

Bannockburn Urban Design Framework

November 2011

Golden Plains Shire Council

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A+ GRI Rating: Sustainability Report 2010*

Revision	Details	Date	Amended By
001	Original	June 2011	DawsonP
003	Revision	August 2011	DawsonP
004	Final	November 2011	EmmaL

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Forward

In 2003, consultants RPD Group and Chris Dance Land Design embarked on a process of developing the Bannockburn Urban Design Framework. This incorporated input from key stakeholders including Golden Plains Shire Council and the Bannockburn Community. It was later revised in 2005 to update key aspects of the Plan.

Since its adoption in 2003 the Bannockburn Urban Design Framework has functioned as the key strategic reference through which to guide land use planning in the Shire's largest and fastest growing population centre. The framework has proven to be a well-researched document, incorporating a range of sound planning principles such as growth boundaries, priority development zones, open space corridors and pedestrian linkages.

In 2011, the revised Framework has undergone a comprehensive review, as part of Council's strategic work in the area of land use planning. The review will ensure the guiding principles developed in the original and revised documents are still relevant. It was also a recommendation of the original Framework which was the outcome of Panel Hearing C19. It was important that the review recognised the strong growth and resulting development Bannockburn experienced in recent years and provided Council planners tools to build upon the strengths of the existing framework document.

The overall aim of the review was to provide an opportunity to adapt the Bannockburn Urban Design Framework to reflect the current needs, values and aspirations of the Bannockburn community.

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1. Study Area

The study area is the Bannockburn Township, as illustrated by Figure 1, which is essentially the area bounded by:

- Midland Highway to the north
- Extent of existing rural residential development to the south
- Extent of existing Structure Plan boundary to the east
- Bannockburn Bush to the west.

2. Process

The following table summarises the process undertaken to develop the original Bannockburn Urban Design Framework:-

ANALYSIS	Review of existing studies, information	
	Social and cultural context	
	Physical context (character and form; assets and features; land use and activities; the physical landscape and environment)	
	Strategic context	

ISSUES AND OPPORTUNITIES	Social and cultural issues and opportunities	
	Physical issues and opportunities	
	Strategic issues and opportunities	

CONSULTATION PROCESS – Community Forums, Workshop with Councillors, statutory authorities

OUTPUT– BRIEFING PAPER, ANALYSIS PLANS

DRAFT FRAMEWORK	Synthesis of issues, opportunities and community views	
	Draft principles – report summary and plans	

CONSULTATION PROCESS – Public Exhibition

OUTPUT– DRAFT FRAMEWORK PRINCIPLES

FINAL FRAMEWORK	Final Framework and Implementation Strategies	
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OUTPUT– FINAL FRAMEWORK
Report and Framework Principles, Implementation Strategies

CONSULTATION PROCESS – Public Exhibition

The review in 2011 had three main objectives. They included:

- Providing an opportunity to address issues arising from strong growth and resulting development in Bannockburn;
- Providing an opportunity to build upon the strengths of the existing framework document;
- Providing an opportunity to adapt the framework to reflect the current needs, values and aspirations of the Bannockburn community.

It was important that the essential elements of the Bannockburn UDF were maintained, particularly the plan which indicates the overall principles of the UDF, as this is what the Council and community relate to when they consider design elements of Bannockburn. There was however scope to supplement the directions in the plan, and draw on the findings of the more recently completed investigation reports such as the:

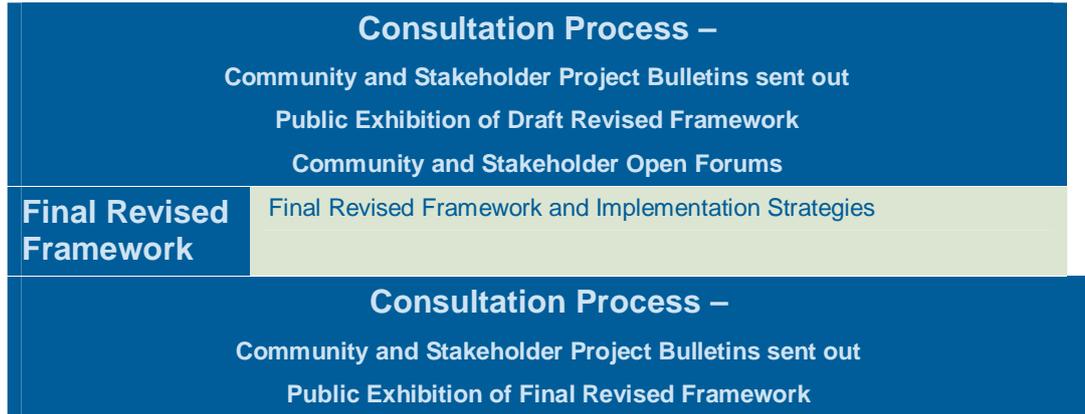
- Bannockburn Town Investment Strategy,
- Bruce’s Creek Master Plan;
- Golden Plains Heritage Study;
- Residential Land Supply Review

The consultants were also guided by the contributions obtained from the stakeholder consultations, and the observations of the project team in the light of the most recent development within the township.

The implications of the proposed expansion of the existing supermarket, was also acknowledged and addressed in the revised Urban Design Framework.

The review involved the following process:

Consultation Process – Community and Stakeholder Project Bulletins sent out Community and Stakeholder Open Forums	
Analysis	Review of existing UDF
	Review of completed studies, information
	Review of demographics and development information
	Social and cultural context
	Physical context (character and form; assets and features; land use and activities; the physical landscape and environment)
	Strategic context
Issues and Opportunities	Social and cultural issues and opportunities
	Physical issues and opportunities
	Strategic issues and opportunities
Draft Revised Framework	Synthesis of issues, opportunities and community views
	Amendment of principles – revised report and plans



3. Consultation

The 2003 Framework was prepared on the basis of an extensive consultation program. The consultation consisted of five stages:

1. Preliminary information and meetings - Working with a group of forty RMIT planning students, a preliminary series of consultative meetings were called. All houses in Bannockburn and the wider community were letter-boxed and invited to attend an information and consultation forum. Twenty two people attended and much valuable information was obtained on the key issues.
2. Preparation of preliminary concept plans - The consultants prepared some preliminary concept plans which formed the basis of a weekend workshop where community members were invited to attend an open planning session. A group of RMIT planning students assisted in this process. Overall, direct involvement was low but much valuable information was gathered including direct interviews with many shoppers on Saturday morning.
3. Workshop with Chamber of Commerce – The consultants convened a detailed workshop with the newly formed Chamber of Commerce who showed great interest in the development of the Framework. Significantly, the consultant team’s overall proposals had strong similarities with those developed by the Chamber of Commerce. Following this workshop, the conceptual Framework was refined at a meeting of the Council’s Steering Committee and a set of plans were developed for public display.
4. Public Display of Concept Plans of Framework – Concept plans of the Framework were placed on public display for a week at the supermarket. The display was supported by the presence of an RMIT planning student who had participated in the workshop. Overall, Council received sixteen written submissions to the draft plan.

This was a very successful process with well over two hundred persons undertaking detailed inspections of the plans. There was a strong degree of support for the concepts and a consensus on critical elements of the plan was gained by this process. Only one contentious issue arose and it related to one of the optional sites suggested for the long term development of the school. Overall, Council received sixteen written submissions to the draft plan.

Subsequently, Council convened a community consultation workshop attended by about 35 persons who generally discussed the plan.

5. Refining of Framework – Council, through its Steering Committee, has continued to refine the Framework and, in particular, has focussed on the development of detailed guidelines for future residential development as it relates to land along Bruce’s Creek. This has led to a number of meetings with the proponents of such development.

A meeting was subsequently held with key statutory authorities to ensure that the plan met their requirements and could be successfully implemented.

While the consultation process has been protracted, Council is able to move forward confidently and clearly on the plan’s implementation, on the basis that there is widespread knowledge of and support for the plan. The thorough consultative process has ensured that the community embraces the key elements of the plan.

The work in 2003 was supplemented with the following consultation program in 2011:

1. Initial community and stakeholder briefing – All houses and relevant stakeholders in Bannockburn and the wider community were sent a Project Bulletin and invited to attend an information and consultation forum. Council, in collaboration with the consultants, provided details of the review process and discussed key themes affecting Bannockburn.
2. Preparation of the Draft UDF Review – A Project Bulletin was sent to all houses and relevant stakeholders in Bannockburn and the wider community advising of progress. The revised Concept plans and Framework document was placed on public exhibition and consultation sessions were held to inform community and stakeholders of the changes.
3. Refining of the Final UDF Review – Council, through its Steering Committee, refined the document to take into account key themes raised during consultation sessions and through submissions. The Framework was also placed on public display.

4. Analysis

4.1 Population

Bannockburn, at the 2006 census, had a population of approximately 2,486 persons and it is estimated that the population now exceeds 3000. Recent trends have shown an increase in population and development (number of dwellings) rates within Bannockburn, with a growth rate of approximately 70 new houses per year. Table 1 below shows recent growth in terms of number of dwellings and people over the last 5 years.

The town is a popular destination for both young families and retirees due to factors including the small town ambience in a rural setting that Bannockburn enjoys, combined with an easy commuting distance to Geelong and parts of Melbourne.

Table 4.1 Population of Bannockburn (existing)

Period	Number of new dwellings	Number of new people	Total Population
Time of 2006 Census – August	N/A	N/A	2486
New dwellings, remainder of 2006	42	103.74	2589.74
2007	55	135.85	2725.59
2008	70	172.9	2898.49
2009	72	177.84	3076.33
2010	74	182.78	3259.11
<i>Current population in Bannockburn (Urban Growth Boundary)</i>			3259

The assumptions made in the tables include: Average Golden Plains Household Size = 2.47 persons, Lots per Hectare – R1Z or similar = 8 and Lots per Hectare – LDRZ or similar = 1.

Council anticipates a continuing demand for new housing. Consultation with the real estate industry indicates a rapid take up of new lots on the market combined with quickly rising prices. It is anticipated that continuation of the current growth rate would see the town continue to expand.

In 2003 the Council estimated the total population capacity for Bannockburn at approximately 10,000 people. This figure was the product of an analysis of lot sizes and household occupancy rates which were used to determine the number of people that the town could realistically grow to. Future planning and the setting of an urban growth boundary have been based on that figure as a long term – twenty year plus target. This target was set in 2003 and has been used as a basis for estimating future growth for the area. Table 2 below shows that Bannockburn has capacity for an additional 7400 people within the medium, high and low density suburbs combined. There is also potential scope for increased densities at strategic locations near schools, and recreation facilities.

The capacity of Bannockburn’s future population and location is illustrated on Figure 5.

Table 4.2 Population Growth within the Urban Growth Boundary

Development Type	Zoning	Population Capacity (2023)	Recent Population Growth (2005 to present)	Remaining Capacity (Projected Growth)
Medium – High Density ¹	R1Z	7787	613	7174
Low Density ²	LDRZ	519	257	262
Current Bannockburn Population (UGB)				3259
Projected Growth Area Population (UGB)				7436
Total Projected Bannockburn Population (UGB)				10,474

¹ Areas include Glenmore, NW, East of Creek, NW, West of Creek, Sth, East of Creek, Sth, West of Creek

² SE Corner, East Corner, Nth Railway Line Infill

4.2 Context

Historically, Bannockburn has been a rural service Town. The commercial centre services the local community, as well as the surrounding Townships of Batesford, Gheringhap, Shelford, Teesdale, Lethbridge and Inverleigh. The larger regional centres of Geelong and Ballarat provide a greater level of community facilities and commercial and retail activity, than the generally local convenience retail and local businesses of Bannockburn.

Any increase in the current educational, recreational, residential, commercial and retail sectors of the Township are desirable to ensure the long term economic viability of the town. The intent of the Framework is to identify principles to guide appropriate growth and development in the town.

The land use and landscape setting of the town is important. Generally, the town is surrounded by relatively large scale farming enterprises. This rural-agricultural setting reinforces the character of the town and is a key attraction of the town. Maintaining such a setting is an important element in the implementation of the overall plan.

Given the sustained growth of the township since 2003 and the anticipated population of 10,474 in 2023 there is a need to make provision for some additional facilities within Bannockburn such as a site for a new primary and secondary school.

4.3 Planning Context - Zoning

The attached zoning plan from the Golden Plains Planning Scheme illustrates the existing zoning in the Bannockburn town centre, and outer environs.

The existing commercial and retail areas of the town centre are within the **Business 1 Zone**. This **Business 1 Zone** applies to the properties fronting Shelford-Bannockburn Road (the High Street).

The **Business 1** Zone encourages intensive development for retailing and complementary land uses such as appropriate residential development, commercial, entertainment and community uses.

A **Township** Zone applies to the core of the residential area within the town centre, as well as an undeveloped parcel of land to the west of Milton Street. This zone generally encourages residential development, however allows a range of commercial and retail uses.

A **Public Use** Zone applies to the Primary School, the water treatment land, the Arboretum reserve adjacent the Lock up, the Recreation Reserve and Council offices, and the Cemetery. This zoning generally applies to public land and related land used for recreational, environmental, utilities and community uses.

The Business Park to the west of the town centre on the Shelford-Bannockburn road is currently zoned **Industrial 1**. This allows for manufacturing industry uses, the storage and distribution of goods, while ensuring protection of local amenity.

It is proposed to investigate extending the area of land included in the Industrial Zone to provide for the planned expansion of the Service Business area. To achieve the best outcome for this area, the preparation of Development Guidelines in any future rezoning will be required, that will address the access, frontage and landscape treatment of this important employment area. An assessment of a heavy transport route around Bannockburn and to the Service Business area will also be required.

The expansion of the Service Business area is important to Bannockburn, as it will ensure that people will have access to the additional industrial uses which establish, and it will also create additional employment opportunities for the expected population growth.

Bannockburn Bush and the Golf Course land are zoned **Public Conservation and Resource** Zone. This zone provides protection and conservation of the natural environment for its landscape, habitat and cultural value.

The balance of land within the Township study area is zoned **Low Density Residential and Rural Use** Zone. **Low Density Residential** zoning provides for low density residential development on lots which in the absence of reticulated sewerage, can treat and retain all wastewater. **Rural Use** Zone applies to areas of sustainable agriculture including crop raising and animal husbandry, and an integrated approach to land management.

The revised Framework proposes minor modifications to extend the Residential 1 Zone.

The recommended expansion of the Residential 1 Zone will incorporate land east of Harvey Road which is located within close proximity to existing Residential 1 Zoned land, the Bannockburn town centre and Bruce's Creek. Identifying this land will provide additional capacity to facilitate development opportunities. The land also has certain amenity values with existing and proposed access arrangements.

4.4 Planning Context - Overlays

There are a series of planning overlays applying to specific areas of Bannockburn. Within the Golden Plains Shire Planning Scheme various overlays have been used to allow Council and other agencies to influence development and its impact in specific circumstances.

Specifically, areas of Bannockburn are affected by the following Overlays:

- **Design and Development Overlay**

Schedule 1 of the Design and Development Overlay applies to the Bannockburn town centre. The objective of this overlay is to ensure that all development in the town centre has regard to the 'Town Place Study' in respect to design, siting and landscaping.

Schedule 9 of the Design and Development Overlay applies to the Bannockburn town centre. The primary objective of this Overlay is to provide a comprehensive and coordinated framework to facilitate the development and expansion of the Bannockburn Town Centre.

Schedule 5 of the Design and Development Overlay applies to Low Density Residential Zone setbacks. The primary objective of this Overlay is to ensure that the siting and design of buildings creates an attractive low density residential environment that respects the character of the area.

Schedule 6 of the Design and Development Overlay applies to land within the Willow Brae Development in Bannockburn. The primary objective of this Overlay is to facilitate the comprehensive development of the site, including a multi-lot subdivision, townhouses and reservation of land along Bruce's Creek as public open space.

- **Vegetation Protection Overlay**

Protecting an area of vegetation along the rail corridor west of Victor Street, on the town side of the rail line. This area contains significant remnant vegetation of a regional significance.

- **Heritage Overlay**

A Heritage Overlay currently covers the land around the Railway Station.

A new Bannockburn Heritage Precinct is proposed to be implemented either side of High Street bound to the south-west by Pope Street and to the north-east by McPhillips Road. A heritage citation report was prepared in Feb 2011.

- **Environmental Significance Overlay**

Schedule 2 to the Environmental Significance Overlay, Watercourse Protection, applies to the Bruce's Creek corridor. The environmental objective of this overlay is to ensure protection of the watercourse and prevent degradation of the environment with respect to water quality, habitat, vegetation and erosion.

- **Development Plan Overlay**

Development Plans have been important in guiding development in the Bannockburn area. Schedule 1 of the Development Plan Overlay relates to a Township Development Plan – Bannockburn, Schedule 4 relates to development occurring on Levy Road, Bannockburn, Schedule 6 relates to development in Glen Avon Estate and Schedule 10 relates to Low Density Residential Development in Bannockburn East.

The above Schedules require the application of Development Plans to new subdivisions or developments to effectively manage the outcomes of the proposed developments.

- **Other**

Although not specifically covered by an overlay condition, there is a requirement for an approximately 500 m radius buffer zone surrounding the sewerage treatment plant to the north west of the town. This has implications for any residential development within this area.

4.5 Services and Infrastructure

South of the railway line, the town centre and surrounding residential area is currently serviced by a sewerage system, however not all areas of the outer residential zones are yet connected. Connected properties extend from the railway line south to Charlton Road and include existing properties from the western extent of McPhillips Road, Milton Street, Pilloud Street, Earl Crescent, and east to Levy Road and Moore Street. One pump station is installed on Shelford-Bannockburn Road near the Creek crossing.

Barwon Water has confirmed that areas outside those already connected can be connected as required and that it approves extensions of the sewerage system, in consultation with Golden Plains Shire to ensure that approvals for sewered development do not contravene the planning scheme and existing zoning.

Barwon Water has also confirmed that the capacity of the existing system is not an issue in terms of growth in the town and agreed that additional pumping systems (paid for by developers) may be required in areas adjacent to Bruce's Creek. Barwon Water is aware of current plans for development along Bruce's Creek.

Water is supplied from the water plant on Milton Street. Barwon Water has plans to expand this to meet increased demand.

As with all of Victoria, current water storage constraints and restrictions will affect Bannockburn. Increasingly, the efficient use of water and the storage and treatment of water will need to become a focus for sustainable development.

Electricity is provided to all areas, with overhead powerlines along most major roads and streets. There is no natural gas supplied to the town.

Drainage has been raised as a key concern of the community. Several roads in the town are unsealed and not drained. There is also an ongoing issue to protect Bruce's Creek catchment as much of the drainage outfalls to the Creek.

4.6 Town Character and Built Form

Bannockburn has a relaxed and attractive town centre which primarily accommodates commercial and community uses. The width of High Street, which reflects the typical character of a rural town, and its associated service lanes, provides an opportunity for a high quality boulevard. The Bannockburn Town Centre Investment Strategy will play an important part in increasing the retail and commercial sectors of the township whilst also ensuring the long term economic viability of Bannockburn.

The built fabric and general appearance of the town is diverse. Building heights are generally one to two stories and low density. Heritage buildings within the street contribute to this character, and the continued support for their re-use for business and community uses is desirable. It is noted that a Heritage Citation Report was prepared for Bannockburn in February 2011. It is proposed to include High Street as part of a Heritage Precinct bound to the south-west by Pope Street and to the north-east by McPhillips Road.

It is anticipated that with the expansion of the supermarket, there will be a stimulus for further retail development along High Street. The Bannockburn Town Centre Investment Strategy addresses the access and circulation requirements, requirement for public spaces, water management, frontage and landscape treatments is required.

The Framework principles continue to promote the consolidation of the town centre, ensuring the core centre is not dispersed further south. While the current mix of shops provides for daytime activity, opportunities for outdoor dining associated with restaurants, cafes should be encouraged.

4.7 Residential Patterns

In the original Framework, there was recognition that the pattern at the time, of low density residential development was considered unsustainable. Since the adoption of the Framework in 2003 some of the land identified for residential development has been zoned accordingly, however, there still remains pockets of land identified for intensification which has yet to be zoned.

The Residential Land Supply Review, adopted in 2009, anticipates 11 years land supply of Residential 1 Zone land and 7 years land supply of Low Density Residential Zone land, however, when this includes the land identified for rezoning in the 2003 Framework it increases the land supply by 44.5 years for the Residential 1 Zone land and 2.8 years for the Low Density Residential Zoned land. These figures indicate that Bannockburn has sufficient land available and a significant amount of land identified to accommodate future growth.

While there has been substantial growth of new residential areas with an increased range of allotment sizes, there has not been substantial redevelopment or higher density residential development within the inner area of Bannockburn.

The establishment of a growth boundary around the township has proven to be an effective method to promote consolidation of residential areas.

Significant demand for allotments within Low Density Residential Zones continues to exist, however this form of development should not restrict the capability of delivering residential land, and the continuity of residential corridors with associated services.

4.8 Industrial Land Supply

The existing business estate, located on Industrial 1 Zoned land, has been taken up at a significant rate, indicating that this type of land is desirable in Bannockburn. There is also the opportunity to investigate the relocation of other industrial type land use developments within the town centre. This would allow for strategically located retail space or car parking in the future.

This Framework needs to consider the potential for the expansion of industrial land, taking particular regard of the requirements for the proposed Low Density Residential land immediately adjacent to the south.

4.9 Natural Systems

The rural landscape and the natural creek and river systems of the Bannockburn environs make an important contribution to the town's character.

Bannockburn is located on the western plains, in close proximity to the Moorabool River valley. Bruce's Creek meanders through the west of the town. The generally flat environment of the town changes significantly as it approaches the embankment of the Creek valley.

The Creek corridor contains remnant vegetation and a diversity of flora and fauna. The Planning Scheme protects this environment via an Environmental Significance Overlay.

The community are also protective of Wabdallah Flora and Fauna Reserve and the Arboretum, and recognise the contribution these reserves make to the 'rural bushland' character of the town.

Future development will require the protection and enhancement of the natural systems in and around Bannockburn. The Framework principles also encourage an increase in the bushland character of the town through extension of open space links along the creek corridor, upgrades to the existing Flora and Fauna Reserve and significant tree planting along road reserves.

Preparation of the Bruce's Creek Master Plan in 2009 supports the initiative of extending the environmental values of this important natural asset. There is considerable scope to increase the environmental qualities of road reserves, public open space, gateways to residential areas, and at the perimeter of these development areas. These have all been addressed as part of the Bruce's Creek Management Plan.

4.10 Fire

During the development of the Framework, fire management was at the forefront of planning thinking, due to the prevalence of bushfires occurring throughout regional Victoria at the time.

As such, the Framework principles developed for the town edge condition recognise the importance of developing and maintaining these areas as per CFA guidelines, ensuring ongoing vegetation management; particularly along the western town edge adjacent Bannockburn Bush.

New building regulations '*Building Amendment (Bushfire Construction) Regulations 2011*' (the Regulations) for bushfire prone areas, delivered in response to the recommendations of the 2009 Victorian Bushfires Royal Commission, came into effect in September 2011. These regulations identify areas which are 'bush fire prone' and specify the assessment process and the construction requirements for new homes within these areas. The maps produced by the Minister for Planning and Community Development (DPCD) prepared under the new

Regulations identify the majority of the land within and around Bannockburn as being within the 'bush fire prone areas'. In summary, the new regulations require the following:

- A Bushfire Attack Level (BAL) assessment to be prepared for all new homes in designated bushfire prone areas to determine the specific construction requirements for the homes.
- All new homes in bushfire prone areas are required to be built to a minimum BAL 12.5 providing some level of ember protection.
- The Building Surveyor must accept a BAL specified by a planning scheme or a planning permit for the construction requirements for a building.

In addition, while Bannockburn Township is not specifically covered by a Wildfire Management Overlay (as determined within the Planning Scheme), the objectives of this Overlay provide sound principles that can still be applied to development on the 'fire vulnerable' edges of town. Other existing strategic controls that can be referenced include CFA guidelines for development in bushfire prone areas, Australian Building Regulations and Australian Standards for Houses in Bushfire Prone Areas.

The Bruce's Creek Master Plan provides important directions for the protection and enhancement of the environmental and recreational values within the corridor. The Bruce's Creek Management Plan provides specific consideration for the requirements for fire hazard management, and this needs to be considered in the implementation of all future management strategies. Initiatives such as the promotion of improved environmental character within residential streets, and within the core area of Bannockburn, need to have regard to fire hazard management.

4.11 Community Facilities (Including Emergency Services, Schools, Council Offices, Recreation Reserve)

Since the original Framework was adopted, there has been considerable development of community and recreational facilities within Bannockburn. This, in some cases, has also been in advance of the delivery of some residential areas.

The current Primary School site was identified in 2003 as being inadequate to manage the anticipated growth, and in 2011 this situation has not changed. The existing school site is constrained in its current town centre location by a lack of available land. The requirement for a larger site, which is well located to accommodate the anticipated growth to Bannockburn, is now even more essential. The Department of Education has now identified a strategic location for the school.

The delivery of the indoor recreation centre (stadium), multi-purpose courts, tennis courts and carpark as part of the Federal Government Regional Land Community Infrastructure Program – Strategic Projects in 2008/2009 supplements the existing recreation facilities at Victoria Park which comprise two ovals, tennis courts and clubrooms. These facilities are located within close proximity to the existing bowling greens. The new facility will be further developed over time, based on population projections, to include additional ovals and tennis courts, a duplicate stadium, aquatic centre, two soccer pitches, tennis and football pavilions, netballs courts, cricket pitches and additional car parking.

Bannockburn has also seen the development of an aged care facility. It was first established in 2006 and was built to accommodate 75 beds. In 2008 an extension to the facility was approved allowing an additional 30 beds. A further extension is currently being sought for an additional 16 beds.

In recent times Bannockburn has also experienced the introduction of a farmers market which occurs on the first Saturday of every month. This Framework needs to consider the implications of the farmers market and identify possible leverage opportunities for the Bannockburn community.

The community have expressed a need for a consolidated emergency services centre. This would need to be planned for in a coordinated way with the relevant emergency services providers.

4.12 Movement System

The main movement issues (incorporating traffic, car parking, transport, pedestrian and vehicle access) identified during the physical analysis of the town, as well as during the community consultation process included:

- Entry into town from the east via the Midland Highway slip lane is poorly signed and the slip lane does not slow vehicles, although they are required to give way
- The main entry into town proper at the rail line is difficult in terms of sightlines, the number of converging roads, a narrowing across the rail line, and concerns regarding pedestrian access and safety
- Vic-Roads have completed preliminary designs for the improvement of this intersection, which will contribute to safety improvements at the railway crossing, and provides the potential for an urban design treatment that celebrates the entrance experience to the township
- Community interest has been maintained in the upgrading of the existing crossing or the establishment of an additional railway crossing. It is however considered, due to cost implications that it is unlikely that approval will be given for the grade separation of the existing crossing or any additional crossings of the railway line in the lifespan of the revised UDF
- The response to the streetscape treatment of High Street in 2003 was that the improvements were 'too urban'. Additional planting has now been completed and has been successful
- Although the level of heavy vehicle movements along High Street is currently considered to be a modest 11%, there is a need to identify a by-pass route to accommodate future increased traffic flow. According to VicRoads, the construction of the Geelong By-pass has not had a substantial effect on the volume of traffic within the township
- The number of service road and driveway entries into High Street is high and confusing, with 11 different openings along two blocks
- Extension of the service lanes further to the south is desirable; however this aspect of the revised UDF needs to be the subject of detailed consultation with land owners

potentially affected by these works. Opportunities for upgrades will be explored as part of the consideration of future subdivision proposals

- In response to the need for expansion of the pedestrian trail system within the township in 2003, the completion of the Bruce's Creek Master Plan and Management Plan and the links identified as part of these Plans will effectively meet this requirement
- As identified in 2003, there has been an ongoing need for improvement in the approach routes and entrances to the Bannockburn town centre. This has yet to be addressed. These works could be utilised to signify, commemorate or celebrate important events in the history of the town
- The Bannockburn Town Investment Strategy suggests that there is currently a shortage of car parking in the town centre. If development continues, as the Framework anticipates, this will be exacerbated into the future.
- The decision by Council to approve a planning permit for the expansion of the supermarket was based on a detailed assessment of the parking requirement for this use in relation to the overall supply of parking in the retail core. The adequacy of parking in the town centre should continue to be monitored and further options to increase the supply should be investigated.

5. Principles

5.1 General Principles

The Framework is underpinned by principles of progressively developing a sustainable urban form. In effect this means:

- responsiveness to the land and environmental qualities of the Township
- Managing growth to maximise the available utility services and reduce the impacts of unco-ordinated development
- integrating principles of water sensitive development, and environmentally sustainable design
- protection of natural systems and significant vegetation
- creating opportunities for walking and cycling in preference to increased car usage.

The Urban Design Framework seeks to provide for the principles set out in the Department of Sustainability and Environment Discussion Paper, Sustainability in the Built Environment (September 2003).

5.2 Growth Boundary

(Refer Figures 2, 3, and 4)

The development of the Framework in 2003 recommended the determination of a growth boundary in order to protect and conserve the natural attributes of the town, to define the town as an entity, to limit infrastructure demand, and to clearly define land use, particularly urban land and non-urban rural land.

The boundary represented in the Framework was designated to respond to expected growth demands, the current development patterns, existing community and environmental features, and infrastructure constraints. Consideration was given to areas which were nominated by the Structure Plan.

The urban growth boundary has proven to be effective in managing the extent, nature and direction of new growth. No alteration is proposed to the position of the boundary. The identification of the urban growth boundary as public land with a substantial vegetation belt, and where applicable, by a road is still to be completed. The required maintenance of this vegetation belt to CFA standards will need to be fully assessed during the preparation of Regional Bushfire Planning Assessments, to be conducted in 2011 by the Department of Planning and Community Development.

5.3 Zoning and Precincts

(Refer Figures 2 and 3)

The Framework recommends the determination of particular land uses within Bannockburn to ensure future development occurs in appropriate locations. These land use definitions also ensure uses are complementary, well linked, support the existing commercial centre, and increase the sustainability of the town centre.

It was considered in 2003, that the Township zoning applied to land outside the Business 1 zone in the town centre was no longer appropriate to differentiate between the various precincts proposed for the town centre. The Township zone's emphasis on residential development was considered to restrict further commercial, retail and mixed use development, as well as precluding a higher density of residential development, compared with the 'traditional' existing forms within the Township zone. It was therefore recommended that the town centre be differentiated by the use of the Business 1 Zone to replace the Township Zone.

The performance of this zone has been generally effective, and the application of the Design and Development Overlay to the town centre provides for the anticipated additional retail and commercial growth which will accompany the expansion of the supermarket. The Bannockburn Town Centre Investment Strategy also establishes a clear framework for public spaces, pedestrian movement, parking and vehicle access.

5.4 Open Space Corridors/Trail System

(Refer Figures 2 and 4)

The landscape and natural creek and river systems surrounding Bannockburn make an important contribution to the town's character. The Framework identifies opportunities for further development of open space, to protect and preserve existing open space values, and to ensure open space is accessible and provided in proximity to the town centre. The town centre can become the focal point of the open space system and the starting point for walks/tours.

The Framework has identified both opportunities for increasing the existing open space network in the town centre, as well as the necessity for the ongoing provision of open space and links in all developments throughout the town.

Opportunities for open space development include:

- Road Avenues as open space pedestrian links
- A public open space reserve with a shared walking/bicycle/riding trail network at the town boundary edge
- The rail corridor as an open space link with a shared walking/bicycle/riding trail
- Upgrade of existing reserves (including Flora and Fauna Reserve, Recreation Reserve, Arboretum, Lions Park) to meet community expectations and to increase the open space and environmental values of these reserves

- An open space easement along Bruce's Creek to protect this area as a significant landscape corridor, incorporating pedestrian/cycle pathways
- Setting development limits and controlling development patterns and forms within open space zones and areas of particular environmental significance such as Bruce's Creek
- Connecting open space 'spines' into the Bruce's Creek reserve
- New development areas to provide open space, with direct connections into other networks. Ongoing review must occur to ensure that open space provisions continue to meet community requirements through provision of play spaces, active and passive recreation, picnic and BBQ areas etc (refer Figure 4 for indicative principles)
- Establishment of flora and fauna corridors within open space reserves, including use of a diversity of local vegetation, protection zones/fencing, weed control etc

Development of open space links shall include the provisions for a trail system, providing where possible 'off street' shared pedestrian/bicycle/riding trails.

There has been substantial progress towards the achievement of these opportunities, and their continued application in the revised UDF is encouraged.

Attention should be given to the ongoing improvement in the implementation of these features of the township. This will however require increased responsibility by developers of new residential and employment areas in investing in higher quality landscape treatments, improved stewardship by Council in the achievement of these projects, and greater encouragement to local residents in participating in on-going management initiatives.

It is noted that, in 2007, Council also completed a Recreation Strategy Plan (2008-2012) for the municipality. This outlined Council's key directions and priorities for recreation provision in the Shire and the actions it would take in the five year period of the document to implement them. It is considered that most of the commitments made in this document have now been completed.

5.5 Multi – Purpose Recreation Precinct –including community and education facilities.

(Refer Figures 2 and 3)

The rapid development of Bannockburn has accelerated the need for additional recreation, educational and community facilities. Construction of the new indoor recreation centre at the end of Milton Street has provided an important catalyst for these associated requirements.

A site for a new primary and secondary school, with child care facilities should be provided as part of a development plan for this area. The key principles in siting this Precinct are:

- availability of land
- proximity to the town centre
- good accessibility for both vehicles and pedestrians/cyclists
- ability to expand

- complementary adjacent uses

It is noted that an aged care facility was recently developed on McPhillips Road.

If development continues, as proposed by this Framework, the multi-purpose recreational precinct will effectively form a second major hub for activity in the township, and given the physical extent of the township will also create the potential for supplementary local employment in a small service centre.

5.6 Civic/Community Precinct

(Refer Figure 2)

In the long term development of Bannockburn, there will be a need to reinforce the cultural and civic functions of the township. A larger library, cultural centre and gallery may for example be desirable by the community. Provision for the establishment of these uses can be made as part of the revised Urban Design Framework, and it is desirable that they are located within close proximity to the town centre of Bannockburn.

5.7 Residential Precincts

(Refer Figures 2 and 3)

Two residential precincts are nominated within the Framework:

- **Consolidated Township**

Development in this precinct should accommodate a range of housing lot sizes and a diversity of housing type, to provide choice and to meet changing community requirements.

Generally, within close proximity to the town centre (i.e. within a 500 metre radius), smaller lot sizes and higher density housing forms (as compared to the existing 'traditional lots') should be encouraged to consolidate the town centre.

The implementation of this strategy is now well progressed. Sites which are strategically located have been identified within Council Strategy for future redevelopment as higher density housing when the need arises.

- **Rural Living**

To date, Low density rural living developments have been the major form of residential development in Bannockburn. However, access to sewerage connections within the town centre and the recognition that ongoing low density subdivision is unsustainable has determined that this type of development should be confined. The areas nominated in the Framework essentially cover existing low density areas and current applications, as well as determining a limited area for expansion.

Demand for this form of development has continued to be strong, and the available low density allotments have largely been utilised. It is desirable to supplement the supply of standard residential allotments with site specific treatments, such as the use of low density residential developments as buffers to arterial roads, or in areas with environmental values that can be protected by more site responsive forms of development.

The guiding principles for the approval of new residential development should be based on the following criteria:

- Respond to existing neighbourhood character, amenity and all other requirements of ResCode and the Golden Plains Planning Scheme
- Maximise connectivity to the street system
- Maximise opportunities for safe pedestrian and cycle use
- Link residential areas and pedestrian and cycle movement to open space areas, community facilities and the town centre
- Development shall be designed so as to achieve best practice water sensitive urban design techniques and incorporate ESD principles in site design and planning, services provision, civil design, and built form
- Connect to the reticulated sewerage system
- Minimise intrusion of residential development into natural features, in particular the immediate environs of Bruce's Creek and areas of native vegetation and existing stands of significant trees. Buffer areas should be provided between all residential areas and vegetated public land areas, formed on principles that allow ease of public access, maintenance, and protection of natural features
- Residences should address public open space and streets, providing a level of natural surveillance. High, solid fences and other structures forming a barrier to open space should be discouraged, with the preferred edge treatment being a road or path edge and low permeable fences
- Provide single entry or shared driveway access and rear car parking to reduce the number of access points from streets and to limit the visual disruption of multiple front garages
- Front fences should be no more than 1.2m in height if solid, or 1.8m height if the fence has openings or materials that make it not less than 50% transparent, such as open picket style or post and rail.
- Require a high level of permeability within large subdivisions, requiring a network of safe pedestrian links on street and off street within a variety of green open space connections.
- Discourage 'replicas' in multi dwelling developments

These guiding principles continue to be relevant to the planning and development of new residential areas. There are opportunities to provide more direction on the range of housing options which could be provided in Bannockburn, the selection of which can achieve improved environmental sustainability. The status of these principles could also be increased to improve their effectiveness.

5.8 Business Park Precinct

(Refer Figures 2 and 3)

Some members of the community consider the current light industrial zone on the western edge of town to be an inappropriate location. However, there are recognised difficulties with relocating these uses. At the same time there is a need to consider expansion of this area in order to promote new business and hence economic growth and local employment opportunities. In light of this, the existing precinct is proposed to be maintained and increased rather than establishing a new precinct elsewhere. Any expansion is proposed to be controlled by a Design Development Overlay to establish specific guidelines for development such as:

- protect view lines – limit height to 1 storey, minimise roof plant and services etc
- protect the amenity of adjoining uses – control access points and service areas, provide buffer zones and screening
- control built and urban forms, using established design guidelines
- determine access points and nominate delivery time frames for service vehicles
- determine controls for site stormwater and waste management

The need for the expansion of the Service Business area has increased due to the uptake of available land being relatively strong. The need for a Development Plan or Design Development Overlay has increased in importance for this area to ensure new development meets with the communities' expectations. The purpose of introducing one of these design/development mechanisms or performance requirements is to provide for improvements in the existing occupied area, and for its effective planned expansion. Key considerations include the delivery of improved site treatments, including frontages, access roads, gateways, signage and lighting and the overall aesthetic and environmental values of the area. There is also the need to ensure the effective management of heavy vehicle movement, with the desire to limit further impact on the town centre.

5.9 Bruce's Creek Precinct

The area adjacent to Bruce's Creek (generally bounded by the railway line, the western boundary of the town, the Bannockburn Bush, the Bannockburn-Teesdale Road and the northern edge of existing residential development) is designated for future residential development.

It should be noted that the selection of the precinct for the indoor sports stadium and its associated recreation facilities will affect the delivery of new urban development within this area.

There is opportunity for the progressive extension of development along Moreillon Boulevard. There is also the potential to use the new indoor recreation stadium and its associated facilities as a hub for further residential expansion. Also, as the site immediately adjacent to the sports centre is identified as a potential location for a primary and secondary school within the Bruce's Creek Master Plan, the surrounding residential land should also be considered for higher density housing.

Development shall be controlled by the following development principles:

- The area to be developed at densities that provide for a range of lot sizes and housing types.
- Bruce's Creek to be protected and developed as a substantial linear open space area incorporating, where possible, the restoration of habitat and shall include provision of parkland and walking and cycling trails. The path shall be provided on the eastern (town) side of the creek.
- The area along Bruce's Creek to be nominated as public open space and shall generally embrace all of the land between the tops of the escarpments and forming the rim of the creek valley.
- Any development along Bruce's Creek shall provide for suitable public access to the designated open space system. Properties along Bruce's Creek shall provide for safety and security and incorporate passive surveillance of the open space system, through locating built form to overlook the open space, as well as make direct connections into the open space. Generally residential development shall be framed by a roadway set back from the rim of the Creek, forming a clear separation to the public open space and the creek valley.
- Drainage from residential areas into open space areas and Bruce's Creek to be designed and managed to minimise the volume and speed of run off entering the Creek.
- The land east of Bruce's Creek to include provision of an area sufficient to provide a site for a Recreation, Community and Education Precinct, located so as to maximise access from the town centre along a westward extension of Milton Street.
- Milton Street to be designed and developed so as to eventually provide a road link across Bruce's Creek serving future residential areas to the west. Only one creek crossing shall be provided for road and service infrastructure along this extension of Milton Street.
- A buffer area, excluding residential development, shall be provided around the sewerage treatment works in accordance with Environment Protection Authority requirements.
- A fire buffer area shall be provided and maintained, as per recommended CFA guidelines, along the proposed town boundary edge.
- Visual amenity is to be protected, with consideration given to views from both sides of the creek, as well as visual impact of development along the escarpment.
- Respond to the principles outlined for Residential Precincts as set out above.

5.10 Town Centre – Consolidated Commercial Precinct

In supporting expected population growth, Bannockburn's town centre will need to grow into a larger service centre, albeit on the fringe of the stronger regional centres of Geelong and Ballarat.

It is considered that Bannockburn's continued role will also be to provide Shire services and be the focus for administrative, commercial and community facilities.

To support any expansion, Bannockburn's existing central commercial core requires consolidation and rationalisation, with a definition of the extent of the commercial precinct to ensure that the existing intimate, compact and accessible nature of the town centre is preserved and enhanced. Without this definition, commercial development would continue in an ad hoc, detrimental manner.

It is desirable to preserve and enhance the existing character of the town. This can be promoted through the development of built form, urban design principles (materials, forms, height, scale etc) and streetscape initiatives that are responsive to existing character.

The current initiative of re-use of existing housing stock for professional/commercial uses is considered desirable for retaining a sense of the existing town fabric.

'Walkability' and permeability are also to be encouraged, ensuring that the town centre has a number of pedestrian links that are safe and readily accessible for pedestrians, particularly children and the aged.

The uses proposed through the town centre should encourage diversity and strengthen activity both during the day and at night.

Preferred uses for the mixed use precincts include medium/high density residential, accommodation and limited commercial use. In the defined commercial precinct, preferred uses include primarily retail, office, professional suites, entertainment, food and beverage.

The development of any retail/commercial uses outside the town centre would be required to demonstrate that such a use meets the needs of the local catchment, before any consideration is given to independent development separated from the town centre.

It is anticipated that with the expansion of the supermarket, there will be a stimulus for further retail development along High Street. The preparation of a Development Plan which addresses the needs of pedestrians and cyclists, treatment of public spaces, vehicle access and circulation requirements, parking, and streetscape character is required. This plan can also incorporate the most recent and approved redevelopment projects within the Bannockburn Centre.

5.11 Entry Points

(Refer Figures 2 and 4)

Six entries into the town have been identified as priority areas for gateway enhancement, in order to develop discernable town entries as distinct from the surrounding rural, semi-rural, and bushland zones.

5.11.1 Northern Town Entries

- Clyde Road – Midland Highway intersection
- Kelly Road – Midland Highway intersection (or Gillett St)
- McPhillips Road

5.11.2 Southern Town Entries

- Harvey Road
- Burnside Road

5.11.3 Eastern Town Entry

- Shelford Bannockburn Road – Midland Highway intersection

5.11.4 Western Town Entry

- Shelford Bannockburn Road – Brislanes Road intersection

Entry into the town along the rail line is also an important consideration, as for rail travellers their first impressions of the town will be formed at these two points.

The key objective for the entry environments is to signify arrival into Bannockburn by developing site specific proposals that respond to view lines, traffic movement (and calming), highlight significant features (topography, landscape etc), and introduce elements of the key urban design and landscape characteristics of Bannockburn. Development of an entry signage strategy is also recommended.

Since the adoption of the original Framework there have been limited changes to these important locations, and the consultation process has identified the value which the community place on the ongoing enhancement of these areas. It is therefore imperative to commence community improvement projects for these sites which involve a consistent theme with identification signs, avenue planting, feature planting treatments and place making items.

5.12 Movement Systems

In responding to the current issues relating to traffic and movement, the key recommendations of the Framework include:

- High Street Entry

A key town entry is created at the railway line crossing. At this point three roads converge radially to meet High Street, essentially drawing people right into the main street. Although there are some traffic management issues, this very direct access in to the town and the main commercial core is a positive attribute.

To overcome the traffic management issues, the following principles are recommended:

- ▶ Priority to be given to Shelford-Bannockburn Road traffic.
- ▶ Consider truncating/closing Kelly Road at the southern end and rerouting along a newly opened road section of Gillett Road.

This initiative has been the subject of further design investigations by VicRoads, and further community consultation is essential. The exploration of the possible improvements in the design treatment of this key intersection and anchor point for High Street is a high priority

- Create a Gateway zone at the 80/60 km transition into town.

This initiative will need to involve consultation with VicRoads to ensure relevant design and safety requirements are met.

- The Bannockburn Town Centre Investment Strategy considered intersection treatments along High Street (Bannockburn-Shelford Road). It also considers the anticipated levels of traffic associated with planned developments.

It is recommended that this Framework encourages, in consultation with VicRoads, the implementation of the intersection treatment outlined in the Bannockburn Town Centre Investment Strategy for the High Street / Milton Street intersection, once required.

Following advice from VicRoads, the treatment of the High Street / McPhillips Road intersection needs to be investigated to ensure safety and functionality are maximised, whilst also considering the complexities of the railway crossing and all the roads that lead into that intersection.

- Use rail corridor and the wide road reserves as multi use (bicycle, pedestrian) trail links to open space, education and recreation zones
- Determine main road avenues and connections through the town, for the future planning of the road network, infrastructure and services, trail system, and drainage (particularly WSUD treatments incorporated into the road system)
- Consider additional, formalised pedestrian crossings of High Street.

The Bannockburn Town Centre Investment Strategy considered formalised pedestrian crossing requirements and locations along High Street (Bannockburn-Shelford Road).

It is recommended that this Framework should implement the pedestrian treatments outlined in the Bannockburn Town Centre Strategy. It is noted that VicRoads will need to approve any proposed pedestrian crossing treatments prior to construction.

- Determine future parking areas at rear of commercial zones, ensuring direct connections and a 'loop system' for vehicles, and direct access to commercial/retail areas for pedestrians (Figure 4).
- Investigate opportunities for providing alternative routes and rail crossings as part of the access opportunities to both Geelong and the Geelong Bypass.
- There are currently four bus services which operate between Bannockburn and Geelong; three by way of a V/Line service and one as part of the 'Transport Connections Program', which is funded by the Department of Transport (DoT). It is recommended that each of these services is retained until the reinstatement of a rail service becomes feasible.

It is noted that the service that is provided as part of the 'Transport Connections Program' is currently on trial. The trial commenced in October 2009 and is now into its third year. It is due to end in December 2011 at which time the DoT will determine whether or not the route will become permanent. The patronage numbers and feedback on the service for the duration of the trial has been relatively positive.

A lack of infrastructure funding, as well as size, land availability and functional constraints will preclude at-grade separation or an overpass for the existing rail crossing.

It is also considered unlikely that any additional vehicle rail crossings will be implemented in the short term.

5.13 Public Transport

Public transport was a key topic of discussion at community consultation sessions with it still being an issue of importance for the community. The route for a local bus service which connects existing and future residential development to the town centre and railway station needs to be identified. The revised Framework is not the mechanism to activate this service, however future land use decisions can provide a suitable context and encourage the achievement of the required population thresholds to support this service.

A development plan should be prepared for the station and surrounds, which indicates the access and circulation to the station, the location of the bus interchange, parking areas (for cars and bicycles) and pedestrian/cycle routes. The need for this plan will be largely determined by the decision to re-activate the Bannockburn railway station, however preliminary assessment of the requirements of the interchange would be useful in assisting with land use allocations in the surrounding area.

If the Station were to become viable for re-opening, the lots to the immediate north abutting the station should provide land for possible train station integration requirements, including mixed use developments and a transportation hub for connection to a local bus service.

5.14 Car parking

It is recommended that the majority of parking provided for retail and commercial development is provided off street.

Additional off street car parking for developments should be provided according to the following principles):

- parking to be supplied as per the rates recommended in the Planning Scheme.
- encourage shared access points
- encourage shared carparking between uses, particularly sharing between night time and day time activities.
- provide parking in central and accessible locations
- provide good pedestrian links
- provide passive and active security measures
- provide a balance of carparking on east and west sides of High Street, and in high demand areas
- locate short term parking in close proximity to high demand areas, and staff parking and long term parking further away
- Investigate the relocation of industrial/service type land uses within the Bannockburn town centre to provide additional, strategically located, car parking supply

These initiatives should support the recommendations of the Bannockburn Town Centre Investment Strategy.

5.15 Permeability and Links

The existing street network provides the only formal path system through the town centre. The Framework recognises the importance of providing additional pedestrian connections 'off street' to follow desire lines, connect activity areas and link carparks, thus ensuring a very accessible and permeable town centre with minimal reliance on vehicle travel. It should be noted that several nominated path links can only be developed with the long term redevelopment of existing sites, but they are noted within the Framework to ensure that sites are ascertained now so that long term opportunities are not lost.

5.16 Road Avenues

The existing wide road reserves in the town provide a good opportunity to develop wide tree lined road avenues. In line with promoting sustainability initiatives, water sensitive urban design principles can be integrated into the road avenues, adopting good stormwater management techniques through the use of swales and bio-retention systems. The desire by the community to keep the rural character of the town is possible in such road designs, as kerb and channel is not required for stormwater collection. Further the opportunity for considerable tree planting and planting in swales enhances the bushland character of the town.

Increased attention is to be given to the use of water sensitive urban design in all new residential development areas that improves the quality of discharge to Bruce's Creek. This should also minimise the extent of impervious surfaces and mitigate changes to the natural water balance through temporary on-site water storage for water reuse, such as the irrigating landscaped areas.

This Framework should implement key directions within the Bruce's Creek Master Plan. These refer to construction management, funding strategies, maintenance regimes, creek crossings, paths/trails, furniture, signage, and environmental and cultural heritage management.

Other key water sensitive urban design principles should also be included as appropriate to enhance future developments.

5.17 Creek Crossings

(Refer Figures 2 and 4).

In assessing the expected future development pattern for the town, it is essential to consider the road infrastructure required to service the town. Bruce's Creek forms a constraint to accessing the western side of town. However, to ensure protection of this natural environment, the number of points where road (and services) infrastructure breach the Creek should be limited.

The Framework recommends limiting vehicle crossings of the Creek to two (2 no.), one north and one south of the existing crossing on Shelford - Bannockburn Road.

Pedestrian crossings should also be provided at these vehicle crossing points. Pedestrian crossing points over the Creek are also suggested in association with the open space and trail system adjacent the Education Precinct. Another pedestrian crossing could be established as a connection in the open space system south of the town.

Vehicular and pedestrian crossing points for Bruce's Creek will be significant cost items. It is recommended that this Framework implements The Bruce's Creek Master Plan recommendations regarding the locations of creek crossings.

6. Implementation

The Urban Design Framework has been prepared on the basis of a lifespan of twenty to thirty (20 – 30) years and should be reviewed at least once every five (5) years.

Since its adoption in 2003, the Framework has been reviewed twice, once in 2005 and once in 2011. Both reviews have provided additional clarity for successful implementation of this Framework.

Implementation is based on a series of specific strategies and implementation through the Planning Scheme.

6.1 Strategies Implementation

Rec No.	Action	Responsibility	Priority	Status (2011)
1.	<p>Council to integrate the Urban Design Framework into the Planning Scheme through:</p> <ul style="list-style-type: none"> ■ A Local Policy, in which the UDF will be a reference document. ■ Design and Development Overlays for Bruce's Creek, Business Park Precinct, Town Centre. 	GPS, DSE	1.	<p><i>The LPPF incorporates the UDF as a reference document and the revised UDF should similarly be incorporated.</i></p> <p><i>The DDO's for Bruce's Creek, the Business Park Precinct and Town Centre has yet to be introduced.</i></p>
2.	<p>Require subdivision applications to demonstrate response to the Urban Design Framework principles.</p>	GPS	1.	<p><i>Principles of the UDF have been applied to all new subdivisions; however there is scope to achieve improved design and siting outcomes in regards to open space corridors in proximity to the Bannockburn town centre and the proposed education and recreation hub.</i></p>
3.	<p>Independent expert advice from professionals could be sought to assist Council Officers in reviewing and assessing development proposals against the preferred uses within precincts and the urban design guidelines for development.</p> <p>Council to also ensure processes require liaison with DSE for design advice.</p>	GPS, DSE	1.	<p><i>This has been achieved for key development proposals. Council should continue to adopt this principle for future developments.</i></p>

Rec No.	Action	Responsibility	Priority	Status (2011)
4.	Pursue negotiations with land owners and Dept. of Education for the acquisition of land and the funding and development of an Education/Recreation Precinct	GPS, private developers, Dept Education	1. ongoing development	<i>Although representations and negotiations have been made there has been no commitment to a specific site or a timetable for implementation.</i> <i>It is recommended that a site for a new primary school and secondary school be identified in consultation with the current landowner, and that this site form part of a Development Plan Overlay for the recreation and education precinct.</i>
5.	Pursue development of the open space and trail system along Bruce's Creek: <ul style="list-style-type: none"> ■ investigating funding opportunities. ■ facilitating discussions with land owners, statutory authorities (incl. catchment authorities) regarding design requirements. ■ undertaking detailed design work. 	GPS	ongoing development	<i>Work on these tasks has progressed by way of the development of the Bruce's Creek Master Plan.</i> <i>There is however scope to improve the rate of implementation of revegetation works to accompany new development. This will require that increased contribution be obtained.</i>
6.	Pursue development of the open space and trail system along the Growth Boundary edge of the town: <ul style="list-style-type: none"> ■ investigating funding opportunities. ■ facilitating discussions with land owners regarding design requirements. ■ undertaking detailed design work. 	GPS	ongoing development	<i>There has been no progress in the implementation of this initiative. There is a requirement for a more detailed assessment of fire hazard management of this boundary.</i>
7.	Develop a program and budget for the progressive upgrades to streetscapes and the implementation of Road avenue planting including: <ul style="list-style-type: none"> ■ street tree masterplan for the Town Centre and Growth Boundary ■ road upgrades and modifications, including swale drainage 	GPS	2. ongoing	<i>This is an emerging requirement in new development areas, which do not have the same quality and character of the established residential areas of Bannockburn. There is a need to be selective in the application of water management improvement schemes to achieve long term effective management.</i>
8.	Undertake intersection modification works, truncating Kelly Road and developing Gillett Road.	GPS, VicR	2.	<i>Preliminary studies have been completed. No works have commenced.</i>

Rec No.	Action	Responsibility	Priority	Status (2011)
9.	Pursue development of community facilities (library, gallery), including an Aged Care precinct within the Civic Precinct:	GPS, Private developers	3.	<i>The Aged Care facility has been constructed on McPhillips Road and the Library is under construction on High Street near the corner of Milton Street.</i> <i>There are currently no plans for a gallery to be developed in Bannockburn.</i>
10.	Pursue opportunities to develop pedestrian links through the town centre between Moore Street and Burns Street/Victor Street.	GPS, Private development	staged	<i>No progress on this initiative. This needs to be more clearly defined.</i>
11.	Develop site specific gateway environments for the identified key town entries, incorporating signage, landscape initiatives.	GPS	staged	<i>Although there has been improvement in the level of maintenance at some of these locations the development of site specific gateways has not occurred. This is now considered to be a higher priority.</i>
12.	<i>Rezone land within the Framework area in line with the Framework Overall Principles Plan</i>	GPS	staged	<i>New Action</i>
13.	<i>Investigate the expansion of the Industry 1 Zone land on Shelford-Bannockburn Road.</i> <i>Investigate the relocation of Industry / commercial uses from strategic lots within the Bannockburn town centre</i>	GPS	1.	<i>New Action</i>
14.	<i>Investigate traffic treatments (including intersections, pedestrian crossings, amenity) of High Street in consultation with VicRoads</i>	GPS, VicR	1.	<i>New Action</i>
15.	<i>Implement the recommendations of the Bruce's Creek Master Plan and the Bannockburn Town Centre Investment Strategy which support the outcomes of this Framework</i>	GPS	2.	<i>New Action</i>
Short Term Opportunities – Potential Grant Funding				
16.	Implement the shared pedestrian/bicycle/horse riding trail and creek rehabilitation and revegetation works in a section along Bruce's Creek from the Shelford-Bannockburn Road to Wabdallah Reserve	GPS	1.	<i>Construction has commenced on this shared pathway – Stage 1 of the Bruce's Creek Master Plan has been completed.</i> <i>The rest of the shared path to Wabdallah Reserve will be constructed as the surrounding residential development progresses.</i>

Rec No.	Action	Responsibility	Priority	Status (2011)
17.	Define the corner edges of the Town boundary, establishing tree planting at each corner, as a marker statement.	GPS	1.	<i>No progress on this initiative.</i>
18.	Continue the pedestrian/bicycle/horse riding trail and tree planting along the edge of rail line from the Midland Highway turnoff to the rail crossing entry at High Street.	GPS	1.	<i>Unclear of this Initiative – recommend to delete this from the Framework</i>

6.2 Abbreviations

The abbreviations used for the recommended responsible authority are:

- GPS** Golden Plains Shire
- DSE** Department of Sustainability and Environment
- VicR** Vic Roads
- Private** Private Investors, Developers, Operators

6.3 Priority

Recommendations have been assigned a level of priority according to the following criteria, as determined by their immediacy for implementation, cost for implementation (and potential funding sources), and scale of development/implementation requirements.

1. High priority, that could be implemented over the next one to two years.
2. Medium priority, that could be implemented over the next two to five years.
3. Long term priority that could be implemented beyond five years.

6.4 Limitations

Many of the recommendations require integrated and continuous actions. It is also recognised that the funding of the recommendations is unlikely to be immediately available, and so some actions may be held, or re-prioritised, until funds become available.

7. Planning scheme implementation

Implementation of the Bannockburn Urban Design Framework will take place using four techniques or strategies:

1. Council and the community can use the plan as a common consistent Framework to make collective decisions about key elements for the development of the Town.
2. A number of specific initiatives are planned and proposed that will require Council expenditure. Wherever possible, these should be incorporated into Council's works plan. Some initiatives lend themselves to be projects that local service clubs and organisations could take on. In some instances, Council will be able to refer to the plan as part of submissions for funding under special projects and grants made available by government.
3. The land development industry and landowners now have a Framework within which they can plan for the type and sequencing of development. Developments that are proposed in accordance with the plans, overall allocation of land uses, densities, form and type of layout will be able to be quickly assessed and approved by Council.
4. A principal means of implementation of the Urban Design Framework is through the Golden Plains Shire's Planning Scheme. Four specific changes are recommended to implement the Framework:
 - a) The Framework Document should be referenced in the Municipal Strategic Statement (MSS) as the basis for the strategic planning of Bannockburn Township
 - b) The MSS should set out that the maintenance of an urban growth boundary for Bannockburn, and a clear separation to the surrounding rural areas and agricultural land uses, is a critical implementation element of the Plan. This statement reinforces the need to maintain the Rural Zone in the surrounding areas and to not provide for the fragmentation of existing rural holdings in the regional setting of Bannockburn.
 - c) The MSS would indicate that a principal means of implementing the Plan would be to support a progressive series of rezoning of the land in Bannockburn, in line with the staged development of the town. In particular, the current Township Zone would be replaced with the applicable Residential 1 and Business 1 zones.
 - d) The MSS would reference a Local Planning Policy to be inserted in the Local Planning Policy Framework. The Local Policy would set out the principles that are listed in the Framework Document and reference the Framework Plan. The Policy would provide that all use and development should be consistent with the Framework principles of the Plan. The Policy would provide that all proposals for the rezoning of land should be consistent with the Framework principles of the Plan. The Policy would provide for amendments of the Framework Principles and Plans following a consultative process.

Appendix A

Figures

List of Figures

Figure 1: Study Area

Figure 2: Overall Principles

Figure 3: Land Use and Activities

Figure 4: Entries, Connections, Open Space Network

Figure 5: Population Projections