



# ROMSEY ISSUES & OPPORTUNITIES PAPER

DECEMBER 2018

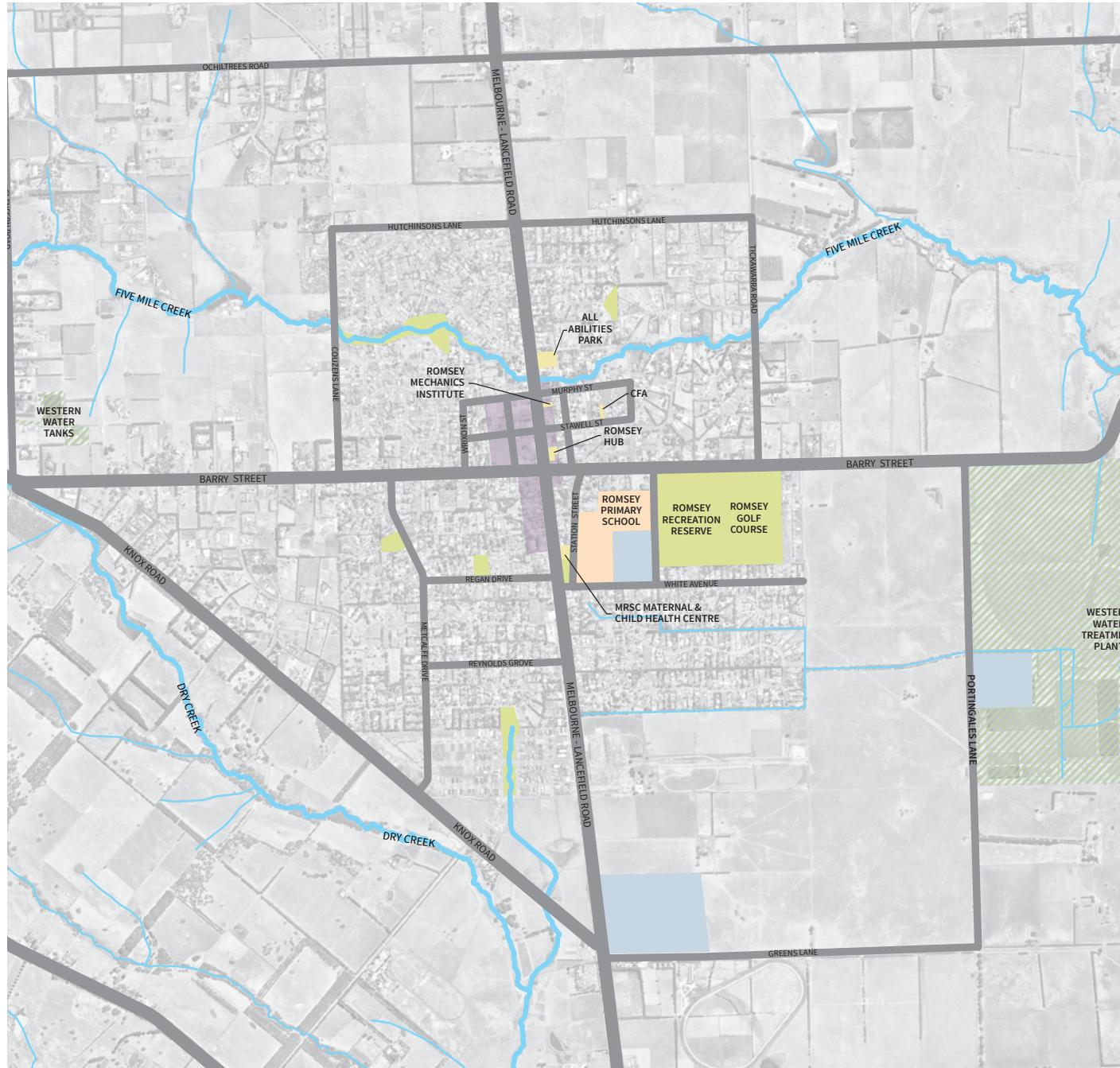


**Macedon  
Ranges**  
Shire Council

VERSION	DATE	NOTES
V1	22.10.18	First Draft
V2	12.11.18	Working Draft - Updated to include council feedback
V3	30.11.18	Working Draft - Updated to include council feedback
V4	05.12.18	Final Report - Updated to include external agency + council feedback

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**FIGURE 1 TOWNSHIP CONTEXT**

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# 01 INTRODUCTION

## 1.1 BACKGROUND

### SETTLEMENT ROLE OF ROMSEY

The Macedon Ranges Planning Scheme, identifies a settlement hierarchy for all towns within the Shire. The strategic role of each town and an indicative population range is identified. Romsey is shown as moving from a district town to a large district town by 2036, with the notation:

- *Encourage the development of Kyneton and Romsey as large district towns. The anticipated population of Romsey is anticipated to be at the cusp of a district town and a large district town.*

The settlement hierarchy identified in the Macedon Ranges Planning Scheme has as its strategic basis the adopted Settlement Strategy 2011 which was implemented into the planning scheme as part of amendment C84 in 2014.

The population of Romsey in 2016 was 6,135 with an average household size of 2.79 people per house. The population is forecast to increase to 9,084 people and the household size decrease to 2.64 people per house by 2036.  
(Source: Forecast ID, November 2017)

Further work will be required to help determine the future population of Romsey and the number of new dwellings required to accommodate the increased population.

### ROMSEY OUTLINE DEVELOPMENT PLAN

The current structure plan for Romsey is the Romsey Outline Development Plan (ODP). This plan was adopted by Council in 2009 and sets out the planning direction for the town to 2021.

The ODP was implemented into the Macedon Ranges Planning Scheme as part of amendment C66, in 2012. Recognising that the Outline Development Plan for Romsey had a 2021 vision for the town, the following planning scheme provision was included to safeguard future growth planning for the town beyond 2012:

#### *Clause 21.3-4*

#### *Settlement and Housing Objectives*

- *1.7 Protect areas to the immediate south and east of the town from encroachment by rural residential development, in order to safeguard the possibility of future urban expansion.*

The Romsey ODP acknowledges that additional residentially zoned land will be required for the town to realise its large district town status by 2036.

As the current Romsey ODP does not direct the planning for Romsey's growth as a large district town beyond 2021, a new structure plan is required to direct development towards achieving the settlement hierarchy vision for Romsey and to determine a long term settlement boundary for the town.

## 1.2 STATEMENT OF PLANNING POLICY

Macedon Ranges was declared a distinctive area and landscape under Part 3AAB – Distinctive areas and landscapes, Section 46AO of the Planning and Environment Act 1987.

The Macedon Ranges Statement of Planning Policy (the Statement) supports the Macedon Ranges Planning Scheme and creates a framework for future development and protection and conservation of distinctive attributes of the Macedon Ranges declared area.

In relation to settlements, the settlement hierarchy found in the Statement largely reflects the hierarchy within the Macedon Ranges Planning Scheme. The Statement directs that protected settlement boundaries apply to towns identified for growth. For Romsey, the Statement notes:

#### *“Romsey”*

*“A protected settlement boundary will be determined for Romsey as part of the review of the Romsey Outline Development Plan. A structure plan will be used to determine the settlement boundary. (p. 29 Macedon Ranges Statement of Planning Policy.)”*

The Romsey Issues and Opportunities Paper is the first stage of the process in preparing a structure plan for Romsey Township, which will ultimately provide a long term vision for the town and determine the long term settlement boundary.



## 1.3 STATE PLANNING POLICY

### 1.3.1 PLAN MELBOURNE 2017-2050

Romsey is located within the peri-urban areas of Melbourne as identified in the state strategic planning document Plan Melbourne 2017-2050.

Melbourne's green wedges and peri-urban areas support Melbourne through food production, critical infrastructure (such as water supply catchments and airports), sand and stone supply, biodiversity, recreation and tourism.

Protection of these areas are integral as outlined in the following policy directions:

#### POLICY 4.5.1

*"Strengthen protection and management of green wedge land."*

Planning tools that protect green wedge land include:

- ▶ Regulations requiring ratification by both Houses of Parliament for planning scheme amendments that alter the urban growth boundary or green wedge

Subdivision controls;

- ▶ Core Planning Provisions for Metropolitan Green Wedge Land (Clause 57), which set out prohibited land uses and subdivision provisions;
- ▶ Green wedge zones, which primarily include the Green Wedge Zone, the Green Wedge A Zone and the Rural Conservation Zone;
- ▶ Green Wedge Management Plans, which are council-

*adopted strategies that identify a vision, objectives and actions for the sustainable use and development of each green wedge.*

The 2013 reform of Victoria's planning zones broadened the range of uses permitted in green wedges and reduced permit limitations, particularly with respect to the Rural Conservation Zone. There is a need to ensure the planning controls in place for Melbourne's green wedges are robust and can deliver ongoing environmental, cultural and health and wellbeing benefits to the community, while supporting agricultural businesses and jobs.

Planning controls, however, can only go so far. Green Wedge Management Plans must be in place to support achievement of desired green wedge outcomes. Progress with the development and implementation of plans has been varied across local government areas and several green wedges do not have a plan in place.

Requirements for preparing Green Wedge Management Plans must be strengthened, and measures must be put in place to periodically review and update these plans to ensure they address emerging planning and land management issues.

#### **POLICY 4.5.2**

*"Protect and enhance valued attributes of distinctive areas and landscapes."*

Green wedges and peri-urban areas contain landscapes that have significant geographic and physical features. Localised planning statements have been prepared for distinctive areas such as the Bellarine Peninsula and the Mornington Peninsula. Statements are also being developed for the Yarra Valley and Dandenong Ranges, and the Macedon Ranges. These areas have strong economic bases driven by tourism, recreation, agribusiness and lifestyle—and are close to Melbourne.

Other areas within Melbourne's green wedges and peri-urban areas are increasingly experiencing pressure for change. This could potentially undermine the long-term natural or non-urban uses of land in these areas and must be carefully managed. Planning for identified distinctive areas within green wedges and peri-urban areas needs to identify the valued attributes of these areas (as summarised on the following pages) and ensure they are protected and enhanced for ongoing use by present and future generations.

### **1.3.2 LODDON MALLEE SOUTH REGIONAL GROWTH PLAN**

#### **13.3 GROWTH OF REGIONAL CENTRES & TOWNS**

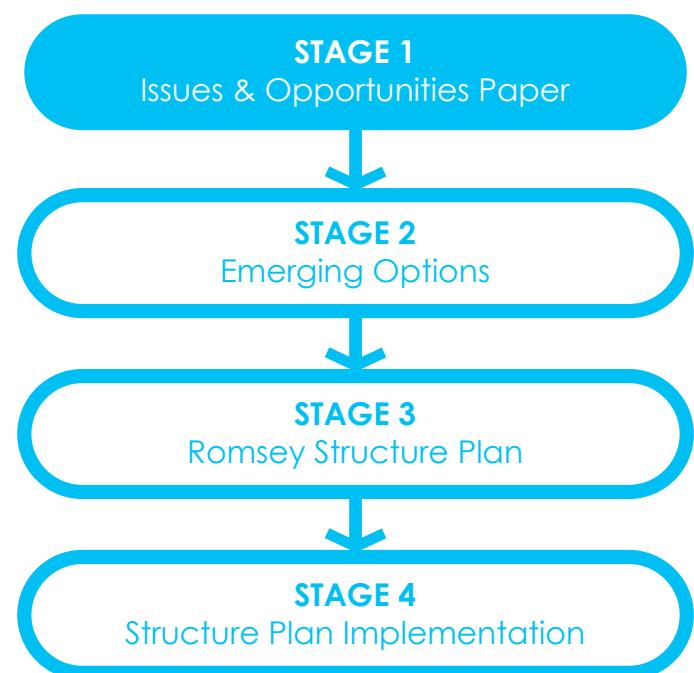
Romsey will continue its role as a rural town. Supply estimates indicate potential capacity for approximately 6000 people on existing residentially zoned land. However, the town has limited services and transport infrastructure. Future transport links would need to be provided to accommodate projected future growth. While growth is to be accommodated, there is an opportunity to retain the unique village atmosphere of the township. Planning for settlement growth will need to consider potential flood considerations.



## 1.4 PURPOSE

The purpose of this paper is to identify and detail planning issues and opportunities for Romsey. This will provide a foundation to undertake Stage 2 – being the preparation of an emerging options paper. This work will help guide more detailed strategic analysis and develop a Romsey structure plan.

The Romsey Structure Plan process is identified below:



## 1.5 STUDY AREA

The study area includes the existing town area and surrounding land. There is no defined study boundary at this stage given the need to understand the broader Romsey area and wider planning issues and opportunities of the town and surrounds.

To determine what issues and opportunities were within or outside of the scope of analysis, the paper was guided by two key considerations:

- ▶ *The relationship between the identified issue/opportunity and the themes of structure plans for peri urban settlements.*
- ▶ *The role the structure plan performs.*

For example: issues and opportunities related to areas on the fringes of Romsey related to farming land were considered more applicable to further review as part of the Farming Strategy. As issues/opportunities in these fringe areas are not clearly related to the themes of the structure plan for Romsey and are already addressed by other strategic policy, they are considered out of scope for consideration by the Romsey Issues and Opportunities Paper.

## 1.6 METHOD

Preparation of the Issues and Opportunities Paper occurred over eight months and various stages. Considering the importance of stakeholders and their involvement in the project, the first step was stakeholder identification. Following this, a context review took place. This included desk top analysis of the current planning policy, as well as on the ground analysis of physical features.

Once the current context was understood, the public consultation commenced. This included one on one discussion with service providers, community workshops and a resident survey (face to face and online), the results of these discussions can be found at appendix 2.

Information from consultation was then analysed and considered in preparation of the consultation report and in the identification of issues and opportunities in this report.

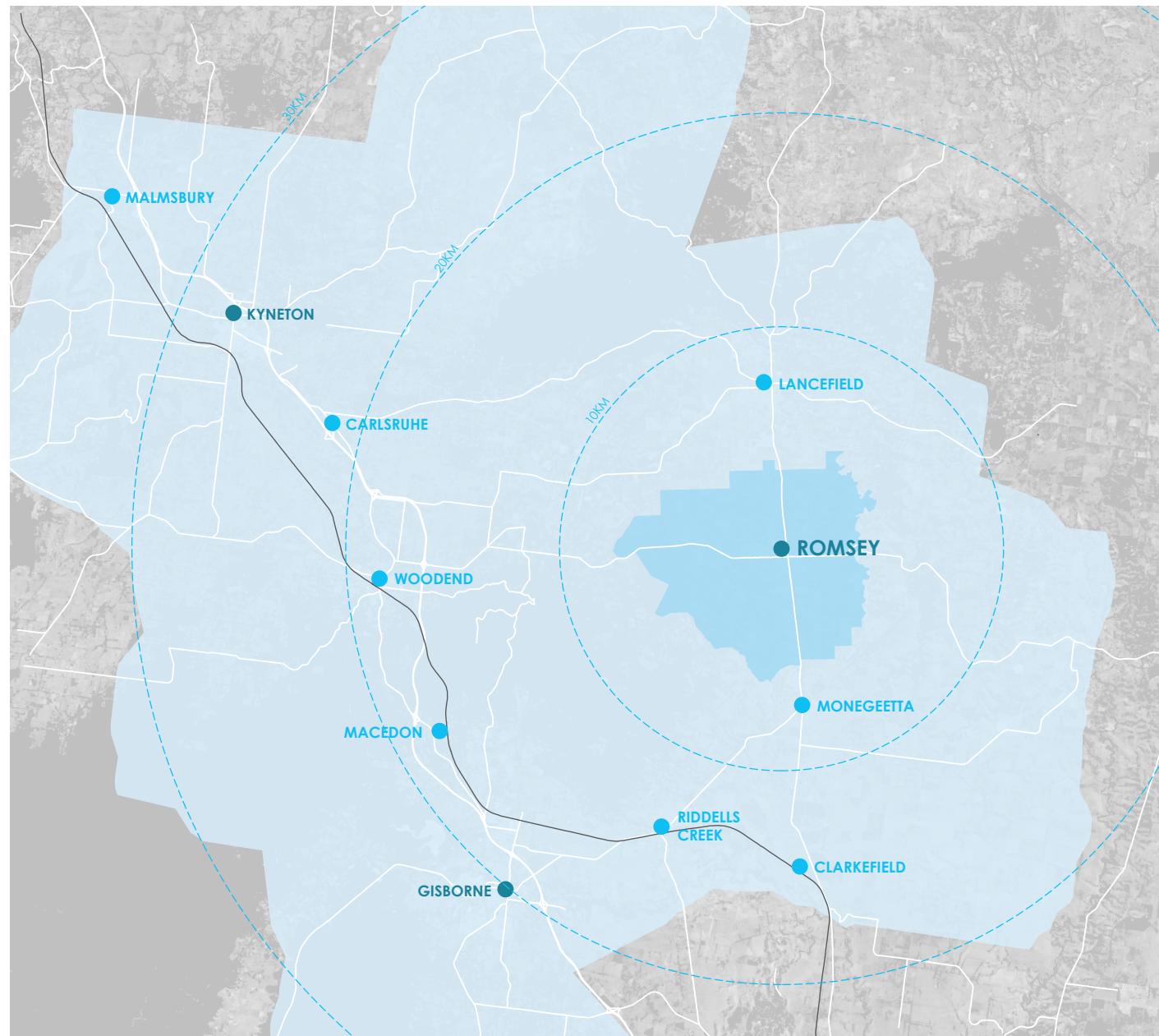


FIGURE 2 LOCAL CONTEXT

# 02 CONTEXT

## 2.1 TOWNSHIP PROFILE

Romsey is located within the Macedon Ranges Shire on the Lancefield-Melbourne Road, approximately 63km north-west of the Melbourne CBD. The township population in 2016 was 4,746 (Australian Bureau of Statistics “Romsey, Vic (SSC)”, 2016 Census QuickStats). This makes Romsey the major urban centre in the east of the municipality.

The first white people on the present town site arrived in the early 1850s, but prior to European settlement, the area was occupied by the Wurundjeri people, who remain the traditional owners. The Wurundjeri as the traditional owners, are the custodians of the land and are the registered aboriginal party for the region.

Following European settlement, the soil was described as being very fertile and agricultural enterprises soon emerged. Romsey became a hub of agricultural and pastoral activities for most of the twentieth century, and was serviced between 1881 and 1956 by the former Romsey railway station on the now dismantled Clarkefield-Lancefield railway.

Romsey is still surrounded by a belt of productive agricultural land and is responding and catering for new types of farms and farm practices, local wineries, tourism and lifestyle residents. Romsey also supports a range of retail, commercial and industrial activities but this range is limited and escape expenditure is comparatively high, even by peri-urban standards.

Romsey and its residents have strong links to Sunbury and the airport corridor in Melbourne for employment and commerce. There is no operative railway line in the area and public transport consists of infrequent bus services connecting to other centres. As a result, the overwhelming majority of residents choose to drive to work. Despite Romsey having no local train station, many Romsey residents choose to commute to work by train from Clarkefield and Riddells Creek train stations. The absence of a secondary school in the Romsey area also means that a large numbers of students are required to travel to other towns.

Today, historic red-brick buildings and mature European trees line the spacious main street. Other elements defining Romsey's character include: significant vegetation; Five Mile Creek; open space; and large residential lots.

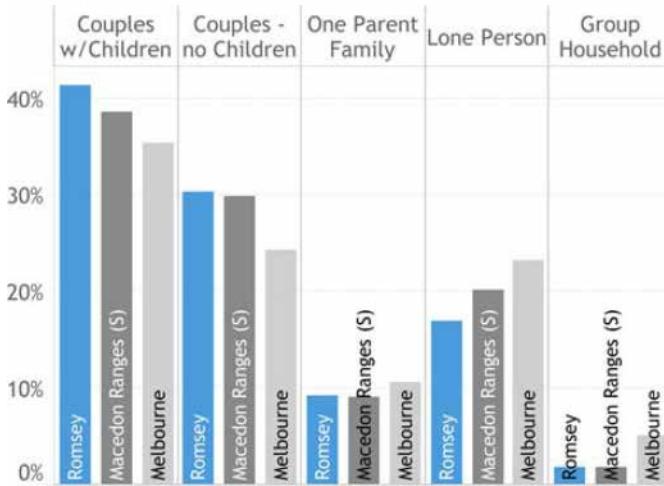
## 2.2 DEMOGRAPHICS

This demographic analysis is based on data collected by the Australian Bureau of Statistics for the Romsey SSC geographic region. This area includes both the township of Romsey as well as some of the surrounding rural areas. Data comparisons and key observations are made by Charter Keck Cramer.

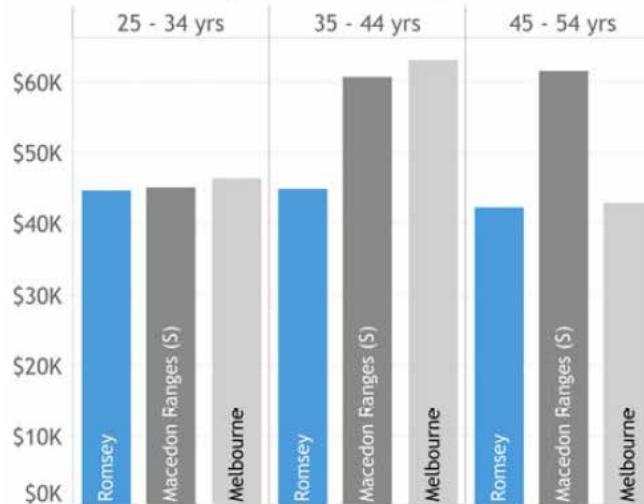
### KEY OBSERVATIONS

- ▶ *The predominant age cohorts across Romsey are the 45 – 64 years age cohort (29% of total population) and 0 – 17 years age cohort (27% of total population). Across Romsey there is a higher proportion of residents in these age groups than across Metropolitan Melbourne. The age distribution of Romsey has not changed markedly over the 2011 – 2016 period albeit that in 2011 there was a slightly higher proportion of residents in the 0 – 17 years age bracket (29%) than the 45 – 64 years age bracket (28%).*
- ▶ *Over the 2011 – 2016 period Romsey has experienced an increase in population across most age cohorts with the largest average annual increases observed across the 65+ years age cohort (+7% p.a) followed by the 18 – 24 years age cohort (+4% p.a). The 35 – 44 years age cohort (-2% p.a) and 0 – 17 years age cohort (-1% p.a) both experienced a fall in population levels over the 2011 – 2016 period.*
- ▶ *The average annual income of Romsey residents across the major working cohorts was between \$40,000 -\$45,000.*
- ▶ *A majority of households across Romsey contain couples (71% of total households) while the predominant household type is couples with children (41% of total households). This is followed by couples without children (30% of total households). Both figures are higher than the Metropolitan Melbourne equivalent and are broadly similar to those recorded in 2011.*
- ▶ *A majority of residential dwellings in Romsey are detached houses (93%). In comparison to Metropolitan Melbourne both Romsey and the Macedon Ranges LGA contain a significantly greater proportion of detached houses. Since 2011 the proportion of detached dwellings across Romsey has fallen from 98% to 93%.*

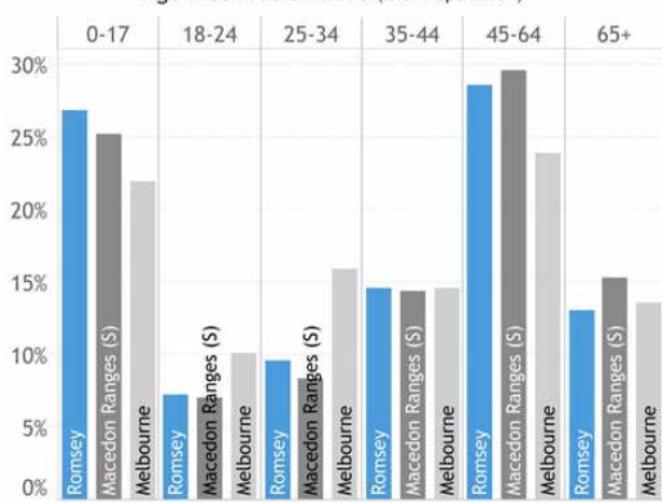
Household Structure 2016 (% of Population)



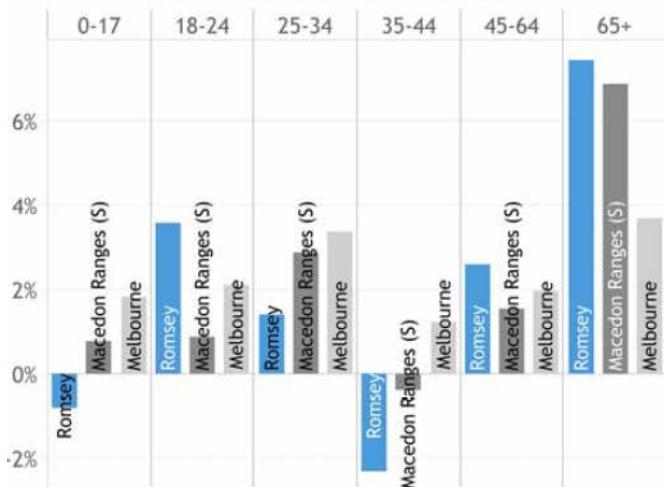
Average Annual Income (2016)



Age Distribution 2016 (% of Population)



Age Cohort 2011-2016 (% Change p.a.)





## 2.3 LOCAL PLANNING CONTEXT

### 2.3.1 ISSUES IDENTIFIED IN THE MACEDON RANGES PLANNING SCHEME

- ▶ *Managing the significant growth pressures in Romsey due to its appeal to those who prefer to live outside Melbourne and commute to the metropolitan area for work. Over recent decades the town has grown at a high rate and provides a desirable and affordable location for families and those seeking to retire from larger rural holdings.*
- ▶ *Balancing future growth needs between residential growth and employment, business services and community infrastructure if sustainability objectives are to be met.*
- ▶ *Facilitating a greater diversity of housing to better respond to changing demographics. Romsey's housing stock is dominated by single dwellings on large to very large lots, generally 1,500-4,000 square metres.*
- ▶ *Ensuring that new development reflects the neighbourhood character of the established residential areas of Romsey, which is very different from metropolitan Melbourne and highly valued by residents.*
- ▶ *Ensuring that zoning within the township reflects the constraints that exist, such as the absence of reticulated wastewater services in some already developed areas.*

## **2.3.2 PLANNING CONTROLS - LOCAL PLANNING POLICY FRAMEWORK**

The Macedon Ranges Planning Scheme states:

### **21.01 MUNICIPAL PROFILE**

*“Urban growth over the past decade has been the greatest in the south of the Shire (in Gisborne, Romsey and Riddells Creek)”*

*“High quality soils are situated between Lancefield, Hesketh and Romsey”*

*“Heritage buildings and streetscapes - particularly in Kyntown, Gisborne, Woodend, Romsey, Lancefield, Mount Macedon and Malmsbury - contribute to the amenity and character of these towns”*

*“The Melbourne-Lancefield Road forms the eastern spine providing direct access to Melbourne Airport”*

### **21.02 KEY ISSUES AND INFLUENCES**

*“Heritage buildings and streetscapes, particularly in Kyntown, Gisborne, Woodend, Romsey, Lancefield, Mount Macedon and Malmsbury contribute to the amenity and character of urban areas”*

### **21.04 SETTLEMENT**

*“To deliver the settlement hierarchy vision 2014 to 2036, Romsey will change designations in the town hierarchy from district town to large district town. Romsey is encouraged to develop to a large district town with a population anticipated to be at the cusp of a district town (2,000 to 6,000 people) and large district town (6,000 to 10,000 people).”*

### **21.07 NATURAL RESOURCE MANAGEMENT**

*“High quality soils and productive broad acre stock and cropping farming practices located between Romsey and Lancefield are valuable economic contributors that Council wishes to see continued.”*

### **21.08 BUILT ENVIRONMENT AND HERITAGE**

*“Regulation and protection of the rich heritage features and values, such as those found in Romsey, are critical to ensuring development outcomes are sustainable and respectful of the character of the town. Key to this is retaining the compact form and character of Romsey’s town centre.”*

### **21.09 HOUSING**

*“The changing demographic in the Shire drives demand for more diverse housing choices which are affordable, able to be appropriately serviced and are environmentally sustainable. Specific to Romsey, structure planning is to identify preferred areas for medium density housing in the town’s centre.”*

### **21.10 ECONOMIC DEVELOPMENT AND TOURISM**

*“It is important to focus the provision of employment generating land uses, commercial and higher order retail operations to the centre of Romsey. Amenity considerations where different land uses interface are complex and relate to a range of issues. Location, supporting infrastructure, township and landscape character, the role in supporting the town’s core and the nature of the land uses are key considerations for Romsey.”*

### **21.11 TRANSPORT**

*“Public transport in Romsey is limited to a bus service along Melbourne-Lancefield Rd. Opportunity exists*

*to improve this bus service, as well as upgrade Melbourne-Lancefield Rd, recreation, cycling and riding trails. Development should be within a proximate, walkable distance and integrated with the public transport network.”*

### **21.12 COMMUNITY DEVELOPMENT & INFRASTRUCTURE**

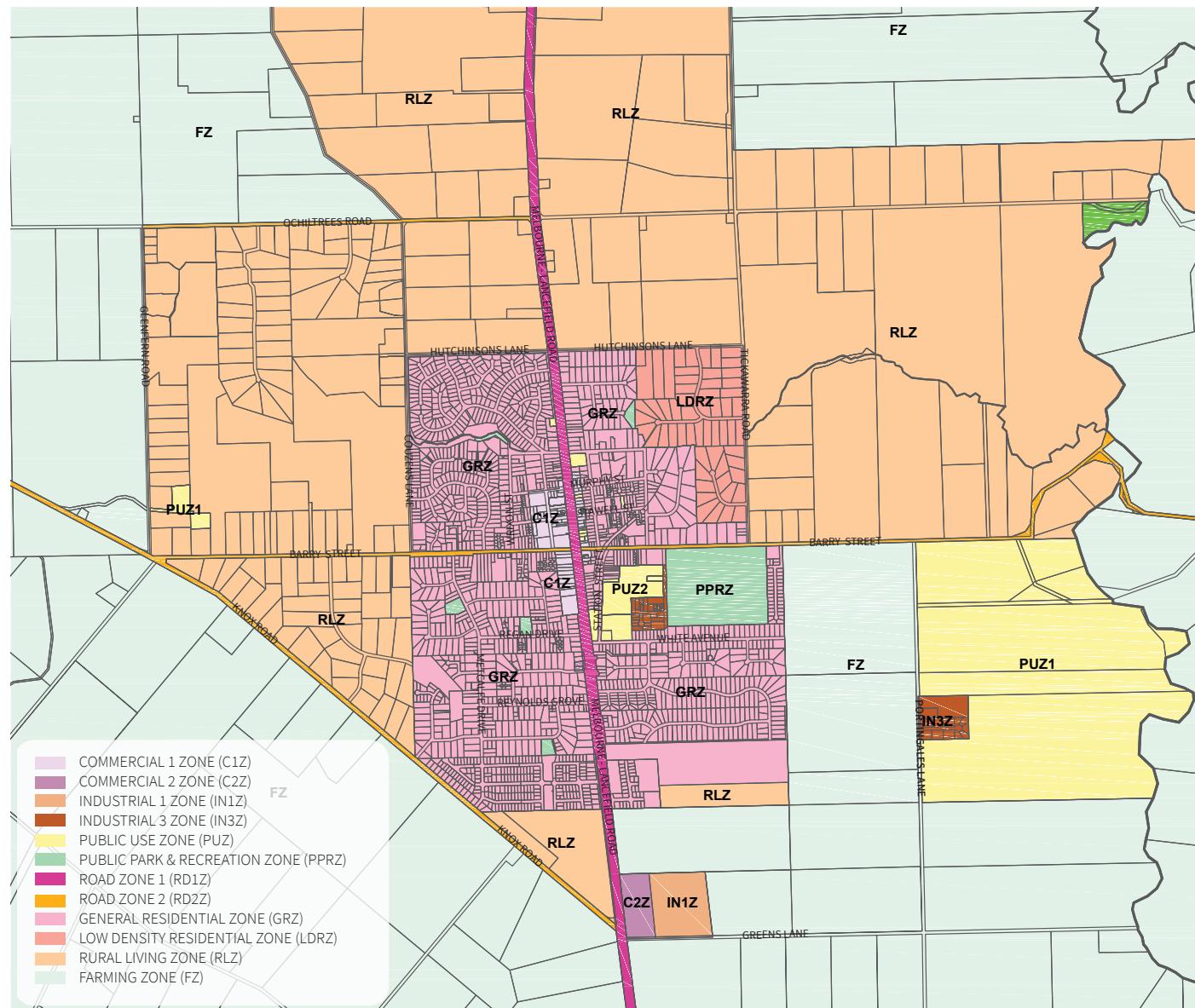
*“Services, community facilities and infrastructure needs of Romsey must be determined through the structure plan preparation process. These needs must be planned for and funded by an appropriate contributions levy mechanism and integrated in decision making to ensure their timely and equitable provision makes a positive contribution to the community’s development.”*

### **21.13 LOCAL AREAS AND SMALL SETTLEMENTS**

*“Romsey’s growth and development towards achieving its role as a large district town and major urban centre will require additional population and the associated supporting infrastructure. Key objectives identified are to protect agricultural land and facilitate sustainable development by limiting residential development to within a defined township boundary.”*

*“Further, to reduce the need for residents to travel outside of the town; to provide housing which meets peoples’ needs; to balance local employment opportunity with township character and amenity values; to protect environmental functions of waterways; for development to contribute to place making which recognises heritage and character values. Many directions are also reiterated at previous clauses in the local planning policy framework.”*

**FIGURE 3**  
**CURRENT ZONING**



### 2.3.3 ZONING

Residentially zoned land is located within the current township boundary with the majority zoned General Residential Zone (343 hectares approx.), with a smaller amount of Low Density Residential Zone (51 hectares approx.).

Within the current township boundary, there also exists a pocket of Industrial 3 Zoned land, Commercial 1 Zoned land, Public Use Zone land, Public Park and Recreation Zone land and Road Zone land.

Beyond the current township boundary, land is mostly zoned Rural Living Zone and Farming Zone, with a small pocket of Industrial 1 Zone and Commercial 2 Zone to the town's south, and a small pocket of Industrial 3 Zone land to the east adjacent to a larger parcel of Public Use Zone land.

**FIGURE 4**  
**CURRENT OVERLAYS**

### 2.3.4 OVERLAYS

There are a number of overlays that are applied to the Romsey Township and its surrounds.

#### DESIGN & DEVELOPMENT OVERLAY

The Design and Development Overlay 18 (DDO), DDO7 and DDO19 identifies areas affected by specific design requirements relating to both the design and built form of new development.

DDO Schedule design requirements relate to the following key elements:

- ▶ Building Envelope
- ▶ Street Setbacks
- ▶ Maximum Building Height Front Fences
- ▶ Subdivision Lot Size Restrictions

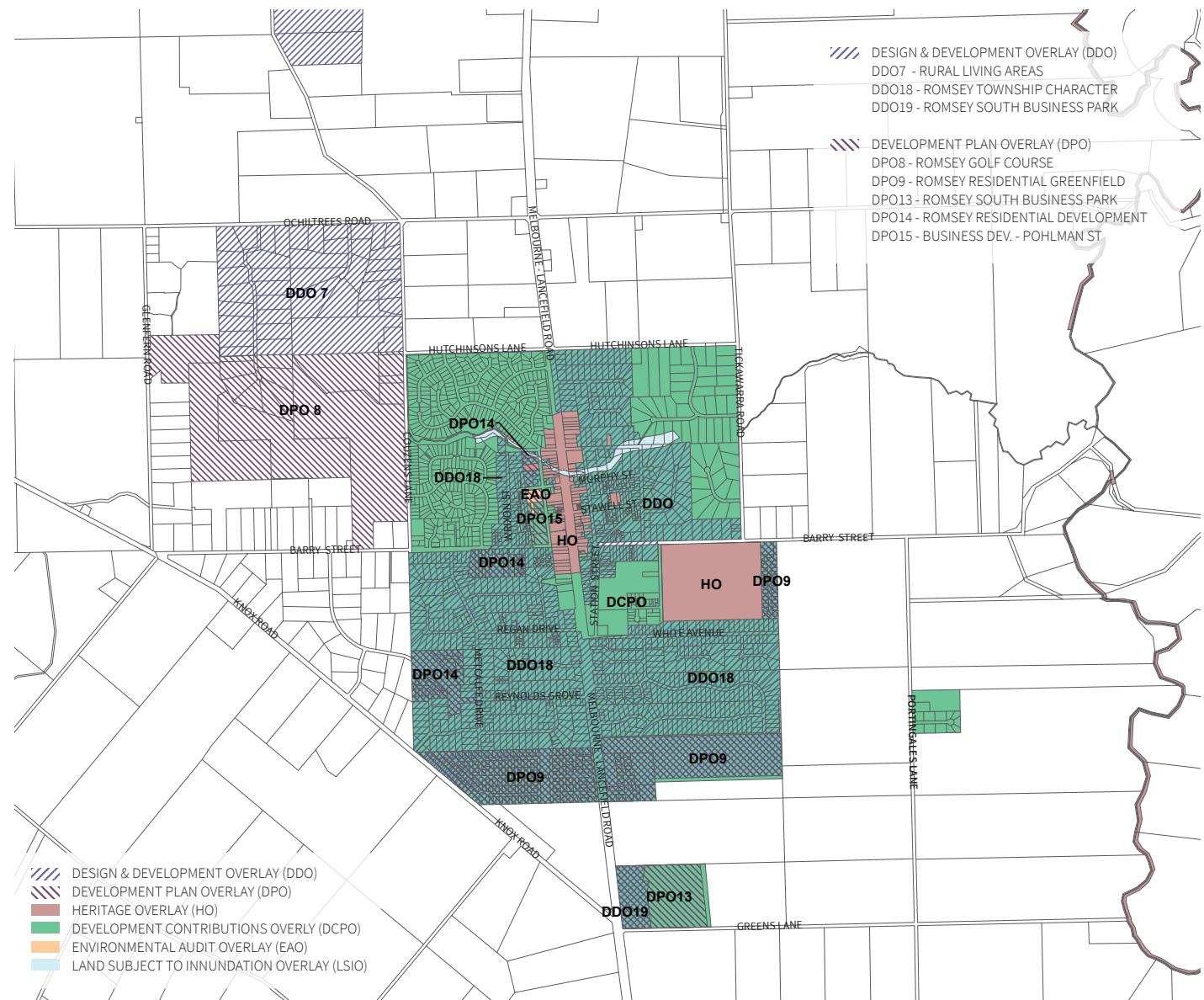
The design and development requirements are centered around ensuring that development considers its existing natural and environmental context, as well as respecting the valued character of the Romsey township.

#### DEVELOPMENT PLAN OVERLAY

The Development Plan Overlay (DPO) identifies areas where future development needs to be outlined on a council approved development plan, before a permit can be granted. There are five development plan overlays within Romsey. These are identified in Figure 10.

#### OTHER OVERLAYS

There are various other overlays affecting Romsey. These overlays predominantly relate to environmental audit, land subject to inundation, heritage and development contributions.



## 2.4 STRUCTURE PLANNING CONTEXT

### 2.4.1 ISSUES IDENTIFIED IN ROMSEY ODP

The Romsey Outline Development Plan identified several strategic planning actions to aid the discretion of decision makers, and require Council with other organisations and service authorities to coordinate infrastructure provision.

Many of the strategies and directions identified in the Romsey ODP were translated into the Macedon Ranges Planning Scheme with planning scheme amendment C66. The amendment translated these measures to various sections of the Municipal Strategic Statement, with rezoning of land, application of new overlays and revising schedules to existing zones and overlays.

From the work completed in preparing the Romsey Issues and Opportunities Paper, it is clear that some issues remain to be resolved, such as those relating to infrastructure provision (i.e. provision of secondary school provision, up grades to sewerage and drainage services, improvements to open spaces along waterways etc.).

The Romsey ODP provides a vision for the town to the year 2021 and identifies that the plan will need to be reviewed.

Appendix 1 provides a comprehensive summary of the issues identified in the Romsey ODP and commentary on how each issue has been addressed.

### 2.4.2 IN THE RURAL LIVING ZONE STRATEGY, 2016

In the Rural Living Zone Strategy provides guidance on how the surrounding Rural Living Zone of the Romsey Township should be considered. The following is an extract from the strategy, with regard to managing the future growth of Romsey Township.

#### ***Managing Future Township Growth***

*The larger townships in the Macedon Ranges Shire have structure plans providing clarity about direction for urban growth over the next 15 years or more. Planning for township growth beyond this 15 year timeframe has not been undertaken and it is essential to maintain potential growth options for the long term. In some areas, such as Romsey, Gisborne and Riddells Creek; Rural living zoned land directly abuts town boundaries, where existing urban infrastructure and services are located. These growth fronts are the natural location for accommodating potential long term town expansion options.*

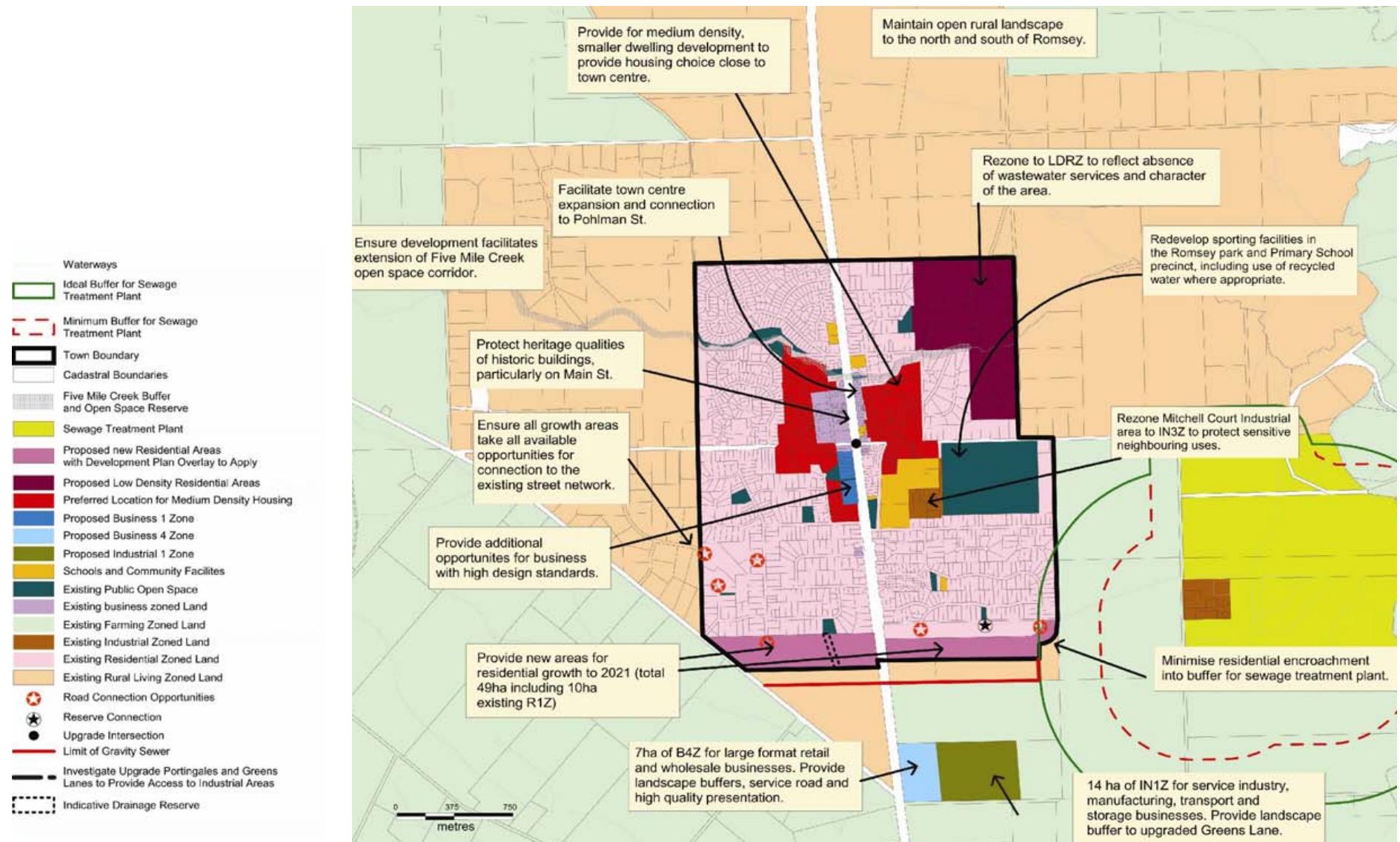
*However, township expansion is made extremely difficult where subdivision and development patterns have fragmented the ownership of adjoining land into smaller holdings with substantial homes. In this situation urban redevelopment is dependent on the cooperation of a number of landowners with mixed attitudes and expectations and staging of any development in these areas is likely to be sporadic and unpredictable. The application of appropriate zoning controls combined with large minimum lot sizes can preserve areas of potential long term growth on the fringes of townships so that urban style development can be easily accommodated in the future.*

### 2.4.3 OTHER RELEVANT STUDIES

There have been various strategic documents prepared for Romsey and the greater Macedon Ranges region. The following list includes the relevant documents:

- ▶ Macedon Ranges Council Plan (Year One) 2017-2027
- ▶ Draft Macedon Ranges Council Plan (Year Two) 2017-2027
- ▶ Planning Scheme Review 2018 Draft Issues and Options Paper
- ▶ Community Access and Inclusion Plan 2014-2018
- ▶ Macedon Ranges Environment Strategy 2017
- ▶ Macedon Ranges Playground Strategy 2009-2014
- ▶ Macedon Ranges Open Space Strategy 2013
- ▶ Amendment C66 and C80 Panel Report 2012
- ▶ Romsey Development Contributions Plan 2012
- ▶ Romsey Residential Character Study 2012
- ▶ Macedon Ranges Tourism Strategic Plan 2011
- ▶ Community Safety and Crime Prevention Partnership Plan 2011
- ▶ Macedon Ranges Settlement Strategy 2011
- ▶ Lancefield, Romsey and Woodend Town Centre Heritage Precincts Incorporated Plan
- ▶ Romsey Outline Development Plan 2009
- ▶ Romsey Township Stormwater Drainage Study 2009
- ▶ Romsey Demographic Profile 2008
- ▶ Macedon Ranges Housing Strategy 2007
- ▶ Macedon Ranges Leisure Strategy Plan (2005)
- ▶ Macedon Ranges Cultural Heritage & Landscape Study 1994

**FIGURE 5**  
**ROMSEY OUTLINE DEVELOPMENT PLAN**



# 03 PHYSICAL CONTEXT

## 3.1 EXISTING FEATURES

The existing features analysis has been based on site observations and a desktop assessment of data that is currently available. To properly inform the future emerging options process, further detailed assessments will be required to fully understand the current constraints of the land.

### 3.1.1 FLORA & FAUNA

The majority of the Romsey Township and surrounds has been partially cleared of native vegetation and highly modified since settlement to allow for cropping and grazing uses. The modified landscape is typical of Victorian towns in the region. A large number of exotic tree and smaller plant species have since been introduced.

Data obtained from the Victorian State Government's Environmental Vegetation Classes (EVC) biodiversity database now identifies only a sparse cover of remnant native vegetation across the Romsey area.

The majority of the vegetation is Plains Grassy Woodland (EVC 55) which is located mainly within roadside areas. There is also remnant native vegetation patches of Stream Bank Shrubland (EVC 851) identified along Deep Creek, localised within the creek corridor environs.

A detailed flora and fauna assessment will be required to determine the presence of any State and Federal protected species within the Romsey Township area and to assess the environmental significance of the findings.

### 3.1.2 LAND FORM & TOPOGRAPHY

The Romsey Township is sited on a relatively flat central volcanic plain, with some undulation towards the key waterways of Five Mile Creek which bisects the town, and plateauing toward the southern and eastern areas of the township as it approaches the plains adjacent to Dry and Deep Creek.

The town is situated approximately 10 kilometres east of the Macedon Ranges and Cobaw Ranges, with Mt Macedon and Hanging Rock being particularly pronounced topographical features. The town is also located approximately 5 kilometres west of the notable Mt William Range and Deep Creek. Close proximity to these ranges on the eastern and western sides of the township provide a highly valued visual landscape and environmental setting to Romsey.

The most elevated and undulating areas within the township are located near Ochiltrees Hill and Rocky Hill in the north-west quadrant near Barry Street, Ochiltrees Rd and Glenfern Rd. The land use in these areas consists of mainly larger residential lots as a design response to deal with the steeper grades.

The northern area of the township includes fertile soils that have been utilised for farming purposes. This area has also been identified through previous planning policies to be retained as a separation or break between the two townships of Lancefield and Romsey.

### 3.1.3 WATERWAYS

There are a number of waterways that interact with the Romsey Township.

### FIVE MILE CREEK

The most significant waterway that traverses through the town is Five Mile Creek. The creek captures water flows from the foothills of Mt Macedon and heads east through the township connecting as a tributary to Deep Creek to the east. Five Mile Creek is a significant feature and asset to the Romsey community and is utilised as a passive recreation corridor as well as providing a 'local' opportunity for the residents of the township to connect with nature. Public access to Five Mile Creek is limited to a section between Couzens Lane and Melbourne-Lancefield Rd. The remaining sections of the creek flow through privately owned land and are not accessible to the public.

### DEEP CREEK

Deep Creek is identified as a higher order waterway system that is formed by the confluence of a number of smaller streams draining the north eastern slopes of the Macedon Ranges and the southern slopes of the Cobaw range, and terminates at the convergence of Jacksons Creek and the Maribyrnong River south of Bulla. The creek is a natural eastern boundary to the Romsey Township. Deep Creek is an ephemeral watercourse, which subject to rainfall within the local catchment, transforms from a continuous waterway body in high-flow periods to a chain of ponds in low-flow events.

### ROMSEY SOUTH DRAIN

The Romsey South Drain is a narrow channel that captures stormwater water runoff within the south-eastern part of the township and directs the flows towards Deep Creek.

### 3.1.4 HERITAGE

#### ABORIGINAL HERITAGE

The Wurundjeri people are the traditional owners of the land in the Romsey area and are the Registered Aboriginal Party under the Aboriginal Heritage Act 2006. Based on the information available, all of Five Mile Creek, Deep Creek and Dry Creek have been identified as areas of Aboriginal Cultural Heritage Sensitivity. Further work and consultation with the Wurundjeri must be undertaken to determine the significance of these areas and to identify any potential artefacts or sights of cultural significance that may require protection.

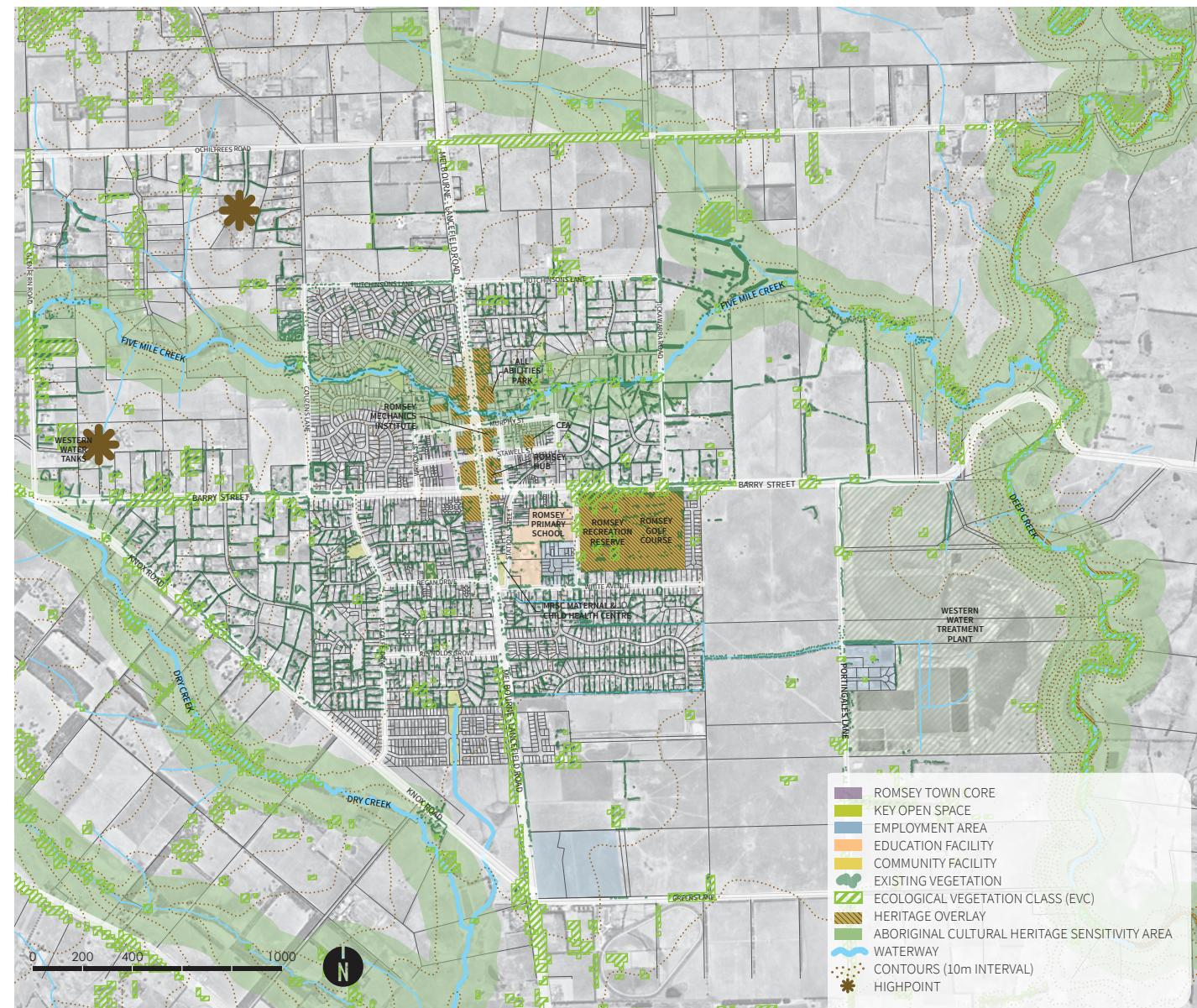
#### POST CONTACT HERITAGE

Romsey was initially settled in the mid-19th century with settlement situated along the Five Mile Creek. Romsey was a rich farming land and provided for travelers to the gold fields in the mid-to-late 1800s. The land was utilised for farming up until World War 2 when the use transitioned to grazing and cattle rearing.

Romsey is a town of many post contact heritage sites of local, and state significance. These post-contact heritage sites reinforce the rural past and are a significant element in defining the character the township. These sites are identified below:

HO141 - Catholic Church	HO194 - Seymour Cottage
HO142 - Mechanics Institute	HO195 - Romsey Park
HO143 - Romsey State School	HO210 - Uniting Church
HO145 - Romsey Shire Chambers	HO218 - Romsey Court House and Police Station Complex
HO146 - Romsey National Bank of Australasia	HO242 - House, Oaks and Garden
HO147 - Romsey Roads Board	HO267 -Romsey Town Centre Precinct

FIGURE 6 EXISTING FEATURES



## 3.2 INFRASTRUCTURE & SERVICES

### 3.2.1 TRANSPORT

#### PEDESTRIAN & CYCLING

The pedestrian and cycling network offering in Romsey is focused along Main Street and the town core. The network of footpaths beyond these areas is limited and fragmented. The lack of infrastructure connections from the surrounding residential areas to the town core discourages people to walk and cycle due to safety concerns.

There is a desire from the local community for the provision of a higher order shared path network utilising key roads and linear open spaces to improve linkages between neighbourhoods and destinations within Romsey.

The inter-town footpath that connects Romsey to Lancefield was identified as a desired piece of infrastructure that is utilised by the community as a passive recreation trail. There was strong support for the connection to extend south to Monegeetta and Clarkefield to provide an opportunity for commuters to cycle to Clarkefield station.

#### PUBLIC TRANSPORT

The public transport offering in Romsey is limited to the V/Line regional bus network that runs between Lancefield and Melbourne, via Sunbury or Gisborne, connecting to Clarkefield or Sunbury Stations (either as passenger or driver).

The bus route operates along Melbourne-Lancefield Rd through the centre of town and stops at the single bus stop located near to the intersection of Barry Rd/ Melbourne-Lancefield Rd.

The preference for the majority Melbourne-bound commuters who had responded to the resident's survey, was to access the public transport network by driving to Clarkefield Station.

Initial discussions with Transport for Victoria identified the opportunity to review and assess the public transport service provision during the Romsey Structure Plan process, utilising the population projections as a guide.

Through the consultation process it was evident that access to public transport for youth was a significant issue given distance from rail stations and infrequency of bus services.

#### VEHICULAR NETWORK

The Romsey township road hierarchy is characteristic of similar regional towns across Victoria. It includes the north-south primary arterial, Melbourne-Lancefield Rd along which the town is centred. The hierarchy also includes an east west secondary arterial road, surrounding collector roads along the town's edges, and local access roads throughout the town.

Melbourne-Lancefield Rd is a declared arterial road under the management of RRL and connects Romsey to the surrounding townships including Lancefield to the north and Sunbury to the south. Given the higher order of Melbourne-Lancefield Rd, direct access and on-street car parking opportunities are limited.

Melbourne-Lancefield Rd includes a service road on

either side, which provides on street parking and access to properties fronting the road including the commercial areas of the town centre, residential areas and community facilities. Barry Street is the higher order east-west council arterial road connecting to Macedon and Woodend to the west and Wallan to the East.

#### *Barry Street/Melbourne Lancefield Road Intersection*

The need to upgrade of the Barry Street and Melbourne-Lancefield Road intersection was identified by the Romsey ODP and RRL. An extensive public consultation process on the preferred intersection treatment determined the community's preference for a roundabout. The State Government funded intersection upgrade project also includes a set of pedestrian operated signals further north near the town's supermarket.

#### *Knox Road and Glenfern Road*

Knox Road and Glenfern Road are rural standard roads that provide local access and serve the role of providing local access to properties on the fringe of the Romsey Township. Knox Road provides a basic spray-seal carriageway while Glenfern Road is unsealed.

Both roads are being utilised as local bypass roads by drivers avoiding Melbourne-Lancefield Road.

### 3.2.2 SERVICING POTABLE WATER

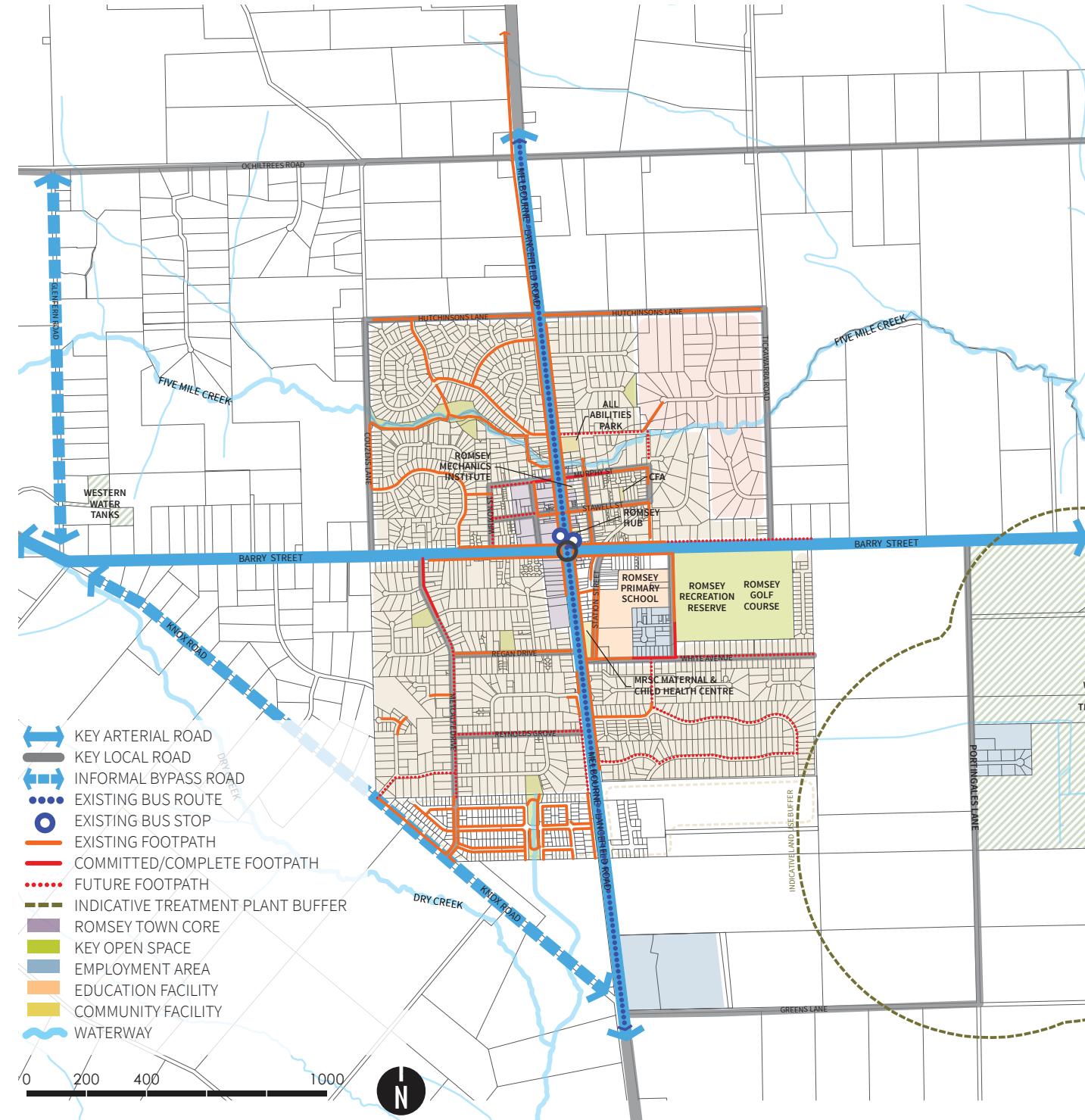
Romsey is provided with reticulated potable water supply fed from Kerrie Reservoir, Wright Reservoir, Rosslynne Reservoir, Romsey ground water via a local bore and connection to Melbourne's supply system. Western Water is the servicing authority responsible for potable water provision.

### SEWAGE

Most of Romsey's residentially zoned land is serviced by a reticulated gravity sewer system which flows to the Western Water waste water treatment plant located approximately 1 kilometre east of the township. The area of Low Density Residential Zone land in the north eastern corner of the township does not benefit from a reticulated system. Rather, each lot uses on site treatment in the form of a septic tank system.

### ELECTRICITY

The town is serviced by high voltage 22Kv on overhead powerlines and transforms to low voltage to premises also via overhead powerlines. There is no 66Kv infrastructure in Romsey or elsewhere on the eastern side of the Shire. The newer greenfield sites along the town's current southern residential edge have their power located underground in the road reserve.



**FIGURE 7**  
**INFRASTRUCTURE & SERVICES**

## **TELECOMMUNICATIONS**

During the community workshops a number of residents identified that they were unable to access a quality internet or mobile phone connection. This was also supported by a number of businesses and self-employed people working from home offices who found it difficult to operate with these essential services. Further work will be required to determine the current telecommunications offering and whether augmentation/upgrades will be required in the future.

## **GAS**

Reticulated gas is provided to the majority of residential lots in the township. The trunk main is located on the western side of Melbourne-Lancefield Rd. It extends north connecting to Lancefield and south to the extent of the residentially zoned land. It is noted that neither the industrial area on Portingales Lane, nor the industrial/commercial zoned land at the south of the town are serviced by the gas pipeline network.

## **STORMWATER**

Romsey is serviced by a mix of council owned and Melbourne Water owned stormwater infrastructure. The smaller council owned infrastructure has been provided to areas of Romsey as the town has developed over the decades. As a result, the age, condition and design of the infrastructure varies.

As was identified in the Romsey ODP, there are localised flood issues for areas adjacent to the Five Mile Creek corridor. Melbourne Water have provided the most recent floor mapping (please refer to figure 13) which highlights the

areas that will flood in a 1 in 100 year storm event.

### **3.2.3 COMMUNITY INFRASTRUCTURE AND EDUCATION**

The Romsey community is currently serviced by a variety of local community and recreation facilities. Romsey benefits from a community hub which provides library services, multipurpose function and meeting spaces, community workshops and training programs, and is an outlet for Council services. The town is also serviced by the CFA fire station, ambulance and police station.

The Romsey recreation reserve and golf course reserve provides local facilities including golf course, football ovals, lawn bowls and tennis courts. It's also grounds for the Romsey recreation centre, which provides a range of services such as Basketball, Indoor Soccer, Netball, Squash, Pre-school Programs.

The Romsey Primary school currently provides education facilities for P-6 students. The town does not have a secondary school, however the primary school site has the capacity for expansion for further education facilities should the population growth warrant secondary provision. DET is undertaking separate consultation with community members on this issue around access to secondary provision and will inform Council of the outcomes of this process.

The town does not have a local Aquatic Centre/Swimming pool and therefore is lacking the services such as swimming lessons and hydrotherapy.

Facilities in Gisborne and Sunbury provide services but can have limited capacity to cater to the needs of Romsey residents. Council's Sports and Active Recreation Strategy 2018 identifies the need to undertake a feasibility study into provision of aquatic facilities in Romsey. This is identified as action 5.2 within the strategy.

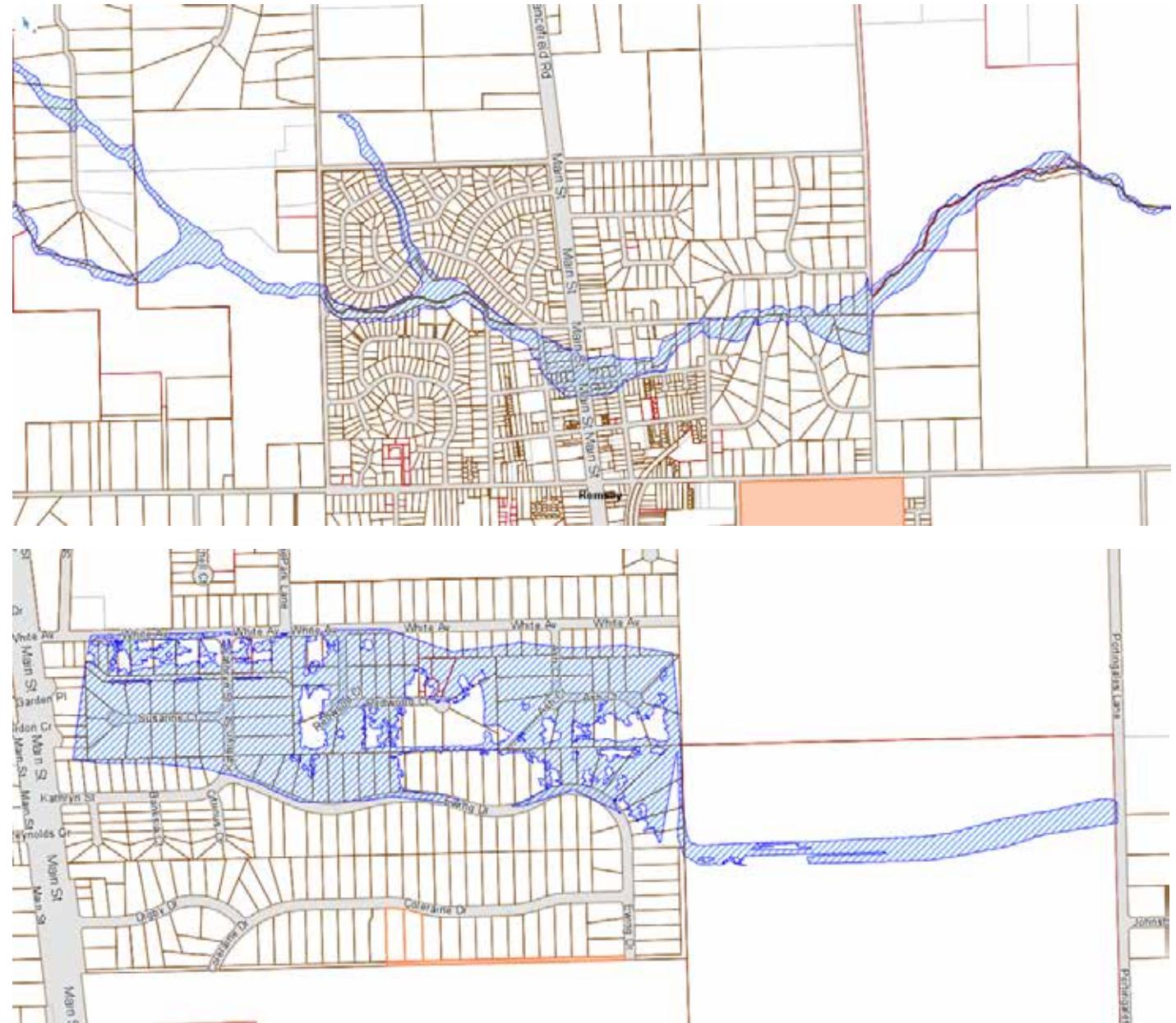


FIGURE 8  
EXISTING FLOOD PRONE AREAS

Reference: Melbourne Water Data 1:100 Flood mapping

## 3.3 LAND USE

### 3.3.1 TOWN CENTRE & EMPLOYMENT

#### ROMSEY TOWN CENTRE

The town centre of Romsey straddles the eastern and western sides of Melbourne-Lancefield Rd. Most business and community activities are located along Melbourne-Lancefield Rd between Murphy St and Barry St. The size of commercially zoned land parcels within the town centre varies considerably, with a range between 100m<sup>2</sup> to approximately 8000m<sup>2</sup>. There are a number of vacant and underutilised commercially zoned allotments in the town centre. In addition, businesses such as the local hotel have recently closed.

The town centre provides a range of local services including retail, service and community offerings. There is a supermarket (a second supermarket was closed), post office, pharmacy, bank, bakery and medical centre clustered together on the western side, and a variety of retail, food and drink, and service based businesses and community buildings located along the eastern side.

Direct vehicle access is provided via a service road along the eastern and western sides of Melbourne -Lancefield Rd. Pedestrian access is provided via footpath along both sides of the service but there is no controlled pedestrian crossing points for Melbourne-Lancefield Rd. Service lanes provide car parking and include fragmented lengths of bike lane.

Whilst there is provision for local retail, the majority of shopping and entertainment needs are undertaken at other centres (ie. Sunbury and Gisborne) resulting in a significant amount of escape expenditure from the town.

#### EMPLOYMENT AREAS

In addition to the range of types of employment offerings in the Town Centre , there are three areas of industrially zoned land which provide for additional employment generating land uses. The established industrial areas are located off Park Lane and Portingales Road and include a variety of light industrial business such as mechanics, auto-repairs and gyms.

The most recent and currently undeveloped industrial area is located on the corner of Melbourne-Lancefield Road and Greens Lane. This area was introduced through the implementation of the Romsey ODP in 2012 via planning scheme amendment C66 which rezoned land to Business 4 Zone and Industrial 1 Zone. The Business 4 Zone was since translated to the current Commercial 2 Zone. Given the distance from the existing township infrastructure, the cost associated with extending essential utility services to the area, may have resulted in land remaining vacant.

#### 3.3.2 TOURISM

Tourism is a key industry in the Macedon Ranges and in 2011 represented 16.6% of all jobs shire wide. The economic impact of local jobs in the tourism industry, together with visitor spending, is estimated to amount to over \$450 million in regional output. Currently, there is a busy calendar of events in the region, together with

a number of local destinations including stud farms, wineries and vineyards on the outskirts of the Romsey township.

The Macedon Ranges Tourism Strategic Plan 2011, p. 19 notes that “Romsey has the smallest amount of tourist accommodation in the Macedon Ranges Shire. The town has one conference centre (Glenfern) which is located 3.5km from the town centre.”

Since 2009, the Macedon Ranges Visitor Economy Impact Study 2017 notes that there has been significant growth in visitation. The study also notes that while there has been significant growth across the shire, the Lancefield – Romsey subregion attracted the lowest number of visitors.

#### 3.3.3 HOUSING

Housing in Romsey is concentrated to within the township boundary on land zoned General Residential Zone and Low Density Residential Zone. Some medium density housing development is found in the General Residential Zone. Beyond the township boundary, Rural Living Zone land supports rural lifestyle housing.

There are substantial areas of Rural Living Zoned properties surrounding the western and northern fringes of the township . These locations respond to the undulating topography and provide a transition to farming areas beyond the town.

Over the past decade, Romsey has experienced population growth and residential development occurring in varying degrees and scale. Residential development occurred in the early 2000's north west of the town. More recently, greenfield development has occurred at the town's southern edge. The variance in scale and timing of residential development has produced areas of housing, which exhibit quite distinct subdivision styles, and varying neighbourhood character attributes.

The more established General Residential Zone areas follow a grid street pattern, with most allotments around 1500m<sup>2</sup>. The residential areas to the north west of the town exhibit a curvilinear street network with courtbowls and consistent lot sizing of around 1500m<sup>2</sup>. The most recent greenfield development at the town's southern edge provides a grid street pattern with an average lot size of approximately 800m<sup>2</sup>- 1000m<sup>2</sup>.

Housing in these greenfield areas are typically large, multi bedroom, fully detached dwellings, with many lots of 800m<sup>2</sup> in size. In comparison to the established area of Romsey, this new development is known to predominantly attract first home buyers from Sunbury and other Melbourne metropolitan fringe areas.

While Romsey's residential areas display variance in neighbourhood character, dwelling and lot size, the housing type is very consistent. In 2011, 98% of all housing in Romsey took the form of a detached dwelling. In 2016, this dropped to 93%. This is still a significantly higher percentage and consequently, a less diverse housing mix in comparison to Melbourne.

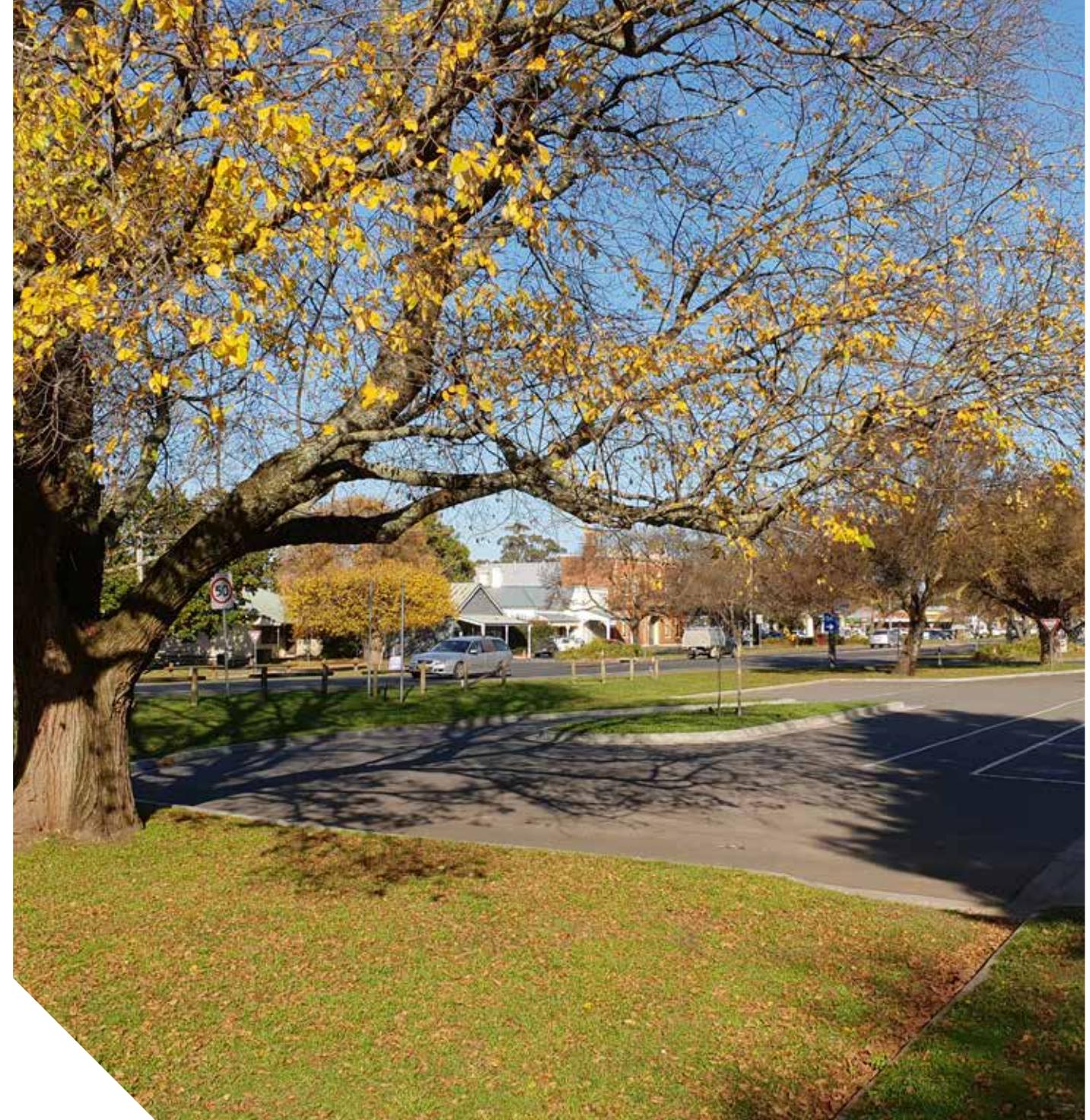
Land sales data collected between 2014 and 2017 by Urban Land Developments for the Lomandra greenfield residential estate show 39% of purchasers aged between 18 to 30 years old, 36% aged between 30 and 40 years old, 17% aged 40 to 50 and 8% aged over 50. When compared to the 2016 Census data for age distribution in Romsey, purchasers of properties in Lomandra are typically younger than the average age of the Romsey resident.

Analysis of housing sales information in Romsey demonstrates that the town's housing market is attracting purchasers who are also looking to buy in Melbourne's metropolitan fringe areas. Romsey's housing market has become attractive to the Melbourne metropolitan housing market. When compared to fringe suburbs, it is considered that the opportunity of purchasing a larger block at a more affordable price, in commuting distance to Melbourne has encouraged buyers potentially priced out of the metropolitan Melbourne market.

The Romsey ODP encouraged housing development to the town's southern edge due to comparative benefits of serviceability and lower quality agricultural soils. The land north of Hutchinsons Lane is identified in the Romsey ODP to have high quality fertile soils. The ODP also identifies the importance of keeping a clear separation between the Romsey and Lancefield townships. The support for these outcomes were still evident in the conversations with the Romsey community.

### **3.3.4 BUSHFIRE RISK & MANAGEMENT**

Romsey is located on the foothills of the Macedon Ranges with the threat of bushfires being a constant risk. The introduction of Clause 13.02 - Bushfire into the planning scheme has identified the importance of bushfire planning and is now required to be considered in any future settlement planning to improve rural townships resilience to bushfire threats. Further work is needed to determine bushfire risk around Romsey.



# 04 STAKEHOLDERS

## 4.1 CONSULTATION PROGRAM AND ENGAGEMENT

Consultation was considered a key component in preparing the Issues and Opportunities Paper and many of the issues and opportunities noted in the section below reflect these discussions.

Council and the consultant team employed a consultation and engagement process which consisted of a variety of stakeholder participation methods. This was considered necessary to achieve participation from the broad range of stakeholders, and to obtain a range of different views.

Consultation included the following means:

- ▶ *Workshop meetings at Council with key service providers and external government agencies*
- ▶ *Workshop meetings in Romsey with a range of community members.*
- ▶ *Resident survey delivered face to face and available online*
- ▶ *Online interactive mapping tool*
- ▶ *Publications in various newspapers and newsletters*
- ▶ *Posters and postcards distributed in Romsey and Lancefield*
- ▶ *Regular project updates provided via eNewsletter, website update and social media*

Consultation occurred July - August 2018

## 4.2 STAKEHOLDER IDENTIFICATION AND FINDINGS

A stakeholder was considered to be an individual, group, company, organisation, agency, or anyone else that will be impacted by the project.

The list of contacted stakeholders is included at appendix 2 – consultation report. While not all of those contacted provided a response, many did respond and participated in the process.

## 4.3 KEY CONSULTATION THEMES

The following themes were consistently discussed during the engagement workshops:

### TOWN CENTRE & LOCAL EMPLOYMENT

The town centre has been identified across all engagement platforms with the most potential to reinvent itself to assist with supporting the existing community.

### FIVE MILE CREEK

The creek corridor is a valued asset within the Romsey Community that meanders through the northern region of the township. Accessibility to the corridor needs to be improved to allow residents to interact & utilise the open space to improve their health and well-being.

### HOUSING DIVERSITY

Greater housing diversity within the town is required to provide alternate living opportunities to all residents of Romsey.

### SERVICING & UTILITIES

The current service offering within Romsey needs substantial upgrades to support both the existing and future community.

### PUBLIC TRANSPORT

Greater investment in the public transport offering is required to encourage the community to utilise public transport. Improvements in service frequency and integration with other public transport modes is required to lessen Romsey residents dependence on their car.

### WALKING & CYCLING

Footpath and shared path infrastructure needs to be improved to encourage residents to utilise alternate modes of transport and assist in improving health & wellbeing.

### EDUCATION & COMMUNITY FACILITIES

Overwhelming support from the community for Romsey to accommodate both a Secondary School and Aquatic Facility to support the local area and attract visitors from surrounding towns.

The Consultation Report (Appendix 2) provides detailed commentary of the key issues and opportunities that were raised and discussed with various stakeholders during the consultation period.



- ① PROTECT & ENHANCE THE KEY GATEWAYS INTO THE TOWNSHIP;
- ② EXPLORE THE OPPORTUNITY OF FORMALISING THE FIVE MILE CREEK CORRIDOR AS A KEY LINEAR OPEN SPACE + RECREATION ASSET WITHIN THE TOWNSHIP;
- ③ UNDERTAKE A CULTURAL HERITAGE STUDY TO DETERMINE WHETHER THERE ARE SIGNIFICANT SITES THAT NEED TO BE PROTECTED;
- ④ EXPLORE THE OPPORTUNITY FOR POTENTIAL GREENFIELD AREAS SUITABLE FOR GROWTH;
- ⑤ IDENTIFY POTENTIAL INFILL OPPORTUNITIES + UNDERTAKE A REVIEW OF EXISTING PLANNING CONTROLS
- ⑥ RETAIN LARGE BLOCKS + AVOID GROWTH NORTH OF HUTCHINSONS LANE TO PROTECTION OF THE EXISTING TOWNSHIP CHARACTER + THE NATURAL ENVIRONMENT;
- ⑦ OPPORTUNITY TO CONNECT NEIGHBOURHOODS TO KEY DESTINATIONS VIA A SHARED PATH NETWORK;
- ⑧ EXPLORE OPPORTUNITIES TO FOCUS FUTURE RETAIL + COMMERCIAL LAND USES WITHIN THE EXISTING TOWN CORE + AVOID DELIVERY OF PERIPHERY RETAIL/COMMERCIAL ALONG MELBOURNE-LANCEFIELD ROAD;
- ⑨ EXPLORE THE POTENTIAL EXPANSION OF THE ROMSEY PRIMARY SCHOOL, INCLUDING THE POSSIBILITY OF A SECONDARY COMPONENT;
- ⑩ EXPLORE THE POTENTIAL TO IMPROVE FACILITIES WITHIN THE ROMSEY RECREATION RESERVE;
- ⑪ FUTURE INDUSTRIAL USES MAY REQUIRE LAND USE BUFFER TO SURROUNDING SENSITIVE USES;
- ⑫ LIAISE WITH KEY STAKEHOLDERS TO DETERMINE THE EXTENT OF THE EXISTING/FUTURE LAND USE BUFFER TO THE TREATMENT PLANT/LANDFILL;
- ⑬ MELBOURNE-LANCEFIELD ROAD DISCONNECTS THE EXISTING TOWN CORE;

0 200 400 1000



**FIGURE 9  
ISSUES & OPPORTUNITIES**

# 05 ISSUES & OPPORTUNITIES

The issues and opportunities that have been identified through analysis of the available information and through consultation with key stakeholders need to be analysed in order to be utilised to inform the preparation of emerging options for Romsey.

The issues and opportunities that need to be considered and acted upon through the preparation of the Romsey Emerging Options and Structure plan are categorised and identified below:

## 5.1 TOWNSHIP CHARACTER, HOUSING AND HERITAGE ISSUES:

1. There is high quality agricultural soil and an open rural character existent between Romsey and Lancefield, located at the northern edge of the Romsey township. This area may experience pressure to be developed for housing, but is considered of high agricultural, character and amenity value in its current rural form. Any encroachment into the non-urban break between these towns is an issue in Romsey;
2. Demographic analysis and consultation findings show that there is a large cohort of 45-64 year old residents in Romsey. Some of these wish to downsize to a smaller, more manageable house type in convenient proximity to the services and facilities in town. Providing the right mix of housing in the township to allow people to downsize, is critical to their ability to stay in town and retain the connections that they've formed. Consultation findings indicate that there is a

shortage of appropriate housing types for downsizing and this is an issue for residents wishing to seek alternate housing types;

3. House and land prices in Melbourne's metropolitan fringe areas are causing many purchasers looking for an affordable home to consider Romsey. Development pressure extending from Melbourne has the potential to change what types of development are commercially viable and what types of development are likely to be proposed. Large scale greenfield development needs to be designed to respond to the character and uniqueness of Romsey;
4. Growth opportunities north of Hutchinsons Lane did not appear supported. As identified in the Romsey ODP and through community consultation, there was support to protect the rural buffer between Romsey and Lancefield;
5. Knox Rd and Greens Lane appear logical eastern/southern boundaries to the ultimate Romsey Boundary;
6. The recent offering of smaller homes and unit developments are considered to not be responding to the existing character of the Romsey Township. The current Design & Development Overlay 18 may not be achieving the design outcomes for medium density housing within the township;
7. The threat of bushfires to the Romsey Township, particularly from the North and West, must be considered when preparing the future Emerging Options;

8. Potential land contamination may exist on rural properties and must be considered when assessing areas for potential future growth;

## OPPORTUNITIES:

1. Trees within the streetscape have been identified as a valued character element of the township. Currently, the Melbourne-Lancefield Rd and Barry Street appear to have space in the road reserve for additional planting. There is an opportunity to extend the avenue of existing trees along these roads. This would also assist in providing consistent a streetscape to the new residential areas along the town's southern edge;
2. Romsey has many local and state significant heritage sites which provide character and interest to the town. From consultation, it's also known that open space areas within the township are provided with poor connectivity to each other. There is opportunity to more actively integrate these heritage sites and connect open space areas via a shared path heritage trail. Such a path network would enhance the function and benefit of open space and heritage sites in the town, providing for local resident and visitor alike;
3. There are many large vacant land parcels in close proximity to the town centre. These vacant land parcels provide opportunity for a variety of housing types, including medium density built form supporting an increased population density within walking distance to jobs, public transport and services;
4. The southern and eastern edges of the township currently interfaces with rural living and farming zone

land on large lots with comparatively low quality soil. This land is relatively flat and consultation findings indicate that the land can be serviced. Land in these areas present as more developable for residential purposes compared with northern edges of the town;

5. As metropolitan Melbourne's property prices increase, so too will the price in Romsey. This will increase the commercial viability of constructing dwellings for more medium density infill development, on vacant underutilised sites near the town centre;
6. Recognition of the significance of aboriginal cultural heritage to the area should be incorporated into the township.

## 5.2 TOWN CENTRE, TOURISM & EMPLOYMENT ISSUES:

1. There are a significant number of buildings and properties that are vacant in the town centre. From consultation, it's known that the vacancy rates are creating a perception that the town lacks vibrancy;
2. There are no pedestrian crossing points at Melbourne-Lancefield Rd. This causes a disconnect between traders on the eastern and western sides, as well as creating the perception of a barrier and a safety concern for people trying to cross the road;
3. As the local Romsey Hotel has closed, consultation found that residents felt that the town lacked a destination to meet and socialise;
4. Key redevelopment/strategic sites are in one or two ownerships, and no activity has occurred on these sites.

5. Many people visit the Macedon Region from Melbourne and further afield to experience and enjoy the broad variety of the region's offerings. However, there is a lack of short-term accommodation in Romsey which prevents tourists from staying overnight. This lack of tourism accommodation restricts Romsey from benefiting from the regions visitor economy;
6. Any expansion of the sensitive uses (such as the Romsey Primary School), should consider existing Industrial/Employment Areas and the potential for industrial uses to generate offsite impacts on human health and amenity.

### OPPORTUNITIES:

1. The current wide range of lot sizes and number of vacant sites provides opportunity to businesses of varying scale;
2. There are many vacant land parcels, heritage sites and wineries. This has potential to provide overnight/bed and breakfast type accommodation. This could increase tourism focus in the town;
3. Explore opportunities to promote boutique and small scale accommodation to provide opportunity to grow the tourist visitation and support the local tourism industry;
4. The town centre is designed around a linear, grid based network of streets with intersections placed at 200m intervals along Melbourne-Lancefield Rd and intersections placed at 100m along the east-west streets. The distances created by the existing layout are very walkable.

5. Vacant land provides the opportunity for businesses to design and construct buildings and other trade infrastructure which is fit for purpose;
6. Existing vacant premises provide opportunity for new business to move in and begin trading with low start up costs;
7. Development of a co-ordinated Urban Design Framework for the Romsey Town Centre could assist in improving the appearance and functionality of the town centre;
8. Liaise with supermarket operators to explore the potential of providing a full line supermarket in other locations within the township;
9. Explore land zoned C1Z and IN1Z on the corner of Greens Lane and Melbourne-Lancefield Rd with regard to impact on the southern gateway entrance to the town, and service constraints;
10. Potential to explore further idea for a town square/civic plaza to create a focal point for the town centre and provide a dedicated meeting place for the local community.

## 5.3 OPEN SPACE, ENVIRONMENT & COMMUNITY FACILITIES

### ISSUES:

1. Five Mile Creek is a valued community asset that is utilised for passive recreation. Access to the corridor is limited due to sections of the creek remaining in private ownership;

- 2.** The lack of a Government Secondary school within the township results in Romsey students having to travel long distances to attend school. Discussions with the DET will need to continue to determine the potential of accommodating a secondary school within the township;
- 3.** The surrounding ranges on the eastern and western sides of the township provide a highly valued visual landscape and environmental setting to Romsey and must be protected;
- 4.** The existing facility provision within the Romsey Recreation Reserve may not be suitable to cater for the existing and future population;

#### **OPPORTUNITIES:**

- 1.** Development of land along Five Mile Creek presents as an opportunity to see privately owned sections of the creek corridor coming into public ownership. Should creek corridor land be vested in Council, there is opportunity for the land to be made publicly accessible and for the existing Five Mile Creek open space reserve to be extended;
- 2.** Explore the potential to upgrade infrastructure, such as the Romsey Recreation reserve and provide new infrastructure such as an Aquatic Centre, to cater for the established and possible future residents;
- 3.** The recent growth associated with the greenfield estates has resulted increase of younger families moving to Romsey. Given this increase there may be a need to improve the offering of early childhood and maternal services to support the future community;

- A community infrastructure assessment should be undertaken to determine what infrastructure will be required;
- 4.** Opportunity to work with DET and share information as part of the preparation of a feasibility study into a P-9 secondary school facility in Romsey;
  - 5.** The all abilities park is a celebrated open space feature of the Romsey community. There is opportunity to improve the existing open space areas with recreation infrastructure better suited to the communities that use them;
  - 6.** Explore the opportunity of utilising waterways as linear open space corridors that can accommodate shared paths and connect differing neighbourhoods/ key destination points within Romsey.

## **5.4 TRANSPORT & MOVEMENT**

#### **ISSUES:**

- 1.** The lack of access to a quality and integrated public transport service discourages people from utilising the service;
- 2.** Knox Road & Glenfern Road are being utilised as local bypass roads which is creating safety concerns for the local users. Knox Rd and Glenfern Rd have the potential for upgrading to higher order roads and providing an improved function for greater traffic movements;
- 3.** The pedestrian and cycling network is fragmented and limited in its coverage throughout the town. This creates an issue of poor connectivity between

- areas in town for pedestrians and cyclists. This lack of infrastructure unfairly impacts on the younger and older demographics, as well as those in the community that don't have access to a car;
- 4.** Parking along Melbourne-Lancefield Rd presents as a danger to road users. Any vehicles requiring to park should utilise the existing parking provision along the adjacent service roads;
  - 5.** The proposed upgrade of the Barry Street/Melbourne-Lancefield Road intersection to a roundabout will have safety implications for pedestrians and cyclists due to the continuous traffic flow encouraged by this type of intersection treatment. Consideration should be given to installing safety features to increase pedestrian safety;

#### **OPPORTUNITIES:**

- 1.** Provide a new 'town link' path connection south to Monegeetta and Clarkefield, similar to the existing path connecting north to Lancefield, and provide an opportunity for commuters to cycle to Clarkefield station;
- 2.** Melbourne-Lancefield Rd may have the potential to accommodate parking for long vehicles, such as buses, in the centre of town, subject to approval by RRL;
- 3.** Council needs to further liaise with PTV and TFV and provide an improved and better integrated bus service connecting to the greater Rail Network;
- 4.** The future road network of Romsey should consider the provision of north-south local streets to lessen the demand on Melbourne-Lancefield Rd. The network

must also consider spacing controlled intersections at 800m to correspond with RRL requirements.

5. Prepare a shared path network strategy that utilises linear corridors and key roads to provide a safe off-road path network for the community to connect to key destinations, including the Town Centre, Recreation Reserve, Primary School etc.

## 5.5 INFRASTRUCTURE AND UTILITIES

### ISSUES:

1. Utility service provision within established areas does not meet the needs of the existing community and businesses (eg. Telephone, Internet, Electricity). Undertake a utilities assessment and prepare a strategy to advocate for better and more reliable services from servicing authorities;
2. Consultation with Melbourne Water finds there are some areas in the township which experience flooding. These areas are adjacent to the Five Mile Creek corridor And in the established residential area in the town's south eastern corner. Flooding is an issue for affected land owners and occupiers and is a reflection of inadequate storm water infrastructure to convey storm water flows;
3. The Western Water waste water treatment plant to the town's east, is constrained in terms of the amount of waste water that the plant is able receive and treat. The capacity constraint is due to available land and the current method of treating the waste at the plant. An increase in population of both Romsey and Lance-

field, will increase the amount of waste water generated. An increase in waste water generated also has the potential to change the location and extent of the odour buffer surrounding the treatment plan. This has implications for the location of sensitive uses, such as residential development. Western Water are currently undertaking a detailed odour modeling assessment to provide a more accurate and informed buffer. From consultation, it is known that the existing gas infrastructure network does not provide sufficient capacity for a population of 6000 people in Romsey. This infrastructure will require upgrading to accommodate forecast population growth;

### OPPORTUNITIES:

1. Capacity upgrades to the waste water treatment plant, combined with more detailed odour modeling, have created an opportunity to decrease the buffer zone and provide additional land in which sensitive uses may be accommodated;
2. The waste water treatment plant produces 'Class C' water. This water can be used to irrigate sporting fields, passive open space areas and also has application in agricultural production, such as crop irrigation. Use of Class C water from the plant represents an opportunity to decrease potable water use while also helping relieve capacity constraints at the treatment plant.

# APPENDIX



# 06 APPENDIX

## 6.1 APPENDIX 1 - ROMSEY OUTLINE DEVELOPMENT PLAN – REVIEW OF ISSUES

PHYSICAL URBAN INFRASTRUCTURE OBJECTIVES/STRATEGIES	CURRENT STATUS	PHYSICAL URBAN INFRASTRUCTURE OBJECTIVES/STRATEGIES	CURRENT STATUS
To ensure that water supply will meet the demands of Romsey as the town grows.	Western Water have confirmed that Romsey's water supply is now connected to the Melbourne water supply and there is no shortage of water to meet demand.	The stormwater drainage study prepared by Aurecon Australia identifies a substantial need for upgrading of infrastructure that does not have the capacity to convey flows from a ten year storm event.	Requirements for stormwater infrastructure upgrades are known and remain a relevant issue. Further flood modeling information is required to determine the severity and extent.
Growth in some directions would require sewerage pump stations which would incur high capital and maintenance costs. Areas affected by this constraint include land to the east of the town, north of the Romsey-Wallan Road; and land further south again from the residential growth areas proposed to the south of the town.	This constraint is a consequence of the topography of the land and remains a relevant constraint to development. Solutions to topographic constraints can be engineered but consideration must also be given to whether developing land is financially feasible.	An open drain between Regan Drive and Gordon Crescent requires improvement. Any new development of residential land will need to ensure that drainage management around such problems are addressed.	As above.
A buffer zone is required around the Romsey Recycled Water Plant. Western Water's preference is to maintain a buffer of 1000m from the ponds at the plant with a minimum accepted buffer of 600m. It is noted that the south-eastern edge of the existing residential zone is partly within the preferred 1000m buffer.	From consultation with Western Water, the current buffer zone is under review. Odour modeling will determine the location of a revised buffer, which is anticipated to reduce in size. Once the modeling is complete and the buffer location is known, the Environmental Protection Authority and Western Water will seek to amend the planning scheme and have the buffer zone represented by an Environmental Significance Overlay.	The existing residential area in the south east corner of the town can become very wet due to its flat profile. Melbourne Water have identified the area between White Avenue and Ewing Drive as likely to be subject to flooding in a 100 year storm event. They will be undertaking further research to assess the flood extent, but have indicated an intention to seek a planning scheme amendment that would apply an appropriate overlay to the area	As above.
Western Water has advised that the Romsey Recycled Water Plant produces Class C water which is used for farming practices on site and provided to some agricultural customers in Romsey. There is potential for a further extension to new customers. The water is suitable for ovals, golf courses and agricultural uses. Council is exploring options for water reuse for recreation facilities.	This statement remains relevant. From consultation with Western Water, a growing population in Romsey and Lancefield will produce greater volumes of waste water. This will increase the volume of Class C water produced by the plant. Increases in volume of Class C water produced will require additional land for irrigation or greater external demand for the Class C water.	Land adjacent to Five Mile Creek will be subject to flooding in a 100 year storm event, but the extent of inundation is not currently known. There is already a Land Subject to Inundation Overlay in the Planning Scheme for this area, however it does not encompass the full length of the Creek through the town and may no longer be accurate given likely changes to the hydrology of the area caused by subsequent subdivision in the Shaw Drive area	As above.
		The electrical sub-station at Sunbury is the constraint to growth in the Macedon Ranges as this is the 'gateway' of electrical supply to the Shire. Simultaneous growth in towns, which the Sunbury sub-station supplies, will have a cumulative effect on its capacity. To address this issue additional services are proposed at New Gisborne, which will improve service reliability in Romsey.	Need response from Powercor

PHYSICAL URBAN INFRASTRUCTURE OBJECTIVES/STRATEGIES	CURRENT STATUS	TRANSPORT AND MOVEMENT OBJECTIVES/STRATEGIES	CURRENT STATUS																																																	
The existing urban area in the north-east of the town (Stuartfield Ave and Bentley, Valley View and Dowie Courts), is not provided with wastewater services. The existing Residential 1 Zone is not appropriate for this unserviced land, which should be a Low Density Residential Zone.	Land in the north-east of the town which is not serviced by a reticulated sewer is now in the Low Density Residential Zone.	Footpath provision is generally poor and there are a number of missing links to footpath connection. This can force residents to walk on the roadway, particularly people with prams, pushchairs or mobility scooters.	Council's footpath construction program has sought to prioritise and construct footpaths in the town beginning with where they're needed most. From consultation with the community, council understands that many people value safe and extensive footpath connections, and that many people wish to see more footpaths constructed in the town.																																																	
TRANSPORT AND MOVEMENT OBJECTIVES/STRATEGIES	CURRENT STATUS																																																			
Romsey has relatively poor access to transport infrastructure, with road access to Melbourne reliant on the two lane Melbourne-Lancefield Road.	Romsey currently still has poor access to public transport infrastructure. Melbourne-Lancefield Rd is a declared road and managed by the Roads Corporation. This road is currently in the process of being duplicated.	The span of peak hours for commuting traffic is spread due to differing employment locations and differing hours of work. However, congestion is an issue on roads around the primary school at school drop-off and pick-up times.	Further work is required to determine whether this remains an issue.																																																	
In terms of journey to work, more than 68% of workers drive a car (the highest proportion in the Shire, along with Gisborne), while just 1% walk and only 3% use public transport for at least part of their journey to work.	<p style="text-align: center;"><b>Method of journey to work</b> <b>Macedon Ranges Shire Council - 2018 Romsey Community Survey</b> (Number and percent of respondents providing a response)</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">Response</th> <th colspan="2">Resident</th> <th colspan="2">Online</th> </tr> <tr> <th>Number</th> <th>Percent</th> <th>Number</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>Car (as driver or passenger)</td> <td>72</td> <td>65.7%</td> <td>116</td> <td>72.0%</td> </tr> <tr> <td>Train</td> <td>5</td> <td>6.0%</td> <td>33</td> <td>20.5%</td> </tr> <tr> <td>Bus</td> <td>2</td> <td>2.4%</td> <td>0</td> <td>0.0%</td> </tr> <tr> <td>Walk / cycle</td> <td>2</td> <td>2.4%</td> <td>3</td> <td>1.9%</td> </tr> <tr> <td>Work from home</td> <td>2</td> <td>2.4%</td> <td>8</td> <td>5.0%</td> </tr> <tr> <td>Other</td> <td>1</td> <td>1.2%</td> <td>1</td> <td>0.6%</td> </tr> <tr> <td>Not stated</td> <td>17</td> <td>15.6%</td> <td>28</td> <td>17.5%</td> </tr> <tr> <td>Total</td> <td>101</td> <td>100%</td> <td>189</td> <td>100%</td> </tr> </tbody> </table>	Response	Resident		Online		Number	Percent	Number	Percent	Car (as driver or passenger)	72	65.7%	116	72.0%	Train	5	6.0%	33	20.5%	Bus	2	2.4%	0	0.0%	Walk / cycle	2	2.4%	3	1.9%	Work from home	2	2.4%	8	5.0%	Other	1	1.2%	1	0.6%	Not stated	17	15.6%	28	17.5%	Total	101	100%	189	100%	Bicycle facilities are generally poor with currently no significant provision of cycling facilities in road reserves or elsewhere.	Further work is required to determine whether this remains an issue.
Response	Resident		Online																																																	
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Total	101	100%	189	100%																																																
Long distance commuting to employment is a feature of the eastern part of the Shire, including Romsey. The Romsey Statistical Local Area (SLA) includes the Lancefield, Riddells Creek and Darrawelt Guim areas. This area has a particularly low level of job containment, with just 25% of jobs within the SLA and 33% within the Shire as a whole.	As above	Residents rely heavily on motor vehicles both within and out of town, with very limited bus services to Sunbury per week for shoppers, to Riddells Creek to connect to the train on weekdays and daily services to Melbourne. Weekend services are very limited. There is no operative railway line in the area.	This issue is reflective of a shortage of local shopping and employment options within the town, as well as it being an issue of limited frequency in bus service. This issue remains relevant. It is further noted that there are no plans for a railway line to be built to service Romsey.																																																	
The absence of a secondary school in Romsey means that every school day approximately 300 students need to be transported to other centres from the Romsey township alone. Significant numbers of students are also transported from Lancefield and surrounding rural districts that would be better served by a secondary school in Romsey.	The number of secondary school students are continuing to grow and Romsey still does not have a secondary school. This issue remains relevant.	Limited public transport services continue to impact on commuters, youth and the aged.	Limited access to public transport for Romsey residents remains an issue.																																																	
		While public transport, other than school bus services, is currently limited to the Melbourne-Lancefield Road, there is a need to 'future proof' new residential areas to ensure they can be provided with bus services into the future.	New residential development areas are required to have a road network which is capable of being serviced by a bus. This ensures that a bus service can be provided at a future time.																																																	
		The Romsey Movement Network Infrastructure Study recommends measures such as right turn lanes on the highway, provision of lighting at key crossing points, improvements to bus stops, new cycle lane connections, key footpath improvements and improvements to signage.	The recommendations regarding cycling infrastructure, footpath improvements and signage referred to in the Movement Network Infrastructure Study have not been completed in full. The lack of infrastructure needed to support active transport modes such as cycling and walking remains a relevant issue.																																																	

TRANSPORT AND MOVEMENT OBJECTIVES/STRATEGIES	CURRENT STATUS	NATURAL ENVIRONMENT OBJECTIVES/STRATEGIES	CURRENT STATUS
Major issues raised by the Movement Study include the likely future need for a signalised intersection at Barry Street/Melbourne-Lancefield Road; and potential to upgrade Portingales and Greens Lanes as an alternative access between the industrial area and areas south of Romsey.	<p>Upgrading of the intersection at Barry Street/Melbourne-Lancefield Road has been funded and planned. From consultation with RRL, the intersection will receive a roundabout, with the potential for signalling in future if required. Construction of the upgrade is anticipated to commence in late 2018.</p> <p>Further consultation was had with RRL regarding the alternate freight route suggested along Portingales and Greens Lanes based on the current and future traffic movement associated with the industrial land. It was considered that the cost of such an upgrade to these roads would be significant and that further traffic analysis was required to determine whether the upgrade is needed.</p>	Managing the growth of the township area to ensure that the environmental values of the area are conserved and enhanced, including maintaining and enhancing biodiversity and protection of waterways	Maintaining and enhancing biodiversity and protection of waterways remains valid.
		Land around Romsey is generally of good quality for agricultural purposes. Land to the north is generally considered to have the higher agricultural value	Preservation of land with high quality soil for agricultural production remains valid.
	The town centre has many heritage features including buildings, significant trees, street patterns and design features which create a certain scale and character. These heritage features are important to recognise, protect and retain.	Like much of the Shire, the subdivision pattern in some of the surrounding rural area, particularly to the west, is quite fragmented.	The subdivision pattern has not changed significantly since preparation of the Romsey ODP and fragmentation remains an issue for land management.
The Five Mile Creek waterway represents a significant potential corridor for indigenous cultural heritage sites and any development in this area needs to be cognisant of this.	Romsey is subject to a number of different overlays with different functions. These overlays include the Heritage Overlay, Design and Development Overlay and Development Plan Overlay. These planning tools and others serve to protect the heritage and character features of the town by controlling scale, siting and design of new development. Heritage values are still prominent in Romsey and their recognition, protection and retention remains valid. However there is a need to review the Design and Development Overlay Principles with regards to the new planning tools	Parts of the township are relatively low lying and subject to flooding during heavy rainfall around the Five Mile Creek.	Some low lying land is recognised for flooding potential and is covered by a Land Subject to Indundation Overlay. Flood potential remains a valid issue and further work is required to determine the severity and extent.
	The Five Mile Creek waterway continues to be a significant asset to the town and surrounds. Indigenous cultural heritage sites also remain a relevant issue.	Given that there is limited supply of industrial land in the eastern part of the Shire, there is opportunity for Romsey to play a greater role in the provision of local employment opportunities.	Further work is required to determine whether additional industrial land is the solution to providing additional local employment opportunity.
		It is proposed that the Council aim for 45% job containment within the SLA in order to develop the local economy, provide a greater range of local employment opportunities and reduce the level of long distance commuting.	Further work is required to determine the current relevance of this statement as an issue.
		There is significant escape expenditure for weekly shopping, bulky goods spending particularly home furnishings, renovation and entertainment.	This remains a significant issue with the 2018 Romsey resident survey reporting 5% of residents shopping in Romsey for larger household and bulky goods.
			Only 21.8% of residents survey respondents chose Romsey for dining out and entertainment.

COMMERCIAL, RETAIL & INDUSTRY OBJECTIVES/STRATEGIES	CURRENT STATUS	COMMUNITY & OPEN SPACE OBJECTIVES/STRATEGIES	CURRENT STATUS
The town has had limited new businesses develop in the last five years and has very little zoned land available to accommodate new industry	Further work is required to determine the accuracy of this. Planning Scheme Amendment C66 implemented the Romsey ODP and included rezoning approximately 14 hectares of land to the industrial 1 zone. Since C66, this land remains vacant.	The cycle/pedestrian network is not sufficiently connected to Five Mile Creek	The consultation and engagement report prepared found that people did not consider it difficult to access Five Mile Creek. However, there was desire from the Romsey community to improve the quality of the shared path along the creek. A significant length of the creek remains in private ownership and this restricts public access.
Romsey area is under provided in food and grocery retailing. In particular, the three supermarkets in Romsey and Lancefield are small and do not stock a full range of goods.	This issue is taken from an economic analysis prepared in 2005 and will need to be reviewed. Current analysis will determine if this is still accurate.	Ensuring compliance with the principles of safety through urban design in the development of linear links to avoid issues of poor surveillance.	Improvements in surveillance of public areas to reduce public safety risk will remain a relevant consideration for the future of Romsey
Retail spending by residents of the Romsey main trade area is forecast to grow from \$77 million in 2008 to \$151 million in 2031, a growth of \$74 million. A proportion of this spending will be made in Romsey. The provision of a larger supermarket in Romsey could reduce escape spending in the trade area but would be likely to require some reorganisation of the local food and grocery sector.	Current analysis will be needed to review these figures.	Increased development in Romsey will create demand for additional educational facilities and community infrastructure. It may be appropriate to provide for these facilities in existing residential areas rather than business zones or on the urban periphery.	Areas of increased residential development were identified to the south of the township of Romsey. Since then, development plans and an infrastructure contributions plan have been prepared. The need for additional community facilities will require ongoing monitoring and review.
It is important to understand the needs of the tourism industry and the potential for land use conflicts.	The needs of all sectors of industry are important to understand and conflict between incompatible land use remains a valid issue.	Ensuring open space areas are fronted by road to provide an active frontage and adequate surveillance, as well as access for all by providing appropriate disability access.	Adequate surveillance of open space to reduce public safety risk will remain a relevant consideration for the future of Romsey
It is important to strengthen the existing business core and maintenance of the compact and walkable business precinct.	This remains a valid issue.	New public open space will be required in the new development areas. The provision and location of open space requires detailed consideration in finalisation of the ODP and preparation of Development Plans for these new areas. Precincts and land parcels that do not have open space shown will need to make an open space cash-in-lieu contribution to fund the acquisition and development of designated spaces. Additional land may be required where drainage and/or environment protection is to be facilitated. The new areas of open space proposed will require proper long term management ultimately by Council once established.	Open space provision remains a relevant consideration when planning for areas of new residential development. Open space planning requires careful consideration to determine the appropriate size quantum, uses catered for, level of embellishment, servicing, location, cost, timing and method of delivery, and ongoing maintenance cost and obligation.
Romsey has only 13.3 hectares of industrial land - 4% of the Shire's industrial land stocks and 6% of industrial activity.	Romsey currently has approximately 26.2 hectares of industrially zoned land. Some of this is developed but the majority is undeveloped.		

COMMUNITY & OPEN SPACE OBJECTIVES/STRATEGIES	CURRENT STATUS	COMMUNITY & OPEN SPACE OBJECTIVES/STRATEGIES	CURRENT STATUS
Ensuring that new subdivisions provide 5% of the land for open space and that new local parks are well developed and landscaped.	The Macedon Range Planning Scheme requires a 5% contribution for open space and provides discretion to Council to require the 5% contribution as land or cash' and 'further guidance is needed to assist Council and developers when determining the level of embellishment for different types of open space prior to vesting in Council.	The Department of Education have advised that they do not anticipate providing a secondary school in Romsey in the foreseeable future. However, demand already exists in the community for a regional secondary school in the town and this could be accommodated on the existing primary school site. The likely increase in secondary school numbers might not warrant a secondary school in a metropolitan context, but decisions on this issue should recognise the value of a secondary school in developing a sense of community, promoting local employment and more sustainable transport patterns	Provision of a secondary school remains an issue relevant to the Romsey community. Council continues to play a role in research, advocacy and partnership, with key stakeholders such as the DET on this issue.
Designated open space will be developed in accordance with Council's and the developer's vision. Most new open space is passive and will accommodate appropriate pedestrian and cycle paths.	Where open space is already designated in a development plan or equivalent strategic plan, this requirement can be appropriately controlled via planning permit condition/s.		
<p>Council's projections: "Older People Service Needs Projections" at June 2006, calculated that the following aged services would be required for Romsey residents by 2030:</p> <ul style="list-style-type: none"> <li>• 28 nursing home places – growing from an estimated need of 7 places in 2006.</li> <li>• Aged Hostel places are expected to increase from about 9 places in 2006 to 33 places in 2001 with demand increasing more strongly from 2016;</li> <li>• Provision of Commonwealth Aged Care packages are projected to increase slowly from 2 in 2006 to 8 in 2030.</li> </ul> <p>These future services needs are currently unmet within the town. The figures should be considered indicative only as they have not been revised in the light of revised population projections.</p>	Providing adequate services for older people in Romsey will require ongoing monitoring and review. Further work is required to determine the current and emerging community infrastructure requirements.		The planning scheme currently identifies the need for additional private child care facilities in Romsey. The location of child care facilities will remain a relevant issue and require careful consideration.
HOUSING ISSUE OBJECTIVES/STRATEGIES	CURRENT STATUS		
		Current Residential 1 zoned land within the township area is not afforded any additional control to protect the distinct character and residential densities of existing areas, beyond that provided by ResCode. A strong residential character exists in some areas and needs to be defined in further strategic work including a town character analysis.	This has been addressed by the Romsey Residential Character Study and Design Guidelines 2012, and will need to be reviewed in light of new planning provisions to protect neighbourhood character which were not available previously.
		Transitioning from town to rural densities needs to be managed to provide appropriate interfaces between various housing styles and lot sizes. This has historically been accommodated within the town boundary.	Interfaces between density will remain a relevant issue for the future of Romsey.

<b>HOUSING ISSUE OBJECTIVES/STRATEGIES</b>	<b>CURRENT STATUS</b>	<b>HOUSING ISSUE OBJECTIVES/STRATEGIES</b>	<b>CURRENT STATUS</b>
Higher densities of development should be encouraged to locate within 200-300m of the Romsey town centre, close to existing facilities and services. New medium density development needs to be controlled and designed to respect existing town character, and provide a response that adds positively to the streetscape values and servicing/infrastructure capacities of the town.	Current planning controls are in place to determine the siting and design of development, however, this will remain a relevant issue for the future of Romsey.	There are a number of existing Development Plan Overlays (DPO) applying to Romsey. Generally however the overlay that applies is the DPO1, which was designed to apply to Gisborne and has a finite lifespan, expiring on 30 June 2011. Some of the DPO1 areas have now been developed and the DPO may no longer be necessary or appropriate.	Further analysis of planning controls in Romsey is required to determine whether they remain relevant and capable of directing appropriate growth
Certain areas of the town exhibit existing densities and characters that should be recognised through appropriate planning scheme controls to ensure that development in adjoining areas respects existing development, housing styles and densities particularly to retain the visual quality of the town from major through routes.	The planning scheme currently includes controls applied to the relevant land for this purpose. As character and density change over time, the planning scheme controls will require ongoing monitoring and review.	There is an area south of Barry Street and east of Metcalf Road that has a series of very deep lots extending approximately 180 metres back from Barry Street. An area of approximately 5.5 ha is held in a total of 9 lots and contains approximately 8 dwellings. This area is in close proximity to the town centre and presents obvious development opportunities, with a number of subdivision proposals put forward for individual parcels. The subdivision permits that have been issued have attempted to safeguard the potential for the area to be developed in an efficient and co-ordinated manner, but a DPO would facilitate this more effectively.	This area is now covered by Development Plan Overlay 14 – Residential Development in Romsey
Planning should aim for at least 97 additional medium density dwellings in the period to 2021 to enable choice and help satisfy the estimated increase in single person households, especially those that are entering old age. This would equate to 15% of new housing stock being medium density - up from the current inadequate provision of only 4% of housing stock.	Housing type, location and quantity will change over time and require ongoing monitoring and review to determine the current and projected supply and demand.	Landholdings to the south of Romsey are large and it will not be possible to align rezonings with property boundaries. Where landholdings are partially rezoned to Residential 1, the remainder of the land may need to be rezoned also, if that land could not be excised in accordance with subdivision requirements of the operative zone. This is expected to apply only to the Dyer property at 2662 Main Road.	As subdivision and property ownership changes have occurred over time, the location of the 'Dyer property at 2662 Main Rd' can not be confirmed. However, the underlying issue of anomalous zoning remains relevant.
From a sustainability perspective there is little to be gained from providing housing density on the periphery, with poor access to services. The focus in terms of density needs to be placed on the provision of medium density housing around the town centre. This issue may be investigated further as part of the character analysis.	The location and appropriate degree of density remain relevant issues and further work is required to determine what is required and appropriate.	Further work is needed to determine whether rezoning of land is necessary.	
The subdivision in the area to the south of Kathryn Street provides a precedent for 900m <sup>2</sup> lots. It is considered appropriate to plan for further development at this scale, recognising that this is an anticipated average and that a diversity may be desirable.	As above.		

## **6.2 APPENDIX 2 - ROMSEY CONSULTATION REPORT**



# **CONSULTATION REPORT**

## ROMSEY ISSUES & OPPORTUNITIES PAPER

### OCTOBER 2018



# 01 EXECUTIVE SUMMARY

The Romsey Issues and Opportunity Paper has sought to obtain key information from various stakeholders including residents, businesses, community groups, state agencies and servicing authorities which will be utilised to inform the preparation of the Issues & Opportunities Paper and the next phase of the planning process, being the preparation of the Emerging Options Paper.

The purpose of this report is to provide a summary of the feedback received during the various workshops and meetings that were held with key stakeholders, such as State Agencies, Servicing Authorities and the local community.

The consultation process involved a variety of participation methods and approaches to ensure the entire community had an opportunity to be engaged and to provide their opinion on what is important and what needs to be improved within the Romsey Township.

These various methods of engagement enabled Macedon Ranges Shire Council and the consultant team to acquire a significant range of inputs, suggestions and comments from the local community.

## KEY THEMES

The following themes were consistently identified during the community workshops and through the resident survey results.

## TOWN CENTRE & LOCAL EMPLOYMENT

The town centre has been identified as requiring support to re-invigorate its attraction as a vibrant town centre. There was a need for town centre to reinvent itself to assist with supporting the existing communities needs.

## FIVE MILE CREEK

The creek corridor is a valued asset within the Romsey community that meanders through the northern region of the township. Accessibility to the corridor needs to be improved to allow residents to interact & utilise the open space to improve linkages to facilitate access and greater usage.

## HOUSING DIVERSITY

Greater housing diversity within the town is required to provide alternate living opportunities to all residents of Romsey - providing options for people to access for people to have access to a diverse range of housing styles.

## SERVICING & UTILITIES

The current service offering such as gas, sewer, telecommunications etc., within Romsey needs substantial upgrades to support both the existing and future community.

## PUBLIC TRANSPORT

Greater investment in the public transport offering is required to encourage the community to utilise public transport - improvements in service frequency and integration with public transport modes (bus and train integration) is required to lessen Romsey residents dependence on their car.

## WALKING & CYCLING

Footpath & Shared Path infrastructure needs to be improved to encourage residents to utilise alternate modes of transport, improving their health & wellbeing. A number of new links to the footpath and cycle network were identified.

## EDUCATION & COMMUNITY FACILITIES

Need for a local secondary college and local aquatic/gym facilities were considered of high importance given the reliance on services outside of the township.

## 02 CONSULTATION OUTCOMES

The consultation and engagement process involved a variety of participation methods and workshops to enable Council and the consultant team to obtain a significant range of inputs, suggestions and comments from the local community and key stakeholders.

The following was undertaken to ensure we obtained the information required to inform the Issues & Opportunities Paper.

Those involved in the consultation were:

- ▶ Local Community Groups & Residents
- ▶ Regional Development Victoria
- ▶ DELWP
- ▶ CFA
- ▶ VicRoads
- ▶ Western Water
- ▶ Melbourne Water
- ▶ AusNet Services
- ▶ Transport for Victoria/ VLine
- ▶ Department of Education
- ▶ Aboriginal Victoria
- ▶ EPA
- ▶ Powercor



**285**  
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MEETINGS WITH  
KEY INTERNAL  
& EXTERNAL  
AGENCIES



ARTICLES IN SHIRELIFE  
& THE ROMSEY  
PRIMARY SCHOOL  
NEWSLETTERS



**2**  
COMMUNITY  
SESSIONS



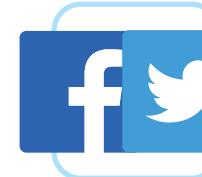
**120**  
BROCHURES  
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NOTICES IN  
LOCAL  
NEWSPAPERS



**110**  
POSTERS  
DISTRIBUTED



COUNCIL  
FACEBOOK &  
TWITTER POSTS



**12**  
COUNCIL  
WEBSITE  
UPDATES



POZI MAP  
ONLINE COMMENTS  
& FORUM

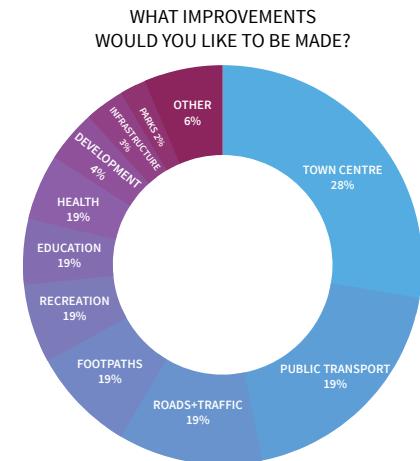
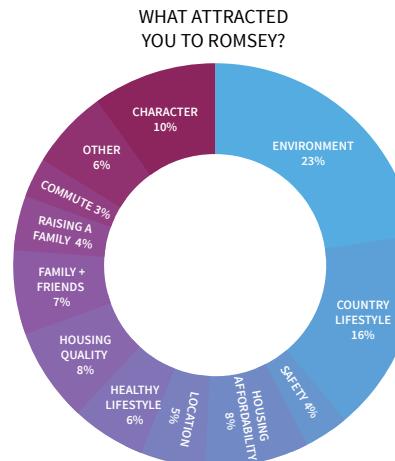
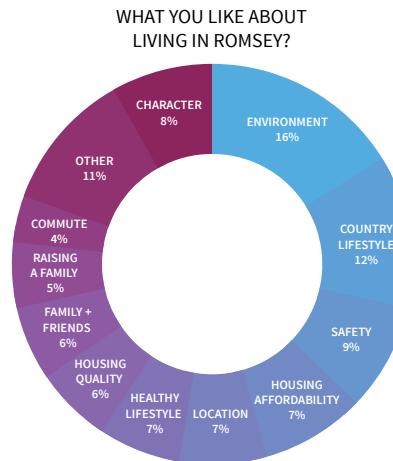
# 03 KEY FINDINGS

## 4.1 RESIDENTS SURVEY

Metropolis Research was commissioned by MRSC to undertake a Romsey resident's survey to gather information on the demographics, behaviors, needs and expectations of the community. The survey asked a series of questions related to what issues the community felt were important to Romsey and what could be improved. The surveys were carried out via door to door interviews and also available online on Council's website.

A summary of the key results raised by the community are summarised as follows:

- ▶ The majority of respondents to survey had lived in Romsey for ten years or more, although less than one-third had lived in the township for less than five years;
- ▶ The previous location of residence for the respondents were largely from Sunbury, with approximately one-quarter of respondents residing there prior to moving to Romsey;
- ▶ Many respondents had moved to Romsey from the outer western suburbs of metropolitan Melbourne, the western regions of regional / rural Victoria, and a small number had moved to Romsey from overseas.
- ▶ The two most common aspects that respondents like about living in Romsey were the natural environment and the country / semi-country lifestyle;
- ▶ Key aspects liked by the majority of respondents included the perception of safety / security, the cost of housing, the character and community feel of the local



area, the location itself, the healthy lifestyle, the quality of housing, and being close to family and friends;

- ▶ The most important aspects that attracted respondents to live in Romsey were the natural environment and the country / semi-country lifestyle.
- ▶ Approximately one-quarter of resident survey respondents and one-sixth of online survey respondents reported that they will definitely or possibly be moving away from Romsey within the next five years.
- ▶ Reasons stated for leaving Romsey related to transport related issues, the changing character of Romsey, access to services including retail, and for personal reasons such as downsizing for retirement and to be closer to family and friends or in a more convenient location for children to attend university or for employment.
- ▶ The town centre was identified by respondents as the key issue that needed to be addressed. Some of items related to issues around access to appropriate and quality retail opportunities, including shops, restaurants, and entertainment venues;
- ▶ Other issues nominated included public transport, road and traffic, and education access to secondary schools .

## **INFRASTRUCTURE ISSUES**

- ▶ Respondents considered local road maintenance and repairs to be of very high importance;
- ▶ Respondents considered each of footpath connections, access to a train station, and local traffic management to be important and access to a train station;
- ▶ There was a higher importance from the online survey respondents placed on access to a train station which may reflect, at least in part, the younger age structure.

## **ENTERTAINMENT AND EMPLOYMENT ISSUES**

- ▶ The quality and quantity of commercial and retail and the availability of restaurants, bars and entertainment venues was identified as a significant issue.
- ▶ Access to local jobs was also identified as an issue for some residents in Romsey;

## **COMMUNITY SERVICES AND FACILITIES ISSUES**

- ▶ Access to a local secondary school and access to youth activities as of high importance. This reflects the fact significant number of respondents were from one or two parent families with secondary school aged children;
- ▶ Access to childcare / kindergartens were rated as moderately important, and measurably less important than access to secondary schools. This again reflects the age and household structure of respondents.
- ▶ Access to a library service and access to hospitals and medical services were considered to be of high importance;

- ▶ Access to a swimming pool and gym facilities were considered to be of high importance;

## **HOUSING ISSUES**

- ▶ Respondents considered housing affordability and the cost of housing, the quality of housing supply, and the choices of housing available locally to be of high importance;

## **TRANSPORT AND ACCESSIBILITY ISSUES**

- ▶ Respondents considered bus services (both frequency and service) to be of high importance;
- ▶ Freight traffic on Main Street was of moderate importance;
- ▶ Access along Five Mile Creek and access to a cycling network were of mild to moderate importance;

## **RETAIL TRADING**

### **Daily shopping**

- ▶ Respondents were most likely to shop for daily shopping needs in the Romsey Town Centre, although a significant proportion also shop for daily shopping needs at Sunbury;

### **Grocery shopping**

- ▶ There are two shopping centres that dominate the grocery shopping with Romsey Town Centre and Sunbury dominating these results. A significant proportion of respondents also travel to the Gisborne and Woodend town centres for grocery shopping;

### **Clothing and comparison goods shopping**

- ▶ Sunbury, Melbourne, and Essendon DFO are significant locations for clothing and comparison goods shopping.

## Dining out and entertainment

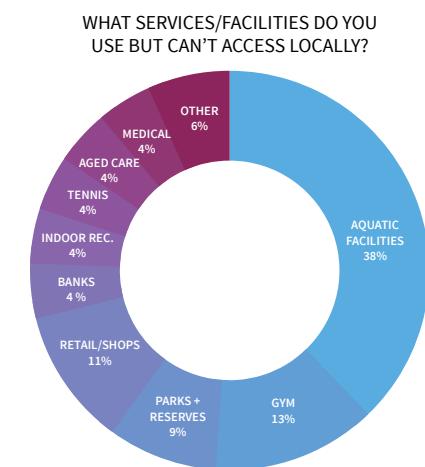
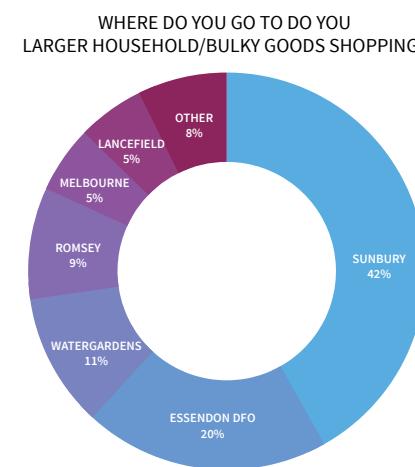
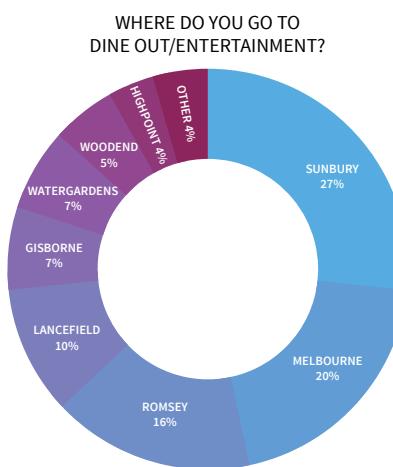
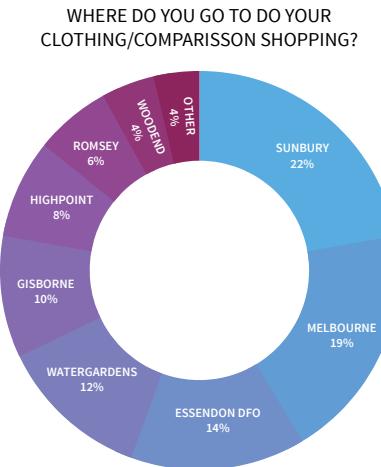
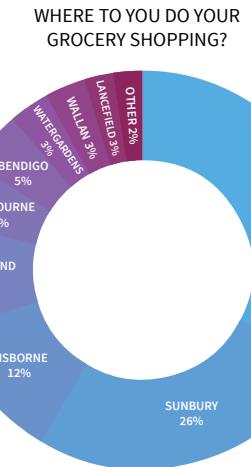
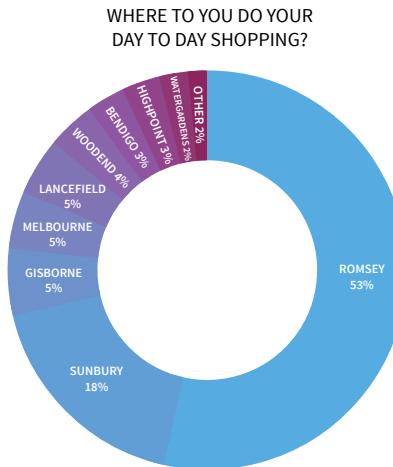
- The most common locations for dining out and entertainment were Sunbury, Melbourne, and the Romsey Town Centre.

## Larger household / bulky goods shopping

- The most common locations that respondents visit for larger household goods shopping were Sunbury and the Essendon DFO.

## SERVICES OR FACILITIES WOULD LIKE TO USE BUT CANNOT ACCESS LOCALLY

- A total of forty-five responses were received from resident survey respondents outlining any other community, sports or recreation services or facilities that they or members of their household would like to use but cannot access locally with more than half related to aquatic facilities, swimming pools, gym, pool, or indoor sports facilities.



## TRANSPORT

### Unsafe locations for cycling in and around Romsey

- A total of one hundred and twenty responses were received from respondents nominating locations in and around Romsey that respondents feel are unsafe for cycling;
- The most common locations that respondents feel are unsafe for cycling in Romsey are the main roads in and around the township.

### Method of journey to work

- The overwhelming majority of respondents journey to work by car;
- A small portion of respondents reported that they journey to work by train with a significant number of these reporting that they travel from Clarkefield station;

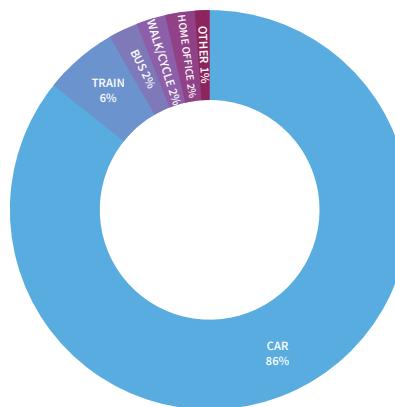
### Barriers to taking public transport to work on a regular basis

- The most common barriers to respondents taking public transport to work on a regular basis were convenience and the availability of public transport services;
- Frequency and the public transport routes were also identified by a relatively small proportion of respondents.

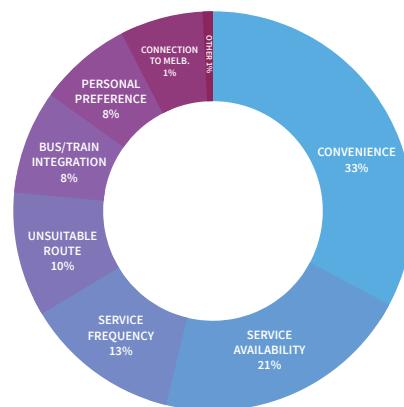
### EMPLOYMENT LOCATION

- The most common suburbs of employment respondents was Melbourne / Melbourne CBD;
- Attention is drawn to the fact that a significant number of respondents work in the Macedon Ranges Shire, including in Romsey, Gisborne, Kyneton, and Macedon Ranges.

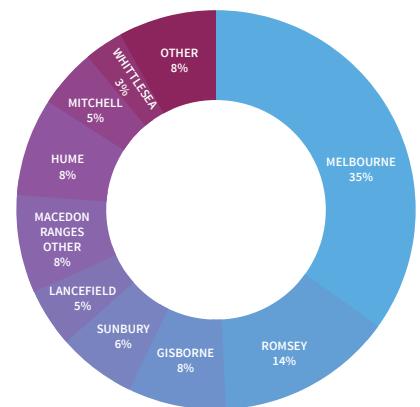
WHAT MODE OF TRANSPORT DO YOU USE FOR YOUR JOURNEY TO WORK?



WHAT DO CONSIDER THE BIGGEST BARRIER FROM TAKING PUBLIC TRANSPORT?



WHERE DO YOU TRAVEL TO FOR EMPLOYMENT?



### ATTENDING SECONDARY SCHOOL

- Respondents to survey considered access to a local secondary school and access to youth activities as of high importance.
- Respondents to both the resident and online survey very strongly agreed that the community would benefit from having a local secondary school;
- Less than one-sixth (14.9%) of resident survey respondents and a little more than one-fifth (22.2%) of online survey respondents had a child or children attending secondary school. The variation in this result is most likely to reflect the higher proportion of one and two-parent families with high school aged children in the online survey than the resident survey sample.

- The majority of respondent children attending secondary school travel to school by bus, with most of the remaining students traveling to school by car. Only two respondent students reported that they travel to school by train, as outlined in the following table.
- The surrounding schools that were accessed by Romsey students were Kyneton, Gisborne, Candlebark School, Sunbury and Wallan;
- The most common nominated aspects when choosing a secondary school were the location to home and the quality of teaching and education in the school.

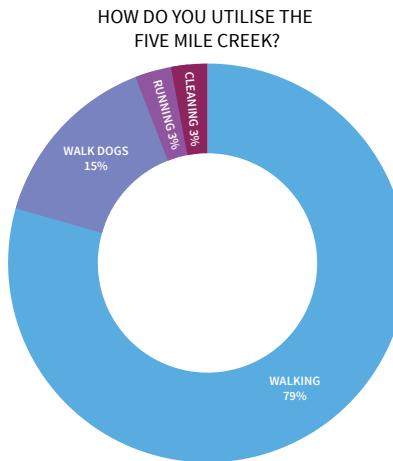
## FIVE MILE CREEK

### Use of Five Mile Creek

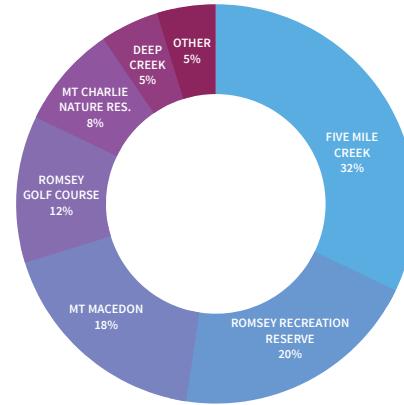
- A significant number of survey respondents reported that they use Five Mile Creek;

### Ways of using the creek

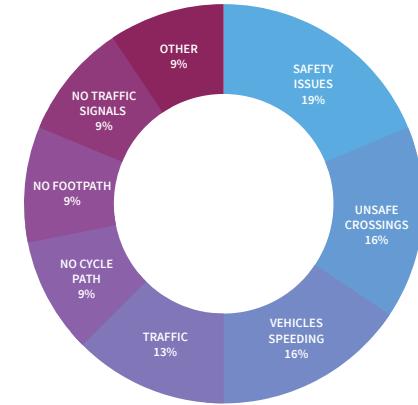
- The overwhelming majority of respondents who use Five Mile Creek reported that they use it for walking or for walking with their dogs;
- A small number reported using the creek for cycling / bike riding and running.



### WHERE DO YOU GO TO CONNECT WITH NATURE?



### WHAT ARE THE MAIN IMPEDIMENTS TO PEDESTRIAN SAFETY IN THE TOWN CENTRE?



### Difficulty of accessing Five Mile Creek

- A small number of respondents reported that they had any difficulties accessing Five Mile Creek.

### Importance of the Creek for public access for passive recreation and environmental experience

- More than half of the respondents to the survey rated the Five Mile Creek as important for public access for passive recreation and environmental experience.

### NATURE & ENVIRONMENT

#### Connection with nature in and around Romsey area

- The most common location to which respondents go to connect with nature in and around the Romsey area was Five Mile Creek, with approximately one-third of respondents visiting this location.
- A significant proportion of respondents also visited the Romsey Recreation Reserve, Mt Macedon Regional Park, and the Romsey Golf Course.

#### Easy to walk or cycle to the selected area

- Respondents found it at least somewhat easy to walk and / or cycle to each of the five locations in and around Romsey.
- Approximately one-fifth respondents found it difficult to walk/cycle to the Five Mile Creek open space corridor, the primary school, the Romsey Recreation Centre and sports ground, and the Romsey Town Centre.

## ROMSEY TOWN CENTRE

### Impact of freight and heavy vehicle traffic on Main Street

- Both resident and online survey respondents considered that the impact of freight and heavy vehicle traffic on Main Street has a moderate impact on pedestrian and cycling safety on Main Street.

## 4.2 STATE AGENCY & SERVICING AUTHORITIES

Council and the consultant team held several workshops and meetings with the relevant authorities and agencies to discuss the known existing issues within the township. These meetings were also utilised to gain an understanding of the likely upgrades to the existing infrastructure to support any future potential population growth within Romsey.

The following is a summary of what was discussed:

### MELBOURNE WATER

#### *Localised Flooding Issues*

The Romsey Outline Development Plan identified areas within the existing township that are prone to flooding during heavy rain events. The issue is largely due to the current stormwater infrastructure requiring upgrades;

Melbourne Water will provide input throughout the planning process to assist with identifying areas susceptible to flooding which will assist with determining areas suitable for growth opportunities.

#### *Five Mile Creek*

Five Mile Creek corridor is a valued asset to the Romsey community and is utilised for passive recreation and access to a natural environment.

It was acknowledged that large sections of the corridor currently fall within private property and cannot be accessed by the greater community. It was agreed that this will need to be addressed as part of the structure plan update;

Melbourne Water have been approached by local community group, Friends of Five Mile Creek, to discuss the possibility of working together to prepare a management plan for the creek corridor.

Melbourne Water have prepared a ‘Healthy Waterways Strategy’ which was finalised November 2018 and will be followed by the preparation of an implementation plan.

The final strategy can be found <https://yoursay.melbournewater.com.au/healthy-waterways/document-library>

### WESTERN WATER

#### *Servicing*

Western Water have prepared a masterplan for the Romsey Recycled Water Plant. This plant will have the capacity to cater for a population of 11,700 people up to 2066 – this capacity is to service both Romsey and Lancefield.

Western Water will need to purchase more land to assist with dispersing the treated water similar to the current pivot irrigation discharge system in Romsey. The key issue will be the discharge of the treated water – there may be further opportunities to utilise the treated water as recycled water within the Romsey Township to irrigate open space areas.

The current recycled water quality is Class C which can only be used during certain times of the day – there may be potential for this to improve to Class B, but this will require investment to upgrade the existing treatment plant.

#### **Amenity Buffer**

The current amenity buffer is currently based on the standards required by the EPA and the Victorian Planning Provisions. Western Water are undertaking a detailed odour modeling assessment which will provide a more accurate buffer factoring in variables such as wind patterns, which will potentially result in the existing buffer reducing in size.

Once the assessment is completed, Western Water will initiate a planning scheme amendment which will apply an Environmental Significance Overlay to the revised amenity buffer area.

### VICROADS

#### *Avenue of Honour Planting & Trees along Melbourne-Lancefield Rd*

The current planting along Melbourne-Lancefield Rd is a significant contributor to the Town Character of Romsey. The question was posed to VicRoads to see if there is an opportunity to extend the current planting further along Melbourne-Lancefield Rd?

VicRoads suggested that any further planting would be subject to the amount of space available for tree planting in the current road cross section.

### ***Melbourne Lancefield Road – Barry Street Intersection***

'State Government funding is committed for upgrading the Barry Street and Melbourne- Lancefield Rd intersection with a roundabout. There is also potential for installing traffic signals in future if needed.

The intersection design is progressing to the final stages with construction soon to follow.

VicRoads' preferred method of controlling intersections are with signals as they are more cost effective and require less land (therefore less disruption to the surrounding area) to deliver. An additional benefit to signals is that they can also adapt to traffic conditions.

From an urban design perspective, traffic signals provide a much safer opportunity for pedestrians and cyclists to cross Melbourne-Lancefield Rd as it is a controlled crossing. Roundabouts tend to impose greater safety issues for pedestrians as they encourage continuous traffic flow.

Additional funding has been allocated to deliver a set of pedestrian signals within the Romsey Town Centre, proximate to the IGA supermarket.

### ***Road Network Design***

It would be ideal to have alternate north-south through movements to take pressure off Melbourne-Lancefield Rd. VicRoads recommend preparing road hierarchy plan showing role and function of roads and key movements through town – this will be prepared as part of the next planning phase.

Any future controlled intersection spacing should be approximately spaced 800m apart.

### ***TRANSPORT FOR VICTORIA (TFV)***

#### ***Commuter Service Review***

Roadworks on Melbourne-Lancefield Rd have reduced the reliability of bus services meeting train services. The ticketing system is paper based which reduces the quality of data collected.

TFV looking to review commuter service once Melbourne-Lancefield Rd roadworks are complete. Anecdotal desire for more bus stops and more frequent services – this and the service review are not confirmed and are subject to findings and funding.

#### ***Service Upgrade Trigger***

The Public Transport Design Guidelines is the current info used to determine the need for number of services/routes. There is no set number of patrons/population used to inform service and infrastructure requirements;

### ***AUSNET SERVICES***

#### ***Gas Network***

An upgrade to the existing network will be required to support a township of 6000 people. There may be a need for contributions from developers to augment existing supply network depending on scale and timing of projects.

The Northern side of Romsey is the more cost-effective location for growth from a gas infrastructure provision perspective.

Any future large industrial/employment developments would most likely need to cover most of the cost to deliver infrastructure upgrades – a cost share agreement between the developer and Ausnet will be prepared when infrastructure is required.

The existing city-gate which is an APA asset, will require upgrade to supply the potential population growth.

## 4.3 COMMUNITY WORKSHOPS

Two community workshops were held during August to allow Romsey residents to provide Council and the consultant team with their local knowledge of current issues and potential opportunities for the township.

There were five key categories that were discussed at each of the workshops, with the most discussed issues and opportunities summarised below:

### TOWNSHIP CHARACTER, HOUSING & HERITAGE

#### **Key Positives**

- ▶ Existing Heritage Buildings throughout township & along Main Street;
- ▶ Lomandra Estate is attractive and different compared to development in Sunbury- Lomandra housing/character of the new homes are in keeping with Romsey;
- ▶ Trees along Melbourne-Lancefield Road;

#### **Key Negatives**

- ▶ New growth should not be located north of Hutchinsons Lane;
- ▶ The employment area in the southern entrance of the town needs to be relocated;
- ▶ Lack of Housing diversity;
- ▶ There is no accommodation for visitors to Romsey to utilise.

#### **Issues & Opportunities**

- ▶ Land north of Hutchinsons Lane should remain as is to maintain rural character;
- ▶ There is a need to provide Medium/Higher density housing opportunities near the town centre for the aging population – need to be better than what has been delivered so far;
- ▶ New developments should provide a variety of open space – native parks rather than all formal parks;

### TOWN CENTRE & EMPLOYMENT AREAS

#### **Key Positives**

- ▶ Avenue of Trees and Landscaping within the Town Centre provide a unique character;
- ▶ There are plenty of Cafes and Bars;
- ▶ Heritage Built form within the Town Centre;

#### **Key Negatives**

- ▶ Trading Hours don't suit community needs – there is a lack of communication and integration between business within the town centre;
- ▶ Limited places to socialise, limited retail offering;
- ▶ Significant number of buildings and properties within town centre are underutilised – impacts the vibrancy that town centres need;
- ▶ Need for a full scale supermarket;

#### **Issues & Opportunities**

- ▶ Need to capitalise on passing traffic for Tourism opportunities;
- ▶ Need to provide incentives for new business to locate to Romsey – potential lower Council rates or subsidised rents;
- ▶ Need to provide a greater variety in built form opportunities to cater for different businesses;
- ▶ Population is the key driver for vibrant town centres - Romsey requires growth to assist with delivering on more retail offering;
- ▶ Housing is required in the town centre for the elderly;
- ▶ Community desire to relocate existing IN3Z + C2Z away from southern town entry.

### OPEN SPACE & COMMUNITY FACILITIES

#### **Key Positives**

- ▶ The all abilities park is a great open space;
- ▶ The Romsey Hub is a great community facility;
- ▶ The facility provision is sufficient for the existing population.
- ▶ Five Mile Creek provides passive recreation;

#### **Key Negatives**

- ▶ There is a lack of a meeting place/town square within Romsey;

- ▶ Lack of way finding/signage connecting open spaces  
– disconnect between recreation reserve and town centre;
- ▶ No swimming pool/aquatic centre – surrounding township facilities cannot cater for Romsey, (hard to access swimming lessons for children.)
- ▶ Park Lane requires upgrade – parking, road, footpaths etc.
- ▶ Lack of secondary school;

### **Issues & Opportunities**

- ▶ Way finding and signage should be provided to assist with providing knowledge of open space areas;
- ▶ Provide a meeting place within the town;
- ▶ Improve maintenance regime for Recreation Reserve and Golf Course;
- ▶ Investigate aquatic facilities potentially in Romsey;
- ▶ Opportunity to work with Department of Education for secondary school planning;

### **TRANSPORT & MOVEMENT**

#### **Key Positives**

- ▶ Path connection between Romsey and Lancefield;

#### **Key Negatives**

- ▶ Romsey is highly dependent on cars – lack of bus services & frequency;

- ▶ Unable to cycle within the town due to limited infrastructure – unsafe;
- ▶ There is a lack of legible footpaths connecting to the town centre – discourages people from walking – existing infrastructure is unsuitable for the elderly;
- ▶ Barry Street is unsafe for pedestrians as there are no dedicated crossings;
- ▶ Glenfern & Knox Roads are utilised as town bypasses – need to limit speed to 80km/h

### **Issues & Opportunities**

- ▶ Provide a path connection to Monegeetta & Clarkefield similar to the Lancefield connection;
- ▶ Bus services to train stations must be more frequent and integrated with the timetables;
- ▶ Focus on footpath connections between key destinations – town centre, school, recreation reserve.
- ▶ Provide parking opportunities for large vehicles e.g. Trucks, caravans, horse floats.

### **ENVIRONMENT**

#### **Key Positives**

- ▶ The town setting amongst the rural areas and ranges;
- ▶ Ability to interact with the built-up town and rural fringe;
- ▶ The trees along Main Street;
- ▶ Five Mile Creek meandering through the town;
- ▶ Value the northern part of the Romsey through to Lancefield – in particular the farm land;

#### **Key Negatives**

- ▶ Five acre blocks;
- ▶ Five Mile Creek needs greater access and connections to Deep Creek need to be provided;
- ▶ Need to have a car to live in Romsey – not environmental;
- ▶ Threat of bushfire – does the town have a neighbourhood safe place?
- ▶ The skate park needs beautification to include gardens and colour;

### **Issues & Opportunities**

- ▶ Existing vegetation throughout the township needs to be protected to retain the township landscape values;
- ▶ Indigenous trees need to be planted to replace the aging exotic trees;
- ▶ New housing estates need to provide more open space/ community areas – need to incorporate native planting;
- ▶ Lack of participation and sense of community – there is a need to provide opportunities for the community to contribute to the town;
- ▶ Horse riding facilities – would like to see bridle paths that connect to rural land.

## 4.4 POZI INTERACTIVE MAP TOOL

The MRSC utilised the POZI interactive map tool to capture the thoughts and ideas of the local community, in particular the residents who were unable to attend the community workshops.

The tool was made available on the Council website and provided the opportunity for residents to place a pin on a map of Romsey and provide comment in relation to an issue or opportunity they considered important for the township.

There were eighteen pins placed on the map with the following issues and opportunities raised:

### GLENFERN ROAD

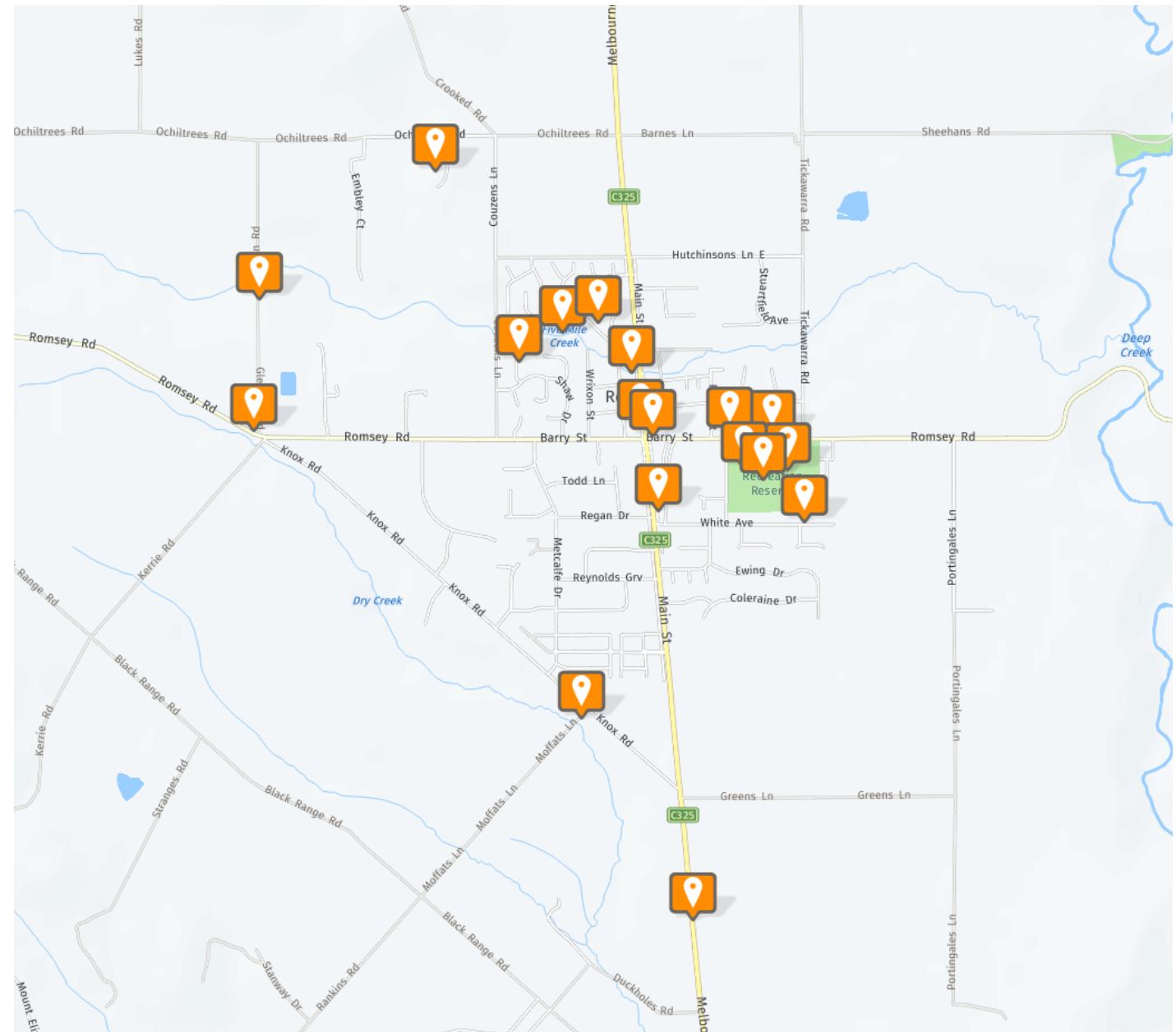
*"Glenfern road needs to be sealed, it is Romsey's western boundary, generates dangerous dust in summer and is dangerously slippery in winter. It is a major school bus route and services a major horse stud and winery."*

### ROMSEY ROAD - 5 WAYS INTERSECTION TO 80 KM SPEED SIGN INTO ROMSEY

*"Traffic from west on Romsey Road travel at 100 kph around intersection and pass several property gateways at speed despite 80 kph advisory signs. Speed limit should be 80 kph from intersection up to existing 80 kph sign."*

### MUIR COURT

*"We need a footpath installed in Muir & Sullivan Courts, as they both have bends which could lead to an accident with pedestrians and cars. A lot of people use these roads when walking & to access the 5 Mile Creek walk track"*



## FIVE MILE CREEK

"Would be great to see some signs placed along the creek to advise people on the walk to post out items of significance from the past. Eg. Site of old well, Old Swimming Hole etc. To perhaps let people know what the area was once used for."

"I want a bike path along here"

"High priority waterway that provides opportunity for restoration and connectivity to Deep Creek from the Macedon Ranges."

"Have asked MRSC to include in works (eg. healthy living funding) to build steps up Couzens Rd hill so we can walk along Five Mile Creek and up Couzens Lane and back along Hutchinson (or Ochiltrees and Barnes La if you are fit!) to the Main Road. The hill is steep and needs proper steps and stops to see the view west, and at the top you get a good view."

## V/LINE BUS STOP

"I wonder if the bus stop could be moved closer to the main shopping precinct, so if you get off in the evening when it's dark, it doesn't feel so isolated. Given the supermarket and chemist stay open late."

## ROMSEY HOTEL

"Opportunity to re-instate the local pub to support the local economy and jobs."

## ROMSEY SKATE PARK

"A foot path needs to be installed to link the path from the crossing at the kinder to link the south side of White Ave for pedestrian access along the west side of park and a fence or barrier should be installed along west side of park."

## ROMSEY RECREATION CENTRE

"We need an aquatic centre and a gym that all ages can use. current gym /exercise facilities at Romsey rec centre only cater for elderly citizens. and there are no swimming facilities at all. The ancient pool at Lancefield is not a good option."

"It would be great to have more seating around the oval"

"Reserve needs an upgrade"

## ROMSEY GOLF COURSE

"Provide financial support for the golf course to improve this valuable community asset."

## BARRY STREET (NEAR RECREATION RESERVE)

"Enclose the open drain on the North side of the park along Barry St and Romsey Rd between Park Lane and Lauder place. Install a footpath over the enclosed drain to connect the Ascot Rise estate with the township."

## HOUSING

Housing be within walking distance of town, school and recreational precinct. Diverse housing to cater low income families, singles, downsizing elderly people. Children should be able to walk to school rather than creating more traffic on the road;

## MOFFATS LANE

"Cars are speeding along this street, using it as a cut through to the new estate. Need to include traffic calming measures, such as speed bumps, to make this a safer place;"

## MELBOURNE-LANCEFIELD ROAD

"Long term opportunity, every time there are roadworks it should be compulsory to add a separated shared path, like the one between Romsey and Lancefield. But this on to lead to the Clarkefield station. For runners, walkers, commuter cyclists, e-bikes"

## 4.5 RESIDENT SUBMISSIONS

Whilst submissions to the Issues & Opportunities Paper were not sourced during the initial consultation phase, a number of residents took the opportunity to provide a formal response.

The key issues raised have been summarised below:

### SUBMISSION 1:

- ▶ Heavy vehicles sometimes exceed 70km/s on approach to Romsey from Lancefield along Melbourne Lancefield Road;
- ▶ Traffic calming measures such as roundabout at Hutchinsons Lane would reduce vehicle speeds;

### SUBMISSION 2:

- ▶ The subject land at 2598 Melbourne-Lancefield Road, Romsey falls partly within the buffer zone of the Romsey waste water treatment plant. As the buffer may change, this land should be considered for rezoning to a residential zone.
- ▶ The land is capable of being serviced;
- ▶ Development of the land would not prejudice agricultural productivity or natural resource values associated with quality soils;

### SUBMISSION 3:

- ▶ *The Romsey Land Capability Study 1994 remains a relevant consideration when making planning decisions.*
- ▶ *The Study notes soils to the east, west and north of Romsey are conducive to very high agricultural production.*
- ▶ *The C110 Panel did not support changes to the Rural Living Zone Schedule to allow smaller lot sizes to the land in the north of Romsey between Romsey and Lancefield.*
- ▶ *The agricultural productivity of land in the Shire is given less priority in current times due to reduced personal association and knowledge of farming conditions and practices, as well as growing competition between agriculture and tourism.*
- ▶ *Beef produced on a farm in Romsey's north west was known to be of prize winning quality. This farm is now subdivided and the smaller lots are not capable of agricultural production.*
- ▶ *Long term structure planning for Romsey must be flexible enough to allow for unforeseen circumstances and new knowledge*
- ▶ *Macedon Ranges Shire Council should provide leadership and vision regarding design and development of sustainable small lot housing.*
- ▶ *Dwelling design requirements should be reviewed in Romsey.*
- ▶ *New residential development should be directed to areas of low agricultural viability.*

