



Romsey Structure Plan

Structure Plan

Adopted by Council on 22 May 2024



This report is the Romsey Structure Plan (v6) for the Macedon Ranges Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Design Urban, Spatial Vision, HipVHive, Obliqua Pty Ltd, Movement and Place Consulting Pty Ltd, Wayfarer Consulting, Stantec, Peter Boyle_Urban Design+Landscape Architecture and Tim Nott economic analysis and strategy using background reports and information provided by Council and from other government sources. The report issue date is May 2024.

Every reasonable effort has been made to validate information provided by the client, Council staff, stakeholders and other participants in the preparation of this report throughout the project during 2021 through to 2024.

The report has been prepared in conjunction with the Macedon Ranges Shire Council and is based upon up-to-date information provided at the time of report preparation and finalisation.

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ACKNOWLEDGEMENT OF COUNTRY

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi-Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country, and pays respect to their Elders past, present and emerging.

Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.

Version	Date	Notes
V1	5/4/2023	Draft 1 Prepared for Officer Review
V2	26/4/2023	Additional maps and map changes incorporated
V3	31/5/2023	Changes post Council officer and Councillor briefing
V4	23/6/2023	Changes following officer and Councillor review
V5	16/5/24	Changes following community consultation into final structure plan
V6	31/5/24	As adopted by Council on 22 May 2024

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ABBREVIATIONS AND LEGISLATION

Abbreviations

Council	Macedon Ranges Shire Council
DCP	Development Contribution Plan
DPO	Development Plan Overlay
DTP	Department of Transport and Planning
EPAV	Environment Protection Authority Victoria
FZ	Farming Zone
GRZ	General Residential Zone
GWV	Greater Western Water
HO	Heritage Overlay
IWM	Integrated Water Management
MRPS	Macedon Ranges Planning Scheme
MRSP	Macedon Ranges Statement of Planning Policy
MPS	Municipal Planning Strategy
NRZ	Neighbourhood Residential Zone
ODP	Outline Development Plan
PPF	Planning Policy Framework
PPRZ	Public Park and Recreation Zone
PSB	Protected Settlement Boundary
RRWP	Romsey Recycled Water Plant
RSP	Romsey Structure Plan
SWM	Stormwater Management

Numeric Abbreviations

GL	gigalitres
ha	hectares
%	percent
m ²	metres squared

kms	kilometres
sqm	square metres

Related Legislation and Regulations

P&E Act	Planning and Environment Act 1987 (
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The Romsey Structure Plan has been developed to manage growth and development in Romsey to 2050.

The purpose and function of the Romsey Structure Plan is to plan for the future of Romsey by protecting the distinctive positive elements of the township and build upon its opportunities. This will guide the physical and natural environment, amenity and activities of the township and its growth.

The Romsey Structure Plan will replace the current Romsey Outline Development Plan which sets directions for the town to 2021. The structure plan will determine the settlement boundary for the town as required under the Macedon Ranges Statement of Planning Policy.

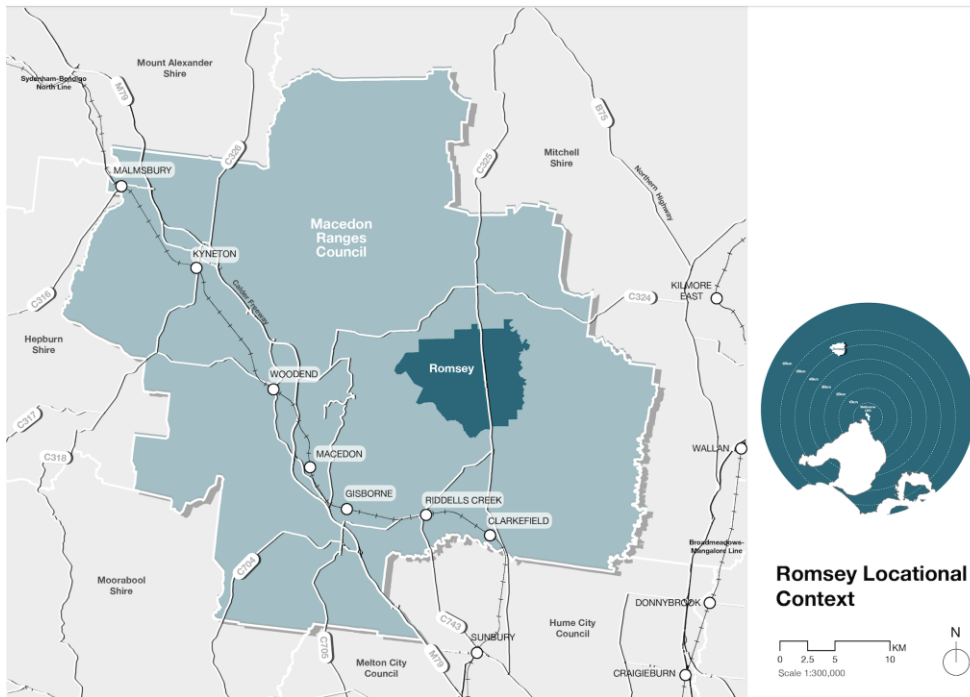


1. INTRODUCTION AND BACKGROUND

1.1 Regional context

Romsey is located within the Macedon Ranges Shire on the Lancefield-Melbourne Road, approximately 63km north-west of the Melbourne CBD.

Romsey sits within the peri-urban region of metropolitan Melbourne. This region has strong economic ties to the Melbourne Airport corridor and Sunbury while being predominantly rural in character.



1.4 Settlement Boundary and a Protected Settlement Boundary

State planning policy at Clause 11.01-1S of the MRPS requires that a settlement boundary be created and reinforced to direct growth and provide compact urban areas. This is to create high-quality, integrated settlements with a strong identity and sense of place that are prosperous, sustainable and support resilient communities and their ability to adapt and change.

This policy requires that sufficient land is provided to meet forecast demands by accommodating projected population growth over at least a 15 year period with clear directions on locations where growth should occur.

A settlement boundary has been identified to protect land required for future urban expansion of Romsey and to help preserve and protect adjoining agricultural land and natural resources and features as well as mitigate impacts from known risk factors.

A PSB has been identified for the Romsey settlement boundary that responds appropriately to significant planning matters and protects areas of biodiversity and landscape, reduces risk from environmental hazards (the water treatment plant, bushfire and flooding), and retains productive agricultural land and non-urban breaks between nearby townships.

Part 3AAB of the P&E Act includes the legislative mechanisms and requirements in identifying, determining and declaring distinctive areas and landscapes and a PSB for a township (see sections 46AV (2)(b), 46AZD, 46AZE and 46AZI of the Act). This process has been followed for the Romsey PSB.

1.5 Strategy and Policy Drivers

State strategies

- Plan Melbourne (2017)
- Loddon Mallee Regional Growth Plan (2014)
- Macedon Ranges Statement of Planning Policy (2019)

State Government policy including Plan Melbourne (2017-2050) and the Loddon Mallee Regional Growth Plan (2014) identify Romsey as a town/rural centre providing localised services to rural and commuter communities with growth to be contained within settlement boundaries.

Plan Melbourne states that “development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets”.

The Settlement objective within State Policy is “To plan and manage growth of settlements in the declared area consistent with protection of the area’s significant landscapes, protection of catchments, biodiversity, ecological and environmental values, and consistent with the unique character, role and function of each settlement.” State Policy at Clause 11.03-5S of the MRPS recognises the importance of distinctive areas and landscapes and their valued attributes.

Housing reform and Plan Victoria

There are many housing reforms and policy work underway at the state level that will impact on future housing. In September 2023 the State Government released *Victoria’s Housing Statement: The decade ahead 2024-2034* (VHS). The VHS establishes a bold housing target of 800,000 homes to be delivered across Victoria over the next 10 years. This also identifies that there will be an additional 426,000 homes expected in regional Victoria to 2051. The Romsey township has a supporting role in the delivery of these additional homes.

The housing statement is supported by Amendments VC242, VC243 and VC253 which aim to facilitate well-located, integrated and diverse housing that meets community needs and supports the delivery of housing in Victoria.

The State Government has commenced the process to update Plan Melbourne 2017-2050, the current metropolitan planning strategy and this will now be expanded to a new plan that encompasses all of Victoria (Plan Victoria).

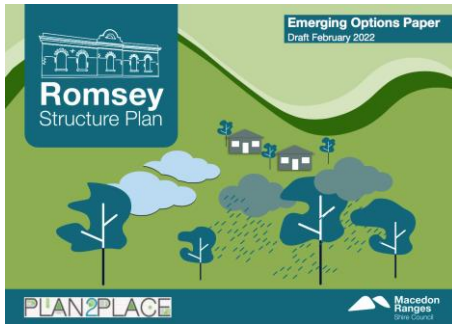
Local strategies

- Macedon Ranges Settlement Strategy (2011)
- Romsey Outline Development Plan (ODP) (2009)

The Macedon Ranges Settlement Strategy identifies a settlement hierarchy for all towns within the Shire as reflected in Council's Municipal Planning Strategy (MPS). The MPS identifies that Romsey will grow from a district town to a large district town by 2036.

The ODP identifies a town boundary, various initiatives to manage growth and change and several land rezonings that have now been implemented. The ODP has served its purpose and now needs to be renewed through the preparation of a new structure plan for the town.

Council prepared the Romsey Issues and Opportunities Paper in December 2018 which provided the basis for the Emerging Options Paper in 2022.



Both these documents provide the strategic background for the draft Romsey Structure Plan (RSP) consulted on in 2023. The stages involved in the development of the structure plan are shown in **Figure 1**.

Key population, demographic and a range of other information for Romsey is provided in the town's snapshot in **Figure 2**.



Figure 1: Stages in Preparing the Romsey Structure Plan

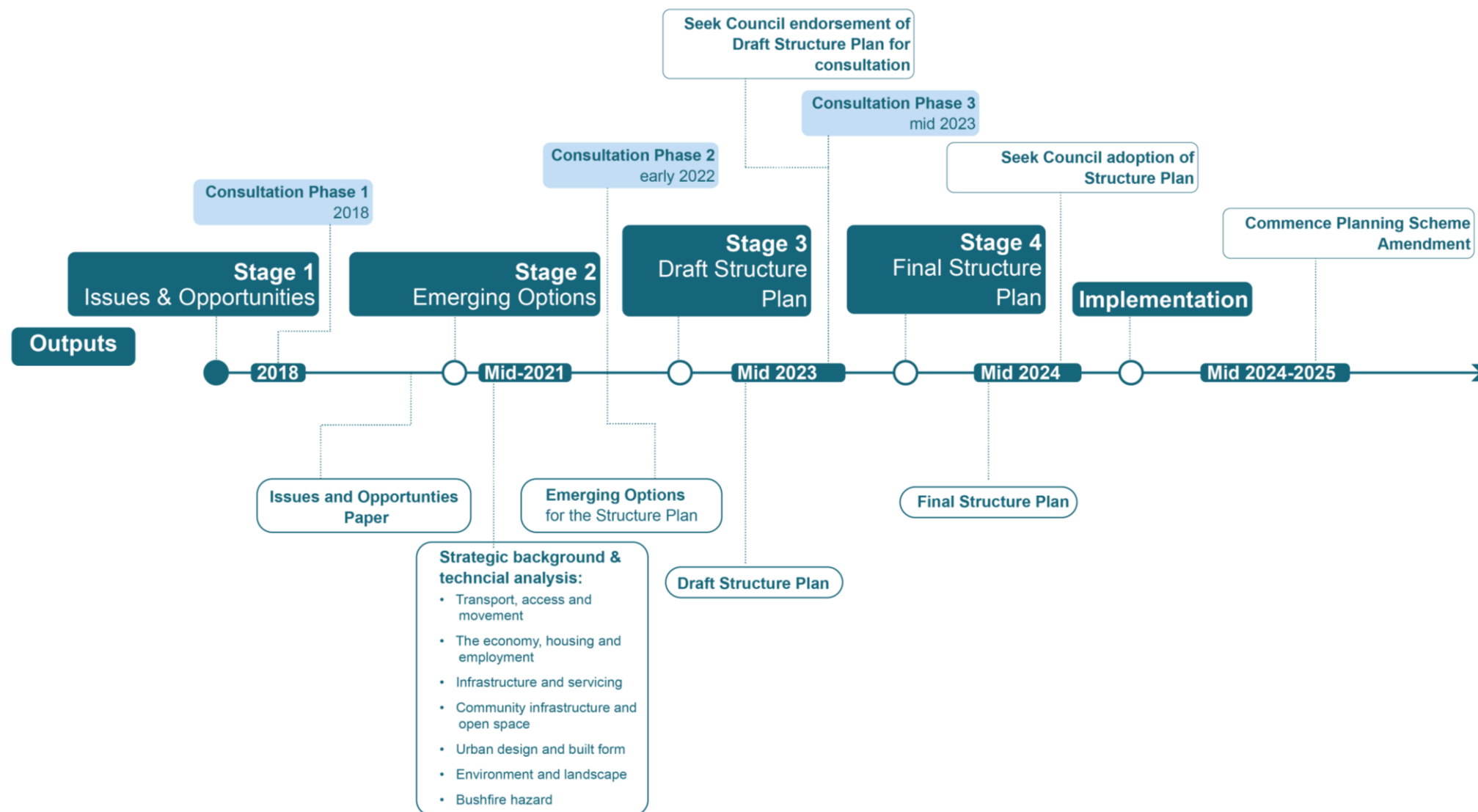
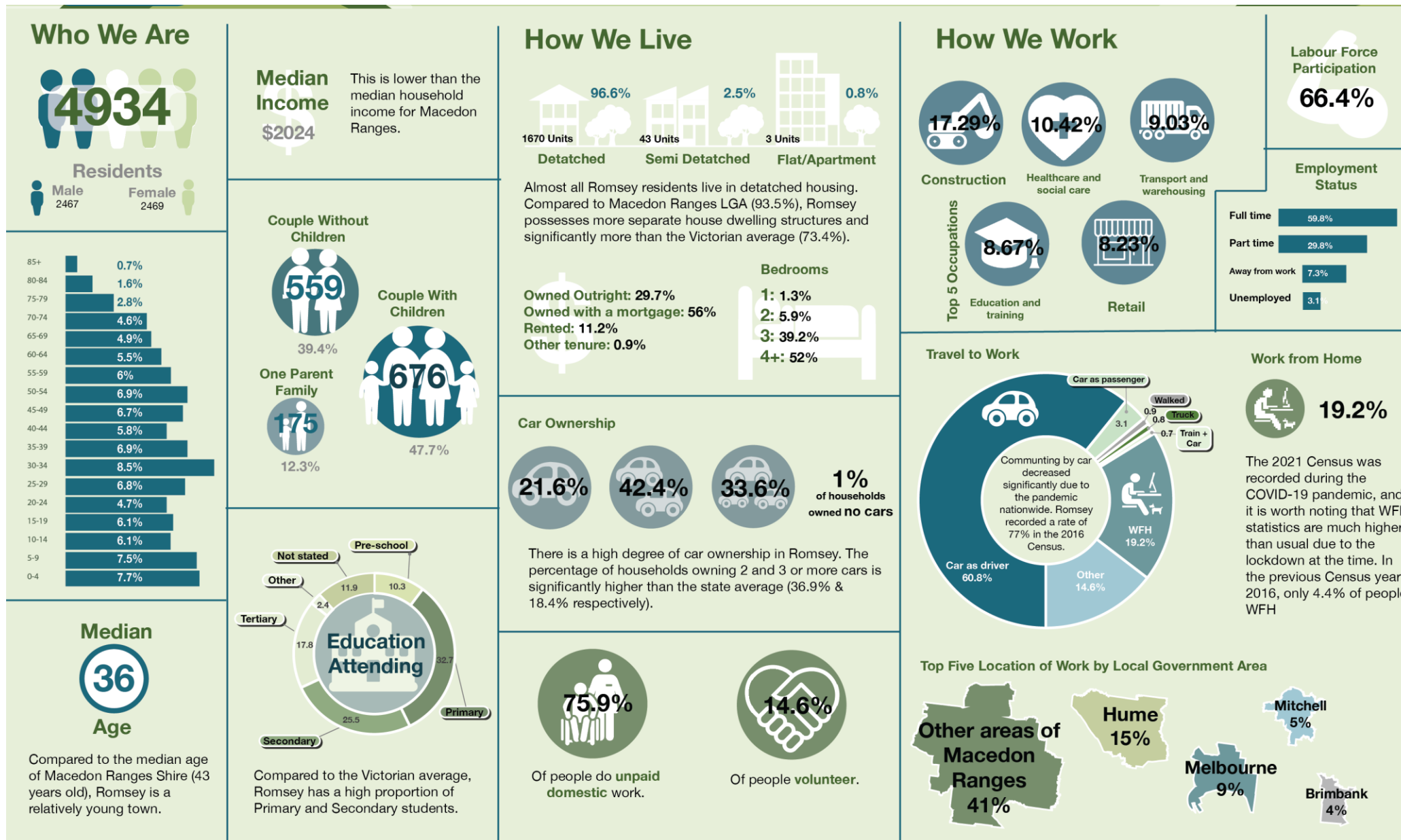


Figure 2: Key Population, Demographic and Other Information, Romsey 2021



2. COMMUNITY ENGAGEMENT

2.1 Engagement to date

The Romsey Community has been involved in developing the Structure Plan. There have been three formal opportunities to contribute to date through the:

- Romsey Issues and Opportunities Paper, December 2018.
- Romsey Emerging Options Paper, March 2022.
- Draft Romsey Structure Plan, June 2023

The feedback from each consultation has informed the development of the next stage of the structure plan .

2.2 Further work to develop the structure plan

Following the release of the Emerging Options Paper and the feedback from the community, further investigation of the options for expansion was undertaken. This established the areas that best met the settlement principles that were tested and supported by the community through the consultation.

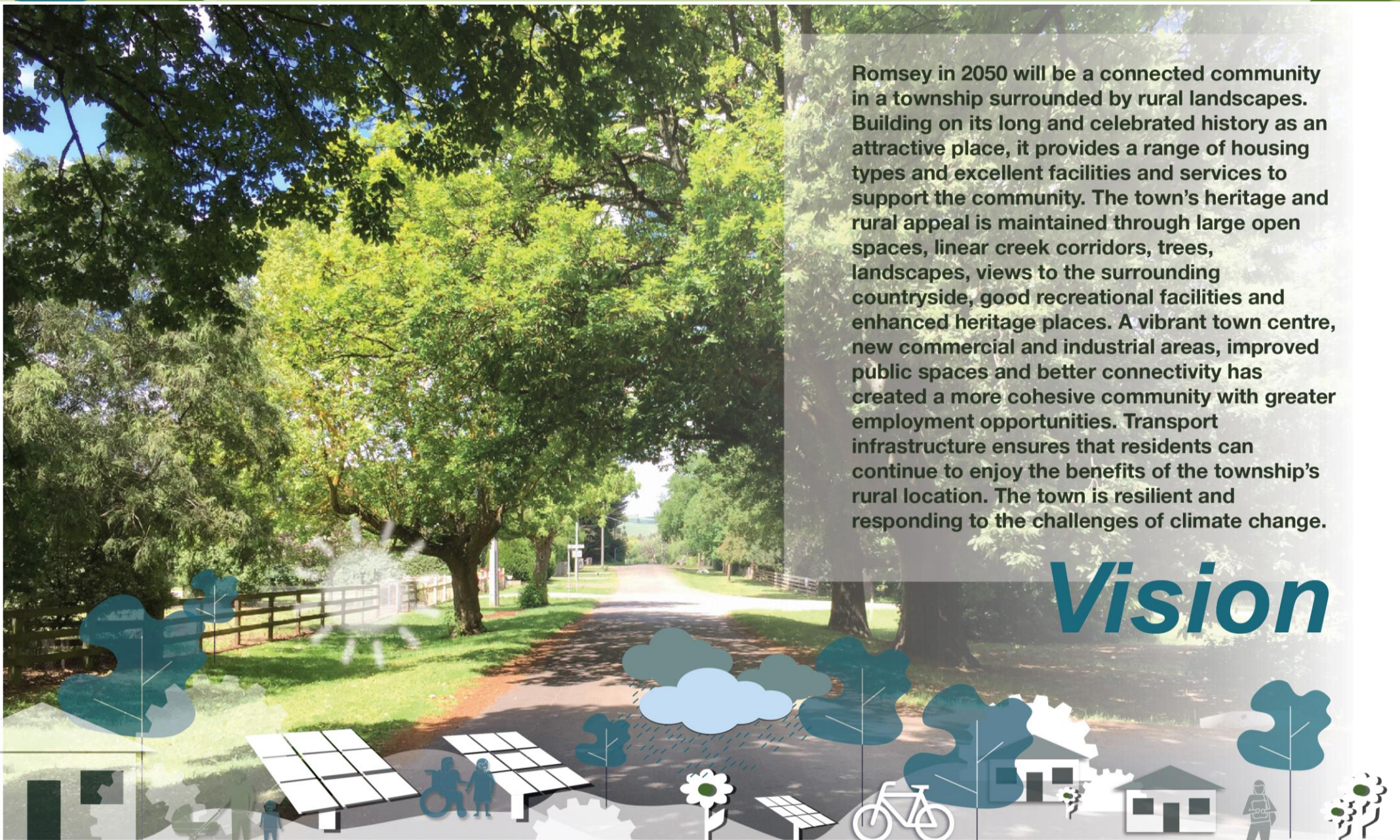
As the Emerging Options Paper outlined, while the existing town boundary could support additional residential, commercial and industrial growth, there was a need for expansion of the town boundary to enable realistic and viable development in the township. Seven investigation areas were assessed against a set of ten criteria. **Appendix 1** shows the location of the investigation areas and provides the list of criteria each area was assessed against.

Following the consultation for the Draft Structure Plan, Council were provided revised advice in regards to process Greater Western Water are pursuing to establish a buffer area overlay for the Romsey Wastewater Treatment Plant and the need to respond to the current buffer requirements specified by the Environment Protection Authority Victoria's (EPAV) guidelines. This has required the further examination of the inclusion of land in Area 3 within the PSB and of alternative locations of urban activities in the absence of the resolution of the extent of the buffer area overlay by Greater Western Water and the EPAV. These discussions have shaped the growth areas and PSB proposed for Romsey.

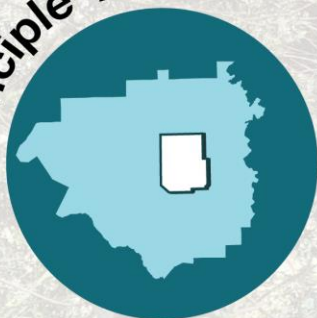


Romsey in 2050 will be a connected community in a township surrounded by rural landscapes. Building on its long and celebrated history as an attractive place, it provides a range of housing types and excellent facilities and services to support the community. The town's heritage and rural appeal is maintained through large open spaces, linear creek corridors, trees, landscapes, views to the surrounding countryside, good recreational facilities and enhanced heritage places. A vibrant town centre, new commercial and industrial areas, improved public spaces and better connectivity has created a more cohesive community with greater employment opportunities. Transport infrastructure ensures that residents can continue to enjoy the benefits of the township's rural location. The town is resilient and responding to the challenges of climate change.

Vision



Principle 1



A town with a defined boundary

Provide a township settlement boundary with distinct physical breaks that protect surrounding agricultural land and environmental features

Principle 2



A walkable town

Increase walking and cycling in the town by providing permeable links and connecting development into the existing town structure.

Principle 3



A climate responsive town

Mitigate climate risk by locating environmentally sustainable development away from the areas of high bushfire and flooding risk.

Principle 4



An environmentally responsible town

Promote urban consolidation and a town structure that minimises reliance on vehicles and the emission of greenhouse gases.

Principle 5



A town with a vibrant heart and town centre

Reinforce the town centre as the commercial and civic heart by increasing economic and social activity around Main Street.

Principle 6



A town with a unique rural character

Protect and enhance the neighbourhood character of the town.

Principle 7



A well serviced town

Service the town's population by providing community and cultural facilities and sustainable energy and water resources.

Principle 8



A town where people live and work

Provide additional employment areas to meet the needs of the population.

3. ROMSEY TOWNSHIP FRAMEWORK PLAN

3.1 Key objectives

To create a diverse mix of appropriate, affordable, well designed and responsive housing.

To create additional jobs and activity in the township with a vibrant town centre and employment areas.

To ensure development is appropriate to the landscape setting and township character.

To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not rely on vehicle ownership within the township.

To ensure the township provides community infrastructure to meet the social and cultural needs of its residents.

To create a more sustainable and climate resilient township.

3.2 Key strategies

3.2.1 Housing

- Facilitate a range of housing types in the township particularly within walking distance of the town centre to enable people to age in place and provide for more affordable housing options.
- Ensure infill development reflects the valued character of Romsey's residential neighbourhoods with respect to built-form, scale, setbacks and vegetation.
- Ensure future urban growth in Romsey respects and enhances the township's rural township character; heritage streetscapes; and Five Mile Creek.
- Manage housing growth and land supply within a PSB.

3.2.2 Activities and employment

- Strengthen the role of the Romsey town centre as a local and regional destination for business, retail, entertainment and community activities that provides access to a range of services and facilities.
- Reinforce the town centre as the commercial and civic heart of the town with a high-quality urban realm responsive to the town's character.
- Create a consolidated, compact, walkable town centre that is active day and night.
- Improve access to services in newly developing parts of the Romsey urban area that are beyond a reasonable walk to the town centre.
- Ensure there is adequate land supply for future economic growth and local employment.

3.2.3 Landscape and natural environment

- Maintain settlement boundaries and a non urban break between Romsey and Lancefield.
- Enhance the town's setting within a treed landscape.
- Enhance the biodiversity of Romsey.
- Extend and enhance the Five Mile Creek corridor and environs.
- Create a network of open spaces throughout the town to meet the varied open space requirements of the community.

3.2.4 Movement and transport

- Provide an accessible town with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.
- Create a movement network that provides a high level of amenity and safety for pedestrians and bicycle riders.
- Improve public transport opportunities for Romsey.
- Create an urban structure that facilitates movement options that are safe, integrated, accessible and do not rely on vehicle ownership within the township.

3.2.5 Community infrastructure and culture

- Ensure the necessary future community facilities are planned to support the growth of the town.
- Ensure community facilities meet the needs of the local community, are accessible, fit for purpose and provide for a range of activities and groups.
- Ensure new development appropriately responds to and celebrates Aboriginal cultural heritage sites, places and values.
- Ensure new development responds to and celebrates post contact cultural heritage sites, places and values.

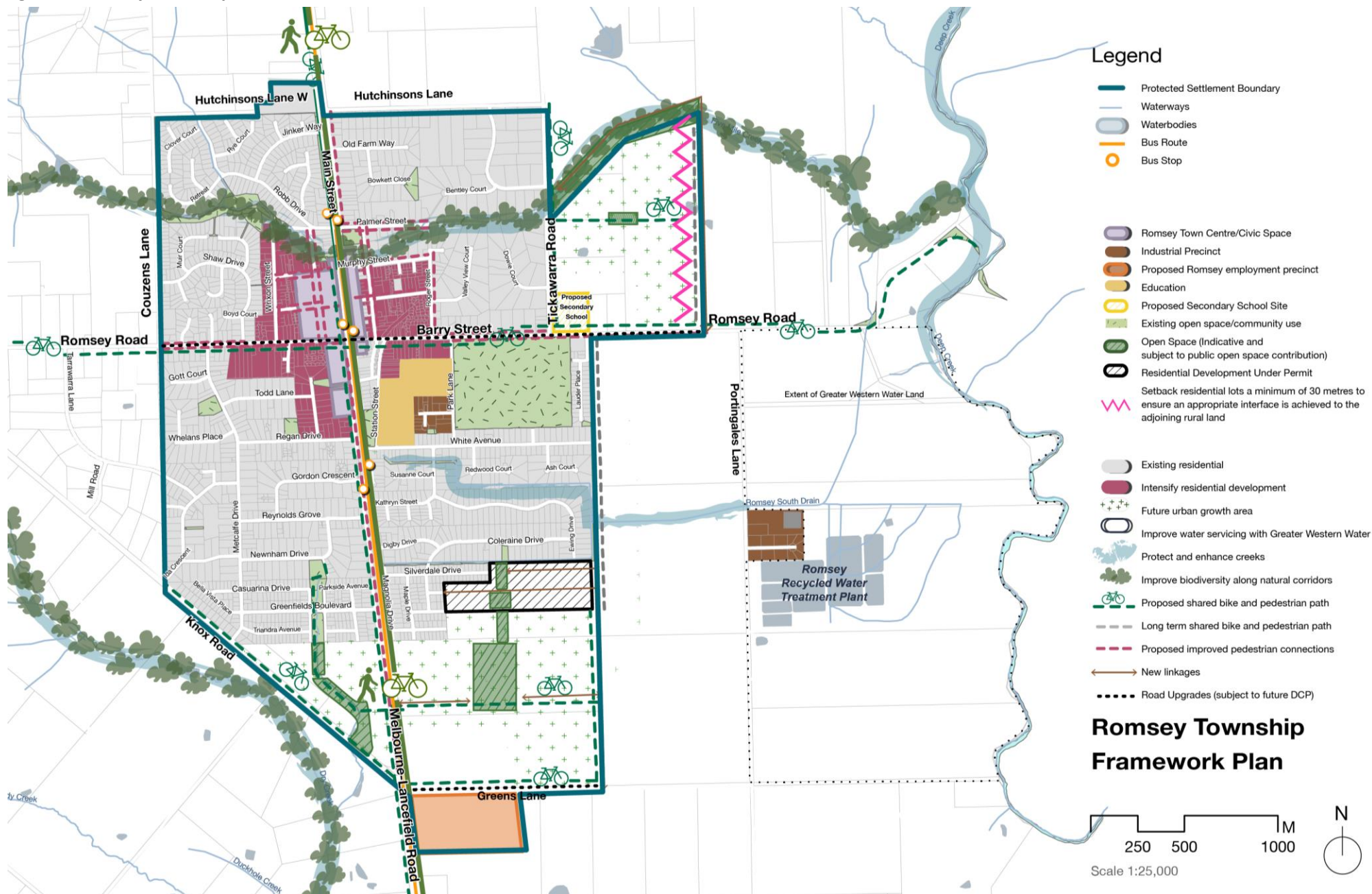
3.2.6 Sustainability and resilience

- Ensure new development increases the town's resilience to the impacts of climate change.
- Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.
- Transform the town's energy system and infrastructure to one focused on renewable energy and energy efficiency.
- Ensure new development improves the sustainability of communities and reduces impacts on the environment.

The Romsey Township Framework Plan is shown in **Figure 3**.



Figure 3: Romsey Township Framework Plan



4. HOUSING

To create a diverse mix of appropriate, affordable, well designed and responsive housing.

4.1 Housing diversity

Romsey will provide a greater variety of housing opportunities to ensure the needs of the community are met. While Romsey has a relatively young population with an average age of 36, and family types being couples (47.7%) or one parent families with children (12.3%), there are still a significant number of families that have no children (39.4%). Some of these households are part of an ageing cohort with very little housing to match their ongoing needs. Providing housing to enable ageing in place is a significant issue.

Romsey's housing market is attractive to purchasers looking at the Melbourne fringe with opportunities to buy a larger and cheaper lot within commuting distance of Melbourne.

It is anticipated that household size will decline from the existing 2.7 persons per household slightly.

Almost all residents of Romsey live in detached housing with only 3.3% of housing semi-detached or flats and apartments. Significantly 52% of housing is 4+ bedrooms with 39.2% being 3 bedrooms. This lack of housing diversity will mean that as the population changes and family structures change these people will not be able to find appropriate and affordable housing in Romsey. A target of 15% medium density housing was identified in the 2009 Outline Development Plan in order to improve housing choice in the township and to make more effective use of existing infrastructure. This has delivered some additional medium density housing but going forward more is required. Intensifying housing within walking distance of the town centre where there is existing infrastructure will remain the priority for medium density housing. These areas have good access to shops, services, open space, schools and public transport.

Greater housing diversity may be achieved by increasing the range of dwelling types including shop-top apartments, units and townhouses. Detached family

homes of different sizes, and on different sized lots, provides for a range of affordability levels. There are many large and vacant lots in Romsey that provide the opportunity for well-designed multi dwelling development that is not considered medium density.

It will be important for future medium density housing to provide a high level of amenity for residents, with quality buildings designed to reflect the character of its location.

A town such as Romsey should offer a range of housing. Under the Victorian Government's Big Housing Build, \$30M will be invested in social and affordable housing in the Macedon Ranges Shire. Council has adopted an *Affordable Housing Interim Policy* that supports and seeks to extend these initiatives with significant growth in social and affordable housing and renewed housing stock in well serviced locations such as Romsey.

Strategy 1

Facilitate a range of housing types in the township particularly within walking distance of the town centre to enable people to age in place and provide for more affordable housing options.

Actions

- A1. Promote well designed medium density housing within convenient walking distance of the town centre.
- A2. Retain residential land around the town centre within the township character area in the General Residential Zone (GRZ), to allow for medium density housing up to three storeys.
- A3. Work with State and Federal governments to facilitate investment in Council owned seniors housing which is approaching its end of life.
- A4. Support the subdivision of larger lots within the town centre and incremental change areas into dual occupancies or multi dwelling developments provided that neighbourhood character requirements are met.
- A5. Support the development of housing on upper levels of retail and commercial activities in the town centre.

4.2 Housing change areas

There are many areas around Romsey that have the potential for medium density infill development without impacting on the existing character of the area. The scale, intensity and amount of development will vary depending on a site's location and preferred future character. The following residential change areas have been identified.

Minimal change areas

Minimal Change Areas provide for a limited degree of housing growth and change in established residential areas. These areas have a reduced capacity for growth due to factors such as bushfire risk, and lack of sewage or have special characteristics such as heritage overlays (HO) reducing development outcomes.

Incremental change areas

Incremental Change Areas are where housing growth will occur within the context of existing or preferred neighbourhood character.

Substantial change areas

Substantial Change Areas are where housing diversity and intensity will be encouraged due to its location near jobs, services, facilities and public transport.

New growth areas

New growth areas are areas proposed to provide additional housing and diversity of housing in new neighbourhoods well linked to the existing township.

Housing change areas are shown in **Figure 4**.

4.3 Future residential growth areas

Township growth will be focused on areas to the south and east of the existing township boundary. Land to the north, and west was considered in the Emerging Options Paper but was ruled out due to a range of factors, most significantly bushfire risk. Growth in any direction highlighted challenges, however growth to the south and east could be managed most efficiently. Further fine grain review highlighted.

Strategy 2

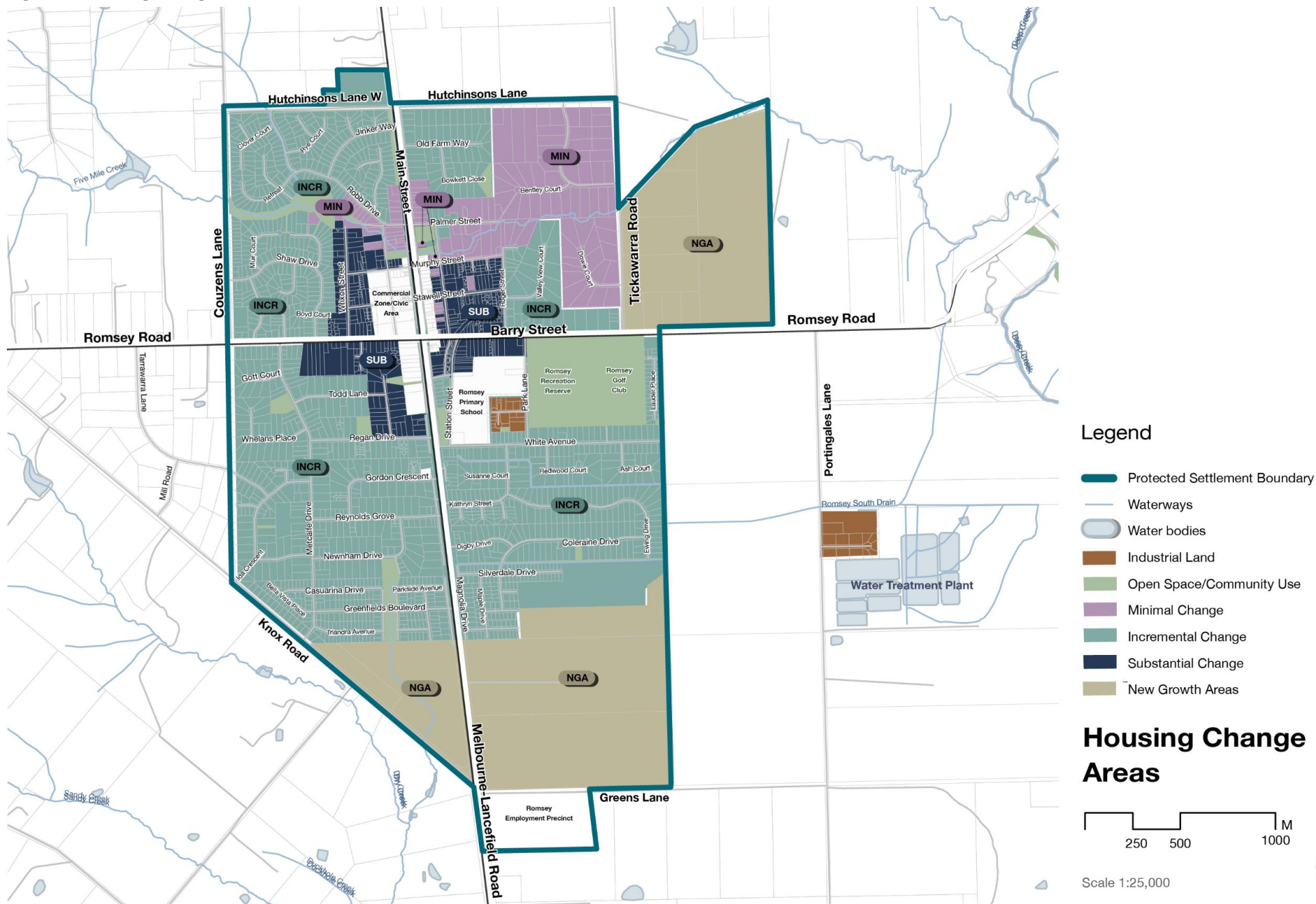
Ensure infill development reflects the valued character of Romsey's residential neighbourhoods with respect to built form, scale, setbacks and vegetation.

Actions

- A6. Include a new Neighbourhood Character policy for Romsey and guidance in the Macedon Ranges Planning Scheme on achieving preferred neighbourhood character in Romsey.
- A7. Retain the General Residential Zone over the substantial change area to enable a range of townhouse, dual occupancy and multi dwelling developments to occur within a built form of 1-3 storeys and improve guidance through a schedule to the zone with additional neighbourhood character direction (See Section 10.4).
- A8. Rezone residential land in incremental and minimal change areas to Neighbourhood Residential Zone to enable a range of dual occupancy and housing to be delivered at 1-2 storeys in line with the preferred neighbourhood character and improve guidance through a schedule to the zone with additional neighbourhood character direction (See Section 10.4).
- A9. Retain the Low Density Residential Zone on land in the Semi-rural character type to reflect its minimal change status and preferred neighbourhood character.
- A10. Remove the redundant DPO14 from land around Desmond Crescent and Tarrawarra Lane and from 27 Pohlman Crescent.
- A11. Revise the controls in DPO14 to facilitate a high quality, higher density residential development in line with structure plan and neighbourhood character guidelines.
- A12. Remove DDO18 following the introduction of neighbourhood character guidance in the residential schedules.
- A13. Encourage development that reinforces Romsey's valued semi-rural built and landscape character.

areas to the south and east of the GRZ zoned land was adequate to meet the towns growth needs to 2050. Land to the east (south of Romsey Road) could be further considered post 2050 and implementation of a buffer by Greater Western Water. Land to the west and north of the town was not considered suitable at all for township expansion.

Figure 4: Housing Change Areas



Community consultation highlighted the desire to keep the footprint of Romsey as small as possible while allowing for population growth. This has resulted in an approach that enables some expansion of the existing township along with greater intensification within the existing boundary.

Growing the town south and east presents the opportunity to provide additional residential growth in light of lot supply becoming limited. Bushfire risk in the west and north makes these areas less safe as locations for urban expansion. Necessary infrastructure to service new dwellings to the east and south is also more readily available.

Romsey has been identified in the MRSPP for a PSB. Once in place, the settlement boundary will require approval of both houses of State Parliament to be amended.

The PSB for Romsey was extensively examined in the Emerging Options Paper with analysis of the current structure, landscape and environmental features to be protected, bushfire analysis, commercial and industrial growth needs, infrastructure assessment and a review of transport and community infrastructure. The extent of the boundary provides enough land supply to accommodate growth beyond 2050. Areas identified in Figure 6 as Stage 2 and 3 for residential growth, are estimated to deliver around 1065 lots providing supply to until at least the mid 2030s. Land supply will require ongoing monitoring.

Connecting new growth areas into the existing township will require careful attention to the existing street network and provide an opportunity to improve some of the challenges to achieving a walkable town. Building on the existing environmental and landscape features and enhancing those that have been lost due to land clearing will enable sympathetic development in keeping with the rural township character.

Smaller lots will be encouraged around open spaces and key connection streets to the town centre along with a wider range of residential typologies including townhouses, cluster housing and medium density housing.

Strategy 3

Ensure future urban growth in Romsey respects and enhances the township's rural township character; heritage streetscapes; and Five Mile Creek.

Actions

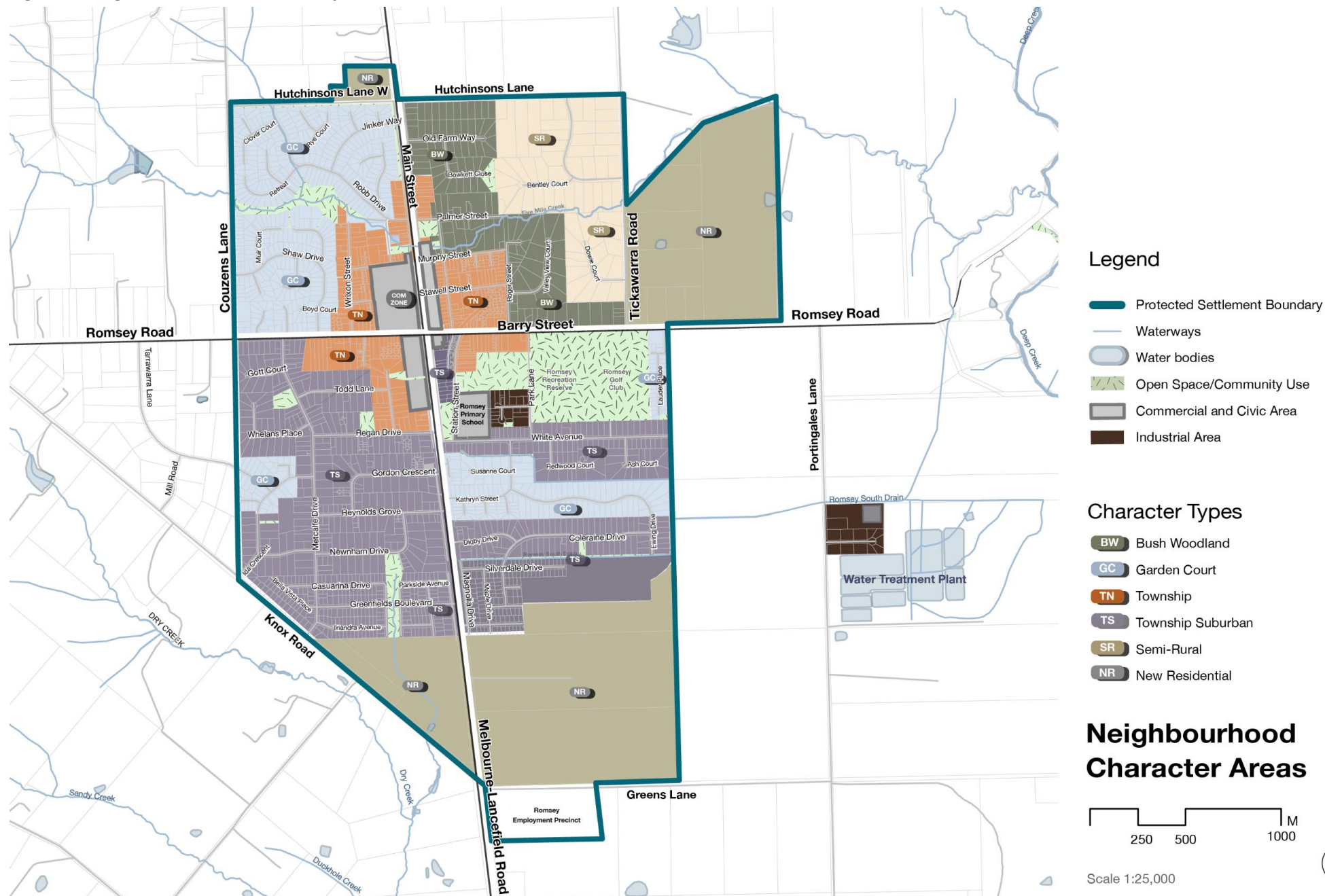
- A14. Develop new residential areas in line with the neighbourhood character guidelines outlined in Section 10 and Appendix 2.
- A15. Connect new roads into the existing street network to form an interconnected network of streets and providing for the future expansion of the township within the PSB.
- A16. Ensure new roads are asphalt, sealed and provide opportunity for significant street tree planting within the public realm and opportunity for shared user footpaths to at least one side of the street.
- A17. Ensure road reservation design is to give priority to Water Sensitive Urban Design and a strong vegetation theme.
- A18. Road verges may consist of a combination of swale drains and roll-over kerbs, depending on necessary engineering design response.
- A19. Orient lots to achieve good solar access.
- A20. Have lots on the ends of street blocks oriented to face the short end of the street block to provide passive surveillance and avoid side fencing to these streets.
- A21. Provide a variety of lot sizes.

4.4 Neighbourhood character

The Romsey Residential Character Study (2012) has been used as a basis to reflect the need to link the study to housing change outcomes and that greenfield areas have now been largely developed.

Six character typologies have been developed reflecting the existing and preferred future character and design objectives for each character type. These are outlined in **Chapter 10** and mapped in **Figure 5**.

Figure 5: Neighbourhood Character Map



Strategy 4

Manage housing growth and land supply within a PSB.

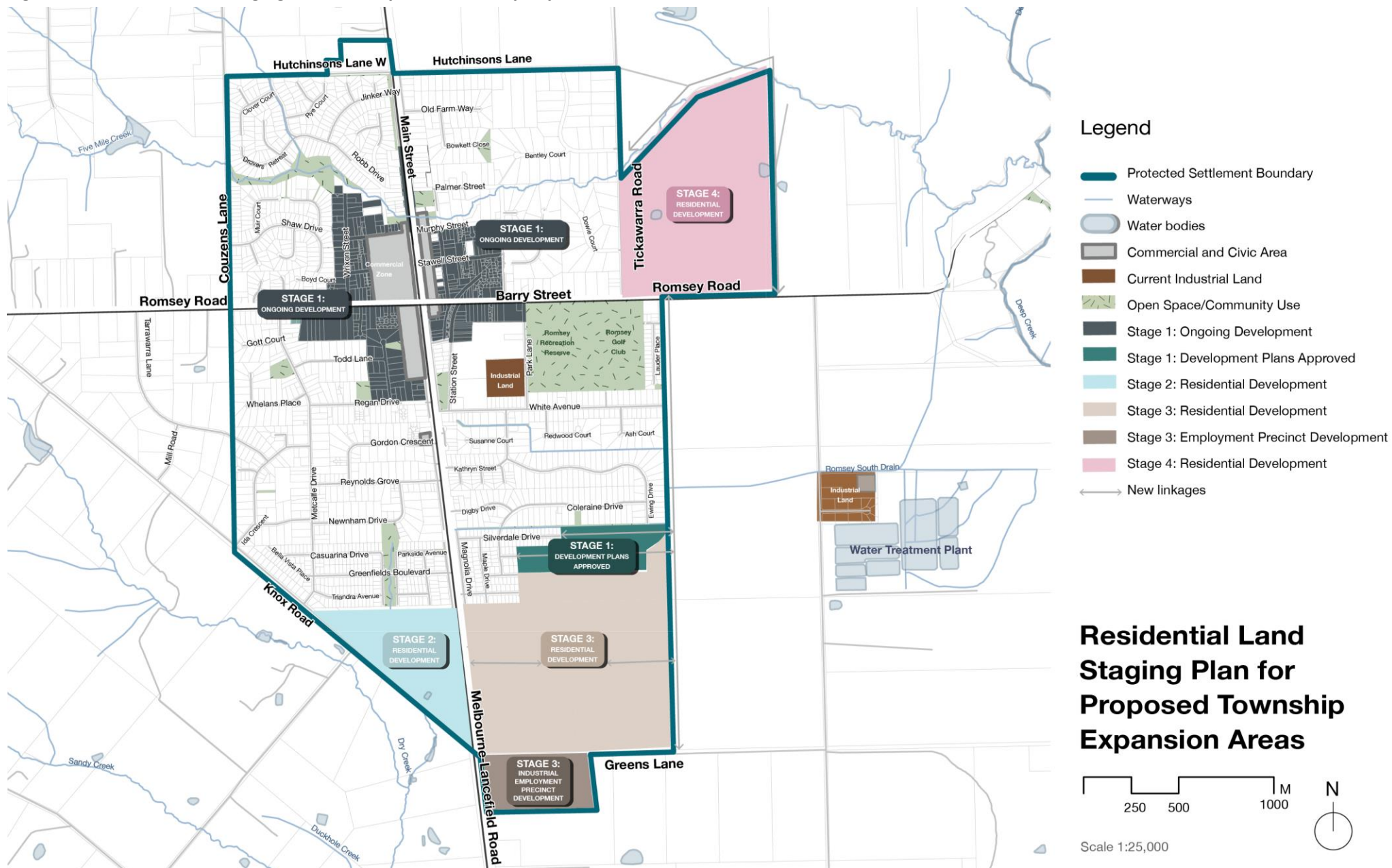
Actions

- A22. Amend the Macedon Ranges Statement of Planning Policy to include the PSB for Romsey.
- A23. Prioritise the development of land for housing within the existing township boundary.
- A24. Rezone land on the east and west sides of Melbourne-Lancefield Road to Neighbourhood Residential Zone (NRZ) to facilitate high quality residential neighbourhoods as outlined in Figure 6.
- A25. Monitor the supply of housing and review if additional land within the protected settlement boundary should be opened up when supply drops below 400 lots or in 2035.
- A26. Apply the DPO to Stages 2 and 3 land on the east and west sides of Romsey-Lancefield Road to guide and stage development and infrastructure.
- A27. Update the Romsey Development Contribution Plan (DCP) based on the new structure plan.
- A28. Monitor residential growth and land supply on an on-going basis.
- A29. Ensure that any future development considers cultural heritage values, housing diversity, landscape sensitivity, township character and the need for community infrastructure.

Residential land supply for proposed township expansion areas is shown in **Figure 6**.



Figure 6: Residential Land Staging Plan for Proposed Township Expansion Areas



5. ACTIVITIES AND EMPLOYMENT

To create additional jobs and activity in the township with a vibrant town centre and employment areas.

The town centre is the focus for activity and employment in Romsey. The centre is supported by the functioning industrial precincts of Mitchell Court near the Romsey Primary School and Johnstone Court next to the Water Treatment Plant (outside the protected settlement boundary).

The town centre straddles the eastern and western sides of Melbourne-Lancefield Road with most business and community activities located between Murphy and Barry Street.

5.1 Town centre

Romsey town centre is in transition from a small neighbourhood centre, providing a limited range of day-to-day goods and services for a local catchment, to a larger neighbourhood centre serving Romsey, Lancefield and surrounds. This expansion will be enabled by a large supermarket and associated shops currently being constructed to the south of the existing centre. Presently the town centre has a retail floorspace of approximately 4,900 sqm and includes a small supermarket and a range of convenience stores, cafes and restaurants. The new supermarket development and associated stores will add 3,500 sqm of retail space although there is likely to be some reorganisation and consolidation of existing retail space. The centre also has a range of civic, community and commercial services that add to its appeal. Locals and visitors are attracted to the centre by its range of services and its historic streetscape.

The centre has a relatively high vacancy rate of approximately 12% of building floorspace (compared with vacancies in typical main street centres in the 5% - 10% range). This includes high profile vacancies such as the former Romsey Hotel and a former small supermarket. In addition, the centre has significant stocks of vacant Commercially zoned land – more than 2 hectares in several parcels.

The new supermarket development will satisfy the demand by the growing local population for additional retail floorspace until the 2030s. The existing vacant

land in the centre will be sufficient to accommodate growth for the foreseeable future. However, while there is unlikely to be net growth in retail floorspace for a decade or more, there will still be demand for new shops and other commercial buildings as the town centre reorganises around the new supermarket and as new activities with specific requirements seek a location in the centre.

The new supermarket is somewhat removed from the existing concentration of activity, with about 600m between the main existing retail offering and the new development, with large non-retail gaps between them. The challenges in the next phase of centre development will be to encourage a more walkable and pedestrian-friendly environment and to develop a new set of functions for the existing centre to make up for any loss of retailing. This will likely revolve around a larger role for hospitality, cultural and community activities, and improved use of the heritage assets of the centre.

Higher density housing in and around the centre as well improving pedestrian and active transport routes into the centre will increase foot traffic which is essential to improving the viability of businesses and the town centre as a whole.

The proposed urban development of the town will create demand for walkable services closer to where people live. There is the potential for development of local activity centres that can provide services such as top-up groceries, take-away food, hairdressing, pharmacies, health services and child-care in areas beyond a reasonable walk to the town centre. Two such centres could be supported in the more densely populated newer suburbs, one to the east and one to the south of the urban area. These centres should have no more than 400 sqm of retail space, in order to preserve the primary shopping role of the town centre. Space for non-retail activities would be in addition. These centres should be well-designed and integrated as a focal point of the active transport network in their area.

Romsey is largely a commuter settlement and relies on jobs in Melbourne and nearby towns. There are 2.3 resident workers for every local job in Romsey with many residents working in construction, transport and warehousing. Creating more jobs in Romsey to limit people's travel times and environmental impacts will benefit the whole town.

Strategy 5

Strengthen the role of the Romsey town centre as a local and regional destination for business, retail, entertainment and community activities that provides access to a range of services and facilities.

Actions

- A30. Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.
- A31. Support development in the town centre which provides opportunities for night-time dining, entertainment, arts, cultural and tourism uses and residences in upper levels.
- A32. Revise DPO15 to reflect the Structure Plan, ensure it is facilitative and gives direction on appropriate uses and built form outcomes and consider removing the DPO from 37 Stawell Street.
- A33. Ensure that new developments reinforce pedestrian amenity, business presentation and streetscape activation through locating buildings and their entries at the front of properties and car parking to the rear or sides. See Chapter 10 for Design Guidelines for the town centre.
- A34. Support adaptive re-use of heritage buildings that contribute to the character of the town centre.
- A35. Work with landowners to facilitate development on key sites such as the Romsey Pub, the former shopping centre on Main Street and the Pohlman Street west development site.
- A36. Explore the creation of a public meeting place/space in the town centre such as near St Mary's Catholic church or on Pohlman Street.
- A37. Work with traders' organisations to help improve the vibrancy of the centre and the resilience of its stakeholders.

Strategy 6

Reinforce the town centre as the commercial and civic heart of the town with a high-quality urban realm responsive to the town's character.

Actions

- A38. Implement the Precinct 1: Town Centre objectives and design guidelines in Chapter 10 into the MRPS.
- A39. Work with landowners of vacant commercial land in the centre of town to redevelop their land for retail and commercial activities.

- A40. Develop art and place making initiatives in the town centre with input from young people.

- A41. Ensure that substantial new developments within the town centre are predominantly street-based and incorporate well-designed public spaces.

Strategy 7

Create a consolidated, compact, walkable town centre that is active day and night.

Actions

- A42. Ensure that buildings are built with their main entrance on the property boundary, and any car parking is provided behind the building without direct access into the building.
- A43. Optimize management of on-street parking to maximise commercial turnover.
- A44. Locate on-site parking and longer stay parking to the rear or sides of buildings away from main streets and shop frontages.
- A45. Ensure that dwellings on streets which link to the town centre, face the street, and avoid garages and bedrooms dominating front facades. This is to ensure a high level of passive surveillance is created to support walking to the town centre.

Strategy 8

Improve access to services in newly developing parts of the Romsey urban area that are beyond a reasonable walk to the town centre.

Actions

- A46. Enable the development of up to two local activity centres as part of newly developing suburbs, one in the east of the town and one to the south.
- A47. Ensure that retail floorspace in local activity centres is limited to 400 sqm.
- A48. Ensure that these centres are located on key nodes in the pedestrian network and make them attractive to access by walking or cycling.

5.2 Industry and surrounding land uses in Romsey

There are three industrial areas in the town providing for additional employment uses with a variety of businesses including mechanics, auto repairs and gyms. The industrial and commercial land on the corner of Greens Lane has not been occupied or serviced to date.

Although there has been little industrial development over the last several years, growth in industry is anticipated with demand estimates over the next 20 years suggesting that an employment precinct of approximately 15 hectares is required. The precinct should be developed as an integrated whole to create a strong investment location with a common design theme.

Improving the access and amenity of current and future industrial precincts will provide an attractive setting for future private investment into the town.

Careful siting of residential development will ensure rural land uses in the farming zone can continue to operate adjacent to the PSB and retain Romsey's rural and landscape setting and limit conflict with industrial uses.

Strategy 9

Ensure there is adequate land supply for future economic growth and local employment.

Actions

- A49. Develop a new Romsey Employment Precinct on the south side of Greens Lane to support the growth of jobs and employment in the town and rezone to Industrial 3 Zone. Reduce the size of the industrial zone to 15 hectares.
- A50. Ensure that the Greens Lane employment precinct is developed as single coherent investment destination.
- A51. Incorporate a DPO into the Macedon Ranges Planning Scheme based on the layout shown in **Figure 7** to set out requirements for the Employment Precinct.
- A52. Develop industrial design guidelines for the proposed new Romsey Employment Precinct.
- A53. Provide a 5m landscaped buffer around the new Employment Precinct and any new residential development within proximity (to be managed by the employment precinct land owners).

- A54. Include infrastructure provision to the new Employment Precinct is incorporated into the new DCP for Romsey (such as services, road upgrades, landscaping and other associated public works).
- A55. Provide a minimum 30m setback of residential lots from the eastern boundary of 2131 Romsey Road to ensure an appropriate interface is achieved to the adjoining rural land.



5.3 Growth within the buffer

The Romsey Recycled Water Plant (RRWP) provides opportunities for the further use of recycled water around town. Other opportunities could be explored including those for agricultural and industrial recycled water use. Locating new industrial areas and/or solar energy generators in close proximity to the plant and exploring options in the surrounding farming zoned land will enable this synergy to be capitalised on.

The extent of the separation distance between the RRWP and sensitive uses (such as residential areas, schools and outdoor recreation areas) has been a key determinant of growth options for the town and the eastern most location of the

PSB. Resolution of an adequate separation distance that meets applicable Environmental Protection Authority Victoria (EPAV) guidelines by Greater Western Water in partnership with the EPAV and Council is a priority.

Ensuring that the buffer area protects the operations of the RRWP and that only compatible land uses/developments are allowed within this area is essential for the growth of Romsey.

5.4 Tourism development

Tourism is important in Macedon Ranges, although the Romsey area attracts a relatively small number of visitors. Lack of accommodation and conference facilities and other infrastructure is contributing to this. The local tourism industry, with its wineries, other food outlets and cultural producers will create job opportunities that may spill over into retailing, accommodation and manufacturing (breweries, distilleries, specialist food production, etc.) within the town. A multi-pronged strategy is needed to attract tourists and tourism to the town.

Strategy 10

Facilitate the necessary infrastructure and services to boost tourism opportunities in the town, building on existing tourism providers within the region.

Actions

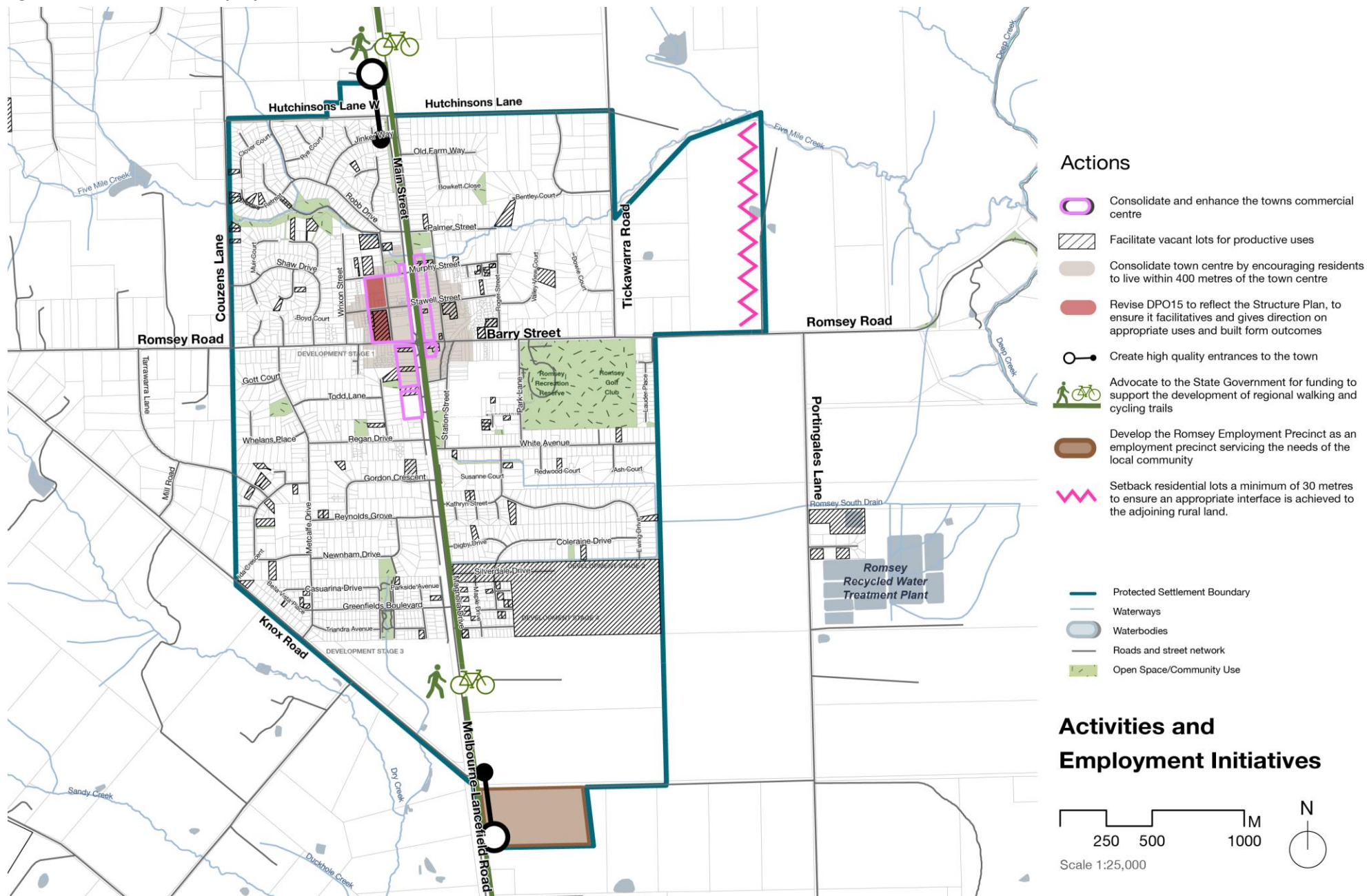
- A56. Continue to implement the Macedon Ranges Visitor Economy Strategy 2019-2029 working with the Eastern Macedon Ranges Business and Tourism Association.
- A57. Support the development of tourist accommodation and facilities in the town centre to encourage overnight visitation and increased spending in the town.
- A58. Provide overnight recreational vehicle accommodation and a dump point at the Lions Reserve given its key location on major travelling routes through the region.
- A59. Extend and promote the regional walking and cycling trails as a tourism asset, extending the walking and cycling trail development from Romsey to Lancefield and Clarkefield.

- A60. Advocate to the State Government for funding to support the development of the regional walking and cycling trail through programs such as 'Victoria's Great Outdoors Program'.
- A61. Work with Regional Roads Victoria (RRV) to create high quality entrances to the town.
- A62. Improve the town centre and town entrance design to create a sense of arrival and place through public art, landscape and other place making initiatives.
- A63. Locate tourism uses and associated tourist accommodation within or adjacent to the town centre.

Activities and employment initiatives for the township are shown in **Figure 7**.



Figure 7: Activities and Employment Initiatives



6. LANDSCAPE AND NATURAL ENVIRONMENT

To ensure development is appropriate to the landscape setting and township character.

Romsey is a picturesque town nestled in the shallow valley of Five Mile Creek, between the Macedon Ranges in the west and the hills rising above Deep Creek in the east. The eastern side of the town is relatively flat until it reaches the Deep Creek where rolling hills and deep valleys are found.

The ranges on the eastern and western sides of the township provide a highly visual landscape and visual setting to Romsey. High quality agricultural land to the north of the township is utilised for farming purposes and creates a separation or break between Romsey and Lancefield. Retaining this break has been identified in planning policy and its importance highlighted by the community.

Five Mile Creek traverses the township and is a significant feature and asset of the town used as a passive recreation corridor but public access is limited due to private ownership. Deep Creek is an ephemeral watercourse on the town's eastern boundary. Romsey South Drain is a narrow drain capturing stormwater runoff and directing it to Deep Creek.

6.1 Landscape

To the west of Romsey, the landform rises up slowly creating opportunities to view over the town and to the Mt. William ridge and Chinton Hills. The north-west area of town rises to a high point around Ochiltrees Road and falls steeply to the Five Mile Creek. Recent development in this area has required extensive cut and fill.

Strategy 11

Maintain settlement boundaries and the non urban break between Romsey and Lancefield.

Actions

- A64. Ensure the importance of this non urban break is recognised in planning policy and through the establishment of the PSB for Romsey.
- A65. Maintain rural zones with 40ha minimum lot sizes between the towns.

- A66. Advocate to the Victorian Government to make changes to the Rural Living Zone to either require a permit or prohibit inappropriate urban uses (such as accommodation, residential aged care facilities, education centres and similar) so that these types of uses are not located within green breaks/urban breaks between townships.
- A67. Ensure that the street interface between Lancefield and Romsey reflects the non urban character including fencing and street trees to maintain the visual separation of the two towns.

Tree canopy cover within Romsey is mainly confined to private property. Roadside trees are found along the main road leading into and through the township contributing to a definable and attractive character. Street trees are present on few of Romsey's other streets and only sporadically. The coordinated and widespread planting of locally appropriate street trees would increase canopy cover and benefit the town's character while also contributing to its climate resilience and biodiversity. A program of street tree planting would also increase climate change resilience and improve biodiversity.

The town setting amongst the rural areas and the range, and the trees along Main Street and throughout the town are recognised elements in the town's attractive character that warrant protection.

Strategy 12

Enhance the town's setting within a treed landscape.

Actions

- A68. Identify opportunities to use native species to revegetate creeks and encourage restoration in appropriate locations.
- A69. Extend the avenue of trees along the Melbourne - Lancefield Road, and renew awareness of the Avenue of Honour with signage and additional canopy trees.
- A70. Prioritise tree planting along Barry Street to create a new landscape corridor contributing to the rural township identity and character of the town.
- A71. Plant street trees in ultimate locations as part of a vision for Barry Street including dedicated shared path facilities.
- A72. Undertake street tree planting throughout the town prioritising areas shown in **Figure 9**.

- A73. Undertake further studies to investigate protection of large canopy trees in the township to retain the landscape values.
- A74. Encourage the planting of native and indigenous plantings in public and private spaces subject to the consideration of bushfire impacts.



6.2 Biodiversity

While the area around the Romsey township is largely cleared, the structure and future growth of the town can make a contribution to maintaining and enhancing biodiversity in the Shire. Deep Creek is identified as a waterway link that contains significant habitat patches, support threatened species and has strong community interest. Plans for Five Mile Creek have identified biodiversity as a key role which can assist with creating new connectivity across the landscape.

Strategy 13

Enhance the biodiversity of Romsey.

Actions

- A75. Increase the planting of local understorey species in street and open space planting.
- A76. Rethink the Romsey South Drain as a biodiversity corridor feeding Deep Creek.
- A77. Ensure any development along the Romsey South Drain contributes to the creation of a naturalised water system.
- A78. Enhance environmental assets of the town such as the Five Mile Creek.
- A79. Manage roadsides as vegetation corridors contributing to biodiversity protection.
- A80. Encourage the planting of species for development at the edges of town that will not become environmental weeds or increase bushfire risk.

- A81. Protect any identified remnant patches of Plains Grassy Woodland (EVC55).
- A82. Require vegetation surveys to be undertaken to inform the development of Development Plan Overlays (DPO) in new development areas.
- A83. Ensure development is not located on the immediate edges of the creeks to limit impact on water quality.
- A84. Work with Melbourne Water to ensure all development is adequately setback from all waterways and creeks including Romsey South Drain, with native vegetation buffers to improve waterway health and allow for improved access and maintenance.

6.3 Five Mile Creek

Five Mile Creek is a valued asset providing a range of biodiversity, health and wellbeing, environmental and social benefits to the community. Opportunities to expand the extent and public ownership of the creek environs to the east while extending the values into the surrounding settlement will be essential.

The Five Mile Creek Masterplan provides a 10-year plan establishing a vision and priorities for improvements to the reserve. The Creek is a priority area for establishment of vegetation buffers along waterways by Melbourne Water and a priority bio-link within the Macedon Ranges Biodiversity Strategy.

Strategy 14

Extend and enhance the Five Mile Creek corridor and environs.

Actions

- A85. Continue to implement the Five Mile Creek Masterplan.
- A86. Encourage development along Five Mile Creek to interface with the park and trail through strategies such as low fencing, entrance points onto the park and balconies overlooking.
- A87. Explore opportunities to acquire land/rezone land along the Five Mile Creek to the east of Main Street to Tickawarra Road, creating a permanent walking and cycling path along the creek in public ownership.
- A88. Setback development a minimum 10m either side of the top of bank of the waterway to allow for pedestrian and maintenance access along with space for revegetation public open space along Five Mile Creek through new development.

- A89. Preserve the option for a minimum 3 m wide walking and cycling trail from Greens Road through to Five Mile Creek within the buffer area, adjacent to the protected settlement boundary linking new residents in the south to the Five Mile Creek open space network.



6.4 Open space

Open spaces in Romsey currently comprise a range of types including neighbourhood parks, natural and semi-natural spaces, a skate park, sports fields and organised recreation. Increasing the population of the town will result in a need for additional open space and linkages ideally within walking distance of all properties. An important part of the plan is to create a continuous open space

network that ultimately joins all of the new urban areas to the Five Mile Creek corridor.

A range of different types of open space should be provided of a suitable size to meet the different needs of the community. Analysis of existing open space highlights a number of areas where open space provision needs improvement. The disconnected, curvilinear street network impacts access significantly.

Cross sections showing improvements for Romsey's open space and adjoining, subdivision layouts are detailed in **Figure 8**.

Planning for organised sport has identified the need for increased provision of outdoor netball courts and the need to find a location for a soccer pitch.

Strategy 15

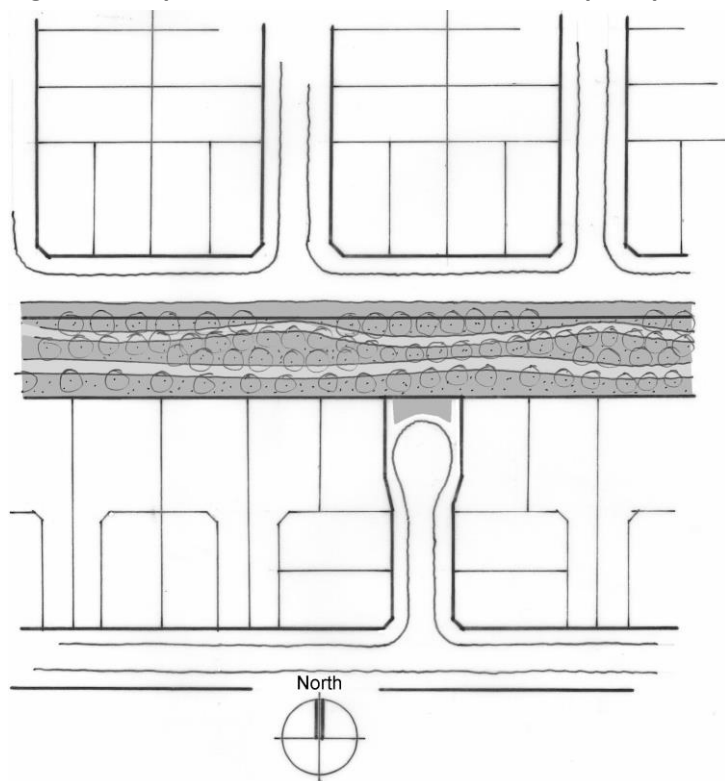
Create a network of open spaces throughout the town to meet the varied open space requirements of the community.

Actions

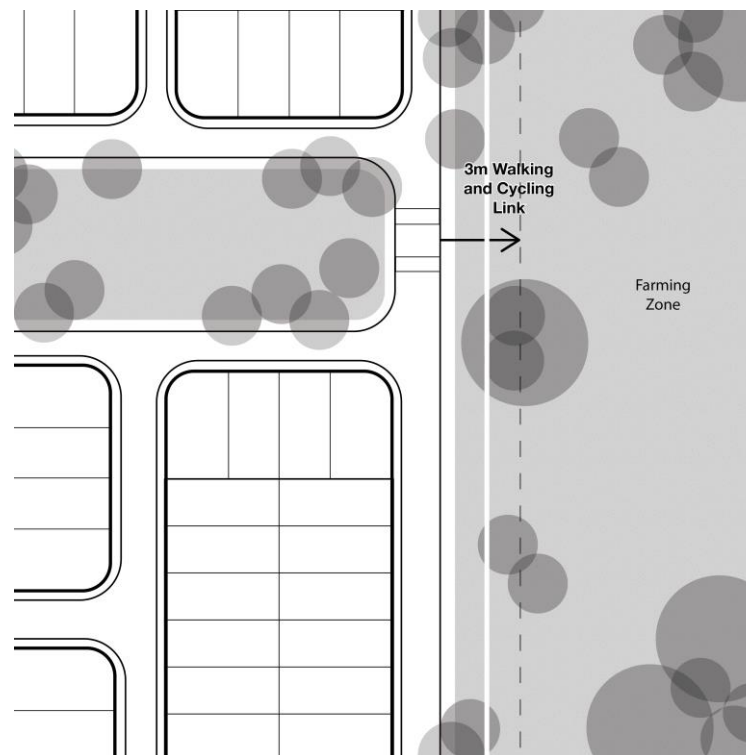
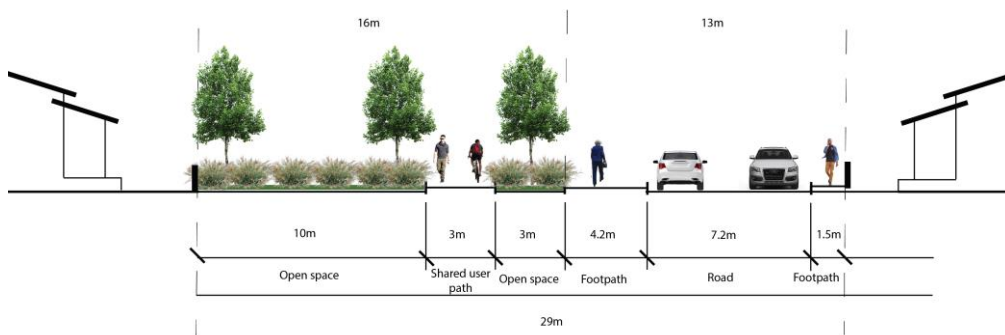
- A90. Create a range of new open spaces as outlined in Figure 9 considering hydrology, topography and natural flow paths/conveyance systems within the proposed layout when determining final location.
- A91. Rezone incorrectly zoned existing open spaces to Public Park and Recreation Zone as outlined in Figure 9.
- A92. Reserve land for a new soccer pitch.
- A93. Provide new outdoor netball courts in line with the Romsey Park Sports Precinct Master Plan.
- A94. Establish new dog off leash areas.
- A95. Ensure young people are engaged in the design process for recreational and open spaces in Romsey that are utilised by young people.
- A96. Ensure new development areas have a stormwater management strategy prepared and submitted to Melbourne Water for review and consideration prior to finalisation of open spaces in Figure 3 as part of the development of a DPO.

Romsey's landscape and natural environment initiatives are shown in **Figure 9**.

Figure 8: Proposed Cross Sections of the New Open Space Links

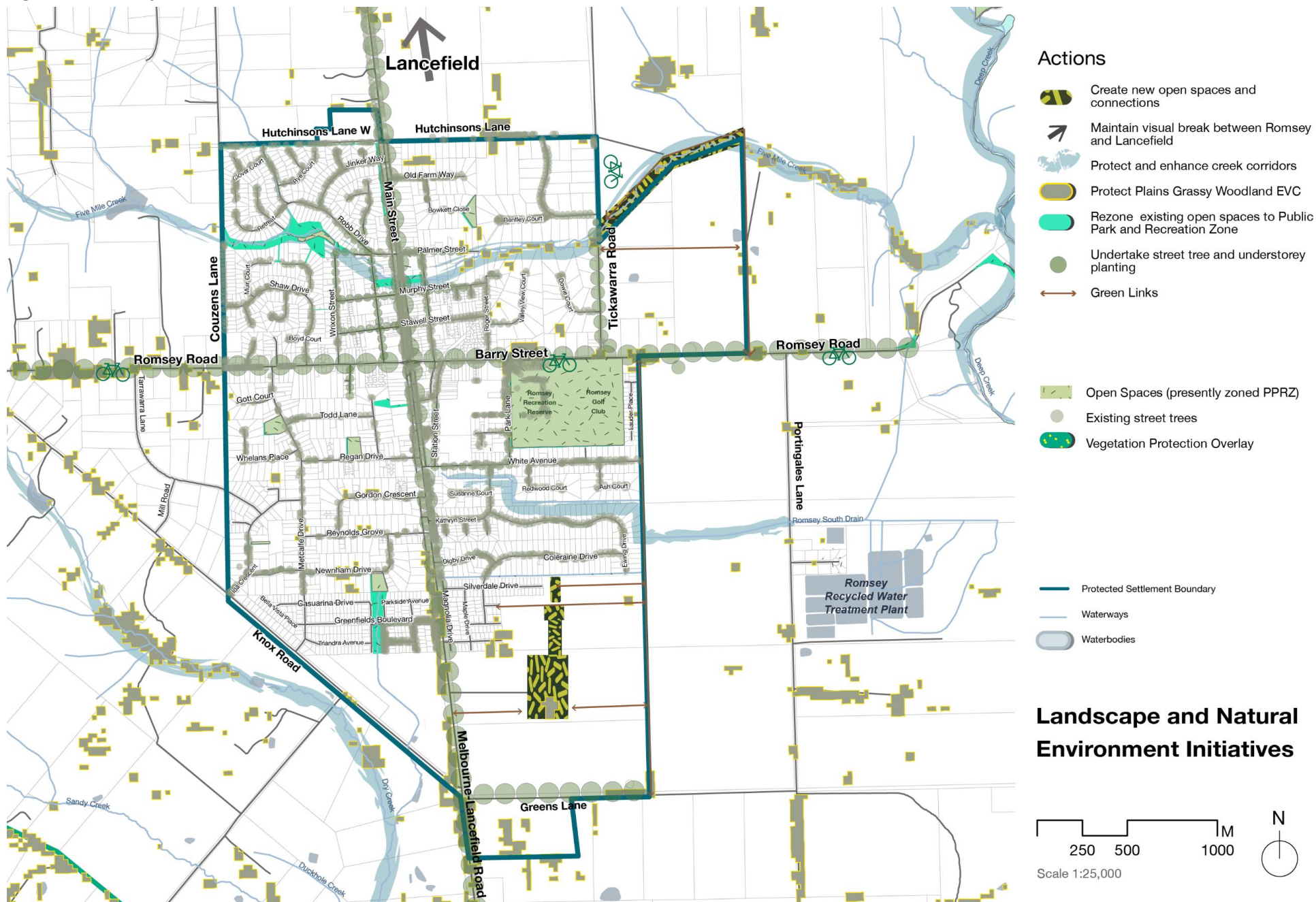


East – west open space and lot orientation



North – south open pedestrian and cycling link with lot orientation

Figure 9: Landscape and Natural Environment Initiatives



7. MOVEMENT, TRANSPORT AND ACCESS

To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not rely on vehicle ownership within the township.

The Romsey township road hierarchy is characteristic of similar regional towns across Victoria. It includes the north-south primary arterial, Melbourne-Lancefield Road (Main Street) 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.

Romsey is a highly car dependent town. This is mainly influenced by the lack of development intensity in the town centre, resulting in fewer local economic opportunities and an over-reliance on longer distance travel to Woodend, Wallan and Sunbury. Development of the Commercial 2 Zone at the southern edge of the township will increase car use rather than create real options for residents. This suburban form is not helped by fragmented pedestrian networks and minimal opportunities for bicycle riding segregated from vehicles. Reducing car dependence is critical to achieve Macedon Ranges' vision for the area and essential to create local economy, sustainability and community health benefits.

In planning Romsey's growth, it should be noted that maintaining a low-density suburban form will impact the viability of new services, and they will be difficult to access by walking or riding. This will exacerbate existing levels of car ownership and use and entrench the high cost of living for current and future residents. Containing jobs within the town and services including regular shopping, schools, health facilities and eateries and other social places will reduce the need for car dependency. Using the Movement and Place Framework will assist in moving the town's transport network to one that is more focused on active transport.

Managing the impacts of car parking and ensuring that the impacts of oversupply such as reducing opportunities for other uses, inducing more people to drive and the maintenance costs are central to the quality of the town centre and its long-term viability.

Strategy 16

Provide an accessible town with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.

Actions

- A97. Increase development intensity in the town centre and specifically along Main Street.
- A98. Ensure any new development on Main Street in the town centre precinct is built up to the property boundary with the main entrance onto Main Street and any car parking at the rear of the building without a public entrance to the main building.
- A99. Review the Romsey Development Contributions Plan to include upgrade works identified in Figure 10.
- A100. Provide opportunities for larger vehicles to park near the town centre to support tourism within the town.
- A101. Investigate limiting speeds on Glenfern and Knox Roads to 80kmh.
- A102. Investigate decreasing speed limits across the town centre to 40km/h to improve safety for pedestrians and bicycle users.
- A103. Consider restricting access to Stawell Street to be from the service lanes only, removing the intersections with the Main Street through lanes as part of a streetscape plan for the service lanes to enhance pedestrian safety, mode shift and quality of the town centre environment.
- A104. Investigate parking provision on Main Street and outside Romsey Primary School on Station Street to determine the best use of road space for the community.

7.1 Active transport opportunities

Improving people's choices to walk and ride will rely on growth occurring in the core of Romsey's town centre and improving active transport networks to be useful, safe, comfortable and interesting. A lack of walking and cycling infrastructure beyond Main Street discourages people from travelling around Romsey by foot or bike due to safety concerns.

Based around a linear, grid network with a tree-lined main street, Romsey has the potential to be a very walkable township. Fifty percent of current Romsey households live within 1km of the town centre making errands to Main Street

easily undertaken on foot. For the small number of households located further than 2km from Main Street, walking to any service needs to be really attractive, particularly compared to driving.

In Main Street, walkability is currently hampered by the low-intensity built form and vacant land which reduces pedestrian amenity and attractiveness. A lack of priority pedestrian crossing locations further inhibits walkability around the town. Barry Street's importance will grow connecting community facilities and future growth areas with the town centre. A long term strategy to widen the road in parts and provide improvements for walkers and cyclists will be required.

Strategy 17

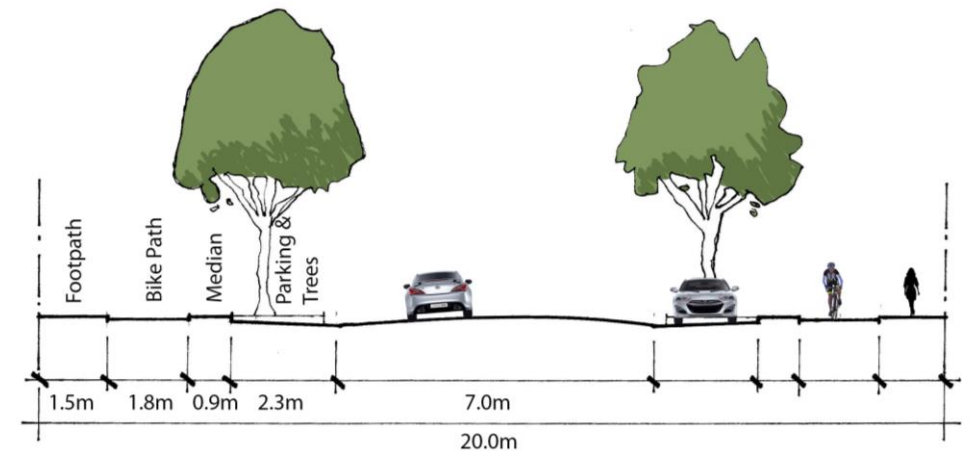
Create a movement network that provides a high level of amenity and safety for pedestrians and bicycle riders.

Actions

- A105. Slow traffic on Main Street and provide pedestrian priority crossings in the town centre to improve safety for both drivers and pedestrians as the area becomes busier.
- A106. Investigate locations for additional raised zebra (wombat) crossings around all legs of Barry Street and Main Street including at the intersection of those two streets, and at existing pedestrian refuges to promote pedestrian safety and easy road crossing.
- A107. Work with RRV to install a signalised pedestrian crossing near bus stops in Main Street.
- A108. Develop Barry Street Upgrade Concept including a shared user path along Barry Street with safe crossing points for pedestrians and bicycle riders and implement over time. See potential cross section **Figure 10**.
- A109. Ensure the Upgrade Concept identifies future cycling and walking infrastructure including connections to bus stops.
- A110. Prioritise the development of footpath infrastructure to the town centre, between key community and commercial destinations and around the school and childcare centres (priority being a 400m radius of the town centre).
- A111. Provide an intertown shared user path from Romsey to Monegeeta and Clarkefield similar to the Lancefield connection.
- A112. Improve tree canopy coverage across the whole town improving environmental conditions for walkers and cyclists.

- A113. Conduct a DDA compliance assessment along Main Street and prioritise actions to address shortfalls for those of the community with limited mobility and disabilities.
- A114. Establish an off-road shared user path network, particularly linking the Town Centre with the Recreation Reserve, Primary School, childcare facilities and Five Mile Creek to allow for safe bicycle travel both for transit and recreationally.
- A115. Design and construct a shared user path along Five Mile Creek and work to extend this east and west of the current path in the town.
- A116. Ensure new development areas are connected into the existing and proposed walking and cycling links into the town centre.

Figure 10: Potential Barry Street cross section



7.2 Public transport

Public transport services in Romsey are insufficient to meet the needs of existing and future residents despite a desire by the community for improved connections. However, the lack of development intensity in the area makes public transport difficult to provide viably and ensures long wait times for funding of additional services. Bus services are provided on weekdays every hour from Lancefield to Sunbury via Romsey. These are not used by the number of people they need to be in order to be improved.

Most people from Romsey commuting to Melbourne either drive or access public transport by driving to Clarkefield Station. The lack of public transport caused by the lack of development intensity in the town centre where the bus stops are located is a significant issue that makes access to education, employment and services difficult for young people.

Focussing residential growth within walking distance of the Main Street corridor will help make public transport viable in future.

Strategy 18

Improve public transport opportunities for Romsey.

Actions

- A117. Continue discussions and advocacy with DTP regarding improved public transport options for Romsey and Macedon Ranges as a whole.
- A118. Advocate to DTP to provide more frequent services and integrated timetables for public transport and improve public transport options for secondary school students.
- A119. Work with DTP to improve the bus service to Clarkefield Station to provide services which align with the V/Line train timetable.
- A120. Consider working with non-profit community transport service providers such as Link Community Transport to expand the range of transport services on offer in Romsey.



7.3 Township expansion

As Romsey grows over the coming decades, new roads will be required to facilitate urban expansion. As roads form a critical role in a place's urban structure, it is important that the allocation of space in these road reserves holistically improves movement options and where possible remedies previous poor decisions.

Greens Lane (adjacent to the PSB) will need to be sealed and widened to facilitate expansion in the south and facilitate the employment precinct. This has potential to move some truck movements out of the town centre by locating it on the edge of the town. The upgrade should include a focus on pedestrian and bicycle rider safety and prioritise provision of a shared user path that provides all people with a safe alternative to travelling by car. This will also improve safety and efficiency of truck movements along Greens Lane, avoiding the need for truck drivers to be apprehensive about pedestrians and bicycle riders sharing the roadway with heavy vehicles.

Strategy 19

Create an urban structure that facilitates movement options that are safe, integrated, accessible and do not rely on vehicle ownership within the township.

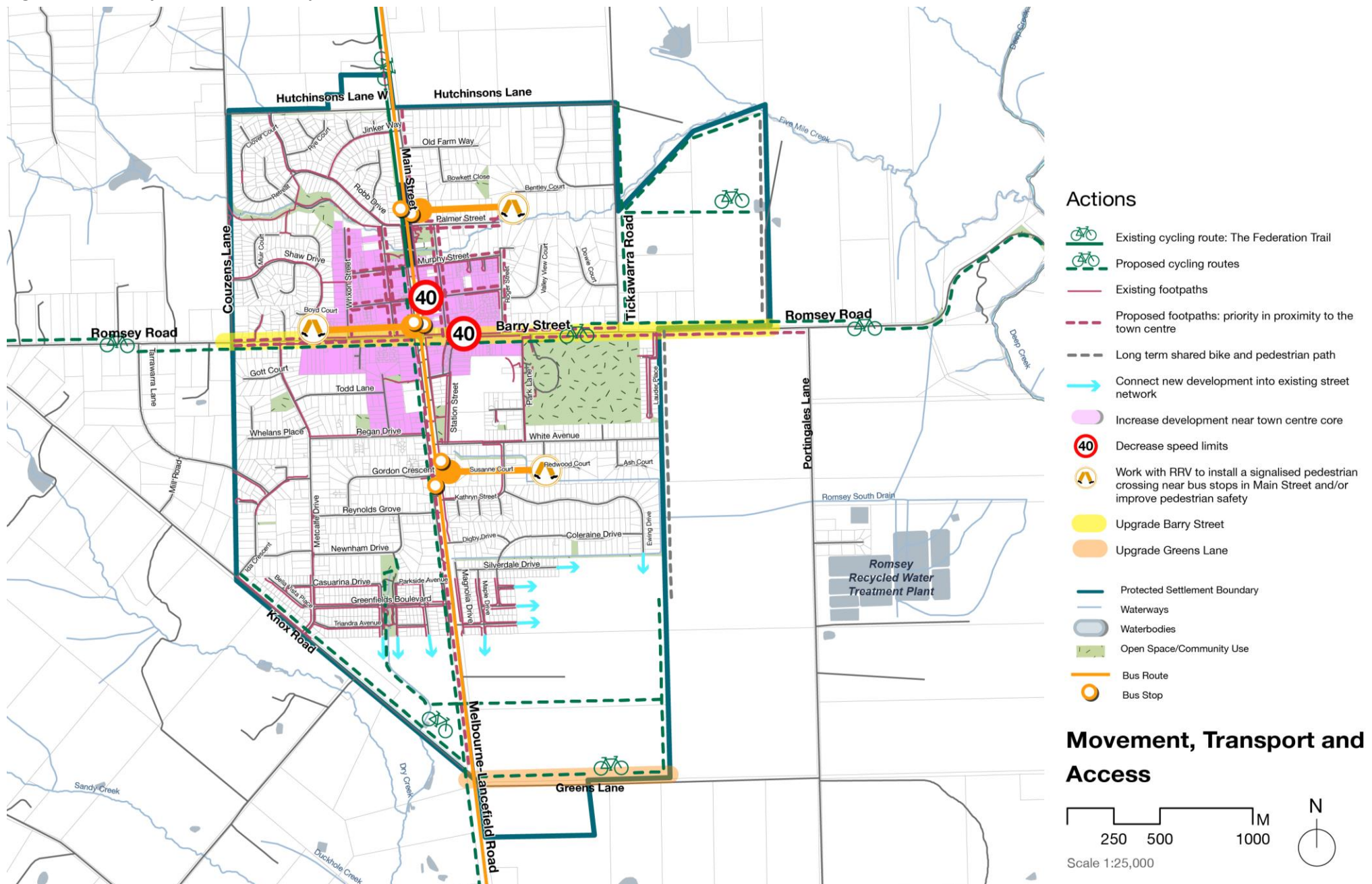
Actions

- A121. Upgrade Greens Lane to ensure pedestrian and bicycle rider safety (dedicated paths) and better cater for heavier vehicles to support the development of the Romsey Employment Precinct and reduce traffic movements in the town centre.
- A122. Consider options to improve and upgrade the intersection of Greens Lane and Knox Road for all road users as part of the development of adjacent DPOs.
- A123. Deliver a grid network of streets and connect into existing street networks as outlined in Figure 12 I (see Section 10 for further guidance).
- A124. Advocate to RRV to ensure that new road works and upgrades respects the character and heritage of the town and aligns with neighbourhood character objectives.
- A125. Ensure movement and access infrastructure upgrades are collected for within updated DCP.

Romsey's movement, transport and access initiatives are shown in **Figure 11**.



Figure 11: Romsey Movement, Transport and Access Initiatives



8. COMMUNITY INFRASTRUCTURE AND CULTURE

To ensure the township provides community infrastructure to meet the social and cultural needs of its residents.

The community is served by several local community and recreation facilities. The Romsey Community Hub provides library services, meeting spaces, programs and Council services. The town is also serviced by a CFA fire station, ambulance and police station. The Romsey recreation reserve and golf course provides local facilities including golf, football, lawn bowls and tennis and the Recreation Centre provides for a range of indoor sports.

8.1 New community facilities

It is important to preserve space for the facilities the community needs and desires as it grows to a large district town over the coming decades. Preserving the land for a high school has been identified and will be provided as the population grows.

Strategy 20

Ensure the necessary future community facilities are planned to support the growth of the town.

Actions

- A126. Advocate to the Department of Education to review the provision of a secondary school in Romsey.
- A127. Preserve the option for a P-9 school on the existing Romsey Primary School site.
- A128. Reserve space on the south side corner of Tickawarra and Barry roads for a future high school within walking distance of the town centre.
- A129. Ensure land uses adjoining the Romsey Primary School do not compromise the long-term viability of Romsey's education facilities.
- A130. Undertake a feasibility study into the provision of an aquatic facility in the east of the shire.



8.2 Facilities for all

There are many community facilities within Romsey, and ensuring any new facilities or services are appropriate for all sections of the community as it grows is essential. An increasing population necessitates a pro-active health and wellbeing response and improved medical, maternal child health and kindergarten facilities. Transport, access and telecommunications connectivity is a significant issue for young people, in terms of education, training, employment and sporting activity provision. Improving transport, accessibility and connectivity is critical to help confronting issues of social and economic isolation.

The engagement and involvement of young people in sport, recreation and other social pursuits is essential to strengthening their contribution to civic life and building social capital and cohesion.

Council through several strategies has worked with the community to identify specific requirements. Making the town more child-friendly, along with new and additional meeting spaces and design of recreational and other open spaces were

identified by children and young people. Older people identified that an age-friendly town would concentrate on accessibility and affordable services, facilities, housing and transport.

The Sport and Active Recreation Strategy 2018 to 2028 identified that the town will need additional provision of sporting facilities of cricket soccer and outdoor netball over the coming decades.

Strategy 21

Ensure community facilities meet the needs of the local community, are accessible, fit for purpose and provide for a range of activities and groups.

Actions

- A131. Identify locations for additional community meeting places in and around Main Street and other areas that cater for young people's needs.
- A132. Investigate the provision of additional medical services, particularly for young people and families, maternal child health and kindergarten facilities.
- A133. Engage with young people in the design of recreation and other open spaces to provide for their needs.
- A134. Identify transport, access and telecommunications connectivity improvements to better support young people's education, training, employment and sporting needs.
- A135. Create enhanced nature play opportunities for children in new open space areas.
- A136. Consider opportunities for increasing the range of sporting options for the town in the design and redevelopment of sporting facilities.
- A137. Continue a staged implementation of the Romsey Park Sports Precinct Masterplan.
- A138. Continue maintenance and upgrading of community facilities as budget is available.

8.3 Heritage and culture

Aboriginal cultural heritage

Cultural values in this area are important within the landscape as Romsey is located close to Taungurung Country, the Deep Creek waterway, and the culturally important Hanging Rock reserve. Deep Creek was also likely an important Wurundjeri Woi-Wurrung travel route and source of resources facilitating travel to Will-ee-im Moor-ing (Mt William Greenstone Axe Quarry) and Taungurung Country.

Council and Wurundjeri Council continue to work in partnership to ensure that cultural values and cultural heritage management occur within planning processes.

Strategy 22

Ensure new development appropriately responds to and celebrates Aboriginal cultural heritage sites, places and values.

Actions

- A139. Work with Wurundjeri Council to consider early planning consultation to avoid existing cultural heritage and to provide advice regarding where sites and cultural places are prior to development approvals or the preparation of DPOs.
- A140. Encourage the planting of indigenous plant species for their cultural values to the Wurundjeri Woi-Wurrung community and create habitat for fauna of importance to Wurundjeri Woi-Wurrung lore, culture, and have value.
- A141. Undertake a cultural survey of culturally modified trees in the area and remaining remnant trees working with landowners to facilitate this process.
- A142. Work with Wurundjeri Council for on-going involvement in landscape management in urban design, naming, as part of the effort to appropriately emphasise the Wurundjeri Woi-Wurrung clans.
- A143. Where possible expand cultural protection of Deep Creek, offset greater than 200m and revegetate the area (recommendations driven by Waterways of the West Ministerial Advisory Committee).
- A144. Identify and protect the local eruption points as cultural places with the support of local landowners.

Post-contact heritage

Evidence of the post contact development of Romsey can be found throughout the town but is most visible in Main Street. The street is lined with classic Australian architecture including battered corrugated iron structures, gothic bluestone churches, turn-of-the-century houses and the impressive red brick facade of the local Mechanics Institute. Many of these properties are protected under the HO however there is community concern that many other heritage worthy places are not protected.

Growth and development of the town will need to recognise the cultural and heritage value of these buildings, their curtilage and setting. They have a strong place value, contribute to the character of the town and provide tourism opportunities.

Strategy 23

Ensure new development appropriately responds to and celebrates post contact cultural heritage sites, places and values.

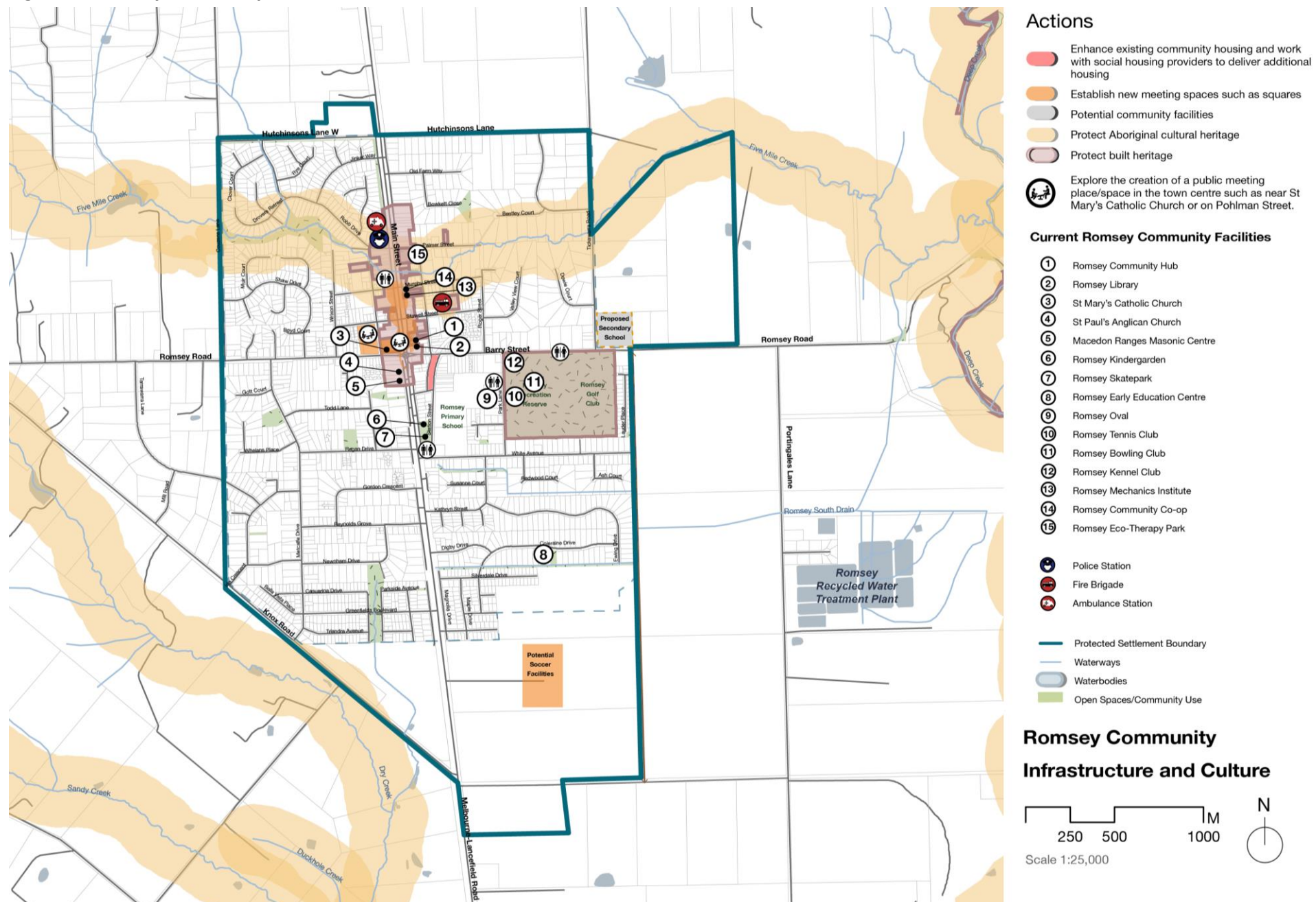
Actions

- A145. Undertake a review of the heritage protections within Romsey and district as part of Council's ongoing heritage work including an assessment of places that are not currently protected.
- A146. Renew awareness of the Avenue of Honour with signage and additional canopy trees.
- A147. Explore opportunities to build on the heritage assets of the town for their intrinsic, cultural and tourism values.

Romsey's community infrastructure and culture is shown in **Figure 12**.



Figure 12: Romsey Community Infrastructure and Culture



9. SUSTAINABILITY AND RESILIENCE

To create a more sustainable and climate resilient township.

9.1 Climate change

Romsey must be prepared for the effects of climate change and resilient to the challenges of increasingly hotter and drier conditions with heatwaves, drought and greater intensity of floods and storms. The community is also concerned and has identified this as an important issue to be addressed in planning the future growth and development of Romsey.

Council's 2021 Environment Strategy supports these goals by promoting climate change action and renewable energy generation, working with traditional owners to understand and identify cultural heritage, incorporating water sensitive design treatments when designing roadworks (like grass swales and filtration ponds), and improving waterway health and restoring riparian corridors as bio-links as a means of improving ecosystem connectivity across the Shire.

The benefits of greening and retaining water in the urban environment to mitigate the effects of the Urban Heat Island effect are increasingly understood as are their impacts on community wellbeing and liveability. Vegetation and water retention make an important contribution to regulating the local climate through both the provision of shade and evapotranspiration which reduces the surrounding air temperature.

Increasing the tree canopy cover in the town and minimising impervious surfaces will reduce urban heat and increase the town's amenity.

Areas of Romsey experience significant flood risk during heavy rainfall events. Flooding is an issue in areas adjacent to the Five Mile Creek corridor and south of White Avenue.

Strategy 24

Ensure new development increases the town's resilience to the impacts of climate change.

Actions

A148. Work with Melbourne Water to identify areas at risk of flooding exacerbated by climate change and ensure they are covered by suitable

planning scheme controls to ensure the impact of flooding events on new development is minimised.

- A149. Increase climate resilience of the town through reduced reliance on electricity and gas from the grid and support for renewable sources of energy through encouraging roof top solar, community projects.
- A150. Work with Greater Western Water to explore opportunities for economic development through the reuse of their wastewater for irrigation or other industries that could use recycled water to relocate to the Romsey Employment Precinct and Farming Zoned land adjacent to the PSB, helping to create a circular economy.
- A151. Continue to work with utility and service providers to ensure the town is adequately serviced and seek commitments for the timing of delivery upgrades.

Strategy 25

Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.

Actions

- A152. Work with Greater Western Water to ensure there is adequate capacity within the Romsey Water Treatment Plant to facilitate the growth of Romsey and provide long term plans in place to deal with the impacts of climate change.
- A153. Ensure new development meets new stormwater targets for harvesting (77%) and infiltration (22%) of impervious surface runoff as set out in the *Healthy Waterways Strategy 2018*.
- A154. Advocate to Greater Western Water to finalise the required separation distance around the Romsey Water Treatment Plant in conjunction with the EPAV.
- A155. Ensure the finalised buffer areas are incorporated into the Macedon Ranges Planning Scheme via the appropriate planning overlays such as the BAO.
- A156. Work with GWW to service growth of the town through a dedicated sewerage pump station and rising main back to the RRWP.

9.2 Utilities

While Romsey has access to utilities including mains water, power, gas and telecommunications, there is a strong concern within the community about the quality of this infrastructure and its ability to handle additional population growth.

New developments provide the opportunity to ensure the most advanced technology is used to create, store and use utilities in both single dwelling development and at the subdivision level. This will improve environmental performance and reduce the burden on existing facilities.

Developments designed using Environmentally Sustainable Development (ESD) principles have the potential to produce their own power, to collect, store and re-use water efficiently, to have reduced heating and cooling demands and a reduced demand for fossil fuels. Integrated water management principles may also be applied to maintain safe and affordable water supply into the future. The benefits include a reduction in potable water use and supplementation of existing supply, and healthier waterways through a reduction in stormwater runoff.

Stormwater management will need to be one of the key principles for any new development. This will involve techniques such as use of domestic tanks, rain gardens, limiting site coverage, greater vegetation requirements and more pervious surfaces which may lead to a different development character to the existing.

The RRWP treats sewage from Romsey and Lancefield and is planning a significant upgrade of the capacity. This provides a number of opportunities for the town from wastewater reuse through to activities within the buffer.

Strategy 24

Transform the town's energy system and infrastructure to one focused on renewable energy and energy efficiency.

Actions

- A157. Investigate options for a micro-grid or solar farm to power the growth of the township located within the RRWP buffer.
- A158. Install public electric vehicle charging stations in Main Street and around the town centre.
- A159. Continue to advocate to Powercor to upgrade the existing power supply to Romsey to ensure sufficient capacity for the existing town and provision for any additional growth.
- A160. Ensure development adequately address bushfire protection and flood events in planning new infrastructure.
- A161. Explore opportunities to increase the use of renewables and improve flexibility and reliability of power supply such as rooftop solar, micro-grids, neighbourhood batteries or a potential community energy system with Powercor.

Rooftop solar in Romsey today (source Nearmap)



Strategy 24

Ensure new development improves the sustainability of communities and reduces the impacts of urban development on the environment.

Actions

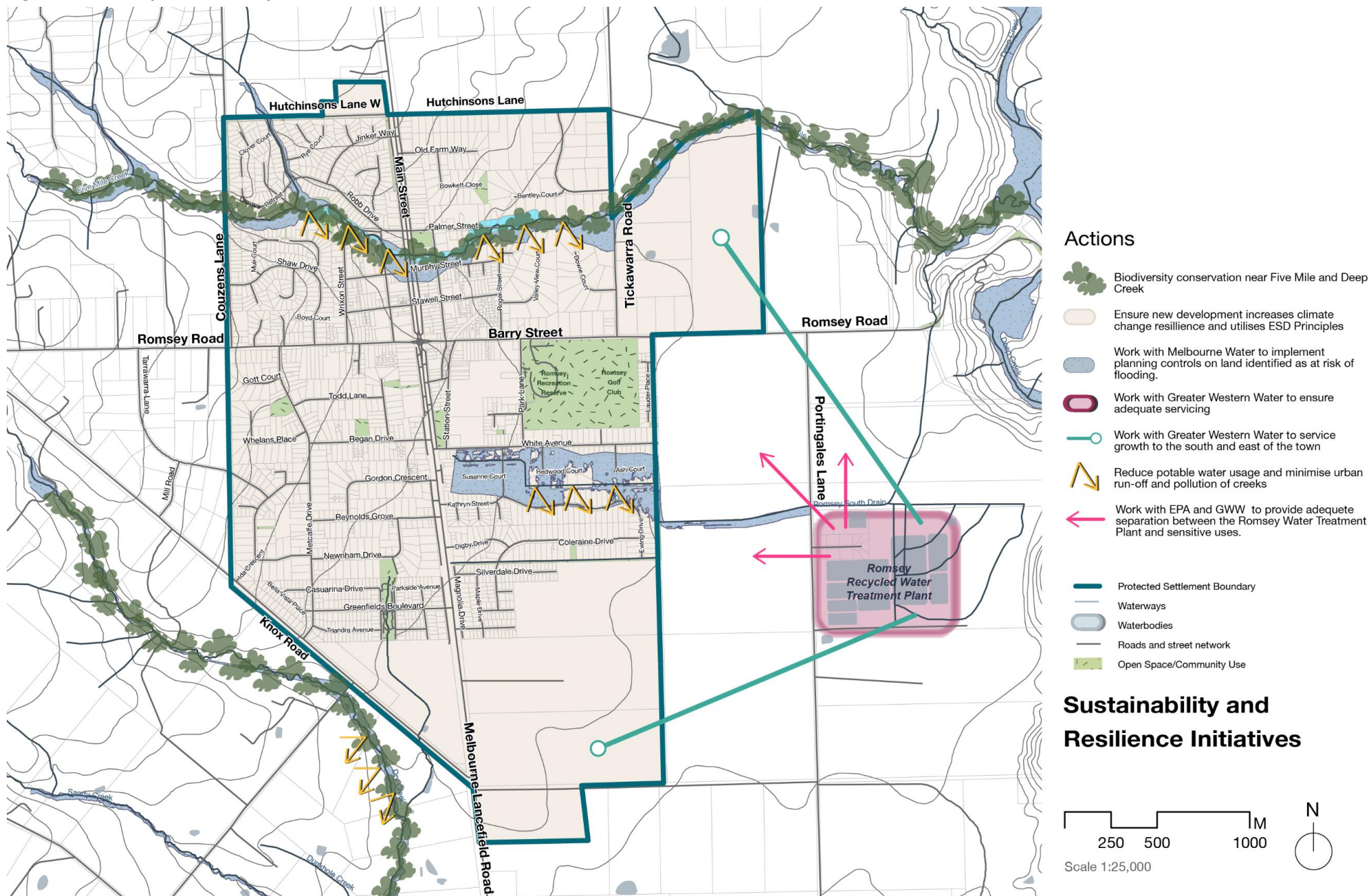
- A162. Create a healthy urban forest across Romsey in both the public and private domain for increased shade and urban cooling while responding to local climatic conditions and bushfire risk.
- A163. Ensure any new development near Five Mile and Deep Creek contributes to biodiversity conservation and improves waterway health and riparian habitat.
- A164. Design new development with climate change adaptation at the forefront including orientation, provision of vegetation and shade canopy and thermal performance.
- A165. Provide improved water sensitive urban design in all new development with best practice examples of integrated water management (IWM), stormwater management (SWM) and water reuse.
- A166. Work with CASBE to lobby State Government for higher sustainability standards in subdivision and building design.
- A167. Require new developments to provide underground reticulated electricity and telecommunications services.

Romsey's sustainability and resilience initiatives are shown in **Figure 13**.



***Victoria's biggest solar farm under construction amid debate over lost agricultural land
- ABC News***

Figure 13: Romsey Sustainability and Resilience Initiatives

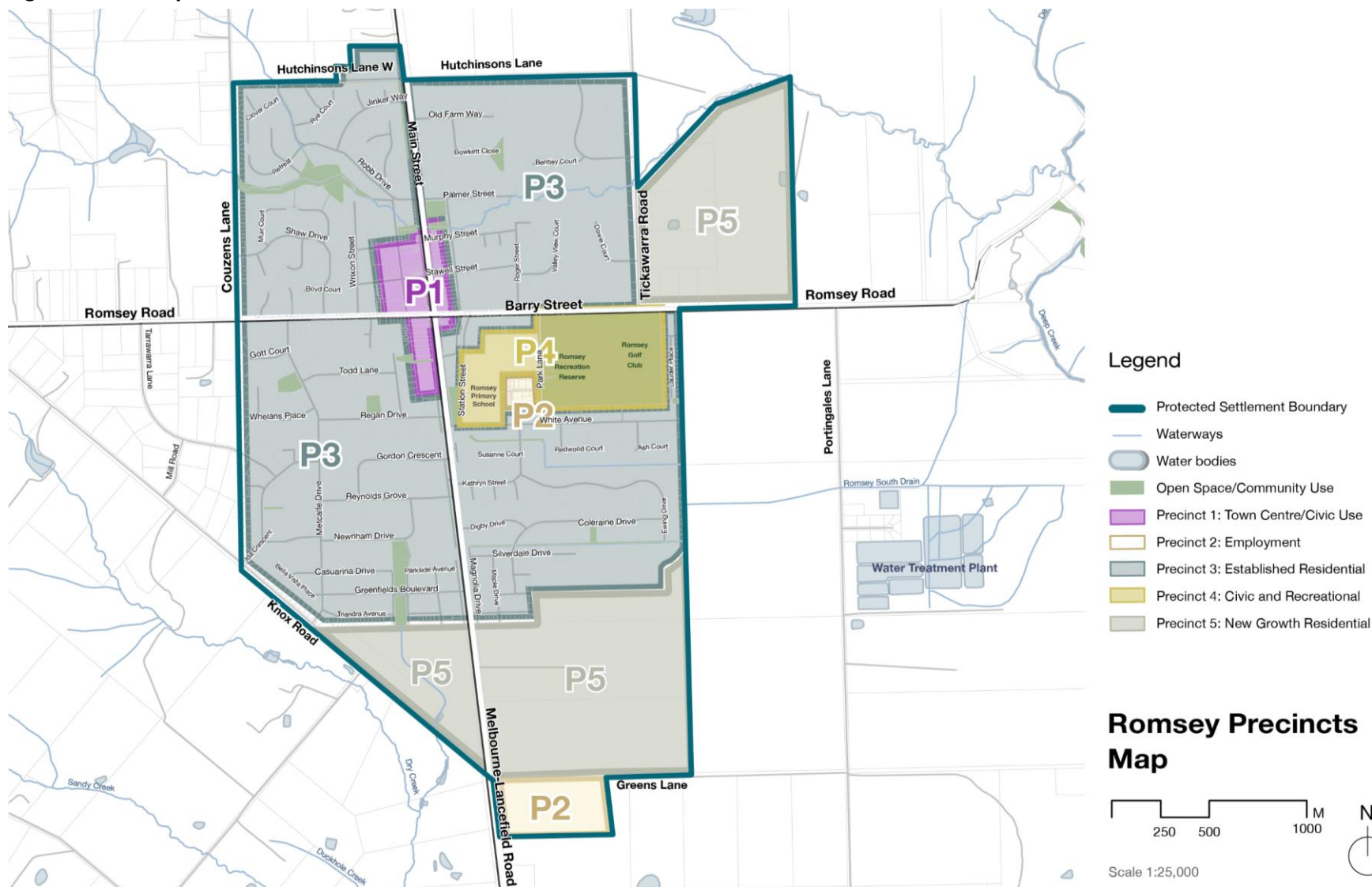


10. TOWNSHIP GUIDELINES

10.1 Guidelines

Five precincts have been identified for the preparation of guidelines to deliver high quality town environments as shown in **Figure 14**.

Figure 14: Romsey Precincts



10.2 Precinct One: Town Centre

The Town Centre consists of the retail and commercial centre of Romsey centred around Main Street.



10.2.1 Town Centre character

Romsey's town centre has a low, highly dispersed, character of one and two storey buildings. Many of these are public or commercial buildings from the nineteenth century, built to the front boundary defining the street, and helping to characterize the town centre's clear heritage identity. The HO applies to Main Street and abutting properties, including some individual buildings, from just south of Barry Street northward to the ambulance station.

Other buildings within the centre from the twentieth century are often set back from the front boundary to accommodate car parking and access requirements which has the effect of diluting the town centre's early built form character. Predominantly single storey, these buildings including many sheds and usually have a simple,

unadorned and utilitarian expression in contrast to the more decorative nineteenth century buildings.

Built form considerations

Most recent development in Romsey is low scale, set back from the street and reduces the sense of place and spatial enclosure created by earlier buildings. Built form controls for heights and setbacks beyond those existing within the planning scheme do not appear to be sufficiently justified due to the current limited levels of development activity. Encouragement of new buildings of more than one storey, particularly within the town centre, will provide improved urban design outcomes through more efficient use of land, providing space for trees and landscape, and improved spatial definition of the very wide Main Street.

While the HO and the DPO over sites on Pohlman Street provide built form controls, there is currently little to guide development within the town centre.

Built form objectives

New built form within the town centre should complement and reinforce the important role and valued characteristics of Main Street including to:

- Provide a well-considered, contemporary design response to the character, form, architectural expression, and materiality of adjacent heritage buildings.
- Be low energy, low carbon and climate resilient.
- Be built to the front boundary to define, address and overlook the street space.
- Reinforce the prevailing fine-grain pattern of development.

- Ensure that uses at ground floors activate and add to the vitality of the street or adjoining public spaces with generous windows and doorways to front street facing facades.
- Encourage verandahs or awnings over footpaths to provide shelter and shade to pedestrians and reinforce the streetscape character.
- Encourage upper levels to be built to the front boundary to define and overlook the street space.
- Ensure car parking is located to the sides or rear of development and that driveways do not detract from the pedestrian environment.
- Ensure blank walls or service areas do not adversely impact on views from adjacent streets or sensitive interfaces.
- Encourage well designed buildings that are environmentally sustainable, energy efficient, and climate resilient.

10.2.2 Township entrances

The approaches to Romsey for some kilometres are lined with established evergreen trees from the south and deciduous trees from the north, creating an attractive and pleasant entry experience to the township. These trees and their grassed verges are a valued and key contributor to the townscape character, amenity and sustainability.



Future actions should seek to:

- Maintain the avenue trees, replacing senescing specimens and filling any gaps with supplementary trees, to ensure the long-term sustainability of these important assets.
- Establish new avenues of tall canopy trees along Barry Street and other major streets leading to the town centre.
- Maintain and reinforce wide grassed verges along the township approaches and within the town centre.
- Ensure new road and other civil works use materials and details that reinforce and are consistent with the township's heritage character.
- Audit and rationalise roadside signage, furniture and fittings along Main Street to reduce visual clutter, particularly within the town centre.
- Establish and extend safe and convenient shared paths along Main Street and Barry Street to improve access for people using mobility aids, pedestrians, and cyclists.
- New residential areas which face approaching roads to consider the introduction of rear lanes to

these properties, to reduce the visual impact of driveways and garages, and allow for significant tree planting to enhance the entries to the town.

- Art/entry signage, and landscaping should be combined and well designed to signal the entry to the town.

Apart from its north-east and north-west corners, the DDO has been applied to much of the balance of the already developed areas of the township controlling the heights and setbacks of new buildings.

10.3 Precinct Two: Employment Areas

There are currently two active industrial areas in Romsey. One is located within the town around Mitchell Court off Park Lane and one outside the town on Johnstone Street adjacent to Portingales Lane. These provide a range of employment uses with a variety of businesses including mechanics, auto repairs and gyms in Mitchell Court and a range of activities not suitable for residential areas such as the Romsey Waste Transfer Station on Johnstone Court.

A new employment area will be developed on the south side of Greens Lane.



The development of the Romsey Employment Precinct will be guided by the *Design Guidelines for Industrial and Commercial Development in the Macedon Ranges*. Streets in the new employment precinct should be designed to include footpaths on both sides, as well as areas for the planting of street trees at relatively close centres, to provide significant tree canopies at maturity. A landscape buffer will be required around the new Romsey Employment Precinct on Greens Lane to provide a

visual break between these activities and adjacent residential land uses.

10.4 Precinct Three: Established Residential Areas

This precinct consists of the residentially zoned areas within the Romsey Township. These areas provide housing and a range of other community needs. Housing consists of almost exclusively detached housing which will increasingly mean that the housing needs of the community are not met as residents age and family structures change.

Neighbourhood Character Guidelines for established residential areas are included in **Appendix 2**. These guidelines provide further guidance on how to achieve the preferred neighbourhood character statement outlined below.

10.4.1 Township character type

This character type is located adjacent to the town centre of Romsey. The Outline Development Plan 2009 identified some of this area as the preferred location for medium density housing and that is supported by this structure plan. A range of single houses, dual occupancies, townhouses and multi-dwellings will be supported.



Character description

The township character type represents the early stages of development of Romsey. Developed in a strong grid pattern, the area contains dwellings from the earliest stages of development of the town to today.

The housing is largely detached, interspersed with newer medium density development. Dwellings are typically single storey using simple, modest building forms. Some more recent unit development has occurred along with second dwellings being constructed to the rear of existing dwellings.

Managing the impacts of the resulting gun-barrel driveways can be challenging, which despite delivering additional housing stock, often remove “natural surveillance” of the street by buildings fronting the new driveway rather than the street. In addition, there is less permeable land for the management of stormwater runoff.

Older development is characterised by garages and carports being set back from the house and street allowing the front gardens to dominate the streetscape. Materials are often weatherboard while new dwellings are often brick or render which are much heavier in form than surrounding weatherboard dwellings.



Dwellings are set within gardens with a variety of forms and plant species. Fences are often in keeping with the dwelling period and low in height which enables views to the houses and the vegetation to flow across from the private to the public domains.

The roads are sealed with gravel edges and kerbs providing an informal country town feel aided by

the large grassy verges and often no footpath. Some formality is introduced to the streetscape through the plantings of avenue trees which coalesce the areas together.

Garages are usually new additions to these houses and can be poorly located along with sheds and carports intruding into the garden settings of the dwellings. Newer sealed driveways are also reducing the country town feel.

Preferred future character

The retention and restoration of older dwellings is encouraged with infill development occurring to the rear of properties. Dwellings feature low pitched roofs with eaves, constructed with light building materials and colour palettes that are sympathetic to existing weatherboard dwellings.

Consistent front setbacks maintain an intimate streetscape that is enhanced by an ornamental garden setting and canopy trees that soften the built form, while side setbacks maintain rhythm and spacing of dwellings along the streets.

Upper levels are setback from the ground floor to reduce visual bulk and allow overarching canopy trees within the public and private realms to remain the dominant visual feature of the streetscape.

This area will continue to evolve over time to contain a greater proportion of well-designed and site responsive medium density residential development. Development will appear as a single, detached dwelling of similar frontage width to the pattern of development in the street and heights of one to three stories will be allowed.

Wide road reserves, front verges and street trees are protected and maintained through single crossovers and provision of on-site parking. Development adjacent to Five Mile Creek front onto this important public space with low, permeable fencing and upper-level surveillance.

In Minimal Change areas, dwellings are designed to address specific site constraints and will be limited to one to two storeys.

10.4.2 Township Suburban character type

This character type is located around Township areas reflecting a mix of older township development along with significant development from the 1980s to today. Incremental growth is anticipated in this character type consisting of dual occupancies, and multi-unit development around parks.



Due to the age of housing stock and generally large lot size, areas particularly in proximity to the town centre are likely to attract future redevelopment,

including replacement single dwelling development, subdivision and multi dwellings.

Character description

The Township Suburban represents the first stages of 'suburban' style development within the early township. This area consists of a largely modified grid with some cul-de-sac extensions often located at the edge of the township boundary. There is an informal township character to these areas due to the lack of kerbs and wide grassy verges and the lack of footpaths.

Architectural style varies and there are modern contemporary homes located next to older homes from various eras. Most dwellings are modest. Occasionally a set of units or a second dwelling has been constructed behind another. Large trees in backyards and in surrounding parks and reserves, frame long views to the treed landscape.

Despite the variety of architectural forms and materials found in Township Suburban, there are particular characteristics that define this character type. Spacing between buildings and the strong visual presence of trees and vegetation give strong character to these areas. Buildings are generally lower than the height of mature trees, and seldom exceed two storeys.

Fencing is varied with front fencing highly transparent and not more than 1.2m in height. Garages are generally located either behind dwellings, or setback from the front façade of dwellings.

Preferred character statement

Open and spacious streetscapes are enhanced through low profile built form, a consistent and

generous front setback and lack of front fences that allows for views across the garden setting. Dwellings are sited informally and feature simple building forms with pitched roofs and eaves.

Buildings are no higher than two storeys with any upper-level set back from building frontages or incorporated into roof forms. Material palettes are simple and neutral, allowing the garden setting to dominate.

Separation between dwellings is maintained through generous side setbacks and allowance for landscaping. Garages and carports located behind dwelling frontages are recessive as viewed from the street. Driveway access is provided from a single crossover per lot, and garages and carports are located behind the front building line. Parks are activated through dwellings that front onto open spaces with low, permeable fencing and upper-level surveillance.

10.4.3 Garden Court character type

The Garden Court areas of Romsey encompass areas of Romsey in the north-west quadrant and on the east side of Main Street around Kathryn Street and Ewing Drive at the southern entry to the town. It also includes a number of areas under construction around Tarrawarra Lane.

Development potential is limited due to few vacant lots, title restrictions preventing further subdivision and the recent construction of dwellings.



Character description

Garden Court character areas represent the era from the 1960s when the cul-de-sac and curvilinear form of street layout became popular across Victoria. In Romsey, these are largely cul-de-sacs off meandering roads.

While similar in many respects to the Township Suburban type, these areas have a greater formality due to the use of sealed roads with kerbs often barrier style, and roll over style in more recent

developments. The north-west quadrant is located on rolling hills while the other areas are on flat land.

Footpaths are more common and often only on one side of the street. Verges tend to be wide but can also be narrower suburban style where there are footpaths. There is little street tree planting.

Dwellings in Garden Court areas are typically detached single and some double storey typically brick with predominantly low, hipped roof forms in a variety of materials. More recent developments are predominantly brick but can include materials such as timber and render with a variety of roof forms usually of tile.

Garages are integrated within the dwelling roof form and are often very prominent. Where garages are forward of the dwelling, they can dominate the streetscape and impact on the sense of address of the dwelling. Large sheds are often located on sites at the rear of lots, but this can result in large areas of hard paving with driveways.

Gardens are low level and often very simple using a mix of native and exotic plants. Front fences are not common while side fences are often solid. There is a sense of spaciousness due to the lack of front fences and the wide verges.

This character type could benefit from greater planting of street trees to enhance canopy cover.

Preferred character statement

Consistent dwelling setbacks and roof forms, no front fencing and setting back garages to reduce their visual dominance in the streetscape preserve the sense of spaciousness that exists in the Garden Court precincts.

Planting of native and exotic vegetation in front gardens adds to the quality of the streetscape. Planting of large canopy street trees provide shading and cooling benefits and improves pedestrian environments.

Buildings are designed to reflect the context in form, proportioning and materials. Buildings do not attempt to replicate existing areas or historic architectural styles, instead reflecting a contemporary and unique response to the region's history and context, further adding to the local identity. Street patterns reflect the cul-de-sac pattern.

Development adjacent to Five Mile Creek front onto this important public space with low, permeable fencing and upper-level surveillance.

In Minimal Change areas, dwellings are designed to address specific site constraints and will be limited to one to two storeys.

10.4.4 Bush Woodland character type

The Bush Woodland area of Romsey wraps around the Township areas in the north-east quadrant of the town.



Character description

The Bush Woodland area is a form of semi bush which unusually provides a transition to rural lifestyle and then the surrounding farm areas.

Dwellings are barely visible due to the large predominantly native vegetation. The 'ranch' or 'homestead' style designs, usually lie low across the block and often incorporate expansive verandahs. The building forms are simple and roof forms are low pitched. Large blocks enable dwellings to have large footprints but relative to the lot size, there is low site coverage and high amounts of site permeability.

Dwellings have generous front and side setbacks allowing large remnant trees and vegetation to wrap around the dwellings and minimise their visibility from the street. Driveways are usually unsealed.

Materials are predominantly brick but occasionally timber or stone and newer dwellings often incorporate corrugated iron materials on walls. Garages are sometimes integrated into the dwelling form. The lack of kerbs and footpaths make a significant contribution to the area's informal character.



Preferred character statement

Dwellings continue to be set in native vegetation garden settings with space provided around buildings for the planting of substantial trees. Limiting site coverage of hard surfaces and providing setbacks to the front, side and rear ensures the vegetation frames the dwelling.

New development is low scale, one to two storey dwellings, using natural materials and colours that reflect the natural surrounding environment and simple building forms to fit within the vegetated setting. Generous front and side setbacks provide for indigenous and native vegetation which embrace large canopy trees. Garages and carports are hidden from view, often located behind the line of the front dwelling façade and are integrated with the design of the dwelling.

Absent, low or transparent, front fencing contributes to the bush feel and informal transition between public and private realms.

Development adjacent to Five Mile Creek will front onto the creek where possible with low, permeable fencing and upper-level surveillance.

10.4.5 Semi-Rural character type

The Semi-Rural character areas of Romsey encompasses the Low Density Residential Zone (LDRZ) in the northwest corner of the town. The area is unsewered and the LDRZ requires lots to be a minimum of 4,000 square metres.

Development potential is limited to the subdivision of lots over 8,000 square metres which will prevent redevelopment such as multi-dwelling development and small lot subdivision. They provide lifestyle blocks enabling a range of semi-rural activities including horses and other recreational pursuits.



Character description

Dwellings often have large footprints and sit on sizeable acreage with low site coverage and high amounts of site permeability. They are often suburban in nature or lie low across the block and often 'ranch' or 'homestead' style incorporating expansive verandahs. The building forms are simple and roof forms are low pitched.

Dwellings have generous front and side setbacks allowing large trees and vast open lawns. Driveways may be landscaped and sometimes sealed with entry gates. Dwellings sit below the existing tree canopy and are usually visible to the street. Materials are predominantly brick but occasionally timber and newer dwellings often incorporate corrugated iron materials on walls.

In these areas, few indigenous trees remain having been previously cleared for farming. Exotic gardens have been planted and there are often large canopy trees. The streetscapes feature an informal character with little roadside vegetation and are sealed with wide grassy verges.

Garages are integrated into the dwelling form. Sheds and outbuildings can be substantial and sometimes intrude into the foreground or the side off the driveway. Dwellings are to be sited within a generous garden setting allowing a strong landscape character to prevail.

Preferred character statement

Dwellings are sited on moderate to large lots that accommodate a mixture of species, and vast open lawns. New development provides generous front and side setbacks to allow for the retention and continued planting of large trees and open lawns.

New development reflects the low scale of dwellings with verandahs, using simple building forms and low-pitched roofs. Dwellings do not penetrate the existing tree canopy but are visible to the street. Dwellings utilise natural materials and colours that reflect the natural surrounding environment and vegetated landscape setting. The streetscapes feature an informal character which embraces roadside vegetation and wide grassy verges.

Garages and carports are hidden from view, often located behind the line of the front dwelling façade and are integrated with the design of the dwelling. Open, post and wire or post and rail front fencing creates a low and permeable streetscape enabling vegetation to flow across the semi-rural landscape.

Development adjacent to Five Mile Creek front onto this important public space with low, permeable fencing and upper-level surveillance.

10.5 New residential growth areas

New residential growth areas are located in the expanded areas of the town to the south and east. Given that these areas do not have an existing residential character, their character will be created through their development over the next 20-30 years.

New Residential Area Subdivision Requirements for these areas are included in **Appendix 2** and should be read in conjunction with Clause 56 of the MRPS and the Infrastructure Design Manual. These aim to provide good orientation for development, a well connected urban structure with a high quality public realm in these areas that reflect the township character of Romsey.



10.6 Civic and recreation precinct

This precinct consists of the town's principal community assets of the Romsey Primary School and the Romsey Recreation Reserve and Golf Course. The development of these sites will continue to be managed by site masterplans.



11. IMPLEMENTATION

11.1 Overview

Implementation will involve seeking Council's formal adoption of the plan. This will enable commencement of the implementation of the plan. This will include a planning scheme amendment process to implement key policy and strategic directions into the Macedon Ranges Planning Scheme. Other non-statutory actions will commence subject to Council budget cycles.

11.2 Statutory planning

The implementation of the Structure Plan will involve the preparation of a planning scheme amendment to implement a range of actions outlined. The proposed long term changes to the town's zones are shown in **Figure 15**. This will include:

- Applying the IN3Z to future industrial land shown on the corner of Melbourne-Lancefield Road/Greens Lane.
- Applying the PPRZ to all land reserved as public open space.
- Applying the NRZ to all existing land zoned as GRZ and shown on the figure for Housing Change Areas as minimal and incremental change areas.
- Applying the NRZ to all land identified as new growth areas in areas 1 and 2.
- Applying the NRZ to land development as a residential aged care facility at 40 Hutchinsons Lane West.

Rezoning land currently designated as RLZ and FZ to NRZ will be undertaken over time in accordance with the Staging Plan at **Figure 6** with Stages 2 and 3 to commence as part of the first amendment and Stage 4 post 2034.

Changes to overlays in the town are shown in **Figure 16** and include:

- Applying a DPO to land identified as new growth areas in areas 1 and 2 for future residential or industrial use and development.
- Revising DPO15 to reflect the town centre precinct built form objectives and guidelines or include these in a new DDO.
- Applying a DDO in the town centre precinct to reflect the town centre precinct built form objectives and guidelines.

- Removing DPO9 from the Lomandra Estate upon completion of the development.
- Removing DPO9 from the land along Lauder Place.
- Removing the redundant DPO14 from land around Desmond Crescent and Tarrawarra Lane and 25-27 Pohlman Street.
- Revising the controls in DPO14 to facilitate a high quality, higher density residential development on land at 21-23 Pohlman Street, 42-50 Murphy Street and 109A, 115, 125-127 and 131-135 Barry Street.
- Removing DPO15 from the land at 37 Stawell Street.
- Revising or removing DDO18 following the introduction of additional neighbourhood character guidance in the residential schedules and a local planning policy.
- Updating the DCPO1 to apply to all land within the township PSB based on a new development contributions plan.
- Applying a DPO to land shown in areas 4 and 5 currently designated as RLZ as it is rezoned to the NRZ.

The DPO should be applied to land shown in areas 4 and 5 concurrently as it is rezoned to the NRZ. This should be undertaken over time in accordance with the Staging Plan at **Figure 6**.

11.3 Municipal Planning Strategy and Planning Policy Framework

Revisions will be made to the Municipal Planning Strategy in the Macedon Ranges Planning Scheme to reflect the Romsey Township Framework Plan.

Revisions will be made to the Planning Policy Framework to amend the settlement policy for Romsey at Clause 11.01-1L of the MRPS to reflect the structure plan. The structure plan should be included as a policy document in this clause and as a background document at the schedule to Clause 72.08. Clause 15.01-5 of the MRPS will be updated to reflect the five character types for Romsey and detail a preferred future neighbourhood character.

11.4 Proposed zone and schedule controls

The Residential Development Framework will be implemented into the MRPS by applying the NRZ and GRZ with accompanying schedules and standard variations

from the residential design guidelines to reflect the preferred neighbourhood character for the five neighbourhood character areas.

11.5 Relationship to the building system

To ensure that the requirements of the residential change area and associated residential zone schedule apply to single dwellings, it is important that the planning provisions that apply to residential development flows through to the building system. To enable this to happen, local values that are expressed in residential schedules need to be referenced by Schedule 6 to the Building Regulations which identifies which planning schemes have schedules that specify a local value.

The effect of this is that when a schedule includes Clause 54 variations and is referenced in Schedule 6 to the Building Regulations, a building practitioner assessing a building permit application must use the value in the schedule to the residential zone instead of the value expressed in the relevant building regulation. This applies building requirements on a single dwelling that does not require a planning permit in a residential zone related to the maximum building height and Clause 54 Standards. The following Clause 54 standards are able to be given effect by being specified in a residential zone schedule that is referenced in Schedule 6 of the Building Regulations based on variations for:

- Standard A3 – Minimum street setback.
- Standard A5 – Site coverage.
- Standard A6 – Permeability.
- Standard A10 – Side and rear setbacks.
- Standard A11 – Walls on boundaries.
- Standard A17 – Private open space.
- Standard A20 – Front fences.

Schedule 6 of the Building Regulations as they apply within the Macedon Ranges Shire already references the GRZ and NRZ so it is unlikely that any updates will be required to Schedule 6 to incorporate these two residential zones.

11.6 Minimum garden area requirement

It is considered appropriate to retain the minimum garden area requirement as applying to GRZ and NRZ schedules throughout all minimal and incremental

change areas. This will result in the requirement having to be met for all residential planning applications.

11.7 Implementation Plan

An Implementation Plan will be prepared that builds on the strategies and actions highlighted throughout the structure plan to provide a framework for delivering the vision for Romsey. The Implementation Plan will be used as a guide to identify Council's role, responsibilities and priority for each recommended action and will be used to monitor and evaluate implementation of the plan.

11.8 Council's role

Macedon Ranges Shire Council will play different roles in the implementation of the RSP project. These will vary between the roles of Planner, Advocate, Partner/Facilitator, Educator and Regulator. A description of these various roles is provided below.

Planner

Develop detailed plans and drawings for construction, and in relation to its urban and social planning responsibilities.

Advocate

Represent community needs and interests to Federal and State Governments and the private sector for reform and funding.

Partner / Facilitator

Working closely with developers, landowners, residents and businesses to facilitate the outcomes in the Structure Plan.

Educator

Provide information to businesses, residents and interest groups.

Regulator

Ensure that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations.

Figure 15: Proposed Romsey Zones

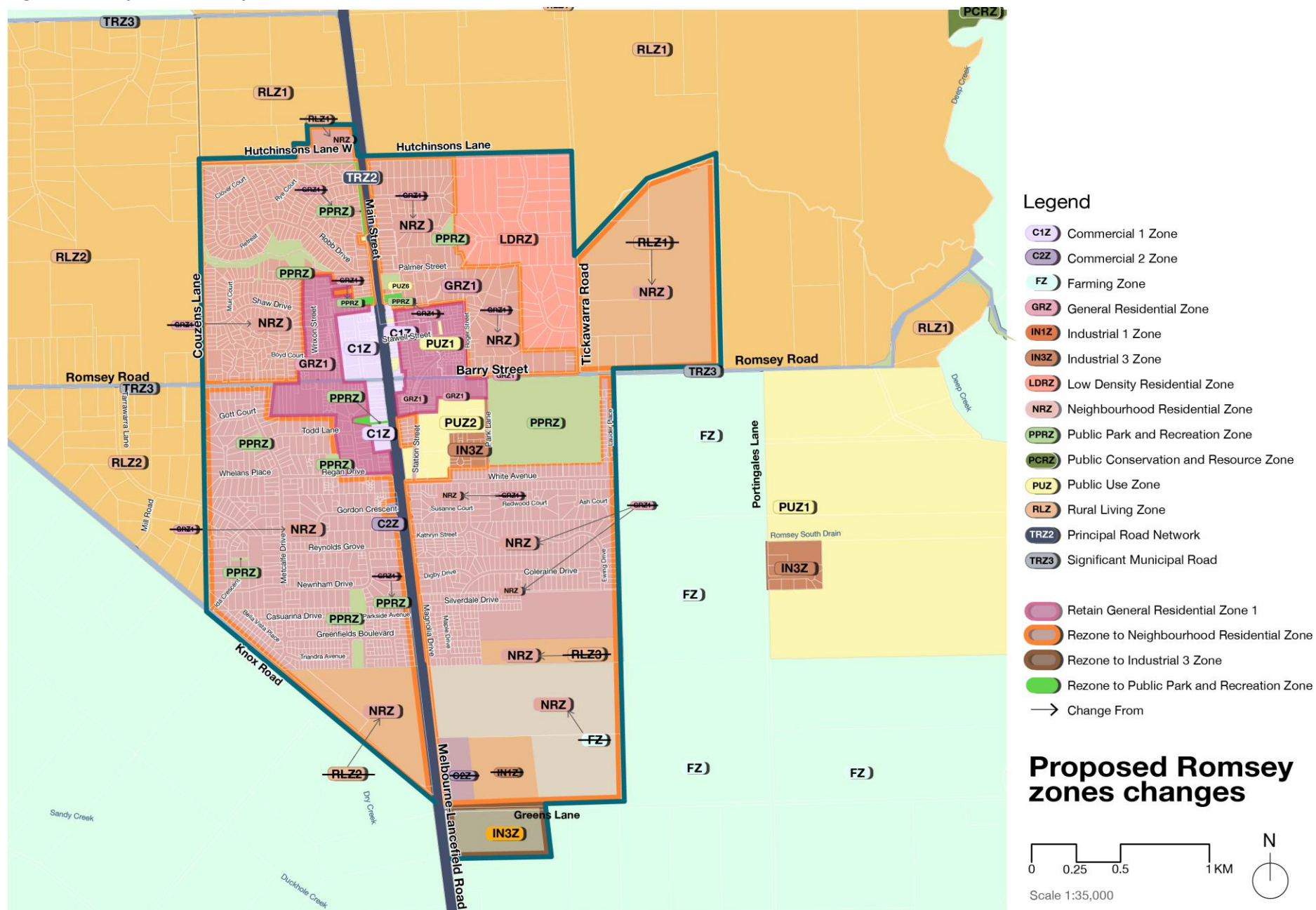
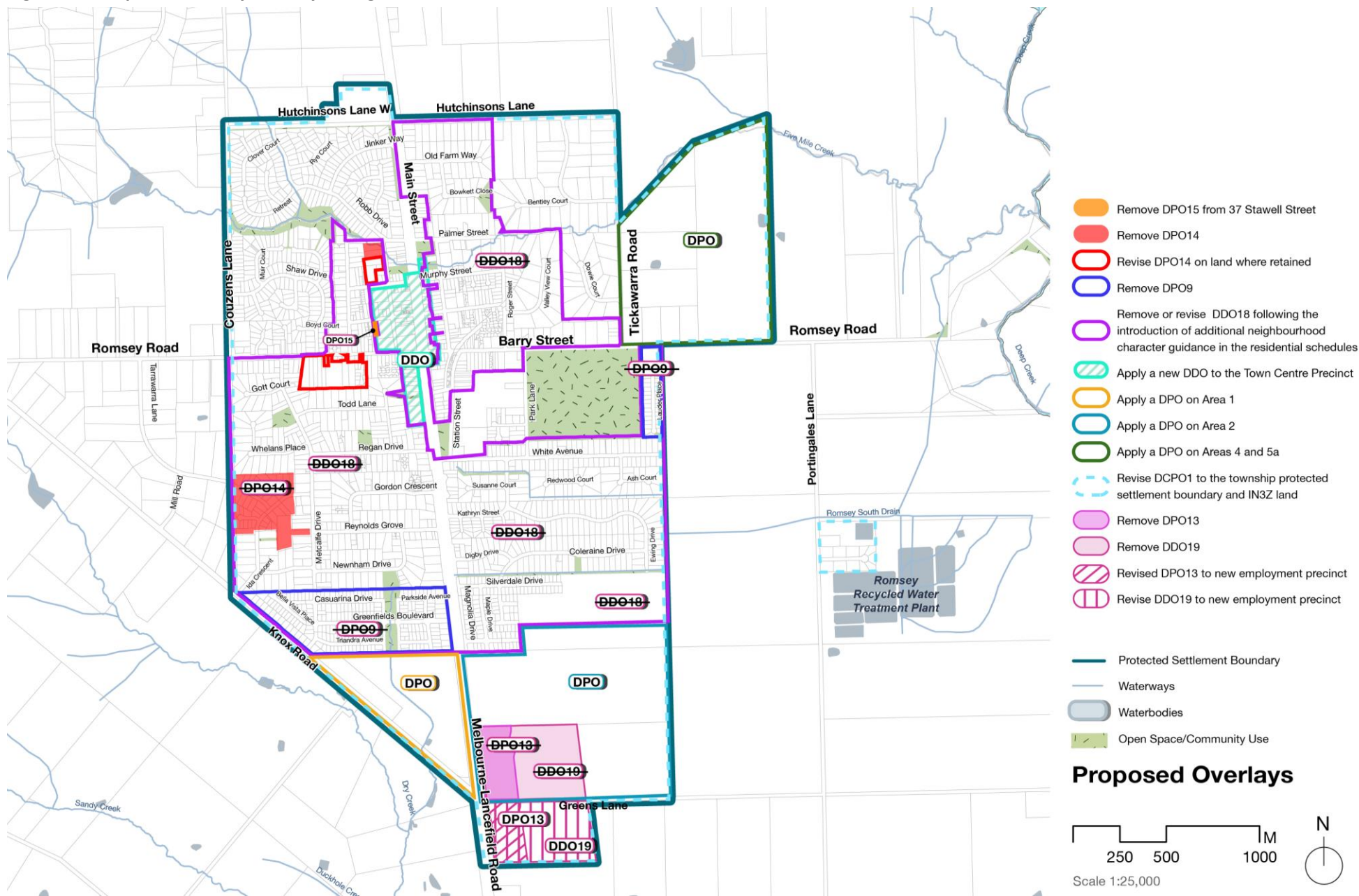


Figure 16: Proposed Romsey Overlay Changes



Appendix 1: Investigation areas criteria and assessment

Table 1 provides an assessment of the seven investigation areas shown in **Figure 17** against ten criteria. It highlights that the top three investigation areas are numbers 1 and 2. These areas perform the best against the ten criteria. Area 3 also performed well but future urban use and development is now precluded as a result of revised advice received in relation to determining the required separation distances in the RRWP.

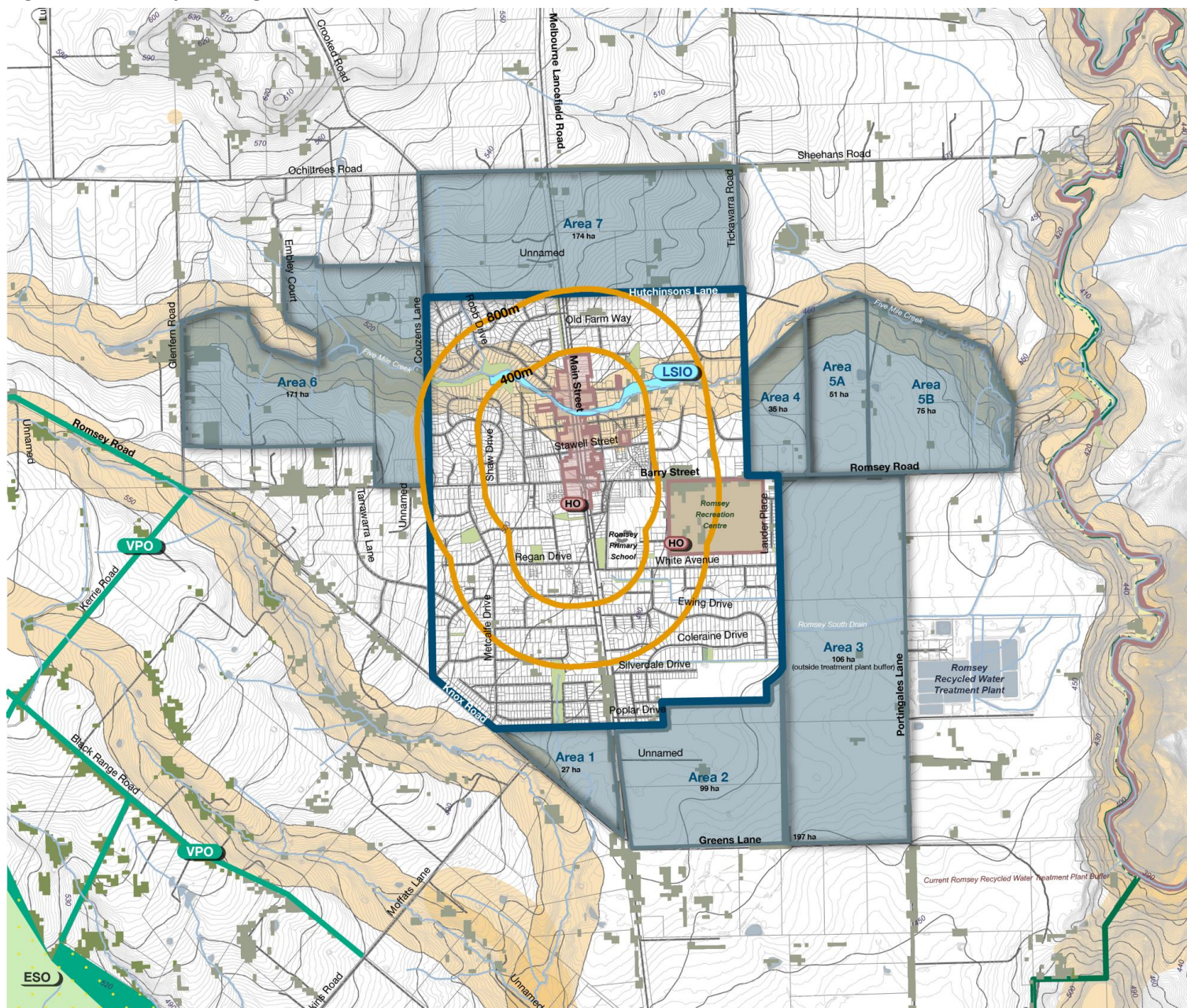
With the exclusion of Area 3, reconsideration of Areas 4 and 5 was required. These areas partially meet criteria for most categories but have significant challenges that could make expansion into these areas more difficult. Their development post 2040 is possible, particularly if the eastern section of Area 5 that is located within the existing buffer area of the RWTP is retained in a rural zone. Hence Area 5 has been split into areas 5A and 5B with Area 5A considered suitable for inclusion in the PSB.

Based on this assessment these areas were determined to form the basis for the development of the structure plan. Investigation areas 6 and 7 performed poorly against the criteria and should be removed from any discussion about expansion opportunities.

Criteria		Investigation Area						
		1	2	3	4	5	6	7
1	Consistency with existing strategic directions and policies	1	1	1	1	1	0	0
2	Whether land adjoins the existing town boundary	1	1	1	1	0.5	1	1
3	Minimising land fragmentation and maximising developable land	1	1	1	0	0.5	0	0
4	Capacity to deliver walkable access to shops, and services, and emphasise the town centre	0.5	0.5	0.5	0.5	0.5	0.5	0
5	Impact of barriers to access	1	1	0.5	0.5	0	0	0
6	Impact on the visual and environmental setting of the township	1	1	0.5	0.5	0.5	0	0
7	Reduce the likelihood of environmental hazards	1	1	0	0.5	0.5	0	0
8	Ability to access utility services	0.5	0.5	0.5	0.5	0.5	0	0
9	Maintain a rural break between settlements	1	0.5	1	1	0.5	0	0
10	Minimising impact on high quality agricultural land	1	1	1	0.5	0.5	0	1
Total		9	8.5	7	6	5	1.5	2

Table 1: Investigation area assessment criteria scoring

Figure 17: Romsey Investigation Areas



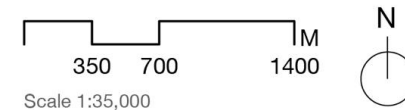
Legend

- Existing Romsey Township
- Investigation Areas
- Waterways
- Waterbodies
- Open Spaces/Community Use
- Contours 1m
- Contours 10m
- Distance from Commercial Centre
- Aboriginal Cultural Heritage Sensitivity
- Heritage Overlay
- Land Subject to Inundation Overlay
- Environmental Significance Overlay
- Vegetation Protection Overlay

2005 EVCs

- Grassy Dry Forest
- Herb-Rich Foothill Forest
- Plains Grassy Woodland
- Stream Bank Shrubland

Romsey Township Investigation Areas (Post Draft Structure Plan Consultation)



Appendix 2: Neighbourhood Character Guidelines and New Residential Area Subdivision Requirements

Under Separate Cover

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Landmark Heritage Pty Ltd

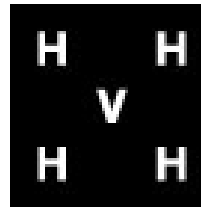


Peter Boyle_Urban Design+
Landscape Architecture



obliqua pty ltd

sustainable land and bushfire management



Tim Nott

economic analysis + strategy





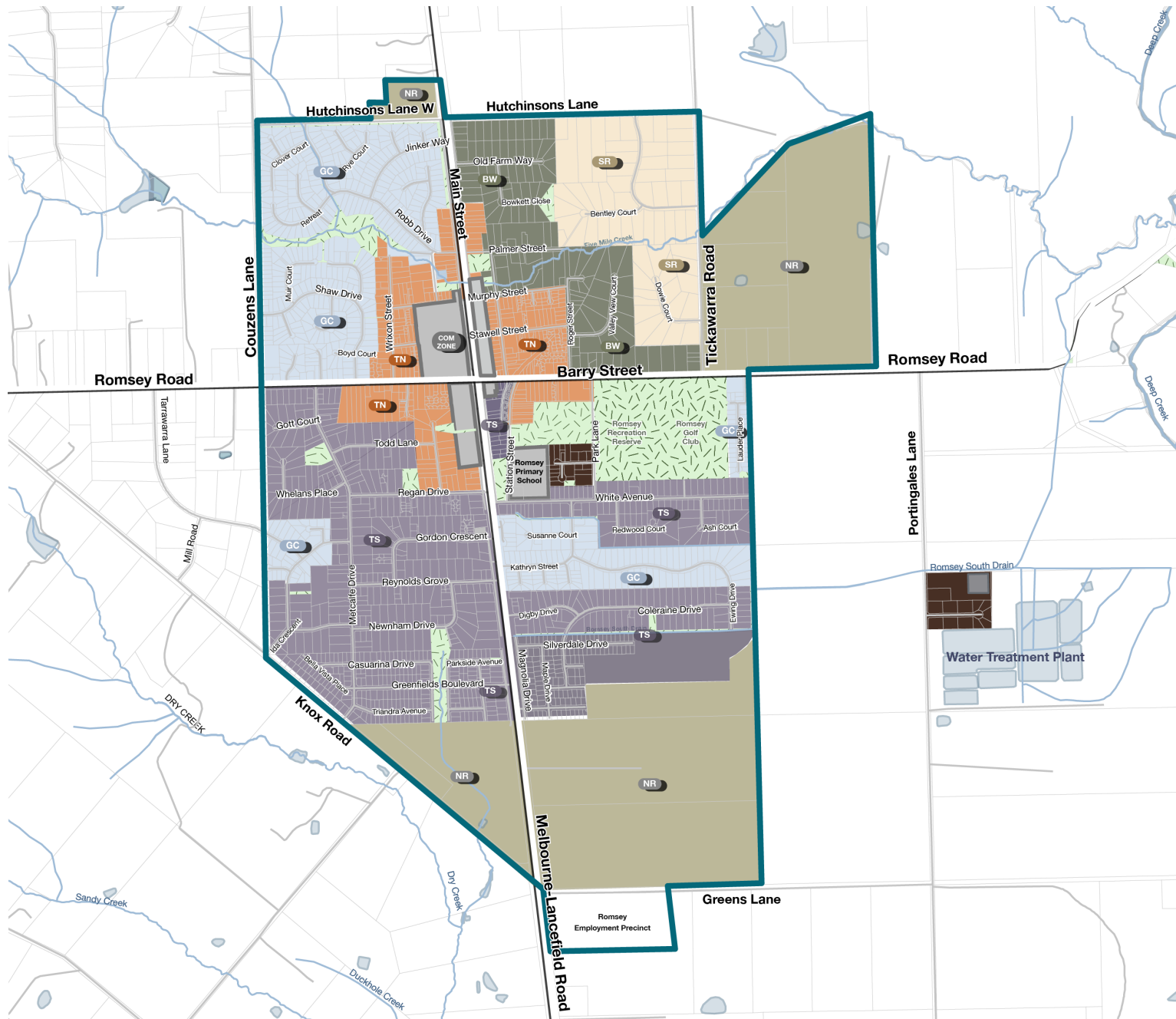
Romsey Structure Plan

Appendix 2

Neighbourhood Character Guidelines
and New Residential Area Subdivision
Requirements

May 2024





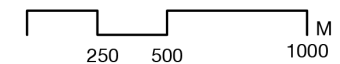
Legend

- Protected Settlement Boundary
- Waterways
- Water bodies
- Open Space/Community Use
- Commercial and Civic Area
- Industrial Area

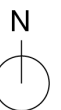
Character Types

- BW Bush Woodland
- GC Garden Court
- TN Township
- TS Township Suburban
- SR Semi-Rural
- NR New Residential

Neighbourhood Character Areas



Scale 1:25,000



Romsey Township Character Type

DESIGN ELEMENT	DESIGN RESPONSE	SKETCH
EXISTING BUILDINGS		

- Retain and restore where possible, Victorian, Edwardian, Federation, and Interwar period homes.
- Extensions should respect the scale, massing and materials of the existing dwelling.

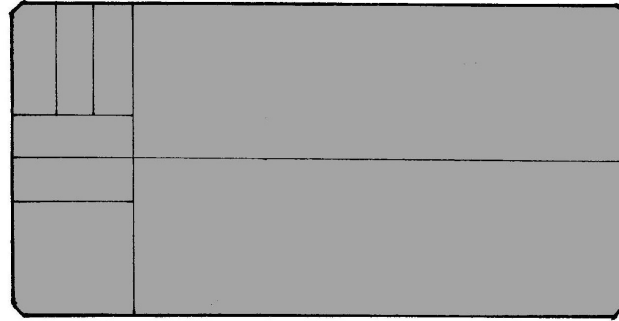
SUBDIVISION	DESIGN RESPONSE	SKETCH
-------------	-----------------	--------

- Discourage subdivision that results in a long single driveway and multiple units/dwellings.
- Encourage four-lot and two-lot subdivision of existing lots as shown in the diagram.
- The boundaries of new lots should be a minimum of 6 metres from the rear of an existing building and 1 metre from the side boundaries to maintain the setting of the existing dwelling.
- Minimise new crossovers and driveways to the street locating new driveways and crossovers to the street away from tree roots and drip lines.
- Subdivisions should respect the existing pattern, layout, and orientation of the locality.
- Provide all lots with street frontage, private lane frontage, or an identifiable street address.

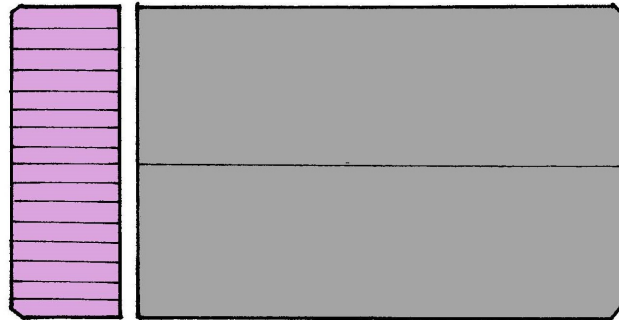


- Provide adequate space around dwellings for effective landscaping.
- Encourage consolidation of sites and the creation of rear lanes.

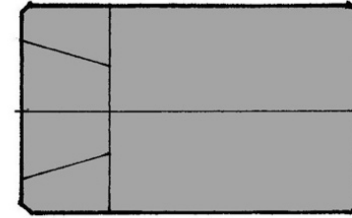
Existing



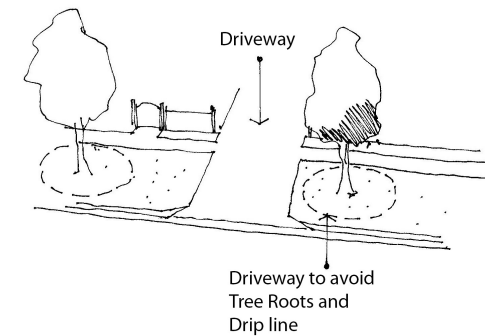
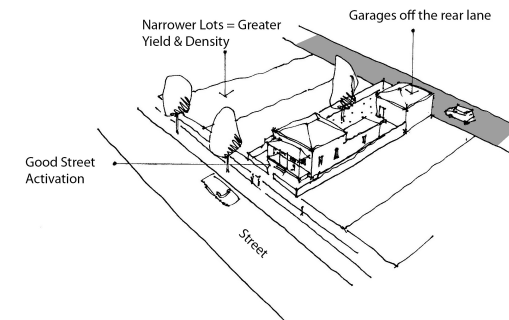
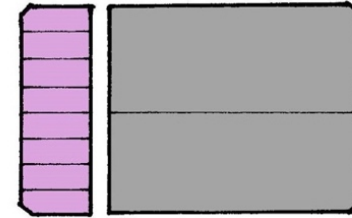
6 lots Consolidated and Subdivided into 16 new 530 square metre lots with rear laneway access



Existing

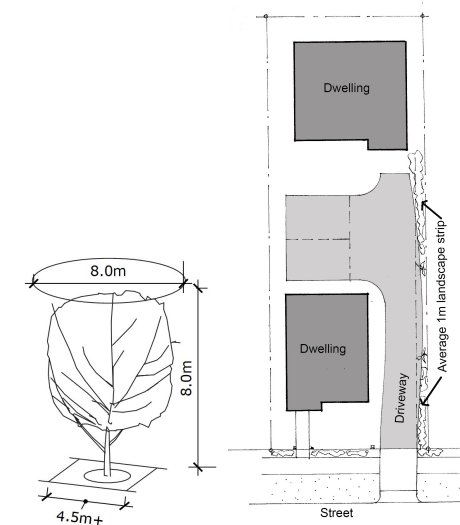


4 Lots Consolidated and Subdivided into 8 x 450 square metre lots with rear laneway access



VEGETATION

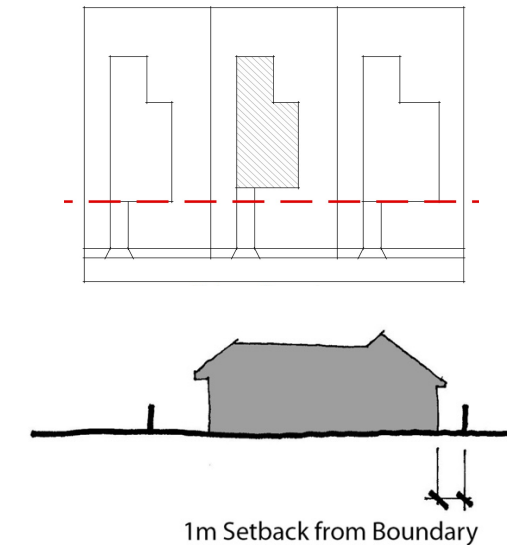
- Incorporate plantings that reinforce the garden setting.
- Provide deep soil space of a minimum of 50 square meters with a minimum 4.5 metre dimension for an 8 metres wide and high canopy tree at maturity in the front setback.
- Retain large established trees.
- Maximise permeable areas and encourage planting of species suitable to the local climatic conditions and that do not increase bushfire risk.
- Provide a meandering landscaped strip of between 0.5-1.5 metres along the length of any shared driveway and provide curvilinear driveways in battle axe layouts.
- Consolidate and/or place underground any site services to protect and maximise useable private open space.



SKETCH

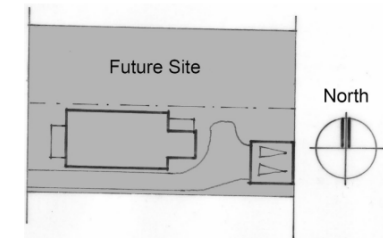
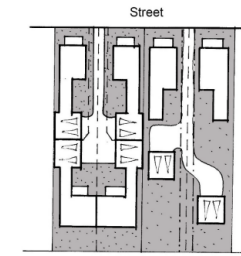
SITING

- The front setback should be no less than the average setback of the adjoining two buildings or no more than 5 metres, whichever is the lesser.
- On corner sites, the front setback should be consistent with the predominant front setbacks of the street that the new dwelling faces.
- Buildings should retain a setback to one side boundary of a minimum 1 metre.



SKETCH

- On narrow lots less than 14 metre width, garages should be located behind the dwelling.
- Locate dwellings on large lots so that future subdivision is possible.

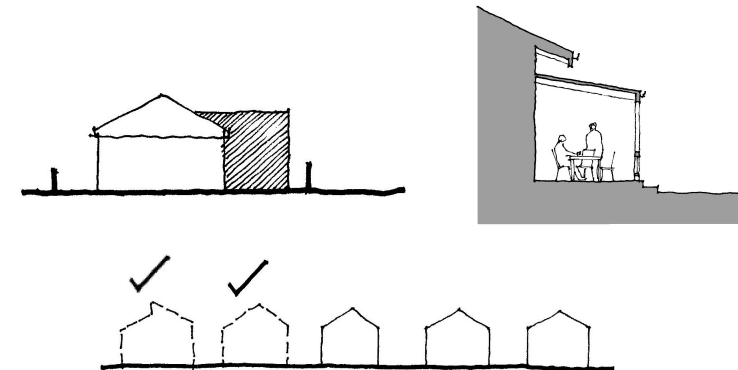


HEIGHT AND BUILDING FORM

SKETCH

Design new buildings to:

- Reflect the predominant style, orientation, proportion and placement of eaves and windows within the streetscape.
- Reflect the roof form and pitch of adjacent dwellings.
- Ensure upper level floor extensions are well integrated into the overall proportions and form of existing building.
- Encourage new dwellings to include a front verandah, deck or balcony to encourage social interaction with people walking past.
- In Minimal Change areas development will be limited to 1-2 storeys.



MATERIALS AND DESIGN DETAIL

Design new buildings to:

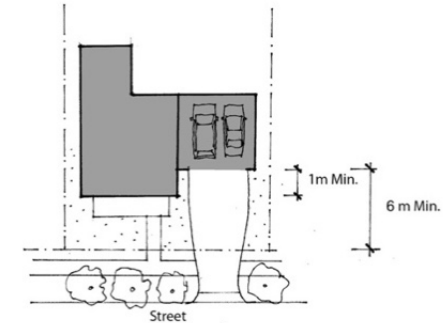
- Use materials that reflect the dominant visual character in the streetscape.
- Avoid period reproduction and utilise contemporary architectural expressions that respect the character of existing buildings in the streetscape.
- Encourage driveway materials that reflect the township character including stone, brick paving, granitic sand and compacted gravel, discouraging bitumen and concrete.

- Encourage light coloured roofing to increase internal energy performance.
- Incorporate quality, durable and sustainable materials that are not energy intensive in development.
- Locate 'site services' where they are not visible from the public realm or apply screening and/or landscaping to conceal them.

VEHICLE ACCESS AND STORAGE

SKETCH

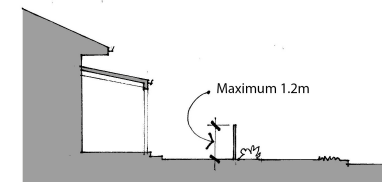
- Minimise the dominance of garages and carparking by placing garages to the rear and utilising shared accessways.
- Where the above is not possible, car storage facilities should be recessive in the streetscape through:
 - a minimum setback of 1 metre from the front façade of the house, or
 - a minimum setback of 6 metres from the front property line and detached from the original structure.
- Encourage vehicle access via any available laneway or rear access to enhance the pedestrian environment of streets.



FRONT BOUNDARY TREATMENT

SKETCH

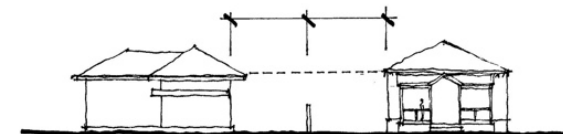
- Encourage the retention of original front fencing where they reflect the building era.
- Provide no front fencing in areas where this predominates.
- Provide open-style or low front fencing to a maximum of 1.2 metres in height.



HERITAGE PLACES

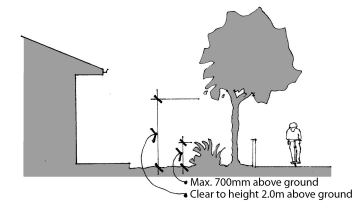
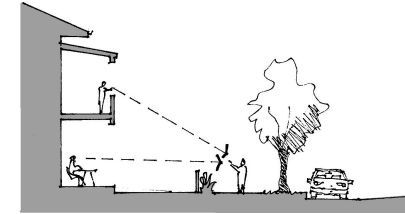
SKETCH

- Buildings on lots adjoining or adjacent a Heritage Place or precinct should:
 - Maintain a height for the front walls and building façade sympathetic to any adjoining or adjacent Heritage Place;
 - Provide front and side setbacks consistent with any adjoining or adjacent Heritage Place;
 - Not visually dominate or cause overshadowing of an adjoining or adjacent Heritage Place;
 - Incorporate contemporary interpretations of the wall and roofing materials of an adjoining or adjacent Heritage Place, and
 - Discourage replicas of heritage built form.

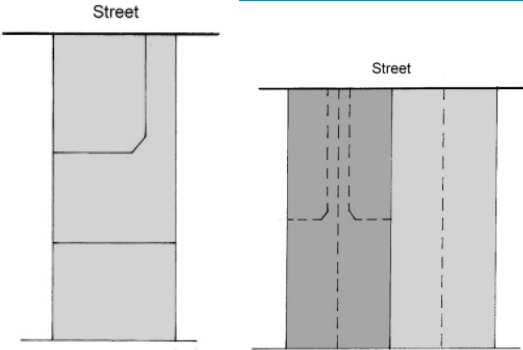
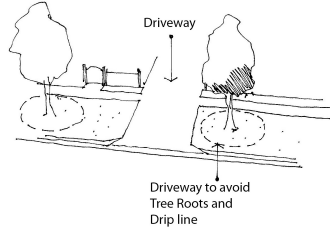


- Provide an active façade, including windows, doors, verandahs or balconies, adjacent or adjoining public open space, or an off-road trail/path to encourage passive surveillance of the public realm.

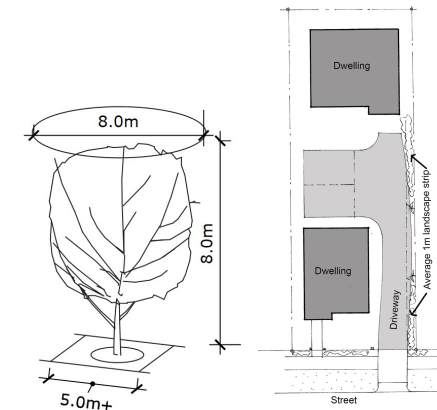
- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road bike trails.



Romsey Township Suburban Character Type

DESIGN ELEMENT	DESIGN RESPONSE	SKETCH
SUBDIVISION	<ul style="list-style-type: none"> Discourage subdivision that results in a long single driveway and multiple units/dwellings. 	
	<ul style="list-style-type: none"> Encourage four-lot and two-lot subdivision of existing lots as shown in the diagram. 	
	<ul style="list-style-type: none"> The boundaries of new lots should be a minimum of 6 metres from the rear of the existing building and 1 metre off the side boundaries. 	
	<ul style="list-style-type: none"> Minimise new crossovers and driveways to the street locating new driveways and crossovers to the street away from tree roots and drip lines. 	
	<ul style="list-style-type: none"> Ensure subdivision creates all lots with private street or lane frontage or an identifiable street address. 	
	<ul style="list-style-type: none"> Ensure subdivision provides space around dwellings for landscaping. 	
	<ul style="list-style-type: none"> Where possible new private laneways should be created to facilitate 'rear loading' car access from those lanes. 	
	<ul style="list-style-type: none"> New subdivision pattern should reflect the existing form, layout, dimensions and orientation of existing subdivision. 	
VEGETATION		SKETCH

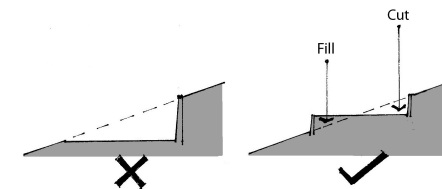
- Retain large, established trees.
- Provide space for a tree in deep soil of a minimum of 50 square metres with a minimum dimension of 5 metres to support an 8 metre wide and high tree canopy at the front and rear of new dwellings enabling 1 tree in the front and 2 trees in the rear.
- Maximise permeable areas and encourage planting of species suitable to the local climatic conditions and that do not increase bushfire risk.
- Provide a minimum width of 1 metre of landscaping along shared driveways and side boundaries and provide curvilinear driveways in battle axe layouts.
- Underground all site services to maximise landscaping areas.



TOPOGRAPHY/ LANDFORM

SKETCH

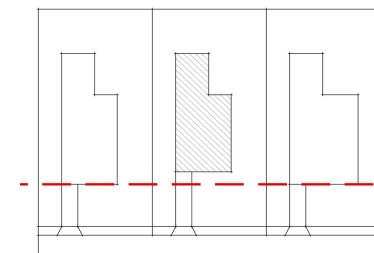
- Buildings and access should be designed to follow the contours of the site or step down the site avoiding major excavation works to accommodate dwellings or outbuildings.



SITING

SKETCH

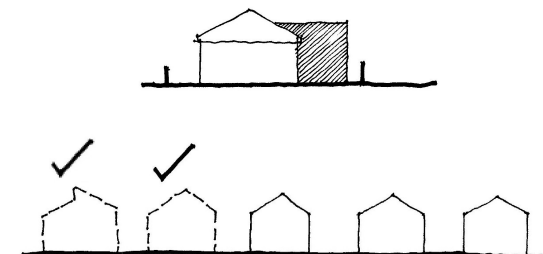
- The front setback should be no less than the average setback of the adjoining two buildings.
- On corner sites the front setback should be no less than the average setback of the adjoining building.
- Buildings should reflect the predominant side setbacks in the street, avoiding boundary to boundary development.



BUILDING FORM

SKETCH

- Ensure extensions integrate with, and do not visually dominate the form of the retained building. Where possible locate extensions behind the existing roof line.
- Ensure upper floor extensions are well integrated into the overall proportions and form of the existing dwelling.
- Reflect the built form proportions and roof form of the streetscape.



MATERIALS AND DESIGN DETAIL

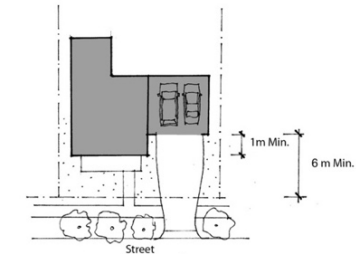
SKETCH

- Materials should reflect the dominant visual character in the streetscape.
- Use contemporary architectural expression that respects the building era in the streetscape, avoiding period reproduction details.
- Encourage metal and light coloured roofing.
- Incorporate quality, durable and sustainable building materials.
- Locate services, including air conditioning units and other structures, to not be visible from the street through building design, or concealed behind screen or planting.

VEHICLE ACCESS AND STORAGE

SKETCH

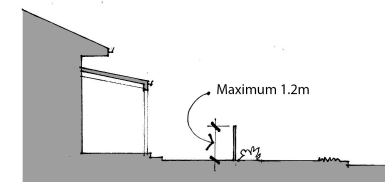
- Car storage facilities should not dominate the streetscape through careful siting including:
 - Placing the car space or storage facilities at the rear of dwellings,
 - A minimum setback of 1 metre from the front façade of the house, and
 - A minimum setback of 6 metres from the front property line and detached from the original structure.
- Minimise the number of crossovers/driveways to a road.
- Minimise any impact on established street trees and their Tree Protection Zones, including crossovers/driveways.



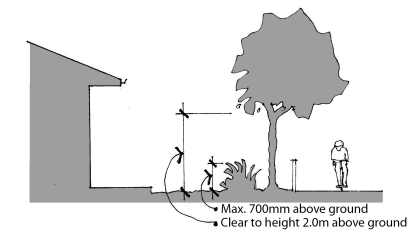
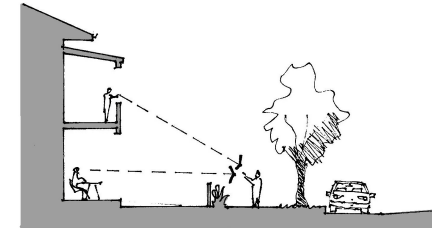
FRONT BOUNDARY TREATMENT

SKETCH

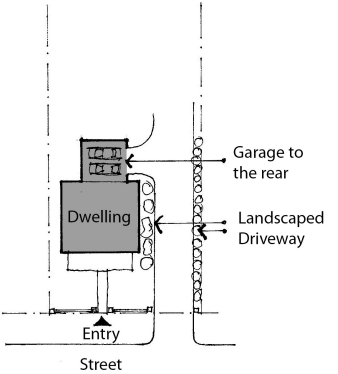
- Provide no front fencing in areas where this predominates.
- Provide open-style or low front fencing to a maximum of 1.2 metres.



- Provide an active façade, including windows, doors, verandahs or balconies, adjacent to public open space or off-road trail/paths to support surveillance of the public realm.
- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road walking and bike trails.

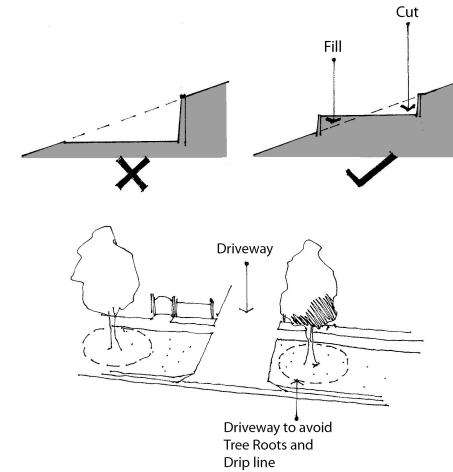


Garden Court Character Type

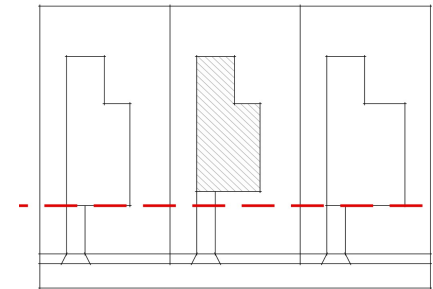
DESIGN ELEMENT	DESIGN RESPONSE	SKETCH
SUBDIVISION	<ul style="list-style-type: none"> The boundaries of new lots should be a minimum of 4 metres from the rear of an existing building and 1 metre from the side boundaries to maintain the setting of the existing dwelling. Minimise the size and number of new crossovers and driveways to the street. Encourage lot consolidation. Subdivisions should respect the existing form, pattern, layout, dimensions and orientation of the locality. The front dwelling and its entry should face the street. Encourage vehicle access via any available laneway or rear access to enhance the pedestrian environment of streets and reduce the visual prominence of garage doors. 	

VEGETATION	SKETCH
<ul style="list-style-type: none"> Retain large established trees and plant new trees with adequate space for Tree Protection Zones. Maximise permeable areas and encourage planting of species suitable to the local climatic conditions and that do not increase bushfire risk. Provide a metre wide landscaped strip along the length of any shared driveway. Consolidate and/or place underground any site services to protect and maximise useable private open space. Locate 'site services' so they are not visible from the public realm or apply screening and/or landscaping to obstruct visibility. Provide adequate area for deep soil planting including Tree Protection Zones to the front and rear of dwellings. 	

- Design new buildings and access to follow the contours of the site or step down the site avoiding major excavation works to accommodate dwellings or outbuildings.



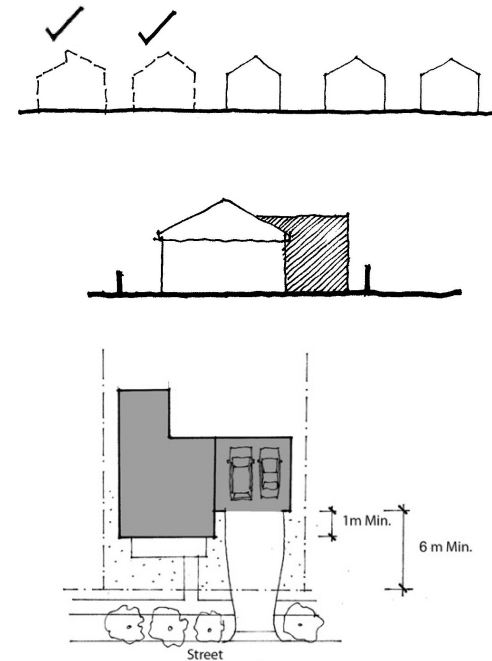
- Buildings should reflect the predominant side setbacks in the street.
- The front setback should be no less than the average setback of the adjoining two buildings.
- On corner sites, the front setback should be consistent with any adjoining building.
- Buildings should be setback a minimum of 1m from both side boundaries.
- Maximise permeable areas.
- Provide private open space at the rear of the dwelling of 50sqm and minimum dimension of 5 metres.



HEIGHT AND BUILDING FORM

- Provide variation between each dwelling through roof pitches, window and door placement, materials and façade articulation.
- In Minimal Change areas development will be limited to 1-2 storeys.

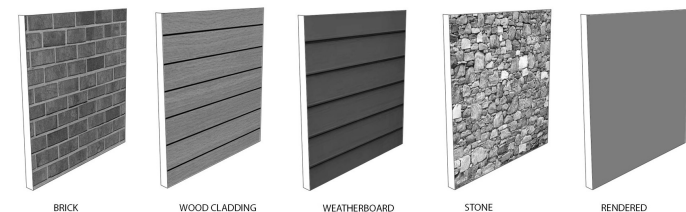
SKETCH



MATERIALS AND DESIGN DETAIL

- Materials should reflect the dominant visual character in the streetscape.
- Use materials and colours that reflect the natural surrounding environment avoiding highly reflective materials and colours.
- Encourage light coloured roofing to increase internal energy performance.
- Incorporate quality, durable and sustainable building materials that are not energy intensive in development.

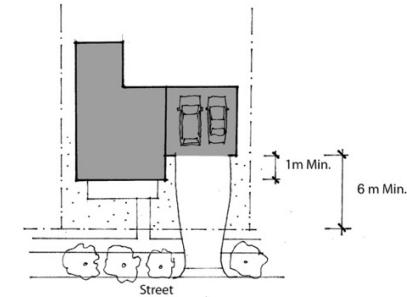
SKETCH



VEHICLE ACCESS AND STORAGE

- Ensure car storage facilities are recessive in the streetscape through:
 - a minimum setback of 1 metre from the front façade of the house,
 - a minimum setback of 6 metres from the front property line and detached from the original structure.
- Minimise any impact from crossovers/driveways on established street trees and their Tree Protection Zones.

SKETCH



FRONT BOUNDARY TREATMENT

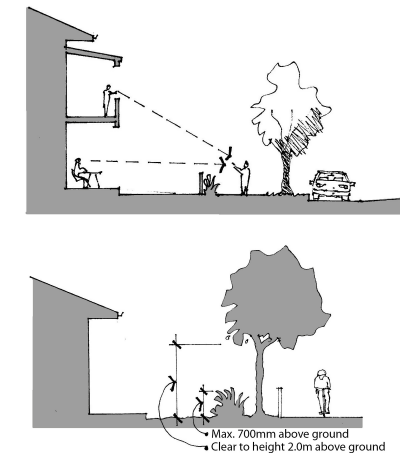
- Provide no, low or open style front fencing where this predominates.
- Provide no front fencing in areas where this predominates.

SKETCH

PUBLIC OPEN SPACE

- Provide an active façade, including windows, doors, verandahs or balconies adjacent to public open space or an off-road trail/path to encourage connection to the public realm.
- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road bike trails.

SKETCH



Bush Woodland Character Type

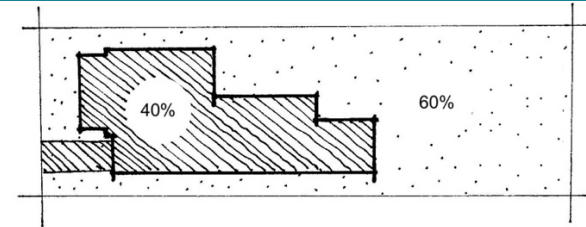
DESIGN ELEMENT SUBDIVISION	DESIGN RESPONSE	SKETCH
	<ul style="list-style-type: none">• Subdivisions should respect the existing form, pattern, layout, dimensions and orientation of buildings in the locality.• Minimize the number of crossovers/driveways to a road.• Retain lots of a minimum of 800 sqm.	
VEGETATION	SKETCH	
<ul style="list-style-type: none">• Provide landscaping that includes native canopy trees and understorey.• Locate buildings and driveways to incorporate space for the planting of substantial vegetation with any footings outside the tree protection zone.• Locate buildings to retain established canopy trees as a dominant feature in the landscape.• Trees removed due to development should be replaced with a species of a similar size and habit.		
TOPOGRAPHY/ LANDFORM	SKETCH	
<ul style="list-style-type: none">• Design buildings and access to avoid major excavation by following the contours of the site or stepping down the site to accommodate dwellings or outbuildings.		
SITING	SKETCH	
<ul style="list-style-type: none">• Setback buildings from front and side boundaries to avoid the need to remove remnant vegetation and large canopy trees and to reduce its visibility from the public realm and neighbouring properties.• Vehicle crossovers should be limited to one point of access, and avoid impacting existing vegetation, including encroaching on tree protection zones.• Design new buildings and landscaping to maximise permeable areas and minimising any paved areas.• Provide native or indigenous vegetation alongside driveways to soften their appearance.		

- Locate vehicle storage facilities and outbuildings a minimum of 1 metre behind the front façade of the associated dwelling, or fully integrated with the design of the dwelling.

SITE COVERAGE

- Ensure site coverage does not exceed 40%.

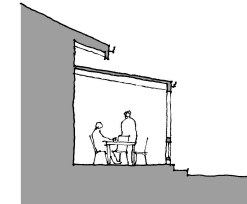
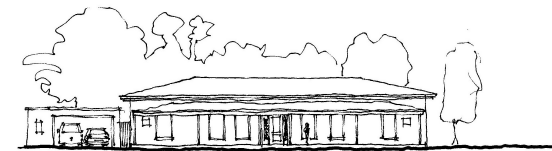
SKETCH



BUILDING FORM

- Buildings should not exceed the dominant tree canopy height.
- Building design should complement the horizontal built form of existing dwellings.
- Encourage verandahs and wide eaves to reflect the prevailing rural or bush character.

SKETCH



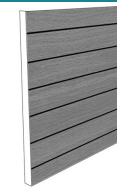
MATERIALS AND DESIGN DETAIL

- Use materials and colours that respond to the surrounding natural environment.
- Incorporate quality, durable and sustainable materials.
- Conceal services from view from the public realm.

SKETCH



BRICK



WOOD CLADDING



WEATHERBOARD



STONE

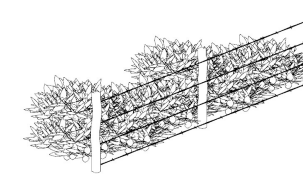


RENDERED

FRONT BOUNDARY TREATMENT

SKETCH

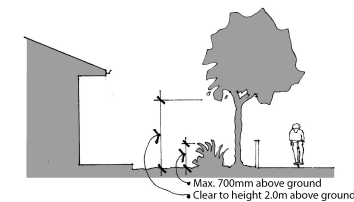
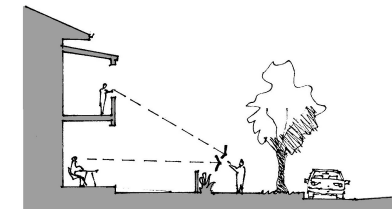
- Provide no or low open rural or post and wire style fencing to the front, side and rear boundaries.
- Encourage the use of vegetation as an alternative to fencing where possible.



PUBLIC OPEN SPACE

SKETCH

- Provide façades which include windows, doors, verandahs and/or balconies and verandahs facing public open spaces to encourage connection to these spaces.
- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road bike trails.



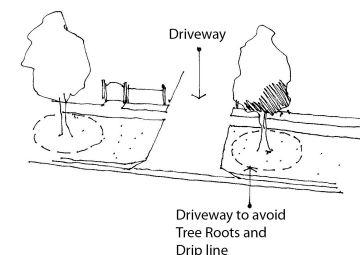
Semi-rural Character Type

DESIGN ELEMENT DESIGN RESPONSE

VEGETATION

- Provide landscaping that includes canopy trees and shrubs and lawns.
- Locate buildings and driveways to incorporate space for the planting of substantial vegetation with footings outside the tree protection zone.
- Locate buildings to retain established canopy trees.
- Trees which are lost due to any development should be replaced with a similar species and mature size.
- The protection of existing trees, or provision of new or replacement trees, should anticipate the relevant tree protection zones and not increase the bushfire risk.

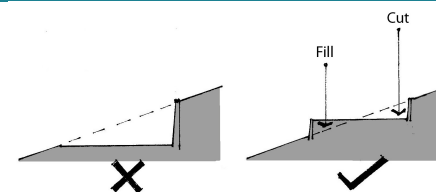
SKETCH



TOPOGRAPHY/ LANDFORM

- Locate buildings and access to avoid major excavation works by following the contours or stepping down the site to accommodate dwellings or outbuildings.
- Where deeper excavation is necessary, ensure retaining walls are in rises no higher than 1.2 metres with space for planting in the steps between walls.
- Utilise local materials such as timber, stone or rockwork for retaining.

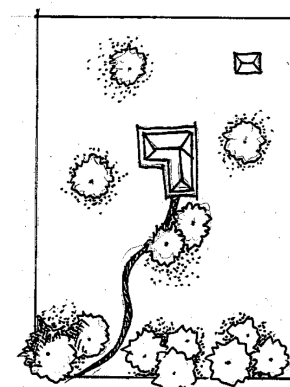
SKETCH



SITING

- Setback buildings substantial distances from front and side boundaries.
- Limit vehicle crossovers to one point of access, and avoid impacting existing vegetation, including encroaching on tree protection zones.
- Buildings and landscaping should maximise permeable areas, minimising any paved areas and encourage understory vegetation.
- Soften the appearance of driveways through curved design, permeable surfaces and landscaping.
- Vehicle storage facilities and outbuildings should be located a minimum of 1 metre behind the front façade of the associated dwelling, or fully integrated with the design of the dwelling.

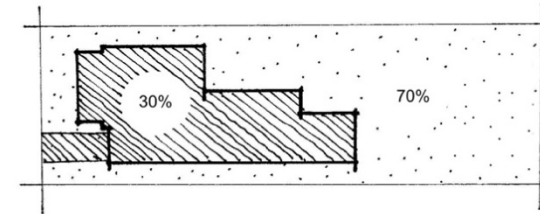
SKETCH



SITE COVERAGE

- Ensure site coverage does not exceed 30%.

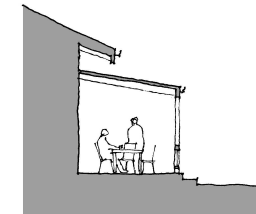
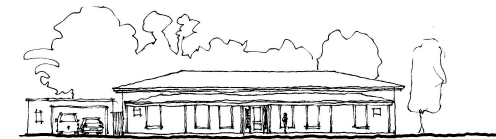
SKETCH



BUILDING FORM

- Buildings should not exceed the dominant tree canopy height.
- Buildings should complement the horizontal built form of existing dwellings.
- Encourage verandahs and wide eaves to reflect the semi rural character.
- Provide wide roof eaves in streetscapes where this is common.

SKETCH



MATERIALS AND DESIGN DETAIL

- Use materials and colours that respond to the surrounding natural environment.
- Incorporate quality, durable and sustainable materials in development.
- Conceal services from viewing from the public realm.

SKETCH



BRICK

WOOD CLADDING

WEATHERBOARD

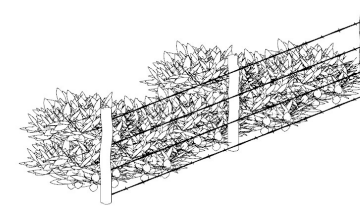
STONE

RENDERED

FRONT BOUNDARY TREATMENT

SKETCH

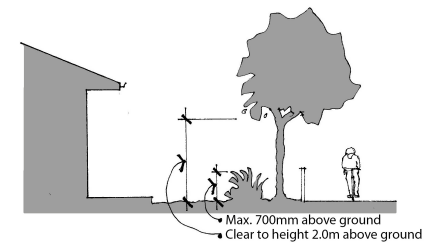
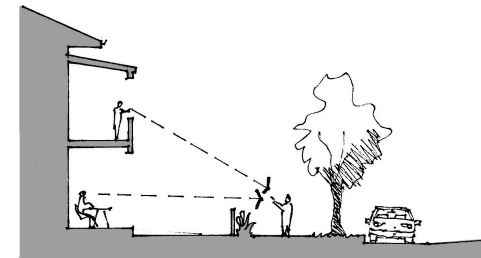
- Provide no or low open rural or post and wire style fencing to the front, side and rear boundaries.



PUBLIC OPEN SPACE

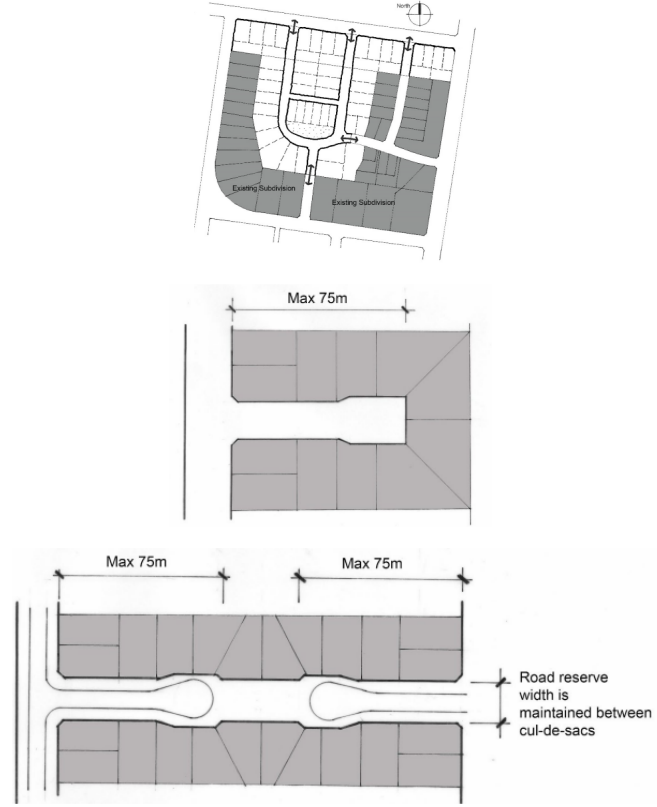
SKETCH

- Provide an active façade, including windows, doors, verandahs or balconies, adjacent or adjoining public open space or an off-road trail/path to encourage passive surveillance of the public realm.



New Residential Growth Areas

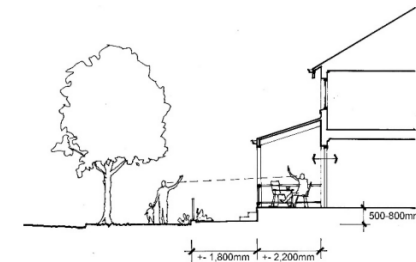
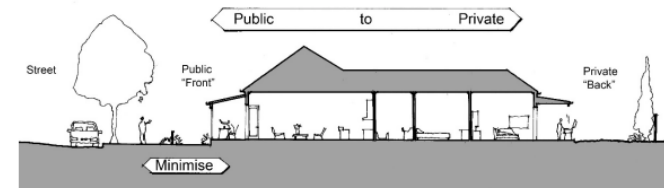
The following table sets out requirements for new subdivision and should be read in conjunction with Clause 56 and the Infrastructure Design Manual (IWM).

DESIGN ELEMENT	DESIGN RESPONSE	SKETCH
URBAN STRUCTURE	<ul style="list-style-type: none"> Ensure new streets connect to existing streets wherever possible. A minimum requirement is for safe and easy bike and pedestrian connections to existing streets are achieved, even if vehicle connection is limited. Avoid narrow public access ways between dead end streets. If a connection is made to existing streets, the connecting access way should match the width of the existing road reserve. Avoid long curvilinear cul-de-sacs. Where cul-de-sacs are included, they should be straight and no longer than 75 metres. Where cul-de-sac heads are joined, the road reserve width should be maintained for safe walking and cycling access along with ‘natural surveillance’ from adjoining dwellings. 	
SOLAR ORIENTATION	<ul style="list-style-type: none"> See Clause 56. 	
ROAD ORIENTATION	<ul style="list-style-type: none"> Provide inter-connected or grid pattern street layouts with connecting roads from north-south to integrate with the existing road network that enhance walking and cycling links into the town centre. 	

- Ensure road reserves of 18-20 metres with kerb to kerb distance of 7.2 - 8 metres, to allow for a traffic lane in each direction, on street parking, WSUD, space for street trees, lighting and footpaths on both sides.
- Where possible, provide rear lanes to new residential areas located on town entries, to reduce the visual impact of driveways and garages, and allow for significant tree planting to enhance the entries to the town.

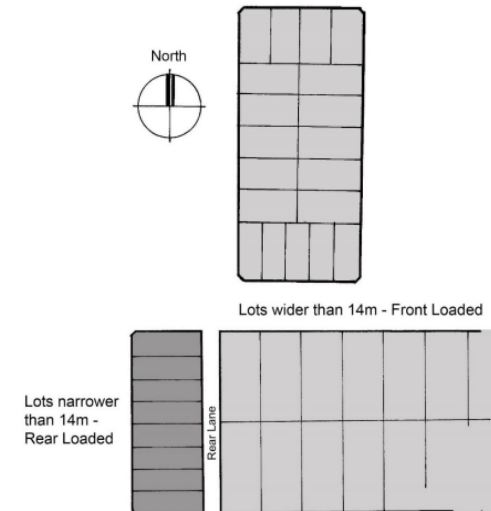
DWELLING ORIENTATION

- Ensure new subdivisions provide the opportunity for new dwellings to incorporate a porch or verandah facing a street, and at least one non-bedroom room facing the street with direct access to the verandah.
- Verandahs should be a minimum 2.2 metres in depth (to accommodate a table and four chairs). Verandahs permitted in front setbacks.
- Encourage the design of future dwellings to have private rooms such as bedrooms to the rear, and more public rooms such as living rooms, dining rooms, kitchens and studies to the front of the house.



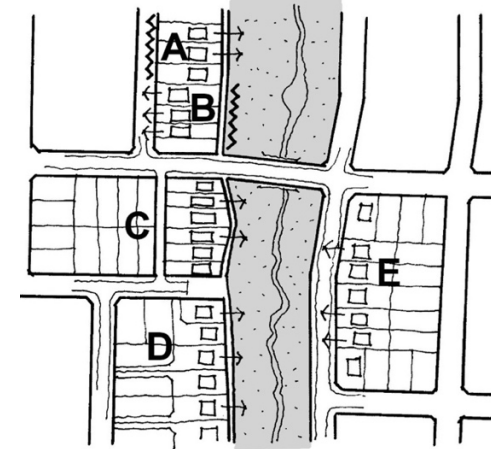
BLOCK STRUCTURE

- Provide “end grain” to street blocks to achieve “natural surveillance” of all streets, even those at the “short” end of the street block.
- Ensure north-facing lots are wide enough to enable at least two rooms in a future house to enjoy sunshine.
- Encourage south-facing lots to be narrower than north facing lots (as backyards will enjoy sunshine).
- Provide a rear lane on lots narrower than 14 metres to achieve the removal of driveways from the street, and allow vehicle access from the rear of lots.
- Provide lane widths of 6.5 – 7 metres to prevent parking in lanes and facilitate efficient waste collection.



PARKS AND LANDSCAPING

- Ensure lots do not back onto parks, other public open spaces or streets. (see diagrams A and B)
- A variety of techniques should ensure that lots and future dwellings address and have a positive connection to a park or street .
- Ensure the siting and layout of lots adjacent to parks and public open spaces to utilize either:
 - A rear lane along an end-block with footpath frontage (see diagram C);
 - Side and rear access battle-axe lots fronting the footpath when there is a street on the opposite side of the park (see diagram D); or
 - Lots fronting a park across a street (see diagram E).



LOT SIZE

- Provide a variety of lot sizes across the subdivision including 600 sqm (40%), 850 sqm (40%) and 1500 sqm (20%) lots with greater density such as townhouse development adjacent to parks and reserves.

PUBLIC REALM PLANTING

- Ensure the provision of consistent street trees no greater than 12 metres apart to both sides of the street, footpath on both sides of the street, street lighting and informal swale drains to build on the historical township character.

RURAL INTERFACE

- Provide a hard urban edge at the rural interface with urban development well setback from a perimeter road providing a defensible space from bushfire attack consistent with the CFA guidance – Design Guidelines: Settlement Planning at the bushfire interface, 2020.
- Ensure residential development is sited and designed to protect community amenity, human health and safety adjacent to industrial and agricultural uses with potential adverse off-site impacts.
- Improve the township entrance and township/rural interface when viewed from Melbourne-Lancefield Road/Knox Road by:
 - Avoiding high solid fencing along the township/rural interface.
- Providing post & wire fencing of 1.2 metres with planting and landscaping where rear boundaries of lots are proposed along the township/rural interface.

