

## 21. 01 MUNICIPAL PROFILE

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The Shire has a total area of 2,705 square kilometres and is located immediately south of Victoria's third largest city Ballarat and north west of Victoria's second largest city Geelong. At its closest point it is approximately 70 kilometres south-west of Melbourne. The Shire shares a boundary with the shires of Colac Otway, Corangamite, Pyrenees, Moorabool and Surf Coast and the Cities of Ballarat and Geelong. The neighbouring regional cities, Ballarat and Geelong, play an important role as the service centres for the north and south of Golden Plains Shire.

The Shire is within the Corangamite Catchment Management Authority Region.

The Shire is included in two Regional Planning Areas. To the south the municipality sits within the G21 Region, to the north the municipality sits within the Central Highlands Region. Policy in the State Planning Policy Framework outlines the objectives and strategies for each Region.

The Shire contains rich and diverse environmental, cultural and scenic landscapes including granite outcrops, deeply incised river valleys and wide open volcanic plains. These landscapes include features post contact features including goldfields and station homesteads.

The Shire contains nationally significant roadside native grasslands and grassy woodland plains. Native grasslands are home to the endangered striped legless lizard and spiny rice flower.

The Shire forms part of the Brisbane Ranges National Park and is home to the Enfield and Linton State Forests, Steiglitz Historic Park and Inverleigh Nature Conservation Reserve.

The Shire is characterised by agricultural land used predominantly for grazing and cropping as well as other activities including intensive animal industries and wind farms. There are a large number of small townships, natural forested areas, bushland areas and riverine gorges. In terms of land allocation, the provision of infrastructure services and the location of community services and facilities there has been a need for some strategic choices to be made. The north-west and south-east of the shire have distinctly different settlement patterns and this is reflected both in subdivision patterns and provision of infrastructure including treated water and sewerage.

The towns of the shire need to operate in clustered networks with key towns providing services and facilities utilised by towns within that network.

Bannockburn, Meredith, Rokewood and Smythesdale provide the focus points for these clusters.

The urban-rural interface needs to be managed appropriately. Lack of reticulated sewerage systems and, in some places, poor soil conditions for disposal of septic tank effluent provide constraints to development.

In 2015, Golden Plains Shire had a population of just over 20,000 people. Apart from the traditional owners of the land, the Shire is characterised by three waves of new arrivals. The first was the original settlers and land-owners. Some of their descendants are still involved in broad acre farming. The second wave was the soldier settlers with their families. Currently a third wave of population growth with many young families and retirees are moving to Golden Plains Shire, some as the result of the Geelong Bypass Ring Road which has opened up a new catchment from the Western suburbs of Melbourne.

Since the late 1990's, the Shire has consistently experienced some of the highest population growth rates in percentage terms of any municipality outside of Melbourne Metropolitan Area. The high rate of growth is influenced by the Shire's proximity to Melbourne, Geelong and Ballarat, and recent population projections indicate that the population will continue to grow at current rates in future.

Future residential use and development needs to be considered in a regional level context in terms of settlement strategies for Ballarat and Geelong .

There are a limited range of employment opportunities within the Shire. It does not have large economic and service industries, and many of its residents travel outside the Shire for employment. The strength of the economy in adjoining municipalities is therefore important for the Shire's residents.

Key land use and planning issues relate to:

- Managing residential growth.
- Enhancing economic growth.
- Providing services to a dispersed population sustainably.
- Maintaining and encouraging viable agricultural industries.
- Supporting the transition from agriculture to modern farming techniques and technology.
- Protecting and enhancing the natural and built environment.

## **21.02 VISION AND STRATEGIC FRAMEWORK**

### **21.02-1 Vision**

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Golden Plains Shire is a developing municipality that offers a lifestyle and opportunities that foster social, economic and environmental wellbeing.

Land use and development will be sustainably managed. Residential development will predominantly be contained within townships.

The natural environment will be protected and enhanced.

The local economy will grow, particularly in township development and rural based and farming industries.

### **21.02-2 Strategic framework**

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The Golden Plains Strategic Framework Plan includes the key land use planning directions for the Shire. Town structure plans have been prepared for most settlements and establish a basis for future strategic planning decisions in each town. The areas for which the town structure plans apply are identified in the Golden Plains Strategic Framework Plan (Figure 21.02-2A) and address:

- The preferred layout of residential, commercial, community and other land uses based on a ten year outlook.
- Infrastructure servicing;
- Desired future character; and
- Environmental sustainability.

Figure 21.02-2A: Golden Plains Strategic Framework Plan

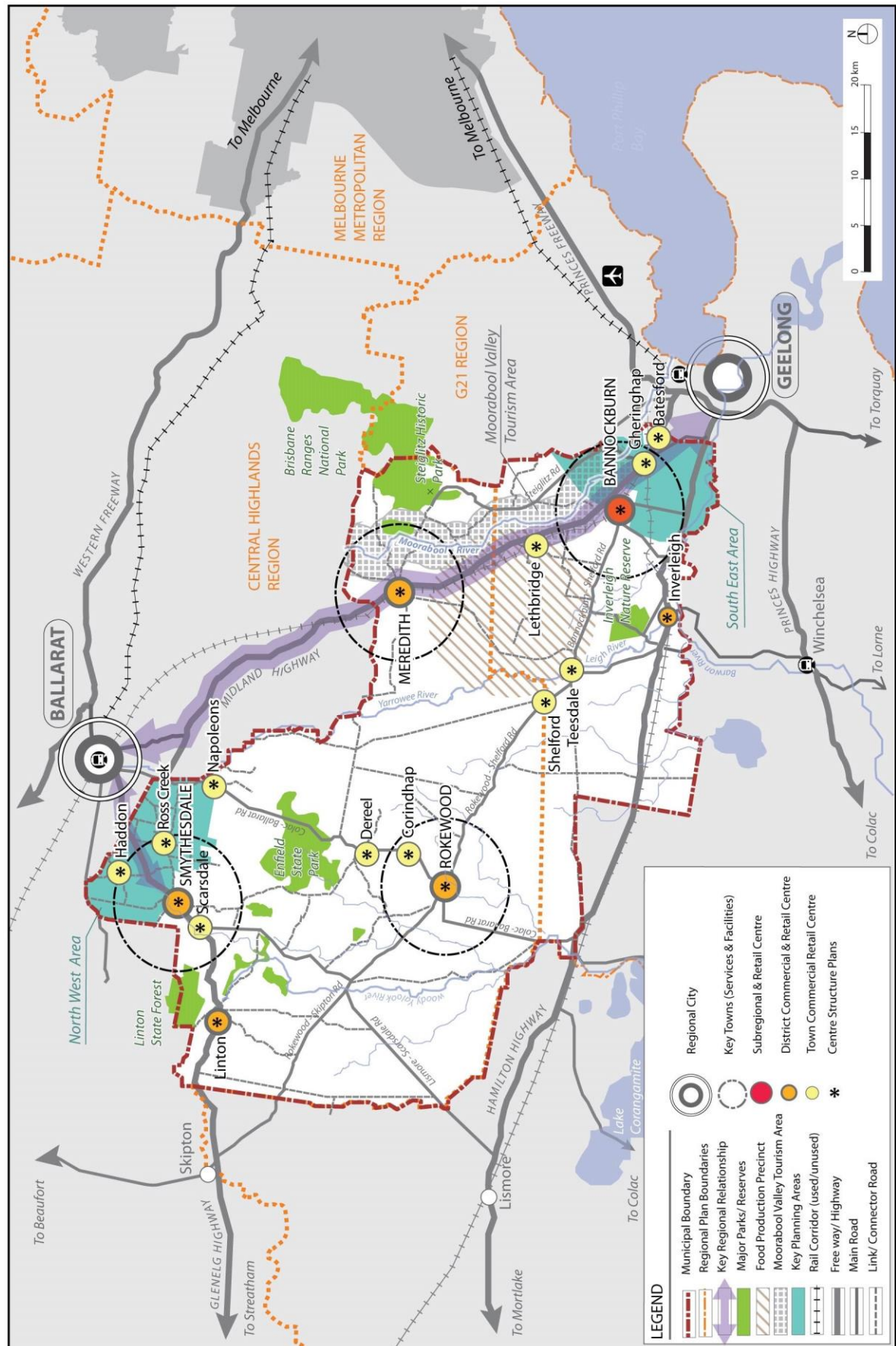
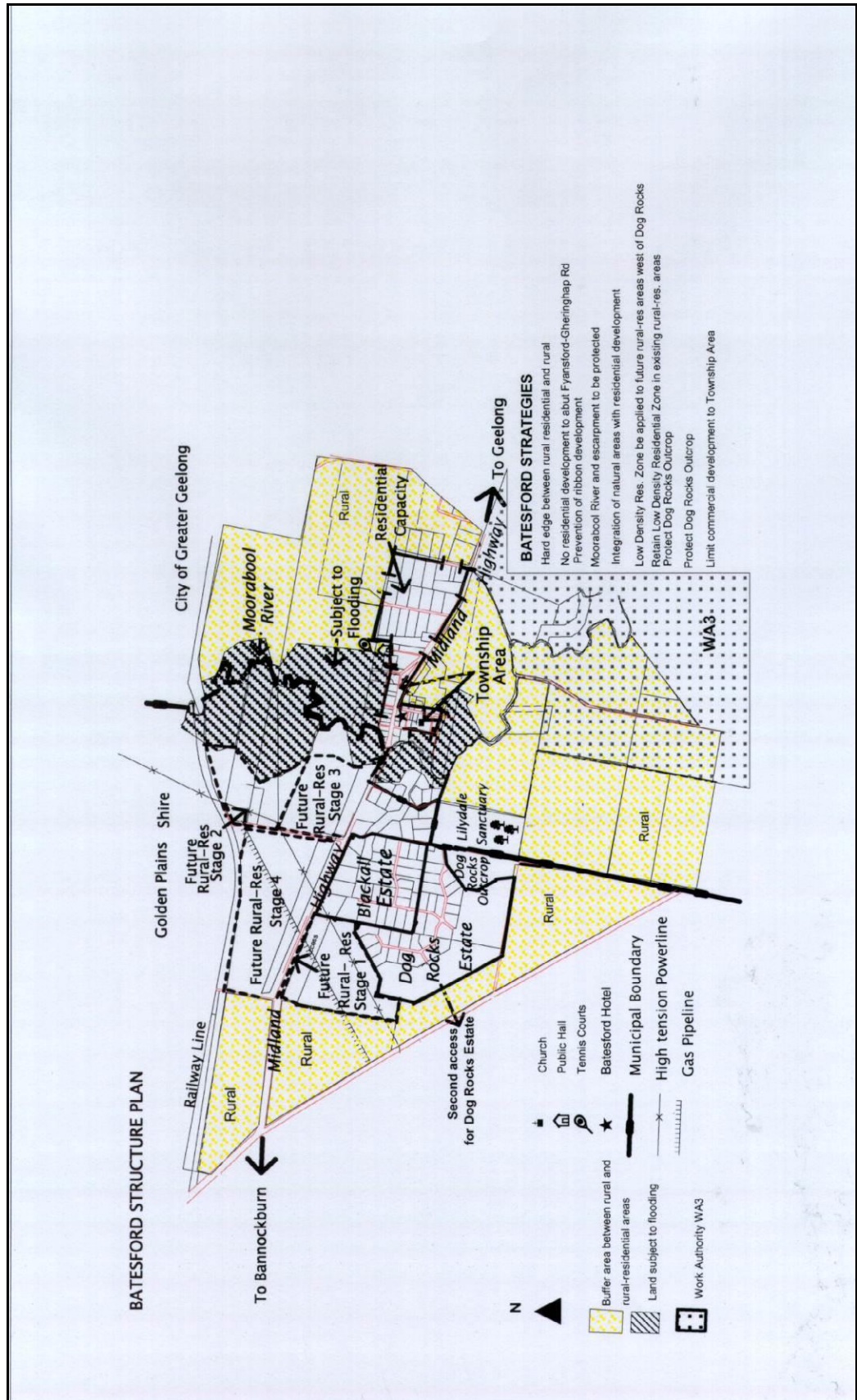
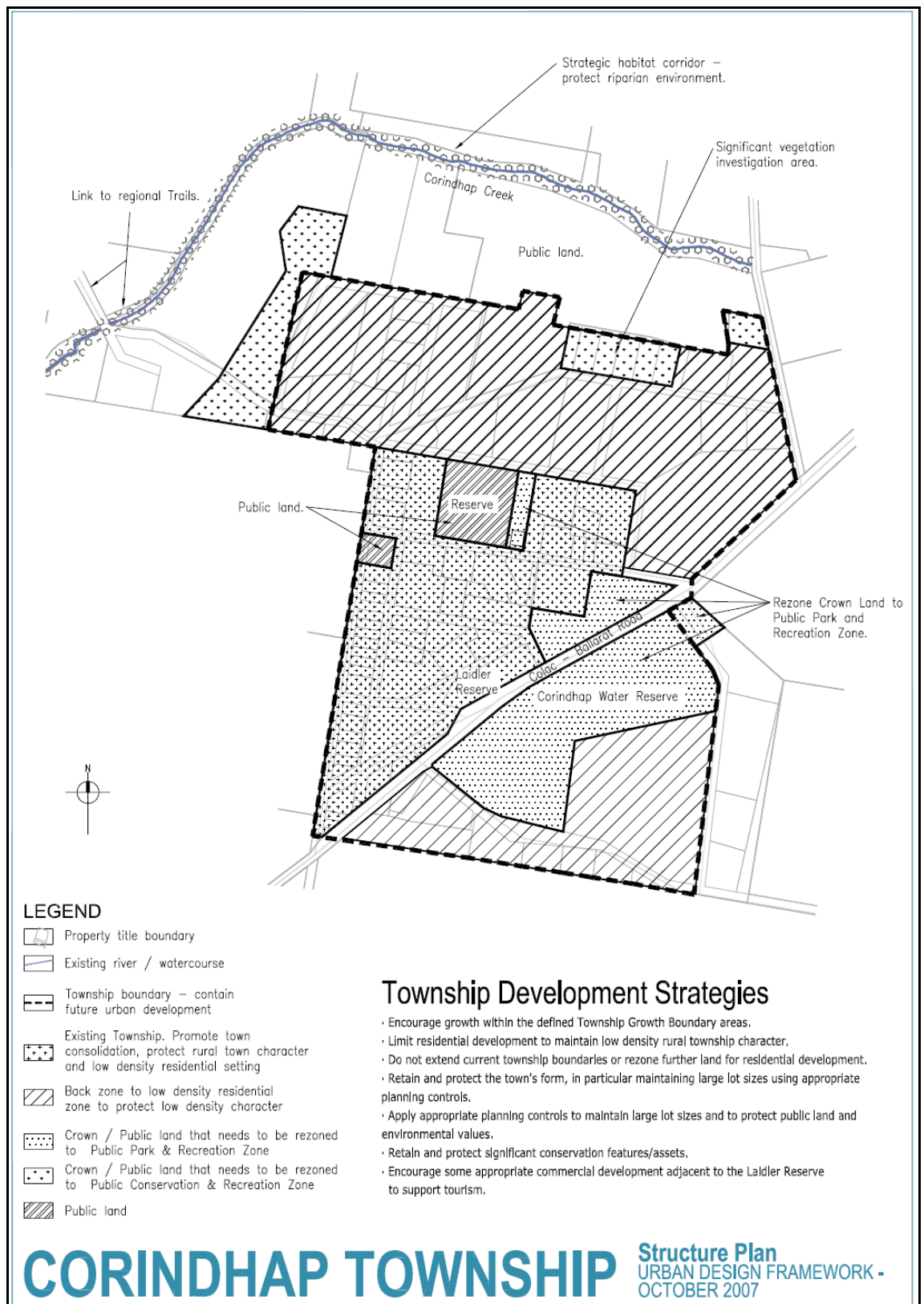


Figure 21.02-2B: Batesford Structure Plan





**Figure 21.02-2C: Corindhap Structure Plan**

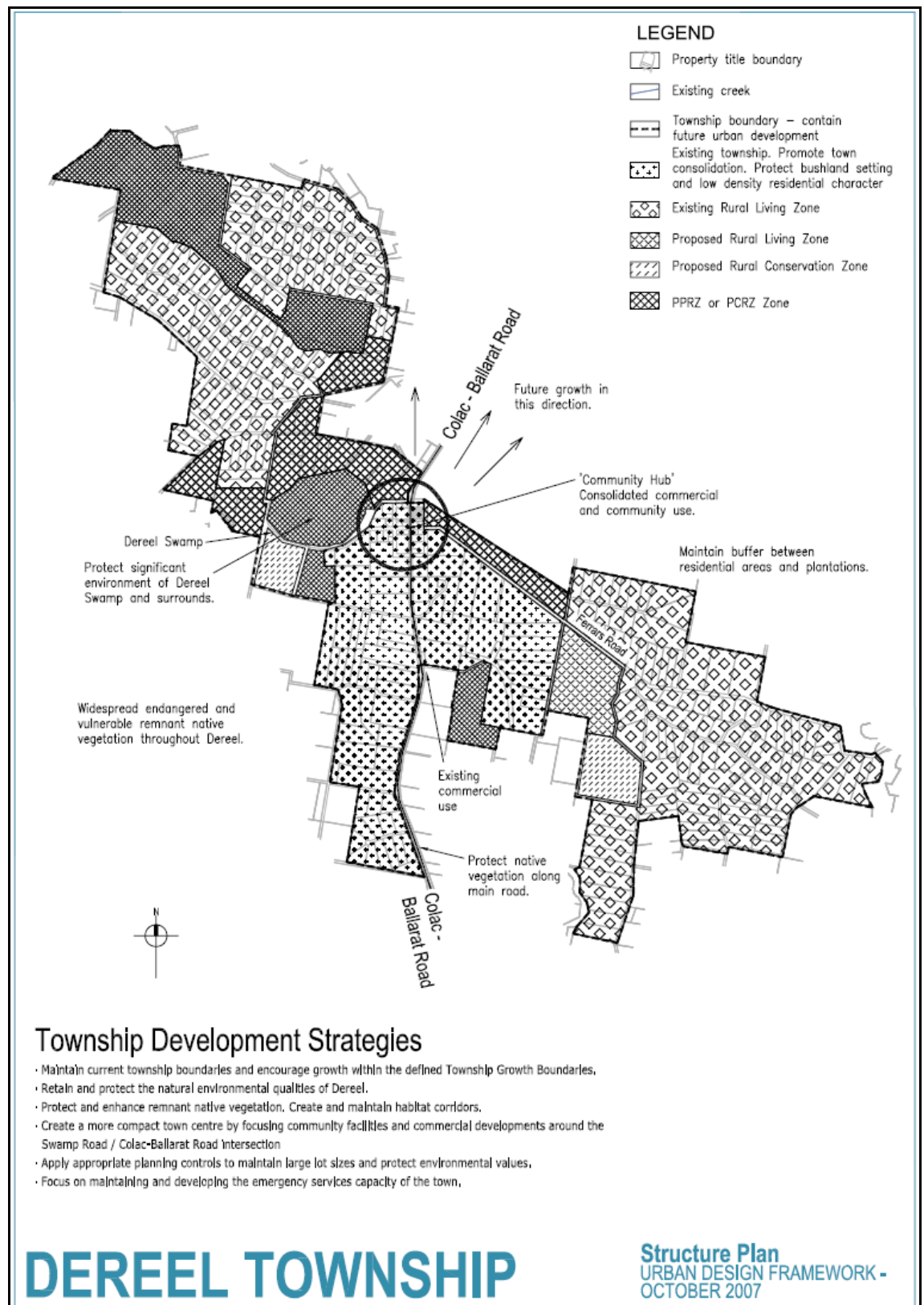
**Figure 21.02-2D: Dereel Structure Plan**

Figure 21.02-2E: Haddon Structure Plan

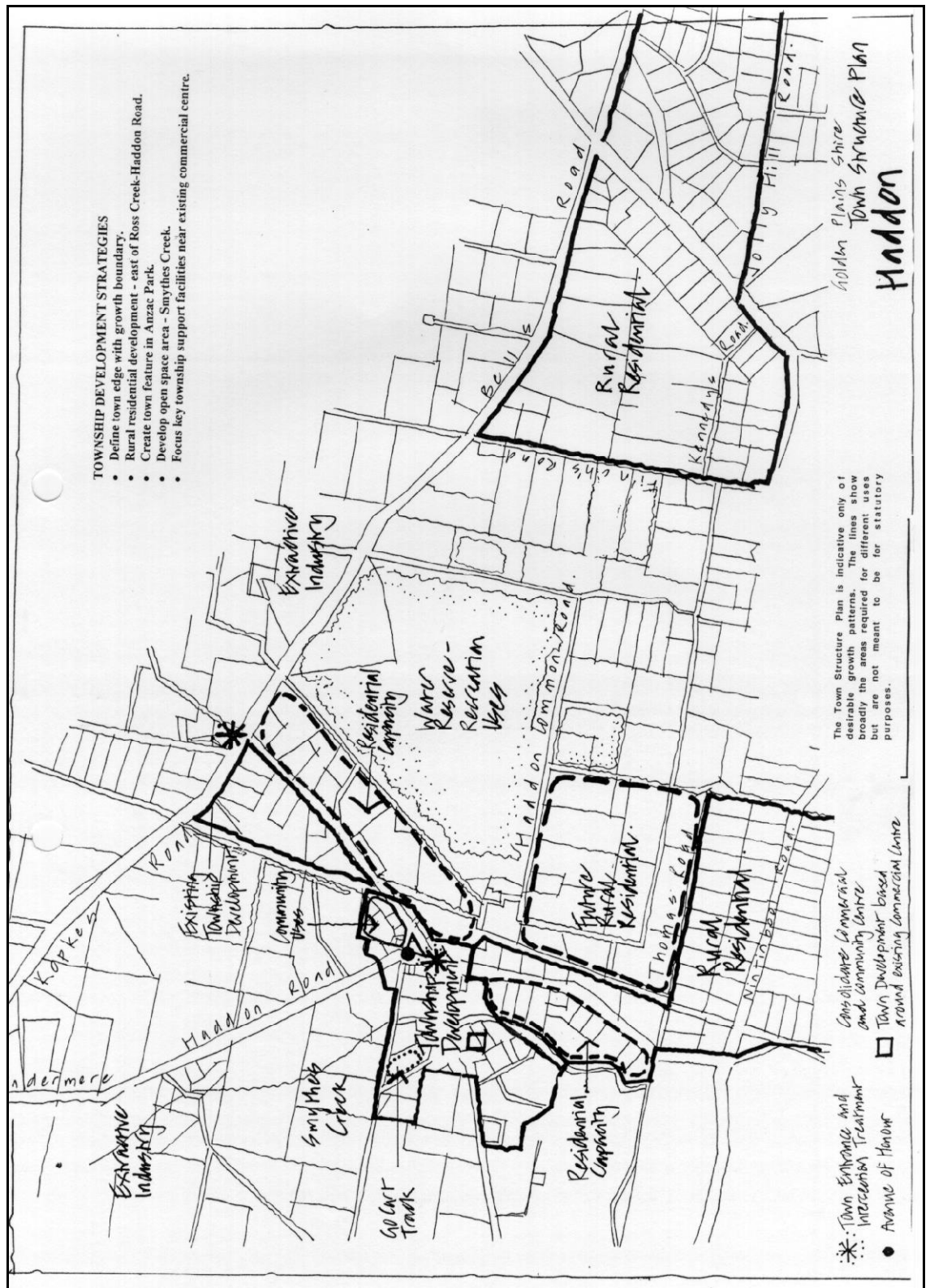




Figure 21.02-2F: Lethbridge Structure Plan

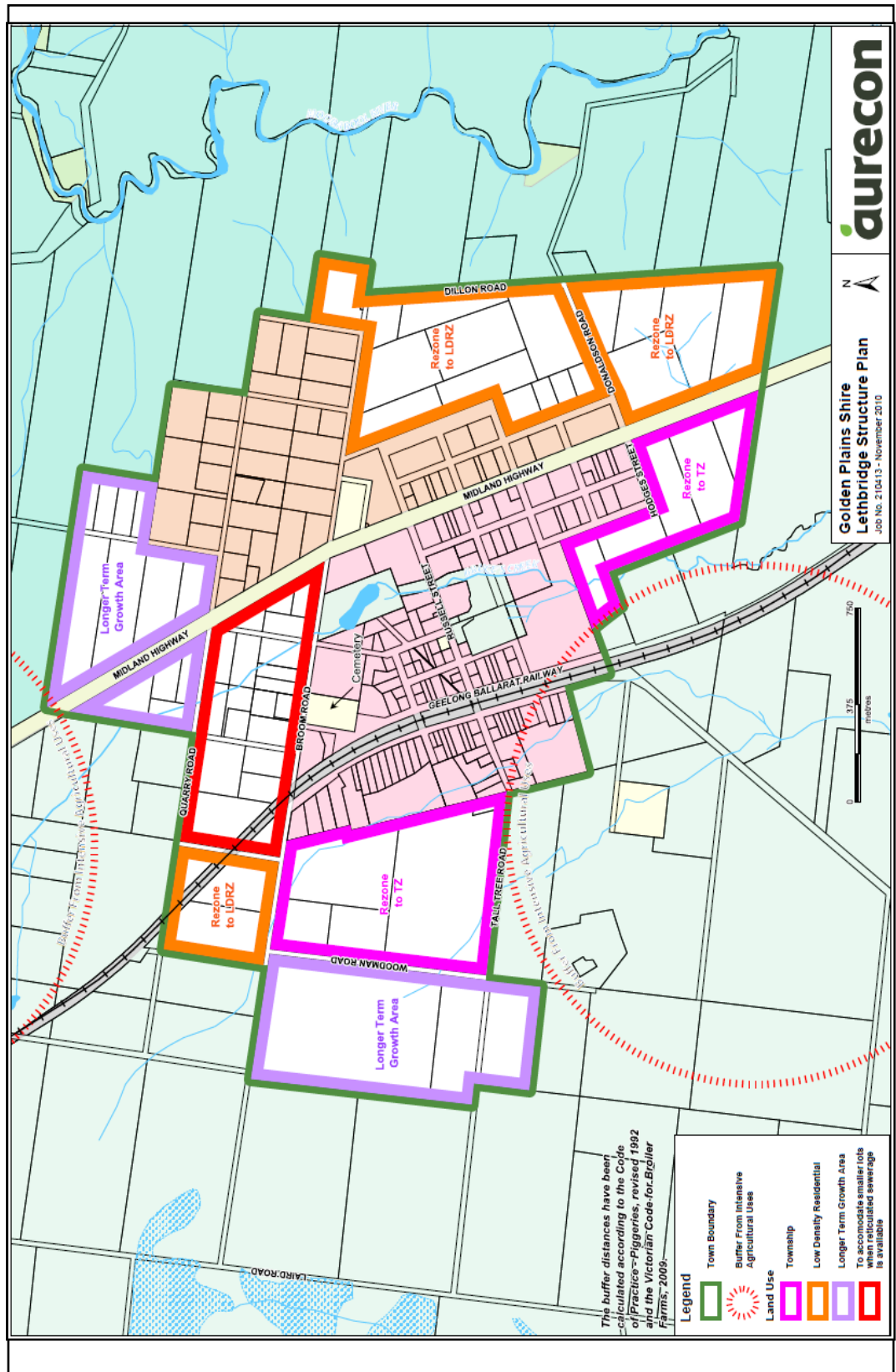


Figure 21.02-2G: Linton Structure Plan

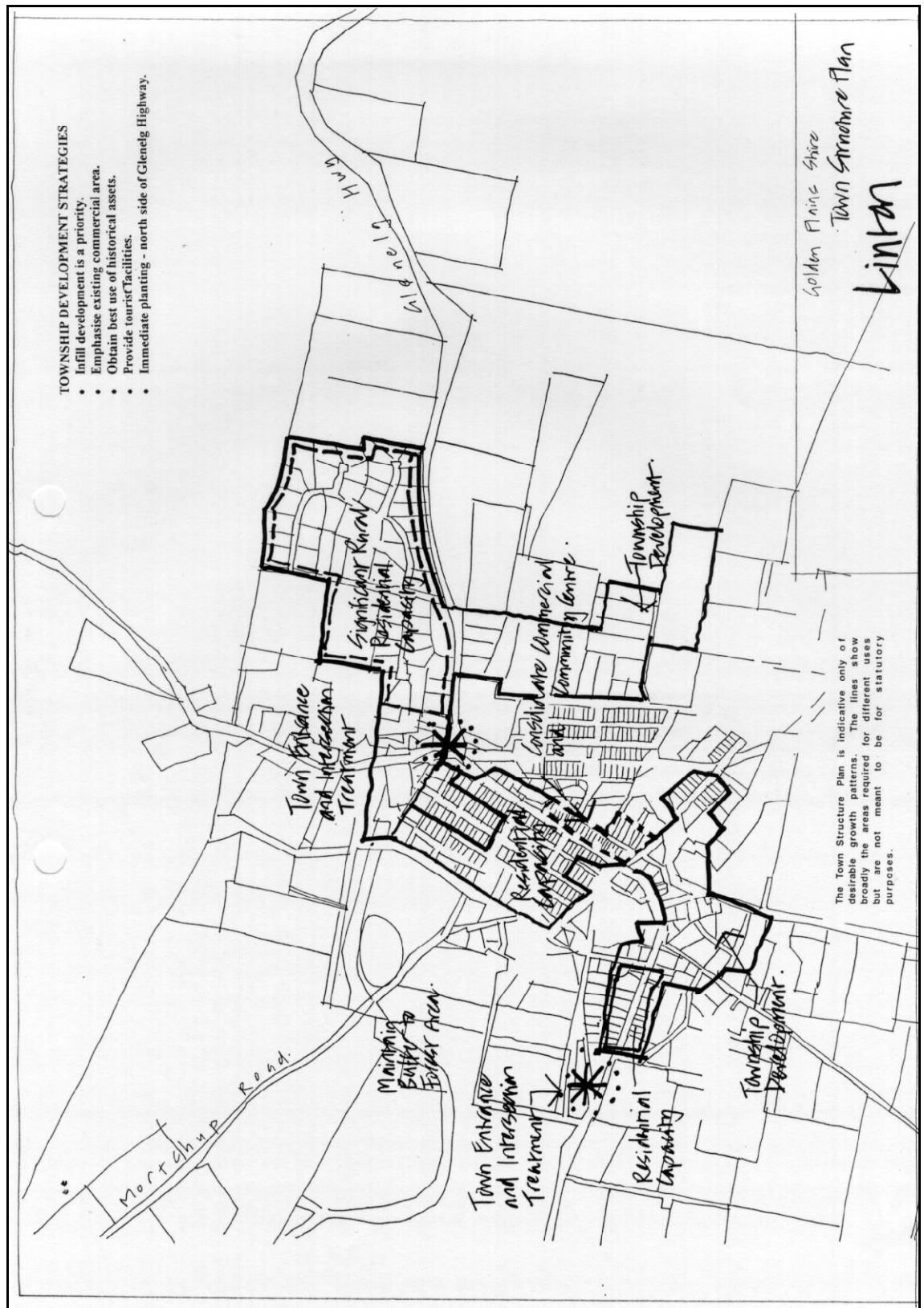


Figure 21.02-2H: Meredith - Structure Plan

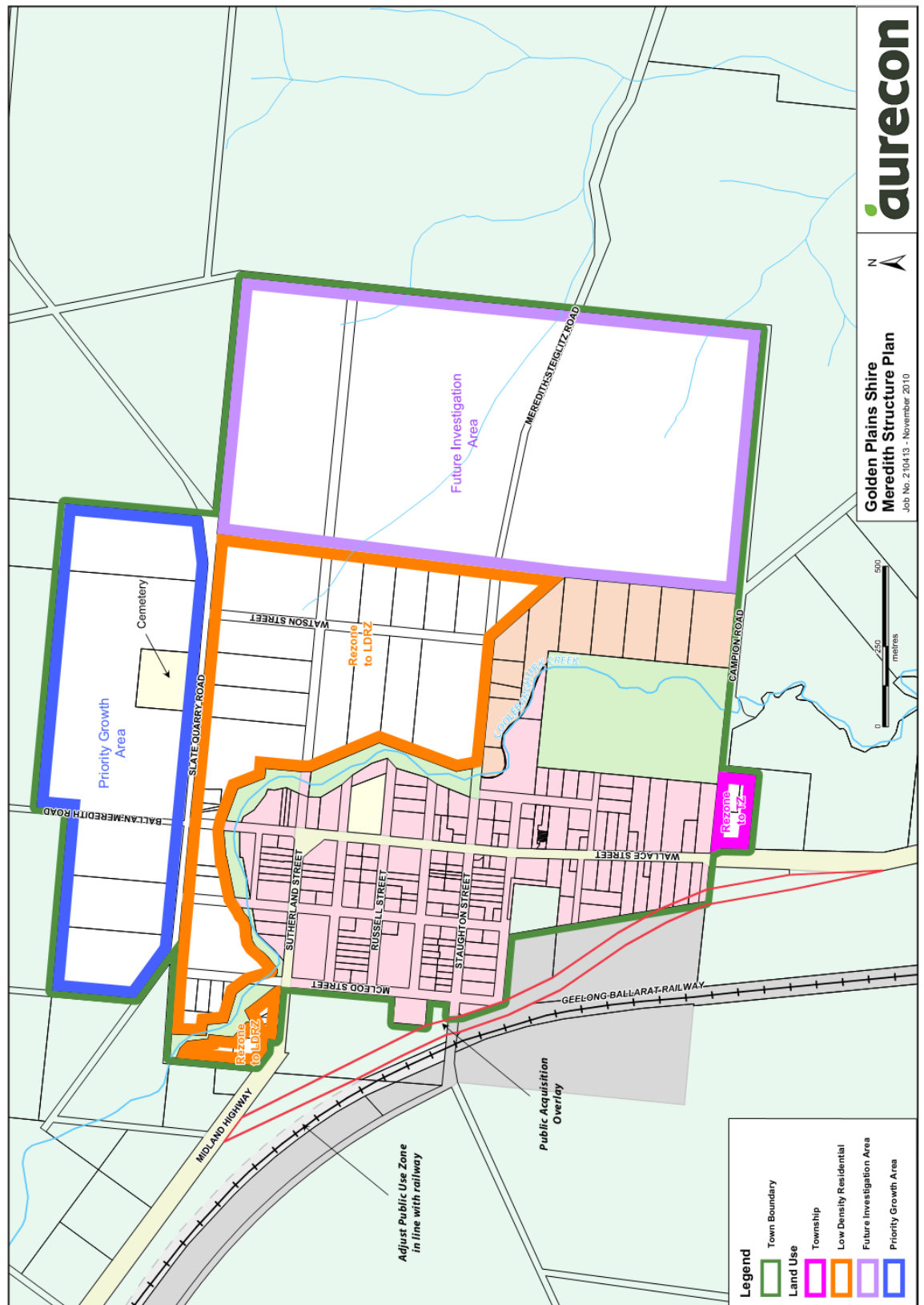


Figure 21.02-2I: Meredith Precinct Plan

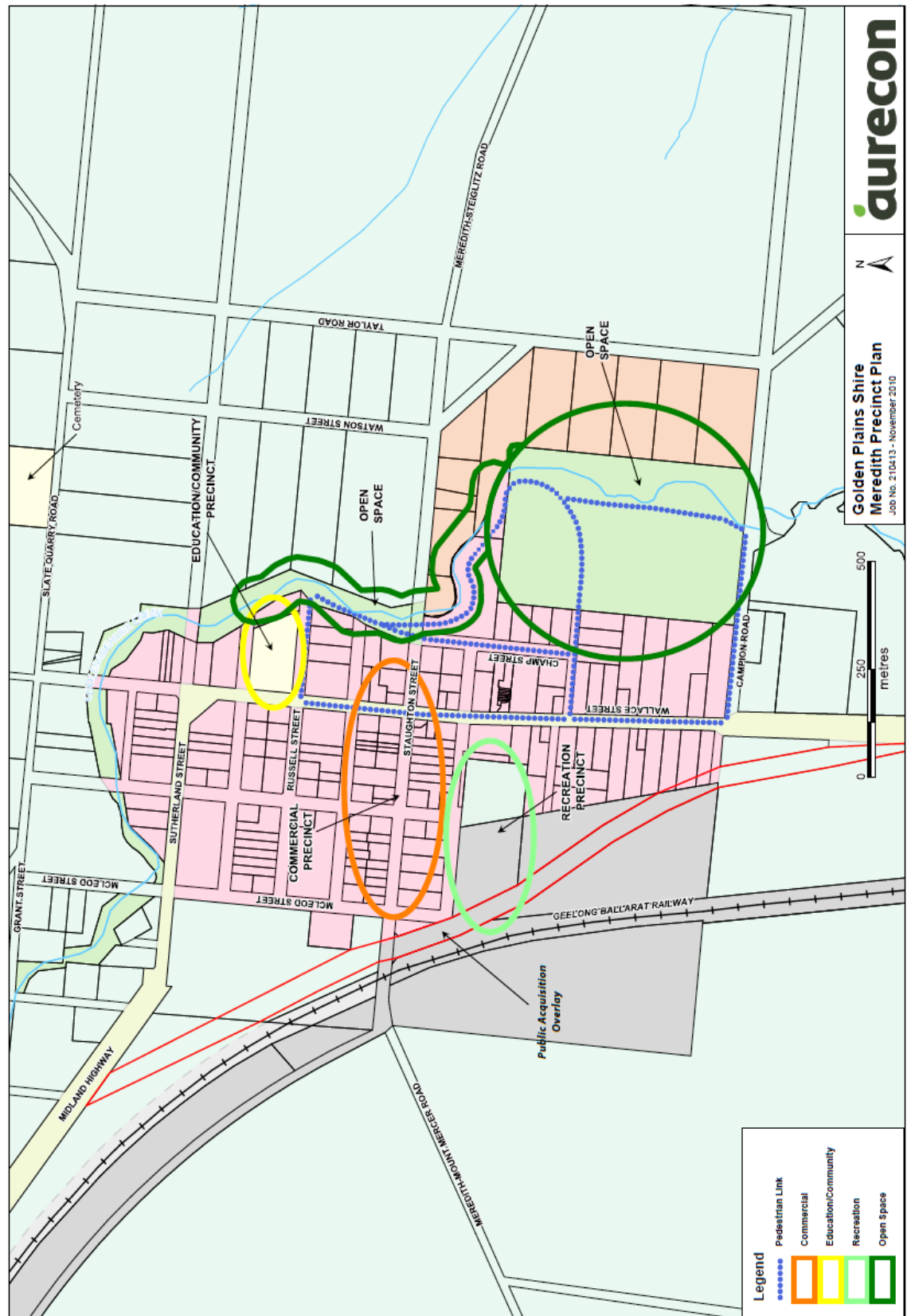
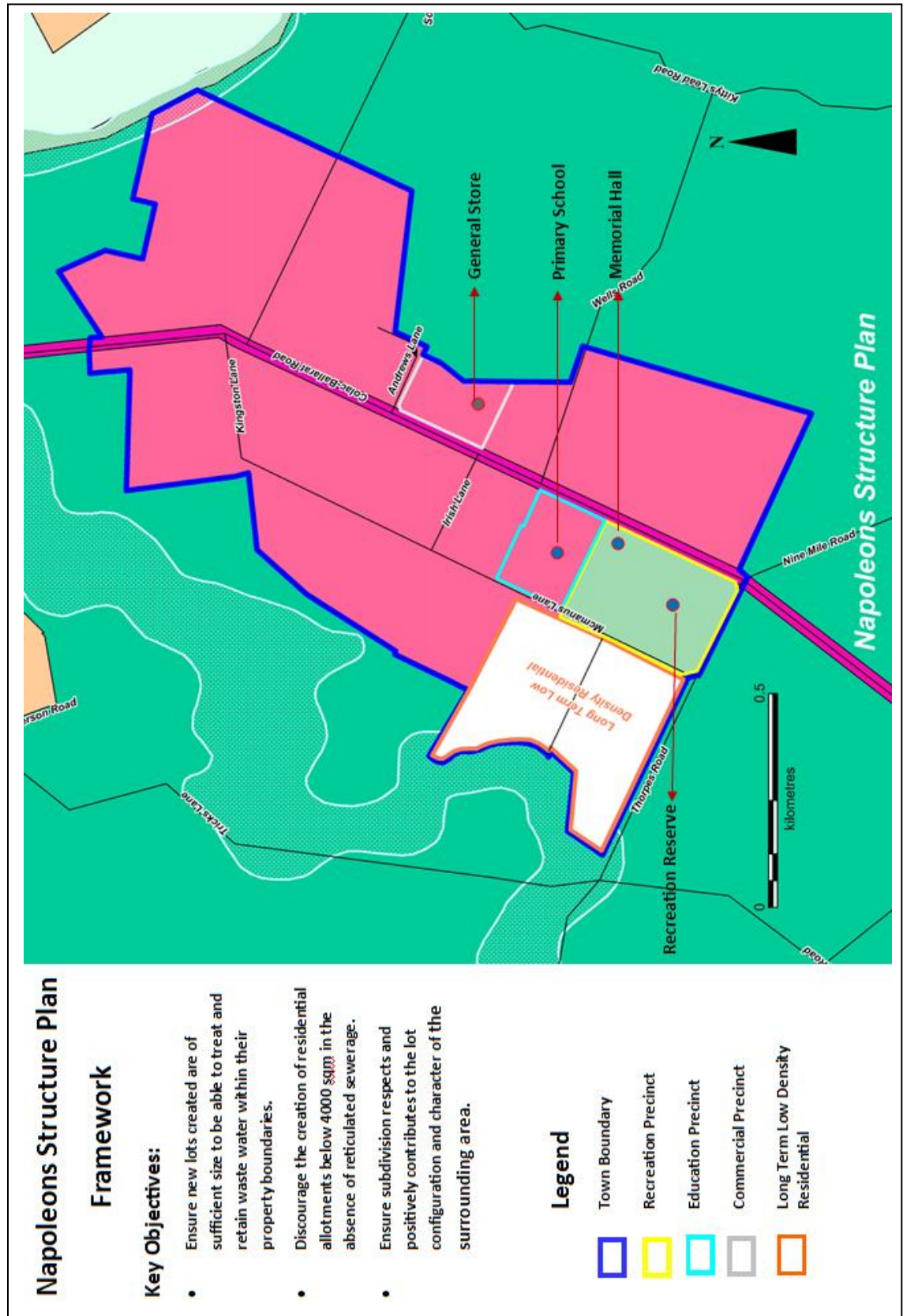




Figure 21.02-2J: Napoleons Structure Plan



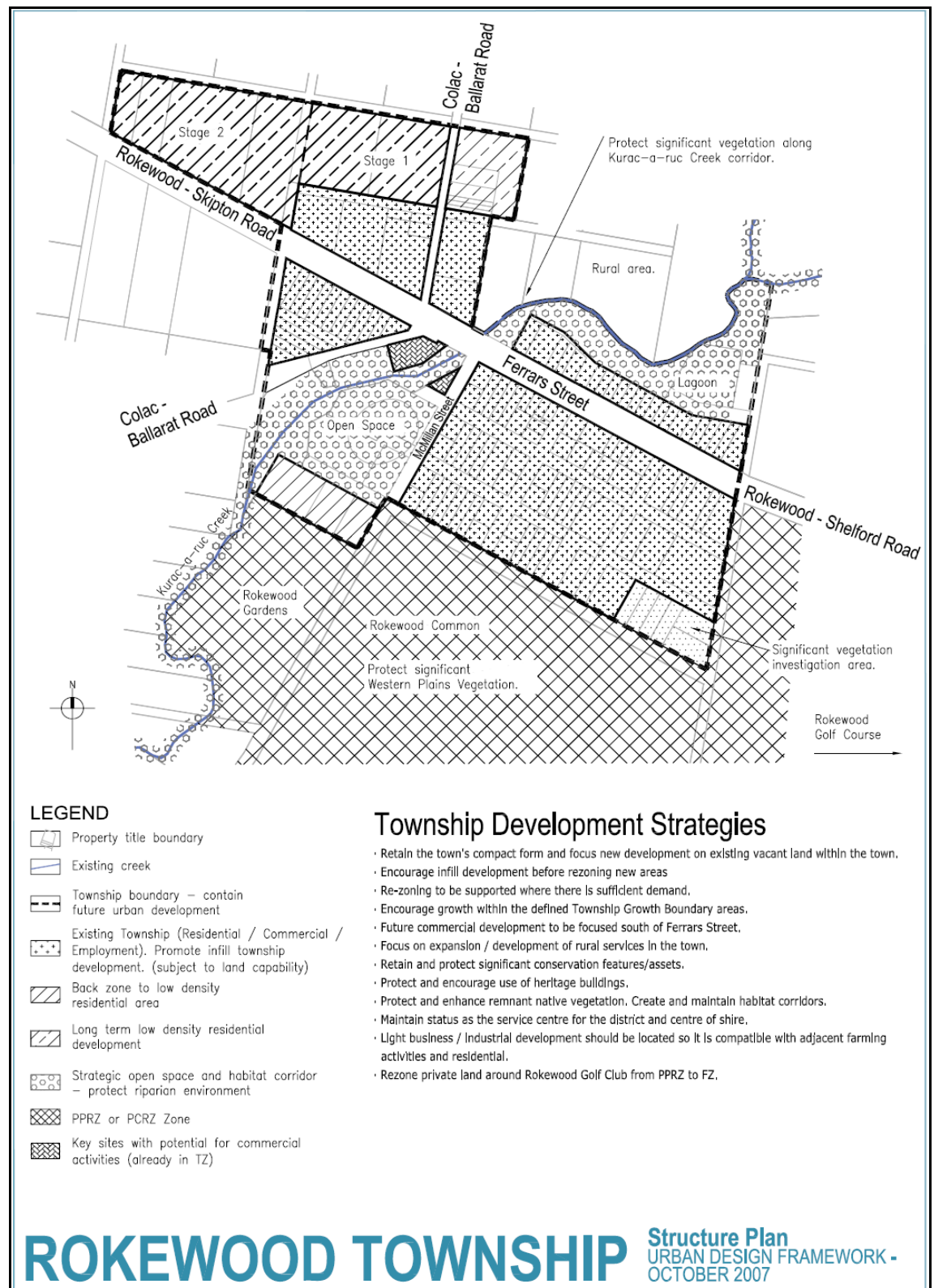
**Figure 21.02-2K: Rokewood Structure Plan**

Figure 21.02-2L: Ross Creek Structure Plan

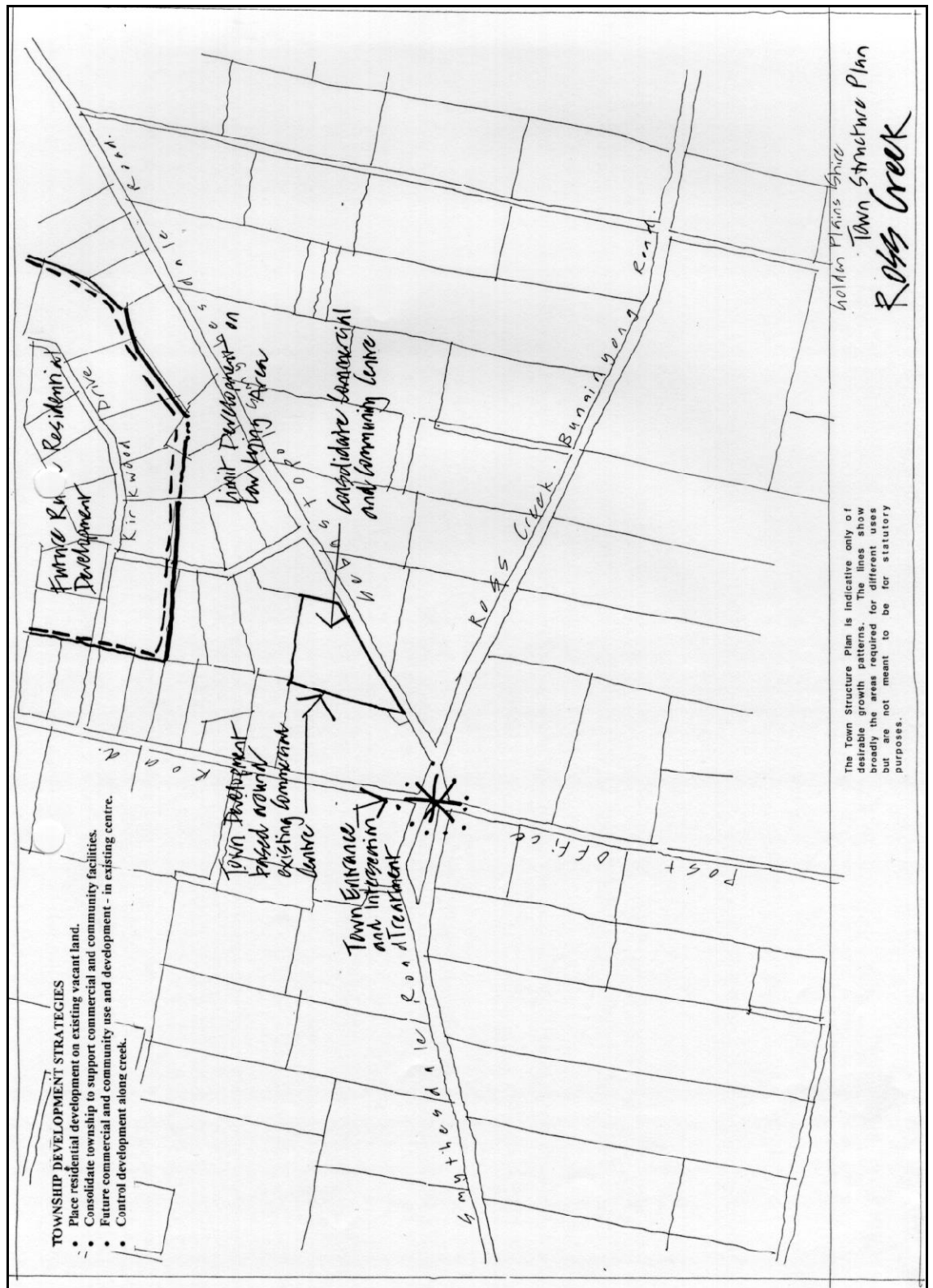




Figure 21.02-2M: Scarsdale Structure Plan

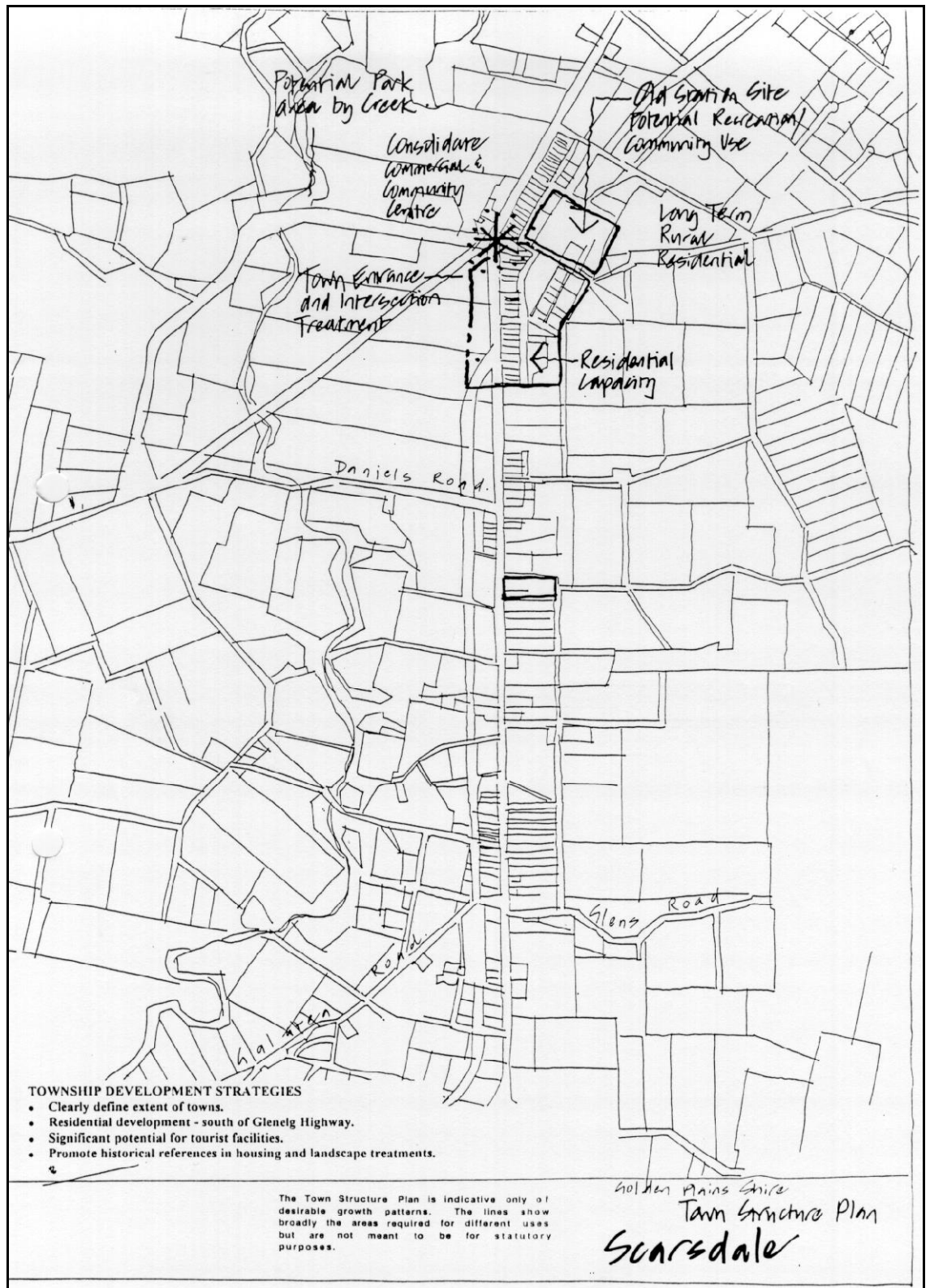




Figure 21.02-2N: Shelford Structure Plan

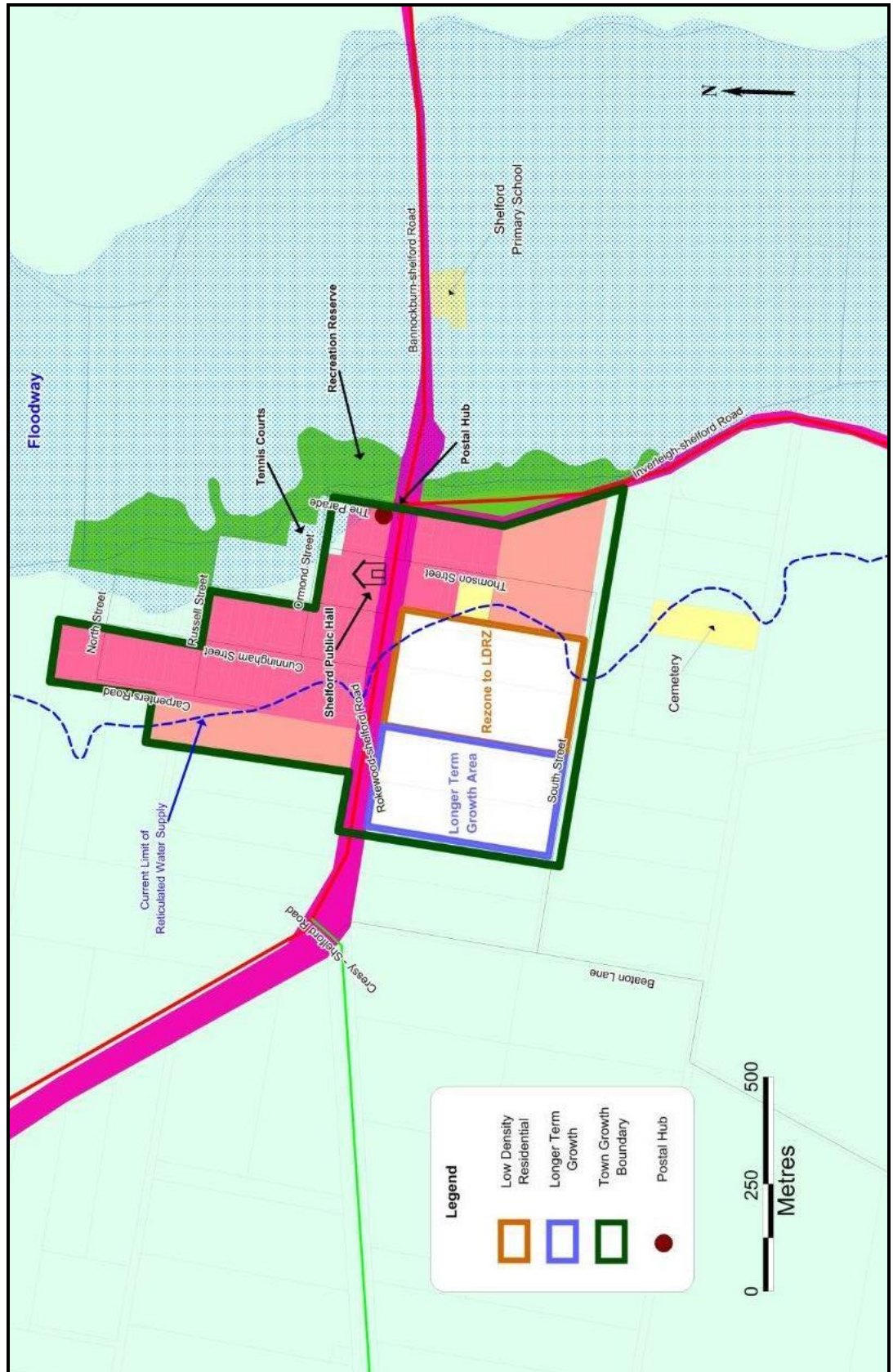
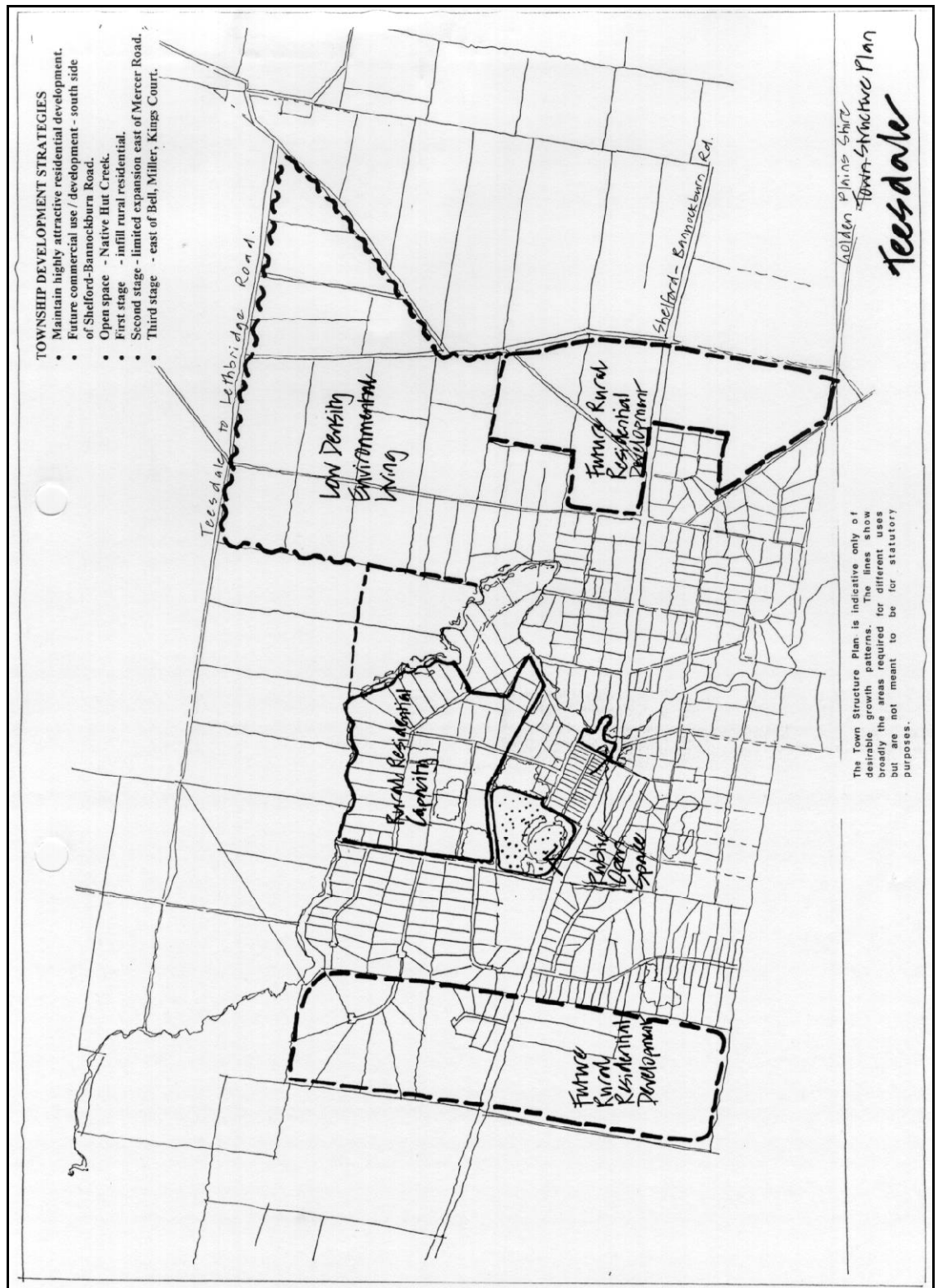


Figure 21.02-20: Teesdale Structure Plan



**21. 03**25/02/2016  
C70**SETTLEMENT****21.03-1**04/12/2014  
C65**Settlement Patterns***Context and issues*

The Shire consists of numerous small townships and settlements classified as 57 localities, 35 communities and 14 townships.

The largest town is Bannockburn with approximately 19% of the population, followed by Teesdale with approximately 8% of the population. All other townships have a population of less than 1000 people. This highlights the dispersed nature of the population in Golden Plains Shire.

Other urban centres, small towns and communities which have grown include Haddon, Inverleigh, Lethbridge, Linton, Meredith, Ross Creek, Scarsdale and Smythesdale. These settlements perform important living, retail, service and community roles to residents and the rural community.

There is a significant difference in the settlement patterns between the north and south. The settlement pattern is based on historic rural service centres and nineteenth century mining towns, however, over time the role of many towns has been changing to one of commuting areas to the regional centres of Ballarat, Colac and Geelong.

The majority of growth has occurred in the small towns and communities at the south-east and north-west as more people come from Melbourne and the regional cities looking for affordable housing and a country lifestyle, but still close enough to services and facilities in Ballarat and Geelong. In the south-east of the municipality the population has increased rapidly, by about 40% between 2005 and 2015. In the north-west area, the population increased by nearly 6% during the same period.

In the north-west:

- Past decisions have seen a proliferation of subdivisions and subsequent rural residential developments.
- It is recognised as an area that reflects a rural residential character, centred on communities of interest.
- There is a large proportion of existing small lots, which include old crown titles.
- Many of these lots have been developed for rural residential purposes and distinct communities have developed in these areas.
- To the north-west, all of the towns in the Central Highlands Water district are supplied with an interconnected, potable water supply. There is sufficient capacity to cater for all anticipated growth likely over the next 20 years.
- Historic subdivisions have left a legacy of fragmented landholdings in the north-west of the shire and there is a proliferation of low density residential development in isolated areas devoid of appropriate infrastructure

In the south-east:

- Urban type development is focussed around townships.
- All water is treated and the existing systems, with minor augmentations, are adequate to cater for the existing populations and anticipated growth in the immediate future.

The Shire contains a relatively large number of small townships. Residential development is supported within the boundaries of these townships.

There is pressure for subdivision and development outside these townships particularly for subdivision and hobby farm development close to Geelong and Ballarat. Residential development is not supported in these areas.

Better management of urban development in township areas affected by flooding, salinity or wildfire is required.

Future use and development of urban centres and small towns will largely centre on the traditional character and form of these towns. The maintenance of a clear distinction between urban and rural areas is essential to continued agriculture and efficient township development and maximise the use of infrastructure.

With moderate growth, and considering the existing areas of vacant land, no significant new areas of land need to be provided for residential development through zoning except in Bannockburn where rezoning will be required to accommodate expected future growth once current supply is used. In recent years, Bannockburn has experienced steady population growth. Such growth will require the prudent management of land use and development in order to maintain and enhance the town's features, assets and the community's vision.

Smythesdale has been identified as the northern growth centre for the Shire, providing a range of residential opportunities and services for the north west district. Inverleigh is also experiencing pressure for increased residential development. However, there is limited opportunity for new residential development within the established historic township area due to potential flooding and limited land sizes for effluent disposal.

### ***Objectives and strategies***

#### **Objective 1 To make efficient use of land.**

- Strategy 1.1 Locate growth into townships as indicated on the Golden Plains Strategic Framework Plans (Figure 21.02-2A) and Township Hierarchy Framework (Table 1).
- Strategy 1.2 Locate population growth to urban areas provided with water, sewerage and social infrastructure.
- Strategy 1.3 Reduce environmental impacts caused by existing unserviced urban development.
- Strategy 1.4 Improve service delivery to urban centres townships, including sewerage infrastructure and treated water supply where it is lacking.
- Strategy 1.5 Avoid extension of infrastructure services and urban use and development outside identified urban growth boundaries.
- Strategy 1.6 Support co-location of complementary community facilities.
- Strategy 1.7 Require development infrastructure to be provided in conjunction with intensification of residential development.
- Strategy 1.8 Avoid battle axe blocks except in infill development.

#### **Objective 2 To encourage the consolidation of existing township areas.**

- Strategy 2.1 Direct residential development to township areas that have reticulated water, sewerage and stormwater drainage and community services and facilities.
- Strategy 2.2 Require infill development in towns lacking sewerage treatment to provide onsite effluent treatment.
- Strategy 2.3 Avoid unserviced urban development .

#### **Objective 3 To lessen conflict in rural areas between agriculture and non-agricultural land uses.**

- Strategy 3.1 Avoid use and development that may undermine the viability and sustainability of adjacent land in agricultural production.



Strategy 3.2 Protect land in agricultural production from adjoining uses and development inconsistent with normal farming practices.

### **Implementation**

#### **Policy guidelines**

- Require applications to rezone land for urban purposes to demonstrate that alternative suitable locations are not available. Support a progressive series of land rezoning within Bannockburn, in line with the staged development of the town taking into account sustainable land supply, growth capacity and infrastructure provision.
- Coordinate land release, subdivision and infrastructure servicing through the preparation of structure plans for all urban areas, with defined urban boundaries.

#### **Further strategic work**

- Restructure the land in the north-west of the shire to maintain viable agricultural holdings. Rationalise all existing urban areas having regard to:
  - Infrastructure and environmental constraints
  - 10 year supply of urban land
  - The supply cost and provision of infrastructure to townships.
- Establish an urban edge to all settlements. Zoning will be used to provide a clear urban growth boundary.
- Prepare a local policy to protect farming land from inappropriate land uses.

## **21.03-2**

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### **Township areas**

#### **Context and issues**

Over time the Golden Plains Shire's towns will become more urbanised. There is substantial supply of residential land in all urban centres and towns in the shire which means new demands for residential development can be accommodated within the existing areas of towns.

In addition, significant scope exists for the consolidation of sites and intensification of development in existing towns without altering the character or quality of these areas.

There is a substantial over supply of land zoned Rural Living in the north of the shire.

Limited amounts of medium density housing are provided currently in the Golden Plains Shire. With changing housing needs there is a necessity to promote a wider range of housing types and set clear direction for the form and design of this development. The Shire's township hierarchy framework and commercial and retail hierarchy is:

Table 1: Township Hierarchy Framework

Status	Township	Description
Sub-regional commercial and retail centre	Bannockburn	Higher order and speciality commercial and retail development to service the south east portion of the shire.
District commercial and retail centres	Inverleigh Linton Meredith	Commercial and retail needs to service the surrounding area

Status	Township	Description
	Rokewood	
	Smythesdale	
Town commercial and retail centres	Corindhap Dereel Haddon Lethbridge Napoleons Ross Creek Scarsdale Teesdale Other towns	Commercial and retail needs to service immediate residents.

### *Objectives and strategies*

#### **Objective 1 To direct commercial and retail development to appropriate locations.**

- Strategy 1.1 Locate higher order and specialty retail services in Bannockburn.
- Strategy 1.2 Locate commercial and retail services in Bannockburn and district commercial and retail centres.
- Strategy 1.3 Locate commercial and retail services that service immediate residents in town commercial and retail centres.
- Strategy 1.4 Avoid linear commercial and retail development along highways and beyond identified commercial precincts.
- Strategy 1.5 To ensure a sufficient supply of commercially zoned land.

#### **Objective 2 To ensure the efficient use of commercially zoned land.**

- Strategy 2.1 Support a compact form of commercial use and development to reinforce the viability and vitality of commercial precincts.

#### **Objective 3 To provide for a variety of lot sizes to meet the requirements of all age groups, household types, different lifestyles and to provide housing choice.**

- Strategy 3.1 Provide a density, number and variety of lots within residential areas relevant to the needs of the community.
- Strategy 3.2 Support lot sizes within established urban township areas typical of existing development .
- Strategy 3.3 Require housing lots to be connected to reticulated water and sewerage systems (when available) and underground stormwater drainage.
- Strategy 3.4 Avoid the creation of lot sizes under 400 square metres that are not within walking distance of business areas and community facilities.

#### **Objective 4 To accommodate medium density development adjacent to community services and facilities and within proximity to commercial centres.**

- Strategy 4.1 Discourage medium density housing that is not within walking distance of business areas and community facilities.

Strategy 4.2 Support medium density housing located in urban areas that have reticulated water and sewerage systems.

### ***Implementation***

#### **Guidelines for decision makers**

- Consider pedestrian and transport facilities within the urban area and the standard of access to shopping and community service areas.

#### **Further work**

- Investigate expansion of retail floor space at Bannockburn.
- Prepare structure plans for the planned development of the commercial and retail areas in Meredith and Smythesdale Inverleigh, Linton, Meredith and Smythesdale for highway commercial services

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### **Rural areas**

#### ***Context and issues***

Over the past two decades the shire has continued to experience demand for low-density residential development.

The north-west area of the Shire contains Rural Activity and Farming zoning that is interspersed with large areas of rural living zoning.

There is a considerable amount of potential infill rural residential development within the rural living zoning of the north-west area.

House lot excisions can be detrimental to the efficient operation of farming activities and can result in isolated residential development without adequate access to social and physical services.

House lot excisions can lessen the capacity of an area to undertake agricultural production as conflicts can arise between residential and farming land uses.

It is therefore important that any house lot excision takes into account the infrastructure and environmental constraints that generally exist in this area and the existing supply of available rural residential land.

Other areas of the shire have a number of townships and community areas containing Low Density Residential zoning.

These areas are often located on the periphery of urban type residential areas, and reflect larger residential development with lot sizes usually ranging from 1 hectare to 4 hectare. Subdivision provisions under the zone would allow for these areas to be subdivided into lot sizes down to 0.4 hectare in line with the Domestic Waste Water Management Plan. This would substantially increase the overall lot yield and infrastructure servicing requirements within these areas.

Many proposals are isolated or separated from existing residential areas where services and facilities are provided.

#### ***Objectives and strategies***

**Objective 1 To control the density and overall lot sizes of land in the north west area and Low Density Residential Zone according to environmental conditions and established character.**

Strategy 1.1 Require new subdivision to recognise and maintain the surrounding lot configurations and lot size.

Strategy 1.2 Avoid subdivision within water supply catchment areas in order to protect water quantity and quality.

**Objective 2 To avoid indiscriminate subdivision of land in the north west area and Low Density Residential Zones**

Strategy 2.1 Limit the subdivision of land that will be incompatible with the utilisation of the land for sustainable resource use.

Strategy 2.2 Require any new subdivision of land to provide appropriate infrastructure, including drainage and roads and integrated transport plans.

Strategy 2.3 Require lots to provide for on site effluent disposal including on-going maintenance of septic systems.

**Objective 3 To discourage dwellings and house lot excisions on rural properties.**

Strategy 3.1 Require any application for house lot excision to demonstrate it will not compromise the future capacity of agricultural production on the property and surrounds and on adjacent land.

**Objective 4 To ensure dwellings and house lot excisions on rural properties, where permitted, are appropriate.**

Strategy 4.1 Ensure lots for an existing dwelling excised under the provisions of the Farming Zone have a maximum size of 2 hectares.

Strategy 4.2 Design and locate lots to minimise impact on significant environmental features such as remnant vegetation, public park reserves and waterways.

Strategy 4.3 Require dwellings excised under the provisions of the Farming Zone to be in a habitable condition and comply with the Building Code of Australia to this extent.

Strategy 4.4 Maintain adequate distance within the existing lot around the dwelling to reasonably limit impacts of adjacent agricultural activity.

Strategy 4.5 Support planting of vegetation within the excised lot to reduce any potential impacts of adjacent agricultural activity.

**Objective 5 To maintain the general use and character of rural areas in the Shire.**

Strategy 5.1 Avoid subdivision that is likely to lead to a concentration of lots that would change the general use and character of the rural area.

Strategy 5.2 Require applications for subdivision to demonstrate that the clustering of lots will not limit the productive use and development of the larger lots in the subdivision or surrounding properties.

***Implementation***

**Guidelines for decision makers**

- Where house lot excision is permitted:
  - Require subdivision of land which excises a dwelling be designed in a manner which supports continued agricultural use of the land and does not prejudice surrounding rural production activities or cause negative impact on environmental or landscape qualities of the area.
  - Require excision of a lot and dwelling in the north west area of the Shire to take into account infrastructure and environmental constraints, existing rural residential development and the existing supply of available rural residential land.



- Give consideration to the following environmental, economic and social impacts of low-density residential development:
  - effluent disposal
  - infrastructure services
  - transport
  - access to commercial and community services
  - protection of existing environmental quality
  - the interface with rural/farming areas
  - land development hazards such as land subject to inundation, areas affected by salinity and areas prone to wildfire
  - land capability taking into consideration lot sizes and neighbouring areas capable of containing on-site effluent disposal.
- Have regard to existing lot sizes of the immediate area. Consider maintenance and provision of important rural and community amenity and characteristics and development assessments against identified land capability assessment.

#### **Further strategic work**

- Prepare a policy to guide Dwellings and Subdivision in the Farming Zone.

### **21.03-6**

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### **Planning Scheme Implementation**

#### *Settlement strategies will be implemented by applying:*

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- Township zone for smaller townships where the separation of land uses is not critical to the function of the town.
- Low Density Residential Zone for rural residential areas in and around the major towns.
- Rural Living Zone to existing rural residential areas on larger allotments.
- Development Plan Area Overlay – for large undeveloped areas zoned for urban development.
- Local Planning Policy 22.10 – Salinity.
- Local Planning Policy 22.11 – Floodplain Management.
- Salinity Management Overlay over areas affected by salinity.
- Commercial 1 Zone to commercial precincts.

**21. 04**04/12/2014  
C65**ENVIRONMENT AND NATURAL RESOURCES***Context and issues*

The environment is a key factor influencing the economy, lifestyle and recreational choices in the Shire.

Key challenges facing the Shire include:

- Managing threatening processes acting on the natural environment
- Balancing native vegetation conservation with development pressures, land use change and protecting people from wildfire
- Supporting the sustainable management of land and water resources
- Minimising and managing the effects of flooding.

**21.04-1**04/12/2014  
C65**Biodiversity***Context and issues*

The municipality is home to a wealth of flora and fauna, including rare and threatened species and communities, major waterways and freshwater wetlands.

Many of the municipality's significant natural environments are protected by international, national and state agreements and legislation.

Remnant native vegetation across the municipality is modelled to be approximately 25% of that which existed pre-European settlement. However, the quality of much of these remnants is degraded. While remnant native vegetation is contained on private land, some of the Shires most significant native vegetation occurs on roadsides.

Rapid urban and rural growth and change in land use such as grazing and cropping has impacted on the municipality's natural environments. There is a need to protect and enhance the natural environment to protect ecological processes whilst providing for continued land use change.

The effects of climate change are already having a significant impact on the natural environment placing already stresses native flora and fauna assets at higher risk. The municipality is at risk of climate change with projected increased temperatures and reduced precipitation affecting natural systems with flow on effects on the community and economy.

Furthermore, projected changes in climate with increased temperatures and decreased precipitation will also have wider impacts across environmental, social and economic aspects of the Shire.

The quality and quantity of native vegetation, flora and fauna across the municipality is threatened by development, land use change and poor land management practices.

*Objectives and strategies***Objective 1 To encourage the protection of significant habitats, remnant vegetation and maintain bio-diversity.**

Strategy 1.1 Protect significant habitats and remnant vegetation from encroachment by development.

Strategy 1.2 Maintain bio-diversity.

Strategy 1.3 Avoid impacts on flora and fauna natural assets.

Strategy 1.4 Conserve native large old trees and scattered trees.

## 21.04-2 Catchment management

### *Context and issues*

The protection and enhancement of waterways and wetlands is essential to ensure environmental values are secure and that flow on social and economic benefits of healthy rivers and streams are not lost.

Council supports the implementation of the Corangamite Catchment Management Authority Regional Catchment Strategy and Sub-Strategies.

### *Objectives and strategies*

#### **Objective 1 To protect, maintain and enhance waterways, rivers, wetlands and groundwater.**

Strategy 1.1 Use an integrated catchment management approach.

Strategy 1.2 Consider downstream effects of development and use.

#### **Objective 2 To protect water catchments**

Strategy 2.1 Ensure the location and size of dams minimises alterations to natural drainage and natural flows of watercourses and is consistent with land capability.

Strategy 2.2 Ensure dams are constructed with appropriate dam construction and soil conservation techniques and avoid leakage to groundwater.

#### **Objective 3 To improve water quality and reduce water pollution, particularly from unsewered urban development**

Strategy 3.1 Improve water quality and the condition of waterways by promoting infrastructure works in unsewered townships.

Strategy 3.2 Complete the supply of reticulated waste water treatment to Bannockburn.

Strategy 3.3 Manage use and development in the Moorabool River and Stony Creek Water Supply Catchment Areas in order to protect water quantity and quality.

### *Implementation*

#### **Guidelines for decision makers**

- Consider the three Regional Catchment Strategies and their Sub-Strategies. Adopt an integrated catchment management approach to ensure use and development assessment comprehensively considers the effects on land and water resources.
- Support the implementation of the Corangamite Catchment Management Authority Regional Catchment Strategy and River Health Strategy.

#### **Further strategic work**

- Develop management plans for the control and eradication of gorse and serrated tussock.
- Work with Catchment Management Authorities, the Victorian State Government and the community to implement the Regional Catchment Strategies, Victoria's Native Vegetation Framework and Native Vegetation Plans.

## 21.04-2 Floodplain management

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### *Context and issues*

Some areas of the Shire are subject to periodic flooding, particularly the immediate environs of Inverleigh and Shelford. Flooding can impact negatively upon land use and development, however it also has positive environmental impacts. Floodways should be retained and protected for their role in conveying floodwater. A regular wetting regime provided by land prone to flooding is critical in maintaining wetlands and improving the quality of riparian native vegetation. Planning can minimise long-term risks of damage from flooding by planning and developing properties, buildings and structures so that they are safe from potential flooding without compromising the safety of other properties.

### *Objectives and strategies*

#### **Objective 1 To ensure the future use and development of land prone to flooding minimises the consequences of inundation.**

Strategy 1.1 Avoid use and development on land prone to flooding

### *Implementation*

#### **Guidelines for decision makers**

- Ensure that appropriate drainage and flood protection standards are met. Further strategic work
- Prepare floodplain management plans to ensure that the function of floodways to convey and store floodwaters is preserved and that the environmental attributes of floodplain areas are protected.

## 21.04-3 Waterways

### *Context and issues*

With limited annual rainfall and extensive demand for water for both urban and rural use, many of the waterways in the municipality are in poor condition and action needs to be taken to improve the condition of our rivers and streams.

### *Objectives and strategies*

#### **Objective 1 To protect, maintain and enhance waterways, rivers, wetlands and groundwater.**

Strategy 1.1 Protect connectivity between waterways and wetlands.

Strategy 1.2 Reduce the amount of runoff from urban development.

Strategy 1.3 Avoid development that isolates wetlands.

Strategy 1.4 Avoid drainage of waterways and wetlands as a result of development.

Strategy 1.5 Require buffer setbacks and fencing to waterways and wetlands.

Strategy 1.6 Protect groundwater catchments from surface runoff.



**21.04-4 Salinity**04/12/2014  
C65***Context and issues***

Golden Plains Shire experiences salinisation of soil and water resources and the resultant impacts on biodiversity and productive use of land and water resources can have significant negative environmental, social and economic impacts.

It is important that new development and land use change protects naturally saline waterways and wetlands and recognises and undertakes appropriate risk management strategies to mitigate damage from salinity on the natural environment and built structures and infrastructure.

***Objectives and strategies*****Objective 1 To protect the quality of naturally saline waterways including wetlands from the impacts of development and subdivision.**

Strategy 1.1 Ensure existing or potential salinity impacts are managed and mitigated in any proposals for new urban and rural residential development or re-zoning.

Strategy 1.2 Avoid development and subdivision within or adjacent to naturally saline waterways including wetlands. .

**Objective 2 To protect soil resources from erosion, contamination, compaction, salinity and other forms of degradation.**

Strategy 2.1 Protect soil and water resources from the risk of increased salinity.

***Implementation*****Guidelines for decision makers**

- Land uses, development and subdivisions that can significantly change surface water and groundwater hydrological flow in the Salinity Overlay should mitigate:
  - against the degradation or loss of naturally saline lakes and wetlands, particularly from the effects of reduced surface water flows or drainage.
  - the expansion of existing areas effected by salinity or the generation of new areas effected by salinity.
- Manage impacts of development and subdivision and permitted extensions to existing development through the appropriate use of protective measures including the careful siting of development and infrastructure, selection of appropriate construction materials, site landscaping and revegetation works, watering and irrigations systems, extent of impervious surfaces and the management of surface water runoff.

**21.04-4 Bushfire**04/12/2014  
C65***Context and issues***

Fire risk, both bushfire and grassfire, is a significant issue across the municipality affecting built communities and natural systems. Implementation of measures to mitigate bushfire risk following development can have an adverse effect on the natural environment.

Planning can minimise long term risks of damage from bushfire by planning and developing communities and properties so that they minimise risk to life, property and the natural environment.

*Objectives and strategies***Objective 1 To balance the primacy of human life with the conservation of significant vegetation.**

Strategy 1.1 Avoid rezoning of land in areas of high bushfire risk where natural assets will be compromised.

Strategy 1.2 Minimise the impact of any bushfire protection measures on vegetation with high environmental value.

**21.04-6**  
04/12/2014  
C65

**Planning Scheme Implementation**

Environment and Natural Resources strategies will be implemented by applying:

- Land Subject to Inundation Overlay to areas subject to inundation.
- Floodway Overlay to areas subject to high velocity flooding.
- Bushfire Management Overlay to areas identified by the Country Fire Authority and the responsible authority as subject to fire hazard.
- Salinity Management Overlay to areas identified as being subject to the effects of salinity.
- Environmental Significance Overlay to the following areas: water catchment areas, watercourses, Enfield State Park, Mt Misery Creek, two areas at Dereel, Smythesdale, Yarrowee Creek.
- Significant Landscape Overlay to various landscapes, Avenues of Honour and settings across the Golden Plains municipality which are of natural significance.
- Vegetation Protection Overlay to areas of identified flora and fauna importance.
- Local Planning Policy 22.11 – Floodplain Management.

**21.04-8**  
04/12/2014  
C65

**Reference documents**

- Corangamite Regional Catchment Strategy – Corangamite Catchment Management Authority.
- Corangamite Catchment Management Authority Floodplain Management Strategy, April 2002.

## 21. 05 ECONOMIC DEVELOPMENT

### 21.05-1 Agriculture

#### *Context and issues*

The location of the Shire on the edge of the Western District represents an important critical mass of agricultural productivity particularly in terms of wool production and cropping.

Agricultural industries continue to be the major economic sector particularly extensive grazing and cropping. More than 25% of the employment in the Shire is in agriculture and forestry. These industries have been under economic pressure in recent years in common with Statewide trends in the restructuring of these industries, and there has been a tendency for farm size to increase to counteract economic pressures. This has generally happened away from areas of population growth where there has been less small-lot subdivision. The requirements of traditional agriculture are rapidly changing with practices such as high input farming techniques and improved stock through genetic enhancement.

The opportunities for agricultural diversity are limited by the shire's climate, the availability of water and, in the northern portion of the shire, fragmentation of land for rural residential development. A critical element in the planning for agricultural uses in the Golden Plains Shire is to maintain farm size and an important land use management issue for Council and the community is the potential for conflict between sensitive uses and agricultural practices.

The Shire has recognised the potential for growth in the intensive agricultural industries and in timber production. The issue for the Shire will be how to accommodate growth in these industries while protecting the other values that are seen as important.

Forestry and timber production are increasingly significant local industries, given the climate, topography and the proximity to the Port of Geelong. Production at this stage comes mainly from pine plantations, but there is a growing demand for land for hardwood plantations. Any expansion of plantations will be on to land which is already cleared and which is currently used for grazing or cropping.

There has been a growth of intensive agricultural activities within the Shire, particularly in the wine and specialist livestock industries.

Other significant farm types are sheep and fat lambs for meat production, egg production, poultry, pastures, grasses and horticulture.

Significant infrastructure has been provided for the Food Precinct to service intensive animal industries.

Gheringhap has infrastructure opportunities that could be realised with appropriate development proposals to take advantage of the excellent access to rail and road networks.

The introduction and continued cultivation of cultural industries and events provides an opportunity for economic growth.

#### *Objectives and strategies*

#### **Objective 1 To ensure agricultural land is protected and used as an economically valuable resource.**

Strategy 1.1 Support agricultural diversity.

Strategy 1.2 Support new farming enterprises.

Strategy 1.3 Avoid sensitive uses near agricultural operations where there may be conflict.

- Strategy 1.4 Avoid use and development of rural land that is not compatible and complementary to agricultural activities.
- Strategy 1.5 Facilitate more intensive use and diversified use of rural land for higher value products, including agroforestry, which are compatible with surrounding farming practice.
- Strategy 1.6 Support sustainable horticulture production that recognises the natural and physical resource requirements and manages the potential for off-site effects such as spraydrift.

**Objective 2 To support the development of intensive animal industries.**

- Strategy 2.1 Locate intensive animal industries within or close to the Golden Plains Food Production Precinct shown on Figure 21.02-2A: Golden Plains Strategic Framework Plan
- Strategy 2.2 Support intensive animal industries in other suitable locations.

**Objective 3 To maintain farm size to allow for viable agriculture.**

- Strategy 3.1 Avoid fragmentation of land for non-agricultural purposes, including rural residential development.
- Strategy 3.2 Avoid dwellings on undersized rural lots.

**Objective 4 To facilitate more intensive use and diversified use of rural land for higher value products, including timber plantations and agroforestry.**

- Strategy 4.1 Support the expansion of timber production and agroforestry within areas that are capable of providing road infrastructure to both plant and harvest crops.
- Strategy 4.2 Support the expansion of timber production on cropping and grazing land, in locations with the environmental capacity to support the use constraints.
- Strategy 4.3 Support development of timber plantations and agroforestry as a means of reducing environmental problems.

**21.05-2 Commercial**

*Context and issues*

The retail sectors of the shire's urban centres have strong relationships with surrounding agricultural communities. Bannockburn is a regional shopping centre with a significant catchment. Other towns such as Inverleigh, Linton, Meredith and Smythesdale perform important local shopping and business roles.

Retail expenditure occurs outside of the shire to major regional centres of Ballarat, Colac, Geelong and Melbourne. In the longer term additional floor space will be required for retail use and development in Bannockburn

*Objectives and strategies*

**Objective 1 To consolidate commercial development in Townships.**

- Strategy 1.1 Locate commercial development in Bannockburn in commercial zones.
- Strategy 1.2 Avoid commercial development in Bannockburn in other locations.
- Strategy 1.3 Avoid restricted retail development and big box retail development on highways.
- Strategy 1.4 Support commercial development in the Township Zone.



## 21.05-3 Industry

04/12/2014  
C65

### *Context and issues*

The Golden Plains Shire has a moderate manufacturing base with employment in the manufacturing industry representing approximately 14.7% of jobs in the Shire.

A number of industrial sites throughout the shire established to provide land for industrial use and development remain vacant.

This reveals that:

- a significant proportion of small scale industrial uses are located within town areas either on individual sites or as part of a residential land use largely due to historic reasons and operator preference
- existing developable industrial zoned land has been mostly taken up; remaining existing industrial zoned land is within inappropriate or located in non-preferred areas, or may lack necessary infrastructure
- there is competition for industrial land provided by the larger urban areas of Geelong, Ballarat and the Melbourne Metropolitan area

The completion of the Geelong Ring Road is expected to place increased pressure for industrial land, particularly in the south-eastern area of the Shire.

The introduction of the Farming Zone has limited the scope for considering potential industrial uses in rural areas.

Geelong, Ballarat and Metropolitan Melbourne have an effect on the location of industrial development

### *Objectives and strategies*

#### **Objective 1 To ensure a sufficient supply of land suitable for industrial use.**

- Strategy 1.1 Support locations for new industrial development in areas that are strategically sound and/or identified.
- Strategy 1.2 Support use of vacant industrial land within urban areas
- Strategy 1.3 Support rezoning of vacant industrial land where it can be demonstrated it is not suitable for industrial use within urban areas

#### **Objective 2 To encourage the development of value-adding industries within the shire and the servicing of industry by local enterprises**

- Strategy 2.1 Provide for industrial use and development which adds value to products grown and produced locally. .
- Strategy 2.2 Support sustainable value adding industries and service industries, particularly those which relate to the agricultural base, forestry and natural resources.

## 21.05-4 Tourism

### *Context and issues*

Tourism in Golden Plains Shire is a relatively small industry sector with significant capacity to grow. Tourism attractions include wineries and cellar doors, with the majority located around the Moorabool Valley Wine Region; cafes and restaurants; gourmet food and produce; farmers' markets including the Golden Plains Farmers' Market, events and festivals such as the Golden Plains and Meredith Music Festivals; as well as heritage sites and equestrian facilities.

There is a lack of tourism accommodation in the Shire, with opportunities to increase accommodation offerings across the region, particularly around the Moorabool Valley.

***Objectives and strategies***

Objective 1 To support and improve tourism opportunities in Golden Plains.

Strategy 1.1 Facilitate development of infrastructure which support arts and cultural activities and events.

Strategy 1.2 Locate tourism accommodation in the RAZ1 around the Moorabool Valley.

Strategy 1.3 Support tourism accommodation in other locations.

Strategy 1.4 Support use and development which adds value to products grown and produced locally.

Strategy 1.5 Support wineries, other beverage producers and speciality food producers.

**21.05-5 Planning scheme implementation**

Agriculture strategies will be implemented by applying:

- Farming Zone to the majority of broad acre agricultural land
- Farming Zone to all agricultural land developed for plantations
- Farming Zone schedule with a 100 hectare minimum subdivision size, to prevent the fragmentation of agricultural land and ensure that lots that are created are suited to broad scale agriculture
- Rural Activity Zone to designated areas in the Moorabool Valley
- Rural Activity Zone to designated areas around Haddon in the North West
- Local Planning Policy 22.03 – Intensive Animal Husbandry

Industrial strategies will be implemented by applying:

- Industrial 1 Zone to existing industrial precincts

**21.05-6 Reference Documents**

- Golden Plains Rural Land Use Strategy (January 2008) (PB)

**21. 06 BUILT FORM AND HERITAGE**04/12/2014  
C6504/12/2014  
C6504/12/2014  
C65**Urban design***Context and issues**Objectives and strategies***Objective 1 To provide a high quality urban environment within existing township areas.**

Strategy 1.1 Encourage improvements to urban design within shopping, main street and public precincts.

**Objective 2 To achieve environmentally sustainable design.**

Strategy 2.1 Promote water sensitive development, and environmentally sustainable design in new development and subdivision.

**Objective 3 To ensure accessibility for all.**

Strategy 3.1 Support incorporation of universally accessible design principles.

**Objective 4 To cater for changing housing needs.**

Strategy 4.1 Encourage a range of housing styles and types within urban areas.

**21.06-2 Heritage***Context and issues*

The heritage of the Shire is rich with much of the cultural heritage represented by individual sites, buildings, structures, trees or gardens.

The Shire's history is also evident in the layout and settlement pattern of 19th century towns, rural properties and historic infrastructure related to agriculture and mining areas.

Cultural heritage is also found in the natural environment where Avenues of Honour, streets and reserves were planted to beautify towns and to improve their practical amenity. These areas are important for the Shire's residents and tourists.

*Objectives and strategies***Objective 1 To protect, maintain and enhance heritage areas and features in private and public ownership.**

Strategy 1.1 Support development which contributes to the protection and enhancement of items, buildings, areas and places of natural and cultural heritage.

Strategy 1.2 Support works to individual places in the Heritage Overlay which contribute to their conservation and enhance their significance.

Strategy 1.3 Support the removal of alterations that do not contribute to their significance.

Strategy 1.4 Maintain all places in heritage precincts that contribute to the significance of the precinct.

Strategy 1.5 Support new development in precincts that responds to the historic character, form and context of the precinct and makes a positive contribution through innovative design.

**21.06-4**

04/12/2014  
C65

**Planning Scheme Implementation**

Built Form and Heritage strategies will be implemented by applying:

- Development Plan Overlay
- Design and Development Overlay
- Heritage Overlay to buildings, places and precincts of identified heritage value as listed in the Schedule to the Heritage Overlay
- Significant Landscape Overlay
- Local Planning Policy 22.12 – Heritage

**21.06-5**

04/12/2014  
C65

**Reference documents**

- Golden Plains Shire Heritage Study Stage Two, Heritage Matters Pty Ltd (2009)

## 21. 07 TRANSPORT AND INFRASTRUCTURE

### 21.07-1 Transport

04/12/2014  
C65

#### *Context and issues*

The Shire is well located to export and transport facilities, and this represents a competitive advantage.

#### *Objectives and strategies*

##### **Objective 1 To ensure the transport network supports economic opportunities.**

Strategy 1.1 Maintain the efficiency of transport linkages from the shire to metropolitan and regional markets, facilities and suppliers.

Strategy 1.2 Protect the efficiency and safety of the shire's transport infrastructure to support economic activities.

Strategy 1.3 Facilitate road and bridge infrastructure to service plantation and agroforestry development.

Strategy 1.4 Facilitate infrastructure to service the grain industries and intensive animal husbandry operations.

Strategy 1.5 Recognise the impacts of heavy vehicles on road and parking infrastructure.

##### **Objective 1 To encourage the development and use of sustainable forms of transport.**

Strategy 1.1 Create direct walking and cycling routes to connect with public transport stops.

Strategy 1.2 Support convenient and safe public transport to Townships.

Strategy 1.3 Support safe and attractive spaces and networks for walking and cycling.

### 21.07-2 Development infrastructure

#### *Context and issues*

All of the towns in the shire have reticulated water supplies provided either by Central Highlands Water or Barwon Water. Both authorities have programs to improve water quality. Central Highlands Water, which has its involvement in the northern part of the shire, believes it can service most of the anticipated growth within its area. The exception is the higher land southeast of Scarsdale extending to the area south of Ross Creek. Central Highlands Water believes that the existing supply systems, with minor augmentation works, are adequate to cater for the existing populations and anticipated growth in the immediate future.

The extent of sewerage systems in the shire is limited to Woodlands Estate (near Enfield), Bannockburn and Smythesdale. Scarsdale and Linton will be sewered by the Central Highlands Water Authority when the towns achieve population thresholds.

The site for the Bannockburn Sewage Treatment Plant is located to the west of the township, between Stephens Road and Bruces Creek, in proximity to the golf course.

Some areas in the shire are not suited to effluent disposal using conventional septic tank systems. In order to protect environmental quality and increase development potential other forms of effluent disposal will need to be utilised.



*Objectives and strategies*

**Objective 1 To ensure development has adequate water and sewerage infrastructure.**

Strategy 1.1 Support development in areas with access to infrastructure

Strategy 1.2 Require the developer to provide adequate water and sewerage infrastructure.

**Objective 2 To improve the quality of stormwater runoff entering waterways and groundwater.**

Strategy 2.1 Require best practice stormwater management to be incorporated into development.

Strategy 2.2 Require stormwater management infrastructure to be incorporated into development in unsewered towns.

*Implementation*

**Guidelines for decision makers**

- When considering applications for development, apply the Domestic Waste Water Management Plan.

**21. 08      LOCAL AREAS****21.08-1      Bannockburn***Context and issues*

Bannockburn is the largest urban centre in Golden Plains Shire and a key regional centre within the Shire's network of townships across the south-east, serving residential, commercial and administrative functions. The sewerage of the town, its rural ambience and proximity to Geelong have attributed to its strong growth in recent years. This growth, however, has also placed pressure on retaining the ambience that makes the town attractive.

Key issues are:

- The continued management of residential growth including land supply, infrastructure provision and maintenance of the urban growth boundary.
- Enhancement of economic growth and well-being to encourage local business opportunities, employment, expenditure and town centre activity.
- The need to guide commercial growth and manage change as the town expands.
- Protection and enhancement of the natural and built environment including environmental assets, the Bruce Creek environs, town character and rural ambience.

*Objectives and strategies***Objective 1    To promote growth in Bannockburn that is sustainable in accordance with the Overall Principles Plan and Land Use Precinct Plan.**

- Strategy 1.1    Avoid out of sequence residential subdivision and development.
- Strategy 1.2    Maintain a buffer area around the sewerage treatment plant in accordance with Environment Protection Authority requirements.
- Strategy 1.3    Maintain a fire buffer area at the urban growth boundary of Bannockburn.
- Strategy 1.4    Maintain an agricultural break between Bannockburn, and Batesford and Geelong.
- Strategy 1.5    Avoid commercial development that is independent and separated from the defined town centre .
- Strategy 1.6    Develop Milton Street to provide a future road link across Bruce's Creek to serve future residential areas to the west of Bannockburn.
- Strategy 1.7    Facilitate creek crossings in accordance with the Bruce's Creek Masterplan.
- Strategy 1.8    Support a wide range of industry and business activities to meet the needs of a growing population and to provide increased employment opportunities.
- Strategy 1.9    Support medium density housing within a general 500 metre radius of the Bannockburn Town Centre.
- Strategy 1.10    Provide walking and cycling linkages to open space areas, community facilities and the town centre in new development and subdivision.

**Objective 2    To create a prosperous and sustainable Bannockburn town centre.**

- Strategy 2.1    Facilitate growth within the Bannockburn Town Centre that is consistent with the Land Use Precinct Plan and the principles of the Bannockburn Urban Design Framework.
- Strategy 2.2    Consolidate the existing commercial precinct to build upon the compact, intimate and accessible nature of the town centre.

- Strategy 2.3 Provide attractive and usable public spaces adjacent to or close to the town centre to encourage social activity (cafes, restaurants, etc) and pedestrian and cycle connectivity.
- Strategy 2.4 Support a diversity of uses within the town centre retail precinct that sustain activities during day and night.
- Strategy 2.5 Support cafés and restaurants to include an outdoor seating area, particularly where it activates the use of open plaza areas. .

**Objective 3 To provide an integrated and environmentally responsive open space network throughout Bannockburn township.**

- Strategy 3.1 Provide open space areas in new developments that incorporate pedestrian, bicycle or riding trail paths (where relevant) to other open space areas. .
- Strategy 3.2 Create bicycle and riding trail paths that are preferably off street.
- Strategy 3.3 Create flora and fauna corridors within open space reserves where there are identified biodiversity values.
- Strategy 3.4 Provide buffer areas between residential development and vegetated public land areas, including the Wabdallah Reserve.
- Strategy 3.5 Utilise the rail corridor as an open space link incorporating a shared footpath, bicycle and riding trail.
- Strategy 3.6 Use locally indigenous vegetation, in conjunction with protection measures in flora and fauna corridors.
- Strategy 3.7 Facilitate a vegetation belt at the Bannockburn urban growth boundary for future use as a walking, cycling and riding trail.

**Objective 4 To restore and protect the Bruce's Creek and environs.**

- Strategy 4.1 Limit public access to the Bruce's Creek environs where it impacts on visual amenity.
- Strategy 4.2 Protect areas of native vegetation and existing stands of significant trees within the environs of Bruce's Creek.
- Strategy 4.3 Facilitate open space connections into the Bruce's Creek corridor.
- Strategy 4.4 Restore the habitat of the Bruce's Creek environs.
- Strategy 4.5 Provide walking and cycling trails, preferably on the eastern side of the creek.
- Strategy 4.6 Protect vistas, view lines and visual amenity along the creek environs.
- Strategy 4.7 Facilitate the acquisition of all land between the tops of the escarpment and forming the rim of the creek valley as public open space.
- Strategy 4.8 Require new developments to address and implement key directions within the Bruce's Creek Master Plan, including matters such as construction management, creek crossings, environmental and heritage management and water sensitive design.
- Strategy 4.9 Require water sensitive urban design within new developments to improve the quality and discharge to Bruce's Creek, and mitigates any changes to the natural water system.
- Strategy 4.10 Facilitate opportunities for passive surveillance of the open space system including a roadway set back from the rim of the Creek, forming a separation to the public open space.

**Objective 5 To maintain the village character of Bannockburn.**

- Strategy 5.1 Protect historic buildings, wide tree lined avenues and low scale streetscapes.
- Strategy 5.2 Maintain view corridors to retain visibility of public spaces from other activity areas.
- Strategy 5.3 Support the re-use of existing housing stock particularly heritage buildings for professional/commercial uses in order to retain a sense of the existing town fabric.
- Strategy 5.4 Restore heritage significant buildings in character with the original style of the buildings.
- Strategy 5.5 Upgrade main road avenues of wide, tree-lined road reserves in accordance with the Bannockburn Urban Design Framework.

**Objective 6 To improve the infrastructure of Bannockburn.**

- Strategy 6.1 Design drainage from residential areas and Bruce's Creek to minimise the volume and speed of run off entering the creek.
- Strategy 6.2 Direct traffic movements to use the Bannockburn-Shelford Road.
- Strategy 6.3 Encourage the provision of off-street car parking in accessible locations with good pedestrian and cycling links as identified by the Bannockburn Town Centre Investment Strategy 2008.
- Strategy 6.4 Locate car parking so it does not dominate road frontages and the streetscape.

**Implementation**

- Further strategic work Prepare urban design guidelines for development adjacent to Bruce's Creek.
- Investigate the possibility of providing sewer development within a designated area north of the railway line which integrates with surrounding low density residential areas and the adjacent town centre.
- Investigate the need for and reserve land for future investments and strategic public transport infrastructure within Bannockburn.
- Prepare a Design and Development Overlay as part of any future rezoning to expand the business park precinct.

**Planning scheme implementation**

Bannockburn strategies are implemented by applying:

- Commercial 1 Zone to commercial areas within the Bannockburn Town Centre
- General Residential Zone to established and proposed residential areas.
- Design and Development Overlay to land within the Willow Brae Development
- Design and Development Overlay to the Bannockburn Town Centre
- Design and Development Overlay to Low Density Residential development

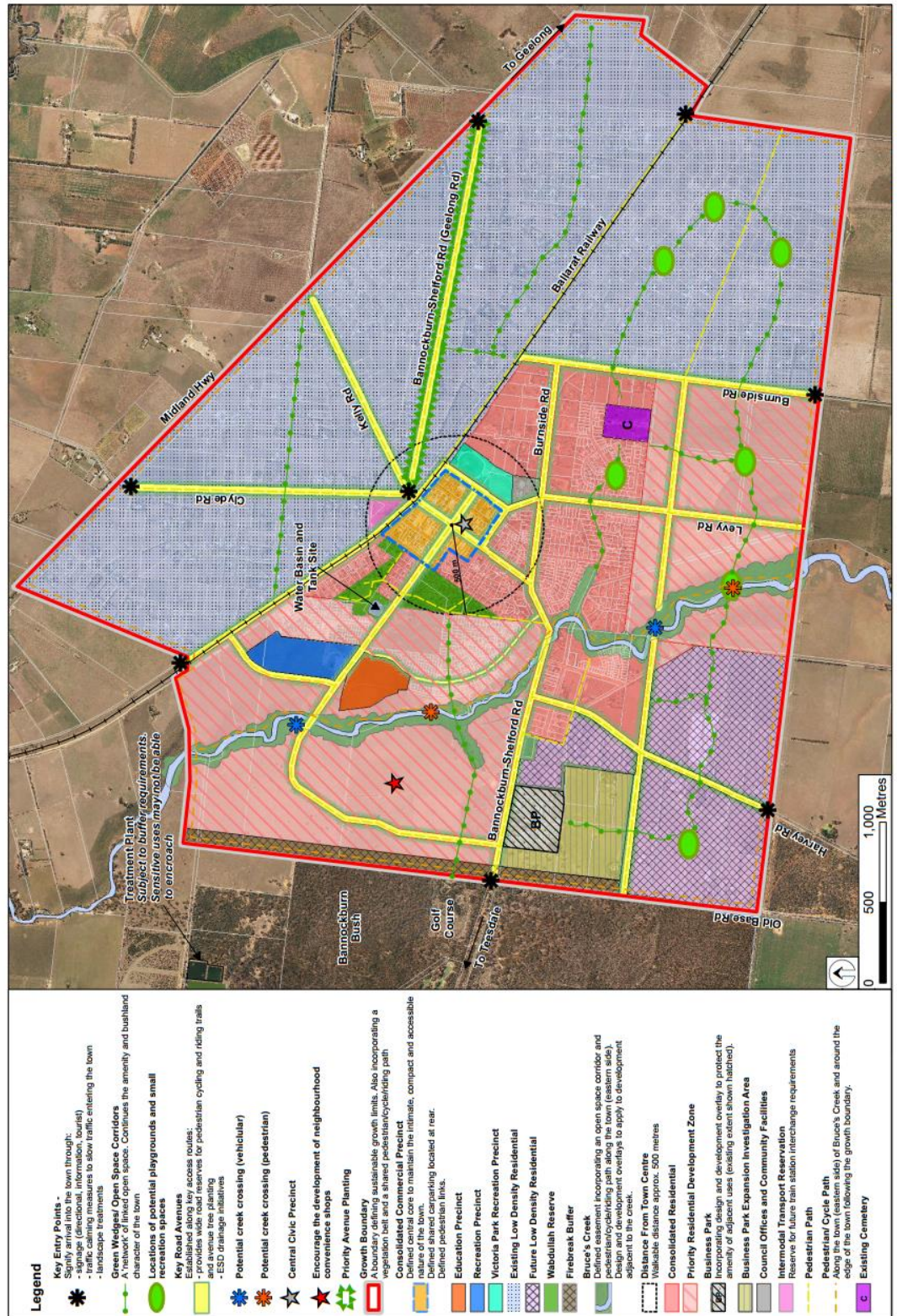
**Reference Documents**

- Bannockburn Urban Design Framework Revised, Parsons Brinckerhoff 2011
- Bannockburn Town Centre Investment Strategy, Connell Wagner 2008
- Bruce's Creek Master Plan, Land Design Partnership Pty Ltd 2009

- Golden Plains Heritage Study, Heritage Matters Pty Ltd 2009



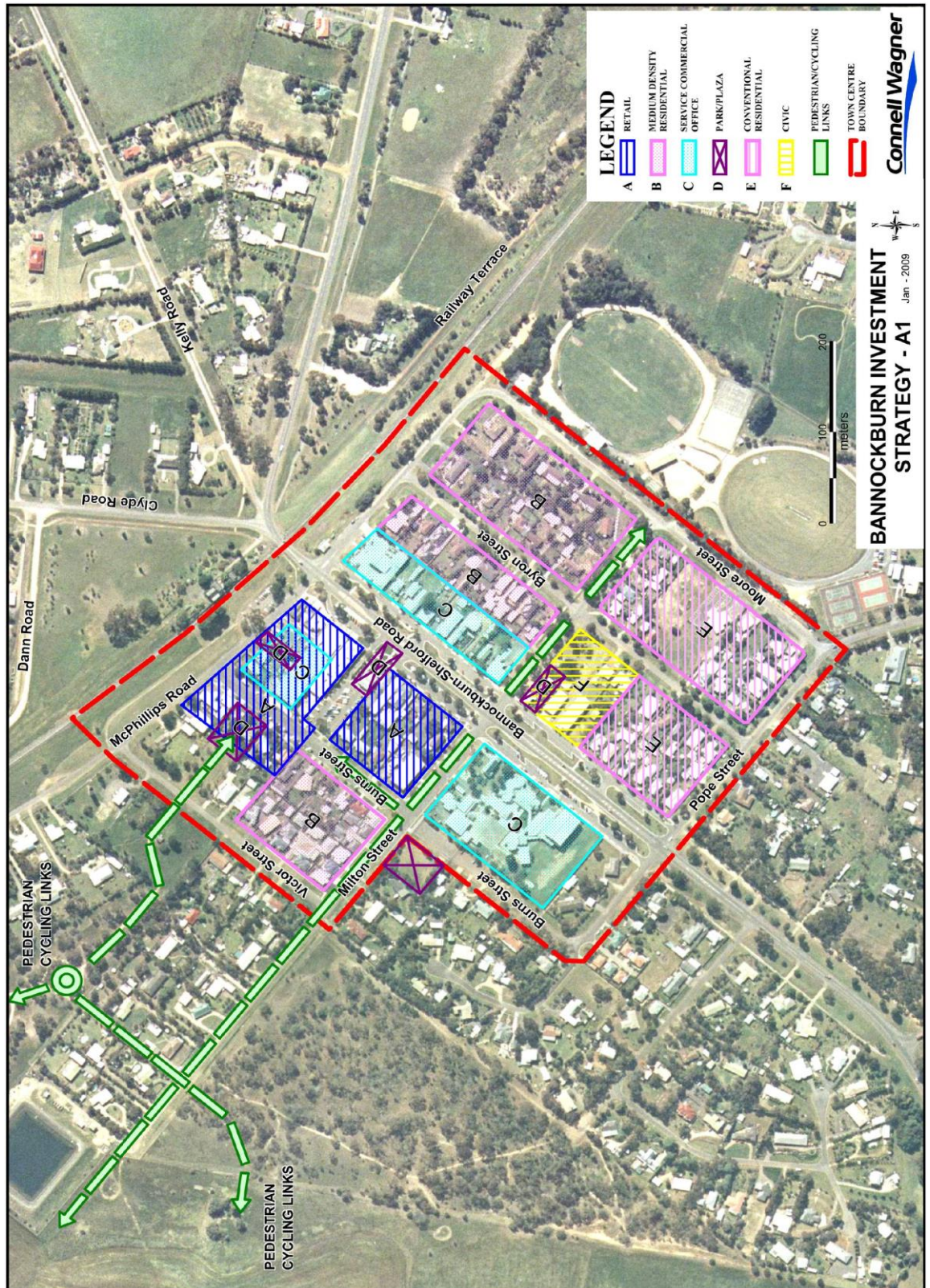
Figure 21.07-1A Bannockburn Urban Design Framework Overall Principles Plan



Bannockburn Urban Design Framework  
Figure 2: Overall Principles



Figure 21.07-1B Bannockburn Land Use Precinct Plan



**21.08-2 Smythesdale**04/12/2014  
C65***Context and issues***

Smythesdale is a rural township surrounded by state forest, with a rich gold mining past.

Smythesdale's proximity to Ballarat and its rural living hinterland provide it with opportunities for an independent rural town setting. The community is keen to ensure that growth is managed and sustainable.

Balancing of township character with growth expected as a result of an improvement in services are important factors for Smythesdale's growth.

The township has been identified as the northern growth centre for the Golden Plains Shire, in a prime strategic location to service the wider catchment of rural and residential communities.

Smythesdale has a distinct country-living character and the foundations of a thriving township, within commuting distance of the regional centre of Ballarat.

The population of Smythesdale is expected to increase up to 2500 persons by 2031, with projected growth based on Smythesdale's strong relationship with Ballarat and residential growth resulting from improved services and the introduction of reticulated sewerage to the town.

The direction for future development and land use in the township of Smythesdale is identified in the Smythesdale Strategic Framework Plan shown in this subclause.

Key issues are:

- The town lacks structure and is fragmented by Crown land.
- Growing Smythesdale into a self-sufficient settlement and service hub for the north of the Shire.
- The Woody Yaloak Creek precinct is a potential asset offering many opportunities for Smythesdale, including linking key recreational assets throughout the town.
- Enhancing the character and built environment together with protection and respect for the town's heritage.

***Objectives and strategies*****Objective 1 To ensure that growth in Smythesdale is managed and sustainable.**

Strategy 1.1 Direct growth within the identified town boundary.

Strategy 1.2 Facilitate recreation, community, commercial and industrial precincts as identified in the Smythesdale Strategic Framework Plan.

Strategy 1.3 Maintain a crisp urban-rural interface that enhances the integrity and character of the town.

Strategy 1.4 Facilitate development on smaller lots to provide for a range of housing options.

Strategy 1.5 Support medium density housing and aged care facilities within walking distance of the town centre.

**Objective 2 To develop Smythesdale as the service hub for the northern area of the Shire.**

Strategy 2.1 Promote a diversity of facilities in the town centre that will sustain the township as it grows to a population of up to 2,500 persons.

- Strategy 2.2 Encourage economic activity in the township.
- Strategy 2.3 Support the establishment of a range of health services and facilities such as childcare, aged care accommodation and a medical centre.
- Strategy 2.4 Support well presented, non-polluting, service businesses within the Commercial 2 Zone precinct.
- Strategy 2.5 Support new businesses which will expand on the range of services available to residents, tourists and communities of the northern area of the Shire.
- Strategy 2.6 Support tourist accommodation, such as bed and breakfasts, farm stays, self contained cottages or units and caravan parks, in the appropriate locations.
- Strategy 2.7 Provide pedestrian links within the township, in particular between the Courthouse precinct, school, recreation centre and rail trail.
- Strategy 2.8 Avoid commercial development outside of the core township area unless there is a net community benefit.

**Objective 3 To support Smythedale's growth with appropriate infrastructure.**

- Strategy 3.1 Link drainage and stormwater management with the implementation of the reticulated sewerage system.
- Strategy 3.2 Protect sewerage treatment works by maintaining a buffer area on adjoining land.
- Strategy 3.3 Protect the Woody Yaloak Creek environs and surrounding forested public land.
- Strategy 3.4 Protect the natural and historic features of the township.
- Strategy 3.5 Locate new leisure and recreation facilities to adjoin the Rail Trail and Woody Yaloak Creek environs, building upon the central location of both the Woody Yaloak Primary School and the Recreation Centre.
- Strategy 3.6 Protect the open space corridors and floodplains of the Woody Yaloak Creek from the encroachment of development.

**Objective 4 To build on the relaxed country-living character and historic features of the town.**

- Strategy 4.1 Maintain the heritage quality of the core township area including the Courthouse and Police Camp Precinct, Ballarat-Skipton Rail Trail, gold mining sites, mile posts, bluestone drains and individual buildings and sites throughout the town.
- Strategy 4.2 Require development in the main street to front Brooke Street.
- Strategy 4.3 Maintain pedestrian links and wildlife corridors between the Rural Living Zoned areas on the eastern side of Smythesdale and the nearby State Forest.

**Implementation**

**Guidelines for decision makers**

- Require new subdivisions to include buffer areas and land management plans when adjacent to forested public land to minimise impact on cultural and environmental values.
- Require new subdivisions to develop firebreaks, particularly along boundaries of the town with rural land and forested public land.

- Develop a vegetation belt at the town boundaries to define the edges of the township by requiring new subdivisions within the town boundary to undertake concentrated native plantings.
- Require drainage from residential areas to be designed and managed to minimize the volume and speed of run off entering the Woody Yaloak Creek.
- Maintain the historic brick and bluestone drains and historic mileposts
- Encourage site specific interpretation of the town's historic characteristics and the use of suitable feature lighting.

#### **Further strategic work**

- Where possible, acquire, rezone and develop vacant Crown land parcels through the town to encourage infill development in the township and a more cohesive and structured pattern of development.
- Restructure old and inappropriate subdivisions in the core township area.
- Rezone the area north of Heales Street and adjacent to the Brooke Street from Township Zone to Business 1 Zone to provide for expansion of the commercial area.
- Improve key intersections to address road safety and visibility: Brooke Street with Heales Street; Brooke Street with Brown Road; Brooke Street with Sebastopol-Smythesdale Road; Lynch and Loader Streets.
- Construct pedestrian links from the Woody Yaloak Creek to the town centre and Brooke Street
- Construct pedestrian and horse riding connections between the Rail Trail, the Woody Yaloak Creek, the Equestrian Centre, the Recreation Centre and the town centre.
- Develop a Masterplan for the Woody Yaloak Creek Precinct.

#### **Planning scheme implementation**

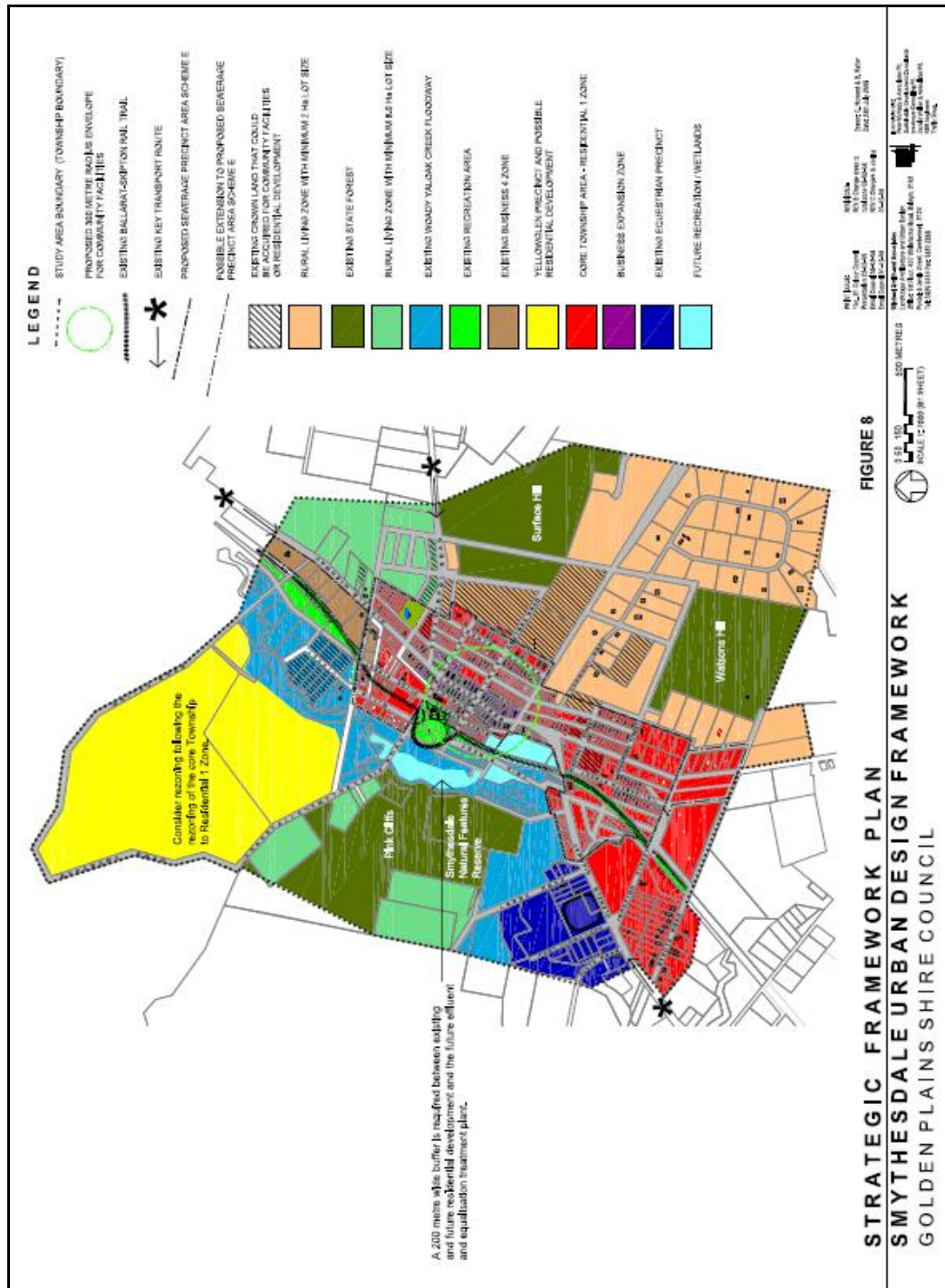
- Apply the General Residential Zone to sewerred residential areas
- Apply the Floodway and Land Subject to Inundation Overlays to areas subject to inundation within Smythesdale.

#### **Reference documents**

- Smythesdale Urban Design Framework, Michael Smith and Associates (March 2006)



Figure 21.07-2 A Strategic Framework Plan for Smythesdale





## 21.08-3 South East Area

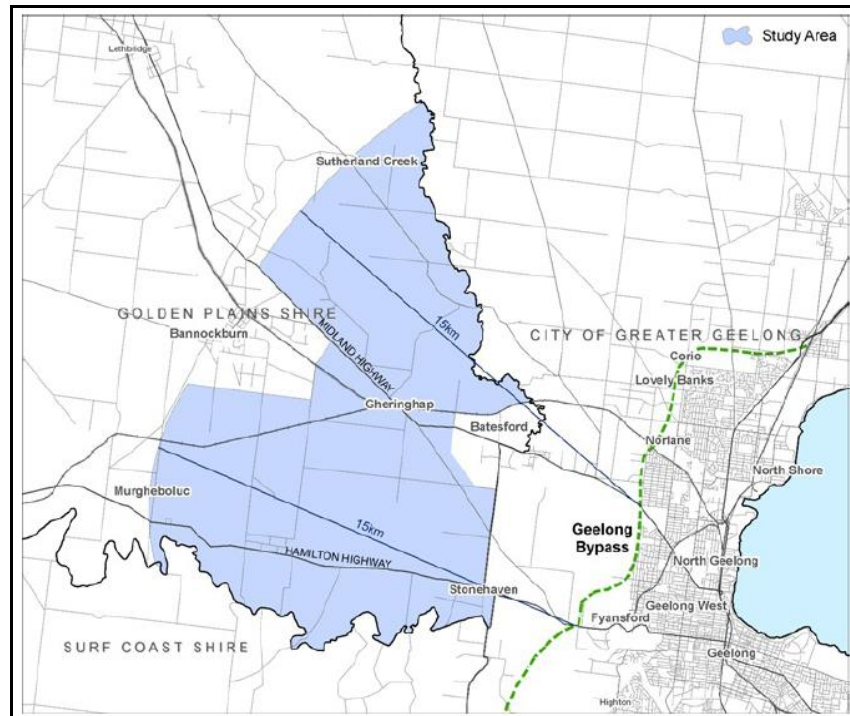
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### *Context and issues*

The south-east area of the Shire is within a 15 kilometre radius from the Geelong bypass intersection with the Midland and Hamilton Highways.

It excludes the Bannockburn and Batesford townships where an Urban Design Framework or Town Structure Plan has been prepared.

**Figure 21.08-3A Map of South East area**



The south east area is now within both the Geelong and the wider Melbourne metropolitan spheres. The completion of the Geelong bypass has increased the rate of change and the pressure to provide land for urban and rural residential development.

The south east area provides strategic opportunities that need to be carefully managed to avoid ad hoc development. It has large flat open areas, together with a number of infrastructure and locational advantages that can be attractive to certain forms of development including: two railway lines, two State highways, access to a high pressure natural gas pipeline and a high voltage electricity transmission line.

There are extensive areas with development potential but some parts of the south-east area are constrained by physical elements and planning strategies.

These include:

- land subject to flooding/inundation or poorly drained,
- the need to protect the amenity of land committed to residential development,
- land that has high scenic and landscape value and
- land that has high agricultural productivity or is occupied by intensive animal industry uses requiring extensive buffers.

### *Objectives and strategies*

**Objective 1 To manage and utilise the area’s strategic assets for long term economic, social and environmental gains**

Strategy 1.1 Manage land between the Midland and Hamilton Highways so that opportunities are preserved for business and service uses and developments requiring substantial separation from sensitive uses.

**Objective 3 To protect identified significant landscapes and the productive agricultural resource.**

Strategy 3.1 Provide only for agricultural and rural related uses in the Barwon River valley.

Strategy 3.2 Provide for agricultural and rural related uses, along with support for tourism uses related to, and that support agriculture and the landscape values of the Moorabool River and Sutherlands Creek valleys.

**Objective 4 To protect the open rural landscape values in the corridor between the towns outside the Gheringhap Precinct.**

Strategy 4.1 Maintain and reinforce the ‘non-urban break’ between Batesford and Bannockburn.

Strategy 4.2 Maintain landscape buffers adjoining the Midland and Hamilton Highways except around the Gheringhap Precinct.

Strategy 4.3 Setback any future development in the vicinity of the Midland and Hamilton Highways and carefully design landscaping between these highways and development to maintain long sightlines.

Strategy 4.4 Limit advertising signs to identification signs only.

Strategy 4.5 Avoid sales or public access directly from the Highways.

Strategy 4.6 Require treatment of the interfaces between business development and existing residential uses to minimise adverse visual impacts.

Strategy 4.7 Support agricultural use of the land identified in the areas excluded from development for business purposes (shown as ‘Buffer distance – 1000m’ the South East Framework Plan).

**Objective 5 To protect the amenity of existing and planned residential area of Batesford, and houses between urban settlements.**

Strategy 5.1 Avoid new residential uses within the study area shown on Figures 21.08-3B and 21.08-3C.

### *Implementation*

#### **Further Strategic Work**

- Prepare a Landscape Assessment for Moorabool and Barwon River Valleys

#### **Reference Documents**

- Review of south east area Golden Plains Shire, Parsons Brinckerhoff Australia 2007
- Golden Plains Rural Land Use Strategy, Parsons Brinckerhoff Australia 2008

Figure 21.08-3B South-East Framework Plan

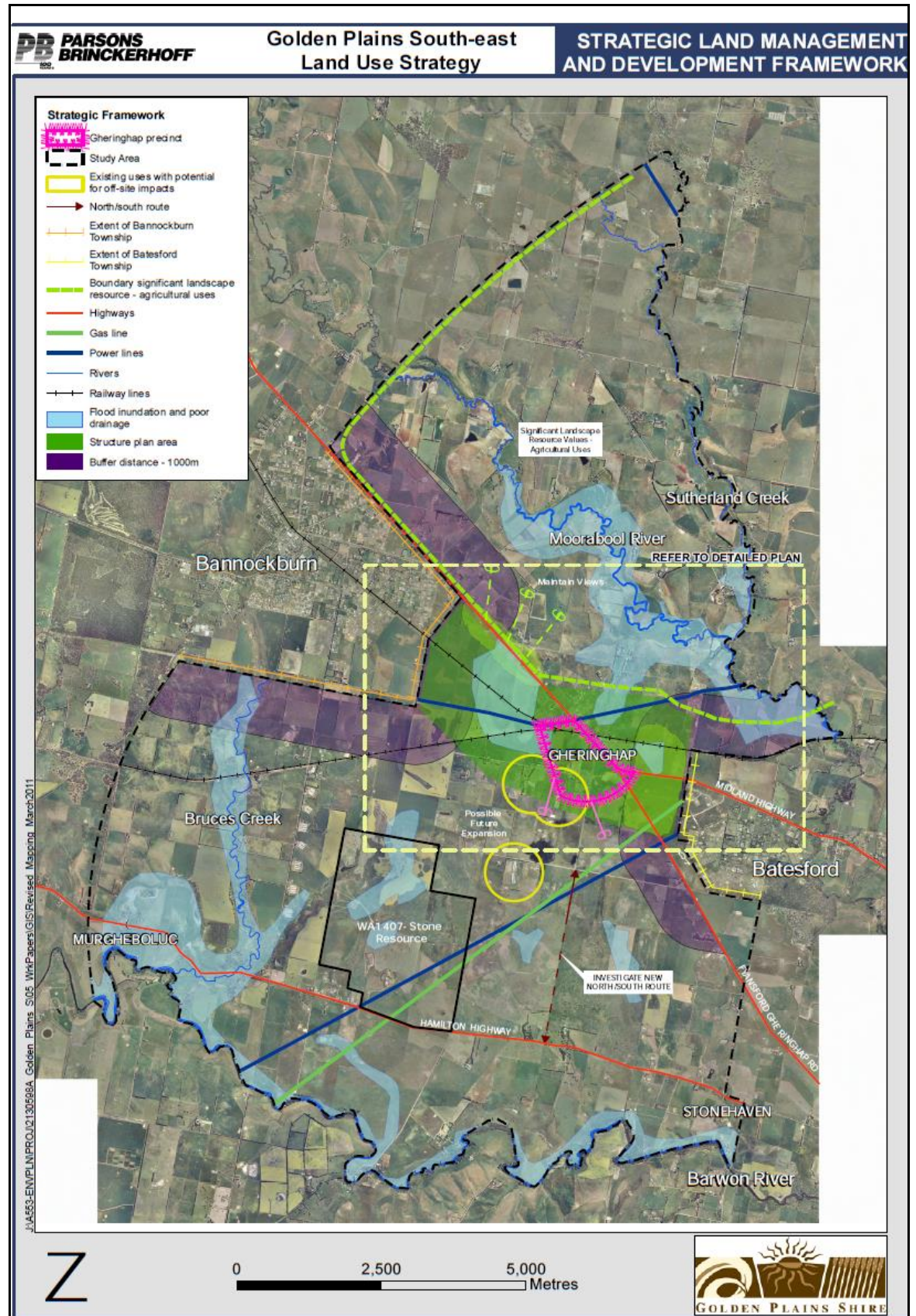
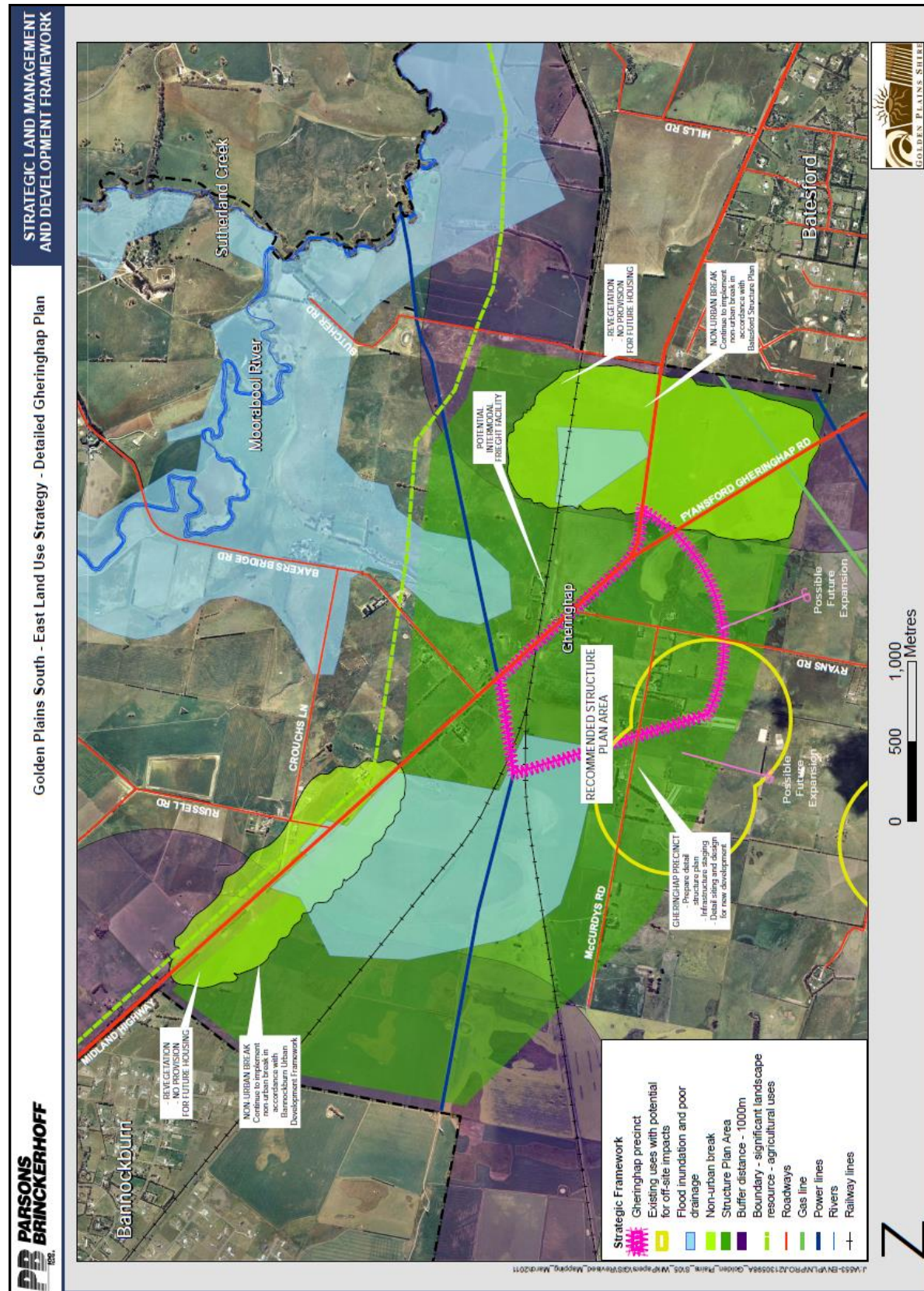




Figure 21.08-3C South-East Framework Plan – Detailed Gheringhap Plan



**21.08-4 North West Area**04/12/2014  
C65***Context and issues***

Existing and potential development nodes and residential capacities for the north-west area have been identified to manage future growth, development and subdivision according to:

- Infrastructure provision, constraints and availability;
- Residential demand and take up rates;
- Urban and rural interface with future growth of Ballarat;
- Environmental land management and land capability assessment including lot sizes, land development hazards such as land currently or potentially affected by salinity and neighbouring areas capable of containing on-site effluent disposal.

The north west area of the Shire contains a mix of township areas, rural residential, rural living and rural areas.

The predominant characteristic of the area however is based on larger lot rural residential development with communities of interest that generally provides for rural residential lifestyles in commuting proximity to Ballarat.

It is important that the planning of this area takes into account the timely provision of servicing and infrastructure for more dispersed communities (as well as existing townships), the disposal of effluent on-site where reticulated services are unavailable, meeting the need for planned rural residential development according to demand and supply projections and providing for sustainable long term land and environmental management.

A strategic review of the area has established that it is now unlikely that any of the north west area of the Shire will be required for future long term urban expansion from the City of Ballarat.

It is now most likely that land within the City of Ballarat that adjoins the north west area, will also be set aside for rural residential development opportunities.

This approach will reinforce the rural residential character that has developed in the north west area of Golden Plains Shire.

***Objectives and strategies***

**Objective 1 To ensure the long term growth and development of the area is in accordance with the North West Area Structure Plan.**

Strategy 1.1 Direct growth in accordance with the North West Area Structure Plan.

Strategy 1.2 Design and locate new development to consider the existing operations of the Simulated Field and Sporting Clays Ground (Haddon Shooting Ground) at the Haddon Common Bushland Reserve, Bells Road, Haddon and the need for adequate separation distances and management of potential conflicts associated with the Sporting Clays Ground.

**Objective 2 To ensure that use and development including subdivision does not prejudice future planning land use options and needs.**

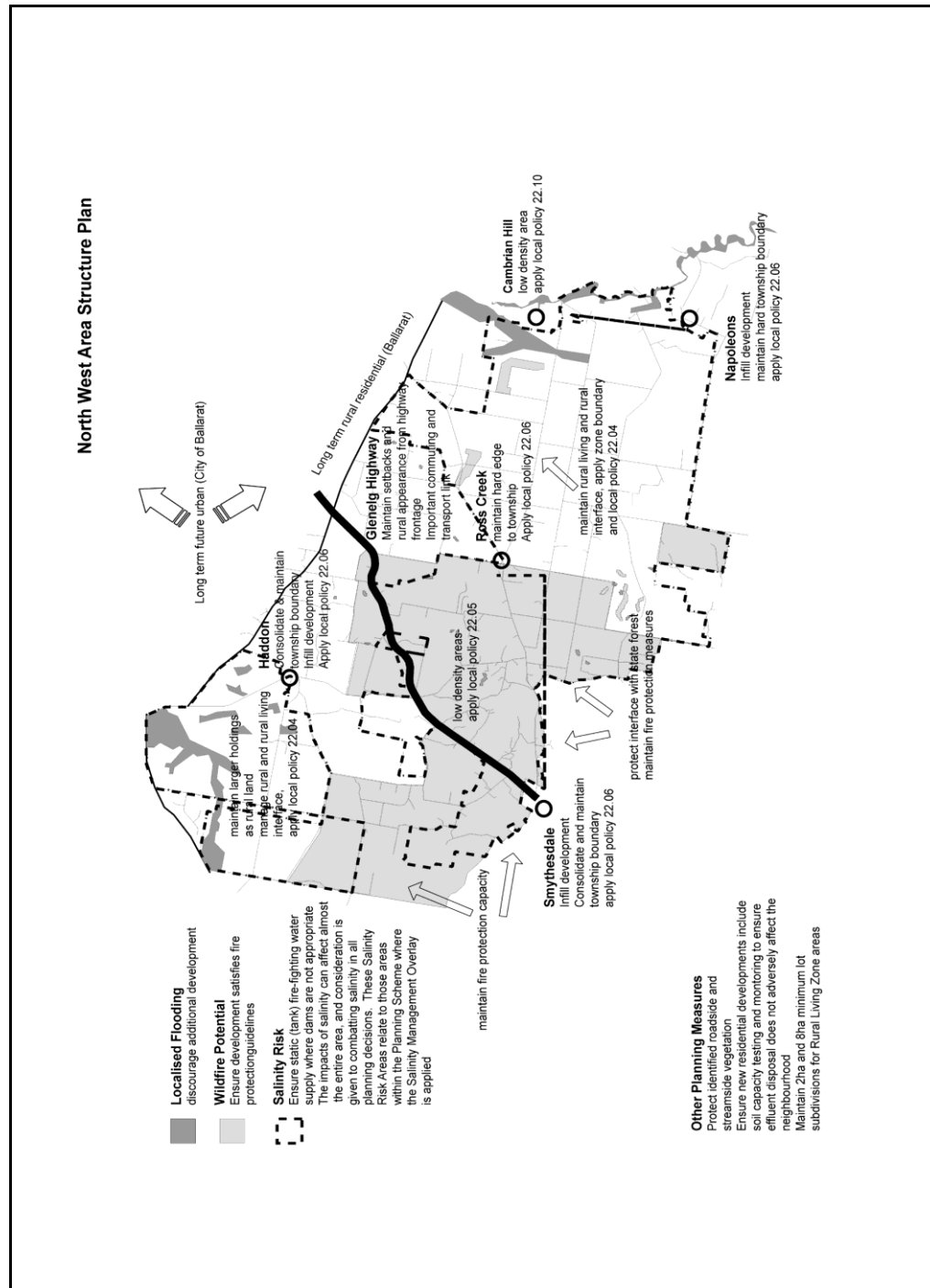
Strategy 2.1 Manage potential hazards associated with past mining activities.

**Reference Documents**

- Background Issues Paper: North West Area Study- For Community Consultation (November 1999) (RPD Group)

- Strategic Directions Plan for the North West Area (January 2000) (RPD Group)
- Golden Plains Shire Road Strategy (June 1999)
- Golden Plains Shire Recreation Plan (April 1997)
- Golden Plains Rural Land Use Strategy (January 2008) (PB)

Figure 21.08-4A North West Area Structure Plan





**21.08-5**04/12/2014  
C65**Inverleigh***Context and issues*

Inverleigh is located approximately 30 kilometres west of Geelong and 10 kilometres south west of Bannockburn, on the Hamilton Highway and is situated at the junction of the Leigh and Barwon Rivers. Arrival at the town boundary from the east is spectacular as the highway “drops” into the river valley from the rural plains that separate Inverleigh from Geelong.

Previously a rural service town, Inverleigh is now attracting lifestyle residents to low density rural residential living settings and continues to attract passing traffic for rest stops and refreshments.

Inverleigh has an array of natural features including areas of environmental significance, rural landscapes and riversides, as well as areas and sites of historical and cultural significance. The Inverleigh Nature Conservation Reserve is of high conservation significance and rates in the top 5% of all parks and reserves managed by Parks Victoria.

Reflecting the popularity of this area and its proximity to Geelong, connection to the Geelong Ring Road and links to Melbourne; Inverleigh is experiencing pressure for increased residential development. Recently, the population dynamics have changed and the township provides a home base for many residents who commute to work in Geelong and Melbourne. There is limited opportunity for new residential development within the established historic township area (‘old town’) due to flooding and limited capacity for effluent disposal.

Growth areas for Inverleigh have been identified in the Inverleigh Structure Plan and these areas are located outside of the floodplain to the west and the north of the town.

The community’s vision for Inverleigh is a town that protects its environmental and heritage assets and rural appeal while providing new residential opportunities, services and facilities in quality, low density environments.

Development of the township in accordance with the Inverleigh Structure Plan will ensure that growth of the township maintains the characteristics and values that make the township attractive to residents and visitors alike.

Key issues are:

- Built Form – Protecting and enhancing the historic and rural ambience of the town.
- Residential Growth – Encouraging sequential, serviced low density residential development within the township growth boundary and effectively manage interface issues between residential/ rural and other land uses.
- Economic Growth – Enhancing opportunities for rural based industries, commercial, retail, tourism, health and other employment generating activities and services. Natural Environment and Open Space Networks – Protecting the natural environment whilst utilising these assets as part of a passive open space network.
- Flooding – Discouragement of development in the floodway and floodplain. Land uses to be limited to open space and rural/ non-urban uses.
- Infrastructure – Ensure appropriate infrastructure is provided to meet the needs of the growing community and protect environmental qualities of the town.

*Objectives and strategies***Objective 1 To contain development within the identified growth area of Inverleigh.**

Strategy 1.1 Support low density residential growth of the township consistent with the Inverleigh Structure Plan in Figure 21.08-5A Inverleigh Structure Plan.

Strategy 1.2 Support infill development in areas of the established ‘old town’ not subject to flooding, if effluent can be treated and contained on-site and reticulated sewerage is installed.

**Objective 2 To encourage low scale development which respects and enhances the existing historic and rural character and streetscape features of the town centre and town entrances.**

Strategy 2.1 Retain and enhance the historic buildings and fabric in the ‘old town’ area.

Strategy 2.2 Support new development, including buildings, carparking and landscaped areas that offer a high level of amenity to users through their experience and external appearance.

Strategy 2.3 Maintain and enhance the Main Street avenue of trees through the town and at the entrances of the township.

Strategy 2.4 Direct new development and subdivision to reflect the rural character and ambience of Inverleigh.

Strategy 2.5 Create strong visual edges along the township boundaries and enhancement of the distinctive entrance and gateways to Inverleigh.

Strategy 2.6 Maintain fire breaks at the township boundaries and along the boundaries of the golf course and the Common.

Strategy 2.7 Maintain an agricultural break between Geelong, and Bannockburn and Inverleigh.

**Objective 3 To encourage economic activity in the township enhances the town centre’s role as a community focus and meeting place.**

Strategy 3.1 Support rural based industrial activities, freight related activity and non polluting developments on the Hamilton Highway, west of Mahers Road, identified as “Rural Activity and Industry within a Farming Zone” on Figure 21.08-5A Inverleigh Structure Plan.

Strategy 3.2 Support non-polluting light industry and business to the Rural Industry area, south of the ‘old town’ area on the Winchelsea Road.

Strategy 3.3 Support new commercial development in the existing ‘old town’ area, in particular High Street where infill development can occur and effluent can be treated and retained onsite.

Strategy 3.4 Require new commercial development to respect and complement the historic character of the town.

Strategy 3.5 Support light industrial businesses within the township, particularly adjacent to the railway sidings that responds to local amenity.

Strategy 3.6 Support tourist accommodation.

Strategy 3.7 Support employment generating activities.

Strategy 3.8 Support the re-use of existing historic buildings for commercial uses in order to retain a sense of the existing town fabric, particularly along High Street.

Strategy 3.9 Avoid commercial/retail development that is separated from the commercial/retail precinct in the town centre

**Objective 4 To protect the natural environment and promote the development of an open space network and continue to enhance the river corridors and landscape of the township.**

Strategy 4.1 Avoid development that encroaches into the open space corridors and floodplains of the Leigh and Barwon Rivers.

- Strategy 4.2 Support development that is sensitive and sympathetic to surrounding natural features, land forms and public spaces.
- Strategy 4.3 Protect the significant environmental values of the Inverleigh Nature Conservation Reserve (Common) and the Inverleigh Golf Course.
- Strategy 4.4 Create an open space corridor for wildlife to move between the Inverleigh Nature Conservation Reserve (Common), the town and the Leigh and Barwon Rivers.
- Strategy 4.5 Create pedestrian trails and green corridors to the Inverleigh Nature Conservation Reserve and Golf Course throughout the township as identified in the Inverleigh Structure Plan.
- Strategy 4.6 Avoid vegetation removal as a result of subdivision .
- Strategy 4.7 Faciliate open space areas in new developments that incorporates direct connections into other networks, including pedestrian, bicycle and riding trail paths that are preferably off-street.
- Strategy 4.8 Faciliate additional open space areas in new developments adjoining the Leigh and Barwon Rivers sufficient to provide for protection and enhancement of riparian native vegetation and provision of linear paths and maintenance vehicle access.
- Strategy 4.9 Create flora and fauna corridors within open space reserves that enhance the biodiversity values of these areas.
- Strategy 4.10 Protect the visual amenity along the Leigh and Barwon River environs .
- Strategy 4.11 Protect the environs of the Leigh and Barwon Rivers and areas of native vegetation and existing stands of significant trees.
- Strategy 4.12 Provide buffer areas between residential development and vegetated public land areas, including the Flora and Fauna Reserve (Common), Golf Course and the environs of the Leigh and Barwon Rivers.
- Strategy 4.13 Protect areas of native vegetation and existing stands of significant trees. Encourage new subdivisions to maintain existing remnant vegetation where appropriate.
- Strategy 4.14 Support locally indigenous vegetation and protection zones that utilise fencing and weed control measures in flora and fauna corridors.

**Objective 5 To ensure appropriate land use management of the floodway and floodplain through the town.**

- Strategy 5.1 Avoid residential and commercial development in the floodway and floodplain of Inverleigh as identified in the Inverleigh Structure Plan.
- Strategy 5.2 Support appropriate rural/ non-urban land uses in the floodway.

**Objective 6 To support new growth and improve the character and the economic, social and environmental qualities of Inverleigh.**

- Strategy 6.1 Provide sufficient infrastructure.
- Strategy 6.2 Protect the Leigh and Barwon River environs as well as the natural and historic features of the township.
- Strategy 6.3 Support new community facilities in the non-flood areas of the existing 'old town' area as identified in the Inverleigh Structure Plan.
- Strategy 6.4 Support the development of recreation, community, commercial and industrial precincts as identified in the Inverleigh Structure Plan.

***Implementation*****Guidelines for decision makers**

- Avoid out of centre commercial and industrial development unless a proposal can clearly demonstrate that it will benefit the needs of its local catchment and provide a net community benefit. Support rezoning of the 'Rural Activity and Industry within a Farming Zone' site, if the use is consistent and strategically aligned with the objective.
- Require new subdivisions adjacent to the town boundary to undertake concentrated native plantings to define boundaries of the town.
- Require new subdivisions to develop firebreaks, particularly along boundaries of the Golf Course, the Common and the interface with rural land. Firebreaks should be designed to allow fire truck access and contain no understorey vegetation.
- Require new subdivisions and developments along the east and west town entrances to undertake extension plantings of the formal avenue tree planting.
- Require new subdivisions to consider potential impacts on adjacent land uses and include appropriate measures such as land management plans to minimise impacts on adjacent land uses.
- Require lots adjacent to the Inverleigh Nature Conservation Reserve and Inverleigh Golf Course to be a minimum lot size of 2 hectares and to include a buffer zone which provides fire truck access without understorey, ensures adequate fire protection for new dwellings, provides for adequate drainage and assists with ongoing management of pets, weeds and access.
- Consider land capability, potential conflicts with established rural activities and environmental considerations when assessing proposals for subdivision of Low Density Residential Lots.
- Require new development to provide a detailed landscape plan that respects and complements the landscape character of the township and provide additional street tree planting where appropriate.
- Require suitable access to the town's historic buildings in order to facilitate and promote walking trails linking the Leigh River environs to the historic town centre.
- Work with Aboriginal Affairs Victoria and local co-operatives to identify Aboriginal cultural heritage sites and determine areas of high or low archaeological sensitivity.
- Consider the views of the Corangamite CMA on Floodplain issues relating to land use and development.
- Require the development of a vegetation buffer to the Hamilton Highway, Mahers Road and Barwon Park Road upon subdivision and development of the area identified for 'Rural Activity and Industry within a Farming Zone' west of Mahers Road.
- Require drainage from residential areas to be designed and managed to minimise the volume and speed of run off entering the Barwon and Leigh Rivers.
- Incorporate water sensitive urban design treatments such as swale drains and bio-retention systems into the drainage design of main road avenues in addition to tree and grass planting, in order to enhance the bushland character of the town.
- Provide pedestrian crossings at the eastern end of town to link commercial, recreation and community facilities when future residential rezoning occurs in this area.
- Vic Roads shall be responsible for preparation of a 'traffic impact assessment report' and "overall access strategy" needed to address additional traffic movements on the Hamilton Highway and the Inverleigh-Winchelsea Road. This plan should be prepared with Council input as needed, and should develop costings that can be attributed to future land developers. Council should implement this program with developers using Section 173 agreements.

- Consider the “traffic impact assessment report” prior to rezoning land on Common Road and Hopes Plains Road, identified in the Inverleigh Structure Plan as Future Low Density Residential Zone.
- Require rezonings and new subdivisions on the east approach to Inverleigh, that abut the Hamilton Highway, to respond to the potential traffic impacts on the Hamilton Highway. Concept planning for subdivision and development of this land shall be dependant on the development of access strategies. This may include the use of a service lane along the Highway or plantation reserves to prevent direct access to lots from the Hamilton Highway.
- Require a land management plan or similar to be applied to subdivisions adjoining the Inverleigh Nature Conservation Reserve and Inverleigh Golf Course. The land management plan or similar, shall address issues of fire truck access without understory, fire protection for dwellings; provision of adequate drainage and management of pets, weeds and access. The management plan shall apply both during land development and shall be ongoing for individual landholders.
- Require subdivision applications to demonstrate how native vegetation removal will be avoided and minimised through the subdivision layout. The use of vegetation protection envelopes should be considered as a tool for protecting vegetation.
- Subdivision applications should consider using envelopes for buildings (including outbuildings), on-site effluent disposal, infrastructure and accessways that provide sufficient distance from vegetation, drainage lines and other environmental features to be preserved.
- Subdivision applications should indicate how land management will be addressed during land development and in the longer term for individual householders. Investigate upgrading the Teesdale Road at the twin bridges and the intersection of Peel and Common Road and the Hamilton Highway when residential rezoning is considered at the eastern end of Common Road.

#### **Further Strategic Work**

- Develop the Green Bio-Link as a substantial linear open space area connecting the Inverleigh Nature Conservation Reserve (Common) to the environs of the Leigh and Barwon Rivers. The bio-link shall incorporate the provision of walking and cycling trails. Secure land along the Green Bio-Link as identified in the Inverleigh Structure Plan to provide a pedestrian and wildlife link between the Flora and Fauna Reserve (Common), the town and the river environs and apply a Public Park and Recreation Zone.
- Continue developing the environs of the Leigh and Barwon Rivers as a substantial linear open space with linkages into the township and new residential areas utilising walking tracks, open space corridors and the Green-Bio-Link as identified in the Inverleigh Structure Plan.
- Secure public access along the Leigh and Barwon Rivers to create a continuous looped walking trail along the rivers’ edge.
- Develop a vegetation belt at the town boundaries to define the edges of the township.
- Prepare a Traffic Impact Assessment Report and Overall Access Strategy to determine road work contributions required to be funded by developers.
- Prepare a River Frontage Masterplan.
- Prepare a Design and Development Overlay or other appropriate overlay to the ‘old town’ area to retain the historic and rural “village” character of Inverleigh upon implementation of a sewerage scheme.
- Apply appropriate flood management planning controls to the East Street precinct as identified in the Inverleigh Structure Plan.
- Investigate the provision of sewered development within the ‘old town’ area.

- Determine the feasibility of providing a third road link from Common Road to the Hamilton Highway and also for additional access for lots on the south east of the township, south of Hamilton Highway and east of the Leigh River, when substantial residential expansion is proposed.
- Undertake a detailed parking and access study of the commercial precinct at the eastern end of Inverleigh when population exceeds 2000 persons or when a substantial expansion of commercial development is proposed.
- Prepare an “overall access strategy” for the land on the west approach to Inverleigh on the south side of the Highway, proposed for Low Density Residential zoning addressing intersection improvements and restriction of access to the Highway, in preference for use of existing roads, such as Phillips Road and Gibson Road.

### **Planning scheme implementation**

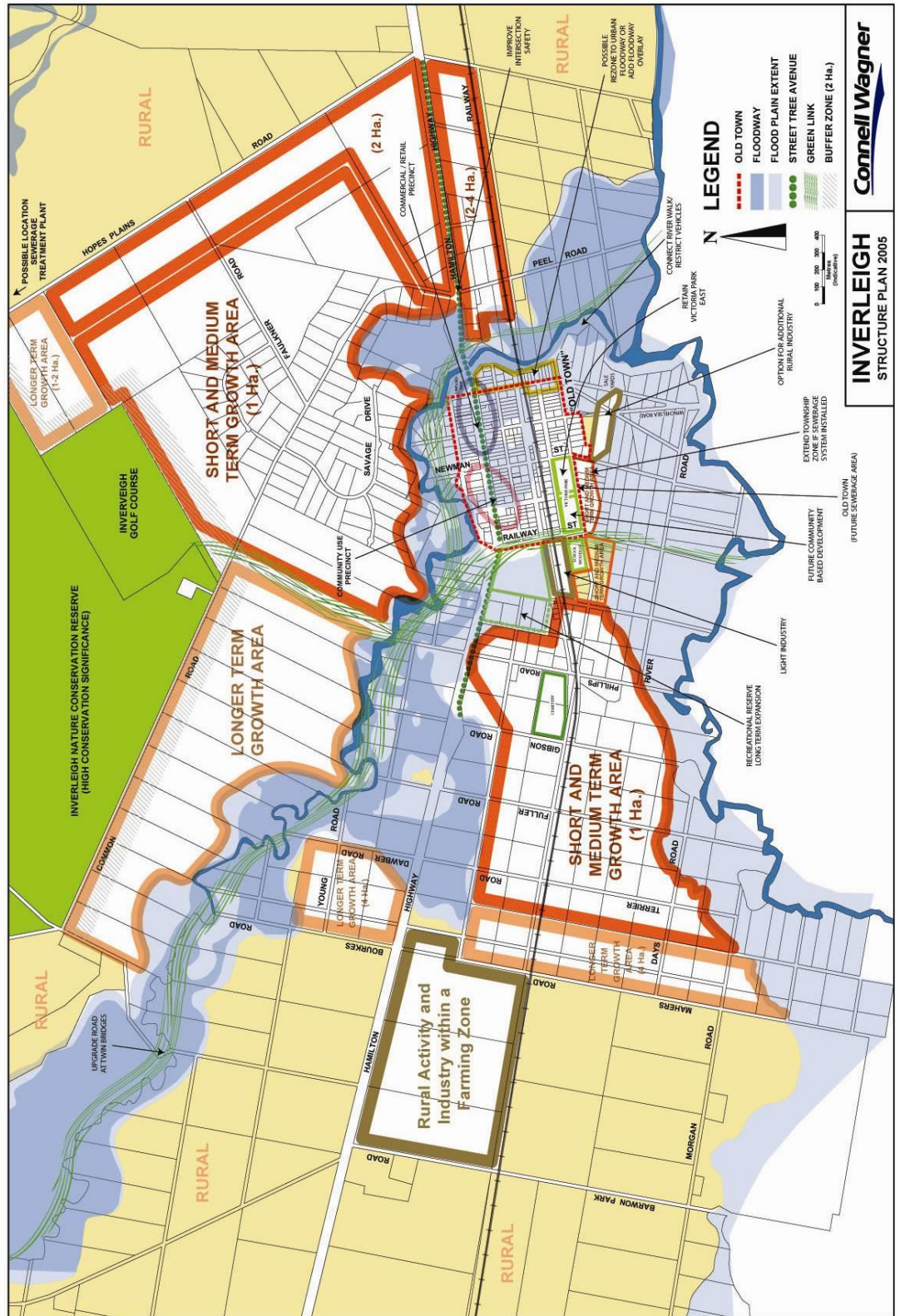
Inverleigh strategies will be implemented by applying:

- Heritage Overlay to sites recommended in the Golden Plains Heritage Study.
- Low Density Residential Zone with minimum lot sizes to short, medium and longer term growth areas, as indicated on the Inverleigh Structure Plan.
- Development Plan Overlay in conjunction with rezoning land to the low density residential zone. The content of the overlay schedule is to address the characteristics, opportunities and constraints of the land proposed to be rezoned. A staging plan should be included as a requirement in the schedule to the overlay.
- Floodway and Land Subject to Inundation Overlays to floodplains and areas subject to inundation within Inverleigh as identified in the mapping undertaken by the Corangamite Catchment Management Authority.

### **Reference Documents**

- Inverleigh Structure Plan Review, Connell Wagner 2005

Figure 21.08-5A Inverleigh Structure Plan





**21.08-6**04/12/2014  
C65**Gheringhap***Context and issues*

Gheringhap is situated approximately 15 kilometres north-west of Geelong and 6 kilometres south-east of Bannockburn. Gheringhap is located in close proximity to major infrastructure including the Port of Geelong, Geelong Ring Road and the Midland and Hamilton Highways which provide access between Geelong, Ballarat and the rest of Victoria.

The Midland Highway and rail infrastructure intersects the settlement. A number of other significant infrastructure assets are also located in the Gheringhap locality including a high pressure gas pipeline, high voltage power lines and rail infrastructure.

Land south of the Midland Highway is relatively flat with much of the land previously cleared of vegetation. The flat open plains are a defining feature of Gheringhap and the wider Golden Plains south-east region.

Appropriate development is an integral component of economic growth and viability in the Golden Plains Shire. Future development in the Gheringhap locality must consider a range of issues such as existing residential uses, low lying areas prone to flooding and the existing animal husbandry enterprises such as broiler farms.

The Gheringhap Structure Plan identifies land suitable as an employment area. Development of this area must consider Gheringhap's rural character while providing for future business opportunities that are appropriately located, sited and designed to protect the rural amenity of the locality.

Key issues are:

- Conflict between development and the existing amenity experienced by residents.
- Safety concerns of the existing road network particularly access to the Midland Highway from Ryan Road.
- Potential visual impact of development on the landscape and existing residential areas.
- Recognition of drainage issues on land subject to flooding.

*Objectives and strategies***Objective 1 To facilitate commercial, industrial and agricultural development in the Gheringhap Structure Plan Employment Area.**

- Strategy 1.1 Support development which is well-designed, safe and functional in its layout and responds to the existing and preferred environments as identified in the Gheringhap Structure Plan.
- Strategy 1.2 Support investment and job creation by supporting appropriate rezoning of land.
- Strategy 1.3 Support development which takes advantage of the locality's proximity to infrastructure, such as State Highways, railways, high pressure gas pipeline, high voltage electricity transmission line and water pipelines.
- Strategy 1.4 Avoid residential development within the Employment Area unless it is directly associated with and required to support a significant commercial, industrial or agricultural activity.

**Objective 2 To ensure that new commercial and industrial development responds to and protect the amenity of existing residential development identified in the Gheringhap Structure Plan.**

- Strategy 2.1 Require development to provide an appropriate landscaped buffer and setback from road frontages.

- Strategy 2.2 Require new development to provide an appropriate landscaped buffer and setback from existing residential development.
- Strategy 2.3 Support appropriate development on land that abuts existing residential development along McCurdy Road.

**Objective 3 To improve the safety of the road network.**

- Strategy 3.1 Support new development which allows for safe vehicle movement, adequate well-presented car parking and improved access in the Gheringhap Employment Area.

**Objective 4 To protect the natural environment and existing rural character of the Gheringhap locality.**

- Strategy 4.1 Require landscaping be undertaken using local indigenous plant species or other native plant species and achieves a high level of amenity.
- Strategy 4.2 Require development be appropriately sited and zoned in order to minimise any potential off site impact to the Moorabool River environs.
- Strategy 4.3 Require development be appropriately setback from the Midland Highway and the Fyansford-Gheringhap Road.

***Implementation***

**Guideines for decision makers**

- Ensure any application to rezone land is accompanied by a detailed Traffic Impact Assessment which considers the wider road network.
- Ensure applications for rezoning and use and development address the following criteria as appropriate:
  - Stormwater
  - Drainage
  - Land Capability
  - Impact on the Moorabool River environs
  - Landscaping
  - Traffic Impact
  - Built form and siting
  - Loading and service areas
  - Details of staging and timing of development
  - Visual Impact
  - Interface treatments with rural areas
  - Amenity impact on existing residential land uses

**Further Strategic Work**

- Prepare a development contributions plan for the provision of infrastructure within the Gheringhap precinct.
- Develop design guidelines for the Gheringhap Structure Plan Area.

### **Planning scheme implementation**

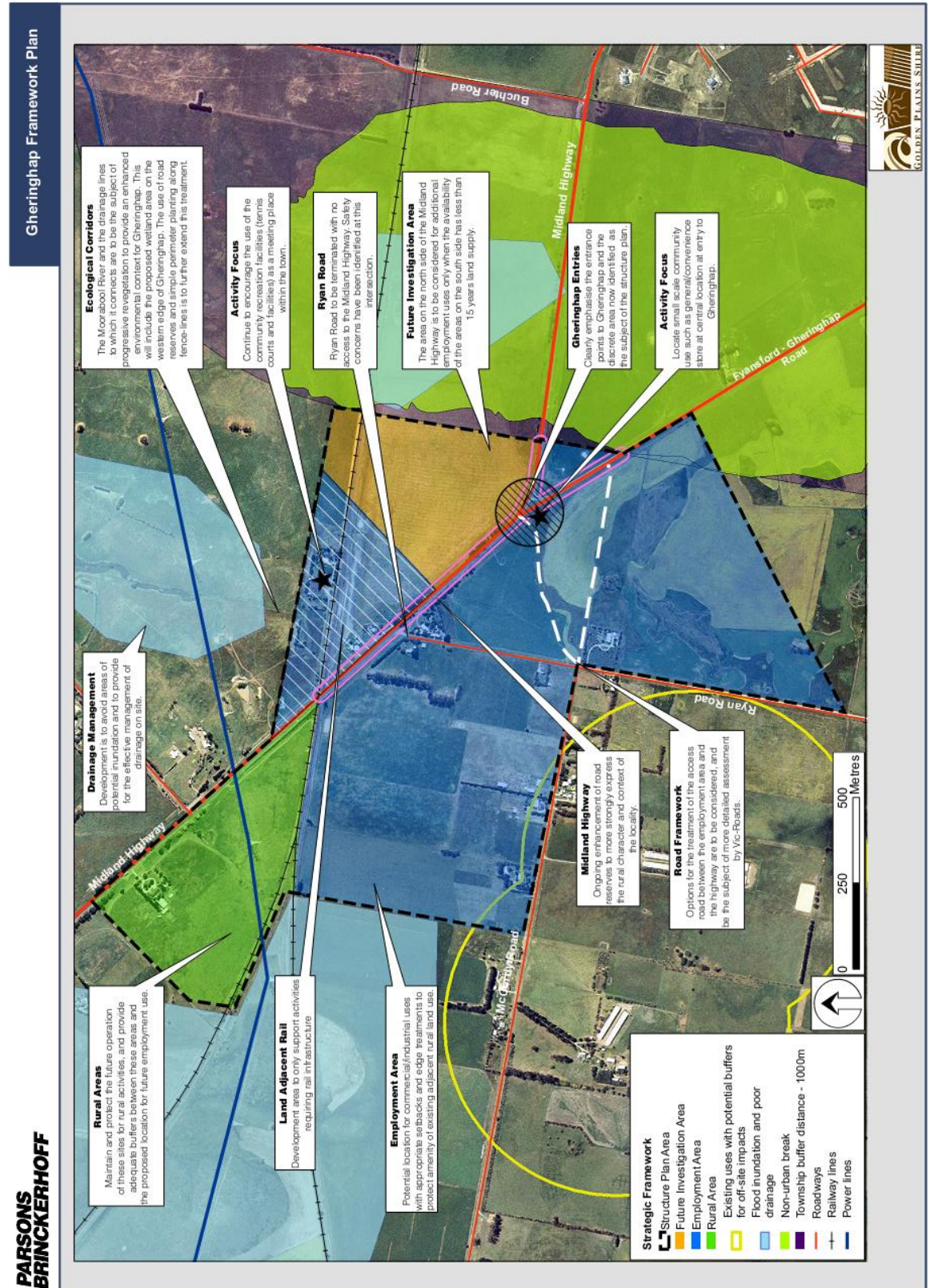
These strategies will be implemented by:

- Encourage rezoning and planning permit applications concurrently under Section 96A of the *Planning and Environment Act 1987*
- Developing the Gheringhap Employment Area in accordance with Figure 21.08-6A Gheringhap Framework Plan
- Supporting applications for the establishment of commercial/industrial development on land identified within the Gheringhap Employment Area

### **Reference Document**

- Gheringhap Structure Plan, Parsons Brinckerhoff December 2012.

Figure 21.08-6A Gheringhap Framework Plan



**22.01**

04/12/2014  
C65

**[NO CONTENT]**

Was Animal Keeping

**22.02**11/06/2009  
C40(Part 1)**INTENSIVE ANIMAL HUSBANDRY**

This policy applies to applications for the use and development of land for intensive animal husbandry that are not covered by a Code of Practice incorporated in the planning scheme,

**Policy Basis**

Many intensive animal husbandry uses are located in the Golden Plains Shire and represent an important local industry. The proper siting and design of this form of use and development is needed to ensure residential amenity and environmental quality is protected.

**Objectives**

- To ensure intensive animal husbandry uses are suitably located.
- To ensure the use and development of land for intensive animal husbandry does not impact on the environment.

To minimise the downstream impacts of the use and development on the water catchment.

- To protect and maintain residential amenity in Residential Zones through the use of buffer areas and setbacks.
- To encourage quality design and appropriate siting of intensive animal husbandry developments.
- To achieve consistency with State policy.

**Policy**

It is local policy that the following design guidelines are to be considered for the siting of such developments:

- that part of the site area which is developed with enclosures, yards or buildings used for the holding of animals should be suitably located and fenced.
- no enclosures, yards or buildings in which animals are raised on an intensive raising system should be located within 200 metres of any river, creek, water course or pondage, within 500 metres of a dwelling on any other property, or within 30 metres of any road (whether or not such road forms the frontage).
- the site used should have an area of not less than 4 hectares.
- buffer areas should be contained wholly on the property where practical.
- landscaping of the site should be undertaken so as to remove any adverse visual impact of the development on the surrounding area.
- all manure and polluted run-off water from any enclosures, yards or buildings used in conjunction with any intensive animal husbandry, or any water otherwise contaminated as a result of such use, shall be treated and disposed of either within the boundaries of the site or in an alternative manner to the satisfaction of the responsible authority.
- measures should be taken to the satisfaction of the responsible authority to ensure that the use and development proposed does not prejudicially affect the amenity of the locality by reason of appearance or emission of noise, smell, fumes, waste water, waste products or otherwise.
- infrastructure (such as roads and water supply) should be paid for and provided for by the proponent.

Where these guidelines are not met, the applicant should demonstrate that an equivalent or better outcome is achieved.

### **Application requirements**

Each application should be accompanied by (in addition to any other information which the responsible authority may require) a plan at a minimum scale of 1:200 showing:

- the dimensions and locations in relation to the boundaries of all existing and proposed new buildings and works, extensions or alterations on the site;
- drainage lines through or for run-off water originating on the site through or along which water may be discharged from the site;
- the location of existing dwellings on the site and adjacent properties and the existing use of all other lands within 0.5 kilometres of the site;
- areas used or to be used for intensive animal raising, grazing , manure disposal and drainage disposal;
- buffer distances to surrounding properties, dwellings, roads, watercourses and water bodies;
- method of waste disposal; and
- source and capacity of water supply to the site.

The boundaries of the site and of proposed buildings and works should be properly pegged on the ground to permit inspection by the responsible authority.



**22.03**  
04/12/2014  
C65

**[NO CONTENT]**

**22.04      [NO CONTENT]**

**22.05 [NO CONTENT]**

04/12/2014  
C65  
04/12/2014  
C65

**22.06**  
04/12/2014  
C65

**[NO CONTENT]**

**22.07** **[NO CONTENT] WAS WATER SUPPLY CATCHMENT**  
11/06/2009  
C40(Part 1)

**22.08**21/11/2013  
C64**LOW DENSITY RESIDENTIAL SUBDIVISION POLICY**

This policy applies to subdivisions in the Low Density Residential Zone.

**Policy Basis**

This policy seeks to ensure the elements of land capability and character are addressed when considering subdivision applications.

Poor soil conditions across many parts of the Shire are not conducive to effective disposal of treated septic tank effluent. Whilst a minimum lot size of 0.4 hectares is provided within the Low Density Residential Zone provisions, the diversity of soil conditions across the Shire requires particular consideration of soil capacity for onsite wastewater management to determine an appropriate lot size.

Golden Plains and its community are also keen to ensure that Low Density Residential Zone areas across the municipality are not indiscriminately subdivided without due regard to the established character.

The established character of low density residential areas vary, but is generally derived from the expansive open areas surrounding dwellings and outbuildings. The presence of large old trees with extending canopies is a strong feature of existing low density residential areas. Buildings are generally setback from road frontages and boundaries with wide spacing between houses set within established landscaping and separated by rural type fencing. Drainage is managed with open spoon drains, creating a distinct difference in appearance to the typical kerb and channel drainage infrastructure in suburban sewered residential areas. Road reserves are wide and open.

**Objectives**

- To ensure new lots are of sufficient size to be treat and retain wastewater within their property boundaries.
- To maintain an open and spacious character for low density residential areas across the Shire through encouraging:
  - Design that provides for open space and landscaping.
  - Retention of existing vegetation.
  - The provision of wide driveways/ access ways with sufficient areas available for landscaping.
  - Lot sizes with sufficient area to accommodate setbacks required by the Design and Development Overlay Schedule 5.
  - To avoid battleaxe accessed lots.

**Policy**

It is policy that:

- Support for subdivision in the Low Density Residential Zone will be considered only where rigorous testing of soil capacity has been undertaken by suitably qualified practitioners and demonstrated that the lot can contain on site effluent disposal and the surrounding area will not be adversely affected or impacted by the additional development.
- Subdivision within established low density residential areas respects and positively contributes to the lot configuration and character elements of the surrounding area.



## **Application Requirements**

An application for subdivision in the Low Density Residential Zone must be accompanied by the following information, as appropriate:

- Evidence that demonstrates the allotments proposed to be created are capable of treating and retaining wastewater within their property boundaries.
- A site analysis of the land and surrounding area including:
  - Soil capability details and indicative envelopes on each proposed lot identifying sufficient areas for appropriate effluent disposal fields.
  - A design response which demonstrates how the subdivision will respond to existing character including the identification of large old trees and any significant vegetation to be retained and protected. The response should also demonstrate that a sufficient area is provided for building envelopes with appropriate setbacks.

## **Decision Guidelines**

Before deciding on an application, in addition to the decision guidelines in the Low Density Residential Zone, the responsible authority will consider whether lots within the proposed subdivision achieve the following;

- are capable of treating and retaining wastewater within their boundaries and;
- respects the character of the existing low density residential area.

**22.09 FLOODPLAIN MANAGEMENT**11/06/2009  
C40(Part 1)

This policy applies to all land affected by the Floodway Overlay (FO) or the Land Subject to Inundation Overlay (LSIO).

**22.11-1 Policy Basis**11/06/2009  
C40(Part 1)

The catchments of the various rivers and streams within Golden Plains Shire include areas of flood prone land where flooding has historically caused substantial damage to the natural and built environment. The town of Inverleigh is most affected by flooding due to the confluence of the Leigh and Barwon Rivers. The Woody Yaloak River is another key floodplain affecting the north of the Shire. Floods are naturally occurring events and the inherent functions of the floodplains to convey and store floodwater should be recognised and preserved to minimise the long term flood risk to floodplain production assets and communities. Natural flooding, long term productivity of flood prone land, river and wetland health are all closely linked. Inappropriate development on the floodplain can lead to the deterioration of environmental values and reduced agricultural production.

It is evident that the impact of floods is increasing due to land use and vegetation changes. In particular:

- Urban expansion has occurred in many of the Shire's towns, increasing the speed and quantity of flood runoff while at the same time reducing natural flood storage and obstructing flood flows leading to an increase in the risk to life, health and safety of occupants of the floodplain.
- Raised earthworks (including but not limited to roadworks, levees and farm channels) have reduced natural flood storage, obstructed and/or redistributed flood flows, and increased flow velocities and levels.
- Clearing of land for rural and urban development.

Sound floodplain management in the municipality is the critical means by which the economic, social and environmental risks associated with floodplain use and development can be minimised.

This policy:

- Applies the floodplain management State Planning Policy Framework objective in clause 15.02 to local circumstances;
- Builds on the Municipal Strategic Statement objectives and strategies in clause 21.04 relating to managing residential growth and the natural and built environment; and
- Implements the objectives of the Corangamite Catchment Management Authority's *Regional Catchment Strategy*, and the *Corangamite Waterway Strategy*

**Objectives**

- To minimise flood risk and promote sustainable use and development of the floodplain.
- To ensure land use and development on the floodplain is compatible with flood risk.
- To ensure that where permitted, development in the floodplain:
  - Maintains the free passage and temporary storage of floodwaters;
  - Minimises flood damage;
  - Will not cause any significant rise in flood level or flow velocity; and
  - Will not cause any impact on adjacent property.
- To discourage the intensification of land use and development in floodplains .

- To recognise the natural flood carrying capacity of rivers, streams and wetlands and the flood storage function of floodplains.
- To protect surface and ground water quality, and preserve important wetlands and areas of environmental significance.
- To minimise risk associated with overland flow of storm water.

### **Policy**

It is policy to:

- Discourage any new buildings and works, including land filling, in the Floodway Overlay and Land Subject to Inundation Overlay areas .
- Discourage any new subdivision on land affected by the Floodway Overlay or the Land Subject to Inundation Overlay.
- Discourage earthworks that obstruct natural flow paths or drainage lines.
- Align outbuildings so that their longitudinal axis is parallel to the predicted direction of the flood flow.
- Encourage new buildings and extensions to be designed so that flooding will cause minimal damage to the structure and its contents, including raising floor levels, using water resistant materials and raising electrical fittings and wiring above the nominal flood protection level.
- Encourage replacement fences to be of an open type, eg. Post and wire.

### **Reference Documents**

- Corangamite Catchment Management Authority Floodplain Management Strategy

**22.10**04/12/2014  
C65**HERITAGE**

This policy applies to all applications under the Heritage Overlay.

**Policy Basis**

This policy builds upon the heritage strategies and objectives in the State Planning Policy Framework and Municipal Strategic Statement.

Throughout Golden Plains Shire are buildings, streetscapes, sites and precincts that represent a significant asset and resource for the Western District of Victoria. Protecting cultural heritage assets is important in maintaining the Shire's character and sense of place.

Recognition and protection of heritage places and areas is a crucial component of planning in Golden Plains Shire. The development of good conservation practices will ensure the retention and viable re-use of Golden Plains Shire's significant and contributory heritage places and areas.

**Objectives**

- To encourage conservation of heritage places in accordance with 'The Australia ICOMOS Charter for Places of Cultural Significance, the Burra Charter 2013 (the Burra Charter)' and the Golden Plains Shire Heritage Study (2009).
- To conserve and enhance the distinctive character of heritage precincts within the municipality.
- To ensure that subdivision or consolidation complements and supports the significance of heritage places.
- To discourage the demolition of heritage places.
- To ensure that new development makes a positive contribution to the built form and amenity of heritage places.
- To ensure that contributory elements within heritage precincts are not compromised as a result of future development.
- To ensure that advertising signs do not adversely affect the significance of heritage places.
- To encourage sympathetic reuse of heritage places so that such places are maintained and enhanced.

**Policy**

It is policy to:

- Encourage the restoration, adaptation and reconstruction of heritage places in a manner that does not detract from the cultural significance of the place or area.
- Discourage the demolition or inappropriate alteration of all locally significant and contributory heritage places.
- Encourage appropriate alternative uses of buildings in order to achieve the conservation of heritage places.
- Encourage advertising signs in traditional forms and locations on building and that are limited in number.
- Encourage the retention of mature trees in High Street, Inverleigh and therefore discourage developments that may threaten the health of those mature trees.
- Discourage the use of Zinalume roofing material in heritage precincts.

## Application requirements

An application for demolition of locally significant or contributory heritage places within a precinct must be accompanied by the following information, as appropriate:

- A structural engineering report demonstrating why demolition is necessary; or
- A report or statement to the satisfaction of the Responsible Authority that demonstrates that the demolition will not adversely impact upon the significance of the place.
- An application for the replacement development.
- A tree condition or heritage impact assessment for any proposed development which could affect cultural heritage places.

## Decision guidelines

Before deciding on an application the responsible authority will consider the decision guidelines of the Heritage Overlay and the following, as appropriate:

- The statement of significance and conservation policy for the heritage place or precinct, including the relevant statement of significance at clauses 22.12-1 to 22.12-11 for:
  - the Steiglitz Heritage Precinct (clause 22.12-1),
  - the Bannockburn Heritage Precinct (clause 22.12-2),
  - the Corindhap Heritage Precinct (clause 22.12-3),
  - the Inverleigh Heritage Precinct (clause 22.12-4),
  - the Lethbridge Heritage Precinct (clause 22.12-5),
  - the Linton Heritage Precinct (clause 22.12-6),
  - the Meredith Heritage Precinct (clause 22.12-7),
  - the Rokewood Heritage Precinct (clause 22.12-8),
  - the Scarsdale-Newtown Heritage Precinct (clause 22.12-9),
  - the Shelford Heritage Precinct (clause 22.12-10), or
  - the Smythesdale Heritage Precinct (clause 22.12-11).
- The views of Council's heritage adviser.
- The visual impact of an advertising sign.
- The impact upon the health or viability of a tree or group of trees.

## References

- Golden Plains Heritage Study Stage 1, Lorraine Huddle for the Golden Plains Shire (2004)
- Golden Plains Heritage Study Stage 2, Heritage Matters Pty Ltd for Golden Plains Shire (2009)
- The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter), Australia ICOMOS (1999)

22.12-1

**HO34: Steiglitz Heritage precinct**01/03/2012  
C55**Statement of Significance***Contributory elements located in the Steiglitz Heritage Precinct*

- Albion Mine Engine Foundations, Steiglitz
- Suggs Blacksmith Cottage, Clow Street, Steiglitz
- New Chum School, School Track off Steiglitz – Durdidwarrah Road, Steiglitz
- Café and Residence (below Courthouse), 1 Molesworth Street, Steiglitz
- Feildstone Gutters, Molesworth Street and Clow Street, Steiglitz
- Steiglitz Courthouse (former), Molesworth Street, Steiglitz
- Minogues Store (former), 1 Clow Street, Steiglitz
- Cairn and Memorial Plaque, Regent Street, Steiglitz
- Bridge over Sutherlands Creek, Regent Street, Steiglitz
- Mullock Heap (site of former ‘Steiglitz’ Mine), Regent Street, Steiglitz
- St Pauls Church of England, Regent Street, Steiglitz
- Former Post Office and Shop, 24 Regent Street, Steiglitz
- Scotts hotel (former), 35 Regent Street, Steiglitz
- Stone Wall Coach Stables, 35 Regent Street, Steiglitz
- In Ground Well (site of former bakery), Molesworth Street, Steiglitz
- Red Brick House, 2704 Steiglitz-Meredith Road, Steiglitz
- St Thomas’ Roman Catholic Church, Steiglitz-Meredith Road, Steiglitz
- Steiglitz Pioneers Cemetery (or old Steiglitz Cemetery), Steiglitz-Meredith Road, Steiglitz
- Quartz Burning Pits, South-west of Court House, Steiglitz

*What is significant?*

The remote former gold town, Steiglitz is located in the Steiglitz National Park west of the Anakie Hills, north-west of Geelong. It comprises a small number of remnant buildings of various types, some infrastructure and the irregular street layout all within an open area of hillside. There are also many alluvial and deep shaft mining sites with associated mullock heaps. The broader landscape includes the Sutherland Creek valley and views to bush beyond. The cemetery is located a short distance to the south of the town. The precinct is adjacent to the Brisbane Ranges National Park on the north east and farming land to the south west. Its only source of water is the Sutherland Creek.

The town's name came from the von Stieglitz family, early district pioneers, who changed the spelling of their name to 'Steiglitz' in 1872. Baron Frederick von Stieglitz, eldest son of Karl von Stieglitz, was born in Ireland in 1803. His father came originally from Bavaria. Frederick and his brothers migrated to Tasmania in 1830 but, in 1836, came to Victoria. The pastoral run, Durdidwarrah, on the Moorabool River, was taken up in 1842 by Charles von Stieglitz. The property included the area which later became known as Steiglitz.

The first traces of gold were found in the Anakie Hills in September 1851 but the first substantial rush to the Steiglitz area was in c1856. Early established reefs were the New Chum, Boxing, Scotchman's, Cooper's and New Hole, while alluvial gold was found in Sutherland's Creek. By May 1856, about 750 ounces a week was being produced and the population of the area had risen to 1,000. Many new reefs were opened up - the Portuguese,



Birmingham, Satchwell's, Yankee, Victoria, Ironbark, Hanover, Gibraltar, Italian'. The mines were located towards the east side of the town. It was said that the quartz reefs were beyond comparison the richest of any in Australia so far as average yield per ton of quartz was concerned. This would have marked the beginning of the denuding of the landscape for structural timber and fuel.

A sergeant and three troopers were appointed there in February 1856 when J. M. Clow became the first Police Magistrate. At first he held court in the makeshift premises of Vale's Hotel. In January 1858, however, a first Court House, 'a rickety timber building' was constructed on land at the rear of the existing Court House, opened in June 1875. It was designed by Public Works Department architects, H.A. Williams and S. White and built by Thomas Ward of East Melbourne. This remains the most dominant building in the precinct. It retains a high degree of integrity and is in excellent condition.

A small Steiglitz township began to take shape. In 1860 it was surveyed for the Office of Lands and Survey and the proposed streets were named after legal dignitaries in Melbourne. As well as the two bridges, this plan indicates some six named buildings but also some thirty other structures. None of these are square to the proposed title boundaries. Presumably, in the typical manner, tents and huts were also scattered across the hillside and in the creek valley close to miners' claims. Little if any evidence of these survives above ground. There were soon four hotels, including Scott's Hotel, which is now a private residence. A government School (No 572) had been opened in 1857 on the southern hill at Steiglitz. The following year, 1858, School (No 588) New Chum was opened by Dr Cairns. This timber building, located off the Steiglitz Durdidwarrah Road to the north of the town, was used as a school until 1960 when it became a Youth Hostel and it is now a private residence. There were also by early 1858 four denominational schools, Wesleyan, Anglican, Roman Catholic and Presbyterian, catering for 200 children. The timber St Paul's Church of England, converted from a schoolroom in 1869, survives and St Thomas's Catholic Church since relocated, survives adjacent to the first or 'Pioneer' cemetery across the eastern bridge.

The Borough of Steiglitz was formed in 1866 and began to build infrastructure such as gutters and drains, some of which survive. A second survey of Steiglitz was made in 1867, when a few business sites were planned on Boxing Reef. However, by January 1859, the yield of gold was falling. It became clear, too, that the high cost of crushing would have to be reduced. It had become profitable only to process the richest of the quartz. Amalgamations of numbers of mines, together with the acquisition of new machinery led to the revitalization of the Steiglitz gold fields. By 1862, there were 620 miners at Steiglitz, two thirds of them being alluvial, with 40 distinct quartz reefs and 15 steam engines. As the town boomed two banks, the Australasian and National, established branches. But during 1866 the wave of prosperity began to break when it is claimed that many miners became destitute, and some large companies sold up their claims for a quarter of their value. The Native Youth Crushing Plant, the last from that period, was removed in 1876. The town declined to such an extent that court sittings were discontinued in January 1879. A drought compounded the decline. The population had fallen to about 100 miners.

Just as 'Marvellous' Melbourne fell into its grave depression, Steiglitz enjoyed a brief mining boom. In 1894, the population of the town had risen to 2,000, and many societies and clubs were formed to meet their needs, religious, cultural and sporting. It had a news paper, The Steiglitz Miner. The Court House reopened between 1895 and 1899. A fierce bush fire, part of Black Thursday, swept down on Steiglitz on 8th September 1896, destroying many of the town's buildings and aboveground mining infrastructure. By 1904, the old mining town's population had again dwindled to 150. There was probably a minor revival of alluvial mining and the reworking of mullock heaps during the Great Depression. The last nugget was found in 1935, the last mine closed in 1941 and the general store closed soon after. James Sugg's blacksmith's shop in Clow Street was in use until the 1940s. His weatherboard cottage and its remnant garden survive. The former post office, which was remodelled in the 1960s, survives as a private residence. Many larger buildings were removed.

In the 1960s, Steiglitz began to be appreciated for its romantic quality as a 'ghost' town within a denuded landscape. It attracted tourists interested in history and bushwalkers

interested in the surrounding landscape. In 1977, Steiglitz Court House came under the management of the National Parks Service and in 1979, Steiglitz National Park was proclaimed. Subsequently, Steiglitz was identified and protected under a Heritage Overlay in the Golden Plains Planning Scheme. Steiglitz today has just nine buildings with some associated exotic plantings, a range of ruined infrastructure and a vast number of archaeological sites. There are fewer than a dozen permanent residents. Consequently, the absence of modern development is a primary characteristic of Steiglitz.

#### ***How is it Significant?***

The Steiglitz precinct is of historical, social, architectural, scientific (geological) and archaeological significance to the State of Victoria.

#### ***Why is it Significant?***

The Steiglitz precinct is of historical significance as one of the most important early gold rush towns in Victoria, especially representing those isolated towns which failed to prosper for other economic reasons. On a comparative basis, it is the finest remnant and most evocative ghost town of all the towns which played key roles in Victoria's 1850s and 1860s gold rushes. It survives, although most of its built and ephemeral fabric is gone, with obvious outlines of flattened house sites, exotic plantings, long lines of road reserve, formed culverts, cement domed wells and disturbed ground. In their place an intangible emptiness has been created.

The Steiglitz precinct is of social significance for representing the full range of community aspirations by the development of local government, public buildings, places of worship, schools and recreational facilities, as well as tending to the dead. It is typical of these abandoned towns for enduring the rise and fall of several booms, only finally to fail and fade.

The Steiglitz precinct is of architectural significance for the character and quality of its few surviving buildings, especially the dominant Court House, but also for vernacular buildings and the vacant spaces between which are the sites of former structures. The denuded landscape and open characteristic of the town, delineated by the unmade streets and gutters, and the prospect into the broader landscape have great aesthetic significance. It is the absence of compromising conventional structures which sets Steiglitz apart from other nineteenth century gold mining towns.

The Steiglitz precinct is of scientific (geological) significance as one of the richest in Australia for average yield per ton of quartz. This was represented in its first rush, the peak period of the later 1860s, the brief revival after 1890 and the re-workings of the Great Depression era.

The Steiglitz precinct is of archaeological significance for its potential to yield artefacts and evidence which is representative of diverse mining techniques and activities, colonial government, social organisations, commercial arrangements, civic infrastructure and domestic conditions.

**22.12-2**

01/03/2012  
C55

### **HO95: Bannockburn Heritage precinct**

#### **Statement of Significance**

##### ***Contributory elements located in the Bannockburn Heritage Precinct***

- Bannockburn War Memorial, 12 High Street, Bannockburn
- Railway Hotel, 2 High Street, Bannockburn
- House, 9 High Street, Bannockburn
- House and Tree, 11 High Street, Bannockburn
- Bannockburn Shire Hall, 12 High Street, Bannockburn

- Real Estate (former house), 13 High Street, Bannockburn
- Hardware Shop, 15 High Street, Bannockburn
- St John the Evangelist Catholic Church, 24 High Street, Bannockburn
- Public Hall, 27 High Street, Bannockburn
- House, 31 High Street, Bannockburn
- House, 35 High Street, Bannockburn
- House, 37 High Street, Bannockburn
- House, 39 High Street, Bannockburn
- House, 41 High Street, Bannockburn
- Bannockburn Primary School, 15 Milton Street, Bannockburn

#### ***What is it significant?***

The township of Bannockburn is located on the Shelford-Bannockburn Road between the crossing of Bruce's Creek and the Geelong-Ballarat Railway line. The township stands on land originally held as the 'Wabdallah' pastoral run. It was occupied by George Russell on behalf of the Clyde Company from 1837 to 1840 and later by James Bruce from 1840 until 1850. The township was gazetted following the formation of the Bannockburn Road Board in 1862 and the opening of the Leigh Road (later Bannockburn) Railway Station on the Geelong to Ballarat line in the same year. The township was laid out in a conventional grid on either side of High Street, aligned north-east to south-west, with the Geelong-Ballarat Railway line providing the eastern boundary of the grid.

Bannockburn became the civic administrative centre of the district after the proclamation of the Shire of Bannockburn on the 30th of June 1864. It was also a thriving commercial hub, servicing trade generated from the railway and the surrounding pastoral and agricultural settlements. The large number of surviving commercial and public buildings, including the former Post Office, the Shire Hall, the Public Hall and the Bannockburn State School erected in 1874, reflects Bannockburn's position as an important service centre. The first churches to be established were St John's Anglican Church and St John the Evangelist Catholic Church, representing the dominant denominations of the area. Other notable buildings include the Bannockburn Railway Station and the bluestone lock-up, which was relocated from Lethbridge to Bannockburn in 1869. These buildings serve as reminders of Bannockburn's association with two important colonial trade routes, connecting the Ballarat goldfields with the port of Geelong via rail and overland passage. At least five hotels operated within the township during the mid 19th century. The Railway Hotel situated opposite the Bannockburn Railway Station remains operational, while the Somerset Hotel and Leigh Road Hotel are now private residences. Bannockburn and District Soldiers' War memorial was erected adjacent to the Shire Hall in 1925 as a tribute to those members of the local community that served and fell during World War 1.

While surrounding townships experienced a decline in population and services during the mid twentieth century, Bannockburn recorded slow, but steady growth. In 1930, the township's population exceeded 300 people, with an increase to 328 people by 1968. Some 20 years later, in the 1980s, the township's population had swelled to 850. Factors including the breaking up of large estates into smaller holdings at the end of the nineteenth century and the Soldier Settlement Schemes have influenced this growth. More recently, Bannockburn has undergone substantial residential and commercial development as a satellite of Geelong.

#### ***How is it significant?***

The Bannockburn Heritage Precinct is of historic, architectural and social significance to the community of Bannockburn and the Golden Plains Shire.

#### ***Why is it significant?***

The Bannockburn Heritage Precinct is of historic significance as a township dating from the 1860s and as an important commercial centre servicing trade generated from the railway and surrounding pastoral properties. It is of architectural significance for its range of commercial, residential and public buildings dating from the nineteenth century, the most important being the Bannockburn Shire Hall and the surviving shops and hotels located on either side of High Street. It is of social significance as the focus for community life, education and recreation, and as an administrative centre of the former Bannockburn Shire and the current Golden Plains Shire.

**22.12-3**01/03/2012  
C55**HO96: Corindhap Heritage precinct****Statement of Significance***Contributory elements located in the Corindhap Heritage Precinct*

- Laidler Reserve and War Memorial, Avenue of Honor, 25 The Avenue, Corindhap
- Outbuildings, 20 Bouchier Avenue, Corindhap
- Memorial Hall, 4 Hall Road, Corindhap
- House, 16 Kearney Street, Corindhap
- Stone Gutters, Main Street, Corindhap
- Hotel (former Break O' Day Hotel), 4 Main Street, Corindhap
- Bluestone Culvert, Op. 4 Main Street, Corindhap
- House (former Post Office & Butcher), 20 Main Street, Corindhap
- House, 30 Main Street, Corindhap
- House, 44 Main Street, Corindhap
- House, 60 Main Street, Corindhap
- St Johns Anglican Church and Grove of Pinus Pinea (Stone Pine), 74 Main Street, Corindhap

*What is Significant?*

The township of Corindhap, formerly known as Break-O-Day, is located approximately 5 kilometres north east of Rokewood and 45 kilometres south of Ballarat on the Colac-Ballararat Road. The Corindhap area was originally occupied by the Derwent Company as the Wardie Yallock run (later to be known as Kurruck Kurruck), then held by a partnership which included the Atchison brothers in 1839. John Elder, who was a brother-in-law to the Atchisons, held the lease to the Mindi run between 1850 and 1857. Elder purchased the Kurruck Kurruck run in 1857, with his sons taking control of the property in 1863 and renaming it Kuruc-a-ruc in 1864.

Gold was first discovered on Boundary Hill in 1852. The Break of Day Gully (Corindhap) goldfield opened in April-September 1856 with the big rush taking place there in 1861, which resulted in the population of the area reaching 5,000 at its peak. The mining was alluvial. Quartz mining was tried but was unsuccessful. Some of the existing miners' cottages could date from this period. The Break-O'Day Hotel, which survives today, was built in 1869. It is a single storey masonry building located at the main intersection of the town. The first school was established by the miners in the 1860s. Corindhap was officially proclaimed a town in 1874 and the substantial infrastructure of gutters, drains and culverts probably dates from this period. St John's Anglican Church was built in the early twentieth century and the copse of significant Pinus pinea (Stone Pines) probably dates from the same time. The Presbyterian Church has been removed to Rokewood Junction. By 1914, Corindhap was described in municipal directories as a mining and agricultural district with a State School, Church, Mechanics' Institute and Library, and Oddfellows' Hall. Its

population had fallen to 300 but, with the decline of mining and relatively little employment from pastoralism and agriculture, it declined further to a stable 250 through most of the twentieth century. Only one commercial building, the former combined post office and butcher's shop, with its associated dwelling, survives from the early twentieth century. The First World War Avenues of Honour, consisting of traditional *Cupressus macrocarpa* (Monterey Cypress) and *Pinus radiata* (Monterey or Radiata Pine) were planted along the Ballarat-Colac Road. The avenue was opened on 15 September 1917 by Cr James Boyle. Some of the latter trees situated within the Avenue, the minor deviation of the Colac-Ballarat Road, have been carved into sculptures. Perhaps the last substantial building to be erected in the township was the new Memorial Hall in 1956, replacing the Mechanics Institute. The township remains sparsely developed with many of the cottages in poor condition.

### ***How is it Significant?***

The township of Corindhap is of historical, architectural and social significance to the Golden Plains Shire.

### ***Why is it Significant?***

The township of Corindhap is of historical significance as one of the many small settlements in the Shire established on the site of gold rushes in the 1850s and 1860s, several of which have survived into the twenty-first century. It is of architectural significance for its range of very modest buildings dating from the nineteenth century, an example being the Break O'Day Hotel. The buildings are complimented by substantial avenues of honour and other mature trees, as well as the surviving infrastructure. The township is of social significance for its survival from a peak of several thousand, reflected in some surviving public buildings and cottages, to its modern population of less than one hundred. The township reflects the inter-relationship between pastoral, mining and agricultural pursuits.

## **22.12-4**

01/03/2012  
C55

## **HO97: INVERLEIGH HERITAGE PRECINCT**

### **Statement of Significance**

#### ***Contributory elements located in the Inverleigh Heritage Precinct***

- House, 5 High Street, Inverleigh
- House and *Pinus pinea* (Stone Pine), 8 High Street, Inverleigh
- House, 9a High Street, Inverleigh
- House and *Ulmus prosera* (Elm) at rear, 9b High Street, Inverleigh
- Store, 12 High Street, Inverleigh
- Restaurant, 14 High Street, Inverleigh
- House, 20 High Street, Inverleigh
- House, 23 High Street, Inverleigh
- House, 34 High Street, Inverleigh
- House, 36 High Street, Inverleigh

### ***What is significant?***

The township of Inverleigh is located on the Hamilton Highway approximately 28 kilometres west of Geelong. It is nestled within a curve of the Leigh River, approximately 1 kilometre north of the junction of the Leigh and the Barwon Rivers. The township was officially proclaimed in 1855, following a crown survey undertaken in 1854. It is laid out

in a conventional grid aligned north-south to east-west on the western side of the Leigh River.

The early settlement of Inverleigh is associated with the Derwent Company's runs of the 1830s and 1840s. The Company laid claim to 26,000 acres of land in the Portland Bay District. When it was dissolved in 1842 its properties were divided up by mutual consent and pastoral runs such as Native Hut No. 3 and Weatherboard Nos. 1 & 2 were formed within the Inverleigh area. The new owners continued to be important patrons of the town. The Inverleigh Township developed during the 1850s as a commercial and civic centre servicing surrounding pastoral properties. It was also an important stop on the colonial trade routes that linked Geelong to the Western District and the Woody Yaloak goldfields to the north. At first, a gravel ford provided access across the Leigh River. After the completion of a permanent bridge over the Leigh River in 1853 and the formalization of the township grid, High Street became the primary route into and out of town. The bluestone abutments survive but the bridge has been superseded by a modern structure. An impressive avenue of *Cupressus macrocarpa* (Monterey Cypress), established in the early twentieth century, signals the Hamilton Highway's eastern and western entrance.

Important public and commercial buildings were established during the 1860s, such as the township's two bluestone hotels, a post and money order service, a Mechanics Institute, four churches and three denominational schools. The division of large pastoral properties at the end of the nineteenth century gave way to intensive agricultural activities such as dairy and horticulture. A farmer's common was established to provide inhabitants of the town access to pasture for the grazing of cattle and horses. Orchards originally established to supplement dairy farming developed into large commercial operations, supplying jam manufacturers located in Geelong. The Gheringhap to Maroona railway line was completed in 1910, with local produce dispatched from the Inverleigh Railway Station.

While surrounding townships experienced a decline in population and services during the mid twentieth century, Inverleigh struggled but survived. In the 1950s the township's population was 250 persons, with an increase to 350 persons recorded in the 1960s. During this period the township had a post and telegraph office, State School, savings bank, four churches, a public hall, police station, electric lighting and football, cricket, golf and tennis clubs. By the 1970s the public hall was extended to incorporate a baby health care centre and medical clinic. The township of Inverleigh remains substantially intact and the surviving buildings and infrastructure from a range of periods retain a high degree of integrity. Key public buildings, open public spaces and surviving examples of commercial and residential development provide a clear sense of past and present settlement.

#### ***How is it significant?***

The township of Inverleigh is of historical, architectural and social significance for the Golden Plains Shire.

#### ***Why is it significant?***

The township of Inverleigh is of historical significance as one of the many small settlements in the Shire established to support agricultural industries during the 1850s and 1860s. It has direct associations with members of the Derwent Company and subsequently the Willis and Berthon families and Dr. Robert Cuthbertson Hope, pioneer pastoralist and medical doctor. It is of architectural significance for its range of commercial, residential and public buildings dating from the nineteenth century and some designed by architects. The town is of social significance as the focus of community life, religious activity, education and recreation.

**22.12-5**

01/03/2012  
C55

### **HO98: Lethbridge Heritage precinct**

#### **Statement of Significance**

#### ***Contributory elements located in the Lethbridge Heritage Precinct***



- Uniting Church, Ackland Road, Lethbridge
- House, 193 Ackland Road, Lethbridge
- House, 195 Ackland Road, Lethbridge
- House, 80 Brunel Street, Lethbridge
- House, 88 Brunel Street, Lethbridge
- House, 90 Brunel Street, Lethbridge
- House, 19 Cubitts Street, Lethbridge
- House, 829 English Road, Lethbridge
- House, 837 English Road, Lethbridge
- House, 841 English Road, Lethbridge
- House, 1 Noyes Road, Lethbridge
- House, 7 Noyes Road, Lethbridge
- House, 11 Noyes Road, Lethbridge
- House, 21 Noyes Road, Lethbridge
- Stone gutters, Russell Street, Lethbridge
- Shop and residence, 1 Russell Street, Lethbridge
- House, 2 Russell Street, Lethbridge
- House, 7 Russell Street, Lethbridge
- House, 17 Russell Street, Lethbridge
- Shop, 17 Russell Street, Lethbridge
- Lethbridge Public Hall, 25 Russell Street, Lethbridge
- House, 1 Stephenson Street, Lethbridge
- Memorial Gates at Recreation Reserve, 8 Stephenson Street, Lethbridge

### ***What is significant?***

The township of Lethbridge is located on the Midland Highway, approximately 32 kilometres northwest of Geelong. It was established on land which was part of the Wabdallah Run, part of the greater Golf Hill holdings of the Clyde Company managed by George Russell and adjacent to the Moranghurk Run, established by Peter Sharp and William Sharp. The topography of the township is relatively flat, although the nearby Moorabool River valley located only 2 kilometres to the east is composed of a series of dramatic undulations. The township comprises two formal grids that are aligned to the Midland Highway and the Geelong-Ballarat Railway line respectively.

The original site of the Lethbridge township, first known as 'Muddy Water Holes', was aligned to the tracks made by the horse-drawn wagons of early settlers, which followed the route of the present Midland Highway. By the early nineteenth century, this track became the primary transportation route connecting the goldfields of Ballarat to the port of Geelong. The second grid of allotments is located approximately 700 metres to the west of the Midland Highway and was laid out following the construction of the Geelong-Ballarat Railway line in 1858/62. The township was renamed Lethbridge in 1854, after the Railway Engineer who oversaw the construction of the Geelong-Ballarat Railway line.

The construction of the Railway Station dramatically reoriented the configuration of the original township and re-focused the commercial, residential and public activities. Important buildings located within this grid include: the Lethbridge Uniting Church and Sunday School Hall; Lethbridge General Store; Lethbridge Public Hall. The Lethbridge Lake and Recreation Reserve is fed by Bruce's Creek and features a public swimming hole, BBQ shelters and the former Railway Water Tank. This site was originally gazetted as a

Railway Reservoir to supply water for steam engines required to take on water at Lethbridge station. The prosperity experienced by the township as a commercial centre servicing surrounding pastoral properties and trade generated during the gold rush and the construction of the railway line has since diminished. The township has experienced a decline in commercial activity and population. The township of Lethbridge remains substantially intact and the surviving buildings and infrastructure from a range of periods retain a high degree of integrity and are in good condition.

***How is it significant?***

The township of Lethbridge is of historical, architectural and social significance to the Golden Plains Shire.

***Why is it significant?***

The township of Lethbridge is of historical significance as one of the earliest settlements established along the major trade route linking the port of Geelong to the interior of Victoria and the Ballarat Goldfields. Surviving buildings and infrastructure also reflect its prominence as a commercial centre servicing trade generated from the railway and surrounding pastoral properties. Lethbridge is of architectural significance for its range of civic infrastructure and building types dating from the nineteenth and early twentieth centuries. Lethbridge is of social significance as the focus of community activities and as a representation of the inter-relationship between pastoral, mining, agricultural and viticultural industries.

**22.12-6**

01/03/2012  
C55

**H099: LINTON HERITAGE PRECINCT**

**Statement of Significance**

***Contributory elements located in the Linton Heritage Precinct***

- The Gables, 3017 Glenelg Highway, Linton
- St Paul's Church of England, 2 Grantley and Gillespie Street, Linton
- Church of England Hall, 4 Grantley Street, Linton
- Former Methodist Manse, 8 Grantley Street, Linton
- Methodist Church, 10 Grantley Street, Linton
- Timber Cottage, 12 Grantley Street, Linton
- House, 46 Sussex Street, Linton
- House, 50 Sussex Street, Linton
- Motor Garage, 52 Sussex Street, Linton
- Pioneer Memorial, 53 Sussex Street, Linton
- House, 53 Sussex Street, Linton
- Gallery, 54 Sussex Street, Linton
- House, 55 Sussex Street, Linton
- House, 56 Sussex Street, Linton
- House (former Bank of NSW), 57 Sussex Street, Linton
- House, 58 Sussex Street, Linton
- Murrell's Newsagency (former Boot Shop), 59 Sussex Street, Linton
- Shops, 61-63 Sussex Street, Linton

- Shop and house, 64 Sussex Street, Linton
- House, 65 Sussex Street, Linton
- Linton Public Library, 67 Sussex Street, Linton
- Former Shire of Grenville Offices and War Memorial, 68 Sussex Street, Linton
- Historical Society Resource Centre, 69 Sussex Street, Linton
- Memorial Chairs, 71 and 78 Sussex Street, Linton
- Railway Hotel (Luth's Building at rear), 73 Sussex Street, Linton
- Shop, 74 Sussex Street, Linton
- Shop, 75 Sussex Street, Linton
- CFA Building, 77 Sussex Street, Linton
- General Store, 80 Sussex Street, Linton
- House (former Service Station), 81 Sussex Street, Linton
- House and workshop, 85 Sussex Street, Linton
- House (former Bennett residence), 87 Sussex Street, Linton
- Shop (former Ching's Grocery), 88 Sussex Street, Linton
- Shop, 89 Sussex Street, Linton
- Traquair House, Holly and Golden Ash Trees (former bank), 90 Sussex Street, Linton
- House, 92 Sussex Street, Linton
- Euphemia Wishart's Private Hospital, 94 Sussex Street, Linton
- Cast Iron Water Stand Pipe, 97 Sussex Street, Linton
- Blacksmith's Shop, 97 Sussex Street, Linton

### ***What is Significant?***

The township of Linton is located on the Glenelg Highway, about 35 kilometres south-west of Ballarat in rolling hills on the Springdallah Creek. The township is generally a grid aligned on the diagonal. It was named after Joseph and Mary Linton, pastoralist pioneers from Scotland who settled first in the Woady Yaloak area and from about 1840 on what became Linton Park. Joseph died in 1853 but his widow continued at Linton Park for many years. Gold was discovered on Fiery Creek, in the vicinity of today's Linton Cemetery in 1856 and a small settlement of diggers was soon established there. This shifted to Surface Hill, the present site of the township which was surveyed for the Crown by 1861. The district's many gold fields thrived during the late 1850s and early 1860s.

Linton developed with the usual mix of public, commercial and private buildings and has many layers of development along its main street. Wishart's blacksmith's forge, 95 Sussex Street at the south-western end of the town, is a rare survivor. A temporary branch of the Bank of New South Wales opened on 12 June 1860, in a tent located at the first diggings. The branch then moved to temporary premises in the new township and the Bank purchased land there in 1861. The first permanent building was soon extended and the attached residence was erected in 1872. The Bank moved again when it relocated to new premises at 57 Sussex Street in 1907. The first manager was Samuel Lewers who continued to be an important citizen of the town and the Shire. Murrell's Victoria Hotel, across the Creek from the Edinburgh Mine, was demolished for the post World War 2 bungalow, The Gables, at 3017 Glenelg Highway. Only the later Railway Hotel survives at 71-73 Sussex Street, a rare example of a hotel in the Gothic Revival style and unusual for not being situated on a corner, both explained by its origin as Luth's store. The railway service opened in 1890 and was extended to Skipton in 1916 but none of the infrastructure survives. Many shop buildings survive especially from the later nineteenth century, such as the handsome, former Verdoorn's butcher's shop, originally Shepherd's grocery and hardware store, at 76 Sussex Street. The shop and dwelling at 64 Sussex Street was a

glove-maker's, as well as a general haberdashery shop. Nelson's Undertakers occupied the early twentieth century residence at 69 Sussex Street.

Newer buildings represent later phases in the development of Linton such as former service stations and the County Fire Authority building at 77 Sussex Street. Other important buildings were located away from the main street, especially on the more prestigious higher ground. The first school opened in 1856 in a Church of England building with others to follow elsewhere but closed when the present Linton State School No. 880 opened in 1867. St Paul's Anglican Church, in the simple Early English Gothic Revival style, is the oldest surviving church. It was surrounded by a pinetum. The Methodist Church is located near the Anglican Church and dates from 1913. It was designed by the young Melbourne architect, A. S. Eggleston who went on to design many important Methodist churches. Linton has been a centre for local government since 1864. The Shire of Grenville Offices opened in 1865. These were replaced in the 1939 by the present building designed by L. H. Vernon, Shire Engineer. Other than the Post Office at 59 Sussex Street, little remains of the colonial government's administrative infrastructure following the demolition of the original courthouse and the police station complex. Many residential buildings, none of any great pretension but some with substantial period gardens, are located along Sussex Street and in the surrounding streets. Perhaps the most important survivor in Linton is the Public Library at 67 Sussex Street, which retains its rare collection of books, archives and memorabilia.

The township of Linton remains substantially intact and the surviving buildings and infrastructure from a range of periods retain a high degree of integrity. Most buildings are in good condition and important urban elements survive such as the standpipe and stone and brick gutters at the southern end of the town. A simple granite memorial to the pioneers of the district, recognising their intangible heritage, was erected on the north-east side of the main street in 1939.

#### ***How is it Significant?***

The township of Linton is of historical, architectural and social significance to the Golden Plains Shire.

#### ***Why is it Significant?***

The township of Linton is of historical significance as one of the many small settlements in the Shire established on the site of gold rushes in the 1850s and 1860s, several of which have survived into the twenty-first century. The former Wishart's blacksmith's shop is a rare survivor and represents a past way of life. Similarly the two surviving former Bank of NSW buildings demonstrate the changing tertiary industry of the town. Linton is of architectural significance for its range of modest building types dating from the nineteenth century, the most important of which are the Anglican, Catholic and Methodist Churches with their associated residences, many shops and their residences, the Railway Hotel (a rare example of a store converted into a hotel), the former Shire of Grenville Offices and part of the State School. Several buildings are associated with significant architects and engineers. The Linton Public Library is of particular social significance as a very rare surviving public library and collection. The township is of general social significance for its survival from a peak of several thousand, reflected in some surviving public buildings, to its modern population of several hundred. The township reflects the inter-relationship between pastoral, mining and agricultural pursuits.

**22.12-7**

01/03/2012  
C55

#### **HO100: Meredith Heritage precinct**

#### **Statement of Significance**

##### ***Contributory elements located in the Meredith Heritage Precinct***

- House, 19 Lawler Street, Meredith
- House, 21 Lawler Street, Meredith

- House, 27 Lawler Street, Meredith
- Bluestone Gutters, Staughton Street, Meredith
- House (former Hospital), 21 Staughton Street, Meredith
- ‘Eclipse Cottage’ and Barchychiton populneus (Kurrajong), 22 Staughton Street, Meredith
- ‘Maygrove’, 26 Staughton Street, Meredith
- Shop (east shop of pair), 30a Staughton Street, Meredith
- House, 32 Staughton Street, Meredith
- House, 38 Staughton Street, Meredith
- House, 40 Staughton Street, Meredith
- House, 42 Staughton Street, Meredith
- Shop, 43 Staughton Street, Meredith
- House, 43 Staughton Street, Meredith
- House, 46 Staughton Street, Meredith
- Shop and residence, 48 Staughton Street, Meredith
- Shed (Atlantic Depot), 48 Staughton Street, Meredith
- Meredith Hotel, 51 Staughton Street, Meredith
- House, 52 Staughton Street, Meredith
- Former Post Office and residence, 58 Staughton Street, Meredith
- Meredith and District Memorial Hall, 61 Staughton Street, Meredith
- General Store and residence, 17 Wallace Street, Meredith
- Royal Hotel and Billiard Room, 20 Wallace Street, Meredith
- RSL Hall and War Memorial, 22 Wallace Street, Meredith
- Meredith Road House, 26 Wallace Street, Meredith
- House, 20 Wilson Street, Meredith

### ***What is significant?***

The township of Meredith is located on the Midland Highway, an equidistant of approximately 45 kilometres south of Ballarat and north of Geelong. It is situated on a plateau, which is generally flat, falling away to the east and north as it drops towards the Coolebarghurk Creek. It is aligned north-south to east-west, with the streets laid out in a conventional grid on either side of the Midland Highway. Meredith was surveyed in 1851/2, following the discovery of gold in the districts surrounding the township. It became an important service centre for travellers between the Ballarat goldfields and the port of Geelong. The former Meredith Police Paddock, which was the region base for the Mounted Police Troup, responsible for escorting gold found within the nearby Steiglitz goldfields, was established adjacent to the track. The Midland Highway, which runs through the centre of the township, now serves as the primary route connecting Meredith with Ballarat and Geelong. Meredith developed during the gold-rush years as a civic and commercial centre servicing mining communities as well as surrounding pastoral properties. Its prominence was reinforced by the construction of the Meredith Railway Station along the Ballarat to Geelong Railway line in 1862.

A large number of stores, many of which survive, at least five hotels, of which two survive, the former Meredith Hospital, the Shire Offices, the Meredith State School and two churches survive from this period. During the post-gold rush years, the township continued to prosper as the centre of a farming district that became important for its production of some of Victoria's finest Merino wool. A number of significant buildings were constructed

in the early twentieth century, including the Meredith Mechanics Institute now the Meredith Memorial Hall, the Anglican Church of the Epiphany and the former Presbyterian Church, now the Uniting Church. Residential development is dispersed within the township grid and is characterised by its cottage form and scale, traditional gardens, with limited subdivision of the original allotments.

The township of Meredith remains substantially intact and the surviving buildings and infrastructure from a range of periods retain a high degree of integrity. Most buildings are in good condition, for example the shops and associated residences, which survive along Staughton Street. An avenue of *Ulmus procera* (English Elm), interplanted with *Eucalyptus* specimens run the length of Staughton Street between Wallace Street and McLeod Street.

***How is it significant?***

The township of Meredith is of historical, architectural and social significance to the Golden Plains Shire.

***Why is it significant?***

The township of Meredith is of historical significance as one of the earliest settlements established along the major trade route linking the Port of Geelong to the interior of Victoria and the Ballarat goldfields. Surviving buildings and civil infrastructure also reflect its prominence as an important civic and commercial centre servicing the nearby Steiglitz goldfields and surrounding pastoral properties. Meredith is of architectural significance for its range of building types dating from the nineteenth and early twentieth centuries, the shops surviving along Staughton Street and various private residences. Meredith is of social significance as the focus of community activity and as a representation of the inter-relationship between pastoral, mining and agricultural industries.

**22.12-8**

01/03/2012  
C55

**HO101: Rokewood Heritage precinct**

**Statement of Significance**

***Contributory elements located in the Rokewood Heritage Precinct***

- Rokewood Memorial Hall, 66 Ferrars Street, Rokewood
- War Memorial, Ferrars Street, Rokewood
- Hesse Rural Health, 55 Ferrars Street, Rokewood
- Shop, 67 Ferrars Street, Rokewood
- House (former shop), 61 Ferrars Street, Rokewood
- Pair of shops, 65 Ferrars Street, Rokewood
- Daly's Store and residence, 67 Ferrars Street, Rokewood
- Shop and residence, 69 Ferrars Street, Rokewood
- Rokewood Hotel, 75 Ferrars Street, Rokewood

***What is Significant?***

The township of Rokewood is located on the Geelong to Skipton Road approximately 70 kilometres north-west of Geelong. It is nestled within a curve of the Kuruc-a-ruc Creek and is situated within a broader agricultural landscape. The township was gazetted in 1852. Its allotments are generally aligned north-south to east-west, with nine regular sections to the south of Ferrars Street and three irregular sections to the north. Rokewood developed during the gold-rush years as a civic and commercial centre, servicing both mining communities as well as surrounding pastoral properties. It became an important stop on the colonial trade routes that linked the port of Geelong to the Ballarat goldfields and further



west into the interior of the Western District. It was also important as a crossroads for people moving north-south. There are records of gold mining taking place in the Rokewood area as early as the 1850s, with the Mt Misery-Rokewood goldfields operating by 1852. In 1856, successful mining inspired a 'huge influx of diggers to what was known as Rokewood Rush', which continued into the mid nineteenth century. By 1865, the population of 'Rokewood and the diggings in the vicinity' was about 950 persons. The township held a court of petty sessions, a post and money order office, two schools, and two hotels being the Rokewood and the Victoria. A permanent constable was stationed at Rokewood from 1857, followed by the construction of a police station in 1859.

The Rokewood Presbyterian Church dominates the township. It was designed by Alexander Davidson in 1866 who, for a time, operated his architectural practice from Rokewood. It was his first major commission and the construction of its tower, the last in 1905. With his new partner, George Henderson, he went on to become one of Geelong's most innovative, influential and prolific architects. The church's construction was a clear statement by the local squattocracy who were staunchly Presbyterian. The official opening of the church took place on Thursday the 23rd of August 1866.

A second gold discovery and subsequent increase in population was experienced in the late 1880s. During the post-gold rush years, the township continued to grow as the centre of a prosperous pastoral and agricultural district. The township has been associated with a number of early pioneer families, who settled on large pastoral runs located in the district in the late 1830s and early 1840s, and beyond. These properties include 'Commeralghip', 'Dereel', 'Glenfine', 'Wurrook', and 'Kuruc-a-ruc'. The subdivision of pastoral properties for the WW2 Soldier Settlement Scheme saw another significant increase in population and a boost to all sorts of social aspects of the town's development during the 1950s and 1960s. The war memorial and the Rokewood Memorial Hall erected in 1959 commemorate the contribution of members of Rokewood district in each of the Great Wars.

The township of Rokewood remains substantially intact and the surviving buildings and infrastructure from a range of periods retain a medium to high degree of integrity. Key public and civic buildings, open public space and surviving examples of commercial and residential development provide a clear sense of past and present settlement.

#### ***How is it significant?***

The township of Rokewood is of historical, architectural and social significance for the Golden Plains Shire.

#### ***Why is it significant?***

The township of Rokewood is of historical significance as one of the many small settlements in the Shire established to support nearby gold mining and agricultural industries during the 1850s and again in the 1880s. It has direct associations with several important Scottish pioneers. It is of architectural significance for its range of commercial, residential and public buildings dating from the nineteenth century, the most important being the Rokewood Presbyterian Church and the surviving row of commercial premises with attached residences on the southern side of Ferrars Street. The town is of social significance as the focus of community activity and as a representation of the inter-relationship between pastoral, mining and agricultural industries.

**22.12-9**

01/03/2012  
C55

### **HO102: Scarsdale-Newton Heritage precinct**

#### **Statement of Significance**

##### ***Contributory elements located in the Scarsdale Heritage Precinct***

- House, 2029 Glenelg Highway, Scarsdale
- House, 2039 Glenelg Highway, Scarsdale

- House, 2040 Glenelg Highway, Scarsdale
- Scarsdale General Store, 2069 Glenelg Highway, Scarsdale
- Former Post and Telegraph Office, 9 Scarsdale-Pitfield Road, Scarsdale
- Scarsdale Hotel, 15 Scarsdale-Pitfield Road, Scarsdale
- Scarsdale Town Hall, 25 Scarsdale-Pitfield Road, Scarsdale
- Cottage, 31 Scarsdale-Pitfield Road, Scarsdale

#### ***What is Significant?***

The township of Scarsdale is located on the Glenelg Highway, about 25 kilometres south-west of Ballarat on generally level ground west of the Woody Yallock River. While gold had been discovered throughout the Woody Yallock district, it was the rush to Brown's Diggings which established the town of Scarsdale in 1855 and the consolidation of later finds towards the south which triggered the extension of the town into Newtown, towards Pitfield. The heyday of Scarsdale was in the 1860s, a period of great prosperity. The township is organic and linear in form and pivots around the intersection of the Ballarat-Linton Road, the Old Glenelg Highway and the Pitfield-Scarsdale Road. The main public buildings were always located close to the intersection. The former timber Post Office, the red brick Scarsdale Hotel and the rendered Town Hall are in a row on the east side of the Pitfield-Scarsdale Road. They are modest in their scale, conventional in their forms and in styles typical of their periods. The Railway Station was in Brewer Street but nothing survives. The loss of so many public and private buildings illustrates the great decline of the goldfields' townships.

#### ***How is it Significant?***

The township of Scarsdale is of historical, architectural and social significance to the Golden Plains Shire.

#### ***Why is it Significant?***

The township of Scarsdale is of historical significance as one of the many small settlements in the Shire established on the site of gold rushes in the 1850s and 1860s, several of which have survived into the twenty-first century. It is of architectural significance for their range of very modest buildings dating from the nineteenth century, the most important of which are the former Post Office, the former Shire Hall and the Scarsdale Hotel. These and other buildings are complimented by substantial avenues of honour and other mature trees, as well as the limited surviving infrastructure. The township of Scarsdale is of social significance for its survival from a peak of many thousands, reflected in some surviving public buildings and cottages, to its modern population of less than one and a half thousand in the whole district. The township reflects the inter-relationship between pastoral, mining and agricultural pursuits.

## **22.12-10 HO103: Shelford Heritage precinct**

01/03/2012  
C55

### **Statement of Significance**

#### ***Contributory elements located in the Shelford Heritage Precinct***

- House and Pinus pinea tree, 1735 Bannockburn-Shelford Road, Shelford
- Blacksmith's House and Schinus molle trees, 1741 Bannockburn-Shelford Road, Shelford
- Hotel, 2 Mercer Street, Shelford
- House, 5 Mercer Street, Shelford

- Bluestone gutter, Mercer Street, Shelford
- Shelford Public Hall (former Mechanics Institute), 16 Mercer Street, Shelford
- Bluestone outbuilding, 8 Thompson Street, Shelford

#### *What is significant?*

Shelford, formerly called Leigh, is located on the Bannockburn-Rokewood Road where it crosses the Leigh River approximately 42 kilometres from Geelong. It nestles into the Leigh River Valley and is approached dramatically from the east and west. The settlement still pivots around the old stone and iron bridge, designed and built by Leigh Shire engineer, Charles Anthony Corbett Wilson in 1874. The settlement is focused on the former Shelford Hotel, an imposing late Georgian building built before 1854 and later used as a shop. The settlement has always had a very close association with Golf Hill, the centre of vast squatting interests owned by the Clyde Company and managed by George Russell. He subsequently owned Golf Hill in his own right. George Russell, a member of the Free Presbyterian Church of Victoria, gave land for the construction of a new church, which was designed by a Geelong architect, J. L. Shaw, built in 1859 and superintended by Russell. It marks the entrance to Golf Hill. The first timber church continued to be used as a classroom along with a stone classroom, also the work of Russell, which were the Presbyterian school and later State School No. 379. The inter-relationship of these sites historically, socially and visually across the Leigh River Valley is one of the strongest demonstrations of patronage in the Western District. Other buildings contribute to the character of Shelford as a township including the former Mechanics Institute and a range of small cottages on the Leigh river flats. The landscape is enhanced by a range of traditional plantings, particularly *Schinus molle* (Peppercorn trees) and *Pinus pinea* (Stone Pines).

#### *How is it Significant*

The settlement of Shelford is of historical, architectural and social significance to the Golden Plains Shire.

#### *Why is it Significant*

Shelford is of historical significance for its direct association with George Russell, pastoral pioneer and manager of and later partner in the influential Clyde Company and particularly the continuing relationship with his home, Golf Hill and the civic institutions he founded on land he provided. It is of architectural significance for its range of building types dating from the nineteenth century, including specifically the Presbyterian Church, the State School and the former Shelford Hotel as well as various early vernacular cottages and other structures. Shelford is of social significance as the focus of the surrounding community's education and religious activities, which continued into the mid twentieth century and which is still expressed by the relationship of elements within the precinct but also their location in the broader cultural landscape.

## **22.12-11 HO104: SMYTHESDALE HERITAGE PRECINCT**

01/03/2012  
C55

### **Statement of Significance**

#### *Contributory elements located in the Smythesdale Heritage Precinct*

- Milestones, Brooke Street, Smythesdale
- House, 17 Brooke Street, Smythesdale
- House, 25 Brooke Street, Smythesdale
- House, 26 Brooke Street, Smythesdale
- House, 27 Brooke Street, Smythesdale

- House (former shop), 34 Brooke Street, Smythesdale
- Shop, 42 Brooke Street, Smythesdale
- Former Mechanics Institute, 44 Brooke Street, Smythesdale
- House, 46 Brooke Street, Smythesdale
- House, 48 Brooke Street, Smythesdale
- Bungalow House, 49 Brooke Street, Smythesdale
- Former Post Office, 50 Brooke Street, Smythesdale
- Federation/Edwardian weatherboard house, 51 Brooke Street, Smythesdale
- Drinking Fountain and Plaque, 52 Brooke Street, Smythesdale
- Masonic Hall, 54 Brooke Street, Smythesdale
- Former Masonic residence, 55 Brooke Street, Smythesdale

### ***What is Significant?***

Smythesdale is located on the Glenelg Highway, about 20 kilometres south-west of Ballarat on generally level ground north-east of the Woody Yallock River. While gold had been discovered throughout the Woody Yallock district, it was the rush to Smythe's and Brown's Diggings which established the town of Smythesdale in 1855 and its consolidation as the colonial government's administration. The complex of Courthouse, Police Station and Police Stables, including the trees surviving from the Police Magistrate's garden, is one of the best surviving in the central goldfields. The heyday of the town was in the 1860s and 1870s. The township's street grids show an attempt to control its naturally organic linear form. The main public buildings were always located close to the intersection of Brooke Street and Heales Street. The former di-chromatic brick Post Office, the painted brick Smythesdale Hotel and the rendered Masonic Hall are each important contributors to the streetscape because of their distinctive architecture and historic functions. The retreat house built by the Masons opposite their hall may be the only such example in Victoria. These buildings, while conventional in their form and typical in their style, are more pretentious in their scale than similar buildings in nearby towns. The Mechanic Institute hall survives. One bank and several cottages in clusters survive along the main street. One shop survives but with very low integrity. None of the three churches survives on its original site. The Railway Station was in Ireland Street but nothing survives. The redundancy and loss of so many public and private buildings illustrates the great decline of the gold fields' townships.

### ***How is it Significant?***

The township of Smythesdale is of historical, architectural and social significance to the Golden Plains Shire.

### ***Why is it Significant?***

The township of Smythesdale is of historical significance as one of the many small settlements in the Shire established on the site of gold rushes in the 1850s and 1860s, several of which have survived into the twenty-first century. It was the administrative centre for the colonial government imposing law and order as well as controls on the mining industry. It is of architectural significance for its range of very modest private buildings dating from the nineteenth century and several particularly fine public buildings, the most important of which are the former Post Office, the former Courthouse and Police complex. The Courthouse Hotel is particularly distinctive for its rare form and dominant siting. The Masonic Hall and the residence opposite, built by the Masons, create a special relationship. These and other buildings are complimented by mature trees, as well as the limited surviving civic infrastructure. The township is of social significance for its survival from a peak of many thousands, reflected in some surviving public buildings and cottages, to their modern population of less than one and a half thousand in the whole district. The township reflects the inter-relationship between pastoral, mining and agricultural pursuits.

**SCHEDULE 1 TO THE ENVIRONMENTAL SIGNIFICANCE OVERLAY**

Shown on the planning scheme map as **ESO1**

**BARWON WATER SUPPLY CATCHMENT****1.0**

19/01/2006  
VC37

**Statement of environmental significance**

The Barwon Water supply catchment plays a very important role in supplying potable water to urban and rural communities throughout the Barwon Region. This water catchment must be protected from inappropriate development that may impact on the water quality of the catchment

**2.0**

19/01/2006  
VC37

**Environmental objective to be achieved**

To ensure the protection and maintenance of water quality and water quantity within the Moorabool River (Sheoaks) and Stony Creek Special Water Supply Catchment Areas.

To encourage best practice land and water management in areas within the Moorabool River (Sheoaks) and Stony Creek Special Water Supply Catchment Areas.

To prevent erosion of banks, streambeds and adjoining land and the siltation of watercourses, drains and other features.

To prevent pollution, increased nutrient loads and increased turbidity of water in watercourses, drains and other features.

To prevent increased surface water runoff, or concentration of surface water runoff, leading to erosion, siltation, pollution of watercourses, drains and other features.

**3.0**

19/01/2006  
VC37

**Permit requirement**

Development and subdivision within the Moorabool River (Sheoaks and Stony Creek Special Water Supply Catchment Areas shall be undertaken in accordance with the environmental objectives of this schedule.

Development and subdivision of land will be consistent with the physical capability of the land, so that degradation of water quality and quantity does not occur

Any applications to develop or subdivide may be referred for comment to the Department of Natural Resources and Environment and must be referred for comment to the relevant water board or water supply authority

A permit is not required for:

- a sign;
- fence, wall or similar structure;
- construction of paved areas, including patios and car parks;
- passive recreation;
- unenclosed buildings, except for dairy milking sheds, buildings used for animal keeping and buildings used for intensive animal husbandry;
- works ancillary to a dwelling, except for any effluent disposal system;
- construction of a pergola;
- the provision of floodlighting;
- minor road widening or deviation; or

- works undertaken by the relevant water board or water supply authority.

#### 4.0

19/01/2006  
VC37

#### Decision guidelines

In considering an application for development, a section 2 land use or, subdivision of land the responsible authority will consider:-

- The potential for the proposed development or subdivision to degrade water quality or quantity
- Any comment from the relevant water board or water supply authority pursuant to clause 66 of the Victoria Planning Provisions
- Appropriate measures to prevent:-
  - erosion of banks, streambeds and adjoining land and the siltation of watercourses, drains and other features
  - pollution, increased nutrient levels and increased turbidity of water in watercourses, drains and other features
  - increased runoff or concentration of surface water leading to erosion, siltation, pollution of water in watercourses, drains and other features
- The need to maintain or plant vegetation along water ways in order to protect water quality
- Any management plan prepared by the relevant water board or water supply authority

In assessing an application for the use or development of a cattle feedlot which is located within a special water supply catchment area, consider as relevant:

- Whether any new point source discharges are avoided or support the rationalisation of existing discharge points.
- Whether waste water discharges to the environment are reduced to the maximum extent that is reasonable and practicable, and in accordance with the following hierarchy of waste management, arranged in decreasing order of desirability:
  - waste avoidance;
  - recycling and reclamation;
  - waste re-use;
  - waste treatment to reduce potentially degrading impacts; and
  - waste disposal.
- The need for a management plan to be prepared as part of an application to prevent the pollution of waterways and groundwater, and manage the consequences of any pollution which does occur for uses which use, produce, convey or store significant quantities of materials which could cause substantial pollution of waters if released through accidents, malfunctions or spillage.
- Whether diffuse sources of pollution are reduced and managed through the development and implementation of best practice land and water management.
- Any need to include as a condition of approval that a stormwater management plan be prepared to address safeguards to reduce the transport of pollutants off-site.
- How storm water management strategies address both the construction phase and continued use of developments.