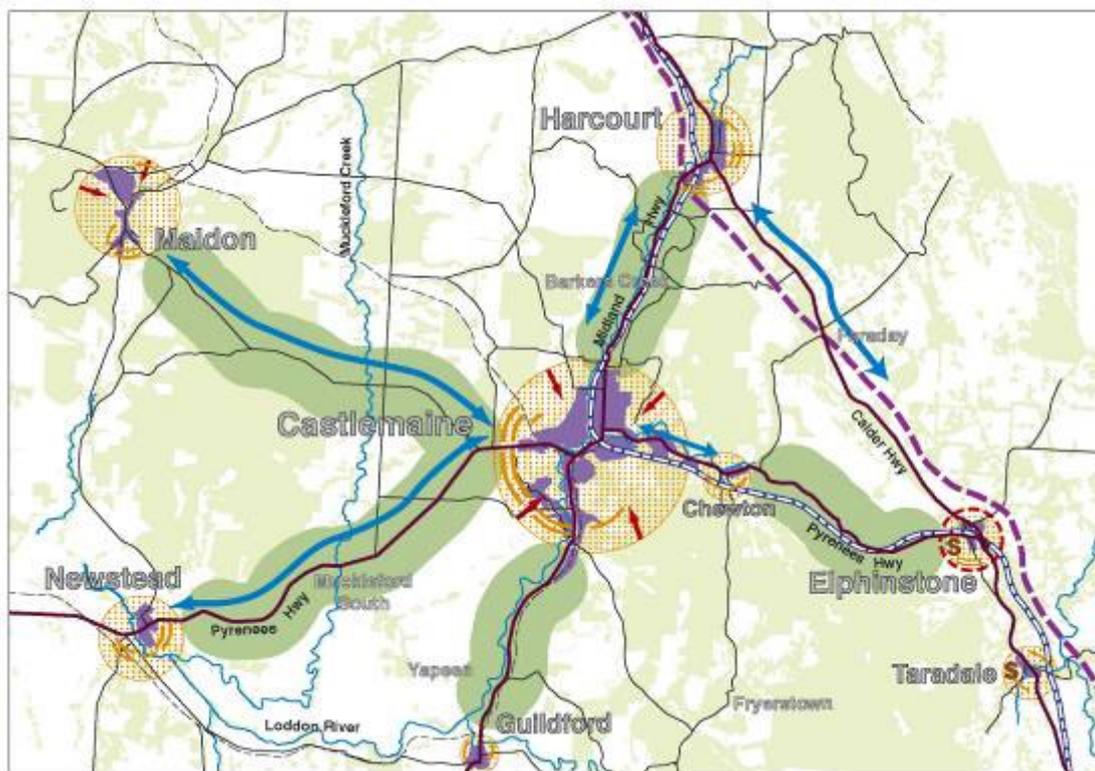


Mount Alexander Shire
Urban Living Study
Stage Two Report

MOUNT ALEXANDER



URBAN LIVING STRATEGY

OCTOBER 2004

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Urban Living Study
Stage Two Report

**MOUNT ALEXANDER
URBAN LIVING STUDY**

Final Report

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Planit

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CONTENTS

1. Background	1
1.1 Population Growth in the Shire	1
1.2 Urban Living Options	2
1.3 Consultation on Options	3
2. Mount Alexander Urban Living Strategy	5
2.1 Main Components	5
Balanced development	
Calder Corridor	
Castlemaine – regional centre	
Building on existing communities	
Green corridors	
Housing diversity	
Residential design	
Industry location	
Infrastructure and services	
Residential land supply	
3. Town Framework Plans	14
3.1 Castlemaine	14
3.2 Maldon	22
3.3 Newstead	26
3.4 Harcourt	31
3.5 Taradale	37
3.6 Elphinstone	43
4. Recommended Changes to Planning Schemes	48

LIST OF PLANS

1.	Mount Alexander Urban Living Strategy (Cluster, Connect & Consolidation)	6
2.	Castlemaine Framework Plan	20
3.	Castlemaine Sub Regional Industrial Land Strategy	21
4.	Maldon Framework Plan	26
5.	Harcourt Framework Plan	31
6.	Newstead Framework Plan	36
7.	Taradale Framework Plan	42
8.	Elphinstone Framework Plan	47

1. BACKGROUND

Mount Alexander Shire Council decided to undertake an urban living project in 2002. Council considered a strategy was required in response to recent population and housing trends in the Shire and the urban planning issues arising from the Calder Highway upgrade, sewerage of townships, and the proposed Melbourne to Bendigo Regional Fast Rail project.

Major aims of the Urban Living Strategy are to determine where new urban growth and development should be directed and to manage this growth having regard to the potential impact on heritage, landscape and townscape character, and protection of lifestyle attributes of the Shire's urban centres.

The study objectives of the Mount Alexander Urban Living Study were to:

- identify and evaluate urban living growth options for the future distribution of population growth within the Shire's urban centres and rural areas.
- evaluate the urban living options against objectives related to energy efficiency, access to employment and services, potential impact on heritage and environmental values, and protection of lifestyle qualities.
- develop the preferred urban living option into an urban living strategy for the Shire providing a framework for more detailed land use framework plans for Castlemaine and townships.
- identify the most efficient ways to integrate infrastructure and services with new development.
- conduct a community consultation program to assist in the evaluation of options and the selection of the preferred urban living option.

The urban living project is the first forward looking plan for the Shire and its urban centres since amalgamation of the four former Council into a single local government area in 1995.

1.1 Population Growth in the Shire

Table 1. Population Change Mount Alexander Shire 1981-2001

1981	1986	1991	1996	2001	% Change 1981-2001	% Change 1991-2001
12,684	12,912	15,774	15,930	16,173	27.5%	2.5%

The population of the Shire (and former sub-region comprising four municipalities) has increased at a steady and modest rate over the past two decades. A period of significant population growth was experienced between the intercensal years 1986-1991. Dwelling approvals and approved residential subdivisions indicate that population and household growth rates in the Shire have increased since 2001. A detailed analysis of population and housing in the Shire and its urban centres is included in the Mount Alexander Population Review Report (A. Butt with Planit, 2003), a background report to the Urban Living Strategy. Population growth scenarios (2001-2021) for the Shire were proposed in the Population Review report.

The Urban Living Strategy adopts a 1.4 % population growth rate for the Shire. This would give the Shire a total population of 21,390 by the year 2021 and 24,240 by 2030. This growth rate is generally consistent with projected growth rates for adjoining municipalities of Greater Bendigo and Macedon Ranges. The scenario is based on recent growth rates in the Kyneton area, which are well below rates for the Macedon Ranges Shire. The growth scenario assumes that reduced travel times to Melbourne will lead to higher population growth rates. This correlation

between travel time and population change has potential implications not only for trends in commuting and the nature of the workforce in the Shire, but also for future growth prospects, and land use issues related to population growth. (Mount Alexander Population Review, A Butt with Planit, March 2003)

Table 1. Population Growth Estimates, Mount Alexander Shire; 2001-2030

	Shire Population based on 1.4% average annual growth rate
2001	16,170
2011	18,690
2021	21,390
2030	24,240

Planning for longer term growth, say fifty years or an increase in the Shire population to 30,000 plus needs to be part of a wider regional strategy that examines the implications of Bendigo's growth on the Shire's towns, particularly Castlemaine. For instance, what demands would be placed on Castlemaine if Bendigo were to have a population of 150, 000 or 200,000 in fifty or so years?

1.2 Urban Living Options

Council released the Urban Living Options (Stage One) Discussion Paper in August 2003. The paper put forward four urban living options for the future distribution of population and housing in the Shire's urban centres over the next 15 to 20 years.

The four options were:

Option No.	Option Title	Summary Description of Option
1	Castlemaine Expansion and Consolidation	majority of population growth and new housing occurs in Castlemaine urban area.
2	Castlemaine and Calder Corridor	majority of population and new housing occurring in Castlemaine and the Calder Corridor towns of Harcourt and Elphinstone.
3	Castlemaine and Pyrenees Corridor	majority of new residential areas adjacent to the Pyrenees Corridor to the west of the Castlemaine urban area and at the township of Newstead.
4	Cluster and Connect	population and new housing occurring in Castlemaine and the larger established towns of Harcourt, Maldon and Newstead.

Five community forums were held in September 2003 at Castlemaine, Maldon, Newstead, Harcourt and Taradale/Elphinstone. These forums provided the opportunity for the community to discuss and consider the four urban living options.

The urban living options were assessed against submissions received to the Urban Living Stage One Discussion Paper and a set of objectives. These objectives related to:

- Strengthening of Castlemaine's regional role.
- Importance of towns for providing choice in residential location.
- Protection of heritage buildings, streetscapes, and places.
- Accessibility and equity of access

- Integration of land use planning with planning for transport, business and community services
- Protection of box-ironbark forests and cultural heritage landscapes.
- Retention of land of high agricultural quality.
- Capability of land to support urban land use.
- Sustainable and energy efficient settlement and urban form.

Following public consultation and consideration of submissions, Council resolved in September 2003 to adopt Options 1 and 4 (Cluster Connect and Calder Corridor) as the Mount Alexander Urban Living Strategy. The adopted option, or Urban Living Strategy, for the Shire is illustrated on Plan 1. With the adoption of a preferred urban living option, the Urban Living Study moved into Stage Two. This stage involved the preparation of Framework Plans for all towns based on the urban living strategy for the Shire.

The Framework Plans replace existing structure plans for towns that appear in the Local Policies section of the Mount Alexander Planning Scheme. The new Framework Plans:

- implement the Mount Alexander Urban Living Strategy
- indicate how population and household growth can be accommodated in the towns, and
- reflect outcomes of “Planning Your Town” forums held at each town during November 2003

1.3 Consultation on Options

Community consultation (forums and submissions) indicated a strong preference for Option 4 (Cluster and Connect) and Option 1 (Calder Corridor). Community responses in support of Options 4 and 1 are summarised as follows:

Balanced development

Balanced development should occur across the Shire’s urban centres with an urban focus on Castlemaine but not at the expense of other towns. Growth needs to be encouraged in the larger towns (Castlemaine, Maldon, Newstead, Harcourt) which have a good complement of infrastructure and facilities.

Future growth at Calder Corridor towns (Option 1) was considered to be inevitable and accordingly plans should be developed to anticipate and allow for this future growth.

The future viability of outlying towns will be significantly enhanced by encouraging population and housing growth in these towns ie. Harcourt, Newstead, Taradale, and Elphinstone. Future planning should not however ignore rural hamlets such as Yapeen, Fryerstown, Baringhup, Vaughan and Sandon.

Planning for future industrial areas needs to consider the road and rail advantages of Harcourt and also Elphinstone. Industrial nodes should be encouraged to develop at Castlemaine and Harcourt.

Transport and Access

Transport and access need to be improved between the Shire’s towns, particularly between Castlemaine and other towns. Achievement of Option 4 (Cluster and Connect) will depend on improved transport services and improved levels of service in the outlying towns.

A regional rail service connecting towns along the Bendigo –Melbourne rail line is considered to be a longer-term possibility especially with Option 1 (Calder Corridor) and to lesser extent Option 4 (Cluster and Connect).

Heritage Protection

Protection of heritage character of towns was considered to be a key consideration in planning for future urban growth. Whilst there is an acceptance that development will occur, there is a widely held view that development must not occur to the detriment of heritage character. The special qualities of the Shire and towns (lifestyle, heritage, and landscape) must be protected.

Population and Housing Diversity

Population and demographic mix of the Shire population needs to be recognised in future planning. Housing affordability and mix are important issues. A greater mix of housing types is required to match changing household size and composition. Affordable housing options need to be encouraged, especially in Castlemaine.

Sustainable Development

Urban growth must be environmentally sustainable. Design of new residential areas needs to respond to local environmental conditions, and energy and water efficiency. Urban sprawl must be avoided by clear definition of town boundaries, and ribbon development along highways and major roads should be avoided.

The Urban Living Study presents a rare opportunity to plan a town based on eco village/ or 'new town' principles. Elphinstone was considered to be a good case study town.

2. MOUNT ALEXANDER URBAN LIVING STRATEGY: CLUSTER CONNECT AND CALDER CORRIDOR

Cluster Connect and Calder Corridor is the selected urban growth model to accommodate estimated population increases. It is a hybrid option of Options 1 and 4. The illustrated plan of the Urban Living Strategy is shown on page 6.

Table 2. Population and Housing Growth Estimates based on Mount Alexander Urban Living Strategy, 2001-2021

	2001		2011		2021	
	Pop'n	H'holds	Pop'n	H'holds	Pop'n	H'holds
Castlemaine	7,950	3,310	9,200	4,000	10,500	4,770
Maldon	1,230	510	1,400	610	1,600	730
Newstead	530	220	700	310	900	410
Harcourt	420	160	750	330	1,100	500
Taradale	100	40	250	110	400	180
Elphinstone	150	60	250	110	500	230
Guildford	100	40	130	60	170	80
Chewton	370	160	400	180	450	210
Rural Areas incl. smaller settlements	5,320		5,610		5,770	
TOTAL SHIRE	16,170	7,030	18,690	9,120	21,390	10,970

The preferred urban growth model, or Urban Living Strategy, provides a strategic basis for more detailed planning of Castlemaine and townships. Section 3 of this report includes framework plans, strategic objectives and recommendations for changes to the planning scheme for all towns.

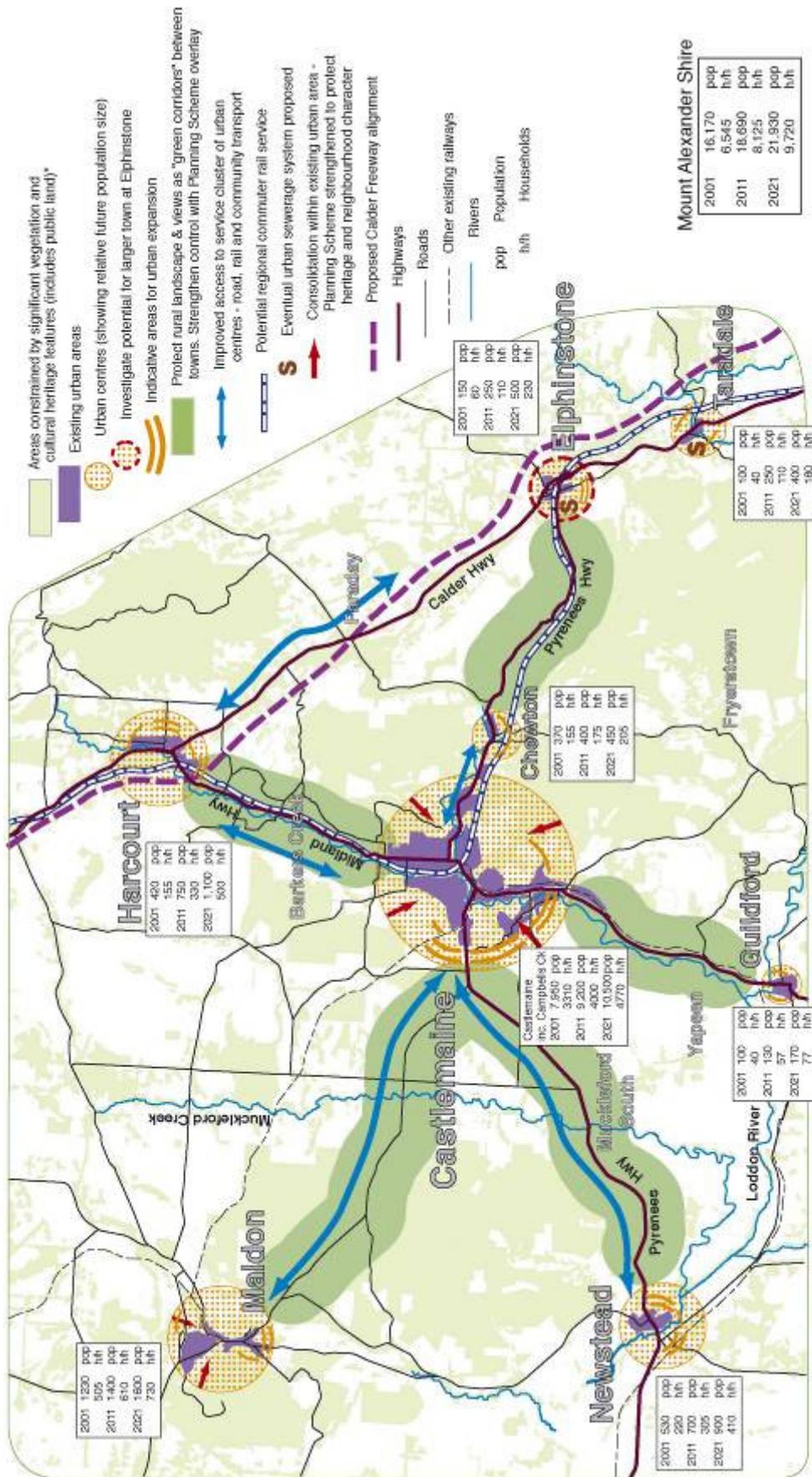
2.1 Main Components of Urban Living Strategy

Balanced Development

The existing settlement pattern has many advantages including the balance and variety of living environments – a large town, small town or hamlet. The range of living environments in the Shire is an urban living feature valued by the Shire community. The Urban Living Strategy reinforces the existing settlement pattern and concentrates future growth in towns with existing infrastructure.

Towns in the settlement pattern are well serviced in terms of roads, sewerage and water supply. Maldon, Newstead, Harcourt and the Campbells Creek urban area have all been sewered in the past five years. The Calder Corridor towns of Taradale and Elphinstone are unsewered. The Urban Living Strategy recommends sewerage of these towns in the future to protect water quality of local creeks and the Eppalock catchment. This will also achieve a more compact village form.

Support for balanced distribution of growth across major townships was expressed in community submissions and at urban living forums. Community support has been expressed for spreading the benefits of growth amongst towns with existing infrastructure. The future viability of towns will be enhanced and reinforced by additional population and housing.



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

This plan is indicative only.

PLAN 1: MOUNT ALEXANDER URBAN LIVING STRATEGY

Cluster, Connect & Consolidation

Calder Corridor

There is a general community acceptance that growth is inevitable. Reduced road and rail travel times to Melbourne and Bendigo will create demand for housing within the Calder Corridor towns. Significant levels of growth are recommended for Harcourt due to its proximity to the regional centre of Bendigo and the capacity for growth now that Harcourt is sewered. A new industrial area is proposed to the south of the township adjacent to the proposed alignment of the Calder Freeway.

The Urban Living Strategy recommends urban sewerage systems for Taradale and Elphinstone. Development of Taradale is constrained by physical and environmental factors. The form and size of the town must be determined by landform, townscape, landscape views, and heritage protection.

A significant constraint at Elphinstone is the existing subdivision pattern with lots in the 0.4 to 2.0 ha. range. An outline development plan is required to consolidate the town and identify opportunities for establishing a future urban form and layout.

Castlemaine – regional centre

The Urban Living Strategy recommends a strengthening of Castlemaine's regional role. The Strategy proposes an increase from around 8,000 to 10,500 by the year 2021. Under the Strategy, Castlemaine maintains its share of the Shire's population which is currently around 50%. A strong regional centre will offer more opportunities for services, jobs and social and cultural activity.

Planning strategies have been prepared for Castlemaine as part of Stage Two of the Mount Alexander Urban Living Study. The Castlemaine Residential Strategy (2004) indicates where residential development will be located in the future and recommends rezoning of 47 hectares of land to Residential 1 Zone. The location of this land is shown on Plan 2.

The Castlemaine Land Use Strategy makes recommendations about a range of land uses including residential, industrial, commercial and retail. The main recommendations of the Land Use Strategy are illustrated on Plan 2.

Protection of Castlemaine's heritage character and townscape in a time of growth and development is an overriding concern. The Castlemaine Residential Strategy puts forward a suite of recommendations to protect this character including a review of Castlemaine Architectural and Historical Study (1979) and the preparation of a neighborhood character study.

Building Existing Communities

Growth in the towns of Harcourt, Newstead, and Taradale will improve the level and range of local services in these towns. The Urban Living Strategy proposes significant growth at Harcourt and recommends a town structure to accommodate this growth. Newstead and Taradale are both towns that once boasted larger towns and population. This is evident in the historical main street buildings, formal tree plantings and public facilities. Both are physically capable of growth in terms of supply of land, though Taradale is not sewered. A sustainable size and form for these towns will preserve lifestyle attributes, heritage, and townscape qualities.

Maldon

There are physical limits to Maldon's urban growth, a viewpoint expressed at forums but most emphatically at the Maldon Forum. The Urban Living Strategy proposes modest growth at Maldon with an increase of 400 persons or 210 new households by the year 2021. There are some expansion opportunities at and adjacent to the existing town edge, particularly to the south of the township. These edge locations are zoned either Low density Residential Zone or

Rural Zone. Infill of the existing urban area can also occur within the heritage and urban planning parameters provided for in the Planning Scheme.

Successive planning schemes have been successful in the protection of Maldon's heritage character. The Mount Alexander Planning Scheme will continue to recognise the national significance of Maldon as one of the most intact of any nineteenth century town in Australia.

Newstead

Forum groups at Newstead generally did not support options that propose larger population increases. Forum groups expressed the view that Newstead's growth should be controlled in order to protect the town's character and atmosphere and to promote the town more as a "lifestyle town" and an alternative to Castlemaine and other growth towns such as Harcourt.

The urban living strategy proposes a population increase of around 170 persons or 105 households by 2011 and additional 200 persons and 100 households by 2021. This growth can occur within the existing Township zoning on land south of the township and across the Loddon River to the south-west.

Harcourt

Harcourt has considerable potential for growth. This potential is linked to the Calder Highway duplication and bypass of the town, availability of reticulated sewerage, and the town's proximity to Bendigo and Castlemaine.

Strong support was expressed for Option 1 at the Harcourt Community Forum with participants acknowledging that growth at Calder Corridor towns was most probable and Harcourt was well placed for planned and managed growth. Growth of the town to a population size of around 1,000 over the next 15 years was generally supported.

Future township growth areas are located on the east side of the Calder Highway and Barkers Creek north of the town, and at land situated to the south of the town and west of the existing Calder Highway.

Harcourt is well suited to develop its role as a town providing a planned industrial/service business area. This was supported at the Harcourt community form and raised with support at other forums. The Harcourt Framework Plan provides for a new industrial to the south of the township adjacent to the proposed alignment of the Calder Freeway.

Taradale

The town's landscape setting, heritage character, and lack of a reticulated sewer impose limitations to future town development. The proposed bypass of the town will bring changes to the future role and amenity of the town. Reduced through-traffic volumes offer planning and design opportunities to reinforce the village character of Taradale.

The urban living strategy proposes a population increase of 300 persons at Taradale in the next 15 years. This growth can be accommodated within a more a compact urban form within existing Township zoned land.

The Taradale Framework Plan takes a long-term view that includes an eventual town sewerage scheme.

Elphinstone

The notion of Elphinstone developing as a new town was advanced at the urban living community forums. Duplication of the Calder Highway presents some urban growth possibilities for Elphinstone especially as travel times to Melbourne and Bendigo are reduced. An urban sewerage system would be a requirement if Elphinstone were to grow to a larger town.

The existing town layout and subdivision pattern poses some limitations to town development and growth. It is recommended that an outline development plan be prepared for Elphinstone to identify consolidation potential, expansion opportunities, desirable town size and future location and layout of the town centre.

Guildford

A moderate increase is proposed at Guildford to retain the town's village character and limit the extent of housing development in the unsewered township. The Urban Living Strategy proposes an increase of less than 100 persons over the next 15 years. Residential lot sizes need to be of an adequate size for effluent disposal in accordance with the Septic Tank Code of Practice.

Chewton

The Urban Living Strategy proposes a small increase in Chewton's population over the next 15 years; an increase from 360 in 2001 to 450 by 2021. Protection of Chewton's historic urban form and layout is a key strategic consideration in planning for the future of the town.

It is recommended that the work required to review the Chewton Local Policy and structure plan be done as part of the proposed Chewton Urban Design Framework.

Connecting Communities

The existing settlement pattern depends on good transport to and from Castlemaine. The selection of Option 4 and 1 as the preferred option will increase this dependence on good access connections as the outlying towns grow.

The Urban Living Strategy has an urban focus on Castlemaine and the Calder Corridor towns. The Strategy allows for the longer-term possibility of a regional rail service connecting towns of Taradale, Elphinstone, Castlemaine, and Harcourt.

The Getting Around project, funded by three departments – (Infrastructure; Education and Human Services) aims to find ways of making the transport we have now work better for everyone.

The Mount Alexander Urban Living Strategy (Cluster Connect and Calder Corridor) builds on the existing settlement pattern and recommends that transport links be strengthened, especially:

- between the outlying towns and Castlemaine
- between the outlying areas of Castlemaine and its centre
- potentially within the Castlemaine town centre, including the railway precinct.

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

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

Green Corridors

Maintaining green corridors between towns was consistently raised during forums and in submissions. It was often stated at forums that there should be “no ribbon development along roadways”. This issue was also restated in comments that town boundaries should provide a clear definition of urban boundaries.

A highway protection and environs overlay and policy is included in the current Planning Scheme. The policy applies to land immediately on either side of highways and main roads. Views and vistas of rural and bushland landscape are obviously more distant. The extended application of planning scheme overlays (eg. highway protection or a significant landscape overlay) will need to be considered to protect significant landscapes that are in view corridors from highways and major roads.

Industry Location

Future industrial development has a sub-regional focus under the adopted Urban Living Strategy. New industrial areas are proposed at Wesley Hill (Stage 3) and Ranters Gully in Castlemaine, as well as in Harcourt and Elphinstone. The establishment of an industrial area in Elphinstone is longer term and dependent on sewerage infrastructure for the town.

The location of these new industrial areas is shown on Plan 3. An Industrial Land Study for Castlemaine was prepared in 2002 and revised during the urban living project. The main recommendations of this Study are included in the Castlemaine Land Use Strategy.

A common view expressed at Community forums was that industrial land use should be limited at the towns of Newstead and Taradale. These town communities strongly favoured a local economic base supported by provision of local services, lifestyle and tourism.

Town and Neighborhood Design

Community consultation indicated a growing awareness and need for residential neighborhood design to address issues such as energy and water efficiency, housing diversity and affordability, and minimising landscape impact.

The Urban Living Strategy recommends that sustainable housing guidelines be produced. The guidelines would need to be applicable to Castlemaine and the other townships. The metropolitan fringe project, co-ordinated by DSE in partnership with six local councils (including Hepburn and Macedon), will be a good guide for the preparation of these guidelines for the Mount Alexander Shire.

The idea of a new town based on environmental sustainability principles was raised frequently at community forums. Elphinstone was canvassed as a new town option. The degree to which this can be achieved will depend on possibilities for re-subdivision and consolidation within the existing township and expansion beyond existing housing areas.

Housing Mix and Affordability

There is a clear mismatch between the size and composition of households in the Shire and the characteristics of the existing housing stock. The Shire's demographic and housing profile shows high proportions of aged persons, single parent families, single persons and one and two-person households. The housing market needs to meet a range of household types including families, single person, elderly, home and business, and young adult share households.

House and land prices have risen sharply in recent years driven by the increasing appeal of the Shire as a place to live, particularly amongst lifestyle retreaters from Melbourne.

With the recent rises in property values there is growing local concern about housing affordability. One of the interesting features of Mount Alexander Shire is its diverse population.

In order to retain this population feature, more diverse and affordable housing options will need to be made available in Castlemaine and the townships.

Housing affordability needs to be addressed by encouraging lower cost housing within new residential subdivisions. Increasing residential densities (eg. multi unit housing) at suitable locations also needs to be pursued.

Infrastructure

Proposed town sewerage schemes

Town sewerage schemes are proposed for Taradale and Elphinstone. Sewerage schemes are required because:

- unsewered development of these towns could degrade the water quality of local creeks and catchment.
- local communities have expressed a preference for a village character and form in the towns with closer settlement on smaller house lots, particularly in and near town centres.

Planning decisions about future town layout and densities must be made now so that efficiencies in the use of land and provision of sewerage infrastructure can be met in the future.

Water

Conservation of water resources is a major issue particularly for areas expected to experience urban growth. New residential areas identified in the Urban Living Strategy will need to implement drainage management measures such as on-site drainage detention. Other measures such as installation of rainwater tanks, provision for a “third pipe” system from the sewerage treatment works to supply recycled water, and grey water re-use and recycling will help to reduce demand on regional water supplies.

Mount Alexander Shire Council is investigating water conservation measures that can be implemented in the Shire.

Road infrastructure

Construction of the Calder Freeway will make travel to Castlemaine, via Harcourt, safer and more time efficient. The Taradale to Elphinstone section of the Calder Highway and the Elphinstone to Castlemaine section of the Pyrenees Highway will become a tourist route. Urban development with potential to significantly increase traffic volumes on the Pyrenees Highway (east) should generally be avoided. The recommended new industrial area at Harcourt and Elphinstone will take advantage of the improved road infrastructure and avoid the need for industrial traffic to travel to and through Castlemaine.

Residential Land Supply

Castlemaine

An analysis of demand and supply for residential land Castlemaine identified the need to rezone 47.0 hectares of land to Residential 1 Zone. The addition of this 47.0 hectares to existing undeveloped and notional available will meet demand for the next 15 years. (Castlemaine Residential Strategy). Areas proposed for rezoning are shown on Plan 2.

The Castlemaine Framework Plan proposes residential expansion areas beyond the 15-year supply. These expansion areas are situated within the future urban boundary shown on Plan 2.

Maldon

Opportunities for residential expansion in Maldon have been identified to the south of the township. These areas are shown on the Maldon Framework Plan. It is recommended that this land be rezoned from Rural and Low Density Residential Zone to Residential 1 Zone. A Design and Development Overlay is also recommended to ensure built form and character is appropriate for this location at the edge of the historic township.

Infill housing has been occurring especially to the north of the town.

The proposed rezoning to the south of the township, where heritage is of lesser significance, will relieve some pressure on heritage streetscapes in the historic township area.

Newstead

Consolidation of the township is now possible with an urban sewerage system. Subdivision of town allotments into smaller lots (eg. 800 m² - 1,000 m²) will meet housing demand and help to establish a village or small town form. Larger lots with the urban boundary should also be made available to provide for housing and lifestyle choice. Residential infill and expansion needs to be guided by a development plan especially where land is held in multiple ownership.

The future urban boundary generally follows the boundary of the existing Township Zone. All future land for housing will occur within the boundary and on land currently zoned Township Zone.

It is recommended that the existing Township Zone remain. Rezoning to more specific zones (ie. residential and business zones) should take place when a town plan or urban design framework is completed for Newstead. In the meantime the Framework Plan will give strategic direction for land use and development planning.

Harcourt

The Harcourt Framework Plan proposes the majority of future growth to occur on the east side of the township. New residential areas are to be planned north to Ely's Lane and east to the 350 metre contour level. Land below this level is frost prone and therefore not suitable for horticulture. Serviced residential development is also proposed to the south of the town and west of the existing Calder Highway. A residential density of 10 dwellings per hectare is recommended for new serviced residential neighborhoods.

Lower density residential areas are proposed at the north and south of the town.

Taradale

There is ample land, already zoned Township zone, for future development of Taradale as a village with a 2021 population of 400. A future township boundary has been defined for Taradale. This will encourage the town to develop its village form. An urban sewerage system is recommended for Taradale to encourage this form but also to protect the water quality of local creeks and the Eppalock catchment.

Elphinstone

Future residential supply will be met by infill of the existing town grid layout. New residential areas are proposed to the south and south-west. An urban sewerage system is recommended for Elphinstone. The general layout of new residential areas (roads, lot sizes, etc) needs to be determined so that “town design” opportunities are not lost. The preparation of an outline development plan for Elphinstone is recommended as a high priority in the Urban Living Strategy.

Hamlets

The hamlets of Baringhup, Welshmans Reef, Fryerstown, Yapeen will experience some new housing but will not grow significantly as urban communities. Existing zoning and overlays will need to be reviewed as part of major reviews of the Planning Scheme.

3. TOWN FRAMEWORK PLANS

The town framework plans replace the existing township structure plans found in the Mount Alexander Planning Scheme. Draft framework plans were presented at urban living forums. Community submissions were received on the plans during consultation on the Mount Alexander Urban Living Strategy.

This section of the report discusses the strategic context and salient planning issues for each town. Planning objectives for each town together with recommendations for planning scheme changes are also included.

Township Framework Plans are included for each of the six towns. In a summarised and illustrative form, the Plans show the following:

- Directions for town growth to accommodate proposed population and household estimates.
- Urban structure to achieve a desired future urban form and planned development eg. town centre development, open space networks, arrangement of future land use etc.
- Sites, areas, and features to be protected so that growth can be properly managed.
- Changes to the Planning Scheme required to bring about proposed residential and town growth.

3.1 Castlemaine

Strategic Context

Castlemaine, the premier town in the Shire, performs an important regional role for shopping, business, employment and cultural life. The current population of Castlemaine is 7,950.

The Mount Alexander Urban Living Strategy proposes that half of the Shire's estimated population and household growth in the next 15 years will occur in Castlemaine. The Strategy proposes that Castlemaine grow to a population of 9,200 by 2011 and 10, 500 by 2021.

Castlemaine is a heritage town of local, regional and State significance. The Castlemaine Central Conservation Area is possibly of national significance. Heritage protection is a priority issue and a major challenge at a time when Castlemaine is experiencing unprecedented development pressures. Making future provision for residential growth mainly to the west and south of Castlemaine (McKenzies Hill, Diamond Gully, Campbells Creek) will reduce pressure on the historic township area.

The Shire community is taking a strong interest in design issues in relation to new residential areas and housing generally. Housing affordability and mix, residential character, and water and energy efficiency are the key issues attracting community interest.

Council has given a strategic focus to Castlemaine in recent years with the completion of important studies for the town centre, town entrances, industrial land, and the railway station precinct. A Residential Strategy and Land Use Strategy for Castlemaine have been completed as part of the urban living study process.

The Castlemaine Residential Strategy investigates future supply and demand for residential land and estimates that approximately 47.0 hectares of land needs to be added to the existing supply of zoned residential land to meet demand over the next 15 years. This additional supply is located mostly in Diamond Gully, McKenzies Hill, Campbells Creek, and West Castlemaine. Longer-term residential expansion areas required beyond 2021 are also identified. The Residential Strategy defines a future urban boundary and encourages consolidation within the

existing urban area. Protection of heritage character, neighborhood character, and landscape; housing diversity, and residential design are all important themes in the Strategy.

The Castlemaine Land Use Strategy is an overarching study incorporating the main recommendations of recently completed studies. The Strategy includes plans and proposals for infill and containment of the town centre, new industrial areas in Ranters Gully and Wesley Hill, integration of land use planning with transport planning, residential growth, and protection of the distinctive qualities of the town including heritage, townscape and landscape.

The Residential and Land Use Strategies for Castlemaine include recommendations for zoning changes and the use of planning scheme overlays. These recommendations are summarised on the Castlemaine Land Use Framework Plan (See Plan 2).

Planning Issues

Urban boundary

A future urban edge or urban growth boundary for Castlemaine (including Campbells Creek) needs to be clearly defined. Within this boundary a supply of residential zoned land needs to be identified to meet demand for the next 15 years. Longer-term residential land supply (eg. 2021-2030) also needs to be identified within this boundary. The future urban boundary will provide certainty to landowners and the community. It will also define the edge between urban land use and rural or rural living land use.

Housing diversity

New housing needs to reflect changes in household size and composition. There are now higher proportions of one and two person households. More diverse housing options are required, especially for an ageing population.

Sustainable design and development

There are now higher community expectations in relation to residential design. New residential areas and housing need to meet improved standards of energy and water efficiency, protection of the natural environment, and community neighborhood development.

Heritage and Townscape

Important values and features need to be protected as growth occurs. They include heritage streetscapes and buildings, townscape character, significant viewlines, native vegetation cover, and the cultural and habitat values of the Castlemaine Diggings National Heritage Park and freehold forests. At the urban living forums, the protection of these values was considered to be a condition of future growth in Castlemaine.

Access

The Midland Highway will be the principal access route to Castlemaine at the completion of the Calder Freeway bypass of Harcourt. Urban land uses that generate larger volumes of traffic should be encouraged to locate adjacent to the Midland Highway and north of Castlemaine. This would reduce traffic flows through Castlemaine.

New land use and development, especially generators of larger traffic volumes, should be avoided along the Pyrenes Highway (east) corridor.

A western bypass of the Castlemaine town centre connecting to Pyrenees Highway and then back to the Midland Highway needs to be kept on the agenda.

Integration for land use and transport planning needs to be improved. Better use of existing bus services can be achieved by re-routing services through existing and future residential areas.

The Getting Around project will help to improve this integration. The project's aim is to find ways of making the transport we have now work better for everyone.

Pedestrian and bicycle access can be improved throughout the town, particularly with the development of new residential areas. There is potential to establish an open space network in Castlemaine based on the major creeks.

Town Centre

Castlemaine town centre needs to retain its primacy as a regional centre for shopping, business and cultural life. Enhancing the vitality of the town centre is a priority issue. Opportunities for new retail development need to be identified within the existing town centre. Growth in the town centre needs to occur in a balanced way so that different town centre precincts can benefit from future growth.

The Central Area Urban Design Framework (2002) takes an overall look at the town centre. It advances urban design propositions relating to use and activity, vehicle and pedestrian access, opportunities for new retail and business development, and protection and enhancement of heritage buildings and streetscapes. The Castlemaine Land Use Strategy summarises the main recommendations of the Central Area Urban Design Framework.

Provision needs to be made for local shops in areas where substantial residential development is likely to occur eg. McKenzies Hill and Campbells Creek.

Industrial land

There is an acute shortage of serviced industrial land that is immediately available. Stage 3 of the Wesley Hill industrial estate is in the planning stage. A new industrial area is proposed in the Ranters Gully area to the west of the town. This industrial area is suited to smaller industries (similar to Wesley Hill industrial estate) that do not generate large volumes of traffic.

A plan for future industry location needs to take a wider strategic view to include the sub region encompassing the Calder Corridor. New industrial areas are proposed at Harcourt and Elphinstone.

Other industrial development proposals include limited infill at Diamond Gully industrial area, a proposed six-lot subdivision adjacent to the Pyrenees Highway near Chewton, and a proposed Industrial 3 rezoning at Daws Road. A Castlemaine Industrial Land Study was completed in 2002 and revised in 2004. The main recommendations of the study are summarised in the Castlemaine Land Use Strategy report.

Rural Living

Rural living areas need to be identified at locations beyond the township boundaries. Existing land zoned Rural Living is generally located to the west and north of the town. Rural living areas should be located near to towns where infrastructure and services are available. The Mount Alexander Rural Living Study identifies some additional rural living areas at such locations.

Community Planning Forms

The main points raised at the Castlemaine forums were:

Housing

- Pressure for development in Castlemaine is high.
- Dense settlement in existing areas makes better use of existing infrastructure.
- Ideally some larger blocks are needed outside the denser settled areas.

- Low-income housing needs to be addressed. Affordable housing is needed.
- Winters Rise is too urban – Future residential areas should not take on this type of character.
- Land west of Castlemaine is suitable for development. There will be need for more shops in this area. Development of “activity centres” should be aesthetically pleasing. New activity/business centre in central Campbells Creek seems sensible.
- Diversity in lot sizes and housing types is required.
- Strict controls over placement of buildings (clusters) and enforcement of conditions is required in new residential areas.
- Smaller households, especially for elderly, should be encouraged within short distance of shops.
- Conserve water; encourage low use and increase the resource.
- Good deal of potential infill in Campbells Creek.
- A firm lasting boundary needs to be advocated.

Aged persons

- Demand for elderly people housing. Transport for elderly is important.
- Facilities for aged eg. unit-type housing. Independent living but in cluster type situation.
- Variety/mixed households together, not uniform blocks in subdivisions.

Transport

- Bypass from Barkers Creek to Campbells Creek may be required in the future.
- Public transport infrastructure improvements are required.
- Bike paths and walking trails can be established along the creeks.
- Future plans should allow for public transport, especially for an ageing population.

Heritage and Character

- Essential “character” of Castlemaine needs to be prominent as a continuing priority. Included in this “character” should be the terrain and environment such as the “ridge lines”.
- Need for an authoritative, updated Heritage Study to provide the basis of future planning.
- Maintain green belts.

Sustainable Development

- Future development must be guided by Ecological Sustainable Development principles.
- Strict controls (with enforcement) to protect remnant bush and significant view lines.

Protection of native vegetation and habitat

- Create corridors for wildlife.
- Need for buffer zones (Rural Living) near forests for safety reasons and to protect bush wildlife.
- Protection of native vegetation in all areas not currently covered with overlays.
- All new buildings and estates need to consider use of grey water and composting toilets (where practical).

Industry

- Industry should be near access points to freeway.

Planning Objectives

Planning objectives to guide future planning and development of land in Castlemaine are:

1. Make provision for a future urban boundary (shown on the Castlemaine Framework Plan) to achieve urban containment.
2. Develop a town open space network based on the major creeks with connections to existing and new residential areas and community facilities.
3. Encourage design of new residential areas that respond to local site and environmental conditions.
4. Protect existing heritage and residential neighborhood character.
5. Protect townscape features of Castlemaine, including major viewlines, landscape settings, hilltops and ridgelines, and significant vegetation.
6. Retain the primacy of the Castlemaine Town Centre for shopping and business whilst encouraging the establishment of local neighborhood centres at residential growth ie. Campbells Creek, McKenzies Hill/Diamond Gully.
7. Encourage built form and landscape themes at town entrances reflect the heritage character and identity of Castlemaine.
8. Support the location of new industrial and service activity at existing industrial areas with major focus on Wesley Hill in addition to proposed industrial areas at Elphinstone and Harcourt.
9. Encourage greater housing mix, variety, and affordability.

Planning Scheme Implementation

The Planning Scheme is to be amended in the following manner:

Municipal Strategic Statement

- Inclusion of Castlemaine Framework Plan.
- Inclusion of objectives and strategies to provide strategic foundation and justification for adopted urban living studies including the Castlemaine Residential and Land Use Strategies.

Zones

- Residential 1 and to replace Township Zone in Campbells Creek.
- Residential 1 Zone to replace Rural Living Zone and Rural Zone for new residential areas in McKenzies Hill, Diamond Gully and north of Chapmans Road.
- Residential 1 zoning of land at lower Happy Valley Road adjacent to Forest Creek (as recommended in the Happy Valley/Moonlight Flat Strategic Plan report).
- Business 1 rezonings as recommended in the Town Centre Urban Design Framework and Castlemaine Land Use Strategy.
- Business rezonings at highway sites in Barker Street (north), Johnstone Street, and Pyrenees Highway (east) as recommended in the Castlemaine Town Entrances Strategy and Castlemaine Land Use Strategy.

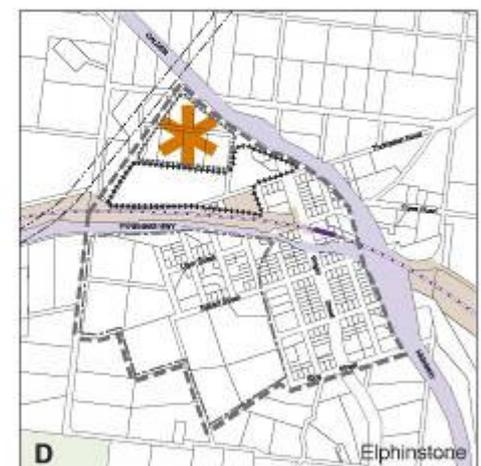
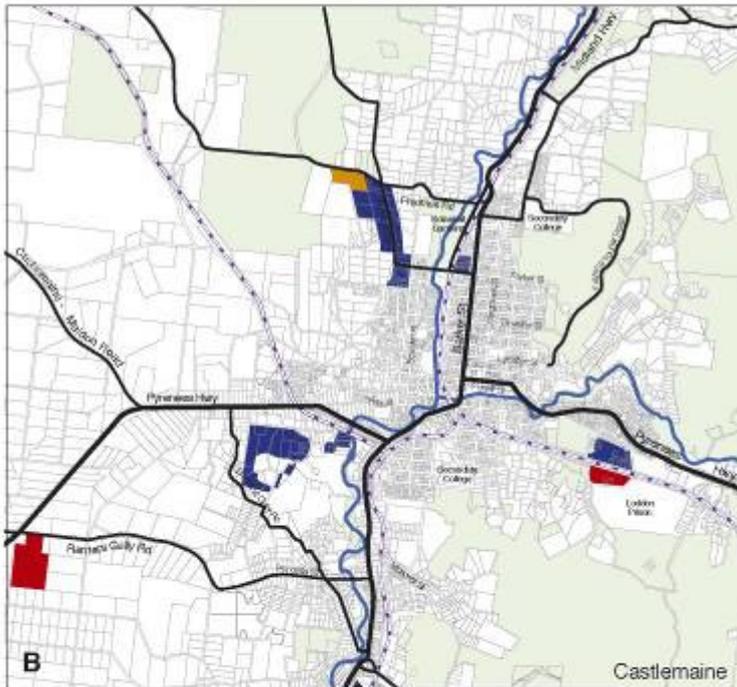
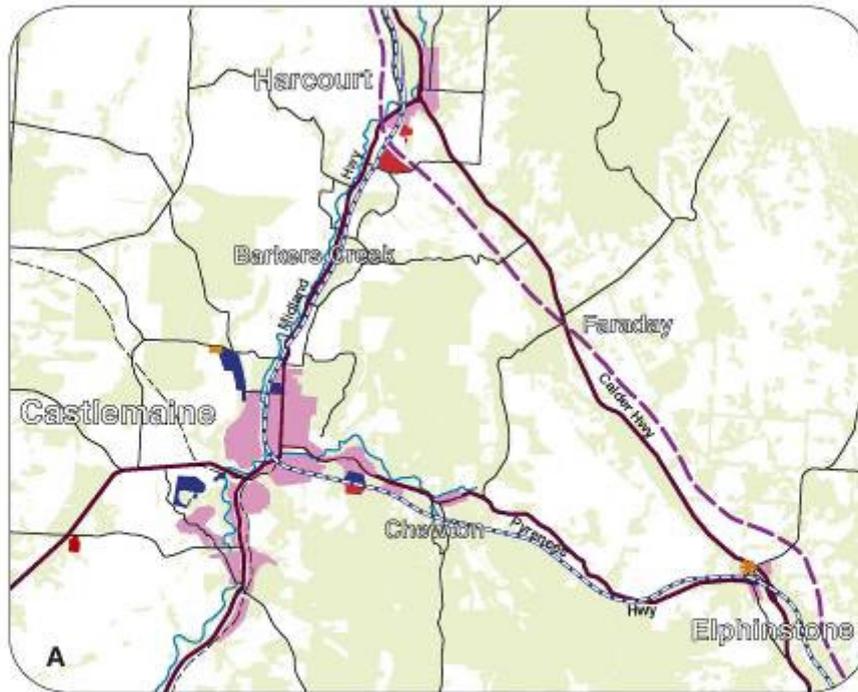
- Industrial 3 rezoning in Daws Road, and Industrial 1 rezoning in Ranters Gully as recommended in the Castlemaine Industrial Land Study and Castlemaine Land use Strategy.
- Low Density Residential Zone to replace Rural Living Zones in Little Bendigo, and North Castlemaine including area north of Froomes Road, and the Vanstan Road area as shown on the Castlemaine Framework Plan.

Overlays

- Application of Development Plan Overlays to future residential areas shown on the Castlemaine Framework Plan. The purpose of the Overlay is to guide future subdivision layout and co-ordinate residential design and town growth. Development Plan Overlay is also recommended for the proposed industrial area in Ranters Gully.
- Application of an Incorporated Plan Overlay to cover the Diamond Gully and McKenzies Hill areas. The purpose of the overlay is to co-ordinate sewerage infrastructure and drainage systems, establish a local road network, create open space network, and identify site for local activity centre.
- Extension of Significant Landscape Overlay 2 (Castlemaine Landscape Area) to cover areas adjacent to National Heritage Park in Happy Valley, Little Bendigo and North Castlemaine. Extension of the SLO2 is also recommended for fringes areas to the north of Castlemaine proposed for a Low Density Residential rezoning, and private forest areas and ridgelines near to the western boundary of the town.
- Application of Design and Development Overlays for future development sites recommended in the Town Entrances Strategy, Castlemaine Land Use Strategy, and Town Centre Urban Design Framework.

Further Strategic Work 2005-2008

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



PLAN 3: CASTLEMAINE SUB-REGIONAL INDUSTRIAL LAND STUDY

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

3.2 Maldon

Strategic Context

The Mount Alexander Planning Scheme recognises that the heritage of the town of Maldon is of national significance due to:

- The town centre being one of the most intact of any nineteenth century town in Australia.
- The large number of buildings and works of historic significance in the area.
- The unusual and attractive relationship of the town and other historic sites with the diverse natural and historic landscape which forms an essential part of the character of both the town and its surroundings.

Town expansion in Maldon is severely limited due to the adjacent State Parks and historic reserves that form an edge to the urban area. Some residential expansion is possible to the south of the town on land that is currently undeveloped, and limited expansion is available to the north of the town outside of heritage residential areas. The installation of a town sewerage scheme in 2001 provides some opportunities for infill development however proposals can only be supported if it can be demonstrated that existing heritage values are protected and heritage provisions of the Planning Scheme can be met.

Much discussion has taken place in Maldon over the past two decades about the level of retail service available in the town centre and the mix of local and non-local (tourist) stores. This is an issue that needs to be resolved, particularly with a recent proposal to relocate the supermarket to a site at the edge of the town centre. All opportunities for retail infill within the town centre must be exhausted before consideration of proposals for new retail stores outside of the historic town centre. Any proposals for new retail development outside of the existing town centre must be supported with a report that assesses the potential economic impact on the established town centre.

Maldon's population in 2001 was 1,230. The Mount Alexander Urban Living Strategy proposes that Maldon grow to a population of 1,500 by 2011 and 1,600 by 2021. The Maldon Framework Plan identifies sufficient land within the township boundary to meet these population and household estimates. Maldon has a relatively high proportion of people in the 60 plus age group (28.4%); an issue that needs to be recognised and addressed in planning for the future of the town.

The Maldon Urban Design Framework (2004) focuses on key nodes within the town such as the Railway Station, Town Centre, Beehive Mine and Government Battery. The Study advances actions, policies and recommendations for each of these key nodes and their connectivity. The Maldon UDF contains Infill Development Guidelines. The Mount Alexander Planning Scheme will be amended to include the Maldon Urban Design Framework (incorporating the Infill Development Guidelines) as a Reference Document. The Maldon UDF also recommends a review of the current Maldon Local Policy in the planning scheme.

Tourism is an important component of the town's economy. The value of tourism to the local economy has not been documented, however the number of tourist accommodation facilities has increased and the number of visits to the Maldon Visitor Information Centre has risen.

Planning Issues

Heritage

Maldon is one of the most intact nineteenth century towns in Australia. Maldon's intactness is due to heritage provisions (Planning Scheme) that have been in operation since the 1970's and the active involvement of the community in heritage issues. Maldon's historic urban form must be preserved by continued application of a defined town boundary that also preserves the relationship between the town and the surrounding natural and historic landscape.

Infill housing development is rising due to limited opportunities for town expansion. The Planning Scheme and Infill Development Guidelines (Maldon Urban Design Framework) provide a good basis for assessing impact on heritage character. Future planning for the town does, however, need to make provision for residential expansion. This is the most effective way of preserving the historic township area.

Population and housing growth

Maldon's residential market is strong. Residential dwelling sales and property prices have increased markedly over the past 2 years. Population and housing growth in Maldon is limited by physical constraints eg. heritage, sewerage district, landform, adjacent State Parks. Recent sewerage of the town will enable Maldon to grow, however increased development pressure could potentially compromise heritage character. There are opportunities for sewerage residential expansion to the south of the town on land currently zoned Rural Zone and Low Density Residential Zone.

Maldon has a high proportion of unoccupied dwellings (24.7 % in 2001 compared to 12.0 % across the Shire).

Town centre

The need for a supermarket with a larger retail floorspace is currently the subject of debate in Maldon. It has raised a several other related issues. Opportunities for new retail floorspace are limited due to the tight urban form of the town centre. This has given rise to the idea of expanding the town centre beyond its present boundaries. The location of a new supermarket in Vincent Street just outside of the town centre has been raised as a possibility. Town centre and retail issues need to be the subject of a study that addresses the longer-term retail floorspace requirements of the town centre.

Access and services

The lack of public transport services to and from Castlemaine, an issue raised at the Maldon community forum, will be investigated by the Getting Around project. The Urban Living Strategy (Cluster Connect and Consolidation) recommends a strengthening of transport links between outlying towns and Castlemaine .

Pedestrian links and connectivity between activity points can be improved. The Maldon Urban Design Framework (2004) contains recommendation about improving physical and visual linkages between Maldon's key points of activity and interest.

Community Planning Forms

The main points raised at the Maldon forums were:

Town Growth

- Keep Maldon small and let growth occur elsewhere in Shire.
- Only small population increases are possible in Maldon due to heritage value and lack of land

- Unrealistic to limit growth. Growth should dictate development within reason.
- South German Road area (East) could be developed as smaller allotments and low density residential on Maldon-Newstead Road.
- Urban edge: Boundary of town needs to be clearly defined. Gradual easing of development from outer edge, larger blocks at edge of town with smaller blocks closer to town. Development should not creep out along rail line (approaching roads).
- Retaining separate identities of the smaller communities such as Maldon is supported.

Heritage protection

- Development around railway line needs to be controlled. Visual corridor needs protection.
- Continued heritage protection required. Impression that protection is lacking – signs, painting, etc. Need for information and enforcement.
- Existing heritage planning controls are supported.

Access and Services

- There is a perception that the level of community services in Maldon is a serious concern. (Maldon Urban Design Framework 2003).
- Public transport services are vital for towns like Maldon.
- Keep heavy vehicles out of Maldon. By pass is required.
- Maldon needs natural gas.

Town centre

- Use current buildings for retail development. Appeal of Maldon will be lost if the town centre becomes more spread out.
- Town Centre expansion possible south of existing commercial boundaries in High Street.
- No commercial areas on edge of town.
- Proposed supermarket should proceed in suggested location and future retail shops if necessary
- Pedestrian links required to heritage commercial areas in High Street and Main Street.

Industry

- Industrial development on Allans Road/ and also on Boundary Road is queried. Change industrial land in Allans Road to residential. There is sufficient industrial land.
- Some industrial land too close to town centre – may be this land should be commercial.

Town entrances

- Improvements to Castlemaine entrance to Maldon. Roundabout with statue – fountain/feature
- Town entrances: Approach from Bendigo is unsightly.

Planning Objectives

Planning objectives to guide future planning and development of land in Maldon are:

1. Protect the historic integrity of Maldon township, particularly the identified town centre precinct and heritage residential areas.
2. Ensure that future urban development occurs within the township boundary shown on the Maldon Framework Plan
3. Encourage fully serviced residential expansion to the south of the town, east and west of Maldon-Newstead Road.
4. Ensure that future retail additions positively contribute to the historic integrity of the town centre and do not adversely impact on the retail performance and amenity of the existing town centre.
5. Protect views and vistas to Mount Tarrengower and historic reserves and mining landscapes adjacent to the township.
6. Ensure that new development adds to the appeal of Maldon as an important tourist destination in the Shire.
7. Limit future industrial development to the existing industrial zoned land in Boundary Road.
8. Continue to investigate the need and route options for a heavy vehicle bypass of the town centre.

Planning Scheme Implementation

The Planning Scheme is to be amended in the following manner:

Zones

- Residential 1 Zone to replace the existing Low Density Residential 1 Zone and Rural Zone to the south of the township as shown on the Maldon Framework Plan
- Residential 1 Zone to replace the existing Industrial 1 Zone at Allan Street as shown on the Maldon Framework Plan.
- Rural Living Zone to replace existing Rural Zone adjacent the township boundary to the south east of the township at the general location shown on the Maldon Framework Plan. Boundaries of land to be rezoned are shown in the Mount Alexander Rural Living Study.

Overlays

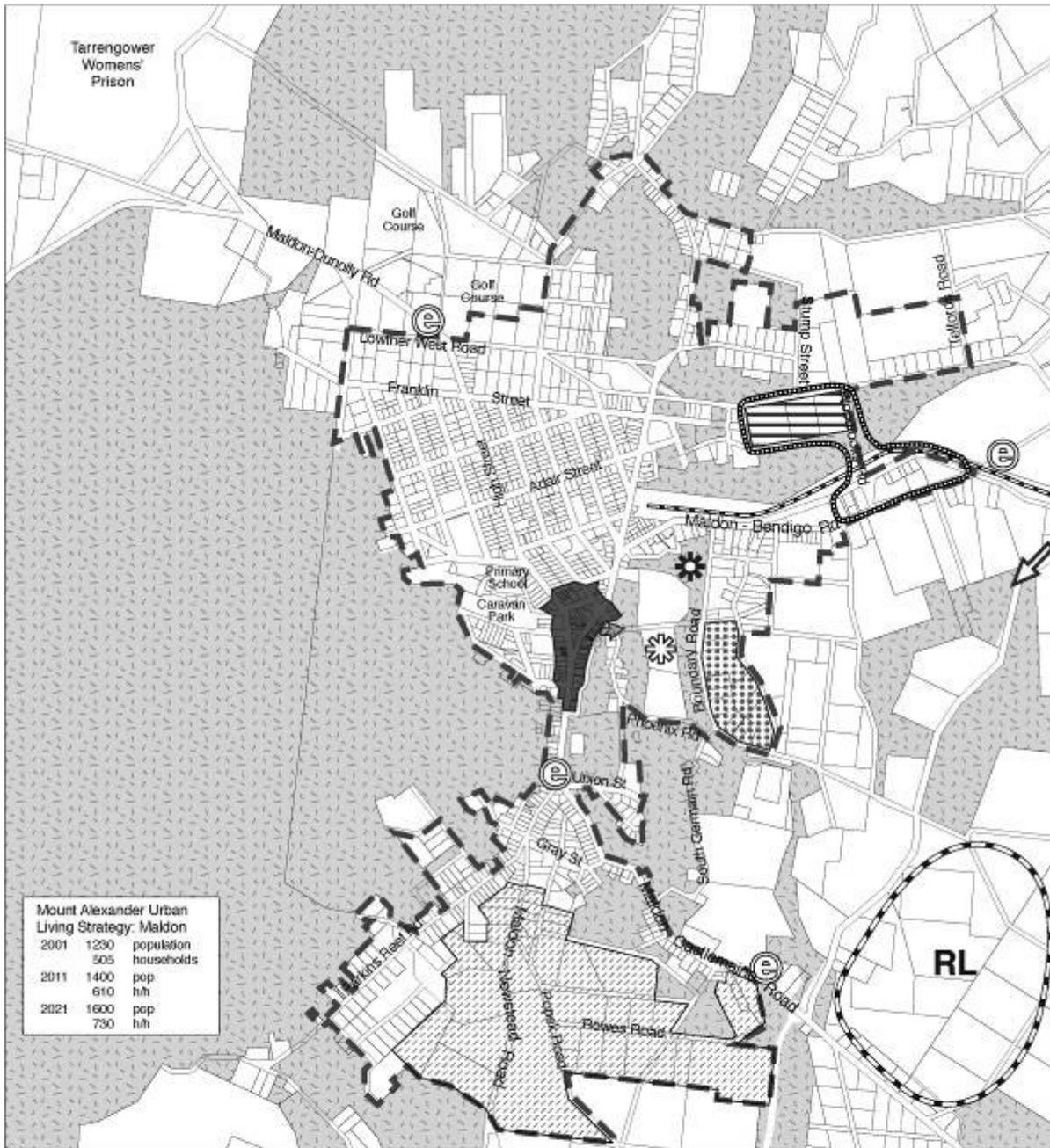
Apply Design and Development Plan Overlay to future residential areas shown on the Maldon Framework Plan (eg, at southern end of town). The purpose of the Overlay is to guide future subdivision layout and built form, and co-ordinate residential design.

Municipal Strategic Statement

Insert Maldon Framework Plan into Municipal Strategic Statement.

Further Strategic Work 2004-2007

- Implementation of final Maldon Urban Design Framework 2004
- Town Centre Retail Study



Mount Alexander Urban Living Strategy: Maldon

2001	1290	population
	505	households
2011	1400	pop
	610	h/h
2021	1600	pop
	730	h/h

PLAN 4: MALDON FRAMEWORK PLAN

- State Parks, Reserves
- Township Boundary
 - Opportunities for residential growth within boundary
 - Residential expansion to south and infill to north outside of heritage overlay areas
- Proposed Residential Development
 - Connection to town sewerage
 - Rezone from Low Density Residential to Residential 1 Zone
 - Apply Design and Development Plan Overlay to achieve appropriate lot sizes and residential design that integrates with existing urban area
- Town Centre
 - Maintain historic and compact town centre
- Direction for Future Town Centre Expansion
- Possible site for new supermarket
 - subject to economic impact assessment on town centre
- Proposed Reference Document: Maldon Urban Design Framework
- Proposed Studies: Maldon Town Centre Retail Study
- Site with potential for tourist related facility
 - e.g. accommodation
- Existing Industrial Area
 - Development opportunities for new industries & service businesses
- Investigate Heavy Vehicle By-pass Route
- Site with Residential Opportunities
 - Exposed site within view corridor of tourist railway
 - Rezone from Industrial 1 to Residential 1 Zone
- Protection of View Corridor
 - Ensure views from tourist railway are retained and enhanced through siting and design of new development within view corridor
- Town Entrance
 - Retain and enhance town entrance appearance and character
- Rural Living
 - General location beyond township boundary
 - Rezone from Rural to Rural Living Zone

3.3 Harcourt

Strategic Context

Harcourt is a long established fruit-growing district, located on Barkers Creek, approximately 8 kilometres north of Castlemaine. The town's current population is 420. Between 1991 and 2001 Harcourt's population grew at an average annual rate of 0.9%. The population of the town in 1991 was 387.

The Mount Alexander Urban Living Strategy proposes significant growth at Harcourt with estimates for the town population at 750 by 2011 and 1,100 by 2021. Growth will occur in Harcourt due to reduced travel times to Bendigo and Melbourne resulting from the progressive construction of the Calder Freeway. Recent installation of a town sewerage scheme and the proposed Calder Freeway bypass of the township provide opportunities to plan for the future of the town. The proposed alignment of the Calder Freeway will form the western boundary of the town.

The Midland Highway will become the principal route to and from Castlemaine when the Freeway bypass is completed. This presents some land use opportunities at Harcourt including the establishment of a major new industrial area. A proposed industrial node at Harcourt adjacent to the Midland Highway will mean industrial and other traffic will not have to travel to and through Castlemaine.

Other opportunities afforded by the proposed Freeway bypass include the potential to create a new town structure with a residential growth focus east of the existing Highway, and a more functional town centre with vastly improved visual and pedestrian amenity.

The eastern town boundary shown on the Harcourt Framework Plan is delineated by the 350 metre contour level. Land below this level is frost prone and not suitable for horticulture. Adequate buffers between new housing areas and adjacent horticultural activity must be provided from within the township boundary.

Assessments of land availability in the Mount Alexander Urban Living Options discussion report identified a capacity for the seweraged township to grow by 1,000 persons or 500 new households.

The Harcourt Framework Plan replaces the existing town structure plan and Harcourt Local Policy in the Planning Scheme.

Planning Issues

Potential land use conflict

Vineyards have established in the fruit-growing district in more recent years. Potential for conflict between horticultural land use and town development must be avoided.

Planned town growth

The proposed Calder Freeway bypass will provide more land use certainty and present an opportunity to plan the future town. Problems associated with a town that straddles the highway will no longer apply with the proposed Calder Freeway. A more compact town can now be established with the recent installation of a town sewerage system.

Town centre amenity will be improved with Freeway by-pass of the Harcourt.

Development constraints

Development constraints include land subject to inundation and poor drainage, horticultural properties adjacent to the township, and native vegetation cover that includes large stands near to the southern and eastern boundary of the township.

Industrial development

Some expansion of the existing industrial area in Coolstore Road is possible. Expansion can occur in a southerly direction along Coolstore Road. An Industrial 3 Zone is required near to the Primary School. Industrial development proposals under this zone require planning approval. Future industrial use of land adjacent to the proposed Calder Freeway to the south of the town would be a good use for land that will no longer be attractive for residential or low density residential development.

Community Planning Forms

The main points raised at the Harcourt forums were:

Town growth

- Proximity to Bendigo favours Harcourt (study and employment).
- Industrial zone in Harcourt is not ideally located near school.
- Larger blocks on outskirts of town will enhance desirability for business and housing.
- New things can happen at Harcourt
- Residential areas need to provide for social needs ie. family, elderly, children.
- Provision for elderly hostel living.
- Area to east of existing township would be a viable area for expansion.
- Variety of housing needs need to be catered for.
- Good access to industrial area is essential. Industrial area can be expanded towards proposed freeway.
- Retain the rural lifestyle.

Town centre

- Redevelopment potential east and west of old Calder Highway in centre of town.
- Future commercial area focussed on Market Street.
- Strengthen Castlemaine CBD, plus village shopping service centres eg. Harcourt

Infrastructure and Services

- Commuter rail service supported. Open Harcourt station. Trains and buses required if town is to expand.
- Reticulated gas, sewer and water will be an attractor
- School - may need to be moved at a later stage.

Planning Objectives

Planning objectives to guide future planning and development of land in Harcourt are:

1. Encourage planned growth at Harcourt that takes advantage of natural features including Barkers Creek, other local creeks, and views to Mount Alexander.
2. Encourage a more compact urban form at Harcourt to fully utilise sewerage infrastructure and maximise levels of accessibility.
3. Avoid potential amenity impacts between rural activities/agricultural production and housing development adjacent to the township boundary.
4. Provide for the progressive expansion of the existing industrial area as shown on the Harcourt Framework Plan.
5. Ensure that retail and business development is concentrated in the town centre identified on the Harcourt Framework Plan.
6. Ensure that new sewered housing development occurs within the township boundary at locations identified on the Harcourt Framework Plan.

Harcourt Framework Plan

The Harcourt Framework Plan provides for a future town structure accommodating a 2021 population of 1,100. Components of the Plan include:

- An urban growth boundary to contain town development in the future.
- Residential expansion to the east and north of the town.
- Expansion of the town centre.
- A key town centre site for redevelopment.
- New industrial areas to the south of the town either side of the proposed Calder Freeway.
- Low density residential area to the north and a rural living area to the south of the town.

Planning Scheme Implementation

The Planning Scheme is to be amended in the following manner:

Municipal Strategic Statement

Insert the Harcourt Framework Plan in to the MSS and include strategies and policies to implement the Plan.

Zones

No zoning changes are proposed at this stage. The Urban Living Strategy recommends that an urban design framework be prepared for Harcourt township. One aim of this detailed study will be to identify and delineate new zones (Residential, Business and Industrial) to replace the existing Township Zone. Rezoning will generally accord with the Framework Plan as follows:

- Residential 1 Zone for existing residential areas and all new residential areas shown on the Harcourt Framework Plan.
- Low Density Residential Zone for an area south of Gaaschs Road and east of the rail line as shown on the Harcourt Framework Plan.
- Industrial 1 Zone for the existing industrial area and proposed expansion areas shown on the Harcourt Framework Plan.
- Industrial 3 Zone near to the existing Primary School

- Business 1 Zone for town centre as shown on the Harcourt Framework Plan.

Overlays

New overlays will be introduced in to the Planning Scheme for Harcourt as an outcome of the proposed urban design framework study. Development Plan Overlays will need to be applied to future residential areas shown on the Harcourt Framework Plan. The purpose of the Overlay is to guide future subdivision layout and co-ordinate residential design and town growth.

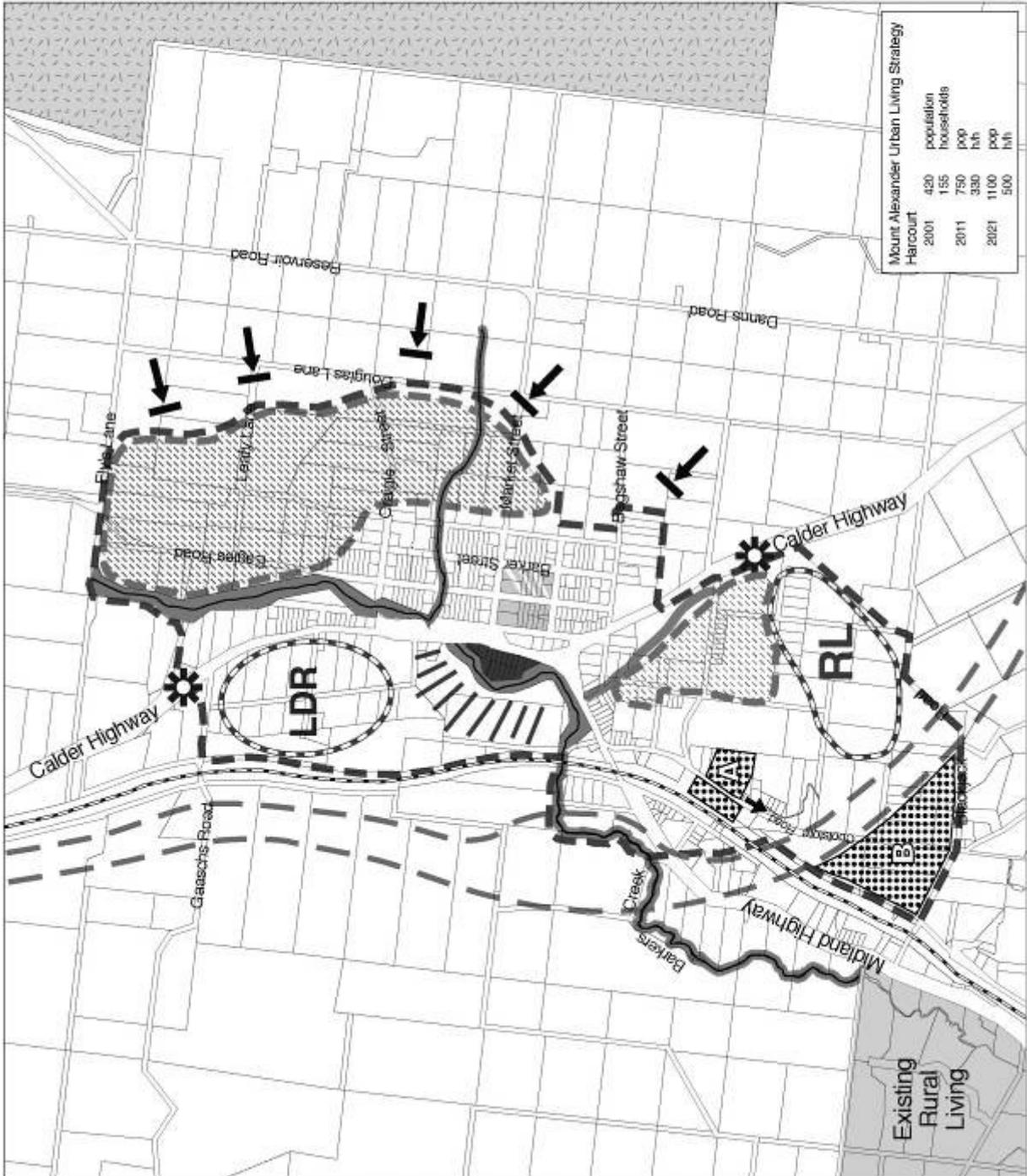
Further Strategic Work 2005-2008

- Harcourt Urban Design Framework

PLAN 5: HARCOURT FRAMEWORK PLAN

-  State Parks, Reserves
-  Township Boundary (allowing for future expansions) - replace Township Zone with residential, business and industrial zones
-  Residential expansion and infill
 - rezone to Residential 1 Zone
 - Development Plan overlays to be applied to co-ordinate town growth & design and protect environmental values
-  Open Space Network
 - develop network based on creek system
 - use network in design of new residential areas
-  Town Centre
 - rezone to Business Zone
-  Future Expansion of Town Centre
 - Retain hillslope and landscape background to town centre. Discourage any new development
-  Site for comprehensive redevelopment. Suitable for mixed use - residential, business, tourism
-  Industrial Areas
 - Area A - with allowance for expansion to south (rezone to industrial 3 Zone)
 - Area B - proposed new industrial area
-  Rural Living - general location
 - retain native vegetation, apply vegetation protection overlay
-  Low Density Residential
-  Apply Development Plan Overlay
 - to plan and co-ordinate town growth
-  Prevent conflict between residential and horticultural land use. Buffers to be provided within township boundary.
-  Town Entrance -
 - establish entrance character
-  Proposed Calder Freeway alignment corridor

Proposed Studies:
 Harcourt Urban Design Framework
 Planning Scheme Reference Documents:
 Melville Heritage Study 1997



3.4 Newstead

Strategic Context

Newstead township established as a river-crossing town and later serviced nearby goldfields. Newstead had a population of 530 in 2001. Newstead experienced an average annual growth rate of 0.7% between the years 1991 and 2001. The town's population in 1991 was 490. The town once boasted a larger population, evidence of which can be seen today in the town layout, a well-established town centre and avenue plantings along major streets.

Today local residents regard Newstead as a "lifestyle town" and an alternative living environment to Castlemaine. Newstead is centrally located in relation to the larger towns of Maryborough, Maldon, Daylesford and Castlemaine.

A town sewerage scheme was installed in 2001. Features of the town include the Loddon River, heritage buildings and streetscapes, picturesque rural landscape, and a good provision of community facilities relative to the size of the town.

The Heritage Study for the former Shire of Newstead includes citations for 94 heritage buildings and sites in and around Newstead township. They include houses, stores, former bank buildings, hotels, and public buildings and monuments. A total of 82 buildings and sites are recommended for heritage overlay protection in the planning scheme. A further 12 buildings are nominated as "conservation desirable" but not recommended for protection in the planning scheme. The Heritage Study and subsequent planning scheme amendment will ensure the heritage character of Newstead is protected in future as the town changes as a result of new housing, alterations to existing buildings, and land subdivision.

The Mount Alexander Urban Living Strategy proposes that Newstead grow to a population of 700 by 2011 and 900 by 2021. Assessments of land availability in the Mount Alexander Urban Living Options discussion report identified 70 hectares of land with a current Township zoning that could be made available for residential growth, providing that appropriate flood mitigation works are constructed for poorly drained land near the Loddon River. This would provide housing for a population in excess of the Urban Living Strategy. Concerns were expressed at the Newstead community planning forums about the future desirable size of the town. Generally speaking, it was considered that the preservation of town character should be a major determinant of eventual town size.

The Newstead Framework Plan replaces the existing town structure plan and Newstead Local Policy in the Planning Scheme.

An urban design framework is recommended for Newstead to provide clear guidelines for town growth and design. An outcome of this study will be recommendations for new zones (residential, industrial, business) to replace the existing Township Zone that covers the entire township area.

Planning Issues

Town Character

Retention of Newstead's character as the town grows and develops is a key consideration of the Newstead community. The Loddon River and environs is a major natural asset that should be integral to the future layout and design of the town.

The recent sewerage of the township provides opportunities to achieve a more compact form and reinforce the village character of Newstead.

Heritage

The Heritage Study for the former Shire of Newstead will ensure that the essential character of Newstead is protected. A total of 82 buildings and sites are recommended for heritage overlay protection in the planning scheme.

Development constraints

Land adjacent to the Loddon River is subject to inundation and poor drainage. Flooding levels need to be determined. A flooding study needs to be undertaken by the North Central Catchment Management Authority for the Newstead township. The study would need recommend appropriate flooding controls for inclusion in the planning scheme and necessary flood mitigation works.

Community Planning Forms

The main points raised at the Newstead forums were:

Lifestyle

- Maintain quality of existing lifestyle, small town character and existing community character
- Newstead could develop as an "arts and lifestyle" town

Town development and growth

- Consolidation of town within boundaries (ie. minimise sprawl).
- Consideration needs to be given to the type of industry and appropriate industry locations.
- Future development should follow principles of ecologically sustainable development.
- Newstead is suited to cottage industries not large industrial areas.
- Future development must be kept away from River flat.
- Different people will continue to be attracted to Newstead.
- Protection of water quality.
- Environmental sustainability in housing design.
- People living in an ecological zone could/would improve that ecology.

Services and Amenities

- Opportunity for work and housing for young people.
- Provide amenities and housing options for older people.
- Pedestrian corridors / bike paths should be created.

- Need more small business in town.
- Need population growth to sustain services.
- Improved public transport between Newstead and Castlemaine.

Planning Objectives

Planning objectives to guide future planning and development of land in Newstead are:

1. Encourage planned growth at Newstead that takes advantage the historic town layout, and natural and built heritage features including Loddon River.
2. Ensure that the “small town” character of Newstead is maintained and enhanced.
3. Encourage a more compact urban form at Newstead to fully utilise sewerage infrastructure and maximise levels of accessibility.
4. Ensure that retail and business development is concentrated in the town centre identified on the Newstead Framework Plan.
5. Ensure that new seweraged housing development occurs within the township boundary identified on the Newstead Framework Plan.
6. Encourage the location of small-scale industries and service businesses at locations shown on the Newstead Framework Plan.

Newstead Framework Plan

The Newstead Framework Plan provides for a future town structure to accommodate a town population of 900 in 2021. Components of the Plan include:

- An urban growth boundary to contain town development in the future.
- Indicative growth areas that are subject to flooding.
- Expansion possibilities for the town centre.
- A conceptual open space network.
- Potential sites for light industry or ‘cottage industries.’
- Potential sites for medium density housing.
- General location for a foot bridge crossing of Loddon River.

Planning Scheme Implementation

The Planning Scheme is to be amended in the following manner:

Municipal Strategic Statement

Insert the Newstead Framework Plan in to the MSS and include strategies and policies to implement the Plan.

Zones

No zoning changes are proposed at this stage. The Urban Living Strategy recommends that an urban design framework be prepared for Newstead township. One aim of this detailed study will be to identify and delineate new zones (Residential, Business and Industrial) to replace the existing Township Zone. Rezoning will generally accord with the Framework Plan as follows:

- Residential 1 Zone for existing residential areas and all new residential areas shown on the Newstead Framework Plan.
- Business 1 Zone for town centre and proposed expansion area as shown on the Newstead Framework Plan
- Rural Living Zone to the west of the township at the general location shown on the Newstead Framework Plan.

Overlays

New overlays will be introduced in to the planning Scheme for Newstead as an outcome of the proposed urban design framework study. Development Plan Overlays will need to be applied to future residential areas shown on the Newstead Framework Plan. The purpose of the Overlay is to guide future subdivision layout and co-ordinate residential design and town growth.

Further Strategic Work 2005-2008

- Newstead Flood Management Study (North Central Catchment Management Authority)
- Newstead Urban Design Framework

PLAN 6: NEWSTEAD FRAMEWORK PLAN

-  State Parks, Reserves
-  Township Boundary - allowing for future expansion
 - Replace Township zone with residential & business zones within boundary
-  Indicative Areas Subject to Flooding
 - Floodplain management plan required to identify land subject to flooding. Plan to be prepared by North Central Catchment Management Authority
 - Protect existing levee banks
-  Open Space Network
 - with walking and bicycle paths connecting town to Loddon River
-  Town Centre
 - containment within existing centre and allow for expansion into Panmure Street
 - re-zone to Business 1 Zone
-  Potential Sites
 - for light industry or service business
-  Rural Living
 - general location beyond township boundary
-  Medium Density Housing
 - potential location
-  Development Plan Overlays
 - apply overlay to plan and co-ordinate residential design and town growth
-  Town Entrance
 - improve entrance appearance & character
-  Proposed River Crossing
 - pedestrian and bicycle bridge

HERITAGE PROTECTION
 Protect heritage character of township. Implement former Newstead Shire Heritage Study.
PLANNING SCHEME REFERENCE DOCUMENTS
 Newstead Heritage Study 2003
PROPOSED STUDIES
 Newstead Flood Study
 Newstead Urban Design Framework



6.5 Taradale

Strategic Context

The current population of Taradale township is approximately 150. The town has an attractive setting and strong village character. The presence of heritage buildings and streetscapes within the town add to Taradale's character. The hills surrounding the town are of significant landscape interest. The railway bridge and viaduct is a visually imposing feature that can be viewed from many parts of the town.

With the Calder Freeway bypass of Taradale, the existing Calder Highway will become a tourist route to Castlemaine. This will offer considerable opportunities in terms of improved main street amenity, reinforcement of village character, and tourism.

Reduced travel times to Melbourne and Bendigo will enhance the desirability of Taradale as a place to live for people wanting to maintain or establish regular connections with Melbourne for employment.

Assessments of land availability in the Mount Alexander Urban Living Options discussion report concluded that the town could grow by approximately 200 residents based on current Township zoning and the requirement for larger lots in the absence of a town sewerage system.

The Mount Alexander Urban Living Strategy proposes that Taradale grow to a population of 250 by 2011 and 400 by 2021. Installation of a town sewerage system is a recommendation of the Mount Alexander Urban Living Strategy. This is required to protect water quality of local creeks and the Eppalock water supply catchment. It will also help to achieve a more compact village form. Physical and landscape constraints will impose limitations on growth levels and the physical size of the town. Retention of Taradale's village character is viewed by the local community to be a condition of future growth and development of the town.

Decisions need to be made now about the future use and subdivision of land if Taradale is to develop into a sewered town with a population of 400. Greater variety of residential lot sizes will be required. Outline development plans will need to be prepared for undeveloped areas to ensure sustainable subdivision of land and co-ordinated town growth and design.

The Taradale Framework Plan replaces the existing town structure plan and Taradale Local Policy in the Planning Scheme.

An urban design framework is recommended for Taradale to provide clear guidelines for town growth and design, and protection of the landscape and heritage features. An outcome of this study will be recommendations for new zones (residential, industrial, business) to replace the existing Township Zone that covers the entire township area.

Planning Issues

Environmental and physical constraints

Taradale's landscape setting gives the town a village character. Attractive views of the town are available from various vantage points. Siting and design of new buildings is an important planning consideration if Taradale is to retain its village and heritage character. The water quality of local creeks and the Eppalock water supply catchment is an important planning issue. This issue is addressed in the Environment Significant Overlay 1 of the current planning scheme. Residential lots need to be of an adequate size for effluent management. A more compact town form will be possible with the eventual sewerage of the town.

Town growth and development

Population and housing growth will occur in Taradale. Factors influencing this growth include its potential commuter role to larger centres (Melbourne, Bendigo, Castlemaine), the Calder Freeway bypass, and the town's landscape and townscape qualities. A detailed planning and design study is needed to provide a town structure for a future town that is sewerage with a capacity for considerable infill housing, and planned new residential areas.

The proposed Calder Freeway bypass and tourist route status for the highway presents opportunities to plan for the future of Taradale based on eco-village principles. Re-design of the town centre to suit the new role and function of the town is also possible.

Opportunities for a town open space network needs to be pursued. The network could follow local creeks and connect with the town's recreation facilities.

Heritage

Taradale's heritage buildings and structures need to be protected and conserved.

The railway bridge is an imposing structure that has heritage protection in the planning scheme. View corridors to the bridge need to be identified and protected from inappropriate and visually obtrusive development.

Landscape significance

Views into and across the town are of critical importance in planning for future of Taradale. The application of a Landscape Significance Overlay needs to be considered for the township.

Community Planning Forms

The main points raised at the Taradale forums were:

Future town growth

- Better public transport between Taradale and larger urban centres.
- Future plans should aim at working couples.
- High density housing should be limited.
- Taradale should grow as a village. Village concept is attractive option.
- Edge or boundary between rural areas and urban areas needs to be clearly defined.
- Growth for Taradale may depend on sewerage and water. Water supply is a serious impediment for growth.
- Graduated plots of land should be encouraged with small lots near village centre for elderly or those who don't drive cars, and larger parcels of land extending out from the centre.

- Limit growth along roadways.
- Any new industry should be non-offensive.
- Industry is not supported in small villages. Supported in Castlemaine, or Elphinstone near new freeway.
- Some employment needs to be provided locally– eg. Government agencies.
- Re-opening of railway station. Potential for commuter rail service.
- Villages provide opportunities for businesses for local people – cafes, taxi services, crèches.
- Proximity to Melbourne will attract new residents.
- Future township boundary could be moved south – power and water exists.
- Township limited to the east by the railway viaduct and to the west by the channel and the forest.
- Retain western boundary of township as rural buffer zone between residential areas and the bush.
- Town sized lots (eg. ¼ acre blocks generally) are supported, with smaller blocks right in centre of town.
- Keep Arthur Street as town boundary to provide greater buffer between town and forest.

Heritage and landscape protection

- Historic areas and heritage character need to be maintained
- Emphasises on protection of landscape, views and heritage
- Viaduct / mineral springs / forest / miners cottages are all positive features
- Back Creek has potential as open space/wildlife corridor. Some land next to creek is flood prone.

Town centre

- Shops on both sides of highway. Town Centre could be moved west, opposite petrol stations and along Old Drummond Road.
- CFA shed should be relocated

Planning Objectives

Planning objectives to guide future planning and development of land in Taradale are:

1. Ensure that the “village” character of Taradale is maintained and enhanced.
2. Protect Taradale’s significant landscape and townscape views and vistas.
3. Encourage a more compact urban form at Taradale to fully utilise future sewerage infrastructure and maximise levels of accessibility.
4. Ensure that the future use, development and subdivision of land has regard to the potential for smaller sewered residential lots.
5. Incorporate local creeks into overall town design and design of new residential areas.
6. Protect the water quality of local creeks and the Lake Eppalock Catchment.
7. Create town entrance character at two town entries based on altered functions of Calder Highway.

8. Encourage town growth and residential design based on sustainable development principles.
9. Ensure that new housing and other forms of development are located within the township boundary defined on the Taradale Framework Plan.
10. Ensure that new shops and businesses are located within the proposed town centre as shown on the Taradale Framework Plan.

Taradale Framework Plan

The Taradale Framework Plan provides for a future town structure to accommodate a town population of approximately 400 by 2021. Components of the Plan include:

- An urban growth boundary to contain town development in the future and preserve village character.
- Indicative residential infill and expansion areas.
- View corridors to rail bridge requiring protection.
- Indicative open space network
- Future general layout for town centre and potential expansion.
- Major viewlines to be protected
- General location for rural living area

Planning Scheme Implementation

The Planning Scheme is to be amended in the following manner:

Municipal Strategic Statement

Insert the Taradale Framework Plan in to the MSS and include strategies and policies to implement the Plan.

Zones and Overlays

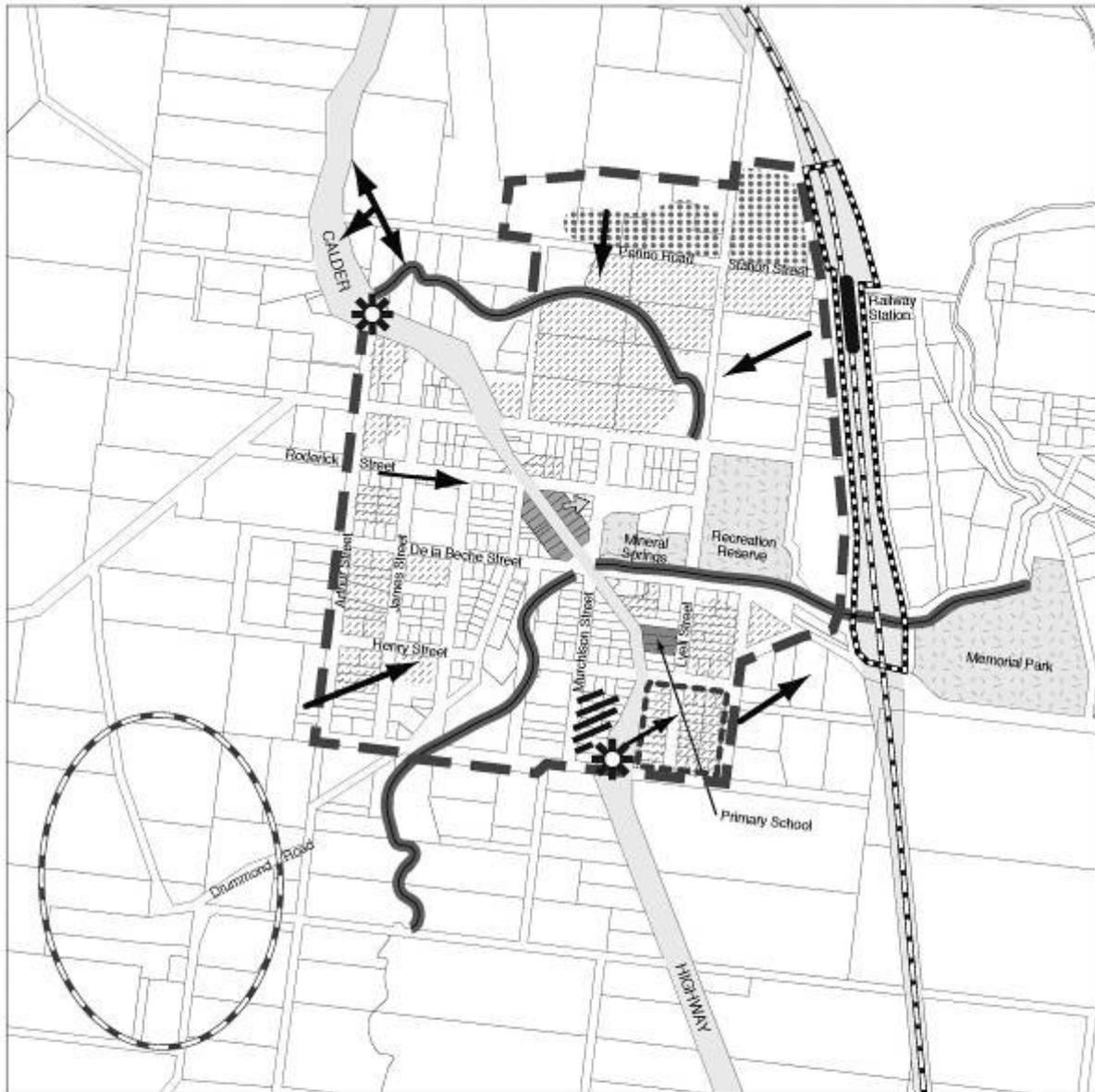
No zoning changes are proposed at this stage. The Urban Living Strategy recommends that an urban design framework be prepared for Taradale township. One aim of this detailed study will be to identify and delineate new zones (Residential, Business and Industrial) to replace the existing Township Zone. Rezoning and use of planning scheme overlays will generally accord with the Framework Plan as follows:

- extend the existing Township Zone north of Penno Road and Station Street to include the proposed residential area as shown on the Taradale Framework Plan
- Rural Living Zone to replace existing Rural Zone south west of township boundary at the general location shown on the Taradale Framework Plan.
- Business zoning for the proposed physical extent of the town centre.
- Development Plan Overlays to be applied to future residential areas shown on the Taradale Framework Plan. The purpose of the Overlay is to guide future subdivision layout and co-ordinate residential design and town growth.
- Significant Landscape Overlay applied to entire township.

Further Strategic Work 2005-2008

- Taradale Visual Impact Assessment. The Study is required to provide justification for amendment to Planning Scheme that introduces Significant Landscape Overlay. This Study and the use of the overlay are needed due to:
 - high degree of landscape character
 - visually sensitive landform
 - significant visual corridors and vistas that need to be protected as elements that are integral to Taradale's character.

- Taradale Urban Design Framework



PLAN 7: TARADALE FRAMEWORK PLAN

-  Township Boundary - (allowing for future expansion)
Encourage more compact urban form to achieve village character and facilitate efficient land use for town sewerage
-  Residential expansion and infill within township zone
Development Plan overlays to be applied to co-ordinate town growth & design and protect environmental values
-  Ensure new dwellings do not obstruct or detract from view of rail bridge
Apply Design and Development overlay specifying siting, height and design requirements
-  Future residential
Northerly expansion of township area. Township rezoning required.
-  Open Space Network - develop network based on creek system. Use network in design of new residential areas
-  Town Centre - both sides of Calder Highway to capture advantages of tourist road to Castlemaine. Encourage compact centre.
-  Town Centre Expansion - develop east to provide community focus and links to mineral springs reserve
-  Major viewlines to be protected

-  Rural living - showing general location
 -  Establish town entrance character
 -  Retain open entrance landscape
 -  Protect views to railway viaduct and station precinct
 -  Parks, Reserves
- Heritage Protection - protect heritage character of township

Mount Alexander Urban Living Strategy - Taradale		
2001	100	population
	40	households
2011	250	pop
	110	h/h
2021	400	pop
	180	h/h

Planning Scheme Reference Documents:
 Historic Mining Sites in Castlemaine-Fryers Creek Mining Divisions
 - D. Bamner 1993

Proposed Studies:
 Taradale Urban Design Framework

3.6 Elphinstone

Strategic Context

Elphinstone has developed as a low-density town. Located within the Calder Corridor, Elphinstone will change as a result of transport improvements within the Corridor. Reduced travel times to Melbourne and Bendigo will enhance the desirability of Elphinstone as a place to live for people wanting to maintain or establish regular connections with Melbourne for employment.

The changed status of this section of the Pyrenees Highway to a tourist road will have a positive influence on future amenity of Elphinstone.

Elphinstone is not sewered and a proposal to sewer the town is not listed on Coliban Water's capital works program. The Mount Alexander Urban Living Strategy recommends the installation of a town sewerage system for Elphinstone.

Assessments of land availability in the Mount Alexander Urban Living Options discussion report estimated a potential supply of approximately 60 hectares of land that has an existing Township zoning. This land is situated adjacent to the existing housing area south of the Pyrenees Highway and west of the Calder Highway. This would potentially yield about 150 unsewered low-density lots. As a sewered town the potential lot yield could be around 400 lots.

Decisions need to be made now about the future use and subdivision of land if Elphinstone is to develop into a town with a considerably larger population. Greater variety of residential lot sizes will be required and undeveloped areas at the edge of the existing town will need to be either planned for future growth or restructured to enable town growth to occur. Planning for the future of Elphinstone needs to take account of the eventual sewerage of the town.

Elphinstone has an attractive setting with views to Mount Alexander, local creeks, and native vegetation surrounding the town and within the town.

The Mount Alexander Urban Living Strategy proposes that Elphinstone grow to a population of 250 by 2011 and 400 by 2021. The Urban Living Strategy recommends a larger 2021 population in the event the installation of a town sewerage system.

The Elphinstone Framework Plan replaces the existing town structure plan and Elphinstone Local Policy in the Planning Scheme.

The preparation of an Outline Development Plan is recommended for Elphinstone township. This Plan will show broad development intentions including road layout, residential densities, open space areas and connections, general layout for town centre, and location of non-residential land uses such as industry or service business. The preparation of the Plan in the shorter term will preserve longer-term opportunities for town design and planned residential communities based on sustainable development principles.

Planning Issues

Town growth and development

- Proposed Calder Freeway bypass will provide more land use certainty and present an opportunity to plan the future town.
- A more compact town is required particularly with eventual town sewerage.
- Potential for conflict between horticultural land use and town development (east of highway) must be avoided.
- Elphinstone has grown in ad hoc manner developing south and west on large rural living sized lots.
- Potential for commuting to larger centres ie. Melbourne, Bendigo, Castlemaine.
- Water quality of local creeks and catchment need protection by ensuring residential lots (in the absence of sewerage) are adequate for effluent disposal.
- Existing township will need to be restructured to achieve urban living strategy population and household estimates.

Community Planning Forms

The main points raised at the Newstead forums were:

Walking and cycling

- Bike and walking path from school into forest areas.
- “Winter Creek” could become parkland accessible for walking and cycling.

Town development

- Sewerage is a high priority for town development.
- Township centre could be established in Wright Street around primary school.
- School area can be expanded to include recreation (sports) area.
- Better public transport for Elphinstone. Re-opening of rail station. Potential commuter rail service.
- Better infrastructure in Elphinstone will be important for growth ie. water and sewerage.
- Future planning needs to make allowance for more housing and services.
- Some provision required for commercial/business activities and light industry.
- Definition of line between rural areas and urban areas.
- Encourage denser development in centre of town.
- Possibility to create model sustainable village.
- Industrial area north of railway line.

Planning Objectives

1. Maintain and enhance the “small town” character of Elphinstone.
2. Encourage a more compact urban form at Elphinstone to fully utilise future sewerage infrastructure and maximise levels of accessibility.

3. Ensure that the future use, development and subdivision of land has regard to the potential for smaller sewered residential lots.
4. Provide opportunities for the establishment of an industrial area at Elphinstone at a location that takes advantage of new highway alignments and altered road functions.
5. Protect the water quality of local creeks and the Lake Eppalock Catchment.
6. Encourage restructure of inappropriate road layouts and subdivisions that has regard to landform an existing natural features.
7. Create town entrance character at the three town entries based on altered functions of the Calder and Pyrenees Highways.
8. Encourage town growth and residential design based on principles of ecological sustainable development.

Elphinstone Framework Plan

The Elphinstone Framework Plan provides for a future town structure to accommodate a town population of approximately 400 by 2021. Components of the Plan include:

- An urban growth boundary to contain town development in the future and preserve village character.
- Residential infill of existing street grid.
- Future residential areas requiring co-ordinated planning and design.
- Old and inappropriate subdivisions requiring restructure.
- Future industrial area.
- Conceptual open space network.
- General location for new town centre.
- General location for rural living area.

Planning Scheme Implementation

The Planning Scheme is to be amended in the following manner:

Municipal Strategic Statement

Insert the Elphinstone Framework Plan into the MSS and include strategies and policies to implement the Plan

Zones and Overlays

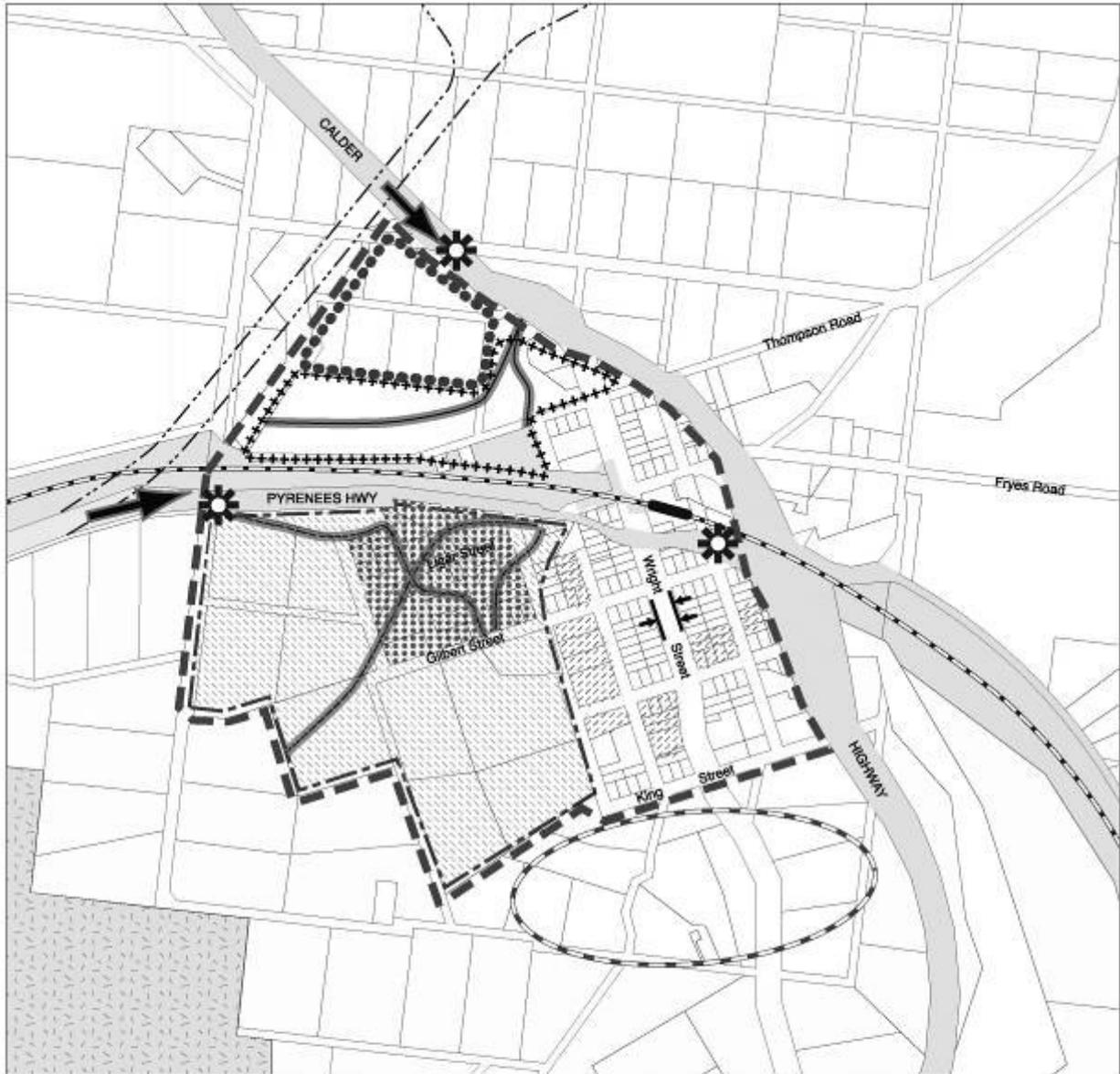
No zoning changes are proposed at this stage. The Urban Living Strategy recommends that an outline development plan be prepared for Elphinstone township. One aim of this detailed study will be to identify and delineate new zones (Residential, Business and Industrial) to replace the existing Township Zone. Rezoning and use of planning scheme overlays will generally accord with the Framework Plan as follows:

- Extend the existing Township Zone north of the rail line to include the proposed residential area as shown on the Elphinstone Framework Plan.
- Industrial 1 Zone to replace Rural Zone for proposed industrial area adjacent to the Calder Highway and proposed new alignment for Pyrenees Highway as shown on the Elphinstone Framework Plan.
- Rural Living Zone to replace existing Township Zone south of King Street adjacent to the township boundary at the general location shown on the Elphinstone Framework Plan.

- Apply Development Plan Overlays to future residential areas shown on the Elphinstone Framework Plan. The purpose of the Overlay is to guide future subdivision layout and coordinate residential design and town growth.

Further Strategic Work 2004-2007

- Elphinstone Township Outline Development Plan



PLAN 8: ELPHINSTONE FRAMEWORK PLAN

- State parks, reserves
- Residential infill of existing street grid
- Township boundary - (allowing for future expansion)
Encourage more compact urban form to achieve town character and facilitate efficient land use for town sewerage
- Development plan overlay
Apply overlay to plan and co-ordinate residential and town growth and protect/incorporate natural features (vegetation, landform) into residential design
Restructure Liger St and Gilbert St (west) area
- Future residential
Rezone from Rural to Township Zone
Apply Development Plan Overlay
- Future industrial area
Rezone from Rural to Township Zone
- Open space network - develop network based on creek system
Use network in design of new residential areas
- Old, inappropriate subdivision - restructuring of lots and road layouts required

- Establish new town centre
Future town centre along Wright St and Gilbert St (west of Wright St)
- Rural Living - showing general location
Rezone from Township to Rural Living Zone
- Proposed new alignment for Pyrenees Highway
New alignment to proposed Calder Highway interchange
- Exit points from Pyrenees Highway and Calder Freeway
- Establish town entrance character
Opportunity to create entrance character based on altered road functions

Mount Alexander Urban Living Strategy - Elphinstone			
2001	100	population	
	40	households	
2011	250	pop	
	110	h/h	
2021	500	pop	
	230	h/h	

Proposed Studies:
 Elphinstone Outline Development Plan
 Planning Scheme Reference Documents:
 Metcalf Heritage Study 1997

4. RECOMMENDED CHANGES TO PLANNING SCHEME

The Urban Living Strategy brings forward the need to review and amend the existing Planning Scheme. The Strategy gives a new strategic direction for the Shire's urban centres.

The Municipal Strategic Statement (Clause 21) and local policies (Clause 22) need to be reviewed.

The Urban Living Strategy, and more particularly the Castlemaine Residential and Land Use strategies, contains recommendations for rezoning of land and the application of planning scheme overlays.

4.1 Municipal Strategic Statement (MSS)

The existing Municipal Strategic Statement, particularly the objectives and strategies at Clause 21.05, do not provide a strategic context or justification for future urban growth or the management of growth as proposed in the Urban Living Strategy. The MSS needs to be reviewed and amended to reflect this new strategic direction. Council has undertaken a review of the Municipal Strategic Statement and is revising the MSS in the light of the review and strategic studies that have recently been completed.

Strategic Framework Plans

The revised Town Framework Plans are strategic plans and should therefore appear in the strategic part of the scheme ie. MSS. Currently they appear as part of local policies.

It is **recommended** that the following plans be inserted in the MSS at Clause 21.05

- a) Mount Alexander Urban Living Strategy (Preferred Option)
- b) All Township Framework Plans

Strategies

It is **recommended** that the review of the MSS include strategies about the following:

- town boundaries that provide a definite urban edge.
- town development and expansion that respects existing character and incorporates natural features into town design.
- encouraging rural living areas near to urban edge of townships.
- establishing industrial areas at Harcourt, Elphinstone, and Ranters Gully and Daws Road in Castlemaine.
- encouraging town centre development at Harcourt, Elphinstone and Taradale.
- planning for additional retail floorspace in Maldon.
- encouraging urban form and shape at Harcourt that has a residential focus on the east side of the Calder Highway.
- retaining village character at Taradale and Newstead.
- identifying flood prone areas and protection of levee banks at Newstead.
- ensuring design of new residential areas are water and energy efficient.
- facilitating town sewerage schemes at Elphinstone and Taradale.
- creating a Castlemaine open space network based on the major creeks with connections to smaller creeks, open space areas and community facilities.

- local creeks and drainage lines in smaller towns identified for passive recreation and used as a feature in residential subdivision design.
- making provision for neighborhood activity centres at Campbells Creek and McKenzies Hill
- increasing residential densities close to town centres in all towns.
- protecting significant landscape and townscape views and vistas at Taradale

Reference Documents

It is **recommended** that the following documents be added to the list of Reference Documents in the Municipal Strategic Statement:

- Mount Alexander Urban Living Strategy
 - Stage One: Urban Living Options
 - Stage Two Urban Living Strategy
- Mount Alexander Rural Living Study
- Castlemaine Residential Strategy
- Castlemaine Land Use Strategy Plan
- Castlemaine Central Area Urban Design Framework
- Castlemaine Town Entrances Strategy
- Mount Alexander Industrial Land Strategy

Further Strategic Work 2005-2008

It is **recommended** that the further strategic work listed for each town in Section 3 of this Report be included in the Municipal Strategic Statement.

Castlemaine

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

Other Towns

- Implementation of final Maldon Urban Design Framework 2004
- Maldon Town Centre Retail Study
- Harcourt Urban Design Framework
- Newstead Flood Management Study (North Central Catchment Management Authority)
- Newstead Urban Design Framework
- Taradale Urban Design Framework (including Taradale Visual Impact Assessment).
- Elphinstone Township Outline Development Plan

4.2 Local Policies

Some existing township local policies are of little help in making decisions on planning permit applications and do not help Council or the community understand how a particular discretion is likely to be exercised. This is the case with Harcourt, Newstead, Taradale and Elphinstone local policies.

The Castlemaine local policy (22.01) is outdated and needs reviewing. The heritage provisions must be retained as they originated from the Castlemaine Architectural and Historical Study. Any changes must follow a review of the Heritage Study.

The Maldon local policy (22.02) must be retained. The local policy is the result of comprehensive heritage studies undertaken during the 1970, 1980's and 1990's and is a translation from the former Shire of Maldon Planning Scheme.

It is **recommended** that the following local policies be deleted and replaced with township framework plans and strategic policies to be inserted into MSS:

- Newstead
- Harcourt
- Elphinstone
- Taradale

It is **recommended** that the Castlemaine Local Policy (Clause 22.01) be reviewed to reflect the recommendations of the Castlemaine Residential and Land Use strategies. The following sub-sections of the local policy need to be reviewed:

- Residential Development
- Commercial Development
- Industrial Development
- Gateways and Entrances
- Traffic and Transport Network

It is **recommended** that the Maldon Local Policy (Clause 22.02) be retained as is.

4.3 Zones

Implementation of the Urban Living Strategy and Framework Plans will require changes to zoning in the Shire's towns. Required changes are indicated on the Framework Plans and are outlined in Section 3 of this Report. In summary these changes are:

- Residential 1 Zone (from Rural Living Zone) for new residential areas in Castlemaine and replacement of the Township Zone in Campbells Creek with a Residential 1 Zone.

- Industrial 1 rezoning in Ranters Gully, Castlemaine.
- Industrial 3 zone to replace Rural Zone in Daws Road, Castlemaine
- Business rezoning of three highway sites in Castlemaine
- Business 1 rezoning of sites/areas in the town centre identified in the Castlemaine Land use Strategy and Castlemaine Central Area Urban Design Framework
- Residential 1 rezoning (from Low Density Residential Zone and Rural Zone) in Maldon as shown on the Maldon Framework Plan.

Retention of the existing Township Zones for Harcourt, Newstead, Taradale and Elphinstone is **recommended**. Replacement of Township zones in these towns with Residential 1, Industrial 1, and Business 1 Zones is recommended when proposed urban design framework studies are completed for each of the towns. In the meantime, future planning and development in the towns can be guided by the Framework Plans and the new Municipal Strategic Statement.

4.4 Overlays

New overlays will need to be introduced into the Planning Scheme to implement the Town Framework Plans and the various urban living studies. New overlays are required to plan and co-ordinate growth and development; retain heritage, neighborhood and town character; and protect significant landscapes and native vegetation.

The types of overlays that need to be used are:

- Development plan overlays and an incorporated plan overlay for new residential areas in Castlemaine and a development plan overlay for the proposed new industrial area at Ranters Gully.
- Design and Development Overlays for the two areas in Maldon proposed to be rezoned to Residential 1 Zone.
- Design and Development overlays for identified development/redevelopment sites in Castlemaine town centre and the 3 identified highway business sites.
- Extension of the Significant Landscape Overlay 2 (SLO2) to include areas adjacent to National Heritage Park in Happy Valley, Little Bendigo, and North Castlemaine; areas proposed for Low Density Residential rezoning in North Castlemaine north of Froomes Road and in the Vanstan Road area.

The use of overlays in Harcourt, Newstead, Taradale and Elphinstone are **recommended**. These overlays will need to be included in the planning scheme amendment to rezone land in the towns, which is to occur at completion of urban design framework studies for the towns.