



MAIDEN GULLY

Precinct Structure Plan

SEPTEMBER
2020

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CITY OF GREATER
BENDIGO

Acknowledgements

Steering Committee

The members of the Precinct Structure Plan Steering Committee and other stakeholders; particularly the members of the Maiden Gully Progress Association, are thanked for their contribution, insights and enthusiasm. Their efforts have helped shape the future of the township and its community.

Government and Referral Authorities

- Coliban Water
- Country Fire Authority
- Department of Education
- Department of Environment, Land, Water and Planning
- Environment Protection Authority
- North Central Catchment Management Authority
- Powercor
- SP Ausnet
- Telstra
- Department of Transport
- Victorian Planning Authority

Reference Group

- Maiden Gully Progress Association

Business and Community Groups

- Bicycle Network Victoria
- Common Ground Church
- Country Fire Authority – Maiden Gully Brigade
- Maiden Gully IGA
- Maiden Gully Junior Football Club
- Maiden Gully Primary School
- Roman Catholic Trust Corporation – Diocese of Sandhurst

Research and Technical Support

- Capire Consulting
- Essential Economics
- Geotechnical Testing Services Pty Ltd
- GTA Consultants
- Hansen Partnerships
- SMEC
- Terramatrix
- The Buchan Group
- MESH
- Practical Ecology
- Elton Consulting
- Water Technology



Acknowledgement of Country

The City of Greater Bendigo respectfully acknowledges the traditional custodians of the land on which Maiden Gully lies, the Dja Dja Wurrung Peoples.

The City acknowledges and extends our appreciation to the Traditional Owners, and we pay respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture and the hopes of all Dja Dja Wurrung People.

We express our gratitude in the sharing of this land, our sorrow for the personal, spiritual and cultural costs of that sharing and our hope that we may walk forward together in harmony and in the spirit of healing.



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1.0 Introduction

The need for a coordinated development framework for Maiden Gully has continued to grow since the time the Bendigo Residential Development Strategy was adopted in 2004. In this period, the approach to the planning of growth areas in Victoria has also progressed and improved, largely through the implementation of Precinct Structure Plans Guidelines by the Victorian Planning Authority (VPA).

A first Structure Plan for Maiden Gully was created in 1996. This Plan was effective at recognising the qualities and potential of Maiden Gully in ways related to its identity and character.

However, it clearly did not anticipate the scale of demand for housing in the area. This is reflected by the plan's objective to limit development to the south side of the Calder Highway and the emphasis on relatively low density residential settlement. As a result, the document did not have a lasting influence.

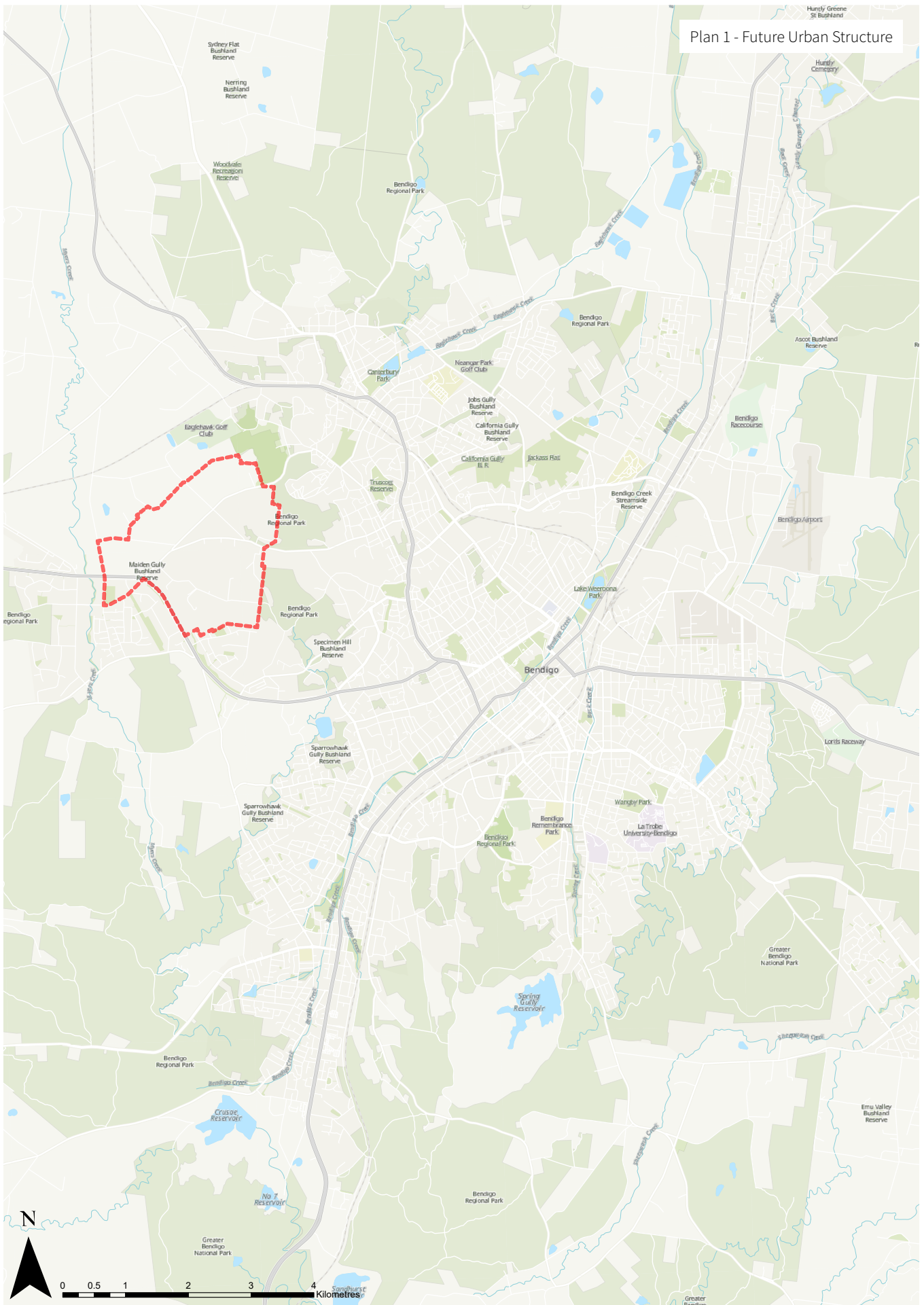
Some of the factors influencing the future growth of Maiden Gully includes the close proximity of the proposed new growth area to the existing services and facilities of the township, the limited interface with National and Regional Parks, and the presence of several water ways and drainage lines with potential to establish

A precinct structure plan represents an important opportunity to harness the benefits presented by future growth

recreation links as part of the town's open space network.

With future planning for the Maiden Gully Growth Area identified by the City of Greater Bendigo as a priority project, the initiation of a planning process to prepare and implement a precinct structure plan represents an important opportunity to harness the benefits presented by future growth and to establish a cohesive future structure plan for the Maiden Gully community.

Plan 1 - Future Urban Structure





1.1 Role of the PSP

The Maiden Gully Precinct Structure Plan (the PSP) has been prepared by the City of Greater Bendigo with the assistance of the Maiden Gully Progress Association, Government agencies, service authorities, community members and other stakeholders.

With a primary focus on the Maiden Gully North East New Development Area¹, the PSP is a long term strategic plan to guide the future urban development of Maiden Gully. It describes how the land is expected to be developed, and how and where services are planned to support appropriate development.

The Precinct Structure Plan:

- Is a statutory plan which guides the delivery of quality urban development in accordance with the Victorian Government Guidelines
 - Provides reasonable certainty to the community, Council, agencies and developers regarding the long-term planning vision for Maiden Gully
 - Enables the transition of appropriate non-urban land to urban land
 - Sets out the vision for how land should be developed and the objectives and principles to be achieved
 - Details the form and conditions that must be met by future land use and development
 - Is based on and connected to a wider understanding of issues, opportunities and vision for the overall Maiden Gully community and Greater Bendigo
- Sets a geographic footprint and land use structure in response to the physical capability and values of the landscape, as well as social and economic functions of the community
 - Identifies actions which must be undertaken in the urban structure of Maiden Gully
 - Coordinates the planning of social and community infrastructure including the town centre, community facilities and public transit
 - Defines urban design principles for the Maiden Gully Growth Area and for the Maiden Gully town centre that will add to the existing distinctive character and identity of the community
 - Establishes a logical sequence for the staging of development within the Maiden Gully Growth Area

1: Bendigo Residential Development Strategy 2004



1.2 How to read this document

The PSP guides land use and development where a planning permit is required under the Urban Growth Zone or another provision that references this Precinct Structure Plan.

A planning application and planning permit must implement the outcomes of the PSP. The outcomes are expressed as the vision and objectives of the PSP.

Each element of the PSP contains requirements and guidelines as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as this Precinct Structure Plan. A requirement may reference a plan, table or figure in the PSP.

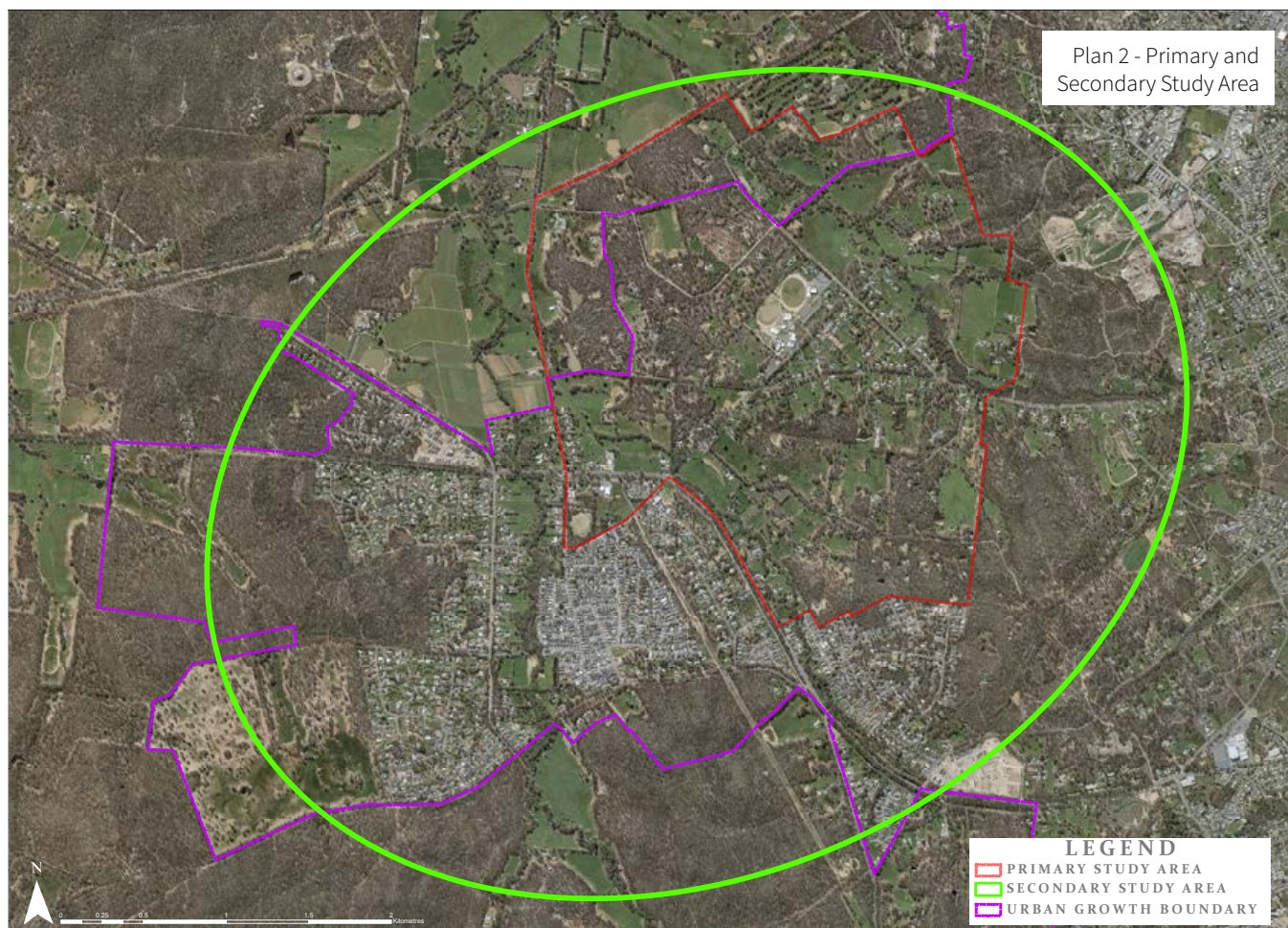
Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline implements the outcomes, the responsible authority may consider the alternative. A guideline may reference a plan, table or figure in the PSP.

Meeting these requirements and guidelines will implement the outcomes of the PSP. Development must also comply with other Acts and approvals, where relevant.

It is important to note that the requirements and guidelines in this PSP need to be read in conjunction with other provisions within the planning scheme. For example the provisions of "Clause 53.01" that relate to Public Open Space Contributions also apply.

Not every aspect of the land's use and development is addressed in the PSP and a responsible authority may manage development and issue permits as relevant under its general discretion.





1.3 Land to which the PSP applies

The geographic scope of the PSP includes a primary area and a secondary area (as shown in Plan 2).

The precinct structure plan applies to the primary study area with an area of approximately 700 hectares of land. It is generally bound by Schumakers Lane to the west, the railway line and the former Eaglehawk Golf Club to the north, Regional Park to the east and Calder Highway (including the existing town centre) to the south.

The secondary study area is a strategic reference area that has been considered as context for planning objectives and directions of the precinct structure plan and for which key relationships have been considered. Therefore, the PSP addresses elements that apply to the primary area and also those that apply to the secondary study area where they have some bearing on or relationship to the primary area.

The technical scope of the PSP is comprehensive but not exhaustive in relation to required long term changes of Maiden Gully. It is generally limited to those matters which the PSP, as a strategic plan, should reasonably respond to and can effectively influence.

1.4 Monitoring and review

The City of Greater Bendigo will monitor the implementation of the PSP. Its effectiveness will be evaluated regularly, at least every five years. The PSP may be revised and updated following review.

1.5 Maiden Gully Development Contributions Plan

Development proponents within the Maiden Gully precinct will be bound by the Maiden Gully Development Contributions Plan (DCP). The DCP sets out requirements for infrastructure funding across the Maiden Gully precinct. The DCP is a separate document incorporated into the Greater Bendigo Planning Scheme and implemented through Schedule x to Clause 45.06 Development Contributions Plan Overlay (DCPO2) in the Greater Bendigo Planning Scheme.

2.0 Strategic context

There is strong policy support for the future growth of Maiden Gully and the preparation of the Maiden Gully PSP to guide that growth.

2.1 State Policy

Planning Policy Framework

The Planning Policy Framework supports the preparation of Precinct Structure Plans to guide the development of new growth areas and highlights the need to maintain a supply of residential land and the need to carefully manage bushfire risk.

Managing bushfire risk by directing growth into low risk location and protecting life and property is a key issue in planning for the growth of Maiden Gully. This issue is discussed in detail in Chapter 5.

Plan Melbourne

The plan supports growth in regional areas and confirms State Government will continue to support economic growth in regional areas by funding infrastructure projects.

Bendigo West Action Plan

The Bendigo West Action Plan is currently under development by the Victorian Planning Authority in consultation with the City of Greater Bendigo. The plan will largely focus on the coordination and delivery of infrastructure consistent with the Maiden Gully PSP and Marong Township Structure Plan.



2.2 Regional Policy

Loddon Mallee South Regional Growth Plan (2014)

The plan describes Maiden Gully as an “identified growth area” that is subject to detailed investigation.

2.3 Local Policy

Municipal Strategic Statement

The Municipal Strategic Statement recognises Maiden Gully as a future greenfield area that needs to provide for the future residential, commercial and recreational needs of the community.

Clause 21.05-9 discusses managing risk by directing development into low risk locations, managing development in medium risk locations and avoiding development in high risk locations.

Greater Bendigo Housing Strategy (2017)

This strategy builds upon the Greater Bendigo Residential Strategy and provides guidance on the location, type and form of future housing. A number of recommendations of the strategy are relevant to Maiden Gully. These include the need to improve housing diversity, encourage housing in accessible locations and protecting environmental values.

Greater Bendigo Community Plan 2017-2021

The Community Plan includes an objective to plan to meet future housing needs and provide and maintain infrastructure to support the liveability of the community.

Connecting Greater Bendigo – Integrated Transport and Land Use Strategy (ITLUS) (2015)

The strategy is aimed at improving the way residents move around Greater Bendigo by providing greater transport choice and reducing reliance on the car. The strategy identifies a potential future rail link through Maiden Gully.

Greater Bendigo Environment Strategy (2016)

Municipal wide strategy outlining one planet living action areas that influence how we plan for future areas in Greater Bendigo. This strategy proposes actions relating carbon emissions, waste, transport, buildings, food, water, landscapes and ecosystems, communities, economy and health and happiness.

Commercial Land and Activity Centre Strategy (2015)

The Strategy recognises that the existing Maiden Gully commercial area will develop into an “Activity Centre” within the retail hierarchy and that an urban design framework should be prepared to guide future development.

Greater Bendigo Residential Strategy (2014)

The strategy recognises Maiden Gully as a major growth area for the City. It recognises that a Precinct Structure Plan was prepared in 2013 that facilitate development in an orderly way.

Plan Greater Bendigo (2017)

Plan Greater Bendigo is a strategic infrastructure plan that identifies a number of transformational projects that will support Greater Bendigo’s growth and liveability into the future. While there are no projects specific to Maiden Gully, there are municipal wide projects that will benefit the community.

Greater Bendigo Public Space Plan (2018)

Specific projects and recommendations identified for Maiden Gully include upgrades to a number of public space reserves, creation of new open space corridors predominantly along drainage lines and watercourses, improvements to walking and cycling infrastructure and creation of a public square in the town centre.

Greater Bendigo Planning Scheme Review

The use of the Urban Growth Zone to new development areas (such as Maiden Gully) to promote orderly development. There were also recommendations around reviewing the Design and Development Overlay 10 that applies to existing residential areas in Maiden Gully.

Background studies

The preparation of the Maiden Gully Precinct Structure Plan has also been informed by a number of background studies:

- Due Diligence Cultural Heritage Assessment – SMEC (2012)
- Retail Demand Assessment – Essential Economics (2012)
- Land Capability Assessment – Geotechnical Testing Services (2012)
- Maiden Gully Precinct Structure Plan Transport Modelling Assessment – GTA Consultants (2017)

- Recreational and Community Needs Assessment – Capire (2012)
- Bushfire Development Report – Terramatrix (2018)
- Road and Intersection Projects Engineering Concept Design and Cost Estimates – Tomkinson (2020)
- Drainage Engineering Concept Design and Cost Estimates – Tomkinson (2020)
- Maiden Gully Native Vegetation Precinct Plan (2020)
- Maiden Gully Social and Economic Impact Assessment (2020)
- Post Development Flood Modeling (2020)

2.4 Identification of Maiden Gully as a growth area

In considering where new growth should occur there are a number key criteria that need to be considered. These include:

- The area should adjoin existing urban development
- The area should be capable of being connected to reticulated services
- It should be as close as practical to the city centre which is the major employment area in Bendigo
- There should be good road access to the area and it should be capable of being serviced by public transport
- It should be in a low risk location or the risk should be capable of being managed
- Productive land should be protected for agricultural purposes
- Avoid land use conflicts with incompatible uses (i.e. industrial development, buffers to wastewater treatment plants, etc.)
- Have regard to the Loddon Mallee South Regional Growth Plan

Land that meets nearly all of these criteria would be urban infill. However, there is limited supply of large developable parcels that are uncontaminated by past mining activities or have existing planning controls such as heritage and neighbourhood character policies that may impact on lot yield.

There is existing planning policy in place to support infill development, but it would not be of such a scale that would satisfy projected growth forecasts.



3.0 Outcomes

3.1 Vision

Community members are best placed to plan for the future of their own communities. Identifying a vision and then planning the actions required to realise the vision is a useful mechanism to gain broad based support, and direct community, development industry and government action to bring their vision to life.

This plan was developed based on the principle that community members have the opportunity and the ability to come together, plan for their future, and take action to realise the vision.

The community vision provides a strong platform for an overall structure plan concept. It is: ***Maiden Gully is a vibrant and community-minded village for people to “Live and Grow”. Maiden Gully will continue to evolve and grow to meet the needs of the people in this community.***

To support this growth and evolution, Maiden Gully will need adequate infrastructure to support residential, commercial, educational, social and recreational facilities. It is also imperative that while we continue to grow we retain the beauty of this community in which we live by protecting the natural environment. By achieving this Maiden Gully will be able to meet the needs of our growing community.

3.2 Guiding principles

One of the challenges for Maiden Gully is that the landownership is highly fragmented in some areas. The PSP is seeking to provide a framework that coordinates development.

The development of the Maiden Gully PSP area is guided by a set of principles that sets out what is trying to be achieved and inform the objectives, requirements and guidelines in the PSP.

Image, character and housing

- Optimise the overall density of development in appropriate locations to promote the viability of businesses, services and infrastructure
- Develop a suburb which draws on the bushland character of the surrounds, while ensuring setbacks from surrounding forest to lower bushfire risk
- Combine local features and innovative design to create memorable and distinctive places
- Design well connected neighbourhoods with active interfaces with land such as public open space for passive surveillance

Open space and natural systems

- Protect waterways from encroachment from conflicting land uses
- Protect vegetation to the extent that it is possible to ensure development priorities human life and addresses bushfire risk



Employment and activity centres

- Provide educational facilities and co-locate with related supporting services
- Provide sufficient land use diversity to support jobs
- Strengthen the existing commercial precinct as a focal point for people and business
- Encourage a diversity of local shops, retail and commercial use and provide for essential community facilities

Transport and movement

- Link public streets, open spaces and important destinations
- Locate new areas for homes within a 10 minute walk of activity generating uses
- Create an urban footprint and structure that is viable for future public transport services
- Provide designated paths between community facilities and transport nodes to limit uncertainty between vehicles, bicycles and pedestrians

Community facilities

- Provide dedicated spaces and facilities for people to improve health and wellbeing outcomes

Utilities and energy

- Provide for the community's infrastructure needs and costs, and coordinate its timely delivery

Bushfire management

- Strengthen the resilience of the community to bushfire risk by ensuring development priorities human life through the provision of appropriate setbacks from environmental risks such as the forest boundary and grass land

3.3 Land Use Budget

The Land Use Budget is depicted in **Figure 1** (below) and outlined in the Maiden Gully Area Schedule below. The Maiden Gully PSP covers a total area of approximately 700ha.

The Net Developable Area (NDA) is established by deducting the land requirements for a range of elements such as community facilities, public and private education facilities, and open space (both active and passive) from the Gross Developable Area (GDA). As such the NDA for the Maiden Gully Structure Plan is 346.76 hectares which is available for residential development.

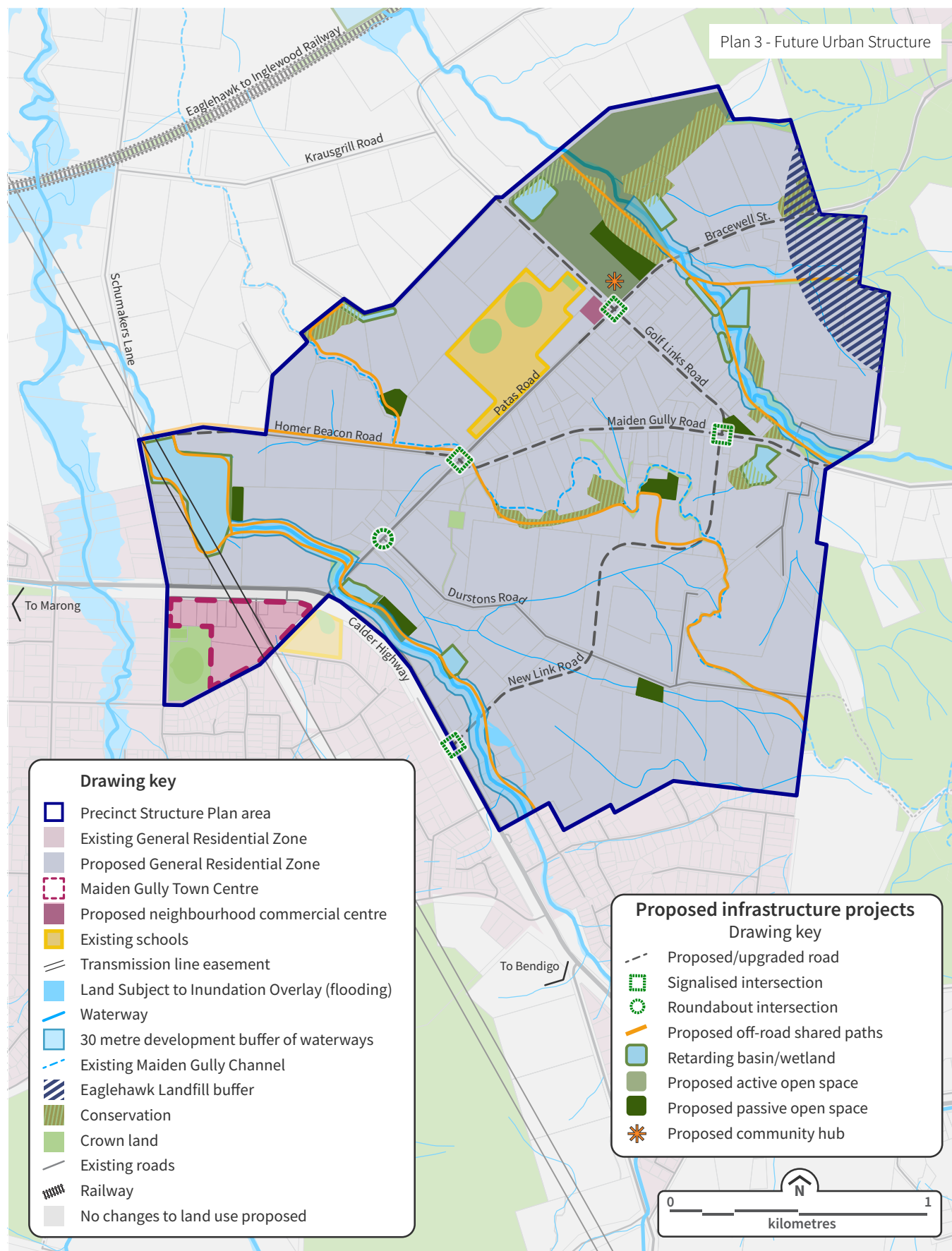
An average of 12 dwellings per hectare, which includes the provision of land for infrastructure such as new roads, is used as a guide for indicating a dwelling yield of around 4,152. This is a reduced density compared to current State Government policy for growth areas (which is 15 dwellings per hectare) and is applied to better correspond to regional community needs and expectations.

Based on the current persons per household in Maiden Gully and a likely mix of dwelling types the overall indicative population potential within the precinct of 10,800.

Project Description	Maiden Gully DCP		
	Hectares	% of total	% of NDA
Total precinct area	486.90		
Transport			
Connector - Existing Road Reserve	15.58	3.20%	4.49%
Local - Existing Road Reserve	4.54	0.93%	1.31%
New Connector Road (DCP Land)	0.00	0.00%	0.00%
New Link Road (DCP Land)	3.78	0.78%	1.09%
Road Widening (DCP Land)	0.54	0.11%	0.16%
Road Widening required from Crown land	0.04	0.01%	0.01%
Road Widening, land for new road/intersection required from flood plain land	0.29	0.06%	0.08%
New Intersection (DCP Land)	7.33	1.51%	2.11%
New Intersection required from crown land	0.05	0.01%	0.02%
Sub-total Transport	32.15	6.60%	9.27%
Open Space			
Service Open Space			
Native Vegetation / Conservation Reserve	16.41	3.37%	4.73%
Flood Plain	16.15	3.32%	4.66%
Wetlands and Retarding basins (DCP Land)	10.30	2.12%	2.97%
Flood plain land located within transmission line easement	1.78	0.37%	0.51%
Flood plain land located within Crown land	2.79	0.57%	0.80%
Flood plain land with native vegetation/conservation	6.06	1.25%	1.75%
Wetland/retarding basin land located within flood plain	3.30	0.68%	0.95%
Wetland/retarding basin land located within transmission line easement	0.51	0.10%	0.15%
Wetland/retarding basin land located on native vegetation conservation reserve	2.50	0.51%	0.72%
Utilities Easements	2.02	0.42%	0.58%
Coliban Water Land	1.56	0.32%	0.45%
Local Open Space located within existing road reserve	0.00	0.00%	0.00%
Sub-total Service Open Space	63.39	13.02%	18.28%

Project Description	Maiden Gully DCP		
	Hectares	% of total	% of NDA
Credited Open Space			
Local Sports Reserve (Clause 53.01)	15.03	3.1%	4.33%
Local Park (Clause 53.01 land)	5.94	1.2%	1.71%
Sub-total Credited Open Space	20.97	4.31%	6.05%
Total All Open Space	84.37	17.33%	24.33%
Community and Education			
Existing Government School	0.00	0.00%	0.00%
Existing Non-Government School	15.57	3.20%	4.49%
Local Community Facility (located within active open space secured via 53.01)	0.70	0.14%	0.20%
Sub-total Community and Education	16.27	3.34%	4.69%
Activity Centre Land			
Commercially zoned land	0.64	0.13%	0.18%
Sub-total Activity Centre Land	0.64	0.13%	0.18%
Other			
Existing Developed Land	2.30	0.47%	0.66%
Crown Land	2.04	0.42%	0.59%
DELWP Land	1.24	0.25%	0.36%
Shared Path located on Crown Land	1.28	0.26%	0.37%
Shared Path located on Coliban Water Land	0.15	0.03%	0.04%
Sub-total Other	6.99	1.44%	2.02%
Net Developable Area			
Total net developable area - (NDA)	346.76	71.22%	
Net developable area - residential (NDAR)	346.12	71.09%	
Net developable area - employment (NDAE)	0.64	0.13%	
Residential Local Open Space (expressed as % of NDAR)			
Local Sports Reserve (Clause 53.01 land)	15.73	4.54%	
Local Network Park (Clause 53.01 land)	5.94	1.72%	
Sub-total Residential Local Open Space	21.67	6.26%	

4.0 Future Urban Structure



5.0 Elements

The Vision and Future Urban Structure of the Maiden Gully PSP is implemented through the Objectives, Requirements and Guidelines of the following seven elements:

1. Image, character and housing
2. Employment and activity centres
3. Community facilities
4. Public space and natural environment
5. Transport and movement
6. Utilities and water management
7. Bushfire management

5.1 Image, character and housing

The streetscapes, remnant patches of interspersed vegetation and surrounding Regional Park have historically retained an overall bushland image and character for Maiden Gully. While recognising that character, it is important moving forward for residential development in this PSP to respond to bushfire risk, noting that native vegetation presents a possible fuel source for bushfires. This PSP aims to direct settlement to avoid areas of biological significance by siting development away from significant native vegetation. Additionally, buffers to the settlement interface will ensure that the protection of human life is prioritised, while respecting forest boundaries. Vegetation within settlements will be carefully managed to enable development of bushfire resilient suburbs.

This PSP prescribes predominately conventional residential densities. However, the resilience of the community to bushfire risk can be enhanced through setbacks and larger lot sizes in specific locations such as at the settlement interface with forest.

The type of housing required is strongly linked to the type of people living in Maiden Gully and in particular the age structure. Present day demographics show large numbers of young families. The longer term changes in households

could mean more ‘empty nesters’ where children have grown up and are looking to move out of home. As a result it may be the desire of some to downsize whilst still remaining in the area, providing an opportunity to ‘age in place’.

Density

The Maiden Gully PSP is setting an overall density of 12 dwellings per hectare across the growth area and will deliver a total of 4,153 dwellings. However this density will not be evenly spread with some areas constrained by fragmented ownership or buffers to meet bushfire separation requirements. Other areas closer to the activity generating land uses are capable of achieving higher densities and the remainder of the area will achieve “conventional” densities of the development.

Standard Residential Areas (SRA)

The SRA will be largely conventional residential areas with a mix of lot sizes, but must also include a minimum of 10% medium density housing in addition to those areas identified in Plan 4.

Where the SRA has a bush and or non-urban interface there will be a requirement for subdivision to provide a design response in accordance with Plan 4. This is required to meet bushfire protection requirement and to provide an appropriate character response in order to transition the new development area to the non-urban area. This will result in a lower density outcome in these areas but overall the density in the SRA must meet an average of 12 lots per dwelling. Some of the SRA is within the buffer to the Eaglehawk Landfill. No development should occur within the buffer while the landfill is in operation and not re-mediated.

Medium Density Areas (MDA)

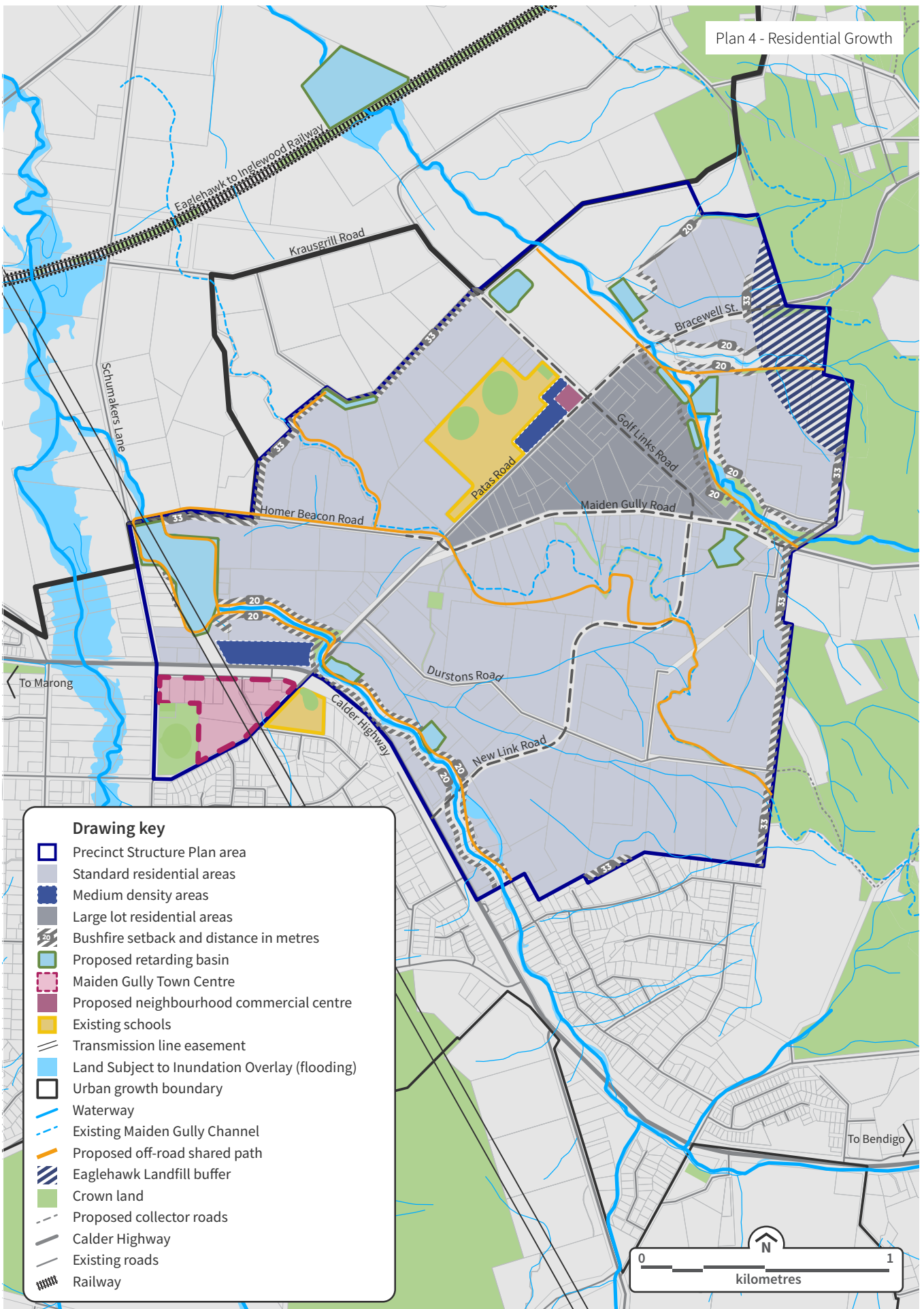
There are two nominated MDAs, one area proximate to the existing activity centre and one located proximate to the new neighbourhood centre. The area proximate to the neighbourhood centre also has the locational advantage of being close to the education and sporting facilities. In addition to the two nominated areas, there is a requirement for additional medium density housing in the SRA as outlined above. This should be located within 400m of either the existing activity centre or the new neighbourhood centre.

For the purpose of this plan medium density housing can comprise of lots less than 300 sqm, terraced/ townhouse development, units or apartments.

Large Lot Residential Areas (LLRA)

Larger lots are encouraged in this area in order to create a more diverse built form in the heart of the community that reflects the existing semi-rural character. Larger lots will also provide greater opportunities to retain significant scattered trees.

This design outcome is also an appropriate response to the fragmented nature of the land ownership and the expected desire to retain some of the existing dwellings. Notwithstanding, there may be opportunities to maximise yield which may be supported subject to a design response that maintains a spacious character.



Housing Objectives	
O1	To achieve a mix of densities across the NDA.
O2	To provide residential development that promotes liveability through walkable neighbourhoods and accessibility to local services, facilities and neighbourhood character.
Housing Requirements	
R1	<p>Subdivision must be designed to:</p> <ul style="list-style-type: none"> • Create a sense of street address and streetscape character • The design of any fencing abutting public open space including creek reserves and significant roadside vegetation must be open in style, no higher than 1.5m, with permeability of at least 50% and be constructed of non-flammable materials <p>Provide safe pedestrian access to nearby activity generating land uses.</p>
R2	<p>Development of housing in the Standard Residential Area must:</p> <ul style="list-style-type: none"> • Achieve an average of 12 dwellings per hectare • Provide for a mix of lots sizes and/or development types including at least 10% for medium density housing • Provide for larger lots at the bush interface with national park, and other vegetated areas shown on Plan 4 of the PSP area that enable the following: <ul style="list-style-type: none"> - Minimum lot widths of 25m - Lot depths between 46m and 50m - Front setbacks of 13m to the Hillcrest Road frontage - Front setbacks of 17m to all other bush interfaces
R3	<p>Development of housing in the nominated Medium Density Areas must:</p> <ul style="list-style-type: none"> • Achieve a minimum of 20 dwellings per hectare • Provide for a mix of lots size and/or development types
R4	<p>Development of housing in the Larger Lot Residential Areas must:</p> <ul style="list-style-type: none"> • Achieve a minimum of 8 dwellings per hectare • Retain significant scattered trees in the subdivision layout
R5	Subdivision must not be approved on land within the buffer to the Eaglehawk Landfill while it is in operation and an audit is completed in accordance with Section 53 of the Environment Protections Act and the landfill has been rehabilitated to the satisfaction of the Responsible Authority and the Environment Protection Authority.
Housing Guideline	
G1	<p>In the Larger Lot Residential Areas</p> <ul style="list-style-type: none"> • Design subdivision to accommodate existing dwellings to respect the existing streetscape character • Higher densities may be supported where the overall design does not impact adversely on the character of the area
G2	<p>Retirement villages or residential aged care facilities should:</p> <ul style="list-style-type: none"> • Have access to the shared path network • Be located within the commercial centre: or • Be within 400 metres of a commercial centre and public transport node

Native Vegetation Objectives	
O3	To provide for the retention of native vegetation along the Calder Highway, significant roadside areas, waterway corridors, ridgeline open space and public open space areas where vegetation can be managed and appropriate buffers provided to ensure that bushfire risk is addressed.
O4	To provide for careful management of native vegetation on private land in new settlements where it is possible for native vegetation to be retained and respond to bushfire risk.
Native Vegetation Requirements	
R6	Vegetation along the Calder Highway must be retained unless its removal is required for traffic management or road safety purposes and meets Department of Transport requirements.
R7	Any streetscape treatments must provide for the retention of vegetation where practical.
R8	Subdivision of land must provide for the planting of at least one street tree per lot.
R9	Any subdivision that will result in the loss of roadside vegetation on Durstons Road and Homer Beacon Road must be accompanied by a Roadside Vegetation Management Plan and the subdivision layout must maximise the retention of significant vegetation. Refer to Figures 3-5 as examples of subdivision layout.
Native Vegetation Guidelines	
G3	Subdivision layout and siting of buildings should integrate remnant native vegetation in the Large Lot Residential Areas and minimise the need for removal where practical.
G4	Vegetation should be retained in road reserves and open space where practical.
Central Ridgeline and Waterway Corridor Requirement	
R10	<p>Subdivision layouts must:</p> <ul style="list-style-type: none"> • Show lots fronting the central ridgeline and waterway corridors where practical with a road at the interface or be rear loaded • Provide for the retention of vegetation and a shared path along the central ridgeline and waterway corridors • Protect views to and from the central ridgeline and waterway corridors • Ensure the public access and passive surveillance of the central ridgeline and waterway corridors • Provide for a 30m setback from the top of the bank of waterway corridors
Central Ridgeline and Waterway Corridor Guideline	
G5	Subdivision layouts and siting of buildings should minimise the need to excavate or alter the natural topography and provide landscaping that minimises the visual impact of development.

Topography Requirements

R11	Subdivision must respond to natural topography by minimising the extent of modification and engineering to existing ground levels and the risk of erosion through consideration of: <ul style="list-style-type: none"> • Alignment of roads and streets • Orientation and size of lots
R12	Any vertical retained structures in public places (with the exception of those that are part of building walls) must be no more than 1.0 metre in height unless otherwise agreed to by the responsible authority.
R13	Subdivision, engineering, landscape design and buildings and works must provide a sensitive response to current landforms and minimise the need for excavation and cut and fill earthworks.
R14	Earthworks, retaining structures and embankments must be carefully and sensitively designed to transition gradually into natural contours.

Topography Requirements (continued)

R15	Subdivision applications for land on slopes greater than 5% must be accompanied by design guidelines to minimise the landscape and visual impact of development on sloping land. The guidelines must be to the satisfaction of the responsible authority and include: <ul style="list-style-type: none"> • A plan showing lot boundaries, contours and slope • Cross sections based on the indicative cross sections reflected at Figures 1 and 2 or any variation consistent with the associated principles; • The location and approximate depth of any proposed earthworks; • The location and approximate height for proposed retaining structures; • A geotechnical report and designs by a suitably qualified engineer where proposed retaining structures exceed 0.5m in height; • The location and approximate grade of any proposed roads and paths; • Building envelopes and grade of driveways and cross overs; and • Measures to manage surface run-off
R16	In areas of slope greater than 5%, streets must align generally with the contours.

Figure 1: Slope - 10-15 grade

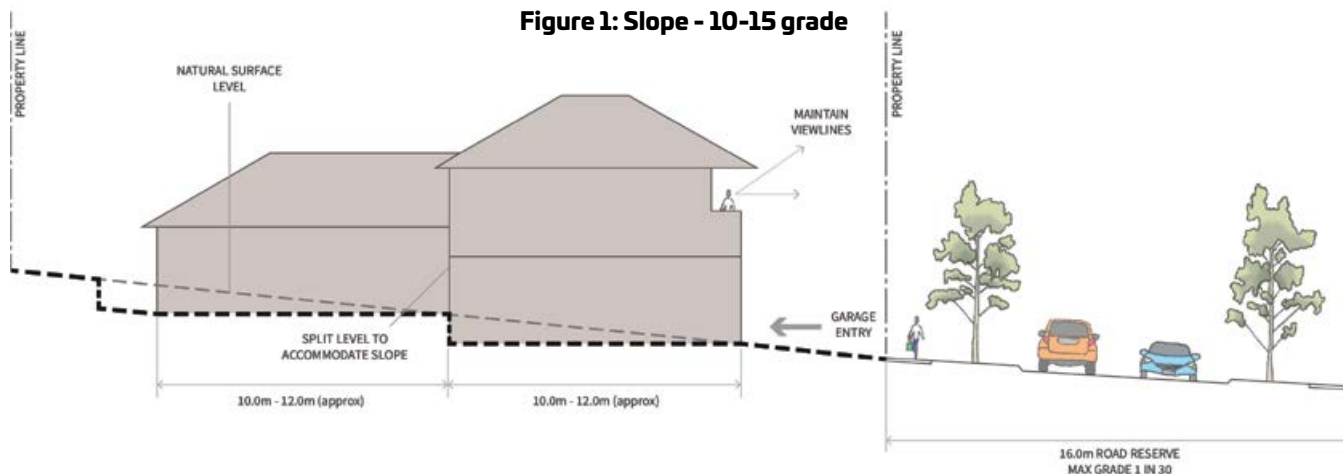


Figure 2: Slope - 15-20 grade

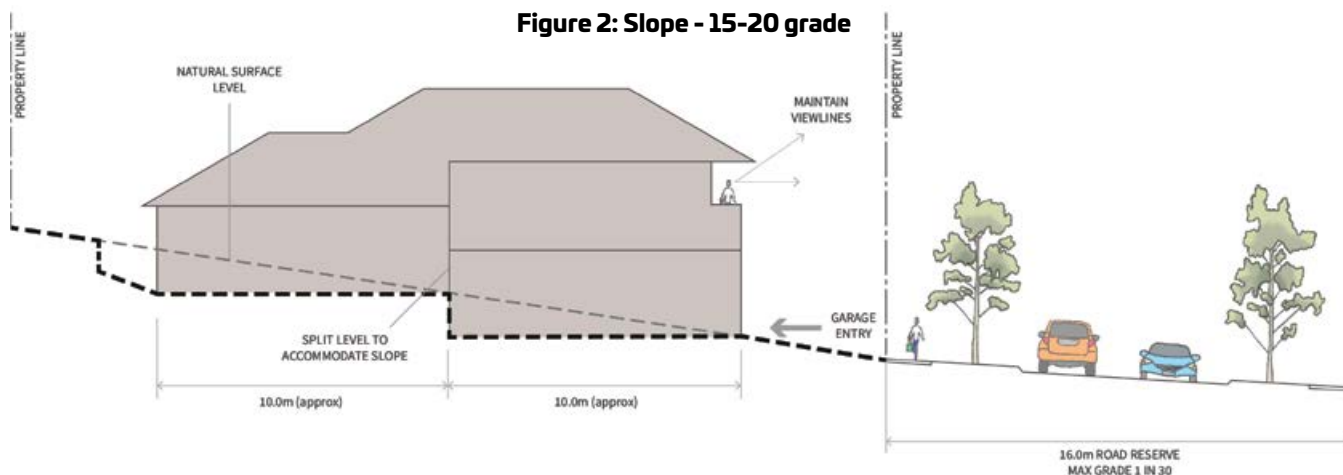


Figure 3: Lots back on to road reserve

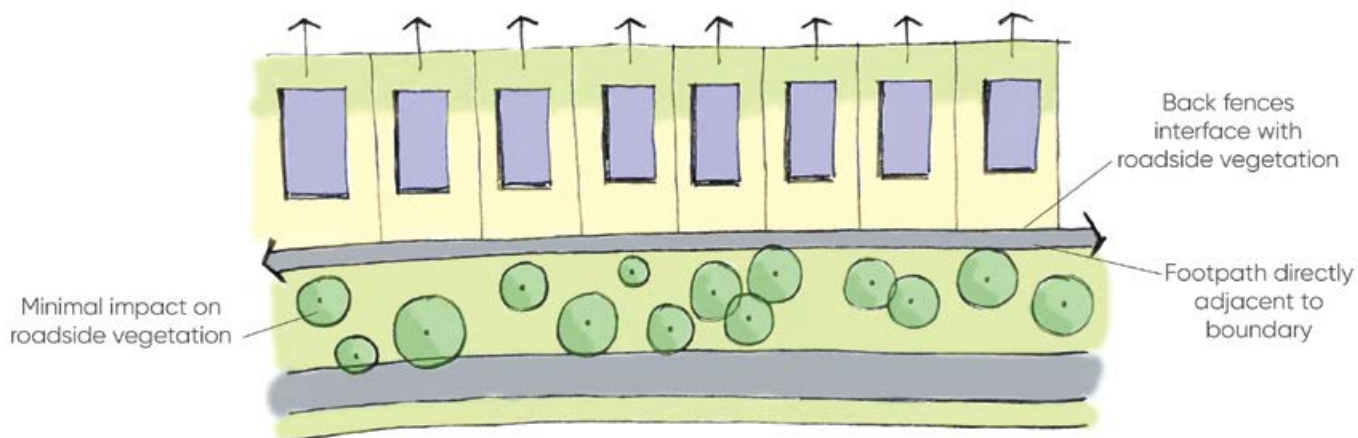


Figure 4: Rear lane access

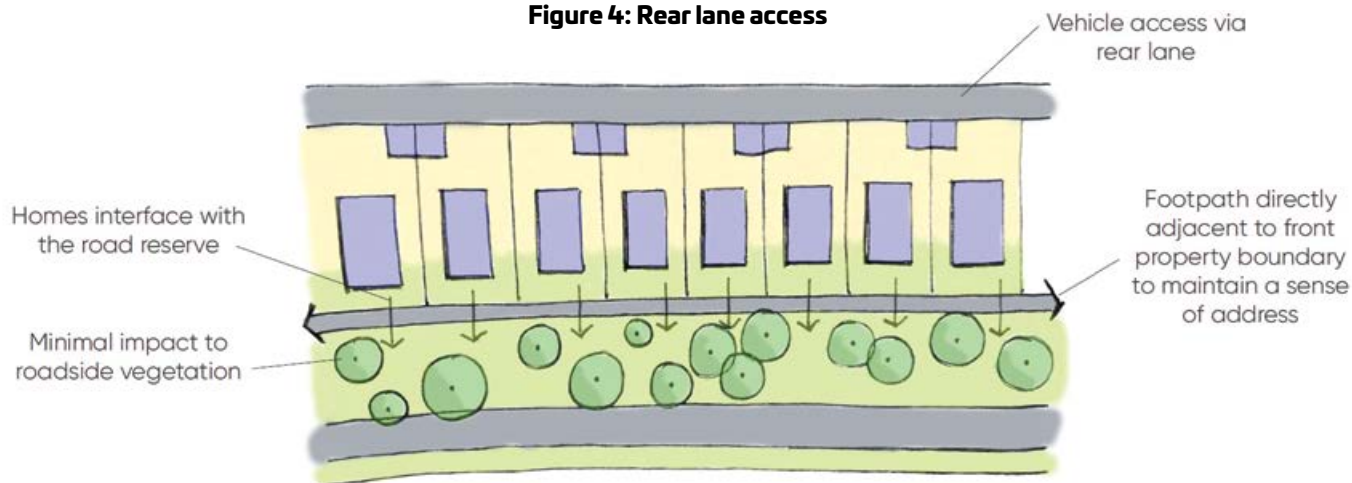
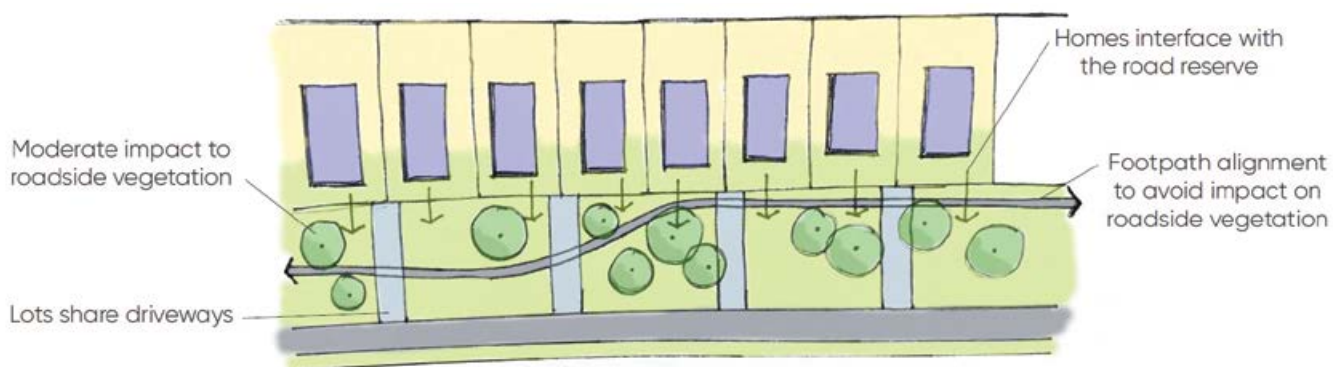


Figure 5: Shared driveway access







5.2 Employment and activity centres

The Maiden Gully community is serviced by a small commercial centre which is centrally located and quite prominently positioned with frontage to the Calder Highway service road.

Some of the key issues facing the commercial centre are that there is an oversupply of land zoned for business uses, it is currently relatively fragmented in terms of its spatial layout and the transport connections are poor, particularly for linking across the Calder Highway and accessing shops by foot or bike. As the wider population of Maiden Gully grows, so too will the commercial centre. This centre will provide a strong and centralised commercial precinct.

Employment and new business within this area will be driven predominately by market forces however the Structure Plan aims to ensure that there is

sufficient flexibility to provide a range of commercial centre uses and maximise opportunities to work, shop and socialise locally.

The Commercial Land and Activity Centre Strategy (2015) identifies the Maiden Gully Town Centre as being an “Activity Centre”. This means it serves the daily and weekly shopping needs at a suburban scale. The strategy identifies that by 2021 the Town Centre will need 2,400m² of floorspace (2,000m² for a supermarket and 400m² for specialty retailing). By 2031 this would increase to 3,700m² (3,100m² supermarket and 600m² specialty retailing).

The retail needs assessment completed as part of this PSP identified that the future neighbourhood centre near the Marist School provide for an additional 2,000m² of specialised retail floorspace and 3,000m² of office floorspace.



Urban Design Objective	
O5	To encourage innovative urban design, landscaping and architecture that complements the character of Maiden Gully and is consistent with the Urban Design Guidelines for Victoria.
Urban Design Requirements	
R17	Safe and convenient pedestrian access must be provided to the town centre and local convenience centre, including a safe pedestrian street crossing and nearby bus stop locations.
R18	Street furniture and public art must be provided to create a sense of place and provide informal places for social interaction.
R19	Suitable lighting must be provided to maintain a sense of safety in the town centre and neighbourhood centre.
R20	Corner sites in the town centre that are located on the Calder Highway must be provided with greater building mass and height.
R21	Rooftop plant and telecommunication equipment must be obscured from view by built form, screens or false facades.
R22	Service and storage areas, garbage bins and the like must be internalised wherever possible. Where internalised service areas cannot be provided, they are to be secured and screened at the rear of buildings.
R23	Where service areas are accessible from car parks, a well-designed and secure façade must be presented to public area (including car parking).
Urban Design Guidelines	
G6	The location for a central town square or similar public space is to be identified as part of an Urban Design Framework and should be: <ul style="list-style-type: none"> • Provided in scale with the role of the commercial centre • Edged with the active frontages of specialty shops and be directly accessed by shop frontages to encourage outdoor dining • Well located in an area with high levels of pedestrian activity and where multiple paths or pedestrian desire lines intersect • Have good solar orientation
G7	Signage should be integrated within the built form.
G8	New buildings within the designated town centre and neighbourhood centre should be constructed with a zero street setback and have active frontages.
G9	Blank walls facing streets or the public realm should be no more than 10 metres in length or account for no more than 50 per cent of any one side of a building (whichever is smaller).
G10	Continuous awnings or verandas should be provided over the footpath on all streets.

G11	Key viewlines/sightlines into and out of the commercial centre such as the transmission line easement should be incorporated in the overall design.
G12	Single storey fast food outlets and petrol stations should be discouraged on corner sites in the town centre that are located on the Calder Highway.
G13	Encourage the use of natural colours and buildings materials consistent with the surrounding environment.
Access Objective	
O7	To make the Maiden Gully town centre accessible by a variety of transport modes and encourage sustainable transport opportunities.
Access Requirements	
R24	The road and pedestrian network must be integrated with surrounding areas providing multiple route options that enable safe and accessible movements, particularly for pedestrians.
R25	On-street parking must be maximised.
R26	Car parking within the commercial centre must be centralised to allow for shared usage between tenancies.
R27	The design of off-street car parking must: <ul style="list-style-type: none"> • Be screened from street frontages through the use of built form, landscaping, façade treatments etc where practical • Incorporate safely designed pathways to, from and within the car park • Include landscaping and provision of canopy trees • Ensure passive surveillance can be provided from adjacent development, while not adversely impacting on future development opportunities
R28	Bicycle parking must be provided in a number of prominent and easily accessible locations and must be clearly visible and well lit, and preferably under cover.
R29	Public transport infrastructure and facilities are to be located in commuter friendly and convenient locations in consultation with the Department of Transport.
Access Guidelines	
G14	The road network should provide a slow vehicle speed environment that is self-enforcing.
G15	The use of roundabouts to manage traffic flow should be avoided wherever possible.
G16	Parking should be minimised to encourage the use of other modes of travel.
G17	Multi decked or basement car parking should be encouraged in preference to at-grade car parking.
G18	Delivery vehicles and public access areas should be designed to be adequately separated.



5.3 Community facilities

Communities rely on a range of facilities and services to support their day to day needs ranging from early years services to community halls that can host a range of activities. At present, community facilities and services within Maiden Gully are limited and residents rely largely on surrounding areas such as Kangaroo Flat and Eaglehawk. Although access to these facilities is good, it requires car-based travel. More importantly, external facilities cannot be expected to have the capacity to take on additional demand. Early years facilities are an example of this where there is already a limited capacity to absorb demand from growth in Maiden Gully.

Rapid population growth, which will be amplified by future development in the primary study area, requires planning for local provision of new community facilities in Maiden Gully to provide essential services.

Community facilities that have been identified include:

- Early years facility comprising dual room kindergarten and Maternal Child Health consulting rooms
- Multi-purpose community facility/hub that would include meeting rooms, art space and the like

This facility will be provided at the proposed recreation reserve off Golf Links Road.

Objectives

O7	To plan and support the provision of community facilities and services that will meet community needs over time.
O8	To provide for a central community hub as a focal point for community activity.
O9	To integrate future community facilities within the town centre.
O10	To consolidate new community facilities, including a multi-purpose facilities close to commercial activity and parking facilities.

Requirements

R30	Community facilities must be located so they are easily accessible by walking, cycling or public transport.
R31	Where community facilities and services are proposed outside designated community hubs, ensure they are located: <ul style="list-style-type: none"> • In or adjacent to the town centre; or • Adjacent to designated community hubs
R32	Ensure that the building proportion, scale and character are appropriate to their urban context.
R33	Ensure the principal entrances of buildings front onto streets and/or public spaces.
R34	Where community buildings and facilities are associated with active recreation, ensure they are located in unencumbered open space.

Guidelines

G18	Community facilities should be co-located and integrated with related services and facilities.
G19	Ensure that where facilities are associated with schools, they should be designed concurrently to ensure integrated facility delivery and maximise sharing opportunities.
G20	The design of community facilities should ensure that they: <ul style="list-style-type: none"> • Provide for the multi-use of facilities by different groups within the community • Facilitate the efficient and shared use of resources and facilities • Incorporate crime prevention through environmental design principles where appropriate

5.4 Public space and natural environment

The Greater Bendigo Public Space Plan (2019) sets out the future public space needs across the City, including Maiden Gully. It identifies that there is currently an under provision of open space but identifies a large active open space reserve at Bracewell Street. Also identifies a number of passive open space reserves and cycling and walking trails that are all consistent with the PSP.

Within the existing developed area of Maiden Gully the availability of public open space, especially active spaces for organised sports, is notably limited. The Maiden Gully Recreation Reserve solely fulfils local active recreation needs ranging from football and cricket to tennis and gridiron. The reserve is well-established however is constrained in any significant future recreation facilities development.

There are a number of local and bushland parks located within existing residential areas. Although the number of these parks is reasonable considering the relative low density of population, the main issue of concern is the common lack of suitable

amenities such as walking paths, seating, playspaces and landscaping. There are also fundamental design limitations associated with some of these parks including small site area, awkward site shape and housing that does not overlook the park to provide casual surveillance.

The use of the bushland parks is limited substantially by the prevalence of native vegetation which appears to have been incorporated into the park for protection reasons. Although this objective is commendable, the use of public open space areas solely for vegetation protection is not appropriate, nor sustainable in the long term.

To supplement these local open spaces, Maiden Gully benefits from the presence of creek corridors such as Myers Creek and Maiden Gully Creek, the transmission line easement and the proximity to the surrounding Regional Park. Maximising the access to these open spaces over time will improve the recreation opportunities for the local community.

Residents also have access to a diverse range of recreation and open space facilities and services in surrounding areas, however these should not be relied upon for the longer term (with the

exception of higher-order facilities such as aquatic and leisure centres and Bendigo Stadium).

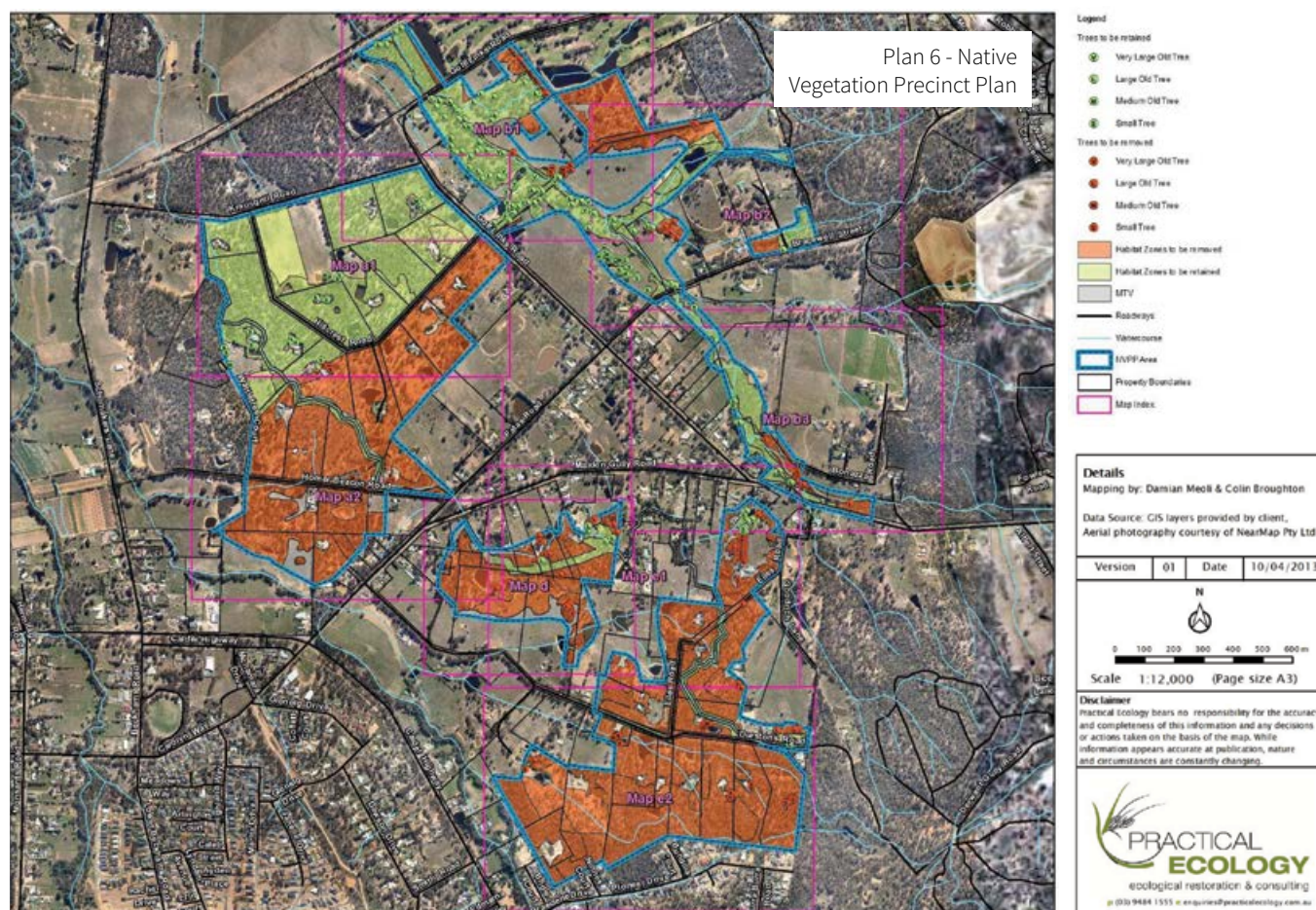
An active open space reserve has been identified off Golf Links Road, opposite Marist College as well as passive open space areas and off road walking and cycling trails.

Facilities at the reserve will include two ovals, two soccer fields, netball courts, a pavillion, multipurpose community facility and early years facility.

Native Vegetation Precinct Plan

The Maiden Gully Native Vegetation Precinct Plan (MGNVPP) was prepared to provide clear guidance around the management of vegetation within the PSP area.

The MGNVPP has identified areas where vegetation must be retained and where it can be cleared and what the offset requirements are. Due to difficulty in accessing sites, not all sites were assessed, in which case the significance of the vegetation and therefore the offset requirement used “modelled” data. These sites will need to be assessed as part of a subdivision application.

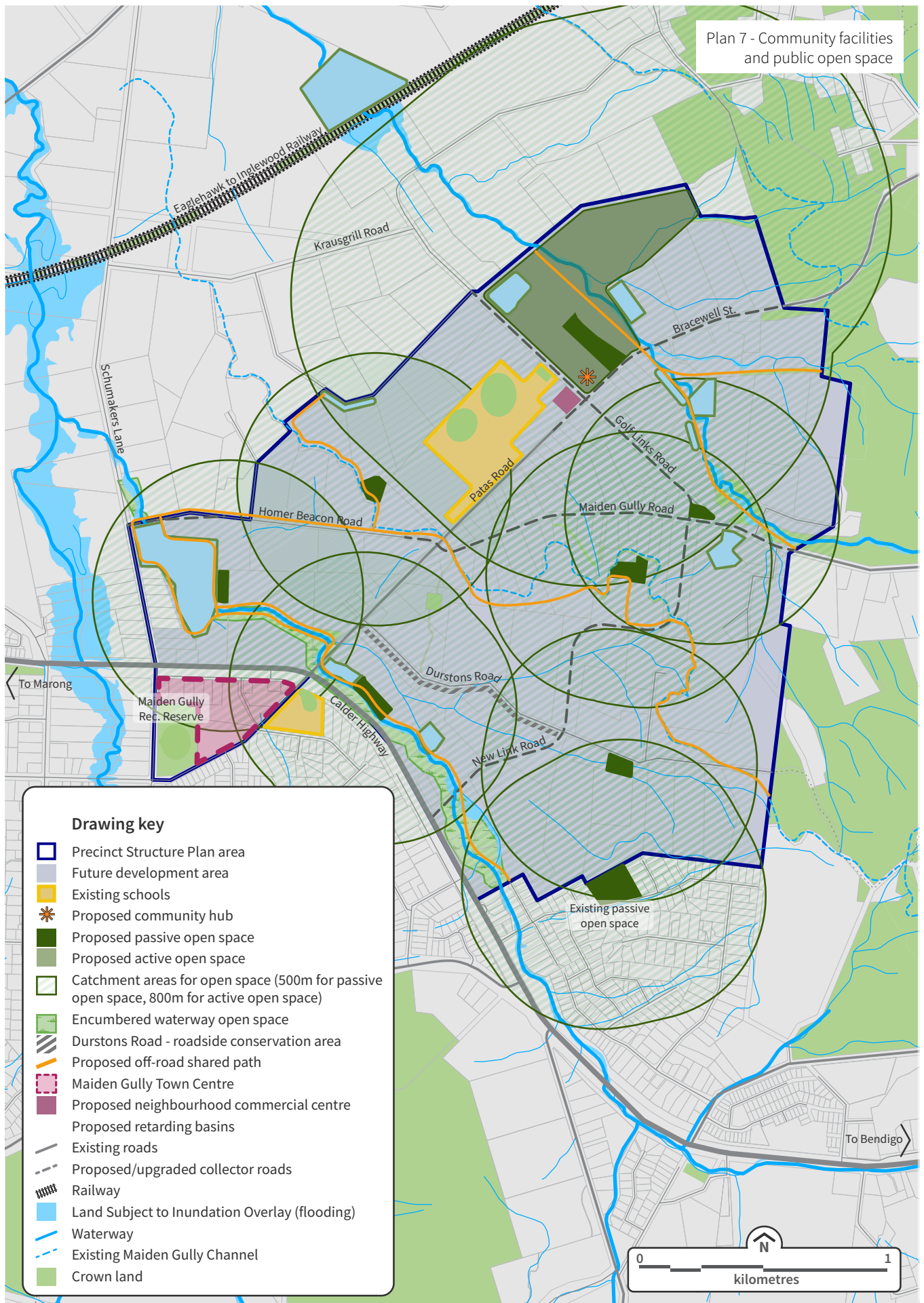




Public Space Objectives	
O11	To provide a network of open space types to meet the active and passive recreation needs of the community.
Public Space Requirements	
R35	Passive parks must cater for a broad range of users by providing a mix of spaces and landscaping to support both structured and informal recreational activities.
Public Space Guidelines	
G21	Open space corridors adjoining roads should incorporate park benches adjacent to footpaths at least every 400m.
G22	The design and layout of open spaces should maximise water use efficiency and stormwater quality should meet best practice standards.
G23	Where fencing is required it should be low scale and permeable to facilitate public safety and surveillance and comprise materials which consider bushfire risk (timber and brush fencing are discouraged).
G24	Paths, bridges and boardwalks should be designed to be at least above a minimum of the 1:10 year flood line to the satisfaction of the responsible authority.
Natural Environment Objective	
O12	To protect and enhance areas of environmental significance by setting back development to ensure appropriate buffers are provided at the settlement interface.
Natural Environment Requirements	
R36	The design of parks and open space corridors must enhance and preserve areas of conservation significance, while managing any bushfire risk.
R37	Open space containing native vegetation conservation areas must be designed to protect sensitive areas from vehicle or pedestrian traffic.
Natural Environment Guidelines	
G25	Passive or low impact activities should occur closest to offset/conservation areas, with more high impact or formal activities to be located further away.
Active Public Open Objective	
O13	To integrate multiple recreation assets such as linear parks, play spaces and local reserves to provide high quality usable space for all age groups.

Active Public Open Space Requirements	
R38	Where car parking is required within open space reserves, it must be sensitively designed to minimise large areas of hard surfaces and maximise tree and ground level planting.
R39	Landscaped areas must be designed to minimise potable water use.
R40	Trees must be planted to maximise shade for protection of assets from solar radiation and reduce the heat island effect.
Active Public Open Space Guidelines	
G26	Park infrastructure such as playgrounds, shelters, BBQ's, picnic tables, toilets and the like should be clustered in nodes.
G27	Use of bollards and fencing should be well targeted, maximise transparency and should generally kept to a minimum.
Native Vegetation Precinct Plan Requirements	
R41	Any development to located with or adjacent to retained vegetation must be designed and located in a manner so as to avoid or minimum current and future negative impacts on biodiversity and amenity values in accordance with the requirements of the MGNVPP.
R42	Any construction stockpiles, fill and machinery must be placed away from areas supporting native vegetation.
R43	Only indigenous plants of local provenance may be used in the revegetation of conservations areas.
Native Vegetation Precinct Plan Guidelines	
G28	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species.
G29	Planting in streetscapes and parks abutting waterways should make use of indigenous species to the satisfaction of the Responsible Authority
G30	Landscaping adjacent to retained native vegetation should use native planting where appropriate and consider bushfire risk.

Plan 7 - Community facilities
and public open space



5.5 Transport and movement

The movement network within Maiden Gully consists of various different types of physical connections between destinations, ranging from a quite conventional hierarchy of streets to open spaces along creek lines and within utility easements. These connections support different forms of transport, which include private vehicles, public transport and walking and cycling.

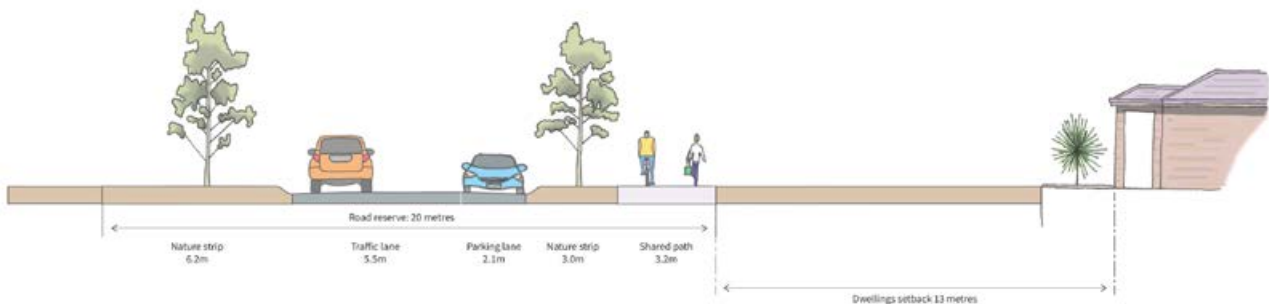
The PSP area is anticipated to generate some 53,000 daily vehicle movements. 45,300 of which are anticipated to be travel to and from areas external to the precinct. This will create the need to plan for appropriate intersection and road upgrades. It also highlights the need to create safe and accessible alternative travel mode options such as a strong walking and cycling network and the

provision of potential future public transport connections.

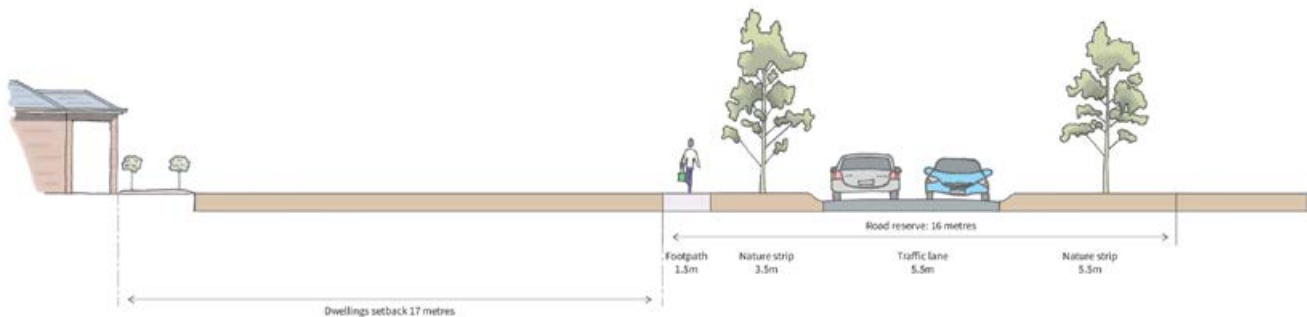
Please note that the term “Connector Street” is the equivalent of “Collector Road” in the *Infrastructure Design Manual* (2019).

Examples of cross section can be found below.

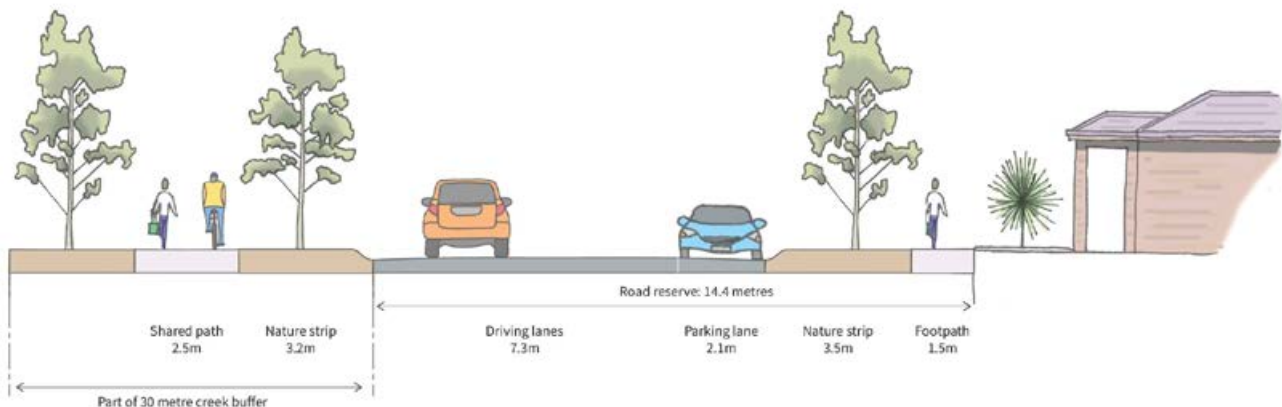
Bush interface street - Hill Crest road



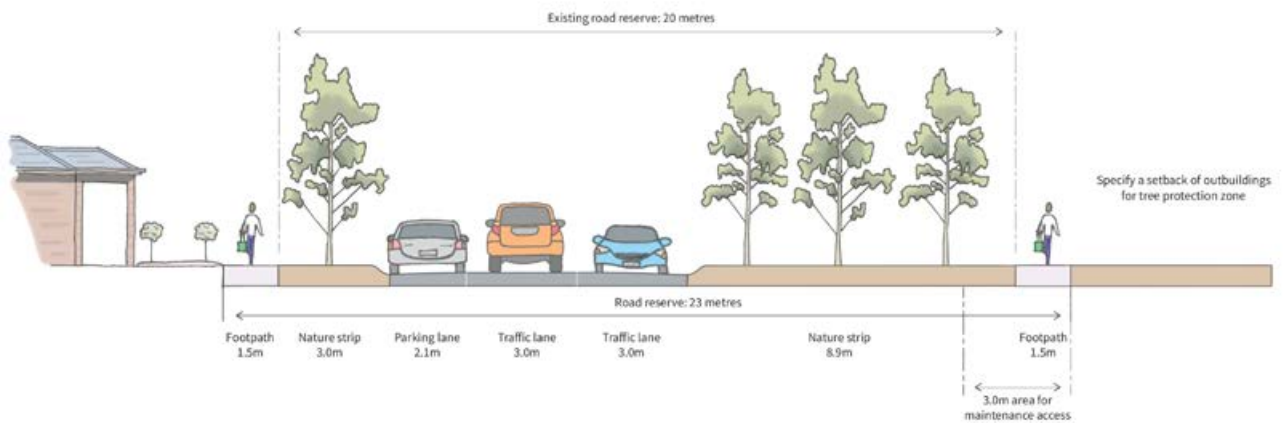
Bush interface street



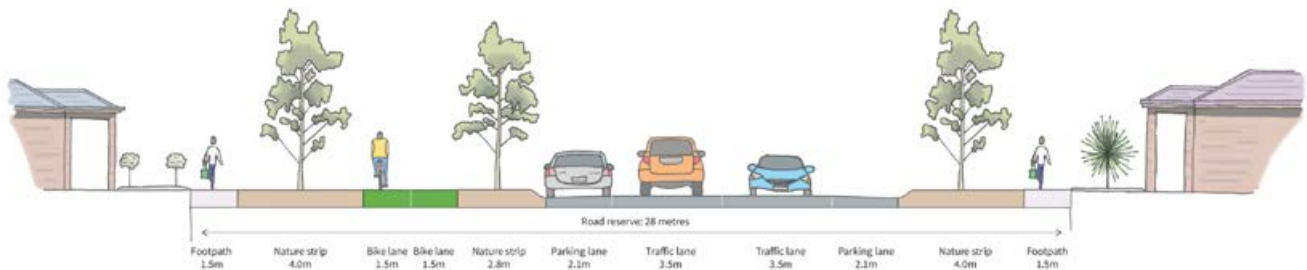
Creek interface street



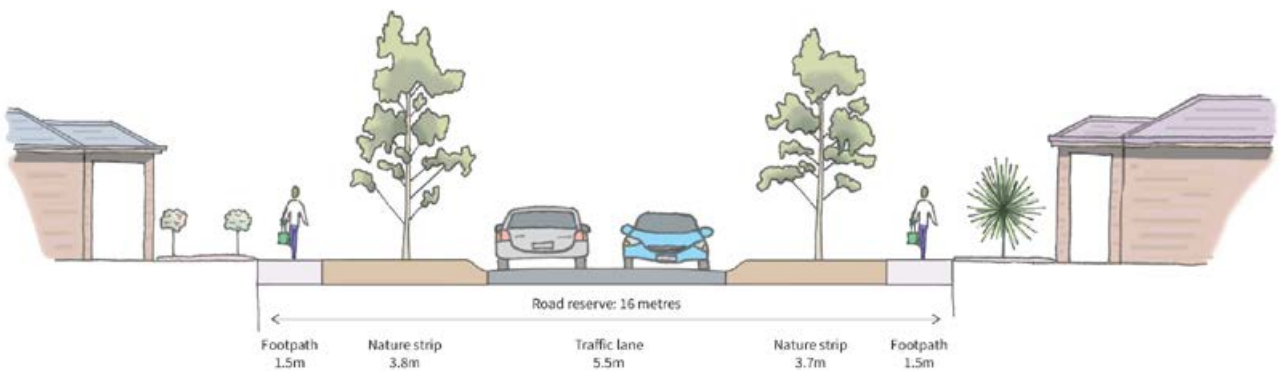
Durstons Road

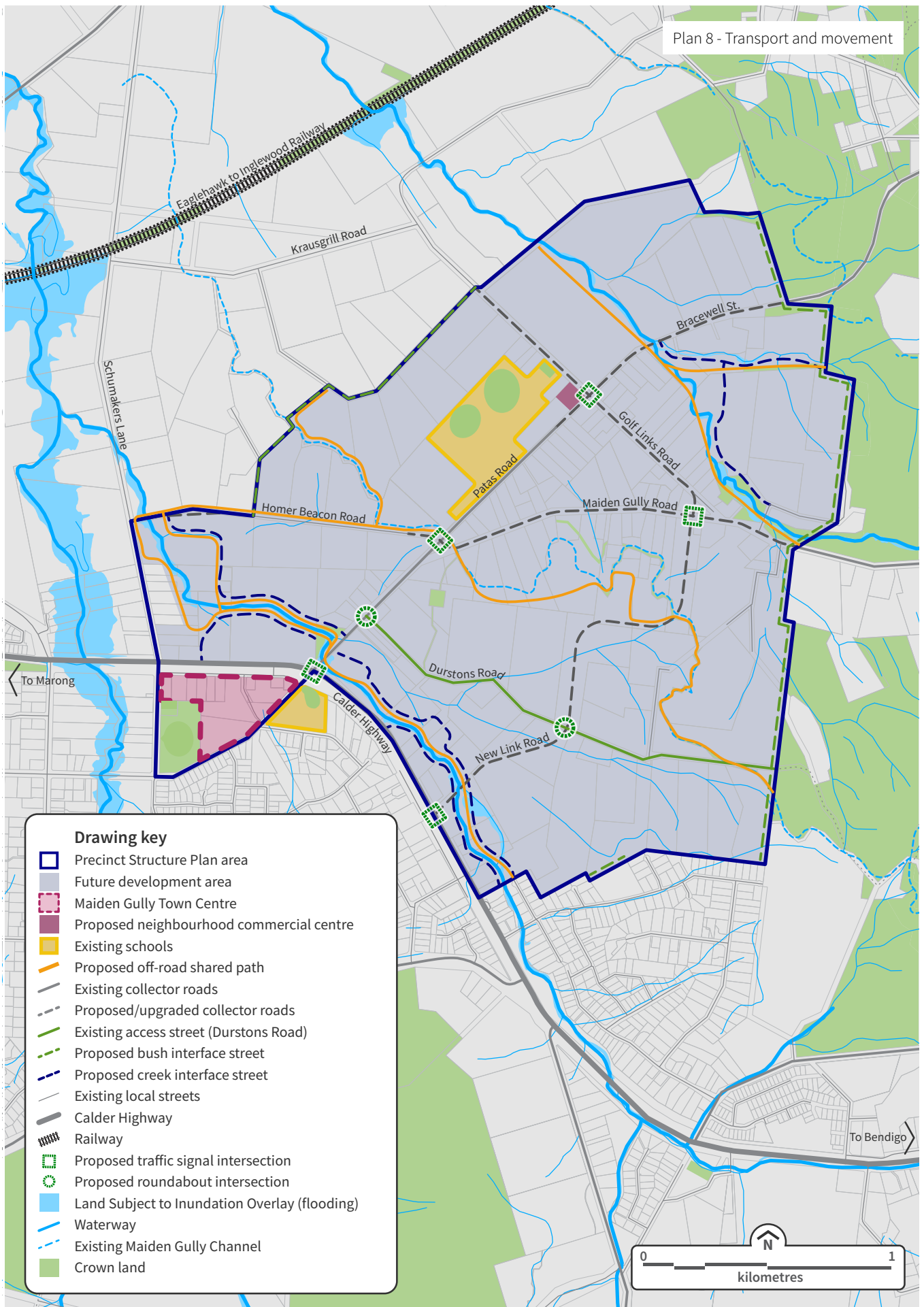


Link road



Local access street





Street Network Objectives

O14	To facilitate the delivery of anticipated road network requirements and intersection treatment upgrades.
O15	To ensure that the transport network provides for the safe and efficient operations of the existing and future arterial road network both in the short and long term.

Street Network Requirements

R44	Signalisation of the intersection of Calder Highway and Maiden Gully Road with connection through to Carolyn Way which would become a two-way street.
R45	Subdivision layouts must provide: <ul style="list-style-type: none"> • A permeable and safe street network for walking and cycling • A safe and low speed network that encourages walking and cycling • Convenient access to activity generating land uses • A street layout that considers bushfire risk and buffers to provide defensible space
R46	Streets must be constructed to parcel boundaries where an inter-parcel connection is required.
R47	All intersections with the arterial road network must be in accordance with the requirements of the Maiden Gully Development Contributions Plan and be to the satisfaction of Department of Transport.
R48	Local and connector streets, including footpaths, land and any culverts, are to be constructed by development proponents as part of subdivision works and be generally in accordance with the infrastructure design manual and/or the Development Contributions Plan.
R49	Where rear access lanes are provided, they must: <ul style="list-style-type: none"> • Be no more than 150 metres long • Be designed with no alcoves or obscured places, to maintain safety and security • Provide consistent setbacks from the road reserve • Not be heavily landscaped to ensure viewlines are not obscured with vegetation
R50	Local and connector streets must be managed to a minimum bushfire fuel load condition.

Street Network Guidelines

G31	Road and street cross sections should be generally consistent with the cross sections in this element but may be varied depending on the fire risk and design response required to ensure bushfire defensible space requirements are met.
G32	Where rear access lanes are provided, they should: <ul style="list-style-type: none"> • Be linear, with no T-intersections or bends • Have a maximum paved width of six metres • Landscaping of road reserves should aim to meet the Bushfire Management Overlay standards for defensible space at Table 6 to Clause 53.02 of the Greater Bendigo Planning Scheme

Sustainable Transport Objectives

O16	To ensure that the transport network is planned to provide for the safety of all road users.
O17	To create an integrated and sustainable transport network that reduces dependency on the use of private vehicles, maximises access to public transport and encourages walking and cycling within and between neighbourhoods.
O18	To ensure activity generating land uses are accessible by public transport, walking and cycling.

Sustainable Transport Requirements

R51	Open space containing native vegetation conservation areas must be designed to protect sensitive areas from vehicle or pedestrian traffic.
R52	Where car parking is required within open space reserves, it must be sensitively designed to minimise large areas of hard surfaces and maximise tree and ground level planting.

Sustainable Transport Guidelines

G33	Pedestrian and cycling paths alongside waterways should be designed to provide appropriate crossing points and connections to other transport infrastructure, open space and activity generating land users.
G34	Lighting should be installed along shared, pedestrian and cycle paths linking to activity generating land uses.
G35	Public access within the waterway corridor should be managed by providing clear paths.



5.6 Utilities and water management

Planning for the development of utilities and energy is an essential element of the future planning for new growth areas. Settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of key utility infrastructure. Efficiencies in energy consumption throughout the development of the precinct should be maximised and where possible reduce the long term energy footprint of developed areas.

Further expansion of Maiden Gully will require supporting utilities and servicing. There may also be 'flow on' implications for infrastructure provision and upgrades within the broader area.

The existing landscape will be extensively altered by progressive development and will substantially affect drainage patterns in the area.

The aim of the Integrated Water Management Plan is to identify and bring together relevant water strategies and plans to consider land use impacts and opportunities as part of the overall approach. The primary purpose is to consider how to manage water as strategic resource within a sustainable development framework.

Conventional storm water drainage needs are managed as part of approved subdivision design and works which

include necessary provisions for roadside drainage (such as kerb and channel, storm water entry pits and piping).

It is important that opportunities are identified for potential localised catchments where conventional drainage management can be extended to including storm water retention and water sensitive urban design treatments. Such treatments, where appropriate, can be provided within public open space areas, often in conjunction with natural creek lines, as well as within public streetscapes with special landscape and drainage design.

Utilities Objectives

O19	To ensure all developed lots within the precinct are serviced with reticulated infrastructure.
O20	To encourage best practice environmental sustainability development in the planning and development of Maiden Gully.

Utilities Requirements

R53	Delivery of underground services must be coordinated, located and bundled (in a common trench) to facilitate the planting of trees and other vegetation within road verges.
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Utilities Guidelines

G36	Above ground utilities should be located outside of key view lines and screened with vegetation as appropriate.
G37	Street lighting should be solar powered and incorporate light sensors to control on/off cycles.
G38	Installation of renewable energy systems on individual sites should be encouraged.
G39	Where tri-generation or other alternative energy source is available, connection should be provided.

Integrated Water Management Objectives

O21	To ensure that integrated water management meets current best practice standards.
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Integrated Water Management Requirements

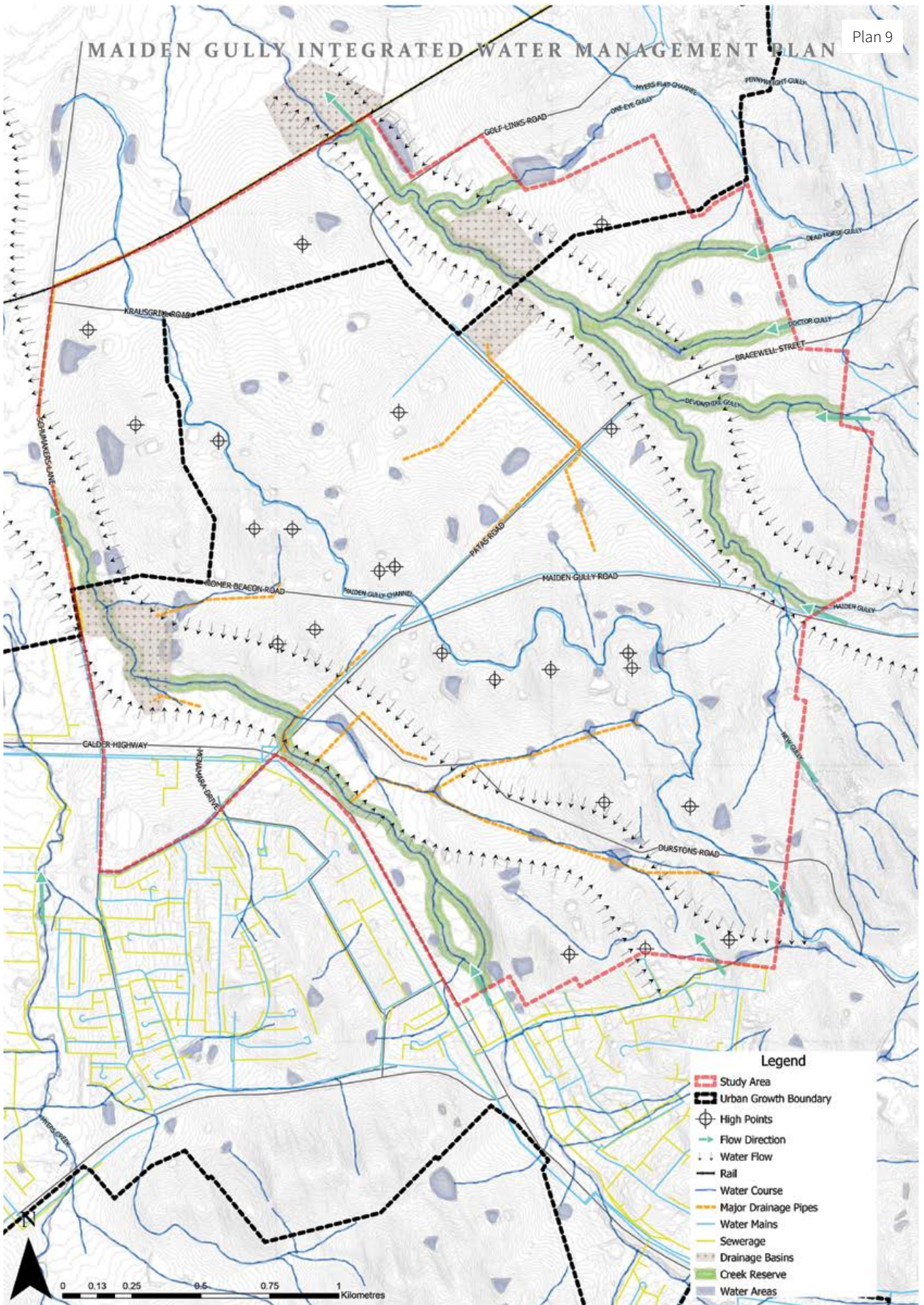
R54	The final design (including sediment control) and boundaries of all infrastructure and works must be to the satisfaction of the responsible authority in consultation with the CMA and Coliban Water.
R55	There must be a 30 metre buffer from the edge of waterways to adjoining development, not including a road or path.
R56	Subdivision applications must demonstrate how overland flow paths and piping within road reserves will be connected and integrated across parcel boundaries.

Integrated Water Management Guidelines

G40	Drainage systems should maintain flow regimes from the precinct area (including flow intensity and duration) at pre-development levels.
G41	Subdivision design and building construction should: <ul style="list-style-type: none"> • Use alternative water sources to potable mains supply • Use integrated stormwater systems

MAIDEN GULLY INTEGRATED WATER MANAGEMENT PLAN

Plan 9



5.7 Bushfire

Managing bushfire risk is a key planning challenge in Greater Bendigo and for Maiden Gully in particular. Maiden Gully is in a designated Bushfire Prone Area and the Bushfire Management Overlay applies to part of the PSP area, which are areas considered higher bushfire risk. As such, settlement planning in this PSP has been informed by State and local bushfire planning policy requirements.

Bushfire planning policy

In 2002, the Council of Australian Governments concluded that land use planning, which takes into account natural hazard risks, is the single most important mitigation measure in preventing future disaster losses in areas of new development. This was reinforced by the 2009 Victorian Bushfires Royal Commission (VBRC), with nearly one third of its recommendations relating to the planning and building system.

Recommendations relating to the planning and building systems have been implemented through reforms to the Victoria Planning Provisions, planning schemes across the state and the building regulations. The City of Greater Bendigo recognises the important role of land use planning in community resilience to bushfire.

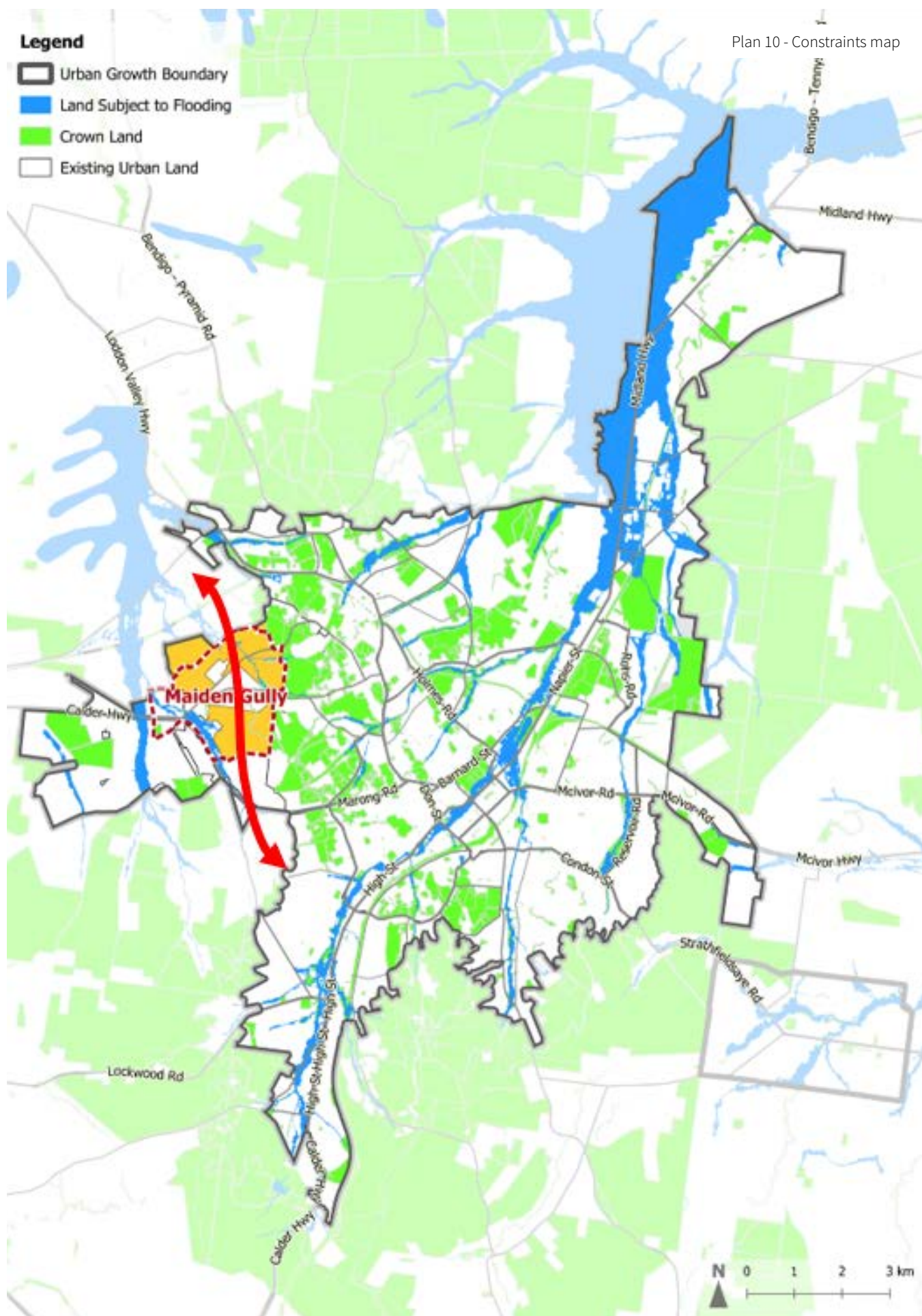
In December 2017, the State Government introduced Amendment VC140 to all Planning Schemes to provide directive strategies to manage bushfire risk in planning and decision making. Critical State planning policy is now contained in clause 13.02 of the planning scheme, which is centred around strengthening the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

This is achieved by:

- Prioritising the protection of human life over all other policy considerations
- Directing population growth and development to low risk locations and ensuring the availability of, and safe access to, areas where human life can be better protected from the effects of bushfire
- Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision making at all stages of the planning process

Additionally, Greater Bendigo includes a number of local policies which require the management of bushfire risk and the interface between the settlement boundary and forests. Furthermore, the Bushfire Management Overlay and associated clause 53.02 (Bushfire Planning) of the planning scheme apply to areas of higher bushfire risk within Maiden Gully.





Suitability of Maiden Gully for development

The City of Greater Bendigo obtained advice from Terramatrix as to the suitability of the area for residential development having regard to bushfire planning policy in the *Bushfire Development Report for Residential Growth Areas in the Maiden Gully Precinct Structure Plan (2018)* (the Terramatrix Report).

The Terramatrix Report undertook a bushfire hazard assessment of the landscape in the PSP area and surrounds. It found that the landscape surrounding and within the PSP area comprises 'a mosaic of remnant treed vegetation, agriculture/horticulture and rural or

semi-rural development'. The landscape is identified as being classified as a "Type 3" Landscape which means that the "landscape is not one of extreme bushfire risk that preclude or significantly hamper development". The Type 3 designation is due to the extent and pattern of the woodland, the lower threat vegetation and fuel loads in the area.

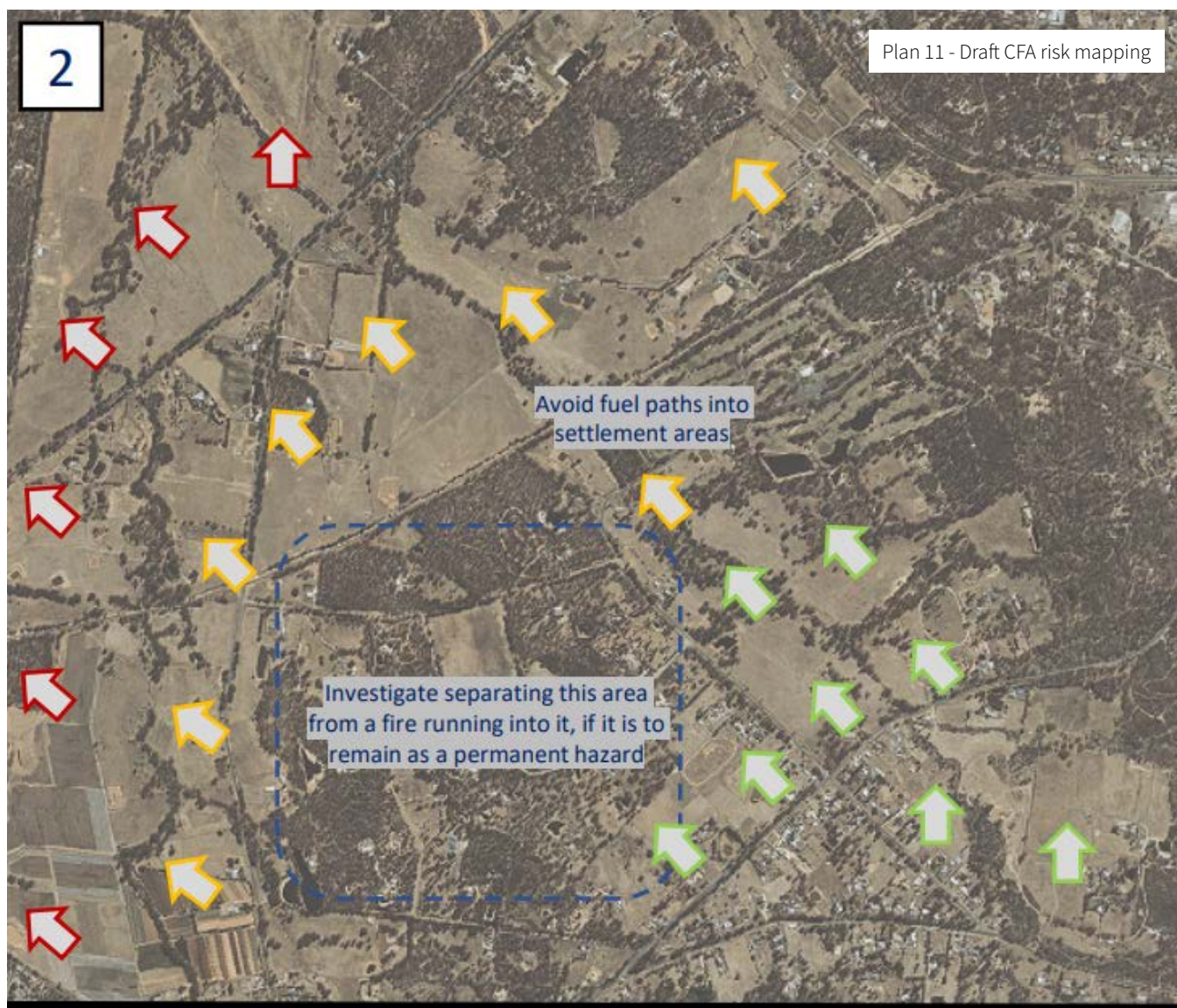
Having regard to the landscape and the proposed settlement, the Terramatrix Report found that the proposed settlement met objectives and strategies of the clause 13.02.

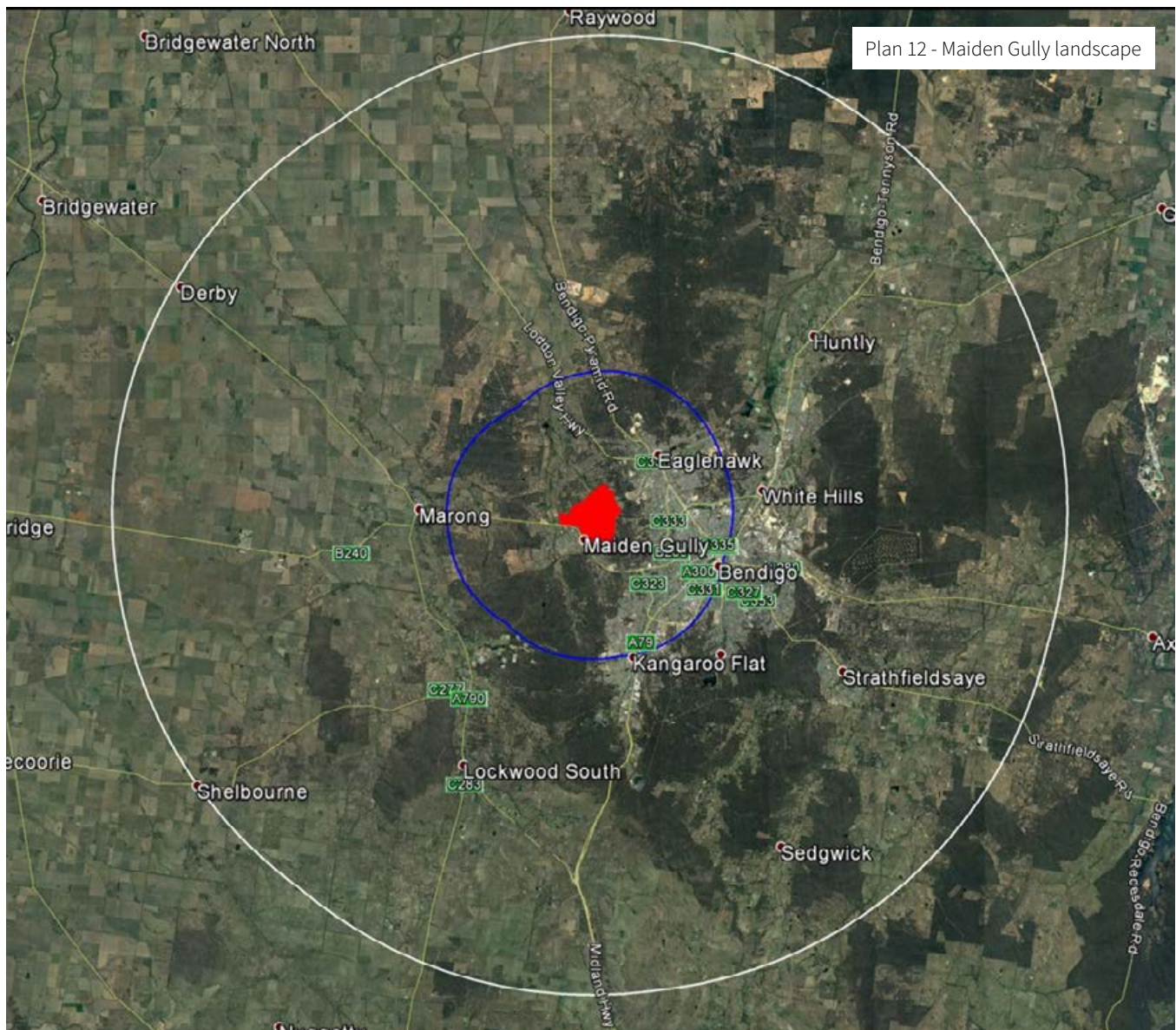
Importantly, the objective that development be directed to 'low-risk' areas was considered to be met because development in the area will enable

dwellings to achieve a radiant heat flux of less than 12.5 kilowatts/square metres as well as a BAL 12.5 rating through the provision of setbacks from hazardous vegetation.

In considering this issue, the Terramatrix Report also considered the issue of 'alternative locations'. That is, the strategy at clause 13.02-1S of the planning scheme, which seeks settlement planning to strengthen the resilience of settlements and communities and prioritise protection of human life by (amongst other matters):

- Assessing alternative low risk locations for settlement and growth on a regional, municipal, settlement, local and neighbourhood basis.





The report notes that the nearest lowest risk locations are those areas in the surrounding landscape which are not in a designated Bushfire Prone Area. These comprise the urban-residential and commercial areas of the Bendigo township approximately 1-2km to the east. This is demonstrated in the map above.

All of the land on the east, south and south-west is Crown land. Land to the north and north-west is subject to flooding and has incompatible land uses, including the Bendigo Livestock Exchange, Wastewater Treatment Plant and a large poultry producer.

The area indicated by the red line in Plan 10 is the only area adjacent to urban development that is suitable for growth, and of this, it is land within the Urban

Growth Boundary that best meets the criteria for urban development referred to earlier in Chapter 4 of this PSP.

Land at the northern end of the red line (in the vicinity of Myers Flat) is less constrained but does not have access to planned infrastructure upgrades and while it may have longer term growth potential it currently sits outside of the Urban Growth Boundary.

Having regard to the above, it is considered that the Maiden Gully area is the most suitable area available for urban development.

Additionally, and critically insofar as the suitability of Maiden Gully is concerned, the development will not result in an increase in bushfire risk to existing residents and residents in the surrounding areas, and in fact may reduce the risk to

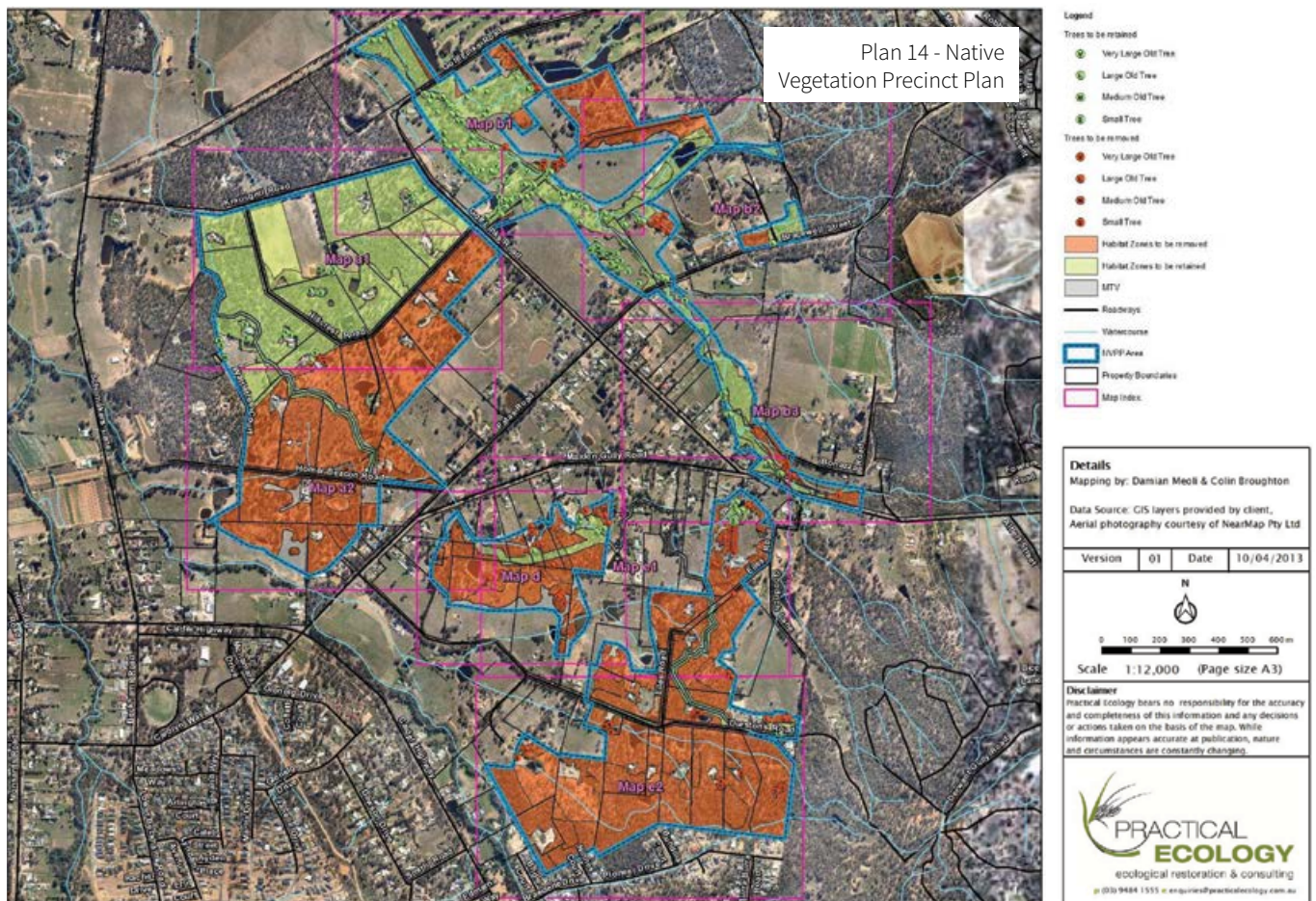
existing residents through the clearing and management of bushfire hazards which may enable existing areas to be excised from the BPA and/or BMO.

Furthermore, safe access and egress to settlements in the PSP area for residents and emergency vehicles can be achieved through subdivision planning and road layouts.

Native vegetation was acknowledged as a potential bushfire hazard in the Terramatrix report, which found that development should be sited and directed away from significant native vegetation and that the BAL 12.5 rating for dwellings could be achieved without significant biodiversity impacts.

Accordingly, Maiden Gully is considered to be appropriate for settlement development.





Bushfire risk response in the PSP

The Terramatrix Report recommends a number of measures required for development in the PSP area to respond to bushfire risk. These requirements are implemented through the PSP, particularly through the Subdivision Design Objectives, Requirements and Guidelines.

Additionally, it is noted that a key measure to ensure development achieves the 12.5 BAL benchmark rating, is to require buffers from vegetation (as set out in the Subdivision Design Requirements).



Plan 13 is extracted from the Terramatrix Report and identifies vegetation on the PSP area and the buffers which will be required to ensure development achieves the 12.5 BAL rating.

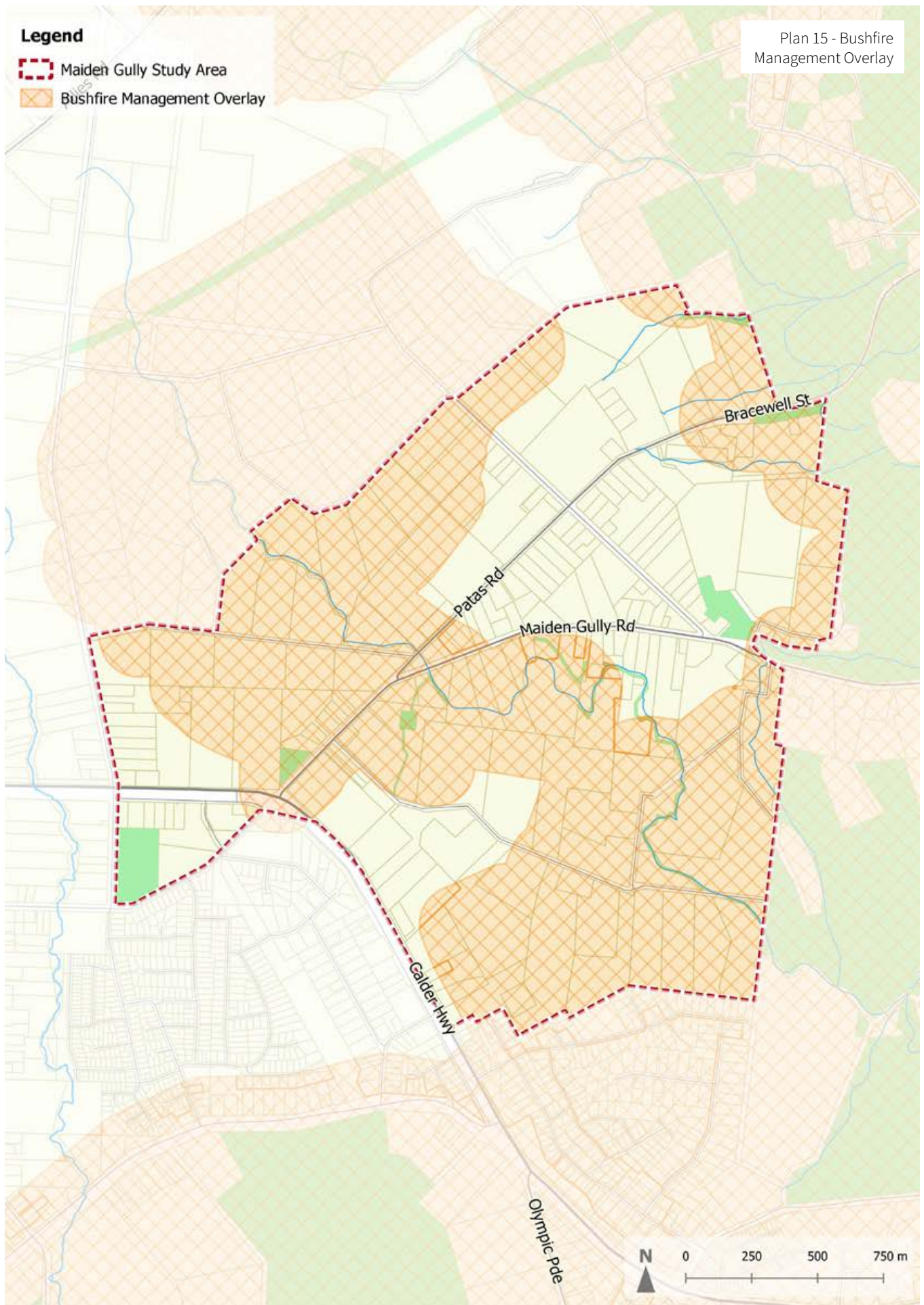
To support the provision of buffers from vegetation, as well as the management of vegetation generally in the PSP area, a Native Vegetation Precinct Plan has been prepared which identifies where vegetation should be retained, where it can be removed and the offset requirements. Where vegetation is identified as being able to be removed and offset, the Vegetation Protection Overlay Schedule 2 will be removed from the land.

In addition to the measures that are included in this PSP, a requirement will also be included in the UGZ Schedule which is implemented into the planning scheme with this PSP requiring the submission of a Site Management Plan that addresses bushfire risk issues including staging of development, land management measures and access.



Legend

-  Maiden Gully Study Area
-  Bushfire Management Overlay



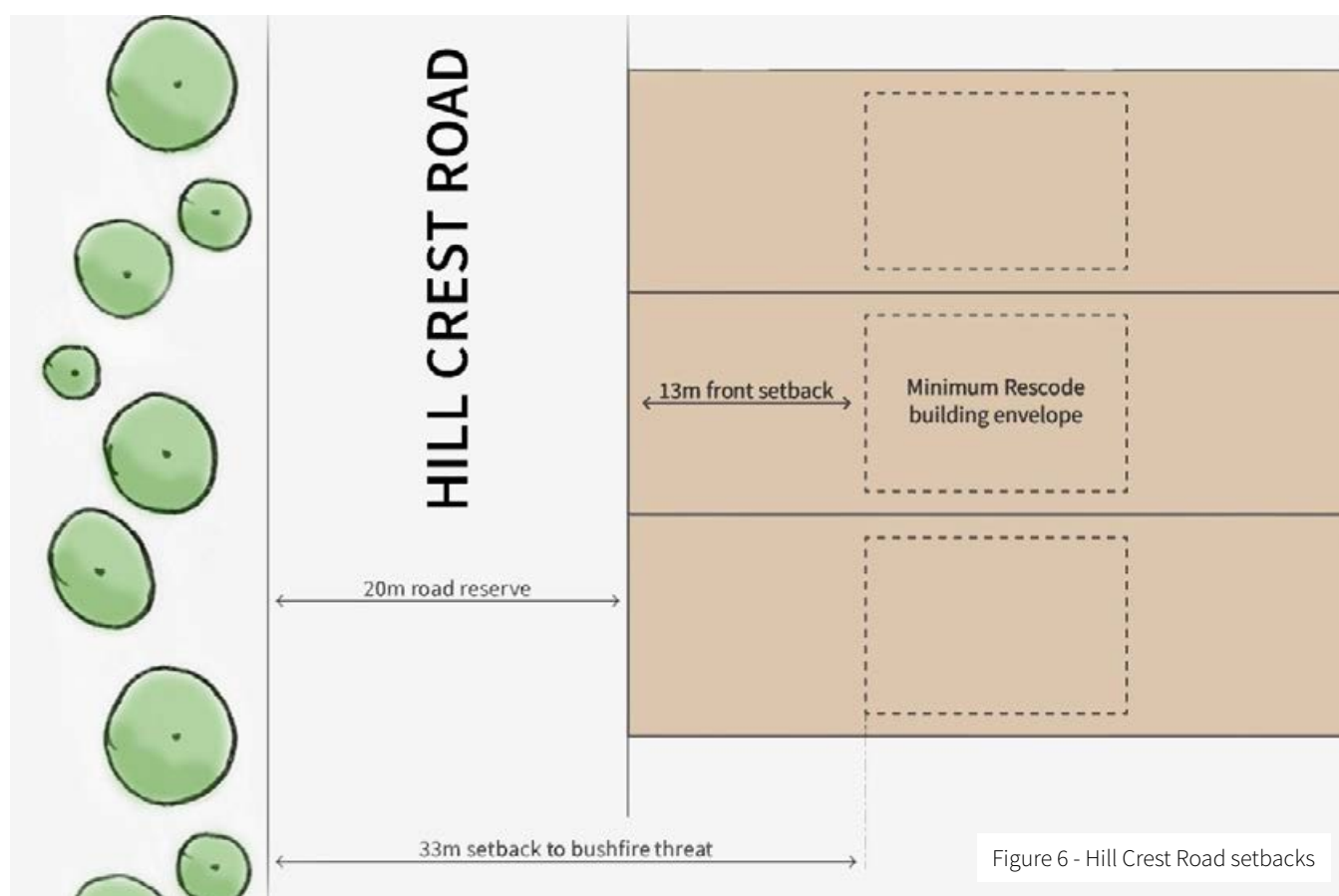


Figure 6 - Hill Crest Road setbacks

Subdivision Design Objectives

O22	Ensure that bushfire protection measures are considered in the layout, staging and design of development and the local street network.
O23	To assist to strengthen the Maiden Gully community resilience to bushfire by addressing the risk at both the local and broader context.
O24	To provide lot sizes and housing types which are responsive to the natural environment and resilient to bushfire.
O25	To provide a lot layout that maximises defensible space setbacks for dwellings.

Subdivision Design Requirements

R57	A BAL rating of 12.5 must be achieved for all new developments. This can be achieved by siting buildings according to the following setback distances from vegetation: <ul style="list-style-type: none"> • 33 metres from woodland vegetation • 19 metres from grassland • 20 metres from water ways and roadside vegetation
R58	A road must be provided, where possible, between dwellings and hazardous vegetation (including a perimeter roads around development edge).
R59	Ensure that lots fronting a bushfire risk area be a minimum 800m ² in area and maintain a larger setback.

R60	A site management plan must be provided with any permit application to subdivide land or construct a building that addresses bushfire risk during, and where necessary, after construction which is approved by the CFA/Fire Rescue Victoria.
R61	Subdivision applications must provide an appropriate design response that has regard to the nature of bushfire risk arising from vegetation.
R62	Appropriate access and egress for emergency vehicles and residents must be provided.
R63	Reliable water supply for fire-fighting must be ensured which complies with CFA requirements.

Subdivision Design Guidelines

G42	Subdivisions should have regard to any guidance from the CFA for subdivisions in bushfire prone areas.
G43	Wider roads / road reserves should be considered around development edge.
G44	Low threat open space areas should be provided on the periphery of development areas between dwellings and hazardous vegetation.
G45	Open space areas should be utilised to help protect the adjoining residential areas by acting as a buffer between housing and potential bushfire hazard to the north west.



6.0 Precinct Infrastructure Plan

A significant range of infrastructure and services are required to meet the needs of the development of the precinct.

The Precinct Infrastructure Plan (add Table no.) sets out the infrastructure and services required to meet the need of the proposed development within the precinct.

The infrastructure and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers
- Development Contributions Plan (community infrastructure levy and development infrastructure levy)
- Utility service provider requirements

- Agreement under Section 173 of the Planning and Environment Act 1987
- Works-in-kind projects undertaken by developers on behalf of Council or State Government agencies
- Capital works projects by Council, state government agencies and non-government organisations, including community groups

Infrastructure type	Probable funding and delivery provider	Preferred funding mechanism
Arterial roads including intersections	Department of Transport	State funding with possible support from DCP
Connector streets including intersections	<ul style="list-style-type: none"> • Private developers • City of Greater Bendigo (where coordinated/early delivery is required) 	DCP
Local roads	Private developers	Permit requirements linked to approved subdivision works
Road and pedestrian bridges	<ul style="list-style-type: none"> • Department of Transport (for arterial roads) • City of Greater Bendigo (for other roads and within open space) 	<ul style="list-style-type: none"> • Department of Transport • City of Greater Bendigo or DCP, where nominated
Pedestrian and cycle paths	<ul style="list-style-type: none"> • Private developers (for conventional footpaths) • City of Greater Bendigo (for shared trails and on-road cycle lanes) 	<ul style="list-style-type: none"> • Permit requirements linked to approved subdivision works • DCP
Drainage	<ul style="list-style-type: none"> • Private developers (for local drainage) • City of Greater Bendigo (for trunk drainage) 	<ul style="list-style-type: none"> • Permit requirements linked to approved subdivision works • DCP, where nominated
Community services buildings	City of Greater Bendigo	<ul style="list-style-type: none"> • DCP, where nominated • Capital works
Recreation facilities	City of Greater Bendigo	<ul style="list-style-type: none"> • DCP, where nominated • Capital works
Service infrastructure (electricity, water, sewerage, gas, telecommunications)	Service authorities	Supply contracts and cost recovery with private developers

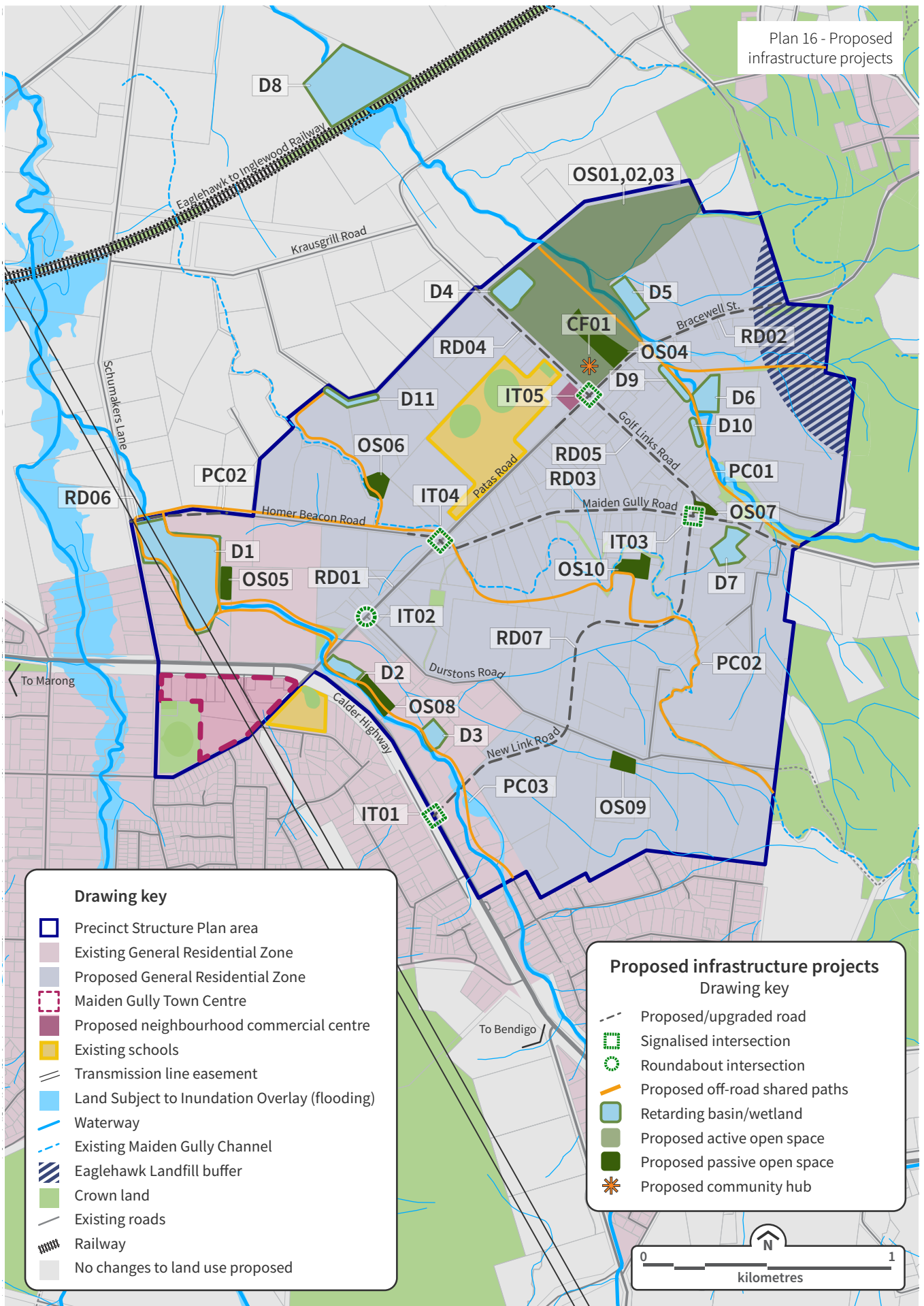
Open Space Requirements

	<p>All parks must be finished to the following level of development to the satisfaction of the responsible authority prior to the transfer of land:</p> <ul style="list-style-type: none"> • Cleared of all existing disused structures, pipelines, foundations or stockpiles • Cleared of all rubbish and environmental weeds, levelled, top soiled and grassed with warm climate grass (unless in a conservation reserve) • Provided with water tapping • Planting must be managed to ensure that it does not create a bushfire hazard and must comprise drought resistant species
R64	<ul style="list-style-type: none"> • Vehicle exclusion devices (fence or other suitable method) with controlled access points • Constructed with a 2.5 metre concrete shared path around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest • Installation of park furniture including BBQs, shelters, tables, playgrounds and rubbish bins • Planting of trees and shrubs • Maintenance access points • Boundary fencing where the public open space adjoins private land • Remediation of any contamination

Subdivision construction works by developers

	<p>As part of subdivision constructions works, new development in Maiden Gully must meet the total cost of delivering the following infrastructure to the satisfaction of the responsible authority:</p> <ul style="list-style-type: none"> • Connector streets and local streets, including any splays that might be required (excluding any works specifically funded through the DCP) • Local bus stop infrastructure (where locations have been agreed to by the Department of Transport) • Landscaping of connector roads and local streets (excluding any works specifically funded through the DCP) • Intersection works and traffic management measures along connector roads and local streets (excluding any works specifically funded through the DCP) • Local traffic management infrastructure, including those related to protection of dedicated bike paths • Uncontrolled intersection works providing access from an arterial road to a connector road or local street
R65	<ul style="list-style-type: none"> • Council/Department of Transport approved fencing and landscaping (where required) along arterial roads • Local pedestrian and bicycle paths along connector roads and local streets and within local parks (except those included in the DCP) • Basic improvement to local parks and/or open space including levelling, grassing, tree planting, playgrounds and local paths consistent with Councils required construction standards (excluding any works specifically funded through the DCP) • Local drainage systems • Ecological management and waterway improvement work along waterways, appropriate for asset handover to Council • Local street or pedestrian path crossings of waterways • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is already funded through a Drainage Scheme), electricity, gas, and telecommunications • Bus stops facilities where required by the Department of Transport • Footpaths and cycle paths





	PSP/DCP Project	Title	Project Description	Lead Agency	Indicative timing	Included in DCP
Intersection projects	IT01C - Interim	Calder Highway and New Link Road	Construction of interim unsignalised intersection	Department of Transport	Short term	Yes
	IT01L - Interim	Calder Highway and New Link Road	Land area of 0.98ha required for the interim unsignalised intersection	Department of Transport	Short term	Yes
	IT01C - Ultimate	Calder Highway and New Link Road	Construction of ultimate signalised intersection	Department of Transport	Long Term	Yes
	IT02C	Maiden Gully Road and Durstons Road	Construction of roundabout at intersection	City of Greater Bendigo	Short term	Yes
	IT02L	Maiden Gully Road and Durstons Road	Land area of 0.08ha required for the roundabout	City of Greater Bendigo	Short term	Yes
	IT03C	Maiden Gully Road, New Link Road and Golf Links Road	Construction of signalised intersection	City of Greater Bendigo	Long term	Yes
	IT03L	Maiden Gully Road, New Link Road and Golf Links Road	Land area of 0.69ha is required for signalised intersection	City of Greater Bendigo	Long term	Yes
	IT04C	Maiden Gully Road, Patas Road and Homer Beacon Road	Construction of signalised intersection	City of Greater Bendigo	Long term	Yes
	IT04L	Maiden Gully Road, Patas Road and Homer Beacon Road	Land area of 0.39ha is required for signalised intersection	City of Greater Bendigo	Long term	Yes
	IT05C	Patas Road, Bracewell Street and Golf Links Road	Construction of signalised intersection	City of Greater Bendigo	Long term	Yes
	IT05L	Patas Road, Bracewell Street and Golf Links Road	Land area of 0.16ha is required for signalisation of the intersection	City of Greater Bendigo	Long term	Yes
		Calder Highway and Maiden Gully Road	Construction of signalised intersection	Department of Transport	Short term	No
Roads	RD01C	Bracewell Street	Upgrade between Golf Links Road and eastern edge of DCP	City of Greater Bendigo	Long term	Yes
	RD02C	Maiden Gully Road Upgrade	Upgrade between Patas Road and eastern boundary of DCP	City of Greater Bendigo	Long term	Yes
	RD03C	Golf Links Road	Upgrade between Hill Crest Road and IT05	City of Greater Bendigo	Long term	Yes
	RD04C	Golf Links Road	Upgrade between IT03 and IT05	City of Greater Bendigo	Long term	Yes
	RD05C	New Link Road	Construction of a new 28m wide collector road between IT02 and IT04	City of Greater Bendigo	Staged (Short – Long term)	Yes
	RD05L	New Link Road	Construction of a new 28m wide collector road between IT02 and IT04. Total area of land required is 3.76ha	City of Greater Bendigo	Staged (Short – Long term)	Yes
	RD06L	Patas Road	Total land required is 0.06ha	City of Greater Bendigo	Medium term	Yes
	RD07L	Homer Beacon Road	Total land required is 0.37ha	City of Greater Bendigo	Medium term	Yes
	RD08L	Maiden Gully Road	Total land required is 0.05ha	City of Greater Bendigo	Short term	Yes
		Calder Highway upgrade	Various safety improvements, alterations to intersections and the like to improve the safety and function of the Calder Highway between Maiden Gully and the Bendigo urban area	Department of Transport	Staged (Medium – Long term)	No

	PSP/DCP Project	Title	Project Description	Lead Agency	Indicative timing	Included in DCP
Shared paths	PC01	Northern shared path	Construction of an off road shared pedestrian and cycle path along Devonshire Gully waterway	City of Greater Bendigo	Long term	Yes
	PC02	Central shared path	Construction of an off road shared pedestrian and cycle path along the ridgeline road path	City of Greater Bendigo	Medium term	Yes
	PC03	Southern shared path	Construction of an off road shared pedestrian and cycle path along along the floodway north of Calder Highway along Maiden Gully southern Waterway	City of Greater Bendigo	Short term	Yes
		Calder Highway trail	As part of the Marong Road Improvements project a shared path is to connect Maiden Gully to the Bendigo urban area	Department of Transport	Staged (Medium – Long term)	No
Drainage	DR01C	Southern Catchment	Construction three sedimentation basin and one wetland and detention basin and spine drainage	City of Greater Bendigo	Staged (Short – Medium term)	Yes
	DR01L(A)	Southern Catchment	Land area of 6ha required for sedimentation basin and one wetland and detention basin and spine drainage	City of Greater Bendigo	Staged (Short – Medium term)	Yes
	DR01L(B)	Southern Catchment	Land area of 3ha required for sedimentation basin and one wetland and detention basin and spine drainage. This land is currently encumbered either via a transmission line easement or flood plain and is required to deliver DR01 from existing properties that are already developed	City of Greater Bendigo	Staged (Short – Medium term)	Yes
	DR02C	Southern Catchment	Construction of detention basin and spine drainage	City of Greater Bendigo	Short term	Yes
	DR02L	Southern Catchment	Land area of 1.01ha is required for the construction of Detention Basin and spine drainage	City of Greater Bendigo	Short term	Yes
	DR03C	Southern Catchment	Construction of Stormwater detention basin and spine drainage	City of Greater Bendigo	Short term	Yes
	DR03L	Southern Catchment	Land area of 0.93ha is required for construction of stormwater detention basin and spine drainage	City of Greater Bendigo	Short term	Yes
	DR04C	Northern Catchment	Construction of floating wetlands, sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	Yes
	DR04L	Northern Catchment	Land area of 3.2ha is required for construction of floating wetlands, sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	Yes
	DR05C	Northern Catchment	Construction of raingarden and sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	Yes
	DR05L	Northern Catchment	Land area of 1.2ha is required for construction of raingarden and sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	Yes
	DR06C	Northern Catchment	Construction of raingarden and sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	Yes
	DR06L	Northern Catchment	Land area of 1.45ha is required for construction of raingarden and sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	No
	DR07C	Northern Catchment	Construction of raingarden and sedimentation basin and spine drainage	City of Greater Bendigo	Medium – Long term	Yes
	DR07L	Northern Catchment	Land area of 1.61ha is required for construction of raingarden and sedimentation basin and spine drainage	City of Greater Bendigo	Long term	Yes

	PSP/DCP Project	Title	Project Description	Lead Agency	Indicative timing	Included in DCP
Drainage (continued)	DR08C	Embarkment	Construction of earth wall embankment for stormwater retardation for the northern catchment	City of Greater Bendigo	Medium – Long term	Yes
	DR08L	Embarkment	8ha is required to secure Schumaker Lane drainage easement and 0.3ha is required for a carriageway easement for access to the new infrastructure	City of Greater Bendigo	Long term	Yes
	DR09C	Northern sedimentation WSUD and basin (Devonshire Gully - west side)	Construction of two basins	City of Greater Bendigo	Long term	Yes
	DR10L	North-west WSUD and basin (Hillcrest Road)	Land area of 0.7 hectares is required	City of Greater Bendigo	Medium term	Yes
	DR10C	North-west WSUD and basin (Hillcrest Road)	Construction of drainage basin and trunk drainage	City of Greater Bendigo	Medium term	Yes
		Waterway Improvements	Works will include waterway rehabilitation, weed removal, revegetation, erosion control and the like	City of Greater Bendigo	Staged (Short – Long term)	No
Recreation and open space	OS01	Construction of Sports Grounds - Stage 1	Land secured via Clause 53.01	City of Greater Bendigo	Staged (Medium – Long term)	Yes
	OS02	Construction of Sports Grounds - Stage 1	Land secured via Clause 53.01	City of Greater Bendigo	Staged (Medium – Long term)	Yes
	OS03	Sporting Pavilion	Construction of sporting pavilion	City of Greater Bendigo	Staged (Medium – Long term)	Yes
	OS04	Precinct Park		City of Greater Bendigo	Staged (Medium – Long term)	Yes
	OS05	Neighbourhood Park (west)	Construction of 0.6ha park	City of Greater Bendigo	Short term	Yes
	OS06	Neighbourhood Park (north-west)	Construction of 0.8ha park	City of Greater Bendigo	Medium term	Yes
	OS07	Neighbourhood Park (Golf Link Road and Maiden Gully Road)	Construction of 0.5ha park	City of Greater Bendigo	Long term	Yes
	OS08	Neighbourhood Park (south)	Construction of 1ha neighbourhood park with major play space	City of Greater Bendigo	Short term	Yes
	OS09	Neighbourhood Park (Durstons Road)	Construction of 0.7ha park	City of Greater Bendigo	Short term	Yes
	OS10	Neighbourhood Park (Ridgeline)	Construction of 1ha path	City of Greater Bendigo	Staged (Medium – Long Term)	Yes
Community		Maiden Gully Community Centre	<ul style="list-style-type: none"> • Construction of new community centre within the active recreation reserve Community Centre to include: • community centre incorporating dual kindergarten and child health consulting rooms, meeting rooms and art space <p>The 0.7ha of land required for the community centre is to be secured via Clause 53.01</p>	City of Greater Bendigo	Staged (Medium – Long Term)	Yes

7.0 Development Staging Plan

The staging of development in the PSP should provide for the provision and delivery of key infrastructure including reticulated sewerage, potable water, drainage, roads and intersection works and walking and cycling infrastructure.

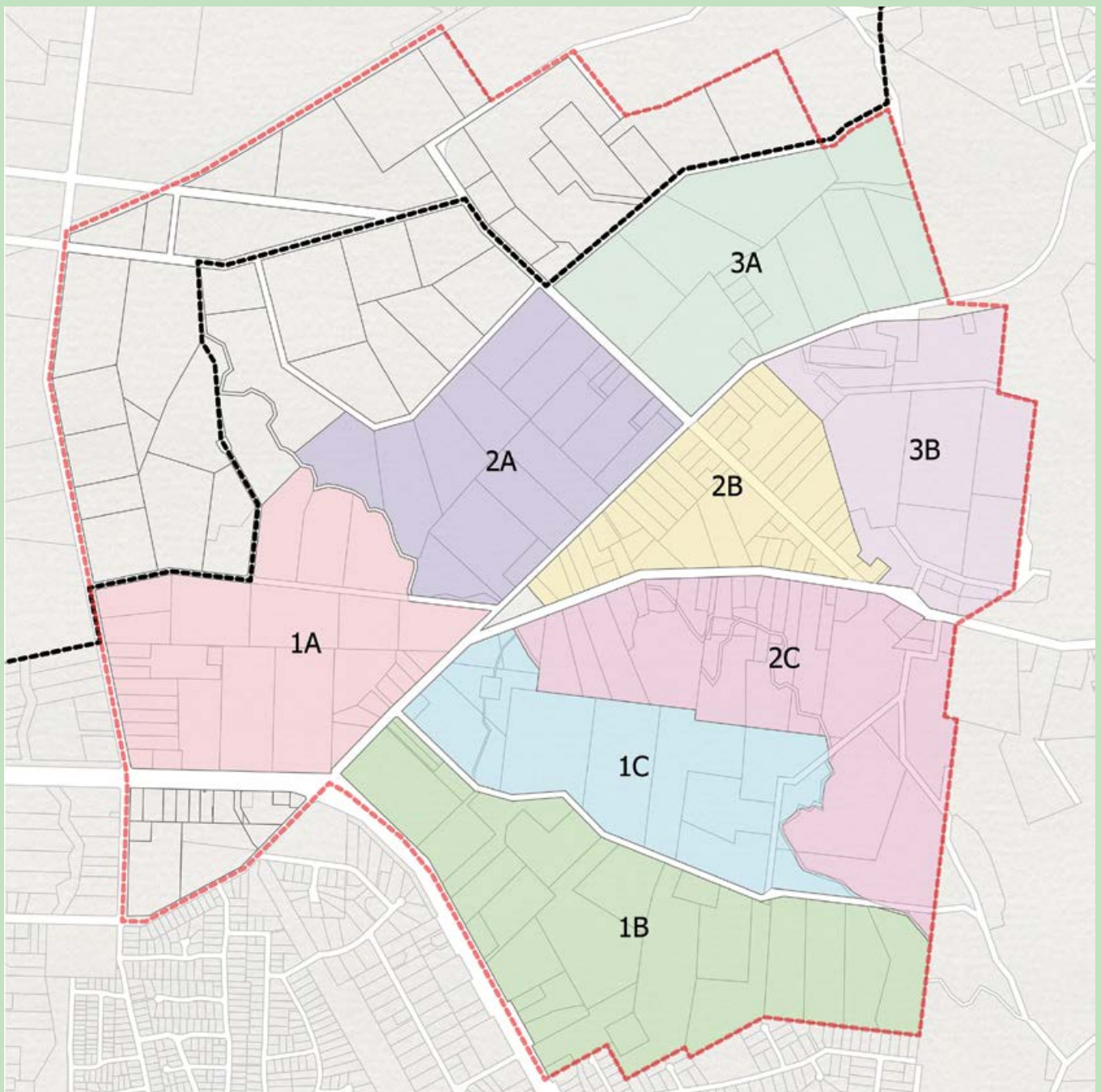
The early delivery of community facilities, open space and the like is encouraged.

Given the extent of the precinct it is proposed that it will be developed in

stages and to a large degree this staging will be determined by infrastructure availability.

Broadly speaking this will take place in three stages. Each stage is further broken up into development plan precincts. For each precinct a development plan is to be prepared for the entire area (not individual parcels). The preparation of the development plan is to be led

by the City of Greater Bendigo and will involve engagement with all landowners, servicing and government agencies and other stakeholders.





8.0 Planning Scheme Provisions

PPF Changes

- Realign the UGB to reflect the PSP
- Update the language where necessary to reflect the PSP

Overlays

- DCPO to all land affected by the DCP
- The extent of the Bushfire Management Overlay will change over time as land develops and the level of bushfire threat changes
- Remove the Vegetation Protection Overlay from areas identified in the Native Vegetation Precinct Plan as being removed

Zoning

- All land to be rezoned to an Urban Growth Zone, other than the Marist School, 14 to 34 Schumakers Lane, the Maiden Gully Activity Centre and a Bushland reserve near the intersection of Maiden Gully Road and the Calder Highway
- Once the land is developed in accordance with the PSP, it would be rezoned to its use. For example, once residential development has occurred, land would be rezoned to a General Residential Zone

Ordinance

- Introduce Schedule 1 to Clause 37.07 (Urban Growth Zone) that introduces new applied provisions for the Maiden Gully Growth Area
- Clause 53.01 Public Open Space provision
- List the Maiden Gully Precinct Structure Plan, Maiden Gully Development Contributions Plans and the Maiden Gully Native Vegetation Precinct Plan as Incorporated Documents in the Schedule to Clause 72.04
- Amend the Bendigo Residential Growth Plan (March 2016) to reflect the amended Urban Growth Boundary

9.0 Implementation Provisions

Number	Action	Lead Responsibility	Partners	Estimated cost/timeline
1.0	<p>Prepare and implement an Amendment to the Greater Bendigo Planning Scheme which:</p> <ul style="list-style-type: none"> Formally recognises and refers to the Maiden Gully Precinct Structure Plan Applies the required zone and overlay changes Takes account of changes within the State Planning Policy Framework, such as the introduction of the Bushfire Management Overlay and proposed new Residential Zones 	Regional Sustainable Development unit, City of Greater Bendigo	<p>Internal:</p> <ul style="list-style-type: none"> Statutory Planning <p>External:</p> <ul style="list-style-type: none"> Department of Environment Land Water and Planning 	<p>Short term (2020-2021)</p> <p>\$50,000</p>
2.0	Undertake a master plan for the existing and proposed Active Open Space Reserves.	Active and Healthy Lifestyles unit, City of Greater Bendigo	<p>Internal:</p> <ul style="list-style-type: none"> Statutory Planning <p>External:</p> <ul style="list-style-type: none"> Department of Environment Land Water and Planning 	<p>Short term (2022-2023)</p>
3.0	Prepare and implement an Urban Design Framework for the main commercial centre and neighbourhood commercial area.	Regional Sustainable Development unit, City of Greater Bendigo	<p>Internal:</p> <ul style="list-style-type: none"> Engineering Statutory Planning <p>External:</p> <ul style="list-style-type: none"> Department of Environment Land Water and Planning Local businesses Maiden Gully Progress Association Department of Transport 	<p>Short term (2022-2023)</p> <p>\$20,000</p>
5.0	Undertaken a master plan for a multi-use community facility.	Active and Healthy Lifestyles unit, City of Greater Bendigo	<p>Internal:</p> <ul style="list-style-type: none"> Community Services Community Partnerships Engineering and Public Space <p>External:</p> <ul style="list-style-type: none"> Maiden Gully Progress Association Other community groups Local businesses Department of Environment Land Water and Planning 	<p>Short term (2022-2023)</p>

Number	Action	Lead Responsibility	Partners	Estimated cost/timeline
6.0	Develop a streetscape and landscaping strategy for Maiden Gully that includes a management plan to address bushfire issues.	Engineering unit, City of Greater Bendigo	Internal: <ul style="list-style-type: none"> • Parks and Open Space • Regional Sustainable Development External: <ul style="list-style-type: none"> • Department of Transport 	Medium term (2025-2026)
7.0	Coordinate the provision of new services infrastructure.	Engineering unit, City of Greater Bendigo	Internal: <ul style="list-style-type: none"> • Statutory Planning External: <ul style="list-style-type: none"> • Coliban Water • Powercor • SP Ausnet • Telstra • Tenix 	Ongoing (>2021)
8.0	Consolidate regional linkages and improve pedestrian and bicycle networks to access commercial, recreational and community services.	Engineering and Public Space, City of Greater Bendigo	Internal: <ul style="list-style-type: none"> • Regional Sustainable Development • Sustainable Environment • Active and Healthy Communities External: <ul style="list-style-type: none"> • Maiden Gully Progress Association • Bicycle Network Victoria • Victoria Walks 	Ongoing (>2021)
10.0	Work with the relevant authorities to increase and improve public transport services for Maiden Gully to promote less car dependence and greater sustainability. Have a particular priority to: <ul style="list-style-type: none"> • Extending bus routes to under-served/unserved areas and provide access to the town centre • Pursuing longer term options for public transport access to Eaglehawk, Kangaroo Flat and Marong. 	Regional Sustainable Development unit, City of Greater Bendigo	Internal: <ul style="list-style-type: none"> • Engineering • Active and Healthy Lifestyles External: <ul style="list-style-type: none"> • Department of Transport • Bus Company • Maiden Gully Progress Association 	Ongoing (>2020)

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