



CONSULTATION REPORT

ROMSEY ISSUES & OPPORTUNITIES PAPER

OCTOBER 2018



**Macedon
Ranges**
Shire Council



01 EXECUTIVE SUMMARY

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

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

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

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

KEY THEMES

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

TOWN CENTRE & LOCAL EMPLOYMENT

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

FIVE MILE CREEK

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

HOUSING DIVERSITY

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

SERVICING & UTILITIES

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

PUBLIC TRANSPORT

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

WALKING & CYCLING

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

EDUCATION & COMMUNITY FACILITIES

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

02 CONSULTATION OUTCOMES

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

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

Those involved in the consultation were:

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



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SURVEYS COMPLETED
FACE/FACE, ONLINE
& HARD COPY



MEETINGS WITH
KEY INTERNAL
& EXTERNAL
AGENCIES



ARTICLES IN SHIRELIFE
& THE ROMSEY
PRIMARY SCHOOL
NEWSLETTERS



2
COMMUNITY
SESSIONS



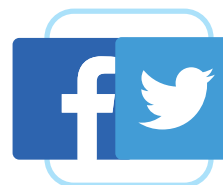
120
BROCHURES
DISTRIBUTED



NOTICES IN
LOCAL
NEWSPAPERS



110
POSTERS
DISTRIBUTED



COUNCIL
FACEBOOK &
TWITTER POSTS



12
COUNCIL
WEBSITE
UPDATES



POZI MAP
ONLINE COMMENTS
& FORUM

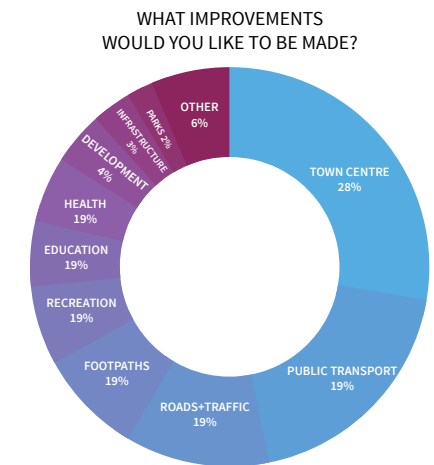
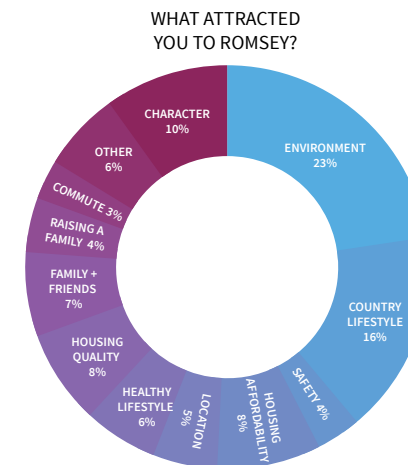
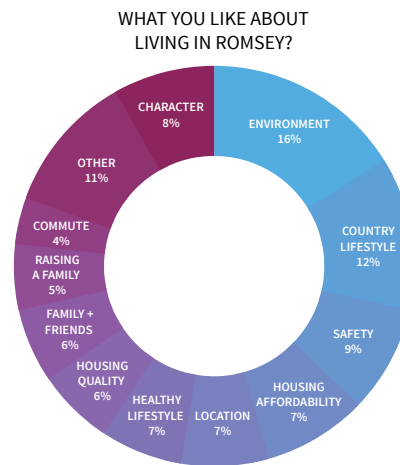
03 KEY FINDINGS

4.1 RESIDENTS SURVEY

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

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

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



- area, the location itself, the healthy lifestyle, the quality of housing, and being close to family and friends;
- ▶ The most important aspects that attracted respondents to live in Romsey were the natural environment and the country / semi-country lifestyle.
- ▶ Approximately one-quarter of resident survey respondents and one-sixth of online survey respondents reported that they will definitely or possibly be moving away from Romsey within the next five years.
- ▶ Reasons stated for leaving Romsey related to transport related issues, the changing character of Romsey, access to services including retail, and for personal reasons such as downsizing for retirement and to be

closer to family and friends or in a more convenient location for children to attend university or for employment.

- ▶ The town centre was identified by respondents as the key issue that needed to be addressed. Some of items related to issues around access to appropriate and quality retail opportunities, including shops, restaurants, and entertainment venues;
- ▶ Other issues nominated included public transport, road and traffic, and education access to secondary schools.

INFRASTRUCTURE ISSUES

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

ENTERTAINMENT AND EMPLOYMENT ISSUES

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

COMMUNITY SERVICES AND FACILITIES ISSUES

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

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

HOUSING ISSUES

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

TRANSPORT AND ACCESSIBILITY ISSUES

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

RETAIL TRADING

Daily shopping

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

Grocery shopping

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

Clothing and comparison goods shopping

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

Dining out and entertainment

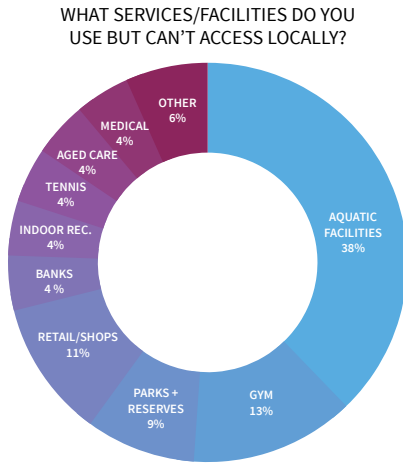
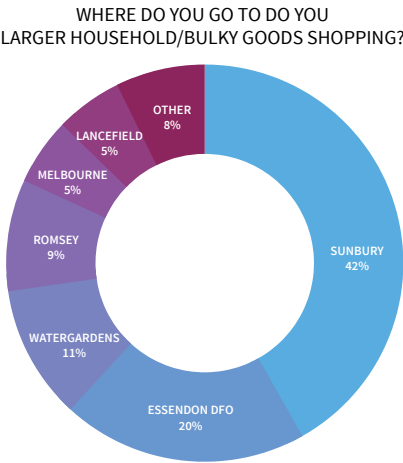
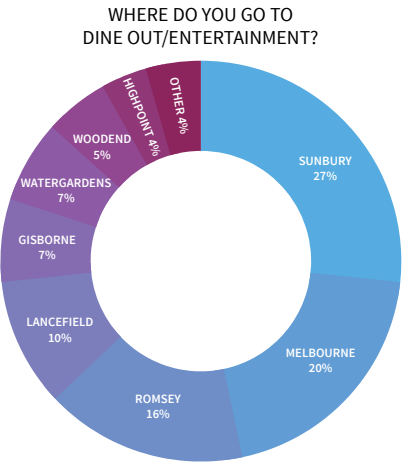
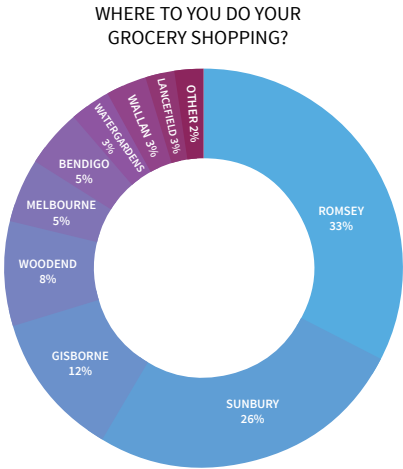
- The most common locations for dining out and entertainment were Sunbury, Melbourne, and the Romsey Town Centre.

Larger household / bulky goods shopping

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

SERVICES OR FACILITIES WOULD LIKE TO USE BUT CANNOT ACCESS LOCALLY

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



TRANSPORT

Unsafe locations for cycling in and around Romsey

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

Method of journey to work

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

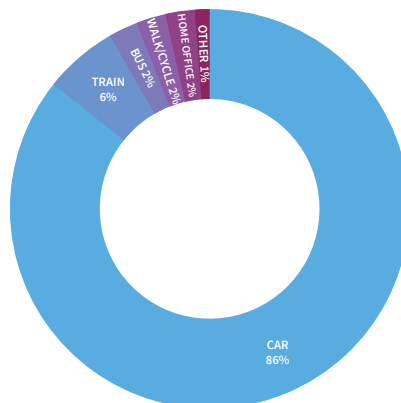
Barriers to taking public transport to work on a regular basis

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

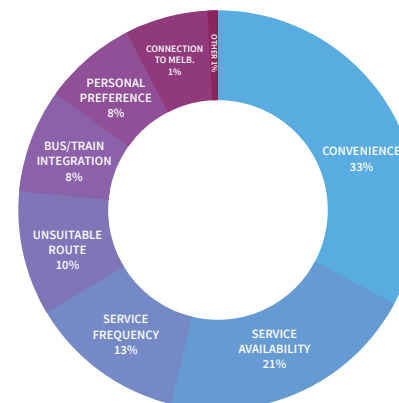
EMPLOYMENT LOCATION

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

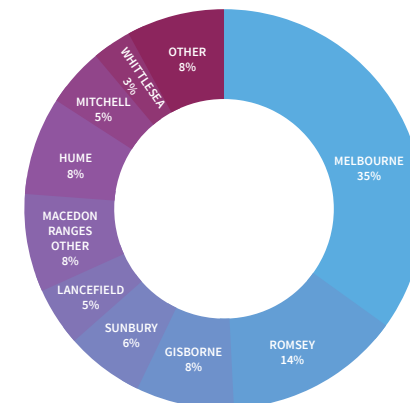
WHAT MODE OF TRANSPORT DO YOU USE FOR YOUR JOURNEY TO WORK?



WHAT DO YOU CONSIDER THE BIGGEST BARRIER FROM TAKING PUBLIC TRANSPORT?



WHERE DO YOU TRAVEL TO FOR EMPLOYMENT?



ATTENDING SECONDARY SCHOOL

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

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

FIVE MILE CREEK

Use of Five Mile Creek

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

Ways of using the creek

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

Difficulty of accessing Five Mile Creek

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

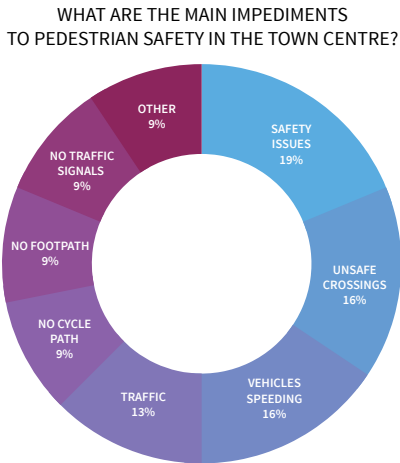
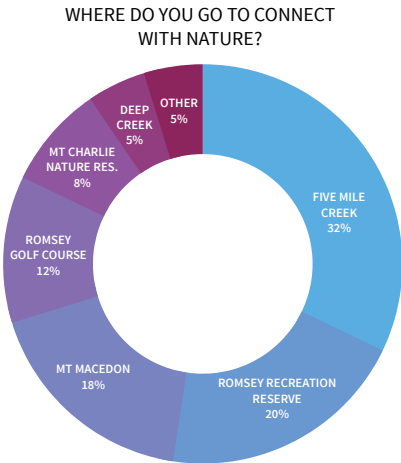
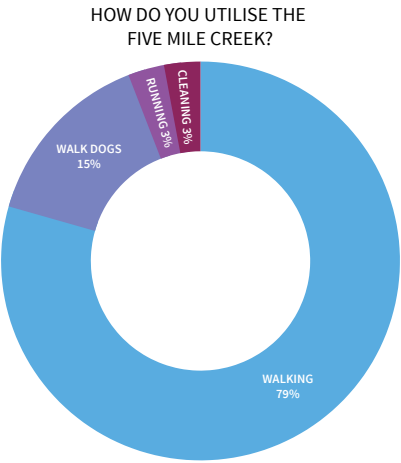
Importance of the Creek for public access for passive recreation and environmental experience

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

NATURE & ENVIRONMENT

Connection with nature in and around Romsey area

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



Easy to walk or cycle to the selected area

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

ROMSEY TOWN CENTRE

Impact of freight and heavy vehicle traffic on Main Street

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

4.2 STATE AGENCY & SERVICING AUTHORITIES

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

The following is a summary of what was discussed:

MELBOURNE WATER

Localised Flooding Issues

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

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

Five Mile Creek

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

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

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

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

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

WESTERN WATER

Servicing

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

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

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

Amenity Buffer

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

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

VICROADS

Avenue of Honour Planting & Trees along Melbourne-Lancefield Rd

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

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

Melbourne Lancefield Road – Barry Street Intersection

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

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

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

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

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

Road Network Design

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

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

TRANSPORT FOR VICTORIA (TFV)

Commuter Service Review

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

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

Service Upgrade Trigger

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

AUSNET SERVICES

Gas Network

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

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

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

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

4.3 COMMUNITY WORKSHOPS

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

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

TOWNSHIP CHARACTER, HOUSING & HERITAGE

Key Positives

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

Key Negatives

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

Issues & Opportunities

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

TOWN CENTRE & EMPLOYMENT AREAS

Key Positives

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

Key Negatives

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

Issues & Opportunities

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

OPEN SPACE & COMMUNITY FACILITIES

Key Positives

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

Key Negatives

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

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

Issues & Opportunities

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

TRANSPORT & MOVEMENT

Key Positives

- ▶ Path connection between Romsey and Lancefield;

Key Negatives

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

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

Issues & Opportunities

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

ENVIRONMENT

Key Positives

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

Key Negatives

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

Issues & Opportunities

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

4.4 POZI INTERACTIVE MAP TOOL

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

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

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

GLENFERN ROAD

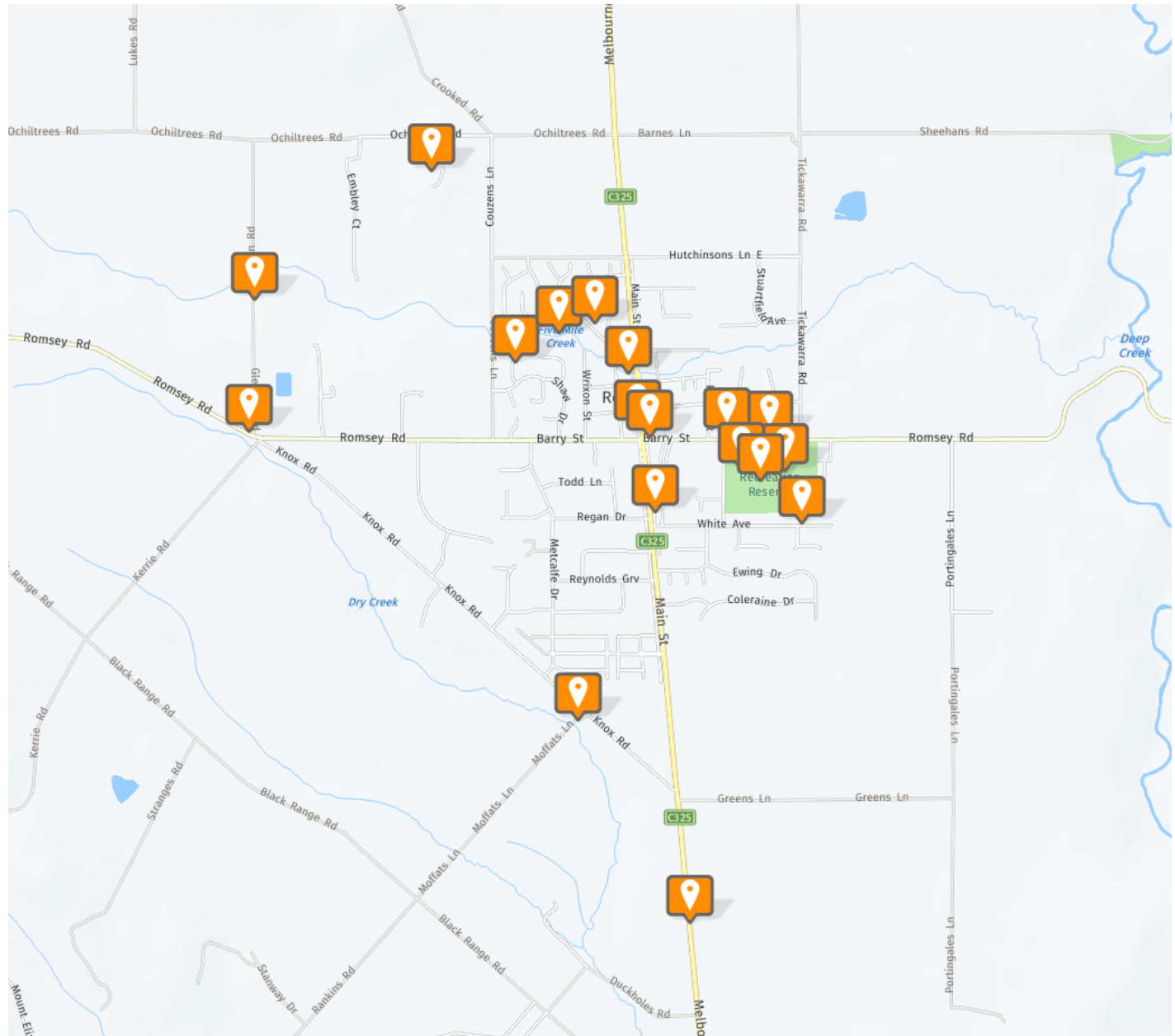
“Glenfern road needs to be sealed, it is Romsey’s western boundary, generates dangerous dust in summer and is dangerously slippery in winter. It is a major school bus route and services a major horse stud and winery.”

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

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

MUIR COURT

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



FIVE MILE CREEK

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

"I want a bike path along here"

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

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

V/LINE BUS STOP

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

ROMSEY HOTEL

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

ROMSEY SKATE PARK

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

ROMSEY RECREATION CENTRE

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

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

"Reserve needs an upgrade"

ROMSEY GOLF COURSE

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

BARRY STREET (NEAR RECREATION RESERVE)

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

HOUSING

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

MOFFATS LANE

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

MELBOURNE-LANCEFIELD ROAD

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

4.5 RESIDENT SUBMISSIONS

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

The key issues raised have been summarised below:

SUBMISSION 1:

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

SUBMISSION 2:

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

SUBMISSION 3:

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

