Castlemaine with a number of existing buildings which date back to the 1860s.

With regard to managing and protecting the heritage values of Barker Street, the 1979 study found:

The intensity of development in this area represents the highest density of land use in Castlemaine, thus future development control measures should ensure that the cohesion of scale, bulk and building lines is maintained.

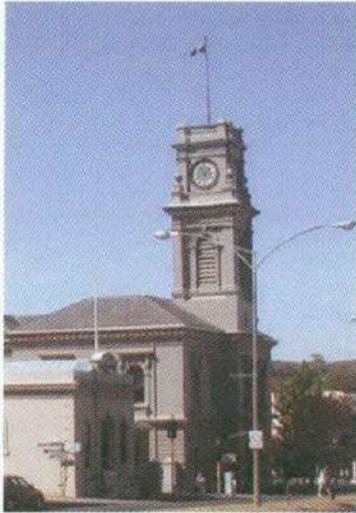
Additionally, several places of individual precinct significance within the Castlemaine Central Conservation Area are also within the study area (to the west of the railway reserve).

##### **Row Houses, Kennedy Street (HO631)**

The Row Houses (known as Yandell Terrace, after their builder), are located at 24-26 Kennedy Street, and were built by A C Yandell in 1890, as a duplex. Yandell worked as a miner for four years in the Castlemaine area, before moving into building and taking on local building contracts.

##### **Congregational Church, Lyttleton Street (HO639)**

The Congregational Church in Lyttleton Street was built on the site of the original Norman-style brick chapel. The present Gothic-style church had its foundation stone laid by Chief Secretary, Richard Heales, on the 30 September 1861, and the church opened on 9 March 1862. The Parsonage was built in 1857, with alterations to the Church in 1885-6 when the Choir Gallery was erected, a pipe organ installed and the lathe and plaster ceiling was replaced with Kauri pine.



Castlemaine Post Office (H1347)



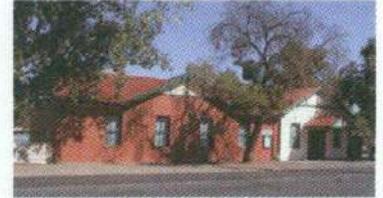
State Bank, Barker Street (H580)



Baillies Pharmacy, Lyttleton Street (HO577)



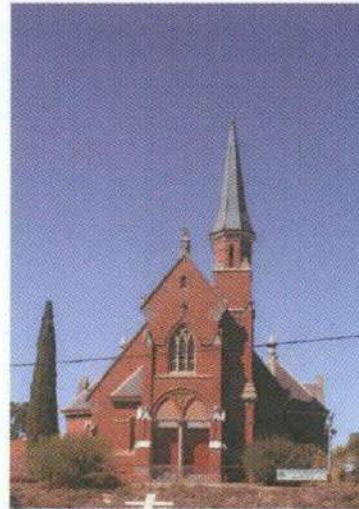
Faulder Watson Hall & Telegraph Office, (H671)



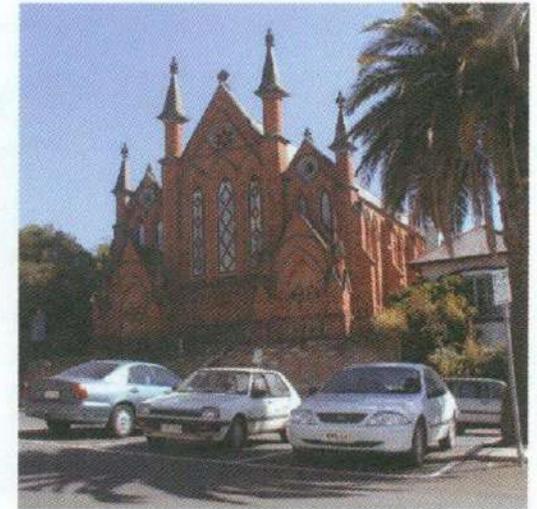
Salvation Army Premises, Kennedy Street



Row Houses, Kennedy Street (HO631)



Presbyterian Church, Lyttleton Street (H1379)



Congregational Church, Lyttleton Street (HO639)

### **Shops/Bailies Pharmacy, Lyttleton Street (HO577)**

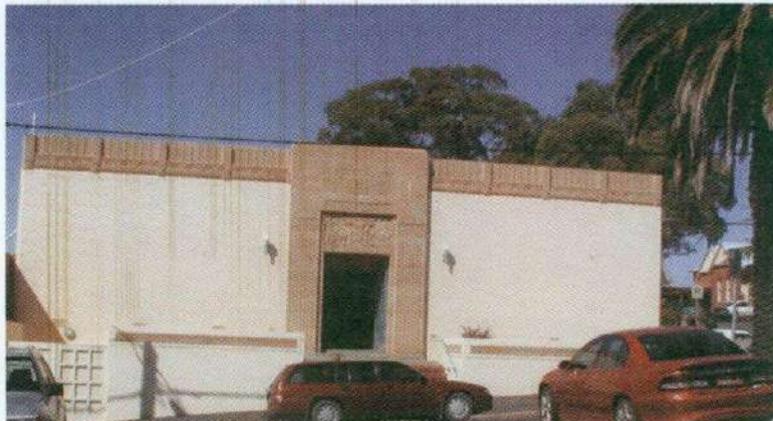
Bailie's Pharmacy is located on the corner of Lyttleton and Barker Streets. Adolph Verey purchased the current site and constructed the present building in 1908 for use as a photographic studio. The building is of a Classical style in rendered brick, with subsequent alterations including the addition of the current verandah and shop fronts.

### **4.2.3 Surrounding Area**

Several more individual buildings of note are located in the immediate environs of the Castlemaine Central Conservation Area, but are adjacent to the study area, and include the following places on the *Victorian Heritage Register*:

- Presbyterian Church, Lyttleton Street (H1379)
- Museum/Art Gallery, Lyttleton Street (H572)
- Post Office, Barker Street (H1347)
- Faulder Watson Hall & Telegraph Office, Barker Street (H671)
- State Bank, Barker Street (H580)

The Castlemaine Gaol (also known as HM Prison Castlemaine), to the west of the railway precinct, is another very significant heritage place in the surrounding area, and a local landmark. The Gaol, which is included in the Victorian Heritage Register (H990), was constructed of local sandstone in the late 1850s/early 1860s, on a prominent and elevated site to the west of the town centre. Its construction reflected the status of Castlemaine in this period; it also provides evidence, together with the railway reserve, of public building and infrastructure development in Castlemaine in the mid-nineteenth century. The Gaol and railway reserve also have historically been linked by a track, known colloquially as the 'Freedom Trail' (the Gaol also has a strong visual connection to the railway reserve, refer 4.4.2). Castlemaine Gaol was decommissioned in the early 1990s, and is currently run as a tourism and conference centre.



*Museum/Art Gallery, Lyttleton Street (H572)*

## **4.3 Heritage Controls & Planning Framework**

### **4.3.1 Victorian Heritage Register**

The *Victorian Heritage Register* (VHR) is a statutory register that affords the highest level of protection to heritage places deemed to be of at least State significance in Victoria. In general terms, places listed in the VHR can include buildings, gardens, trees, shipwrecks, archaeological sites, precincts, and land associated with any of these items. Places and objects listed on the Register are protected under the *Heritage Act 1995*. Registration does not prevent a place from being altered, subdivided, sold or developed, or subjected to a change in use or ownership. Owners must first obtain a permit from Heritage Victoria, however, before undertaking such works to properties, including demolition and extension, subdivision and construction of new buildings, excavation or alteration to registered archaeological sites, and any works that are not part of the regular maintenance of a property. Inclusion in the VHR will also not impact on current or future use, provided such use is not detrimental to the significant fabric and values of the place.

Within the Master Plan study area, this level of protection applies to the Castlemaine Railway Precinct (H1664), the Concrete Truss Footbridge (H1400), and the Midland Private Hotel (H1209).

### **4.3.2 Mount Alexander Heritage Planning Framework**

Heritage protection and management are identified in the Mount Alexander planning scheme, in a number of clauses:

The objectives and strategies of the Municipal Strategic Statement (MSS) of the Mount Alexander Planning Scheme, with regard to Cl.21.05-1 'Built and Natural Heritage', address the preservation of local heritage buildings, places and landscapes, and the form and impact of new development on heritage character.

The Local Planning Policies at Cl.22 include Cl.22.01 'Castlemaine', with Section 6 relating specifically to the Castlemaine Central Conservation Area (HO667). The policy objectives address the preservation of heritage places and character, and the compatibility of new development in the heritage precinct (with regard to height, setbacks, scale, siting, materials, etc).

Within the Castlemaine Central Conservation Area, the Barker Street streetscape has been identified as important. With regard to the east side of the street, between Templeton and Lyttleton Streets (which is in the study area), the following objectives apply:

- The area's character, which is associated with the important group of Castlemaine's public buildings, is preserved and maintained.
- All new buildings, development, works and landscaping conform with the architectural style, bulk, spacing and form of the public buildings that represent this streetscape; and
- The strong visual and physical relationships between the public buildings are maintained. The important elements of this streetscape are the Post Office, Old Telegraph Office, Faulder Watson Hall and the State Bank.

Other objectives for Barker Street, between Mostyn and Templeton Streets (also in the study area), include:

- The physical and visual character of this section of Barker Street, which consists of historic shops of varying age, architectural style and intactness, is preserved and enhanced;
- All new buildings, development, works and landscaping maintains the appropriate scale, bulk and building lines that characterises this area; and
- The function of this area as an important retailing area is continued.

The policy at **CI.22.11 'Streetscape'**, relates to the presentation of towns within the Shire, from highways and major roads, and the way in which this reinforces character and protects heritage values, and the presentation of development to the street. The 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.

With regard to design, this policy requires that:

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.

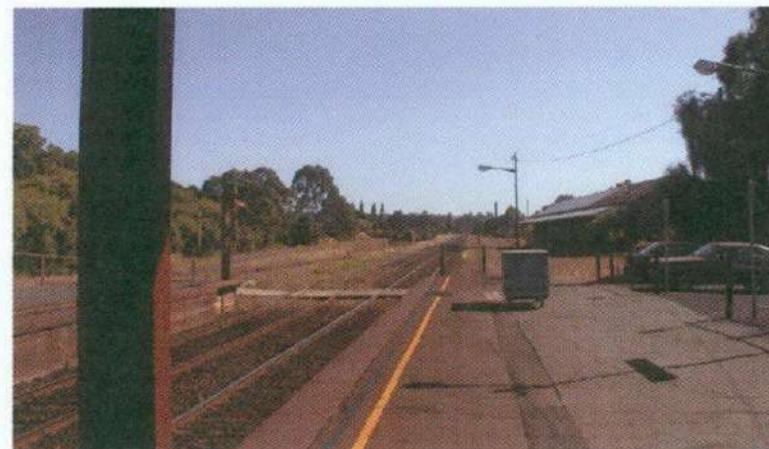
The policy at **CI.22.20 'Natural & Cultural Heritage'**, applies to all buildings, works, sites and landscapes of local natural and cultural significance, including places listed in the Schedule to the Heritage Overlay. The objectives of this policy also relate to the preservation and maintenance of local cultural heritage, and aim to ensure that new uses and developments:

are of a type which is in harmony with and complements the historic and architectural integrity, character and appearance of the surrounding buildings, works, site or landscape.

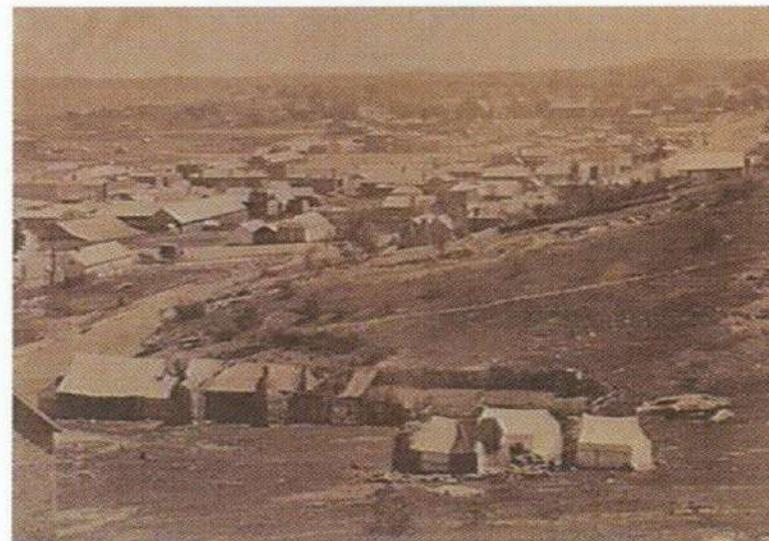
Following from this, Council policies at CI.22.20 also address heritage impacts and the compatibility of new development (in terms of subdivision, building form, design, siting and materials).

The policy at **CI.43.01 'Heritage Overlay'** has decision guidelines which relate to the demolition of, or works to, existing heritage places; as well as the location, bulk, form and appearance of new development in Heritage Overlay areas.

These controls apply to that part of the study area which is in Castlemaine Central Conservation Area (HO667). The controls also apply to the places of individual precinct significance within the Conservation Area, including the Kennedy Street row houses (HO631), the Congregational Church, Lyttleton Street (HO639) and the shops/Baillies Pharmacy, Lyttleton Street (HO577).



View north from platform 1.



View over Castlemaine 1858

## 4.4 Conclusion & Recommendations

### 4.4.1 Railway Station Precinct

As outlined above, the station precinct area included in the *Victorian Heritage Register* (VHR), is subject to the controls of the *Heritage Act* 1995. This requires that permits be obtained from Heritage Victoria for works to buildings and elements, including demolition and extension, subdivision and construction of new buildings, and any works that are not part of the regular maintenance of the property. With regard to the railway buildings, the Heritage Victoria assessment is that they are 'substantially intact', and any proposal for works to the buildings should have regard for their degree of intactness. The complex as a whole is also largely intact for an early railway complex, and retains key buildings and elements, including railway yards. Consideration of new works should additionally have regard for this and the ability to 'read' and appreciate the workings/operation of the reserve as a whole, as well as its individual components into the future.

The grounds and yards of the railway reserve (as well as the buildings and structures) are also included in the heritage registration. This enables evidence of the landscaping and extent of the reserve area to be retained, as well as the setting for the historic buildings and other elements associated with the railway operations (including bridges, retaining walls, gutters, etc). The inclusion of the extensive reserve area also enables Heritage Victoria to manage any heritage impacts that may be associated with future development in the reserve, including new works or possible subdivision of land. [As noted above, the history of the broader landscape, including the history of the plantings and vegetation, and the Lions Club gardens in the south-east of the site, has not been examined in detail here.]

#### **Areas of Heritage Sensitivity**

The areas of greatest heritage sensitivity in the railway reserve area are considered to be:

- the collection of significant heritage buildings and structures in the south of the site;
- the setting for the main station building, including its presentation (and setback) to Kennedy Street, and position at the apex of the western end of Templeton Street;
- the visual/spatial (and functional) relationships between the principal railway buildings and elements within the reserve, including the railway yards;
- the visual/spatial relationships between the reserve, the main station building in its Kennedy Street setback, and the former Midland Private Hotel; and
- the landscape and gardens abutting Kennedy Street on the south and east of the site (including the 'hollow' and the Lions Club gardens).

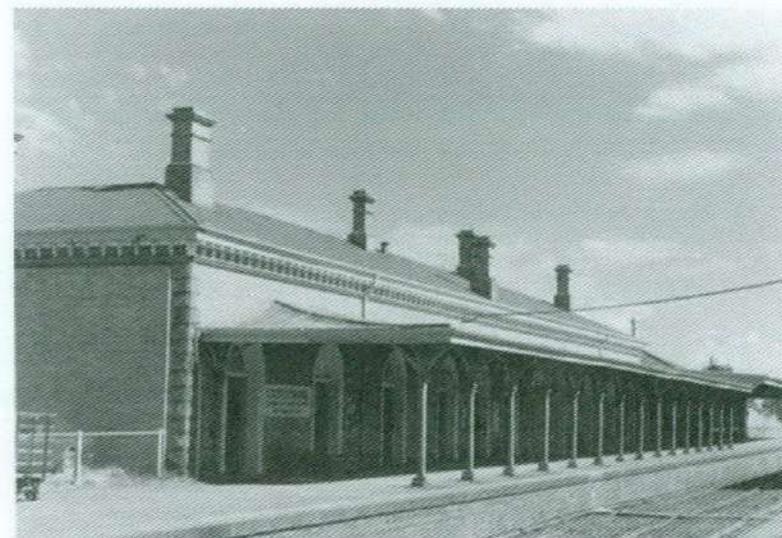
#### **New Works**

Any new works or structures proposed for the railway reserve should be sited so as to not impact on the presentation and appearance of the significant buildings, the setting and setback of the main railway building, or on the important visual and functional relationships described above. In this context it is also preferable that carparking be kept away from the principal east elevation of the main station building. An area of clear heritage curtilage should be retained around each of the heritage structures. The area of landscaped gardens/

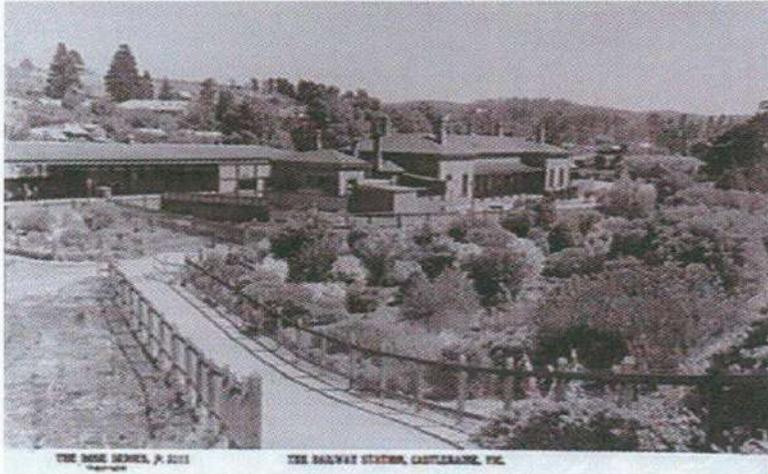
grounds abutting Kennedy Street (including the 'hollow') should also be retained, particularly where it relates to (and provides a setting for) the collection of significant heritage buildings in the south of the site, but also as evidence of the use and evolution of the reserve landscape. The landscape on the south and east of the reserve also makes an important contribution to the character and presentation of the railway reserve in this area.

New works or development should have regard for, and take as a guide, the coherent character and historical form of development in the reserve area (predominantly single-storey, rectilinear, pavilion-style buildings, with generous curtilages).

Areas of the reserve that are distant from the sensitive heritage areas, and core of principal heritage buildings and elements, provide the greatest opportunities for new works, including areas in the northern section of the reserve. Evidence of the railway yards and associated elements should also be retained.



Platform 1, Castlemaine Station in 1972



The station gardens and Archdeacon's Pass in 1940

#### **Reuse & Adaptability of Existing Structures**

The existing buildings appear to provide opportunities for reuse and adaptation, provided it is done with sensitivity with regard to the significant fabric and distinguishing architectural features of the buildings. [As noted previously, the buildings were not inspected in detail with regard to condition, individual opportunities for adaptation, etc, as part of this study].

A variety of uses for the individual buildings could be considered, provided such uses do not impact on the significant fabric and heritage values of the buildings. While it would be desirable from a heritage perspective that new uses compliment the historic railway use of the reserve, and its public nature, it is also recognised that sensitive commercial uses can be considered as a means of generating income for the ongoing conservation and maintenance of the heritage buildings. A form of public access to the site should also be retained (recognising that the railway function will continue).

#### **Subdivision**

Subdivision of discrete heritage landscapes, such as the area covered by this masterplan, should preferably be avoided where it:

- impacts on the setting and curtilage of heritage buildings;
- isolates key heritage buildings from related elements (in this case other significant railway structures or operational elements, such as yards);
- impacts on the prominence (or views) of heritage buildings; or
- breaks up the established rhythm and pattern of local development.

#### **Streetscapes**

The railway reserve generally, including the landscaped area on Kennedy Street and individual buildings within the reserve & make an important contribution to the character of the streetscape. This contribution to streetscape character should be recognised and enhanced in any future development.

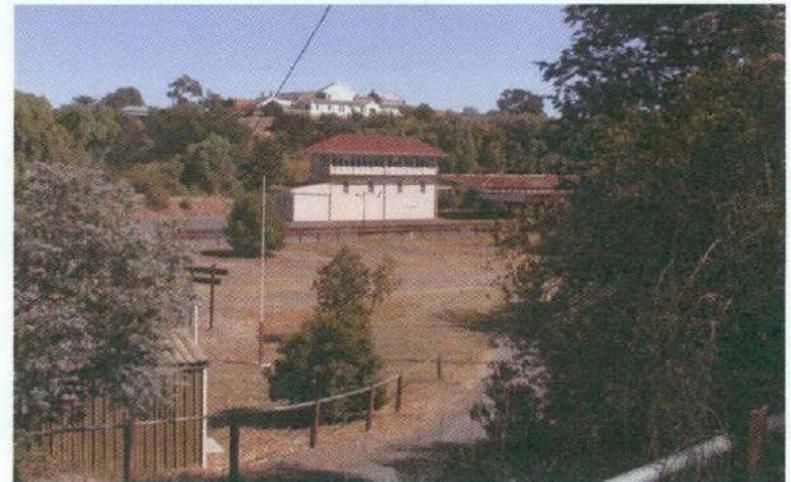
#### **Views and Vistas**

Significant views and vistas associated with the railway reserve include:

- The view of the main station building in its setback from Kennedy Street, and at the western apex of Templeton Street.
- The (east-west) views between the former Midland Private Hotel and the main station building.
- The (north-south) views between the main station building and the goods shed.
- Views into the reserve from Kennedy Street, including from elevated parts of the street at its southern end.
- The view of Castlemaine Gaol on the hill to the west of the reserve.
- The view of the signal box across the reserve from the south end of Kennedy Street.

These views should be protected in any future development.

The vistas to and from Castlemaine Gaol on the hill behind the reserve are important historical views, which have existed since the late 1850s/early 1860s, when the both the railway reserve and the Gaol were established.



Significant view through Archdeacon's Pass to Signal Box

The view over and into the reserve from the elevated southern end of Kennedy Street, takes in a large portion (i.e. provides a panorama) of the reserve. The pathway into the reserve from this part of Kennedy Street (near the junction of Lyttleton Street) is important in opening up views of the reserve as the viewer approaches (and descends) from the east.

It is also recognised that there are views and vistas into the reserve from the elevated residential areas to the west of the station complex.



*View of the railway embankment and rail yards in 1870*



*The Lions Park and the Salvation Army currently frame the entrance to the station from Kennedy Street.*

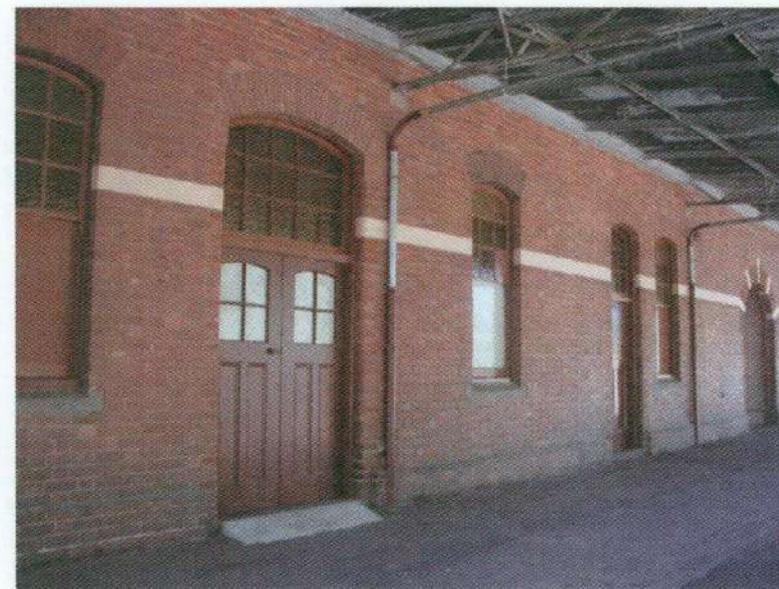
#### **Plantings and vegetation**

As indicated above, the history of the landscape has not been examined here, and nor has the heritage significance of the gardens/grounds, or individual trees, been fully explored. It is noted, however, that the vegetation currently makes a contribution to the character of the streetscape and precinct, and the setting of the station complex. The eucalypt and other plantings around the reserve boundaries also add to the character of the reserve, and help to define and distinguish it within the urban context of Castlemaine. Any new works or proposals for the reserve should have regard to the contribution of the plantings and vegetation, and seek to maintain this character of the reserve.

#### **4.4.2 Heritage Overlay Area**

As noted previously, that part of the study area bounded by Kennedy, Lyttleton, Barker and Templeton Streets is within the Castlemaine Central Conservation Area Heritage Overlay precinct (HO667). The relevant clauses and policies of the Mount Alexander Planning Scheme are aimed at managing and protecting the heritage values of the precinct, including the impacts of new development.

The scheme provides for the protection of buildings, places and landscapes of significance, and seeks to manage the impacts of new works on the heritage character of the precinct



*West facade of the historic station building on the island Platform*

# 5.0 Planning

## 5.0 Introduction

The following text addresses:

- the existing planning control and policy framework for the Masterplan area under the Mount Alexander Planning Scheme.
- the effects of the above planning controls and policies in regard to existing and potential future use and development.
- the measures that could be taken to amend the planning scheme or to apply its existing provisions to facilitate the implementation of the Masterplan proposals.

The Masterplan proposals will be subject to Council, relevant agencies, and community consideration, to ensure all stakeholder interests are considered.

The final proposals could then be included as appropriate into a formal amendment to the planning scheme.

## 5.1 Existing Planning Control Framework

The following provides an overview of the major landholdings/land uses in the study area, the applicable zoning under the Mount Alexander Planning Scheme, the purposes of the zone, and overlay controls.

### 5.1.1 Zoning

#### 5.1.1.1 Railway Land

The railway land bounded generally by Walker Street (N) Forest Street, (S) BarkersCreek (W) and Kennedy Street (E) is zoned Public Use zone.

The specific zone purposes are:

- to recognise public land use for public utility and community services and facilities.
- to provide for associated uses that are consistent with the intent of the public land reservation or purpose.

The land is designated in the table to the zone for Transport purposes (PUZ4).

A "Railway", and "Railway Station", subject to the condition that the total leasable floor area for selling of food, drink and other convenience goods must not exceed 50 sq.m., do not require a planning permit. This floor area limit could be exceeded by the issue of a planning permit.

There are no prohibited uses under Section 3, therefore all other uses are either permitted or subject to issue of a planning permit. Any use or development is exempt from the need for a planning permit, so long as the use is for the purpose designated (Transport) and it is carried out by or on behalf of the public land manager (Victrack). Other (non-Transport) uses or development, including by the public land manager, require a permit.

The Schedule to the zone may exempt specified public land from the need for a permit subject to conditions, and signage control category may be varied e.g. to include land in a less restrictive category.

#### 5.1.1.2 The Salvation Army land (freehold)

The Salvation Army land (freehold) is also zoned Public Use zone, and designated in the table to the zone for Service & Utility Purposes (PUZ1). The same controls apply as in 5.1.1 above.

#### 5.1.1.3 Barkers Creek corridor

The Barkers Creek corridor is zoned Public Conservation and Resource zone. (PCRZ)

The specific purposes are:

- to protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat, or cultural values.
- to provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.
- to provide for appropriate resource based uses.

Generally uses carried out by the public land manager (Committee of Management?) or Parks Vic. are exempt from a planning permit.

#### 5.1.1.4 Victoria Carpets property

The Victoria Carpets property fronting Walker St. is zoned Industrial 1 zone (IN1Z). The specific zone purpose is to provide for manufacturing industry, the storage and distribution of goods, and associated uses in a manner which does not affect the safety and amenity of local communities. Industry, and warehouse uses do not require a permit so long as they are 30m + from a residential zone, and do not affect neighbourhood amenity. Buildings and works are similarly exempt.

#### 5.1.1.5 Residential

Apart from the properties facing the north and south sides of Templeton St, generally all the area east of the railway land including Kennedy St, is zoned Residential 1. zone (R1Z). This is the standard residential zone which has the specific purposes:

- to provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.
- to encourage residential development that respects the neighbourhood character.
- in appropriate locations to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.

#### 5.1.1.6 Business

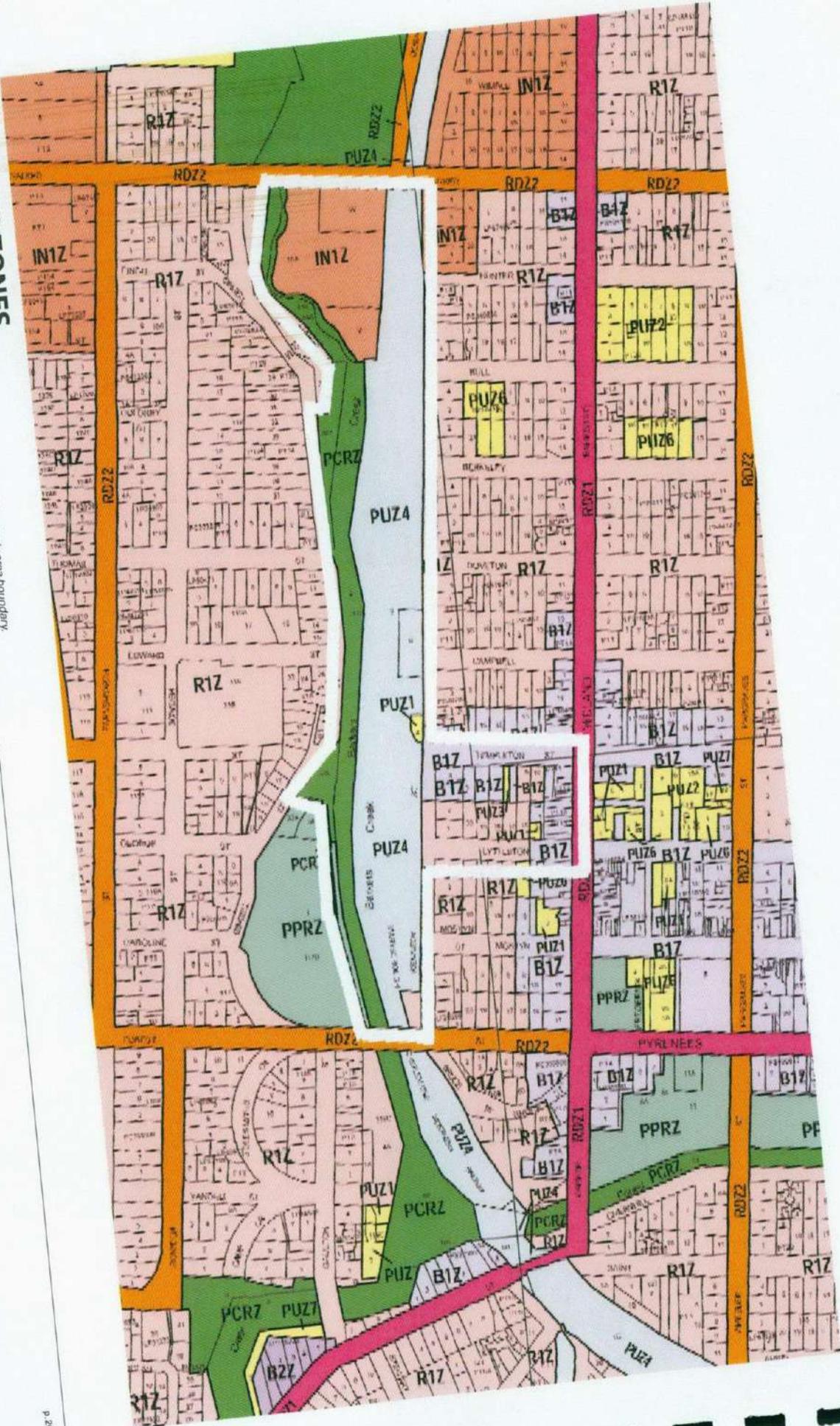
There is a corridor of Business 1 zone (B1Z) which covers properties facing Templeton St east of Kennedy St and leading back to the extensive B1Z around Barker St covering the central business area. The specific zone purpose is to encourage the intensive development of business centres for retailing and other complementary commercial, entertainment, and community uses. This zone basically provides for commercial/community activity centres, with a major shopping component.

# PLANNING ZONES

Planning zones under the Mount Alexander Shire Planning Scheme. White line defines study area boundary.

JUNE 2004

Castlemaine Railway Precinct Masterplan  
erushwright associates



## 5.1.2 Overlays

### 5.1.2.1 Heritage Overlay

The only overlay that applies to the railway land is the Heritage Overlay. The Heritage Overlay includes a specific Heritage Place listing in the Schedule (HO670 – Castlemaine Railway Precinct).

The overlay covers the whole of the railway land, and Salvation Army land. The listing also identifies the land as covered by the Victorian Heritage Register under the Heritage Act (Reg. No. 1664). The Heritage Overlay also includes a specific Heritage Place listing in the Schedule (HO984).

There are heritage overlay precincts across Barkers Creek (HO668 – Camp Reserve & Environs) and to the east of Kennedy St. (HO667 – Castlemaine Central Conservation Area). There are also individual heritage buildings under the overlay.

The Heritage Overlay has the specific purposes:

- to conserve and enhance heritage places of natural or cultural significance.
- to conserve and enhance those elements which contribute to the significance of heritage places.
- to ensure that development does not adversely affect the significance of heritage places.

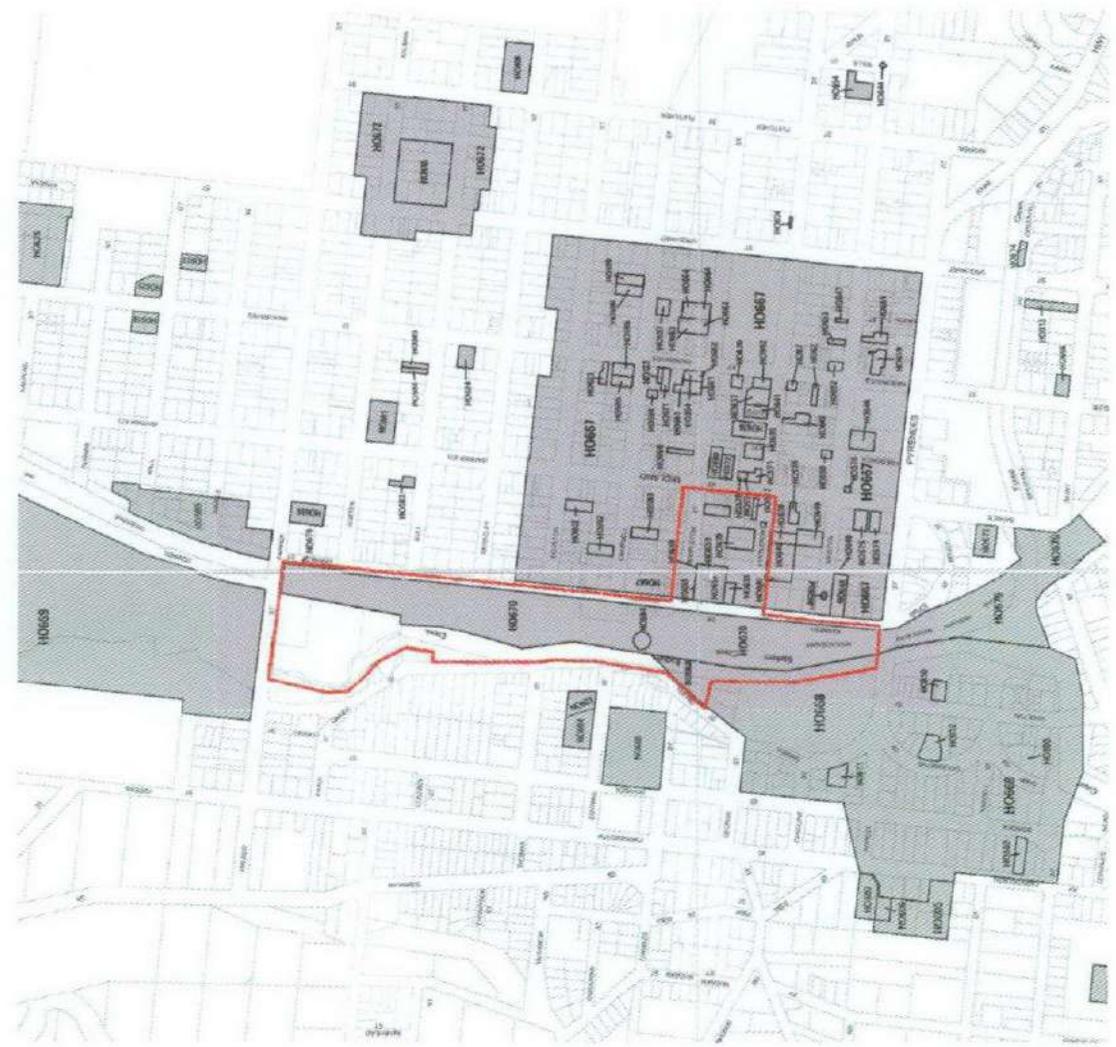
A planning permit is required for:

- subdivision of land
- demolition or removal of buildings
- construction of a building or external alteration of a building
- carrying out works
- displaying a sign
- painting a building

A permit is required for the above anyway from Heritage Victoria under the Heritage Act given that the railway land is on the Victorian Heritage Register. No planning permit is required for development where a permit is issued by Heritage Victoria.

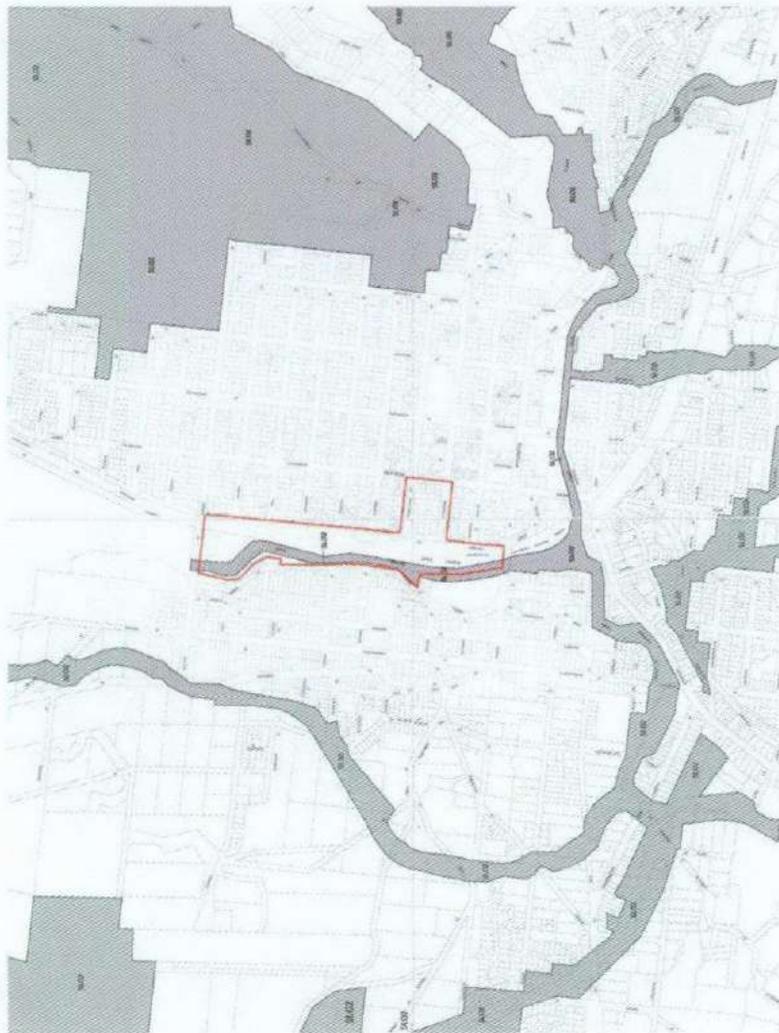
The decision guidelines for the Heritage Overlay include:

- whether the location, bulk, form or appearance of proposed building will adversely affect the significance of the heritage place.
- whether the proposed building is in keeping with character and appearance of adjacent buildings and the heritage place.
- whether the proposed works will adversely affect the significance of the heritage place.
- whether the proposed building is in keeping with character and appearance of adjacent buildings and the heritage place.



## HERITAGE OVERLAY

Red line defines the study area.



## SIGNIFICANT LANDSCAPE OVERLAY

Red line defines the study area.

### 5.1.2.2 Significant Landscape Overlay

The specific purposes of this overlay are:

- to identify significant landscapes.
- to conserve and enhance the character of significant landscapes.

A planning permit is required for:

- buildings or works
- fence construction (if specified in schedule)
- vegetation removal or lopping (if specified in schedule).

Schedule 2, Castlemaine Landscape Significance Area covers the Barkers Creek Corridor (SL02). The landscape character objectives to be achieved include:

- to protect existing vegetation or landforms in areas which are visually or environmentally sensitive.
- natural watercourses should be conserved or enhanced, preventing water pollution or surface water run-off contributing to erosion.
- wildlife habitats should be preserved and maintained.

The decision guidelines include (in summary):

- the preservation of the amenity of the neighbourhood.
- the need to prevent unnecessarily intrusive development in visually exposed areas.
- the preservation of the natural environment.
- the necessity or otherwise of retaining a buffer strip of vegetation in vicinity of watercourses, or visually prominent areas of the site.



Barkers Creek from Forest Street pedestrian bridge

### 5.1.2.3 Land Subject to Inundation Overlay

The specific purposes of the overlay include (in summary):

- to identify land in a flood storage area affected by the 1:100 year flood.
- to ensure development maintains the free passage and temporary storage of floodwaters and minimises flood damage.
- to protect water quality.

A permit is required for buildings and works, including a fence other than post and wire and rail fencing, and roadworks. The Barkers Creek corridors, and some adjoining developed areas to the west are covered by this overlay. A small strip of the railway land is also covered. The decision guidelines include particularly:

- comments by the floodplain management authority.
- susceptibility of development to flooding and flood damage.
- the effect of development on obstructing flood waters or reducing flood storage.
- the effect of development on environmental values.

### 5.1.2.4 Environmental Significance Overlay

The specific purposes of the overlay include (in summary):

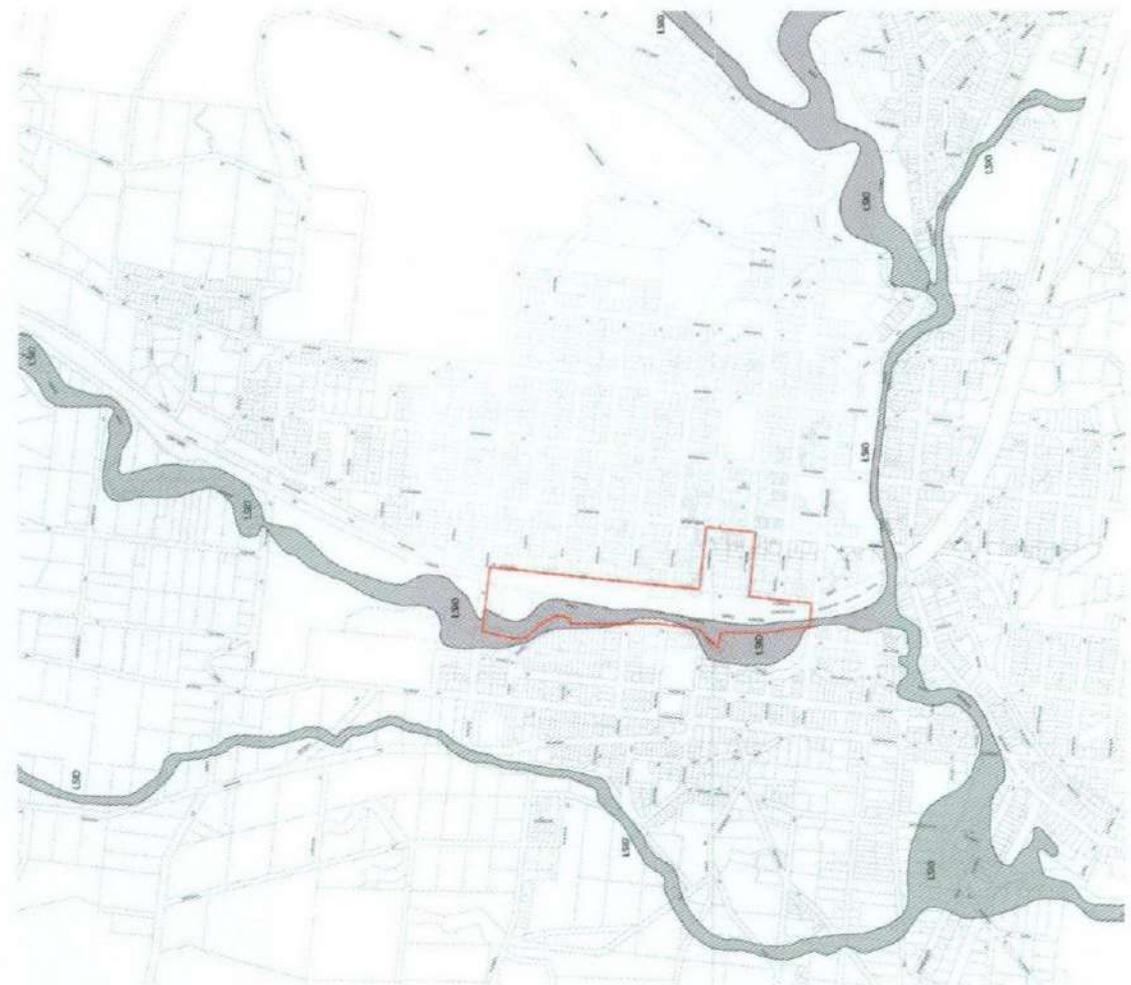
- to identify areas that may be affected by environmental constraints.
- to ensure development is compatible with identified environmental values.

A permit is required for buildings and works and subdivision. Properties fronting Barker Street (Midland Highway) including several within the study area are covered by Schedule 6 Highway Protection Environs. The specific environmental objectives to be achieved include (in summary):

- to preserve and enhance the treelined character of roadsides along main roads.
- to discourage intensification of development in undesirable locations.
- to require new buildings and works to harmonise with the visual character of their surrounds.

### 5.1.3 Local Planning Policy Framework

The general scope of the MSS and Local Policies related to the railway land issues is presented in Section 5.3.



## LAND SUBJECT TO INUNDATION OVERLAY

*Red line defines the study area.*

## 5.2.0 Effects of Planning Controls

The issues arising from the planning controls include:

### 5.2.1 Land Use

Any transport related uses would be permitted, i.e. no permit required.

There is considerable flexibility to consider other non-transport uses on the railway land subject to their planning and commercial feasibility.

Non-transport uses would be assessed on their own merits, and could include:

- uses ancillary to transport use, especially reinforcing the visitor focus provided by the tourist railway link to Maldon.
- uses which are stand-alone, requiring a fringe central business area location.

The former group could include adaptive uses in heritage buildings, especially the goods shed. The latter group is more constrained especially if new significant building and works are required. These would have to fit within the heritage framework and also respect zoning and overlay objectives of Barkers Creek landscaped corridor to the west (see 5.2.2 following).

The latter group should also not compete with development opportunities provided by the central business area. Council would obviously be concerned to not erode potential development of the central area, especially in regard to any major retail uses. The consideration of non-transport uses would also include issues of vehicle access and car parking as a significant constraint (see 5.2.5 following).

### 5.2.2 Built form & Character

Any new building development would be significantly constrained by the heritage overlay decision guidelines criteria. Development would not only have to be in the context of the heritage railway buildings, but also the extensive heritage precincts to the west and east.

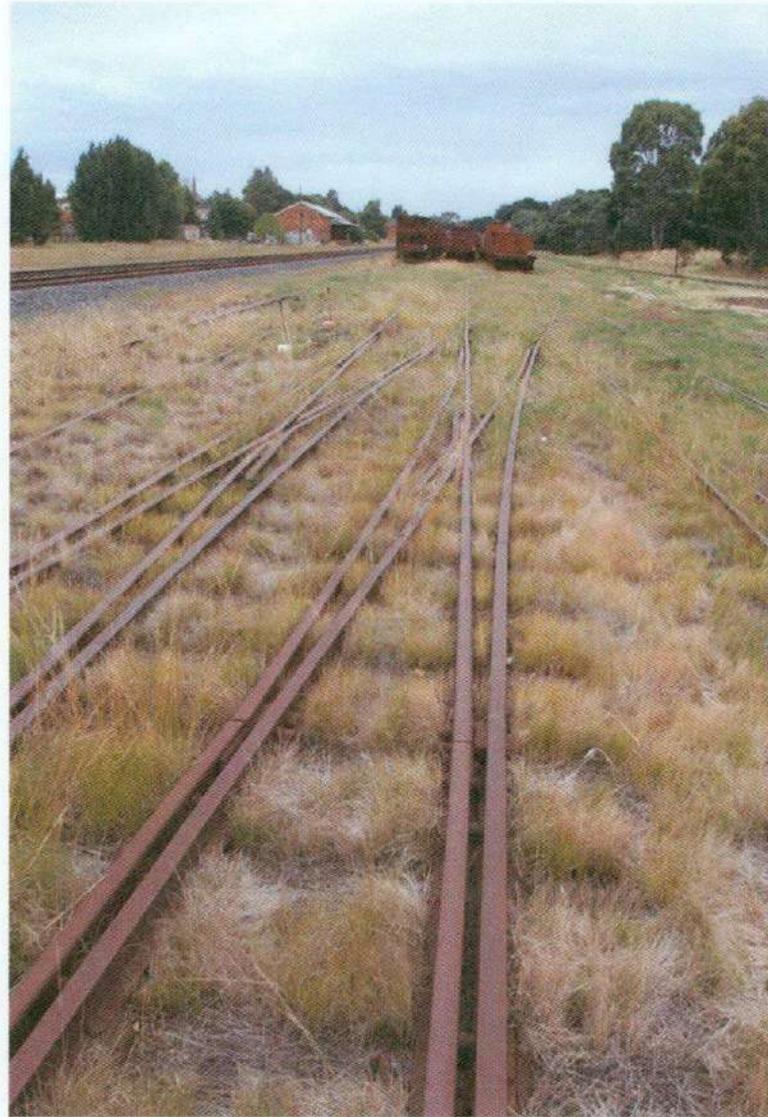
Realistically the area of the railway land available for new development would be quite limited in site area, and then limited by scale and character considerations related to the heritage precincts.

Any development could not have an adverse effect on the significance of the railway precinct.

This could relate to building height and bulk, proximity to heritage buildings or features, visual intrusion on heritage character due to materials, colours, etc. or indirect impacts such as car parking, appearance, or operation.

A particular character of the railway precinct at the moment is its wide open feel, reflecting the space-extensive railyard and goods handling of the past.

The close proximity to the Barkers Creek corridor, which includes in part its own heritage overlay, also constrains new development due to the Significant Landscape Overlay, and the need to conserve and enhance the landscape character of the Creek.



Looking South along the Goldfields Tourist Railway siding yards

Buildings and works could not visually overpower this corridor due to close proximity, height or bulk, adversely affecting its visual quality as an urban buffer, or the outlook from the proposed pathway system through it.

Development on the railway land would have to take into account potential flooding of Barkers Creek, as the 1:100 year floodline basically fringes, and in small part covers, the land.

A sufficient freeboard would have to be established for any habitable building or ancillary areas.

Given the presence of the Residential 1 zone on the opposite side of Kennedy Street, there would also be issues of neighbourhood / streetscape character along this eastern boundary of the railway land. The development opposite is basically single detached dwellings, and medium density housing on the railway land could be regarded as inconsistent with this character.

### 5.2.3 Connection to Central Business Area (CBA)

The station is still on the outskirts of the CBA geographically, and not functionally related to the CBA. The link between the station main entry to Templeton Street and the central area around Barker Street and Hargraves Street is rather tenuous. Although there is a Business 1 zone along Templeton Street, there are only isolated businesses, with residential and community-type uses still dominant. The objective of the urban design framework is to encourage a mix of retail and tourism uses along Templeton Street between Kennedy and Barker Streets.

This will require a number of significant and viable specialised commercial uses, especially tourism related, to change the character of the street to a business one, and provide a functional link as well as visual link to the station.

Such uses could include retail frontage activities aimed at pedestrian traffic, leisure and entertainment uses, and commercial uses, e.g. business and personal services, all of which are catered for by the Business 1 zoning.

This strip could also be activated by events.

The change in character in Templeton Street would also encourage visitors to the CBA to venture into the railway precinct, and provide a stronger gateway, as sought, at Templeton Street.

It would also allow for additional appropriate commercial uses in the Station precinct at the gateway location, as part of this commercial corridor between the retail core and the station.

### 5.2.4 Amenity

The railway precinct, as recognised by Masterplan proposals, requires upgrading to improve its amenity, especially the gateway area at Templeton Street and secondary access at Lyttleton Street where the Lions Club facilities and landscaping are not well maintained, and require review in regard to role, and appearance, and landscape enhancement.

Any approval for development and use on the station land would need to take account of the amenity of residential areas to the west and east.

The issues would be generally the scale and intensity of development, and character consistency with the heritage precinct (internally) and residential areas (externally), the outlook from the adjoining areas, and any additional access requirements that may increase local traffic.

Increased commercial activity focussed on the station and Templeton Street gateway would be in the business zone context and not be as constrained as with other parts of the railway land.

The amenity of the Barkers Creek corridor is also of prime concern as an environmental and landscape asset.

Proposals for a new pathway along the creek will require any development of adjacent railway areas to consider views from the pathway between or above vegetation, and limit visual impact which could detract from the landscape character.

### 5.2.5 Parking and Traffic

The large, undeveloped flat land areas available from removal of railway operational assets would allow for additional open car parks to serve new uses without significant adverse effects on visual amenity or heritage character, with appropriate landscape screening etc.

The site location allows for direct connection to the road network via the long Kennedy Street frontage north of Templeton Street. Access would not generally be required from Gyngell Street to the west, or feasible due to impact on creek corridor. Access within the railway land is constrained by operational rail lines, and any crossings would need to be consolidated and safely managed.



Templeton Street footpath

## 5.3 Implementation of Masterplan

The Masterplan proposals are essentially of a very detailed area-improvement nature, and concentrate in particular on urban design, including landscaping and other improvements.

The following text deals with:

- amendments to the Local Planning Policy Framework (LPPF) in the Mount Alexander Planning Scheme to facilitate the broader directions identified by Masterplan proposals.
- zoning and overlay approaches under the planning scheme within which use/development proposals could be facilitated.

### 5.3.1 Local Planning Policy Framework (LPPF)

#### 5.3.1.1 Municipal Strategic Statement (MSS)

##### • **Ref. Cl. 21.04 The State Planning Policy Framework**

Add to "Environment"

There are particular opportunities for adaptive use of heritage buildings for commercial and community uses, e.g. the Castlemaine Railway Precinct, in conjunction with continuing rail operations.

Add to "Economic Development"

The central business area provides opportunities for increased visitor numbers based on particular attractions, including the Goldfields Tourist Railway at the station precinct, which will support ancillary commercial uses and services

##### • **Ref. Cl. 21.05 Objectives and Strategy**

Built and Natural Heritage

Add to "Objectives"

- To actively promote adaptive contemporary commercial and community uses in heritage buildings.

Add to "Strategies"

- Council to assist owners of heritage buildings by facilitating applications for re-use and renovation.
- Council to work with public agencies which own heritage buildings to locate appropriate uses which reinforce other commercial or community objectives, e.g. Goods Shed at the Castlemaine railway precinct.
- Council to facilitate a new trail and landscape upgrading in the Barkers Creek corridor adjacent to the rail station.

#### 5.3.1.2 Local Planning Policies

##### • **Ref. Cl. 22.01 Castlemaine**

Add to "2. Commercial Development"

Policy

- Further commercial development and events will be encouraged in Templeton Street to strengthen the link between the retail core of the central business area and the railway station precinct.
- Adaptive use of heritage buildings for commercial purposes will be encouraged where consistent with the retail primacy of the central business area, and to reinforce particular precinct objectives.

Add to "9. Railway Station Environs"

- The hollow area and historic embankment south of Lyttleton Street will be retained as present landform with landscaping.
- The Lions Club area opposite Lyttleton Street to be reviewed to provide built form and landscaping compatible with heritage station buildings, and enhance pedestrian access through station precinct to the west.
- The heritage station buildings including Goods Shed, to be enhanced and adaptive commercial uses accommodated, to serve transport users and visitors, especially related to the Goldfields Tourist Railway.
- The railway land area north of Doveton Street and east of rail lines to be retained and upgraded for open space.
- New buildings and works for railway purposes to be concentrated in the northern portion of the railway land adjacent to the Victoria Carpets property.
- To accommodate the operational requirements of the Goldfields Tourist Railway, subject to not having an adverse effect on the heritage buildings or character of the precinct.
- To provide on the Township Structure Plan specific identification of the Railway Precinct.

##### • **Ref. Cl. 22.11 Streetscape**

Add to "Design"

The Castlemaine Central Area Urban Design Framework (2003) should form the basis for area improvements especially in the public realm.

The Urban Design Framework also provides encouragement for specific linkages and activities which will achieve broader objectives, such as strengthening the link between the retail core and railway precinct, along Templeton Street.

Development on private land should reinforce the desired streetscape character and provide active frontages in commercial areas, especially along desired pedestrian links.

The entry points to the railway precinct at Templeton Street and Lyttleton Street will be

upgraded through landscaping and selected works to provide attractive arrival gateways.

Add to Reference Documents

The Castlemaine Central Area Urban Design Framework (2003)

• **Ref. Cl. 22.20 Natural and Cultural Heritage**

Add to Objectives

- To facilitate the adaptive use of heritage buildings for commercial and community purposes.

Add to Policy

- Council will facilitate applications for adaptive use of heritage buildings, especially where enhancing visitor attractions, on a building or precinct basis.

Add to References

- Castlemaine Central Area Urban Design Framework, Planit, 2002.
- Castlemaine Railway Precinct Masterplan, rush\wright associates, 2004.

• **Ref. Cl. 22.30 Building Lines and Height**

Add to Policy

- The need to provide flexible approaches based on performance standards for key sites or precincts, where special building envelope controls are required or justified.

Add to Height Variation

Development adjacent to Heritage Buildings

- The requirements for new development to enhance the viable upgrading and re-use of adjacent heritage buildings.

## 5.4.0 Provisions for Key Sites

### 5.4.1 VicTrack Land

Apart from the Salvation Army land on the Kennedy Street frontage at the main station entry, the station land is owned by VicTrack.

The railway operations areas, including the Goldfields Tourist Railway, would be appropriately retained under the Public Use Zone Schedule 4 (PUZ4) with regard to the planning scheme administration.

Similarly, any land covered by leases entered into by the owner, including for commercial operations, should remain under PUZ4.

### 5.4.2 Land Disposal

If any of the railway station land is considered redundant to rail operations (such operations including ancillary car parking, access, and landscaped amenity area), and it is disposed of to private owners, then it will need to be rezoned to reflect that non-public tenure.

Land disposal would be appropriate where specific projects are identified:

- which are important contributors to the viability of the station precinct and the main railway operations, including particularly the tourist railway.
- which enhance the conservation of the heritage buildings in the precinct.
- which enhance the adaptive use of heritage buildings, especially for commercial uses which relate to the rail operations, and enhance their attractiveness.

Land disposal for any unrelated purposes would need to be carefully considered, such that the use did not adversely detract from the rail operations and character of the heritage precinct.

Any private land should be rezoned to an appropriate zone, and with overlay controls to require compliance with appropriate building envelopes, car parking, landscaping, etc.

The most appropriate tool would be the Development Plan Overlay (DPO) or for very sensitive sites, e.g. next to key heritage buildings, the Incorporated Plan Overlay (IPO) under the planning scheme.

Both of these overlays would require planning scheme amendments to place them on specific sites.

The IPO would be in conjunction with a site specific incorporated plan in the planning scheme which could only be changed with a further formal amendment of the planning scheme.

The DPO, by comparison, would require the approval of a Development Plan by Council, which could be changed subject to further Council approval.

The DPO would therefore allow a certain amount of design flexibility without the need to go through a formal planning scheme amendment process if plans are changed, as would be required for the IPO.

Individual sites could be managed under separate Schedules to the DPO or IPO where detailed site-specific development guidelines could be included.



Templeton Street South Elevation

# 6.0 Economic Assessment

## 6.1 Introduction

This section of the report seeks to examine the fundamental, use and economic considerations which can be proposed within the precinct. The focus of this chapter is on exploring the redevelopment of an historical precinct to accommodate compatible and worthwhile activities, whilst protecting its heritage quality. A range of commercial and other appropriate activities and uses were embodied in the Castlemaine Central Area Urban Design Framework, which was adopted by Mount Alexander Shire council in 2003. Relevant recommendations from the framework were:

- Focus new activity on the railway station and Templeton Street to provide a northern anchor to activity generators on Moyston Street.
- Encourage a mixture of retail and tourism uses along Templeton Street (between Barker and Kennedy Streets ) e.g. shops, accommodation , cafes and galleries.

In this precinct the candidate uses to be considered include retail, tourism, entertainment, education and residential. A long term perspective is required and it is necessary to ensure there is adequate consideration of economic sustainability.

- Specific aspects, which have been taken into account within this assessment, include:
  - Preservation of the history and identity associated with the railway precinct
  - The role of the station as a gateway to Castlemaine
  - Exploration of opportunities for uses of the locality which are in sympathy to the surrounding environment
- Creating an end use concept which complements the historic and tourism context of Castlemaine and the region and is more than a local, self-contained activity
- Assessing the scope for community involvement in the selection and ongoing contribution to the proposed uses and activities



View East along Lyttleton Street towards the Castlemaine Central Area

## 6.2 Background Documentation and Assessment

### 6.2.1 Economic and Activity Context

An understanding of the economic and activity context in Castlemaine and Mount Alexander provides a basis for appreciating the market and resource factors influencing what happens in the Castlemaine Railway Precinct. Features of this context include the general location, population structure and outlook and the existing economic and community activities and their relative importance.

### 6.2.2 Location

Mount Alexander Shire and Castlemaine are located in what may be described as Central Victoria. Castlemaine is 123 kilometres from Melbourne and 38 kilometres from Bendigo, which means comfortable travel times for commuting or day visits to or from these centres.

Mount Alexander Shire is part of the wider Bendigo Loddon Tourist Region, and via the Calder and Pyrenees Highways is accessible to other parts of Victoria to the north and west. For promotional purposes the Shire is included in the Goldfields Tourism Region.

The main towns, apart from Castlemaine and Maldon, are Newstead and Harcourt. These areas tend to look to both Castlemaine and Bendigo as their major regional service centres.

### 6.2.3 Population

Based primarily on the content of the *Mount Alexander Population Review, 2003*, the following information is of relevance to the current study:

In 2001 the Shire had a total of 16,173 persons of which approximately half or 8,287 persons were in the Castlemaine Urban Area. Over the period 1991 to 2001, the Shire has grown at a rate of 0.5% per annum whilst Castlemaine has been quite stable in its growth. Council has prepared alternative growth scenarios which envisage the Shire population increasing by 5,000 to 13,000 between 2001 and 2021, which are greater than the more conservative projections produced by the Department of Sustainability and Environment. Hence the outlook is for a significantly larger residential market in the medium to long term.

A pronounced trend towards an ageing population, occurred during the last decade, and is set to continue. This means a greater proportion of persons in the '45 to 55 years' and the 'over 65 years' age brackets, as well as lessening proportions in the young adult category. At the same time it has to be kept in mind that whilst proportions may change, in aggregate there is likely to be increased numbers in most age categories. The pertinent implications from this situation are; a demand for more support services for the aged and the likelihood that many of the older people living in Castlemaine will be closer to services in general. Potentially, there will also be a larger pool of volunteers to assist with community and tourist related activities and a greater market with time for leisure, recreation and entertainment activities. An increased number of retirees, also means more visits to Castlemaine from relatives and friends are to be expected.

Household sizes are becoming progressively smaller which is consistent with the trend in age structure. Some 65% of households in 2001 contained one or two persons. Furthermore 90% of dwellings are separate houses with some recent increases in flats or units. With the household size trend and the ageing factor, there will be an increased requirement for medium density residential accommodation.

In 2001, 70% of the workforce worked locally, 10% in urban Bendigo, 5% in Melbourne and 5% in the remainder of the surrounding region, based on the journey to work analysis. A directly relevant feature is that only 2% travelled by train or bus, with almost 80% using private motor vehicles, the remainder walking or using bicycles or working at home. Rail usage may increase with introduction of a faster train link to Melbourne and Bendigo.

Household income levels tend to be concentrated in the low range, with about 45% earning up to \$26,000 per annum, and the middle range with about 30% earning between \$26,000 and \$52,000 each year (in 2001 dollar values). Hence the overall disposable income is not high and affordability becomes a consideration.

Around 30% of occupations are in the professional and associate professional category, 29% in clerical, sales and services, about 15% as labourers & related workers, and 13% are in trades. A significant proportion of the workforce commutes to other employment locations such as Melbourne.

### 6.2.4 Activity Structure

Measured in terms of employees, according to the 2001 Population Census the main economic activity categories are manufacturing, retail, health & community services, education, agriculture and forestry. Over the period 1991 to 2001 the main growth activities have been property and business services, cultural & recreational services and hospitality. Followed by retail trade, wholesale trade and construction. Analysis of these trends, by Mount Alexander Shire Council, points to the influence of factors such as broad structural changes in agriculture and manufacturing, changes in public sector practices and the effects of commuting to larger centres.

According to the *Australian Business Register* figures for 2001, agriculture and mining accounted for the largest number of single businesses with 344, followed by wholesale and retail trade 269, commerce, finance and property services 257, construction 197, cultural, recreation and personal services 125, manufacturing 98, education and health services 76, transport and storage 64 and accommodation, cafes and restaurants 61. Overall, the emphasis is on small scale enterprise.

Of particular relevance to the future of the study area, is the growth in cultural and recreational services. This is consistent with the strong identity of Castlemaine as a place that fosters the arts and other cultural activities. The development of hospitality facilities is influenced by the tourism market, whilst retail trade expansion is in line with the gradually increasing population.

### 6.2.5 Retail

The most recent study of retailing in Castlemaine is the 1995, *Castlemaine Central Area Retail Study*, carried out by U.S.E Consultants. It identified Castlemaine residents as the main source (57%) of customers with most of the remainder from the balance of Mount Alexander Shire. In general the town retains most of its food expenditure whilst 45% of its non-food expenditure escapes to centres such as Melbourne and Bendigo. There was an identified need for more floor space and specific store types in the future. Since then, the IGA supermarket has been established.

The *Urban Design Framework* report recommended the concentration of future core retail activity in the Central Core Precinct, which is generally bounded by Templeton Street, Hargreaves Street, Forest Street and Barkers Street. Barkers Street forms a boundary to the study area. The framework also recommends a "mix of retail and tourism uses along Templeton Street (between Barker and Kennedy Streets) eg. shops, accommodation, cafes and galleries."

Current planning policy appears to favour further concentration in the Central Core, with any extensions of it on the immediate fringe.

### 6.2.6 Tourism

Generally, Castlemaine is treated as part of the Goldfields Tourist Product Region in terms of statistical documentation and government policy preparation. However, the Bureau of Tourism Research has also undertaken separate documentation and analysis of tourism performance in Mount Alexander. Relevant findings of this work are summarised in the following extract from the report:

The geographic location of Mount Alexander Shire and its proximity to Melbourne, along with its historic and heritage attraction, make the shire a popular tourist attraction for visitors seeking a relaxed but sophisticated getaway. The shire attracts large numbers of domestic day and overnight visitors and smaller numbers of international visitors.

Over the period 1999 to 2002, Mount Alexander Shire experienced steady growth in domestic overnight visitors to the shire of 5.2 percent each year, on average. This was stronger than growth in overnight visitor numbers to the Goldfields area and Victoria over the same period. The number of domestic day visitors to the shire, however, decreased between 1999 and 2002, but at a slower rate than the decrease in day visitors also experienced by the Goldfields area and Victoria.

While total expenditure by domestic overnight visitors to Mount Alexander Shire was estimated to have increased each year, there was a fall in average per night expenditure by visitors in the region. In 2002, the average nightly expenditure in Mount Alexander Shire was estimated to be significantly lower than average nightly expenditure by domestic overnight visitors in the Goldfields area and Victoria. In contrast, average spending by domestic day visitors in the shire increased between 1999 and 2002, leading to an overall increase in total expenditure by day visitors in Mount Alexander Shire. Average spending by day visitors in Mount Alexander Shire was estimated to be equal to average day trip expenditure in the Goldfields region and Victoria.

It seems that the Shire is holding its own in general as an attractor of visitors, but this does not distinguish between the main tourism centres, Castlemaine and Maldon. There are however, some signs that the situation may not continue. At present, Mary Maddock is preparing a Tourism Development Strategy for the Council; however, it is yet to be completed. A feature of the work undertaken thus far is the fundamental requirement for tourism activity development to have significant community involvement. It addresses the issues confronting tourism development and its future facilitation.

Tourism is important to the Shire economy. It was estimated that tourism provided approximately 310 direct jobs in 2002, representing about 5% of the jobs in the municipality.

Unlike Maldon, as a significantly intact historic town in itself, and Ballarat with its Sovereign Hill, Castlemaine seems to lack a distinctive tourism feature by which it is identified. It could well be that the railway precinct becomes a similar tourism icon for Castlemaine.



*The Midland Hotel from the station forecourt*

Among other tourism performance features which, could influence the appropriate directions for the study area are the following:

- The greatest proportion (almost 50%) of day visitors to Mount Alexander are in the '25 to 44 years' age category with 30% in the '45 to 64 years' range, according to the Bureau of Tourism Research Report. Of these 9% visit historic and heritage properties and 5% museums or art galleries, compared to 41% eating out, 32% sightseeing and 19% shopping for pleasure.
- Sixty five percent of domestic, overnight visitors to Castlemaine come from Melbourne, 36% are adult couples and 25% friends and relatives travelling without children. Ninety one percent of the visitors use a private vehicle to reach the area compared to 5% by rail. Staying mostly for one or two nights, 41% are accommodated by friends or relatives, 35% use hotels or motels, 14% caravan parks and 10% guesthouses or bed and breakfast premises. Of their most popular activities, 43% eat out, 40% go sightseeing, 27% shop for pleasure, 16% visit museums and art galleries 15% historic and heritage buildings.
- International visitors to the Bendigo Loddon tourism region, take considerable interest in visiting museums and art galleries (41%) and historic and heritage features (38%)
- In 2002 domestic day visitors spent \$43 million in Mount Alexander and domestic overnight visitors \$23 million.
- Mount Alexander is quite dependent on domestic visitor expenditure, which in 2002 represented \$3,800 per local resident.

## 6.3 Study Area Features

Particular features or characteristics of the study area, which affect its future use and economic development, are discussed below.

### 6.3.1 Activity Structure

With regard to the existing use and activity situation, this precinct has evolved over time without any specific planned structure. As a consequence it has become a mix of activities including residential, railway, industrial, accommodation, hospitality and community services. Some of these activities do not currently interact with each other in any significant way, however historically, the railway, visitor accommodation (such as the Midland Hotel) and manufacturing were inter-related due to their reliance on the railway as an important means of transport. Currently this interaction is not so evident, due to factors such as the reduced reliance on the railway for regular transport and the establishment of other accommodation forms and industrial areas. What ties the area together and gives it a particular identity is the heritage nature of its built form. Transport and interpretation of the railway heritage should remain the core activities on the site.

### 6.3.2 Development Capability

Account has to be taken of the capacity of the precinct to accommodate redevelopment or new development. As identified in the consideration of heritage issues, all railway station and associated infrastructure are on the Victorian Heritage Register, together with the concrete truss footbridge and the Midland Private Hotel. Subject to the conservation overlay are the row houses in Kennedy Street, the Congregational Church and shops such as Bailies Pharmacy in Lyttleton Street. Other pertinent premises in the surrounding area include the Presbyterian Church, Museum/Art Gallery, Post Office Telegraph Office and Faulder Watson Hall and State Bank in Barker Street.

Within the precinct, areas of open space are largely regarded as being of heritage significance. Added to these considerations is the requirement to keep the heritage elements intact. Overall the heritage considerations do inhibit any significant development activity, which is understandable. This requires some careful evaluation of what on-site opportunities could enable the introduction of practical activities to add to the attraction and viable operation of these facilities. One illustrative situation is the Salvation Army premises. In correspondence with the Council, Army officials have indicated their wishes to expand on the current site, however it may be feasible for an expanded facility to be located elsewhere. Another example is the railway goods shed, which is currently leased privately and operated as an indoor sports centre. The Castlemaine Creative Artists have suggested that Goods shed may be suitable for conversion to a community arts centre in the future. However, the present activity is fulfilling a recreation and fitness need within the community and is reported to be a successful business operation.

Overall, it is clear that any future built development would be essentially in the form of sensitive redevelopment of existing premises.

### 6.3.3 Accessibility

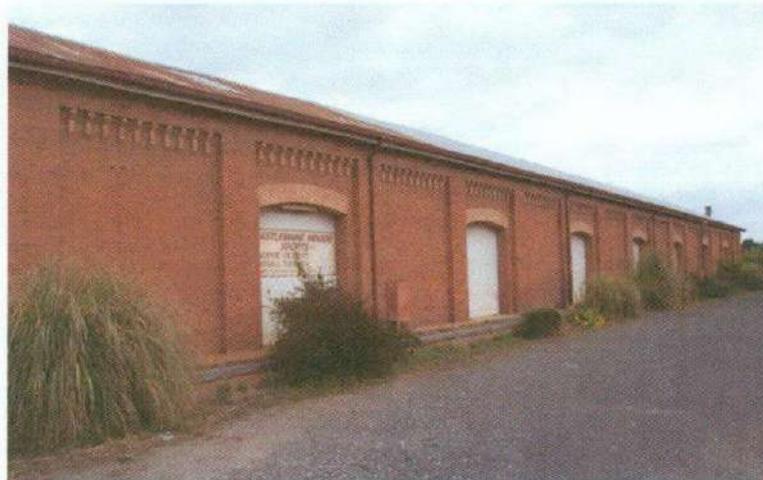
Improving accessibility and visitor comfort is essential to the economic development of the precinct and this is dealt with in detail in the urban design proposals.

### 6.3.4 Housing

There has been a suggestion that higher density housing could be introduced to the precinct. This could be based on the premise that it would improve the local retail market or encourage regular rail transport commuters to reside here. Comparative analysis has shown that any economic benefits derived are likely to be negligible unless the scale of development is large.

There is however, some justification for considering medium density housing in view of the increasing need for dwellings which will accommodate one and two person households, as shown in the population analysis.

As the popularity and use of the precinct increases through promotion of its attributes and activities, it is very likely that nearby property prices will rise along with pressure for redevelopment. This possibility has to be carefully handled using planning control measures. If conversion of housing stock is to occur, it may be better directed towards low key and compatible visitor accommodation. The market, however, will determine this direction over time.



East facade of Goods Shed. The goods shed is currently used as an indoor sports centre.

### 6.3.5 Visitor Accommodation

Presently, visitor accommodation within the precinct is largely confined to the Midland Hotel. The Midland Hotel is one of the landmarks in the precinct and has the capacity to become an even greater focal point for the local population as well visitors. The ongoing provision of quality accommodation should be supported however there may also be potential for further expansion of activities such as an increased focus on food and beverages services and the interpretation of local history.

During the consultation process, members of the community suggested that the Midland Hotel should focus on backpackers due to their perception of a shortage of this form of accommodation in the town. Shortage of supply is not necessarily a valid reason for choosing a particular venue if there are other forms of accommodation or activity, which may better benefit the precinct. In addition the redeveloped gaol premises, which are located outside the study area, currently provide budget accommodation within walking distance of the station.

Overall, the encouragement of visitor accommodation is very important to the use of the precinct as a tourist attraction, but this may be restricted to conversion of existing properties rather than new development.

### 6.3.6 Retailing

Retail activity is largely confined to the area bounded by Kennedy, Templeton, Barker and Lyttleton Streets. Except in Barkers Street, promotion of general retailing in the study area is not favoured. In addition, retail in the study area should be of a specialised nature. This specialisation may focus on what has been loosely termed "tourist retailing". Retailing in a tourist area is very much the same as other forms of retail in terms of commodities and services sold. The point of difference usually lies in the orientation of product presentation and sales techniques. For example, a shop selling fabrics or clothing may concentrate on a selected historical or cultural theme and involve demonstrations of the production process. Art and craft operations may be action focussed, with activities such as painting, wood carving and glass blowing. The difficulty with such operations is that the attraction overall, may not be sufficient for a financially viable return to be achieved given tourist downtimes during the week and at different periods throughout the year.

Another regular retail activity is the serving of food and beverages, however this should not be the only retail activity in a tourist area. It should be kept in mind that this activity is also necessary in other parts of Castlemaine and this precinct is not the only tourist destination. Therefore the railway precinct will compete with other localities for business and will need to offer a distinct alternative to other sites.

Templeton Street offers the best opportunities for the location of food and beverage businesses and retailing there should be focused rather than dispersed. In order to link between the town centre and the railway precinct, retail activity should form a continuous "interest trail" along Templeton Street.

Emerging from the consultation process is the proposal to re-establish the refreshment rooms in the railway station premises. This has merit insofar as it adds to the historical character of the station function and could be coupled with a small scale information



function. However it would need to be self-sufficient financially to avoid being a drain on the public purse and in the interest of fair competition. This does not preclude the operation involving volunteers.

Art related activities, particularly galleries could be intermixed with the more direct retail services in Templeton Street. It is estimated that there are 400 practising artists in the local region and so the market for exhibition space could be significant.

### 6.3.7 Entertainment and Information

Apart from the indoor sports centre, the precinct tends to lack entertainment and significant recreation activities. Given the dispersion of these activities around Castlemaine, it is important that their presence is distinctive in both style and operation. It is proposed that this be directed to precinct heritage with the themes being railway transport, mining and industry.

Given the expressed interest of tourists in art galleries in Castlemaine, the opportunity exists to create premises, which could accommodate artists in residence, limited not only to painting. These premises could potentially have a gallery with items for sale, a portrait painting component and instruction workshops. This would require some financial support as well as the involvement of volunteers. Responsibility for funding and organization could be vested in a combination of local and state government stakeholders as well as involving community organisations. An arts consultant could be appointed to manage the implementation of this process.

There is already a central visitor information facility in Mostyn Street and any related information provision should both complement and supplement this facility. The railway precinct, as both an arrival point and tourist destination in its own right, could sustain an information function consisting of pamphlet distribution, notice boards and or maps. This could be conducted in association with a tea room function. The consultation process has revealed suggestions along similar lines, including use of the station forecourt for special presentations.

It is important to note that the railway station is now only handling 2% of people travelling to and from Castlemaine, with the car remaining the dominant mode of transport. The Goldfields Tourist Railway and the Regional Fast Rail projects should increase rail patronage. However, there is a need to entice car-borne visitors to the railway precinct. This could involve special presentations and organised tours of the precinct focussing on the interpretation of the historical, social and architectural features.

### 6.3.8 Education

In the context of information provision and of attracting locals on a regular basis, consideration should be given to providing specialised education opportunities about the heritage of the area, tourism business skills, particular cultural interests and the like. These could be conducted in some of the historic premises on a regular basis and be geared towards residents and students. An underlying motive in this process is to create a greater awareness of the precinct and of Castlemaine's character in general.

### 6.3.9 Tourism

Review of the market suggests that whilst there is a strong inbound visitor market to cater for, there is also a growing local residential market. According to the research undertaken by the Bureau of Tourism Research, the concentration of day visitors is in the September and December quarters, while for overnight visitors the most popular months are October and April and to a lesser extent February and November.

## 6.4 Economic Considerations

### 6.4.1 Financial Self-sufficiency

For the precinct to be successful, it is important that many activities be operated "in the black". Otherwise the drain on the public purse becomes disproportionate to the ability of the community to sustain it. This is not to say that some subsidies may be necessary. Hence it is desirable to encourage operations which can ask a fee for services. This is quite feasible in the case of retail activities but more difficult for information, education, arts and cultural activities. This means that the quality of the product on offer is sufficient to warrant a reasonable charge.

The degree to which the Goldfields Railway is successful in attracting patrons and the influence this may have on local revenue flow is unknown. There are other success stories, such as Puffing Billy, which is one of Australia's leading domestic and international tourist attractions. This demonstrates the potential for Castlemaine.

### 6.4.2 Dedicated Employment.

While it is customary for tourist related activities to rely significantly on voluntary labour, this can often lead to inconsistencies in the quality of service. Allowance has to be made for permanent full and part-time workers with relevant experience, supported where suitable by volunteers.

### 6.4.3 Funding Development

This study has not determined any particular projects for feasibility testing. Nevertheless some consideration of project funding is essential. Apart from private sector activities, development or conversion of premises to accommodate information, education and cultural activities, would need to be government and/or community funded. The Council role should not be as a major, or sole funds provider, but rather to co-ordinate the fund raising and serve as development facilitators.

### 6.4.6 Provision of Support Infrastructure

Support infrastructure, such as parking and utility services, should be regarded as largely a public sector responsibility. This may require some reconsideration of the application of current planning and building control requirements, given the heritage nature of the area.

## 6.5 Recommendations

In summary, the economic development recommendations are:

- The whole precinct be promoted as a distinct identity by means of activity and access linkages, urban design features, interaction among various activities and adoption of a consistent theme, possibly the railway heritage and its connotations, along with relevant arts and cultural presentations.
- The precinct be developed to provide more than just passive displays. This could include creative information presentation, programmed events, art and craft demonstrations and education activities.
- The mix of existing uses be largely retained and adapted for relevant uses rather than being replaced by new developments.
- The precinct should become more of a destination opportunity for tourists in its own right as well as complementing the tourism identity of Castlemaine as a whole.
- Templeton Street should become a mix of specialised retailing and art & cultural activities. At the same time avoiding becoming just another standard shopping strip.
- The railway station premises and environs become a provider of information and low key hospitality (such as a refreshment room run by the GTR) and a scene for occasional but planned live presentations.
- Opportunities be provided for local residents to use the precinct for relaxation and educational purposes.
- Significant emphasis be placed on the use of volunteers in tourism enhancing activities, whilst ensuring some full or part-time workers take the co-ordinating responsibility.
- Financial self-sufficiency be a fundamental consideration in any new venture with minimal reliance on government sources.
- Any attempts to redevelop existing premises for uses more directly attuned to the character and theme of the precinct, take full account of the interest of existing facility users and not leave them disadvantaged.



Templeton Street

# 7.0 Site Conditions & Recommendations

A plan of the whole precinct is the clearest way to communicate the overarching lease agreements and examine the circulation and signage. To communicate more detailed recommendations the study area has been divided into six zones which are explored in detail in chapter 8.

## 7.1 Existing lease agreements

The area which is covered by this masterplan consists of both freehold title and leased land. Of particular note are the lots highlighted on the plan below. These areas are leased by Victrack from the State Government. Victrack then leases the land to the parties indicated in the legend. As the plan shows, a large number of parties are therefore stakeholders in the precinct.



## 7.2 Circulation

**Circulation is a significant element in the masterplan because it impacts on the organisation and experience of the whole site.** There are already many successful connections across the site, however analysis of the precinct has shown that the pedestrian and bicycle networks could be improved in a number of ways. These include:

- New pedestrian (or shared pedestrian/cyclist,) pathways linking key destinations
- New crossings and bridges in strategic locations
- Upgrades to existing pedestrian/bicycle infrastructure, including paths, crossings, underpasses & bridges

Other considerations for better planning of the circulation are:

- Better traffic management
- Car, bike & bus parking.

The circulation issues occur across the whole precinct and inform all areas, therefore a comprehensive plan of the circulation for the whole precinct has been prepared.



Existing underpass and the station forecourt



## 7.3 Signage

**An overall signage scheme should be developed which is specific to the precinct so that new signage can then form part of staged projects as they occur.** New signage should be professionally designed and of a high quality befitting this significant tourist precinct. Its appearance needs to be sensitive to the heritage context and should not obstruct significant views. Wherever possible the design of directional signage should be consistent across the precinct. Presentation of historic research about the buildings and locations in the precinct could be communicated to the public via a suite of interpretive signs.

Signage falls into 5 main categories as per the legend below. Details relating to each sign are as follows:

1. Goldfields Tourist Railway (GTR) promotion & directions to carpark
2. GTR promotion & to directions to carpark
3. Pedestrian/cycle link to creek & GTR rail viewing
4. Interpretation of historic rail infrastructure
5. Pedestrian/cycle link to creek & GTR rail viewing
6. Interpretation of historic goods shed
7. Interpretation of station history & gardens
8. Interpretation of historic rail operation, GTR and siding yards
9. Station information, Castlemaine tourist map and information
10. New station sign designed not to obstruct the station facade
11. Link to Castlemaine
12. Interpretation of the Station & Midland Hotel history.

13. New Lions Park sign to replace existing
14. Pedestrian link to Castlemaine town centre
15. Pedestrian directions to platforms, town centre and creek. Possible location for artworks
16. Creek revegetation & environmental information
17. Major precinct sign
18. GTR carpark & promotional sign
19. Pedestrian directions to station & town centre
20. Archdeacons Pass. Pedestrian direction sign.
21. Interpretation of historic water tank foundations, Archdeacons pass and historic elements within the view eg. the signal box.
22. Interpretive sign - historic embankment, railway construction and history of the area including the creek.
23. GTR promotion & directions to carpark



Existing Lions Club park sign



V-line sign currently obscures building facade



### LEGEND

- |   |  |
|---|--|
| <span style="color: red;">■</span> Primary Directional    | <span style="color: green;">■</span> Interpretation Sign         |
| <span style="color: blue;">■</span> Secondary Directional | <span style="color: orange;">■</span> Goldfields Tourist Railway |
| <span style="color: cyan;">■</span> Major Precinct Sign   |  |

## SIGNAGE

# 8.0 Landscape recommendations

**F**or the purposes of this report the Castlemaine Railway Precinct has been divided into six masterplan zones.

The zone boundaries at times reflect lease boundaries, they also relate to geographical features and uses. This chapter will examine each zone in detail identifying key issues & opportunities and describing the masterplan proposals.

The zones are illustrated on the following plan and are named as follows:

1. Northern Zone - (North Link, North Eastern Corner & Freight Australia)
2. Goldfields Tourist Railway
3. Barkers Creek
4. Station Environs
5. Link to the Town Centre
6. The 'Hollow' & Link to the South



# 8.1 Northern Zone & Freight Australia

## Summary

Walker & Parker Streets form the Northern boundary of the masterplan study area and improved pedestrian links will be created from the railway precinct across to the botanic gardens.

The North Eastern corner of the study area is an open, flat, grass plane bordered by fencing and trees along Kennedy Street. This area contributes significantly to the sense of openness in the reserve and should be preserved.

The main train lines pass North-South through the centre of the masterplan precinct and Freight Australia leases this land from Victrack.

## Key Issues & Opportunities

- Link the railway precinct to the Botanic Gardens in the North
- Resolve the status of pedestrian crossings over the main train line
- Retain the open character of the North-eastern corner.

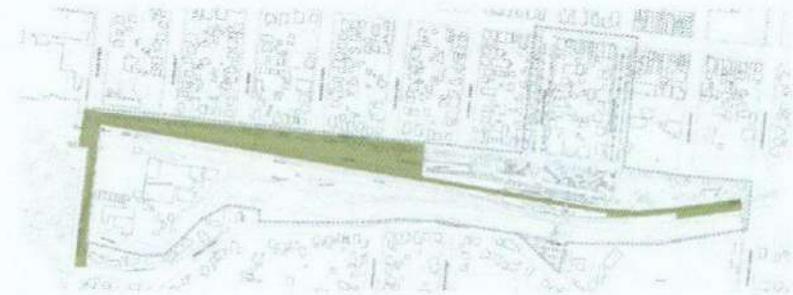
## Masterplan Proposals

### NORTHERN LINK

- Install new pedestrian crossing to the intersection of Walker Street & Downes Road to provide safer access from the north of the railway precinct to the entrance of the botanical gardens.
- Determine if the rail pedestrian crossings on Walker Street are official Registered Crossings and upgrade pavement surface, fencing and signage to improve safety and make compliant with the Disability Discrimination Act (DDA)
- Repair nature strips and paths along the south side of Walker Street between the train line and Gingell Street.
- Allow signage for Goldfields Tourist Rail to direct passengers to the car park off Gingell Street.

### MAIN TRAIN LINE

- This is the main passenger and freight line between Melbourne and Echuca or Swan Hill.
- To enable access to the Castlemaine Station and the siding yards, Goldfields Tourist Railway are planning to use a short section of the mainline to the south of the station.
- At-grade crossings over the mainline must be reviewed. The crossing between Platform 1 & 2 at Castlemaine Railway Station is not a registered crossing and as such should not be used by the general public. Therefore there is currently no disabled access to Platforms 2&3 and this needs to be resolved.
- Upgrade the crossing at Walker Street to DDA compliance.



### NORTH EASTERN CORNER

This corner of the precinct (Victrack Lots 51,54 & 55) is currently leased to John Holland Pty Ltd for storage for the Regional Fast Rail Link project. The area is an open grass plane which is significant in establishing the open character of the rail reserve and allows views south to the station. Trees run along the boundary with Kennedy Street. The open space character of this area should be preserved.

- Vehicle access to the railway land from Parker & Kennedy Streets should be controlled and public vehicle access minimised.
- Remove weeds, repair and maintain stormwater swale and drain which runs beneath the train tracks from Kennedy St. to Barkers Creek.
- Local residents proposed that this area could be designated as a dog park, for off-leash dog exercise. There is an existing fence along Kennedy Street but for safety, fencing could also be installed on the boundary to the main train line. Any fencing should give consideration to the heritage significance of the area and support the open character of the grass plane.



Northern area of the precinct including the Freight Australia train line



Walker Street paths and nature strip

## 8.2 Goldfields Tourist Railway

### Summary

Goldfields Tourist Railway 'GTR' are planning to operate steam train services from Maldon to Castlemaine. GTR have an 'Order in Council' with Victrack, which enables them to use the tracks from the South and the siding yards and rail infrastructure such as the turntable to the North. GTR are responsible for liability and maintenance of this land and facilities. The GTR will form a significant tourist attraction in Castlemaine. The use of the railway infrastructure as a tourist facility, where the historic railway can be experienced is very appropriate given the nature of the precinct as a historically significant railway reserve. The buildings on platforms 2&3 are also leased by GTR and will be used in their operations.

### Key Issues & Opportunities

- There will be a need to preserve the heritage qualities of the site while encouraging and supporting the needs of the GTR in their use of the area as a 'living historic railway'.
- Aim to provide opportunities for public interpretation and display of heritage rail infrastructure while providing for the security of GTR assets.

### Masterplan proposals

- Support the Goldfields Tourist Railway to improve their operations and provide a safe and secure base for the tourist rail in Castlemaine
- Explore opportunities for an historic interpretative trail along the Barkers Creek beside the siding-yard beginning at the Western entry to the underpass and terminating at a potential new pedestrian bridge over Barkers Creek to the south of the Carpet Factory. Interpretive signs along the trail could interpret elements of the historic railway, GTR operations and give insight into the areas former use. This trail should be managed so that security can also be provided to any GTR assets such as rolling stock, if it is kept in the siding. There could be controlled pedestrian access to the siding for guided tours.
- The northern section of the study area plays a key role in access and pedestrian flow with links to Walker Street, Parker Street, the botanical gardens and the existing bike/foot tracks. Explore opportunities to provide a bike/foot path from the proposed new bridge (on the South East corner of the Carpet Factory) to Walker Street (near the entrance to the Botanic Gardens).
- The preferred site for any future GTR operations is to the northern end of the land maintained by GTR, between the main line and the Carpet Factory and North of the turntable. Close to Platforms 2&3, the siding yards should be maintained as open, working, railway yards. Any new developments would require the appropriate approvals.
- The preferred future access point for deliveries to the GTR is from Walker Street at the north of the site.
- Remove weeds and graffiti to siding, turntable, sheds, pipes and rolling stock.



Open character of the siding yards to the end of the Island Platform. Goods shed is to the right of the picture



Rail turntable, recently renovated by GTR



GTR rolling stock



Historic engine repair pits

## 8.3 Barkers Creek

### Summary

As the aerial photograph illustrates, Barkers Creek forms a significant vegetation corridor across Castlemaine. Unfortunately the vegetation is very overgrown and there are many weeds. The main recommendation for the Creek corridor is to undertake extensive revegetation works using local indigenous species. In association with these works additional public trails could also be installed along the Creek.

### Key Issues & Opportunities

- Maintain this area as a significant habitat corridor.
- Improve the environmental health of the existing creek corridor.
- Provide additional paths to create a more complete network along Barkers Creek.

### Masterplan Proposals

#### Vegetation:

- Remove overgrown vegetation, willows and other weeds and provide bank stabilisation where necessary. Sightlines over the creek will be dramatically improved once the willow trees have been removed.
- Clear vegetation from around the Concrete Truss bridge and the West entrance to the underpass to improve visibility and public safety.
- Re-vegetate Barkers creek with local indigenous plant and tree species, to create a linear habitat corridor through the Castlemaine.

#### Bridges:

- Repair Concrete Truss Footbridge (H1400) which is located adjacent to the underpass.
- Install a new bridge across the creek near the south east corner of the carpet factory

#### Pathways:

- Complete the shared path network along Barkers creek between Walker and Forest streets.
- Install a new bike/footpath along the East side of the creek between the concrete truss footbridge and Forest Street.
- Install a new shared bike/foot path through the open grass reserve, west of Barkers creek between Thomas Street and the bend in the Creek (south of the Carpet Factory). This path will connect with the proposed footbridge.
- Install a short section of shared bike/foot path, East-West through the open grass reserve, between Gingell Street and the proposed new footbridge.
- Future path/ boardwalk link along the eastern edge of the creek between the underpass and the proposed bridge (to the south of the carpet factory). This path will allow views into the siding yards and could link to a gate for supervised access of the siding yards and heritage elements around the turntable.



Concrete Truss Footbridge over Barkers Creek



View over Barkers Creek Valley 1870



The Barkers Creek from the Forest Street Bridge

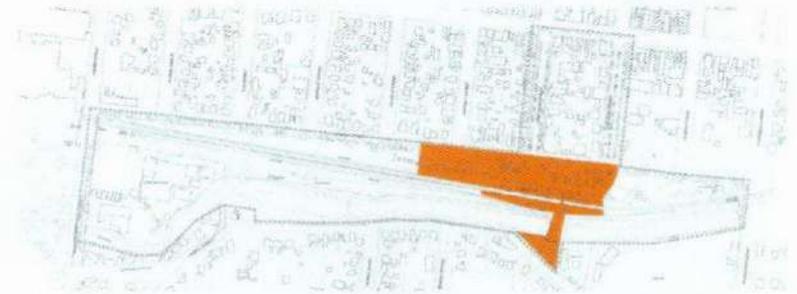
## 8.4 Station Environs

### Summary

The station environs form the central zone in the masterplan precinct. The area includes the station buildings, platforms, carparking areas, gardens and the forecourt link to Templeton Street. There are a number of significant heritage buildings as well as important issues of carparking, access safety and amenity. Simple changes in this zone will enhance the link between the town centre and the railway precinct.

### Key Issues and Opportunities:

- Provide for existing and future needs for carparking and access
- Elaborate on the history of the station gardens
- Preserve and emphasise view lines to historic buildings
- Reinforcing key pedestrian links and improve safety
- Upgrading the East facing station forecourt and the link to Templeton Street and the town centre.
- Improve security, access and amenity of the underpass
- Support the future activities of the Goldfields Tourist Railway, particularly in their use of buildings on Platforms 2&3.



Existing Station Forecourt



Drain and bridges immediately outside main building



Furniture beneath the verandah at the main entrance to the station



# STATION ENVIRONS PLAN

## Masterplan Proposals

The following proposals are identified by numbers which correspond with the numbers shown on the station environs plan on the previous page.

### RAILWAY STATION FORECOURT & LINK TO TEMPLETON STREET

A large forecourt links Templeton Street and the main station building on Platform 1. When arriving by train this forecourt is the key entranceway to the township and should be promoted as such. In this area carparking should be resolved to provide additional spaces for future growth and paths defined to improve pedestrian safety.

- 1 Feature trees should be installed to frame the main car park entrance from Kennedy Street and screen the fence around the Salvation Army building. If new palms are installed they will mirror the existing Phoenix canariensis palms in the Lions Park and reflect the symmetry of the station façade. Alternatively a new tree species could be located along the new edge to the park and screening the Salvation Army. Re-align the carparking and provide a new pedestrian path to link with Templeton St and additional garden to this corner.
- 2 To improve the views between Templeton St and the main station building, remove carparking from in front of station. With no carparking in this area there will be room for defined footpaths to link with Templeton st and these will also greatly improve pedestrian safety. Extend the existing central garden. Use low growing plants (possibly succulents) to preserve views of the station. Provide only disabled carparking close to the building. Move the V-line bus parking slightly north away from the building façade.
- 3 Extend Lions park and relocate carparking. New pedestrian path to link the station to Templeton St. and additional car and bus drop off zone.
- 4 Provide paved kerb extensions to the corners of Templeton St. which will align with new pedestrian paths in the station forecourt. This intersection forms the entrance to the Castlemaine street grid. A strong visual element such as palms, trees, lighting, furniture and or public art will visually draw people to Templeton St and highlight the link along Templeton St to the town centre. For further information regarding Templeton St – refer to the zone - 'Link to Town Centre'
- 5 Pedestrian access to the station entrance is hindered by limited crossings over the large drain and irregular pavement. The asphalt paving should be replaced with a higher quality paving such as granite. Renovate the stone drain and install raised stone capping along the eastern edge of the drain to match western side. Replace existing bridges with bridges constructed from large stone slabs. Install more old timber seating to match the one existing seat and by provide additional lighting to the front verandah.
- 6 Located on Freehold title within the masterplan area, the Salvation Army may require more land for their expanding activities in the future. The Salvation Army bins are currently located at the entrance of the station car park, however it would be more attractive at the station entry if they were relocated to the northern end of the buildings. A land swap with V-line has previously been tabled, so that the land closest to the carpark



Midland Hotel 1972



Existing station forecourt and carparking



Salvation Army Bins at the corner of Kennedy & Templeton Streets



Garden and carparking in front of station



Station entrance



Existing track and western edge of the Lions Park

entrance will become garden on V-line land and the bins can be stored on Salvation Army land to the north of their existing building. This land swap should be pursued. Extra planting is also required for the large mulched garden bed to north side of the Salvation Army buildings.

- 7 Provide a tree alley from the historic façade of the Goods Shed to the underpass south of the main entrance to the station. This will promote views and a cross-axial link between the goods shed, the station and the park.

### THE GOODS SHED

The Goods Shed is a key component of the station buildings and its historical significance should be promoted. The building is currently privately leased and is a well-used, indoor sports centre. If the lease agreement changed in the future an alternative use could be as a community arts centre including workshops and gallery spaces.

- 8 Existing Carpark to the east side of the goods shed is part of the Goods shed lease. There is potential for the surfacing of and planting around this carpark to be improved.
- 9 The Southern wall of the Goods Shed forms the terminus of a view axis from the main station building. Renovate the garden at the base of this wall.
- 10 Foundation planting, low hedge, in front of western platform of goods shed.

### NORTHERN END OF PLATFORMS

Retain the generally open character of the tracks and siding yards with long views North to Parker Street. Ensure pedestrian safety at northern end of platforms. Resolve the future of the at-grade crossing, which is not currently officially registered.

- 11 Install gravel to existing vacant land and designate as an overflow carpark.
- 12 Provide new station garden to the North of the building which relates to the gardens in the south and provides a pleasant outdoor waiting room.
- 13 Existing gravel ramp should be sealed to provide better access to Platform 1, the overflow carpark and (if it is ever registered) the railway crossing.
- 14 Determine the future of this at grade, operations crossing, with V-line. This crossing is currently not a registered official crossing and there is therefore no disabled access to platform 2. If in the future the crossing is registered, then it will need to be physically upgraded with appropriate signage, fencing and surfacing to DDA standards.
- 15 Install a garden, signage and fencing at the north of all platforms to provide clear definition between the grassland and the station.
- 16 Existing siding yard to be used by GTR. Refer Goldfields Tourist Railway Zone.
- 17 Barker's creek - refer to the section focussed on this zone
- 18 Possible future path and board walk link along the eastern edge of the creek between the underpass and the proposed bridge (to the south of the carpet factory). This path will allow views into the siding yards and could link to a gate for supervised access of the siding yards.



Central view axis in front of station building

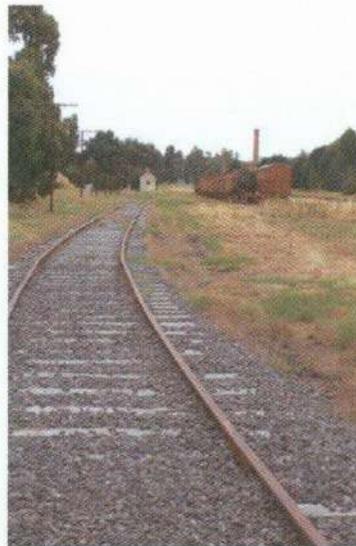


Tracks and goods shed to north of platforms



Existing 'Operations Crossing' between platforms.

GTR siding yards and new tracks



Platform Three for use by GTR



Platform One



#### FOOTBRIDGE & CAR PARK TO WEST OF BARKERS CREEK

The car park forms the western entry to the station and are linked through to the township via the pedestrian footbridge, underpass and Templeton Street. This access plays a key link in east-west pedestrian flow across the township.

- 19 Plant shade trees throughout the carpark. Provide painted parking bays. Extend row of English Oaks along Gingell Street around the car park edge.
- 20 Provide a hedge as screen planting along the northern wall of the sports club to enhance the appearance of this area.
- 21 GTR require carparking for approximately 50 cars at present. When they operate in Castlemaine this carpark, to the west of the creek, could provide space for tourists cars. Associated signage in Forest and Walker/Parker Streets will assist in directing passengers to this carparking and the station.
- 22 Carry out remedial repairs to concrete truss footbridge. Refer also to Barkers Creek Zone.

#### STATION PLATFORMS

The station platforms and buildings are generally in good condition and will be preserved for their heritage value.

- 23 The iron-pole and cyclone wire fencing used particularly to the east side of Platform 1 is out of character with the heritage wrought iron fencing used on Platform 2. This should be removed and the appropriate heritage wrought iron fencing be reinstated.
- 24 Platform 1: power supply to lighting is unattractive and should be installed underground. The edge treatment at the southern end of the Platform 1 requires resurfacing. Various breaks along the fence to this platform would provide an attractive interface and access point from the new station garden.
- 25 There are existing toilet facilities within the buildings on Platform 1 & Platform 2 & 3. These should be re-opened for public use. There is also a lack of seating on platforms 2 & 3. Install seating that matches the existing, old-fashioned timber style at the entrance to the station.
- 26 Provide disabled access to platforms 2 & 3. Register the at-grade crossing as an official crossing rather than an operations crossing and renovate it appropriately or find alternative means of access which is appropriate given the heritage nature of the site.
- 27 GTR have leased the building on Platforms 2/3. They intend to use this building for offices. The railway also have long term dreams to restore the railway refreshment cafe.
- 28 GTR plan to use signal box as a working signal box, however they would also appreciate the ability to show enthusiasts/travellers inside.

## STATION GARDENS, WAITING AREA & SUBWAY PORTAL

Enhance the underpass entrance and renovate and extend small overgrown gardens adjoining Platform 1.

- 29 Renovate existing shrubbery with neater garden beds and gravel or paved meeting areas and install new bike lockers. Relocate 2 juvenile palms to north of Lions Club buildings.
- 30 The garden & gravel north of the subway portal requires renovation. Replant to provide a shady waiting garden with access to Platform 1.
- 31 The 'station gardens' and grass beside Platform 1, south of the underpass, also requires replanting and redefining. The allee of trees can continue beside the platform and will provide morning shade. Care should be taken to retain views from Kennedy Street to the Signal box through this area. Ensure access through new gardens and the balustrade to the Platform. Retain and protect existing Peppercorn tree.
- 32 The existing underpass entrance is undefined and in a poor state with irregular paving and messy embankments. The approach to the underpass needs to be formalised to improve visibility, access and safety and to make this a desirable entrance rather than a hidden portal. Paths require reworking and the gravel should be replaced with a quality surface and proper infrastructure. In addition signage to and from Lyttleton and Templeton Streets and the subway portal needs to be improved.

### LIONS CLUB PARK, PROPOSED CARPARK & ARCHDEACONS PASS

The station gardens have always played a significant role in the railway precinct, however the Lions Club park requires rejuvenation. The area beside the existing gardens is located away from the main viewlines to the station façade, but is still close to the platforms and this makes it ideal for additional carparking.

- 33 The existing driveway from the station forecourt to the Lions club should be re-aligned, parallel with the station façade and the proposed tree allee. This can then form a central lane for a new carparking area.
- 34 Provide screen planting to Lyons' Club buildings, including relocated juvenile palms.
- 35 Upgrade Lions Park near Templeton Street.
  - Remove existing treated pine edge. And provide new custom designed car barrier, which will also work as a seat edge.
  - Renovate grass throughout park and irrigate with recovered site storm water.
  - The existing Lions Club picnic shelter is poorly designed and offers very little shelter. It also has a dirt floor and broken tables. Remove or replace the existing shelter and renovate or replace existing park furniture.
  - Relocate the picnic tables to the base of the embankment under the shade of the trees.
  - Remove palm seedlings and other weeds from the embankment. Trim existing vegetation to allow better views to the park from Kennedy Street. Re-vegetate with low growing indigenous planting to supplement the existing.

- Remove silky oak tree.
  - Install a short flight of stairs up the embankment to Kennedy Street, between Templeton Street and Archdeacons pass. Currently erosion to the planted embankment is caused by pedestrians shortcutting through to Kennedy Street. The new stairs will reduce erosion by defining the pedestrian access and allow for more visual access into the park from the street.
- 36 Divert stormwater to the park from Kennedy, Templeton & Lyttleton Streets. Create swales across verge in Kennedy St. to direct stormwater to embankment and prevent further erosion of the existing verge.
  - 37 'Archdeacons Pass 1861-1867': Improve pathway axis from underpass to Lyttleton St. Upgrade pathway. Install existing power line below ground and remove aerial power supply to station.
  - 38 Preserve water tank foundations and provide interpretation. Promote this spot as a lookout over the railway reserve.



*Pedestrian Underpass*



*Lions Club Picnic shelter in Lions Park*



*Upgrade existing Lions park*



*Area for rejuvenated station gardens. Relocate palms*



*Lions Club premises, Foreground - area for new carpark*

## 8.4 Link to Town Centre

### Summary

Both Templeton and Lyttleton Streets form links between the town centre and the railway reserve, however there are a number of factors, which make Templeton Street the main link between the town and the station. From Templeton Street there are significant views of the station building façade and the street terminates at the main forecourt of the railway station. In addition there is a shallow grade up Templeton Street from the station whereas the access to Lyttleton Street along Archdeacon's Pass is quite steep. Templeton Street is zoned for commercial use and businesses along this street can draw people between the town centre and the station.

### Key Issues & Opportunities

- Strengthen the link along Templeton Street to the town centre by encouraging business and upgrading the physical street infrastructure.
- Collect stormwater from local streets for irrigation to the Lions Club park.
- Recognise Lyttleton Street as a secondary link to the town centre.
- Reinforce the rail passenger's 'entrance' to Castlemaine

### Masterplan proposals

#### Templeton St

- Repair and upgrade pavement. Repair damaged stone gutters.
- Design and install lighting for pedestrians
- Install seating
- Remove poorly performing trees and improve the avenue of trees with additional trees to each side of the street. To prevent damage to stone kerbs/gutters and enhance the tunnel like view to the station, install two straight lines of trees, offset from the kerb by 3-5m. For additional information refer to the following tree assessment.
- Create kerb extensions, which will act as small plazas to the corners of Templeton Street, opposite the station.
- Locate an advanced tree, palm, furniture, lighting feature and/or art installation onto each kerb extension. This will reinforce the sense of entrance to Castlemaine, and tie Templeton Street to the station.

#### Lyttleton Street

There are a number of significant buildings and a prominent line of palm trees in this street .

- Upgrade the streetscape with additional advanced palm tree plantings. Install additional trees to the centre of the road at the Western end, to continue the line of existing palms.
- Plant new shade trees to the nature strip at the sides of the road.



View up Templeton Street from the station forecourt



View along Lyttleton Street from the top of the Archdeacon's pass

## Summary - Templeton Street Tree Assessment

Templeton St has been identified as the main link between the town centre and the station and the street trees make an important contribution to the character of the street. Therefore a detailed tree assessment plan has been carried out on the existing trees in this street. The description of the condition of each tree is at left. Overall there are a number of high quality trees which enhance the character of the street, however there are also several trees which we recommend be removed and replaced. Commonly the poorly performing trees have been damaged by vehicles, borer, poor pruning and lack of water and/or soil and they typically lack structure or vigour. In addition many trees are too close to the kerb and are causing damage to the stonework gutter. Therefore we recommend that in the future, trees should be planted closer to the centre of the road, in two rows, one row to either side of the street. Adequate protection from vehicle damage should be provided to old and new trees. Young trees should be managed to form healthy, vigorous trees with good structure.



### Tree Assessment Legend

- 1 - Excellent
- 2 - Good
- 3 - Average
- 4 - Recommended removal
- 5 - Immediate removal

Templeton Street Tree Assessment Plan & Streetscape photo elevations

## Templeton Street Tree Assessment

Plan #	Scientific & Common Names	Description	Rating
1	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Root damage, poor canopy development, canopy dying out, old trunk scars, vehicle damage	4
2	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Old trunk scars, yellowing canopy, epicormic shoots, very stressed, poor structure	4
3	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Good vigour, very poor structure, competing leader, needs formative pruning	4
4	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Yellow canopy with poor, ill-formed shape, Good vigour	4
5	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Major branch scar - callousing well, very vigorous, needs remedial pruning, epicormic shooting/suckering	3
6	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Reasonable vigour, no evidence of damage to tree, roots damaged by vehicles	3
7	<i>Platanus orientalis var. digitata</i> Cutleaf Plane	Lacking vigour, very poor structure, old trunk scars	4
8	<i>Platanus orientalis var. digitata</i> Oriental Plane	Has been pollarded, low vigour with small leaves, roots causing damage to drain, some branch rot.	3.5
9	<i>Platanus orientalis</i> Oriental Plane	Has been pollarded, low vigour with small leaves, roots causing damage to drain, some branch rot.	2
10	<i>Platanus orientalis</i> Oriental Plane	Has been pollarded, average vigour, roots causing damage to drain, some branch rot.	2
11	<i>Platanus orientalis insularis</i> Cyprian Plane	Good juvenile, reasonable vigour, no damage evident, roots need space and fertiliser. Planted at a different distance to kerb from other street trees.	1
12	<i>Platanus orientalis insularis</i> Cyprian Plane	Good juvenile, reasonable vigour, no damage evident, roots need space and fertiliser. Planted at a different distance to kerb from other street trees.	1
13	<i>Platanus orientalis insularis</i> Cyprian Plane	Needs formative prune, structure not as good as 11 and 12	2
14	<i>Fraxinus oxycarpa</i> Desert Ash	Good shape	2
15	<i>Platanus orientalis insularis</i> Cyprian Plane	Poor vigour, structure full of borer, remove	5
16	<i>Platanus acerifolia</i> London Plane	Signs of basal damage, borer, damage from vehicles to trunk and branches, poor structure	5
17	<i>Platanus acerifolia</i> London Plane	Stressed, poorly transplanted, improperly staked, little soil and no watering berm - replace with a decent tree	5
18	<i>Platanus orientalis insularis</i> Cyprian Plane	Full of borer, low vigour	2
19	<i>Platanus orientalis</i> Oriental Plane	Good vigorous juvenile, borer needs treatment	2
20	<i>Platanus orientalis insularis</i> Cyprian Plane	Superficial borer, reasonable tree with some poor pruning	2
21	<i>Platanus orientalis insularis</i> Cyprian Plane	Reasonable vigour, some borer, needs formative pruning	3

## 8.5 The Hollow & Southern Link

### Summary

A steep embankment beside Kennedy Street and the historic railway embankment define 'The Hollow'. Looking over the Hollow from Kennedy Street there is a significant view of the railway tracks and embankment. This will be an impressive vantage point to observe steam trains when they travel to Castlemaine as part of the Goldfields Tourist Railway.

Presently, the Hollow is relatively uncared for and has become overgrown with weeds. Despite this recent neglect there is no question that this area should remain as public open space and opportunities to take advantage of the unique topography should be explored.

The existing practice of dumping rubbish and fill on the site should be stopped immediately.

### Key Issues & Opportunities

- Retain the 'Hollow' as public open space and explore suitable uses.
- Preserve the historic railway embankment.
- Upgrade planting and presentation of the historic rail bridge over Forest Street.

### Masterplan Proposals:

#### The Hollow

- Provide a low wrought iron fence along Kennedy Street between Forest Street and Templeton Street. Remove existing post & wire fence.
- Prevent further dumping and encroachment of embankment.
- Remove recently accumulated fill, weeds and rubbish and mow grass where possible.
- Provide access to the base of the hollow for maintenance. Grade in a simple & minimal gravel road or track. In order to preserve the rail embankment, route the track along the East (Kennedy Street) edge of the Hollow.
- Maintain the physical structure and earthworks of the Hollow essentially as is and preserve the railway embankment.
- The Lions Club has expressed interest in restoring hanging gardens near their club buildings. Some research should be carried out into the history of the hanging gardens, including the style of planting, species and location in the railway precinct. This research could then underpin re-instatement of these gardens.
- Explore the option to transform the already damp base of the Hollow into an ephemeral wetland. Stormwater from surrounding streets could be piped to the hollow for wetland treatment and the treated water, piped to Barkers creek.
- If a wetland is not constructed, then with improved drainage and access, the relatively flat, grassed area at the base of 'The Hollow' could form a general open space area.
- The Girl Guides club, located beside the Hollow, could potentially make use of the area for outdoor activities and adventure activities.



#### Southern Link

- On both sides of the rail bridge over Forest St clean and up-light, historic brickwork.
- Remove weeds from the embankments either side of the bridge and improve planting to the embankments around the bridge and pedestrian tunnel
- Plant self-clinging climbers to cover the new brickwork faces of the Pedestrian tunnel.



# 9.0 Conclusion & Priorities

## **This masterplan has articulated a vision for the future of the Castlemaine Railway precinct.**

The key objectives of the plan were to capitalise on the opportunities provided by the Goldfields Tourist Railway and the Regional Fast Rail projects and to further explore the recommendations of the Castlemaine Central Area Urban Design Framework.

Consultation with stakeholders and the community was undertaken to provide opportunities to explore ideas and ensure that the masterplan is responsive to community values. This masterplan also seeks to re-inforce and protect the notable heritage character of the precinct and manage the impacts of any new development on the heritage values.

The Railway precinct has been examined from a planning perspective to address the existing planning controls and policy frameworks and assess their effects in regard to existing and potential future use and development. This report has also proposed measures that could be taken to amend the planning scheme or to apply its existing provisions to facilitate the implementation of the Masterplan.

The masterplan precinct is a unique and varied landscape consisting of streetscapes, railway land and infrastructure, carparks, open space, parklands, the creek and a great variety of buildings. This diverse physical environment is overlaid with a variety of ownership, lease and management agreements. In order to approach the detailed masterplanning the precinct has been divided into six zones to facilitate analysis and recommendations. In addition to the six zones, specific site wide issues relating to circulation, land use and signage have been examined.

The Urban Design Framework identified Templeton Street as a significant link between the town centre and the railway station. It also highlighted the role of the station as a significant destination or 'anchor point' in the urban fabric of Castlemaine. This masterplan builds on the Urban Design framework and recommends Templeton Street and the zone identified as the Station Environs, have priority for capital works within the precinct.

Within these general zones, the intersection of Kennedy and Templeton streets is a strategic location to begin capital improvement works.

This intersection will form the first component in the development of a stronger link between the station and the town centre. Council could then extend the works with upgrades to the streetscape along Templeton Street and throughout the station environs. Improvements to the streetscape and the station environs have been outlined in detail in this report. They include changes to the forecourt, carparking, pedestrian underpass, Lions park, access, signage and station gardens.

It is important to determine the future status of the pedestrian at-grade crossing which links the station platforms. Whatever the outcome compliant disabled access will be required to Platforms 2 & 3, this will either entail upgrades to the crossing for safety or the provision of disabled access from the underpass.

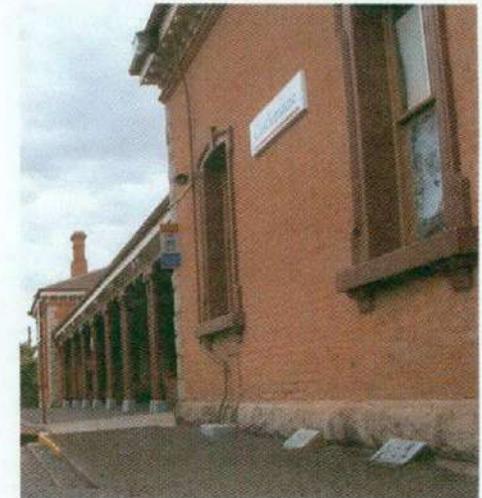
Business development in the form of 'tourist retailing' along Templeton Street should be encouraged in order to strengthen Templeton Street as a commercial link to the town centre. The operation of the Goldfields Tourist Railway from Maldon to Castlemaine should also be supported as it has the potential to act as a focal point for tourist activity in the precinct.

Weed removal, new trails and revegetation of Barkers Creek with indigenous species can occur independently of the works in the station environs. The creek traverses the length of the study area and the revegetation of this corridor will provide a considerable improvement to the public amenity, habitat value and environmental qualities of the creek.

The 'hollow' is an historic landform created by the railway embankment cutting across in front of the steep slopes beside Kennedy Street. As identified in the heritage summary there will potentially be excellent views, from Kennedy Street, of GTR steam trains travelling across the opposite embankment. Excess fill should be removed, the area cleaned up and retained as a hollow.

It is important to maintain the positive working relationship between the Department of Sustainability & Environment, Mount Alexander Shire Council, stakeholders and the community.

The key to successful implementation will be a commitment to the objectives and recommendations of this masterplan coupled with a similar commitment to seek to undertake informed capital works improvements.



# 10.0 Appendices

## APPENDIX CONTENTS

- 10.1 LANDSCAPE ANALYSIS
- 10.2 CONSULTATION
- 10.3 REFERENCE DOCUMENTS

# 10.1 Landscape Analysis

**T**he Castlemaine Railway Precinct is a diverse landscape with many varied uses and landscape conditions. In order to comprehensively examine the precinct, an overall analysis plan was prepared. This was displayed and discussed during the community consultation and provides a background to the masterplan recommendations. This is a summary of the issues & ideas which were identified.

## NORTHERN SECTION OF MASTERPLAN AREA - WALKER STREET & RAILWAY RELICS

1. Rail pedestrian crossing does not appear to comply with the Disability Discrimination Act (DDA).
2. Long, open native-grass plane and siding-yard south of Parker Street: incorporate with turntable and other rail relics to form a historic interpretive trail. Provide fencing (eg. plain picket fencing) to maintain pedestrian safety along trail.
3. Potential to link historic trail through to Botanical Gardens.
4. Potential to link historic trail over to bike path on west side of creek.
5. Road crossings unsafe for pedestrians.
6. Paths and nature strip along south side of Walker Street require upgrading.
7. Graffiti & weeds on siding, turntable, sheds, pipes and old rolling stock.
8. Tracks indicate vehicle access to railway land.
9. Maintain safety, integrity and function of stormwater swale and drain from Kennedy St. to creek.
10. Interpretation and safe public access to the rail turntable could form part of a new historic trail.



Goldfields Railway Turntable and siding yard



View north towards the Goods Shed, from Platforms 2 & 3.

## NORTHERN END OF STATION & THE GOODS SHED

11. The north end of Platform 1 requires upgrading. Provide paved paths, clear signage and remove gravel. There is an opportunity to create strong definition between grassland and station.
12. Clean graffiti from the Goods Shed
13. Potential to improve the Goods Shed garden (south side): install neat, new signage, shrubs and gravel. Remove loose branches from trees and smarten up.
14. Future opportunity to extend station car parking on east side of Goods Shed. Spray weeds and repair potholes.
15. Determine future of crossing and provide disabled access to Platforms 2 & 3. Improve safety, signage, fencing and surfacing. Retain vehicle access across tracks at this point.
16. No clear definition between 'wild' rail yards and secure station environment. Resolve north end of Platforms 2 & 3: provide garden, signage, fencing and access gate to future interpretive trail.
17. Carpark exposed and requires shade trees. Overgrown grass along base of platform wall. A new axis of trees from the station entrance, could highlight the Goods Shed.
18. Salvation Army Hall fence requires screening to improve views from Station. Existing bins are unattractive at the entrance.
19. Large mulched garden bed (to north side of Salvation Army buildings) is thinly planted.
20. Northern section of straight allee of trees would promote a cross-axial link between park, station and the historic facade of the Goods Shed.



### STATION PLATFORMS

21. Existing cyclone fence is out of character. Re-instate heritage wrought iron fence along east side of Platform 1 to provide attractive interface to new station garden.
22. Platform 3 has limited seating. Ensure new seats match old-fashioned timber style.
23. Refine Platform 1 edge treatment is deteriorating and platform surface is in poor condition at the southern end. Overhead power supply to lights is unattractive.

### FOOTBRIDGE, SPORTS CLUB & CARPARK TO WEST OF BARKERS CREEK

24. Remedial repairs required to historic concrete truss footbridge.
25. Carpark over exposed to sun and forms a large barren space with no linemarking. The edge between the carpark and the road is not clearly defined.
26. Screen sports clubs to provide a more attractive frontage.
27. There is no existing bike/foot track south along creek from carpark to link Pyrenees Highway with existing track.

### RAILWAY STATION MAIN CARPARK AREA

28. The Lyons park is not well presented to station & street & the signage could be improved
29. Promote Templeton St as the town entrance.
30. Redesign forecourt to be more welcoming and resolve car park layout. Provide safe pedestrian access from platforms to Templeton Street through the carpark. Install trees to frame main carpark entrance from Kennedy Street.
31. Southern section of formal tree allee will formalise pedestrian access from Templeton St to underpass and park.
32. Improve Station Frontage: in particular asphalt surfacing, seating, lighting and paving. Re-instate old timber seating to match one existing seat. Renovate kerb and drain. Improve pedestrian access across large drain. Install quality pavement such as granite.

### STATION GARDEN, WAITING AREA & SUBWAY PORTAL

33. Overgrown shrubbery is unsightly and does not promote views to platforms. Existing palms will be to large for this site and should be relocated. Promote visual access to heritage buildings and station platform. Bike lockers required at the station and could be installed against wall. Site for new station garden.
34. Remove gravel. Build shady waiting garden. Clear existing overgrown shrubs and replant. Improve pedestrian access to platform.
35. Subway portal: add stairs to connect formal pedestrian axis & tree allee to new underpass entrance. Create proper infrastructure at entrance to underpass. Define subway connection. Improve signage to Lyttleton and Templeton Streets. Rework paths, remove gravel, weed garden and supplement planting.
36. Extend Station garden parallel to the platform in a linear design. Planting to become simpler towards the southern end of the platform. Garden to include existing Peppercorn tree. Place breaks in the existing balustrade to allow access to the new station garden.

### PARK, LIONS CLUB & ARCHDEACONS PASS

37. Re-design drive to Lions Club. Form paths from asphalt and granite. Remove treated pine barrier. Re-align driveway to formal allee. Create a manicured park in the Fitzroy gardens style.
38. Existing grass requires renovation throughout park and could be irrigated with recovered site storm water.
39. Re-align gravel driveway to east side of existing peppercorn tree, so that the axis of trees is continued.
40. Investigate options for screening the Lyons' Club buildings.
41. Interpret water tank foundation.
42. 'Archdeacons Pass 1861-1867': Improve pathway axis from underpass to Lyttleton St. Existing overhead power lines are unsightly.
43. The Lyttleton streetscape is presently quite bleak. Provide shade trees and palms to complement existing palms. Install new lighting.
44. Existing Lyons' Club picnic shelter: Currently has a sloping dirt floor and tables - renovate, integrate into the site or remove.
45. Park: upgrade furniture throughout park. Remove bin, relocate all tables to base of the embankment.
46. Remove silky oak tree.
47. Re-vegetate bank with indigenous planting to supplement the existing. Remove palm seedlings and other weeds.
48. Install stairs up embankment.
49. Divert stormwater to park from Kennedy, Templeton & Lyttleton Streets. Create swales across verge in Kennedy St. to direct stormwater to embankment and prevent further erosion of the existing verge.

### SOUTHERN SECTION OF MASTERPLAN AREA: HOLLOW & PYRENEES HIGHWAY

50. Prevent further dumping and encroachment of embankment. Remove weeds.
51. 'Habitat adventure park' - potential for red gum trees, an ephemeral wetland, bike track and/or flying fox. Girl Guides may use the land for outdoor activities?
52. Broken fence along Kennedy Street.
53. On both sides of bridge and tunnel: clean and up-light brickwork. Remove weeds for at least 50m south along track embankment from bridge; improve planting around bridge and plant self-clinging climbers to cover brickwork.
54. Remove environmental weeds and exotic planting and re-vegetate Barkers Creek. Sightlines over the creek will be dramatically improved after the willow trees have been removed.



View of the 'Hollow' looking towards the railway tracks from Kd



- LEGEND**
- Existing street footpaths
  - Proposed new street footpaths
  - Proposed footpath type
  - Pedestrian flow study - Low
  - Pedestrian flow study - Medium
  - Pedestrian flow study - High
  - Extent of masterplan area

# 10.2 Consultation

## FEEDBACK SHEET

### CASTLEMAINE URBAN DESIGN PROJECT

#### Community Feedback Sheet

In February 2003, the Mount Alexander Shire Council adopted the Castlemaine Central Area Urban Design framework. This study identified Railway Place and Templeton St as the northern edge of the activity area of Castlemaine, with the need for improved amenity and streetscapes. Your input will assist in developing these design guidelines for the area.

**Please return this form to Brett Martini at Mount Alexander Shire Council by Friday 20<sup>th</sup> February.**

1. What is your postcode?: \_\_\_\_\_
2. **What do you like about the Castlemaine Railway Precinct** (Railway Place, Barkers Creek and Templeton Street) **NOW?**

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3. How do you think this precinct could be improved in the future?

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4. What should be included in the area to encourage more people to use this precinct? (ie. for visitors and/or residents)

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5. What opportunities are there to improve the connection between the Train Station and the Town Centre?

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Any other comments? (please turn over)

Thank you for your time.

## WORKSHOP AGENDA

CASTLEMAINE RAILWAY PRECINCT  
STAKEHOLDER WORKSHOP AGENDA

11.02.04

#### Objectives:

- Present an over view of the study and research process
  - Provide an opportunity for feedback on priorities for the Master Plan
1. Intro & Welcome -10 mins
    - Brett Martini (Mount Alexander Shire)
    - Michelle Howard (facilitator)
  2. Identify, Issues & Opportunities -20 mins
    - What makes the Castlemaine Railway Precinct unique?
    - How would you like to see the area used/develop in the future?
    - What are the important issues/challenges facing the precinct?
  3. Overview of Project Research - 20 mins
    - Michael Wright
    - Zoe Metherell
  4. Discussion of Ideas & Themes -45 mins
    - Access & connections
    - Land use
    - Heritage & identify
    - Business & tourism opportunities
    - Landscape & open space
    - Activities and railway use
  5. Summary & Close -15 mins

## 10.3 References

### Documents used in the preparation of this report:

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- Mount Alexander Planning Scheme:
  - Schedule to the Heritage Overlay
  - Municipal Strategic Statement
  - Local Planning Policies
    - Clause 22.01 'Castlemaine'
    - Clause 22.11 'Streetscape'
    - Clause 22.20 'Natural & Cultural Heritage'
    - Clause 43.01 'Heritage Overlay'
- Mount Alexander Planning Scheme: Various Local Provision Maps.
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- Research Planning Design Group, *Mount Alexander Rural Living Strategy*, October, 2003
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