

# eaglehawk structure plan



# acknowledgements

## steering committee

The members of the Project Steering Committee are particularly thanked for their contribution, insights and enthusiasm.

## technical reference group

The support and technical input of the following organisations and departments was of great assistance to the project team: Country Fire Authority, Department of Sustainability and Environment, Parks Victoria, Catchment Management Authority, VicRoads, Bendigo Historic Society, Department of Housing, Goldfields Local Learning and Employment Centre and the Environmental Protection Agency.

## city of greater bendigo council officers

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## eaglehawk business and community network

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B	Draft Eaglehawk Structure Plan	25.05.12	JK	following steering committee comments
C	Eaglehawk Structure Plan	15.08.12	JK	final following exhibition
D	Eaglehawk Structure Plan	08.05.13	NB	unity mining site strategy

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## 1 introduction

The City of Greater Bendigo City (CoGB) engaged hansen partnership, a planning and design consultancy, to work with key stakeholders in preparing a Structure Plan for the township of Eaglehawk. Hansen partnership was assisted in this project through the expert input on transportation matters by GTA consulting.

Eaglehawk is a vibrant township that was previously the Borough of Eaglehawk, before its integration into the City of Greater Bendigo during the process of local government amalgamations. The township has a diverse population and a range of open space, built form and community assets that will be discussed further through this report. Recent projections have indicated that there is likely to be a need to accommodate an extra 1500 people to 2031 within the areas of Eaglehawk, Eaglehawk North and Sailors Gully. This increase in population is an important starting point for this project however there are a number of other matters which this Plan has also considered. As outlined within the Brief for this project:

*“The pronounced influence of mining and a substantial industrial sector in Eaglehawk represents challenge and opportunity. Whilst this has attracted investment and created jobs and wealth, the legacy for Eaglehawk’s physical environment is a series of large and highly visible despoiled land sites in strategically valuable locations as well as ad-hoc industrial development that affects the amenity of nearby residential areas.*

*The role and function of Eaglehawk’s quite well-appointed town centre requires review and renewal. Some decline in the centre is evident through downward shifting commercial rental, some marginal businesses and low levels of investment in building stock. The change is being further compounded by trends in the wider regional economy and community life of Bendigo which, in its growing profile as the major regional city of Central Victoria, is increasingly attracting the participation of residents away from traditional centres such as Eaglehawk.*

*It is essential for every community – established or new – to focus on its aspirations for the future, and in the recent past, several initiatives have set about doing so for Eaglehawk. Most notable amongst these are the Eaglehawk Township Strategy (2003), the Postcode 3556 Eaglehawk and District Community Plan (2010) and the Eaglehawk and Long Gully: Our Plan, Our Future (2010).*

*The intention of the Eaglehawk Structure Plan is to provide the framework to consolidate and build on such existing plans whilst creating the catalyst for new ideas and opportunities. Fundamentally, the Structure Plan will develop and convey a vision and strategic plan for repositioning the Eaglehawk community over a generational timeframe (approximately 25-30 years).”*

This project is being undertaken in a three stage process. Stage 1 of the project involved the collation of range of background materials and consultation with the Eaglehawk community, Stage 2 is the Structure Plan itself and, following on from this is Stage 3 which will seek to implement the outcomes sought by the project through an amendment to the Greater Bendigo Planning Scheme. The Structure Plan itself has also been addressed through a three level process, looking firstly at the broader Eaglehawk township, followed by more detailed analysis of the town centre and then the preparation of concept masterplans for three individual areas within the township.



Eaglehawk High Street



Lake Neanger



Former Williams mine site



1.1 what is a structure plan?

A Structure Plan is a strategic planning document which has the aim of giving effect to the policies and objectives set out for settlements and development in the State Planning Policy Framework to provide effectively for changing community needs. Structure Plans should provide the framework for the long term development of a place by defining the preferred nature of future growth and articulating how this change will be managed. Structure Plans will guide the major changes to land use, built form and public spaces that together can achieve economic, social and environmental objectives for the place.

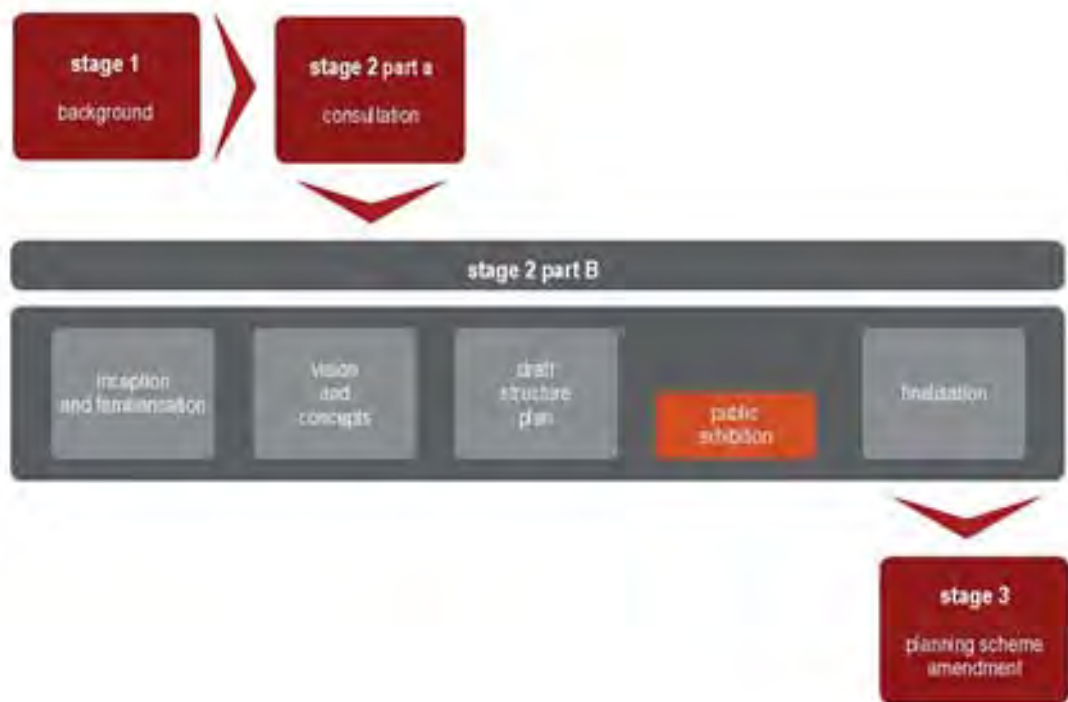
A coordinated plan allows a wide range of stakeholders, service authorities, State Government departments and internal CoGB departments to all 'read from the same page' to produce a coherent outcome and certainty for both residents and the CoGB, as the Responsible Authority.

A Structure Plan also provides the framework for statutory controls which will be implemented through the Greater Bendigo Planning Scheme. Structure Plans are informed by extensive public consultation and discussion. While everyone may not agree on every aspect of the plan, it should reflect a broad community consensus.

It is important to acknowledge that a number of important plans have already been undertaken in Eaglehawk to date, including the *Eaglehawk Township Strategy* and the *Postcode 3556 Community Plan*. The commitment to a formal Structure Planning process for Eaglehawk is an important initiative for a number of reasons:

- This project brings together a number of strategies, plans and important site specific projects (such as the *Eaglehawk Open Space Precinct Masterplan*) that have been undertaken independently, into a coherent single document.
- It also looks at the strategic context of the wider area to consider the impacts and opportunities that may arise from development of nearby growth areas such as Maiden Gully and Jackass Flat.
- The project fulfills the State level direction for clear, long term land use planning which will then underpin changes to the planning scheme and have real impact on decision making over the longer term.

Figure 1: project process



what is the study area?

The township of Eaglehawk sits towards the north-western edge of Bendigo's urban area about 5kms from the Bendigo CBD. To the east and west of Eaglehawk are two of Bendigo's identified growth areas (Jackass Flat and Maiden Gully), with the Bendigo Regional Park adjoining the township to the north. Figure 2 identifies the relationship of the growth areas to the township.

As mentioned in the introduction, the Structure Plan encompasses three layers of consideration. The inclusion of multiple scales allows both the broad strategic matters, such as cycle connections and relationships to adjoining bushland to be considered, but also a more detailed analysis of the built form and public realm matters, which primarily affect the town centre. The study areas addressed are as follows:

- The broader township study area was defined by a radius of around 2km from the town centre area and thus also includes part of the suburbs of California Gully and Eaglehawk North where they adjoin the boundaries of Eaglehawk (see Figure 3);
- The area which forms the 'centre' of the township includes the Primary School and associated community buildings, the main commercial area and extends to include the area around the former Town Hall and the railway station area. The extent of this area is shown in Figure 4;
- This document also looks in even greater detail at how three specific precincts may develop over time, with the definition of these areas outlined in Section 6, being generally the areas around Brassey Square, the Railway Station and the areas adjoining the industrial estate in the southern area of the township.

1.2 how was the plan undertaken?

As identified, the *Eaglehawk Structure Plan* is being undertaken in three independent stages, which are outlined below. This document falls within Stage 2. The stages include:

- Stage 1a: Background Report (existing conditions and issues).
- Stage 1b: Community Consultation.
- Stage 2: Eaglehawk Structure Plan.
- Stage 3: Planning Scheme Amendment.

stage 1

Stage 1 was undertaken by the City of Greater Bendigo in conjunction with a range of consultancies (Centrum, Trafficworks, Community Vibe and RMCG).

The outputs of Stage 1a were as follows:

- Report 1: Land Use and Development, provided a broad brush analysis of the opportunities, threats, weaknesses and opportunities related to different land use types in Eaglehawk and provided an assessment of residential demand and commercial activity.
- Report 2: Urban Design, focused only on the town centre area and outlined the current built form of the centre and provided an assessment of both this and the areas of public space within the centre. It also touched on pedestrian connections within the centre.
- Report 3: Transport Access and Movement, provided an overview of the existing road network and public transport provisions within Eaglehawk, as well as the current situation with car parking and pedestrian and cycle connections. As with the other reports, a series of matters which needed to be considered as part of the Structure Plan phase were identified.
- Report 4: Social, Cultural and Well-being Infrastructure, outlined the existing community facilities and services available in Eaglehawk. It also provided a useful diagram indicating which areas do not have easy access to areas of public open space or facilities such as playspaces, which are matters a Structure Plan can seek to address, as well as an audit of the existing facilities.
- Report 5: Environment and Service Infrastructure, detailed the existing environmental conditions which may affect land use and development, with particular emphasis on contamination and other issues around the existing conditions and potential development of Eaglehawk's many former and current mine sites.

These documents were confirmed by a range of community consultation events undertaken by the CoGB in December 2011 and February 2012, which endeavoured to further confirm the key issues facing Eaglehawk now and into the future. These sessions also canvassed ideas to address some of the issues raised in analysis. Consultation events which were undertaken are documented in the section below.

stage 2

Stage 2 began with a three day workshop session held in Eaglehawk where many ideas were discussed, sketched up and tested. The team toured extensively around Eaglehawk, 'ground-proofing' many of the initial thoughts. The outputs of that session were contained in the *Eaglehawk Vision and Concept Report* (April 2011) which formed the basis of this Structure Plan. These concepts and ambitions were tested with key stakeholders to ensure there is consensus as to the key ideas before the project proceeded further with the writing of the Structure Plan.

This document (the *Eaglehawk Structure Plan*) is the key output of Stage 2.

stage 3

Stage 3 will follow the adoption by the CoGB Council of this Structure Plan and will comprise an amendment to the Greater Bendigo Planning Scheme to implement the certain outcomes sought by the Structure Plan. These amendments are identified in Section 5 of this document.

### 1.3 consultation to date

Public and key stakeholder consultation has informed this project and has included:

- Direct contact with key stakeholders and authorities as part of Stage 1.
- A 'visioning' workshop undertaken in December 2011.
- Street displays of the key issues and initial ideas generated in the workshops which were set up outside the IGA supermarket in February 2012, allowing residents to view and provide feedback on work undertaken to that stage.
- Workshops held with the project steering committee, technical reference group and the Eaglehawk Business and Community Network (reference group) in March 2012 which finalised the key issues to be addressed, and generated a series of 'key ambitions' considered crucial to address the issues raised.
- Circulation of the *Eaglehawk Vision and Concept Report* to the above groups to allow feedback to be provided before the Structure Plan was documented.

#### ideas outlined in community consultation

As identified above, the community consultation events held as part of Stage 1 of this project began to generate ideas which may be useful in addressing the community's current concerns and aspirations for Eaglehawk. These are summarised below, noting that by no means do these represent every idea generated as part of the process, but are those with the widest community support.

#### broader township

- In the long term, explore the creation of a new major parkland at the landfill site following rehabilitation;
- Opportunities for the potential expansion of Enterprise Park / business incubator into the Albert Roy Reserve were also identified for exploration;
- The mine sites were flagged as potential investigation areas for long term rehabilitation and use;
- Traffic calming between Lakes Neangar and Tom Thumb to better connect parkland was suggested;
- Pedestrian and cycle connections along the Averys Road golf course frontage;
- Identification of priority street corridors connecting key community places should occur to enable these to be prioritised for improvements to pedestrian amenity and safety;
- Areas that may be able to support suburban housing infill were also identified;
- The completion of an open space 'loop' which connects the existing areas of 'green' space around Eaglehawk was also strongly supported; and
- Landscape and urban design improvements at the main Eaglehawk gateway to/ from Bendigo (around the bridge area) were also identified as opportunities for further exploration.

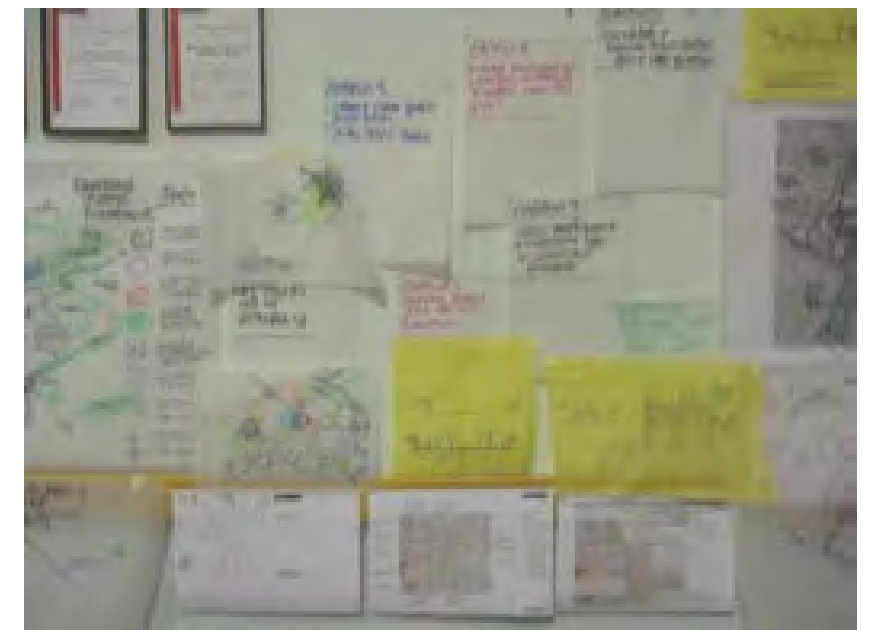
#### town centre

- The long term plans for the creation of a civic precinct for community and arts at the Town Hall were reiterated, including opening the connection to Canterbury Gardens and traffic calming;
- Support for the introduction of 'garden streets' around town centre through the planting of more trees;
- A dedicated pedestrian laneway link to north side of the commercial strip was suggested;
- Creation of a public plaza / gathering space opposite the IGA on the site of the existing CoGB car park;
- Mixed use development of the Anglican Church grounds;
- Mixed use redevelopment of the large IGA car park (with 2-3 storeys including retail, office, apartments and / or carparking);
- Possible siting of the Eaglehawk Railway Station closer to the town centre;
- Development of an open space link between the Canterbury Gardens (and the other connected green spaces) and Albert Roy reserve;
- Restoration and adaptation of period homes in the town centre for professional services (eg salons, healthcare, offices and residences);
- Continued expansion of the existing medical precinct;
- Integration of train and bus services and greater activation of the rail station precinct; and
- Stronger pedestrian links from both the town centre to the rail station and to the 'civic precinct'.

The majority of the ideas identified above were carried forward through to the key ambitions documented in the *Eaglehawk Vision and Concept Report*.



March 2012 consultation workshops








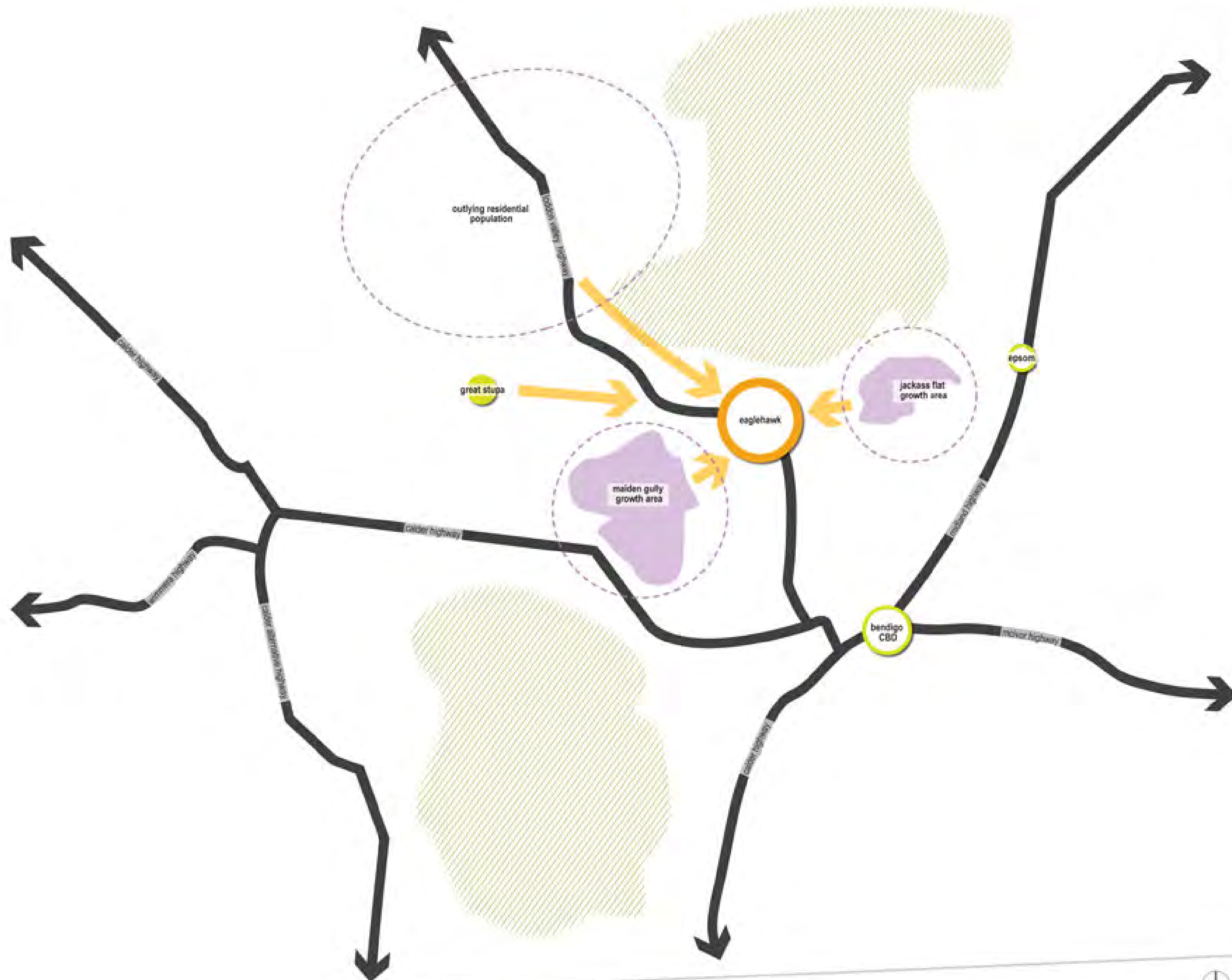
Sketches from the March 2012 workshops

# eaglehawk structure plan

figure 2: regional context

## legend

highway	
growth areas	
bendigo regional park	
eaglehawk	
town centres	





# eaglehawk structure plan

figure 3: township  
study area



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 Reviewer: J. Hansen





**eaglehawk  
structure plan**  
figure 4: town centre  
study area



## 2 vision, strategic directions and key ambitions

As discussed previously, the three day workshop session held in Eaglehawk represented the starting point of Stage 2 of the Structure Planning process. During this workshop the key issues to be addressed were confirmed, a number of the existing concepts were tested and revised or adapted and a number of exciting new concepts and possibilities for the township and town centre were discussed.

A wide range of issues were identified both by the community and within the background reports outlined in Section 1, and all of these issues were considered as part of the Structure Planning. However, a series of matters have also been identified as forming what could be considered the 'key' issues which are detailed below:

- The future of the old mining areas, in particular their image and function;
- Employment opportunities in the town, especially in relation to industrial land;
- Increased activation and amenity of the town centre to stimulate growth and development;
- The extent of existing business zoned land which does not necessarily correspond to existing uses;
- Relationships and connections to adjoining neighborhoods, in particular the growth areas of Maiden Gully and Jackass Flat to the south-west and north-east;
- Gaps in and the amenity of pedestrian and cycle networks;
- Lack of integration of and accessibility to public transport;
- Heavy vehicle movement through the town centre, in particular along Victoria Street near the IGA;
- Presentation and quality of design responses to the public realm within the town centre;
- Lack of access to public open space in some areas; and
- Unclear sense of arrival in Eaglehawk when approached from the west.

The March 2012 workshop process also sought to look forward to identify a 'vision' to underpin the *Eaglehawk Structure Plan*. This vision statement is, by its very nature, high level – a single statement can never capture the nuances that will encompass the whole community's aspirations, but can provide a starting platform. The vision statement provides a small snapshot of the overall aims that will be explored and documented in more detail through the Structure Plan.

*...Eaglehawk will grow as a distinctive township with diverse and sustainable economic opportunities supporting a resilient and connected community - this plan will support these local connections and celebrate the town's unique character and places...*

This vision statement encompasses the following aspirations:

- To provide increased employment opportunities so people can work in the town as well as live;
- To improve the *range* of employment opportunities available to increase resilience in the longer term;
- To ensure the retail developments in Eaglehawk town centre are encouraged to establish and grow through design treatments to the centre which attracts shoppers;
- To make sure the town centre is vibrant and attractive enough to draw people in from outside of Eaglehawk to the centre;
- To make sure the community is able to respond to threats such as bushfire;
- To make sure there are places provided within the township that allow people of all ages to connect and socialise to increase the interaction and social resilience of the town;
- To make sure there are opportunities for residents to access different areas of their community and broader areas (by means other than private vehicles) in a safe and pleasant manner;
- To build on the positive existing assets including the community's spirit, the built heritage and the green spaces to leverage the greater benefit for the local community; and
- To make sure Eaglehawk retains a sense of 'township' as it grows rather than developing into another 'suburb' of Bendigo.

These aspirations, and in particular, the last aspiration recognise and support the existing community vision for the township identified as part of *Postcode 3556 Eaglehawk and District Community Plan*, which was:

*"the area is a diverse, dynamic and inclusive community with a commitment to retaining its distinct local identity"*

### 2.1 strategic directions

There are a number of higher level planning principles that form part of the State Planning Policy Framework and are intended to ensure that the *Eaglehawk Structure Plan* is sustainable over the longer term. Many of these were explored through the earlier *Eaglehawk Township Strategy* and form part of the existing Greater Bendigo Planning Scheme. While many of these are expressed in some way through the 'key ambitions' (outlined and shown following) of this project they also form the second important element on which this plan is built.

These higher level aims for the township are expressed through this Structure Plan as 'strategic directions'. Each strategic direction has been carefully considered in terms of its importance to the future development of Eaglehawk and is underpinned by a series of objectives. Each direction is also supported by a series of strategies which have been identified as assisting in meeting the objectives.

### 2.2 transport directions

It is also important to acknowledge that there were a number of additional principles relating to access and movement that were identified by GTA through this process. These are documented in Appendix 1. These directions have influenced the contents of the *Eaglehawk Structure Plan*. In addition, the documentation contained at Appendix 1 also identifies a number of projects which are intended to achieve the directions within the Eaglehawk context. These are also reflected in the Structure Plan, however, the contents of Appendix 1 provides some additional detail such as the suggested alignment for the southern heavy vehicle route which extends beyond the study area boundaries of the Structure Plan. Appendix 1 also contains a number of technical diagrams which were undertaken to ensure that identified actions were viable, including the movement of buses through the station precinct.

## 2.3 key ambitions

The following are a series of what have been identified as the 'key ambitions' for the plan. While the identification of these 'key' matters does not mean that other matters have not been explored, these have been identified as priorities going forward. Ensuring that clear areas for focus are identified will assist in making sure that the key matters don't get lost within a complex document such as a Structure Plan. As discussed, many of these ambitions and ideas pull together and build on much of the excellent work which has been undertaken previously. The ambitions identified below have been continued through the strategic directions and town centre plan which for the key components of this Structure Plan.

These ambitions are represented graphically on the following pages (figures 5 and 6).

### township

- Connect existing green spaces across the township.
- Carefully manage mine sites as they transition over time.
- Manage subdivision of northern and western areas of the township affected by fire risk.
- Improve integration of residential areas with open spaces, particularly bushland.
- Consolidate and improve the town centre functions.
- Establish 'Eaglehawk green streets' in residential areas.
- Grow the employment and industrial offer in connected precincts.

### town centre

- Create a civic and community hub around Brassey Square.
- Protect key buildings and landmarks.
- Investigate threshold effects at town centre entries.
- Improve public transport integration within the centre.
- Improve the management of the backs of buildings and connections.
- Explore infill opportunities to increase activity in the town centre.
- Ensure heavy vehicle traffic is diverted from Victoria Street.









It is important to note that in addition to these particular key ambitions the maintenance of the distinct identity and the celebration of the unique character of the township should not be compromised. While one of the directions outlined above seeks to protect the important built form heritage of the place, Eaglehawk being a remarkably intact example of the 19<sup>th</sup> century streetscape, the preservation of the place requires consideration of more than just built form. While the important heritage stock can be protected through the formulation of guidelines for development, it must also encompass the connections that residents have to their place. While the protection of this important 'sense of place' can be supported to a degree through the planning process, it encompasses a scope much larger than that which can be addressed through a Structure Plan. Nonetheless, this Plan has sought to retain, and enhance, the important red brick characteristics of the main street, to create new spaces for the community to gather and better connections between these spaces, and to actively celebrate important elements of the Eaglehawk's history, such as the celebration of mining suggested for the Old Virginia Mine site.

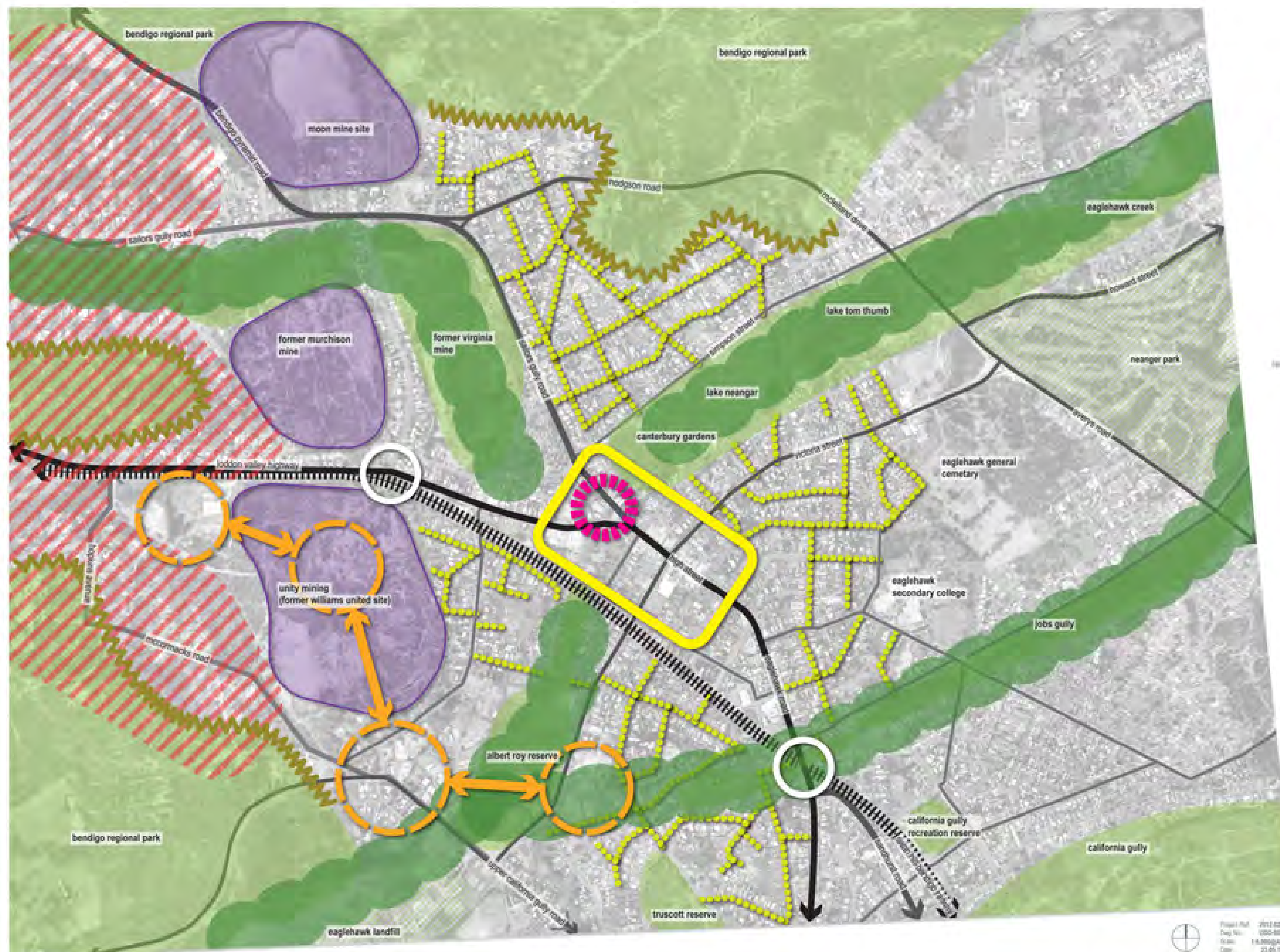


# eaglehawk structure plan

figure 5: township  
key ambitions

## legend

- connect existing open spaces 
- manage mine sites in transition 
- control subdivision of western areas 
- improve integration of residential areas with bushland 
- consolidate town centre activity 
- create a civic, arts and community hub 
- establish green streets in residential areas 
- investigate town entries 
- grow employment and industrial offer in connected precincts 



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# eaglehawk structure plan

figure 6: town centre  
key ambitions

## legend

- create a civic, arts and community hub
- protect key buildings and landmarks
- investigate town entries
- improve public transport integration
- improve management of back of the buildings
- explore mill opportunities
- get trucks out of victoria street
- connect existing open spaces



### 3 structure plan

Eaglehawk is a complex urban environment occupying a former mining landscape with settlement areas winding their way around gullies and troughs between natural landscape settings, creek lines and regional parkland. What is unique about Eaglehawk is its rather unplanned condition that is distinctive from the more orderly arrangements at Central Bendigo and other settlements within the City of Greater Bendigo. The organic settlement pattern of Eaglehawk is all the more interesting due to the varied topography which opens up panoramic views and terminal vistas to settlement areas and the important landscape backdrop.

The Eaglehawk town centre, including the High Street corridor extending from Parsonage Grove to the south-east towards Darling Street to the north-west, is a primary spine of activity. This spine consists of an initial suite of heritage buildings in attached format between Church Street and Napier Street and a series of set piece heritage forms; in particular at the southern entry to town in the form of the church and school buildings and to the western edge in the form of the prominent Town Hall frontage. Canterbury Gardens, including the Oval and Lake Neerang, is critical to the understanding and appreciation of the northern portion of the activity precinct and its lateral connection to the Eaglehawk train station to the south. While the fabric of the town centre itself is notable, the threats to the public domain is a principal concern and the impact on public space by heavy vehicle and car movements affects the amenity of the pedestrian space.

More broadly, the open space network forms a critical spine running north-south through Eaglehawk. Albert Roy Reserve to the south and the Canterbury Gardens, Lake Neerang and Lake Tom Thumb to the north form part of a critical green 'spine' that can be connected through the settlement area. The key missing link in the open space network occurs between Victoria Lane and the train line and the Canterbury Gardens. This can be readily overcome through careful site planning of urban precincts and public streetscape connections across High Street.

The capacity of Eaglehawk to thrive as a settlement area and an activity node will be largely determined by the capacity for quality housing growth and the ability for employment lands, most pertinently in the form of industrial activity, to occur to the south of the town centre. The industrial zoning is presently dispersed to the south and west and includes notable activities of moderate amenity impacts but with limited capacity for substantial growth. In order to address this issue, the capacity and connectivity between industrial precincts and a widening of industrial land options must be considered. This can include further industrial opportunities on former mining sites as illustrated in previous investigations.

The interface of residential areas within the Bendigo Regional Park to the west and north is a matter of critical concern given the threat of bushfire and other environmental considerations. The Residential 1 zoned land to the west of township is largely underdeveloped and occupied by large lot development with freestanding dwellings on lots ranging in size between half and 1 ha. Currently, these areas may be the subject of further subdivision pressure and are most susceptible to bushfire threat. Future planning of these precincts is important for this plan to address, particularly when matters relating to infrastructure (water and sewerage) are also considered.

The connection between Eaglehawk and identified growth areas in Jackass Flat (to the immediate east) and Maiden Gully (to the south-west) will also be important in terms of its sustained growth and economic primacy. In order to improve access from these growth areas, improvement of the road network through more direct and attractive egress and access should be pursued. This should also relate to the provision of pedestrian and cycle links along natural corridors such as Eaglehawk Creek and Jobs Gully. The rationalisation, or rather clarification, of heavy vehicle movements through Eaglehawk

town centre should also be addressed. This can be dealt with through the limitation of heavy vehicle movements along Victoria Street to the north across High Street, principally through redirection of heavy vehicle movements to the west along McCormacks Road and Hopkins Avenue leading to the Loddon Valley Highway. For those heavy vehicle movements intending to link to the north of Bendigo, an alternative route along Upper California Gully Road linking to the east will be required. These initiatives will ensure that heavy vehicle movements can be minimised within Victoria Street and the wider town centre and so improve the pedestrian environment and experience.

Existing residential areas that are mostly subdivided occur to the immediate north, south, east and west of the town centre and are relatively contained by natural or physical infrastructure features. These areas will be able to accommodate for moderate infill development in due course however the focus should be on improvement of the public realm including streetscapes and the 'borrowed landscape' in private yards. The greening of residential areas is critical and should incorporate street tree plantings, grassed and gravel verge treatments, and a reduction in the overall dimension of road carriageways. This will encourage strong theme of Eaglehawk residential areas as 'green streets'.

The consolidation of the Eaglehawk town centre incorporating High Street and its immediate abutting blocks and more direct connections to the Eaglehawk train station is another critical step and part of the natural evolution of Eaglehawk as the primary activity centre for the northern areas of Bendigo. Care should be taken to ensure that impacts upon the values of heritage stock within High Street, including the set pieces of churches, school and Town Hall buildings are well managed. The redevelopment however, of service car parking areas including the Council car park in Victoria Street and the IGA car park (also on Victoria Street) should be carefully considered. There may be an opportunity for redevelopment of back-of-shop precincts which currently service car parking, as well as compatible development incorporating shop top housing and offices. Existing residential detached dwellings on single lots behind shops extending to the north and south should also be considered for moderate consolidation in the form of dual occupancies, town houses, and larger development forms on the designated sites of no more than three storeys.



Active transport connections through green links



Eaglehawk's built heritage



Improvements to existing open spaces

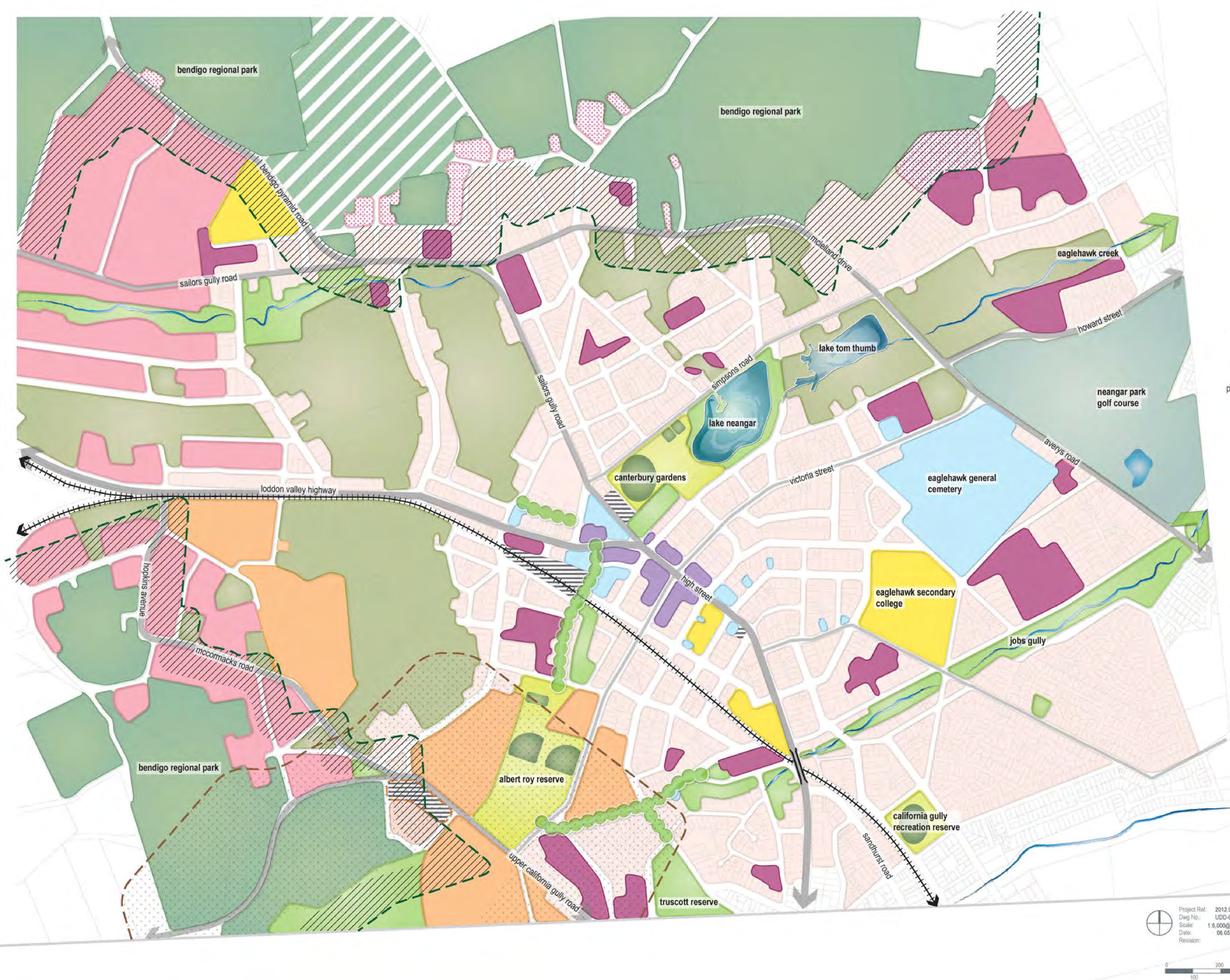


# eaglehawk structure plan

figure 7: land use

## legend

- residential 
- lower density residential 
- residential properties within regional parkland 
- non-residential infill areas 
- priority infill areas (residential) 
- regional park 
- regional park extension 
- bushland reserve 
- passive open space 
- active open space 
- golf club 
- open space connections 
- business or commercial 
- education 
- community 
- industrial 
- 150m regional park buffer 
- 500m landfill buffer 
- potential industrial expansion areas 



Project Ref: 2012.022  
Dwg No.: UDD-007  
Scale: 1:6,000@A1  
Date: 06.05.13  
Revision: D



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# eaglehawk structure plan

## figure 8: access and movement

### legend

main roads	
secondary roads	
local streets	
new or upgraded roads	
bendigo bushland trail	
existing off road bike and walking paths	
proposed off road bike and walking paths	
existing on-road bike route	
proposed on-road bike lanes	
existing bus routes	
potential bus route extensions	
township gateways	
signalled pedestrian crossings	
pedestrian crossings over railway	
vehicular crossings over railway	
signalled rail crossing	
railway station	
car parking areas	
key destinations	
existing signalled intersections	
proposed signalled intersections	
new public transport main stops	
possible road closures	
safe school route	
growth areas connections	
heavy vehicle routes	



Project Ref: 2012.022  
 Date: 10/10/2012  
 Scale: 1:2,000  
 Date: 28/07/12  
 Author: C

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# eaglehawk structure plan

figure 9: social, cultural & leisure

## legend

- regional park
- bushland reserves
- active open space
- passive open space
- golf course
- green links
- ovals/sport fields
- education
- community & arts precinct
- cemetery
- health and emergency services
- early years services
- other community facilities
- existing playgrounds
- potential new playgrounds
- existing pedestrian / bike connections
- proposed pedestrian / bike connections
- new road connections
- landmark buildings
- safe school route



# eaglehawk structure plan

figure 10: image, identity & public realm

## legend

-  township gateway treatments
-  town centre gateways
-  town civic focal point
-  key corridor tree planting
-  key street canopy tree planting
-  residential street greening
-  gateway road interfaces for improvement
-  'green link' street improvements
-  historic streetscapes to be protected
-  heritage precincts
-  heritage areas
-  landmark buildings
-  heritage tourism opportunity
-  ridge lines / high points
-  open spaces
-  bushland reserves
-  revegetation areas



Project Ref: 2012-021  
 Prep Ref: 000-010  
 Scale: 1:5,000 (A1)  
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### 3.1 strategic direction #1: connect and enhance existing green spaces within and through the township

One of the key characteristics of Eaglehawk, and one of the elements of the existing township structure which offers significant opportunities for improvement, is the existing network of 'green' spaces. There are opportunities within existing and new open spaces to establish a series of more recognised 'themes' that provide guidance for the type of treatments that are appropriate within the public realm in these green spaces.

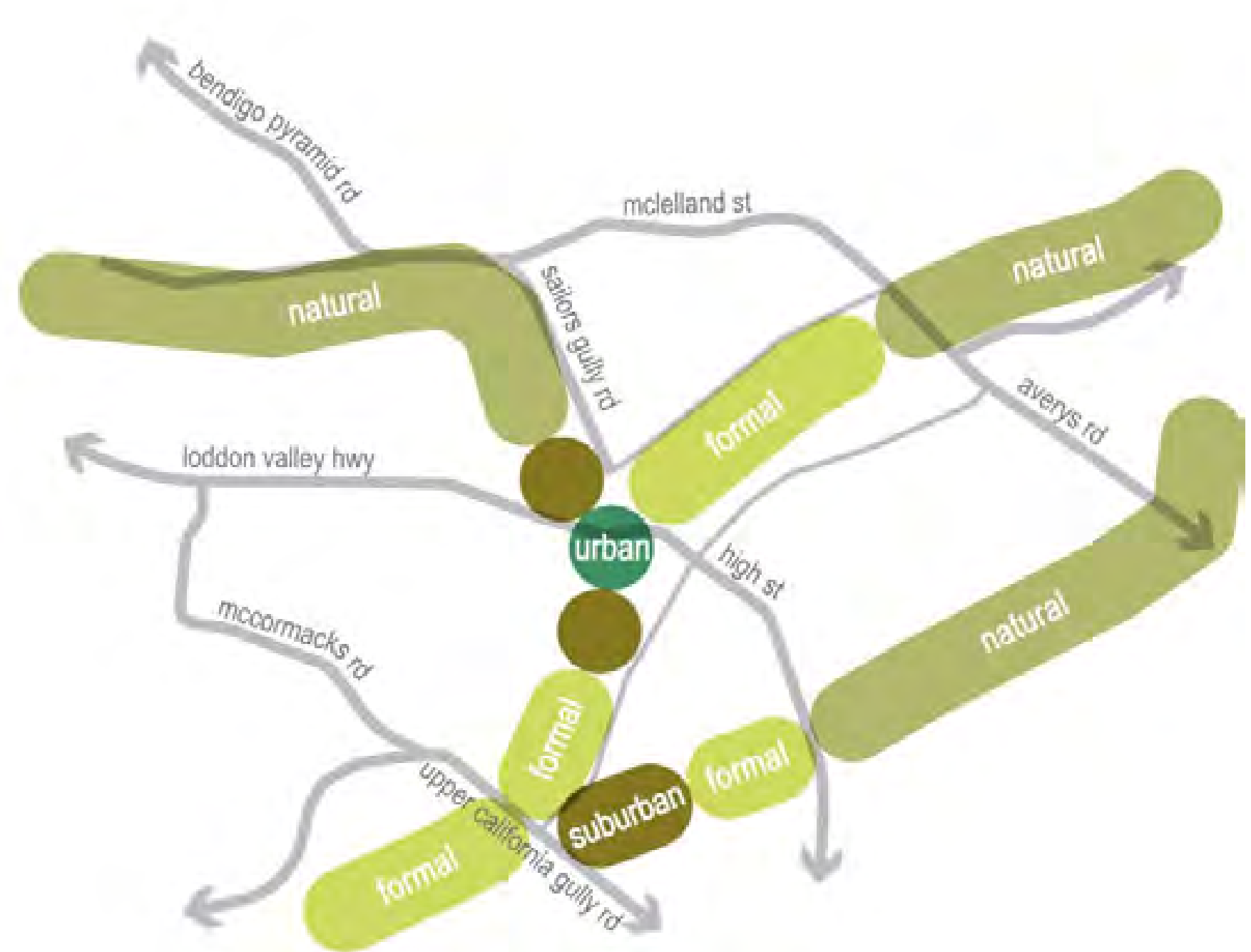
For instance, the Eaglehawk Creek area and Lake Tom Thumb have what could be described as a 'natural' character where the preservation of the natural systems and a celebration of indigenous vegetation should be paramount. To the north-east along Eaglehawk Creek, a pathway should be established along the creek corridor to link newer residential development around Symbester Crescent, Gallway Drive and Rankins Lane to Lake Tom Thumb and existing and proposed pathways. Rehabilitation of this creekline to its natural state should also be pursued. As the corridor moves through to Lake Neangar and past Canterbury Oval the character becomes more 'formal', terminating at the beautiful Canterbury Gardens. This area has been subject to a recent masterplanning exercise (the *Eaglehawk Open Space Precinct Masterplan*) which provides guidance for how this area should develop and function. This Structure Plan sees the link take on a more 'urban' character as it passes through the town centre (at Brassey Square), moving toward the 'active' green space of Albert Roy Reserve. In the longer term, this primary link may extend even further south to the existing landfill area once this site has been rehabilitated.

Feeding into the primary green spine are two other important green corridors which reflect and extend the other creeklines which permeate the residential areas of Eaglehawk. To the south, the existing Jobs Gully corridor should be extended north to connect with the rapidly establishing Jackass Flat growth area, but should retain its 'natural' character. Passing over the Eaglehawk Road at a new crossing point, which avoids the need to travel south and cross Sandhurst Road before rejoining the link, the character takes on a more 'suburban' feel. There are two areas of currently undeveloped open space within this southern residential area which should be developed to provide opportunities for passive recreation uses for local residents, as well as providing a link though to the Albert Roy Reserve. These open spaces terminate at Neangar Preschool. Beyond this point, Watson Avenue to the Albert Roy Reserve should form part of the 'green link' though adjustments to the treatment of the roadway, including the introduction of landscape elements, which will also assist in managing the interface between existing residential and industrial areas.

To the north, the Sailors Gully creekline should be developed with a walking and cycling paths similar to Jobs Gully Creek. This will also provide opportunities to better manage the biodiversity values of this creekline and ensure a level of maintenance and revegetation are possible. These paths should connect through the former mine sites which have been identified for revegetation to both a newly established car park and interpretive display in the northern portion of the Virginia Mine site and to Turnbull Street in the south. Turnbull Street should then be treated in a similar manner to Watson Avenue to provide a through connection to the primary open space link.

Together these links will ensure that opportunities for amenable and sustainable connections through the broader township are available for existing and future residents. Identifying and upgrading existing informal pathways which exist through mine sites and along creeklines should assist in consolidating movement patterns. Associated revegetation will improve biodiversity outcomes.

Figure 11: eaglehawk open space 'themes'



## objectives

- Create a safe and legible pedestrian and cycle network through the township.
- Define a 'green' network and experience for both residents and visitors.
- Encourage increased use of active transport (walking and cycling) for movement through Eaglehawk and to adjoining settlements.
- Improve the presentation and coordination of Eaglehawk's open spaces.
- Improve usage, activation and revegetation of key green spaces such as along creeklines to improve biodiversity outcomes.

## strategies

- Establish new formalised pedestrian and cycle pathways through the broader Eaglehawk township.
- Promote the existence of the links by local signage and tourism information.
- Transition the Eaglehawk landfill site to passive recreational uses at the end of its lifespan and integrate this parkland into the broader network.
- Prioritise development of a masterplan for Albert Roy Reserve to make better use of this space in recognition of the lower level of recreational facilities available in the southern part of Eaglehawk.
- Investigate opportunities for the establishment of community gardens spaces, potentially in the northern part of Albert Roy Reserve or the crown land to the north of this and support links to the existing Stephanie Alexander Garden at Eaglehawk Primary School.
- Develop the area of passive public open space between Eaglehawk Road and Watson Avenue shown on Figure 7.
- Realign existing pathways at the intersection of Job Creek Road and Eaglehawk Road to allow pedestrian and cycle access across Eaglehawk Road at this point and install pedestrian crossing measures if necessary.

- Develop a template for the treatment of 'green streets' which will form part of this open space network, including pedestrian paths, canopy tree planting and other landscape measures to improve function and amenity of these streets as well as clearly identifying their role within this broader network through signage. These streets include parts of Watson Avenue, Turnbull Street, Victoria Lane and Market Street.
- Develop a civic and community hub around Brassey Square (as outlined in Section 6).
- Implement the existing *Eaglehawk Open Space Precinct Masterplan (2010)*.
- Install traffic calming measures and park edge landscaping along Butts Road between the two lakes.
- Install landscape sculptural elements along the primary green link.
- Explore options for extension of the existing recycled water pipe to provide water for any new or upgraded areas of public open space.
- Utilise open swale and other more natural drainage treatments within and adjoining green link areas identified as having a 'natural' character.
- Consider introducing overlay controls to require high levels of water sensitive design treatments as part of any development proximate to the creek corridors within Eaglehawk.
- Require any new residential development along creeklines to provide an appropriate interface with the creeklines.
- Protect remnant vegetation on private land, in particular vulnerable vegetation classes, through the provision of overlay controls.



*Pedestrian and cycle paths through green links*



*Landscape sculptural element to add interest*



### 3.2 strategic direction #2: carefully manage mines sites as they transition over time

Another of the key elements of Eaglehawk's urban structure are the large areas which were used for mining and which played a key role in the township's development. While there are a number of smaller areas within the township previously used for mining purposes, there are four larger sites which have been considered as part of this Structure Plan; these are the Moon, Murchison, Virginia and Williams sites. With one exception (the Williams site currently under lease to Unity Mining), these mine sites are no longer active and the one remaining current license is expected to lapse in the near future. Another unique characteristic of Eaglehawk's development is the establishment around many of these mine sites of residential development. While this is a highly unusual scenario and would be actively discouraged within today's planning environment, it must be acknowledged that this type of development has a strong influence on the informal character of the township.

The sites as they stand contain large areas of mullock heaps and other potentially contaminated land but have all largely reverted back to a form of 'bushland'. The presence of these large areas of open space interposed in the residential areas is also a critical component of the urban character. The sites themselves are criss-crossed with an array of desire lines and tracks indicating residents clearly use many of these sites as short cuts when moving through the township or for recreation. The current land use zoning of many of these sites does not recognise the existing or potential future uses of the land.

Given their location and the contamination that is present on the sites, there are limited practical options for their future use. As such this plan recognises the important role these sites play as bushland reserves within the township, while proposing measures to better manage some of their impact of these sites. The location of the large Williams mine site between two industrial precincts in the south of the township however, offers additional opportunities to include pad sites to increase potential for larger scale industrial uses to establish. This will allow this site to play a role beyond that of preserving the bushland character, but to actively continue the contribution to localised employment opportunities.

#### objectives

- Ensure that appropriate uses are established on former mine sites.
- Avoid amenity and other impacts associated with land contamination.
- Ensure that the mine sites contribute positively to the image and identity of Eaglehawk in the future.
- Acknowledge and celebrate Eaglehawk's mining heritage.

#### strategies

- Identify specific future uses for each of the larger former mine sites within the township, in particular the Moon, Murchison, Virginia and Williams (now Unity Mining) sites.
- Seek the revegetation and incorporation into the Eaglehawk Regional Park of the former Moon mine site to the far north of Eaglehawk.
- Encourage the revegetation of the former Murchison mine site as a bushland reserve, with designated walking and cycling tracks providing connections between the western extents of Sailors Gully and the town centre.
- Carefully manage the northern portion of the Murchison site to improve biodiversity values as a continuation of Sailors Gully.
- Rehabilitate the former Virginia mine site and establish a formal car parking area within the site to provide access to a broader walking trail network and to interpretive signage and other displays that celebrate the mining heritage of the wider area.
- Rehabilitate the Unity Mining Site, including protection of mining heritage features within a bushland reserve and the allocation of some land for industrial development.
- Investigate the benefits of establishing swale treatments along residential interfaces as part of rehabilitation of mine sites to manage stormwater runoff from contaminated sites to residential properties.



Existing vegetation on the former Virginia mine site



Historic image of mining in Eaglehawk

### 3.3 strategic direction #3: control subdivision of the towns north and western areas affected by fire risk

While the majority of the Eaglehawk township reflects a traditional suburban character, there are large areas to the west which, while zoned Residential 1, have developed at a lower density. This is likely to have been a result not only of the infrastructure capacity of the land (most of which is unsewered) but also the desire of residents to live within a more informal bushland setting. When considering the future development of this land one of the most important elements for consideration is the presence on much of this land of a Bushfire Management Overlay, which denotes the high level of risk associated with this land. Given the extensive presence of both the Box Ironbark Forest and Low Rises Grassy Woodland ecological vegetation classes (listed as Depleted and Vulnerable respectively) the careful management of the biodiversity values of these areas is also an important consideration. In order to ensure that the existing densities of residential uses within this area are not increased and to better reflect the existing uses and capacity of the land, the rezoning of these areas from Residential 1 Zone to Low Density Residential Zone with a minimum subdivision size of 1 ha is recommended.

Retaining these areas in a larger format subdivision structure has the additional advantage of maintaining the existing sense of openness and dominance of the landscape which provides an important sense of transition at the urban edge of both Eaglehawk and the wider city of Bendigo. In addition, to the south-west of the settlement area, the heritage precinct known as Harvey Town will benefit from protection from increased subdivision which may compromise this important heritage site within the township.

#### objectives

- Provide a more appropriate response to bushfire risk.
- Ensure zoning reflects the capabilities of the land to accommodate development.
- Prevent intensification of development in areas where this is contrary to the principles of orderly and proper planning.
- Provide an appropriate transition from settlement to bushland.

#### strategies

- Rezone areas to the west of the township from Residential 1 Zone to Low Density Residential Zone to reflect the lack of sewerage infrastructure and presence of the Bushfire Management Overlay.
- Identify and implement measures to respond to the updated bushfire mapping currently being undertaken by the DPCD, including extension of the Bushfire Management Overlay where required.
- Ensure that all development is consistent with State Planning Policy in relation to planning for bushfire, including relevant overlays.
- Allow the subdivision of Residential 1 zoned land within the areas identified as being within 150m of the primary area of regional forest (see figure 5) only where:
  - The subdivision would improve the existing access arrangements (i.e. provide a perimeter roadway); and
  - The subdivision proposes a layout which is in keeping with the existing residential subdivision pattern in the immediate area; and
  - Appropriate landscaping and other measures are proposed to reduce the bushfire risk to the satisfaction of the CFA.
- Identify residential properties in Eaglehawk which do not have (and are unlikely to have) any road separation from regional parkland as being higher risk areas and prevent any further intensification of development on these lots.
- Over time, seek to rezone these lots to Rural Conservation Zone, where they are beyond the identified Urban Growth Boundary.



*Residential development in bushland areas*



*Existing residential development to the west of Eaglehawk*

### 3.4 strategic direction #4: improve interfaces between residential areas, open spaces and industrial development

While Eaglehawk is blessed with many areas of open space within its urban area, adjoining development has not always occurred in a manner which provides the most appropriate interface with these areas. The increased focus on protection from the risk of bushfire means different treatments are sought at interfaces with highly vegetated areas. Future development of some areas of Eaglehawk as a result of this risk is likely to be more constrained in the future, and additional measures to better manage existing interfaces need to be considered.

The high level of vegetation within the existing township offers exciting opportunities to provide desirable landscape outlooks from residences through improved orientation. However, these vegetated areas also require development to be designed to ensure that these landscapes and their associated biodiversity are not threatened. This is particularly the case given the number of creeklines which exist within the township which can provide key biodiversity corridors and form part of the important 'green links' through the Eaglehawk.

There are also other residential interfaces which need to be considered as Eaglehawk develops. Opportunities to soften and better manage interfaces between existing industrial and residential areas should be prioritised in terms of landscaping interventions. In addition, given the recent changes to EPA policy which seeks a 500m buffer from landfill sites, the establishment of additional residential development within the buffer zone needs to be carefully managed.

#### objectives

- Better manage interfaces with regional parkland and creeklines.
- Recognise the important biodiversity values of many of these parcels and to encourage revegetation to improve linkages and establish biodiversity corridors.
- Recognise the amenity opportunities afforded by the outlook to vegetated areas.
- Recognise the important role Eaglehawk's bushland areas play in the character of the township.
- Allow increased but targeted use and activity of bushland areas as a way of ensuring their care and maintenance.
- Soften and improve the interfaces between residential and industrial areas.
- Acknowledge the potential off-site impacts of the Eaglehawk landfill site on surrounding areas.
- Recognise the important role development adjoining parkland can play in the safety and amenity of open space.

#### strategies

- Encourage any development adjoining bushland reserves within the urban area of Eaglehawk to orientate living spaces to the reserves to increase passive surveillance of these areas and make use of the amenity opportunities provided by the outlook to vegetated areas.
- Encourage the development of more formal (unsealed) pedestrian pathways around the perimeter of mine sites adjoining residential properties and pedestrian and cycling tracks through sites identified for transition of bushland reserves to prevent the proliferation of informal tracks.
- Apply buffers and other measures as outlined in the existing urban-forest interface policy (or any replacement policy) within the Greater Bendigo Planning Scheme.
- Apply Development Plan Overlays to large areas of undeveloped Residential 1 zoned land where it interfaces with creeklines within the township to ensure an appropriate response.
- Encourage the longer term transition of industrial uses on land to the east of Victoria Street to more service-based and warehouse uses to acknowledge the location within residential areas and consider rezoning to Industrial 3 Zone.
- Establish street tree planting and other treatments along Watson Avenue to soften the interface between industrial and residential land uses as part of the establishment of a broader pedestrian connection.
- Consider rezoning the residential land along Upper California Gully Road to the west of the Enterprise Park to accommodate industrial development in response to the existing land uses and the location on a heavy vehicle route to avoid future conflicts.
- Ensure that, as industrial development increases along Upper California Gully Road, appropriate landscape buffers of a minimum 5m width are created where there is an interface to residential uses.
- Establish street tree plantings along Caldwells Road, Upper California Gully Road and the southern portion of Victoria Street to soften the mixed land use interfaces and create a coherent streetscape.
- Transition the landfill to open space, subject to assessment of broader needs of the wider area, following rehabilitation once life of site has ended.
- Consider impacts of the landfill site on surrounding residential development and apply an Environmental Significance Overlay to ensure due consideration is given to the potential impacts.
- Allow residential development of a similar intensity to existing adjoining development within the buffer but do not allow any intensification of sensitive uses until such time as the potential impacts from the landfill are ameliorated.
- Ensure any development abutting open space, in particular those identified as 'formal' in Figure 11 improve visual amenity and passive surveillance of the adjoining parkland.



*Excellent response to creek corridor interface*



*Enterprise Park accommodating serviced base industry in a managed format*



### 3.5 strategic direction #5: enhance access to and through the eaglehawk township

An important component of the Structure Plan is the consideration of initiatives that improve accessibility, amenity and safety across the transport network. Transport has a key role to play in delivering broader planning objectives relating to sustainability, health and liveability.

Due to the location of Eaglehawk, the transport network must fulfil a range of roles. Firstly, the town acts as a substantially independent service centre for local residents and the surrounding rural population and as such has a commercial centre that must remain accessible with good pedestrian and cycle amenity, safety and connectivity between precincts such as the train station, gardens, recreational and leisure centres, schools and key residential areas.

The town is also located between two important regional growth areas (Jackass Flat to the north-east and Maiden Gully to the south-west) and on the primary arterial route between Bendigo and the Loddon Valley to the west. Therefore the road network in particular must accommodate efficient and safe heavy vehicle movements for through traffic without compromising the amenity of the central business area. Access to the industrial precinct and landfill on the southern side of the town is also essential to the growth and economic development opportunities in this area.

Eaglehawk residents also require access to Bendigo for work, additional services and leisure activities. This is reflected in public transport (bus) services to Eaglehawk all connecting to the Bendigo CBD as well as the demand for improved rail services to Bendigo. The creation of an effective transport network that can enable multi-modal access to a range of local and regional attractors, deliver a functional public transport hub as well as respond to regional growth pressures while maintaining a safe, attractive town centre is a priority for Eaglehawk.

#### objectives

- Identify gateway areas to Eaglehawk and provide appropriate treatments.
- Encourage the use of Eaglehawk as the main activity centre and destination for residents of the new growth areas of Jackass Flat and Maiden Gully.
- Encourage sustainable transport use to reduce emissions from private motor vehicles.
- Ensure the community is resilient in the face of increasing petrol costs.
- Increase use of active transport and associated health benefits.
- Ensure integration of different modes of public transport.
- Provide safe, convenient access to public transport for Eaglehawk's residents.

#### strategies

- Clearly identify preferred heavy vehicle routes and work with relevant authorities to implement treatments to upgrade roads and intersections, incorporate traffic calming where required and provide appropriate signage.
- Undertake an assessment of anticipated traffic movement along Bracewell Street likely to occur as Maiden Gully develops and consider improvements that may be needed to the Bracewell Street/ Upper California Gully Road intersection to manage this increase in traffic (i.e. if Bracewell Street needs to be realigned to form a direct intersection with Caldwells Road).
- Consider the need for longer term extensions to bus routes to encourage access into Eaglehawk by public transport.
- Ensure cycle connections are provided to adjoining growth areas.
- Seek closure of Sailors Gully Road, upgrade Darling Street and signalise the intersection of the Loddon Valley Highway and Darling Street. This will also assist with managing anticipated increases in vehicle movement on Darling Street as a result of the development of the approved Aldi supermarket.
- Extend and enhance existing creekside tracks to accommodate pedestrian and cycle connections to Jackass Flat to the east along Jobs Gully and Eaglehawk Creek.
- Create new pedestrian and cycle paths along Sailors Gully to create an improved pedestrian and cycle connection from the western areas of Eaglehawk through to the town centre.
- Consider longer term implementation of a town centre 'circuit' as part of any future review of bus routes to ensure that all routes provide direct access to the town centre and allow for easy transfer from one bus to another.
- Pending the outcomes of the State Government review of bus routes, seek extensions to the bus routes along both Sailors Gully Road (subject of current trials) and to the southern areas of Eaglehawk as identified on Figure 8.



On-road cycle lanes separated from car parking

- Masterplan and redevelop the station precinct area to accommodate a bus interchange and station redevelopment, in partnership with the Department of Transport, recognising the broader role that this precinct will play. Ensure that this redevelopment is sufficient to accommodate potential growth in public transport usage in the longer term.
- Establish formalised car parking areas to both the north and the south of the rail line to facilitate easier access from residential areas. Ensure sufficient car parking is provided to accommodate commuters from not only the Eaglehawk township but also from the growth areas of Jackass Flat and Maiden Gully.
- Promote the use of the Eaglehawk interchange as a key transport hub within the wider northern areas of Bendigo.
- Ensure on-road cycle paths are spatially separated from on-road car parking spaces to improve cyclist safety.
- Improve the provision of bicycle storage facilities in the township, with priorities being Eaglehawk Secondary College, Brassey Square, within Canterbury Gardens near the skate park and the Station Precinct.
- Install new pedestrian crossing treatments on High Street adjacent to Brassey Square and at the location of the existing school crossing.
- Ensure all streets within residential areas have a constructed footpath on one side as a minimum.
- Ensure that there is a clear and extensive network of pedestrian and cycle paths into the Station Precinct from different areas of Eaglehawk and that these paths are linked to broader movement networks.
- Prioritise pedestrian links from the town centre into the Station Precinct along Panton and Seymoure Streets.
- Develop a comprehensive program of signage indicating cycling routes and connections to and from the Great Stupa to the west of the township.
- Promote the designation of a 'safe path' denoted through paving treatments and lighting to link Eaglehawk Primary School, St Liborius Primary School and Eaglehawk Secondary College.



Bus interchange for different routes with shelter and signage



### 3.6 strategic direction #6: grow the local employment potential of the eaglehawk township

For Eaglehawk to be sustainable in the longer term it is important that residents have opportunities for employment within their local area and that this employment base is diversified. As such a number of recommendations have been made in this plan to support this. Of vital importance is the identification of Eaglehawk as the key 'activity centre' for the northern areas of Greater Bendigo. This designation acknowledges the existing diversity of high quality services and facilities which exist in the township which are attractions in their own right such as the leisure centre and health facilities.

Attracting residents from broader areas, and in particular the new growth areas of Maiden Gully and Jackass Flat which are anticipated to accommodate substantial numbers of new residents, will also provide additional custom for retail services within the township. It is important that high quality public realm treatments are integrated into the town centre to build on its existing strong features and create a highly attractive place to experience.

Eaglehawk's intact and proud heritage building stock, location at the bushland 'edge' and existing attractions such as the Star Cinema offer a solid base on which to build tourism growth. In addition, areas such as cycle and other nature based tourism are experiencing strong growth that townships such as Eaglehawk are well placed to take advantage of. The development to the west of Eaglehawk of the Great Stupa of Universal Compassion is expected to draw a large number of visitors, for which Eaglehawk will be one of the closest centres to provide support services.

Of equal importance is the provision of additional opportunities to expand the industrial areas of Eaglehawk to provide a different type of employment. While the broader strategic directions for Greater Bendigo seek consolidation of industrial areas other than Eaglehawk, the ongoing support of the existing industrial areas is sought by this plan. In particular, the efficient use of the Williams mine site suggests the creation of more industrial opportunities, as does the success of the Enterprise Park. The provision of additional land to allow the expansion of this successful project is also sought through this Structure Plan.

#### objectives

- Provide additional opportunities for new industrial land uses to establish.
- Generate increased activity within the town centre to support additional retail and other employment opportunities.
- Optimise benefits which may arise through a variety of tourism opportunities.

#### strategies

- Encourage consolidated industrial development in three connected precincts.
- Recognise the opportunities for pad sites and additional industrial development to the south.
- Explore the possibilities for expansion of the existing Enterprise Park.
- Undertake an assessment of the tourism opportunities associated with the township to diversify employment opportunities, with particular consideration given to cycle tourism and health and wellbeing opportunities associated with the Great Stupa.
- Ensure signage is provided to highlight tourism and other key attractions in the area (such as the Great Stupa) and within the Eaglehawk town centre.
- Identify Eaglehawk as the main activity centre in the north of Greater Bendigo, in recognition of the range of facilities and services available.



*Industrial development incorporating landscape buffer*



*The Star Cinema in Eaglehawk's old Town Hall*

### 3.7 strategic direction #7: support diverse and high quality new residential development within Eaglehawk

Residential development to date in Eaglehawk has almost exclusively been single storey detached dwellings. As the demographic changes, in particular as residents age, and as housing affordability remains an issue into the future, the provision of a broader range of dwellings will increase in importance.

As Eaglehawk's population ages, as it will across Australia, suitable housing stock must be provided to allow older people to live comfortably within a home environment. To do this houses must be able to be maintained easily, must be adaptable to those with lesser mobility and must be close to services and facilities. As such, the traditional housing stock must diversify to include a range of smaller dwellings that have been designed with older residents in mind. Smaller dwellings are necessary for a number of other reasons, including the provision of affordable housing for students, but also for the increased number of singles or couples without children. These smaller dwellings, whether apartments above shops or townhouse style development allow a broader range of people to live close to services and facilities, reducing reliance on vehicle based transport and providing more equitable access to services and facilities.

While there is a need for additional smaller dwellings to be provided close to the town centre, there is also a need to allow for some development of more conventional 'suburban' housing stock within Eaglehawk, in addition to that in the adjoining growth areas. Infill of many of the established residential areas will need to be carefully managed. While the development of much of this land will be guided by existing planning policies which require consideration of the existing residential characteristics, there are other areas which will need additional guidance. This is particularly the case given the relatively ad-hoc development of Eaglehawk's urban block structure and subdivision patterns, as well as the variety of interfaces, all of which can result in poor urban design outcomes if not carefully considered.

Improvements to existing residential areas are also sought. One of the key elements is a progressive 'greening' of the existing residential streetscapes. Many of the streets within Eaglehawk lack canopy vegetation and, as a result lack a sense of intimacy and enclosure. Furthermore there are some pockets of older housing within the township which have been established as public housing. Future provision of public housing should be dispersed across the township and existing areas should be regenerated to improve the quality of the housing stock, and layout of these areas, including connectivity.

#### objectives

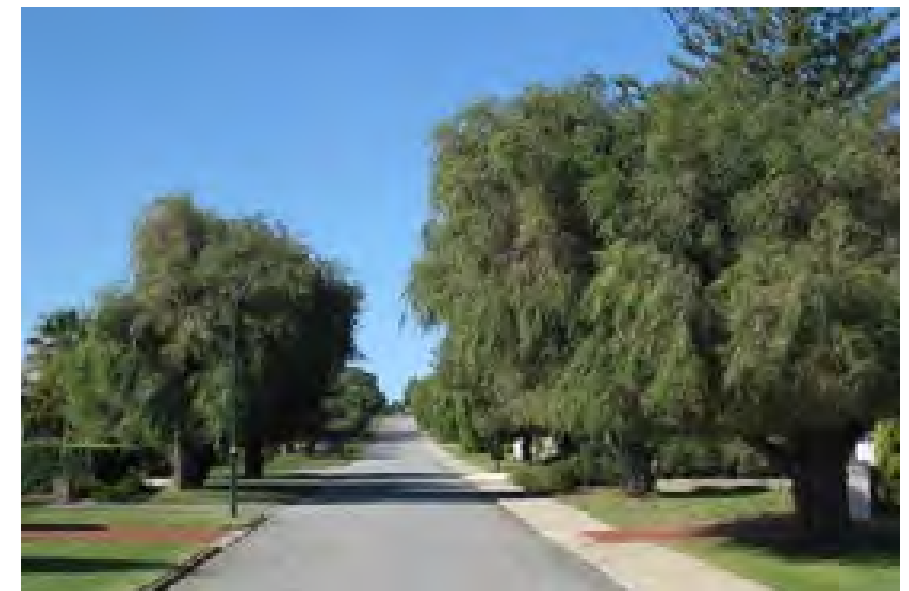
- Allow for a suitable level of residential growth within the suburban areas of the township.
- 'Fill the gaps' in the existing urban structure where appropriate.
- Ensure a diversity of housing opportunities are available within the township.
- Support the progressive upgrading and regeneration of areas of public housing within the township.

#### strategies

- Identify priority areas for residential infill development, while acknowledging sensitive infill development may be possible in other areas.
- Require all new housing to be developed in a way which would allow adaptation to accommodate older persons.
- Apply a Development Plan Overlay to large undeveloped sites within the Residential 1 Zone where coordination between adjoining landowners will be required and Clause 56 is not considered sufficient to ensure an appropriate outcome on the sites.
- Explore options for development of infill housing on identified parcels of crown land to improve the urban structure within parts of Eaglehawk.
- Acknowledge the need for additional smaller, lower maintenance dwellings to be provided centrally within the township to respond to changing demographics and support 'aging in place'.
- Residential infill development to be of a relatively modest scale and form, such as 1 – 3 storey townhouse forms (in particular close to the town centre), as well as dual occupancies and lower scale cluster or well considered villa unit developments.
- Encourage modest infill in areas with a relationship to public open space to improve passive surveillance and utilise attractive aspects.
- Seek as a matter of policy to retain existing vegetation within the township to protect vegetated character and avoid suburban development with little space for landscaping or which requires the removal of significant vegetation which may compromise this character.
- Review existing residential character guidelines to ensure they allow for appropriate infill and provide supplementary information and targeted guidelines relating to infill.
- Encourage the use of upper levels of commercial or retail buildings within the town centre for residential uses.
- Continue to apply the residential character guidelines as relates to materials, landscaping, fencing and other matters.
- Seek to establish a consistent 'green' treatment to residential street within Eaglehawk incorporating:
  - The progressive undergrounding of powerlines – explore opportunities for funding and integrating this work with other infrastructure projects such as the roll out of the National Broadband Network;
  - The establishment of street trees on both sides to the street to provide a sense of enclosure and consider central median planting in addition; and
  - Retention of a less formal character of drainage infrastructure, with use of swales rather than curb and channel where drainage is not a critical issue.
- Ensure that new residential subdivisions avoid cul-de-sacs, and seek to create pedestrian linkages through existing cul-de-sacs where possible though a more comprehensive masterplanning process.
- Pursue improvements to the sustainability of new built form, with a focus on the provision of eaves and other passive shading techniques and cross ventilation opportunities.
- Support the progressive dispersal and regeneration of public housing estates. As a priority seek improvements to the Virginia Hill estate, with a focus on improving movement and visual connections though the site and the interface to Darling Street.



*Townhouse infill development*



*Green streets with informal edges and increased street tree planting*

### 3.8 strategic direction #8: create a civic and community hub and provide other informal spaces for social interaction

Within any township, and in particular those with strong traditions of community activity such as Eaglehawk, the creation of spaces which allow both informal and formal gatherings of community members is important for the social wellbeing of the community. Eaglehawk currently lacks any such space. While a grassed event space is proposed as part of the *Eaglehawk Open Space Precinct Masterplan (2010)* to replace the existing sound shell, the creation of a broader civic and community space around Brassey Square has long been discussed. There is clear merit in such an idea and it is considered that the integration of a more 'urban' plaza space will provide a number of opportunities to complement the 'concert' space. This area would provide not only for larger groups to gather for important celebrations but also be designed in a way which allows for more intimate gatherings and to provide spaces to connect the organisations which use the surrounding buildings. In addition, the area provides a fantastic opportunity to celebrate the important heritage assets of the town and to integrate more artistic elements to support these. The space creates the opportunity to generate increased tourism, not only from the broader Bendigo area but also from more distant places. An urban plaza area could support markets and other events to attract people to Eaglehawk, with associated benefits for the wider town centre.

Beyond the creation of this central civic space, the plan also seeks to ensure each area of Eaglehawk is provided with local areas of passive recreation and other spaces which can accommodate playspaces. Playspaces play an important role in fostering local connections between younger families in particular and many areas of the township currently lack these spaces. This plan has identified a number of sites where it is considered that newer playspaces could be accommodated, however, if other areas proximate to these sites are more easily developed then these should be pursued as an alternative. In particular this plan identifies three sites to the west of the township, in addition to the integration of a playspace as part of any redevelopment of the Brassey Square precinct and the Albert Roy Reserve. It is worth noting also that the provision of quality playspaces to the western extents of the town also has the possibility of attracting residents of Jackass Flat into the township and thus encouraging their connection to the Eaglehawk centre, rather than to Epsom further to the east.

#### objectives

- Create a place for the community to meet and interact in large numbers.
- Build on and celebrate the important arts and cultural heritage that exist within the Brassey Square precinct.
- Provide a space for events and markets to be held where pedestrians are prioritised.
- Ensure the integration of the future development of Canterbury Gardens with Brassey Square.
- Better manage access to and between community facilities.
- Create a tourism precinct to increase visitation and associated opportunities.

#### strategies

- Divert existing traffic which utilises Sailors Gully Road down Darling Street and provide a signalised intersection at the intersection of Darling and High Streets.
- Consider the closure of Sailors Gully Road to through traffic near the old Town Hall and create shared space between the existing accessway from Darling Street and the Town Hall and ensure that access to existing businesses and community facilities is maintained.
- Encourage the development of arts incubators / galleries, cafés and community facilities within the area to increase activity and attract visitors.
- Retain and further develop the Star Cinema as a key attractor to the precinct from the broader Bendigo region.
- Encourage the establishment of dining and other higher end hospitality services to service both tourists and locals.
- Create a high quality plaza area to provide a flexible space capable of hosting a variety of outdoor community events to complement the event space within the Canterbury Gardens.
- Implement the *Eaglehawk Open Space Precinct Masterplan*, including the acquisition of required parcels to expand parkland along Sailors Gully Road.
- Develop a community 'hub' in the area providing local news and a central booking point for community facilities.
- Develop a series of art 'pods' and incubator spaces fronting Canterbury Gardens to encourage artists to use the area and ensure some space is allocated to young local artists.
- Seek the relocation of the existing Telstra exchange building and develop a new playspace and grassed area on the site.
- Establish new playspaces as identified on Figure 9 to ensure equitable access.
- Review existing playspaces throughout the township and upgrade where required, including provision of canopy tree vegetation for shade, seating and bins.



Urban plaza spaces for people to gather



Playspaces as public art



### 3.9 strategic direction #9: investigate ways of marking the entries to eaglehawk and its town centre

When arriving in Eaglehawk from the main urban centre of Bendigo to the south, the existing Jobs Gully Bridge provides a clear demarcation between California Gully and Eaglehawk proper. As Eaglehawk Road curves around, a majestic row of lemon scented gums planted in an informal nature strip provides a clear sense of arrival. The intersection of Parsonage Grove signals the beginning of the town centre, on the left side of the road. Beyond this point the vista opens up to reveal the Anglican Church on one side and the Masonic Hall on the other. As such, future development of the old motor garage site at the abovementioned intersection requires an appropriate form and the maintenance and preservation of the two heritage forms described is important for the overall impression of the township as a whole. Continuing the avenue tree planting and continuing to pursue the incorporation of signage and other markers along this route are important steps in defining the identity of the township. It is also important to build on the work which has been undertaken to date in defining the town centre environment through the introduction of central median treatments as through traffic enters the main activity area.

The entry to Eaglehawk from the west is less resolved and in many ways, this entry corridor does not reflect the role it plays; as the entry to Eaglehawk and to the main urban area of Greater Bendigo. The road corridor at this western extent has very little canopy planting and views across the rail line to industrial and older mine sites remains exposed. There are significant opportunities to integrate avenue planting in keeping with that existing to the south and to progressively underground the existing powerlines to support the beautification. Like the southern corridor entry, a key site on a curve announces the town centre entry prior to the town centre. In this case it is the red brick Uniting Church site which provides the first indication of the heritage character of the town centre just beyond this site.

It is also important to consider the 'gateways' that announce the entry to Eaglehawk from the south-west and the north-east which will form connections to the township from adjoining growth areas. The intersections of Bracewell Street and Upper California Gully Road and Aveyers Road and Howard Street perform these roles and there is a need to identify and celebrate the entry to the township at these points. Also vital is that any such treatment is considered differently from the 'gateway' markers which may be present along the main highway corridor. Both these entries point have a strong landscape character which should be reflected in any installation.

Closer into the town centre (as reflected in the town centre plan in Section 4) treatments to the road corridor to signal entry into this important activity centre should also be integrated.

#### objectives

- Improve the presentation of the approaches to Eaglehawk.
- Consider and respond to important entries from adjoining growth areas.
- Provide a clear sense of arrival within the town centre.
- Acknowledge the role existing vegetation plays within the township, in particular existing lemon scented gums along Eaglehawk Road.

#### strategies

- Install informal clumped plantings of lemon scented gums along the edges of the Loddon Valley Highway within the Eaglehawk township from Hopkins Avenue in the west to the Jobs Gully bridge in the south.
- Underground powerlines along key entrance roads to avoid conflicts with avenue tree plantings.
- Continue the central median treatment and consistent avenue tree plantings and understory greening present in High Street from Kirkwood Road to Kneebone Street to identify the town centre.
- Establish avenue street planting at the western extent of the Loddon Valley Highway, given the lack of existing canopy vegetation and the role this area plays as an entrance to the broader urban area of Bendigo.
- Strongly discourage the establishment of convenience restaurants or other highway uses (e.g. carwashes) at key gateways to the town.
- Seek to establish a high quality landmark contemporary form on the former garage site at the intersection of Parsonage Grove and Eaglehawk Road (Loddon Valley Highway) site in recognition of its prominent location.
- Encourage the reuse and sensitive adaptation of existing landmark buildings along key entrance roads to ensure their continuing relevance and on-going maintenance, in particular the Uniting Church building and the Masonic Hall.
- Seek to ensure the ongoing use of the Masonic Hall, including though transfer of ownership from the Department of Education to enable restoration and use by the broader community.
- Establish avenue tree planting along Upper California Gully Road between Bracewell and Victoria Streets to ensure presentation reflects the role this road plays as a key entrance road from Maiden Gully.
- Establish a landscape based 'gateway' treatment at the intersection of Upper California Gully Road and Bracewell Street to mark the entry to the township while acknowledging the 'natural' setting of this entry.
- Install a landscape / sculptural form at the intersection of Howard Street and Avery Road to mark this key entry point.
- Install raised paving treatments at locations identified to create a 'threshold' effect indicating entry to the town centre.



*New signage installed on the Loddon Valley Highway*



*Lemon scented gums*

## 4 town centre plan

The Town Centre Plan is intended to provide a more focused look at the central part of Eaglehawk where most of township's activity occurs. Most of the change that is likely to eventuate over the life of this plan will occur within this area. The Plan provides some more detailed direction regarding elements that will impact on the function and attraction (the 'look' and the 'feel') of Eaglehawk. It outlines ways that the public spaces with the town centre can be better structured, connected, organised and enhanced. Further to this, it provides parameters to ensure that the development of private land occurs in a manner which supports the vision for Eaglehawk. An important note to the Town Centre Plan is that it is not a stand-alone plan; it should be read in conjunction with the Structure Plan objectives and strategies, as well as the concept masterplans which follow.

This plan has been assembled through the generation of a series of elements which together provide the overall picture. These elements are illustrated in Figure 13 and articulated in this Section. Following on from this (at Section 6) a series of more detailed 'concept masterplans' and other supporting material have been provided to supplement the Town Centre Plan.

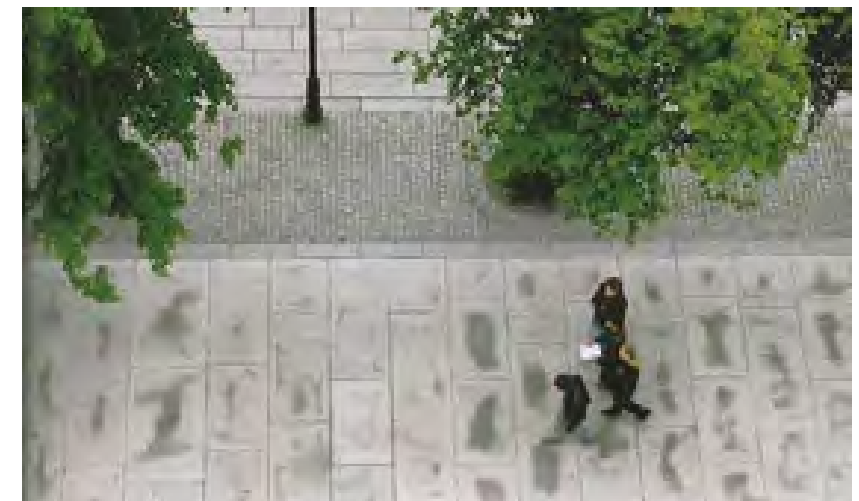
Many of the elements relate to the public places of the town centre and are intended to provide a clear 'map' for investment in the town centre over a 20 or more year timeframe. The public spaces of the town are often those which exert the strongest influence on the character of Eaglehawk and are therefore of most interest to the community. As such, it is important that how they develop considers not only structural and functional arrangements, but also the less tangible expressions of character. In a practical sense, this plan will evolve over a 20 - 30 year period and, as such the following section (Section 5) also seeks to clearly identify those elements which are considered 'priority actions', as well as identifying opportunities that may exist for funding to implement the plan.



*Better use of open spaces to draw visitors and provide gathering places for residents*



*Active and engaging town centre spaces*



*Great streetscape and clear access*



### element 1: town centre consolidation

The Eaglehawk Town Centre is an attractive and intact village style centre that supports a good range of uses including retail, commercial, civic, residential and recreation activities. As the township's core, it is relatively self-contained and autonomous, with excellent opportunities for integration through new residential, commercial and mixed use consolidation and improved public transport provision.

Residential consolidation is encouraged across the town centre and in particular as shop top housing and as townhouse or dual occupancies to the fringes of High Street. There are also opportunities for expanded retail and housing behind the High Street spine in areas currently dedicated to parking. This will be redeveloped over time with the retention of adequate parking. Mixed use infill is encouraged beyond the High Street spine in the vicinity of the Station and Canterbury Gardens as well as on large freestanding parcels such the Anglican Church site. Development in these precincts should generally remain at a scale of up to 2 and 3 storeys.

Opportunities for retail and commercial infill occur along High Street and the southern part of Victoria Street as well as to the west on Peg Leg Road leading up to Darling Street. Consolidation in these areas may be up to 3 storeys and up to 4 storeys on larger sites. Further development of the southern corner of the Victoria Street and High Street intersection (Eaglehawk UFS Dispensary) should be taken into consideration, corresponding to the more substantial forms on each of the other three corners of this key junction. Open surface parking areas within the Town Centre present key opportunities for the provision of new retail and commercial floorspace. This is particularly pertinent for the land adjoining the IGA and proposed ALDI supermarkets. These sites should be redeveloped with 3 to 4 storey form incorporating active retail frontages with parking under or behind the street interface. Upper level residential or office uses are essential.



### element 2: centre gateways and entries

The entry to the Town Centre at High Street to the east and west should be clearly defined by encouraging development with strong built form and attractive design treatments to the key façades and exposed sides. Town Centre entrances should include prominent gateway plantings, hard landscape treatments, distinctive 'Eaglehawk' signage and integrated public artwork and built form where possible. The presentation of gateway buildings on key corners to the north and south will assist in marking the main entries to the Town Centre and reinforce High Street as the main commercial spine. Currently, the key sites at both the northern and southern end of High Street hold the opportunities for stronger architectural forms of up to 3 storeys in scale, built to the street frontage. Gateway treatments should complement the integrity of the historic streetscape and respect sensitive view lines. Other entry thresholds on approach to the Town Centre from residential fringes should be defined by public realm improvements, principally in the form of landscape effects, feature paving and 'place sensitive' signage that reinforces the impression of approach to the Town Centre.



### element 3: main street public realm and interfaces

The role of Eaglehawk Town Centre as the pre-eminent centre and shopping street serving the local community and a broader community emerging to the north-east and south-west (e.g. Jackass Flat and Maiden Gully) should be strongly promoted. High Street should strengthen its traditional shopping strip format and provide continuous active frontage along all streets identified as forming the 'core activity' area on the Town Centre Plan. This includes High Street, Victoria Street, Seymoure Street and all the associated laneways that form part of the Town Centre. While all retail uses will require car parking and / or servicing, these should typically be provided to the rear of allotments where it will not affect the pedestrian amenity of the streetscape. Where it is not possible to maintain an 'active' frontage to the street, the presentation of an attractive building treatment is encouraged through the use of textured or patterned surfaces, landscaping and lighting.

The progressive growth of retail, commercial and related activity should be encouraged to the north-west leading to the ALDI site, and on Victoria Street opposite the existing IGA site. The creation of clear pedestrian links along key routes formed by streets and laneways (and through the design of links through new infill development sites) will achieve optimal access on foot throughout the Town Centre. Retail frontages facing High Street and Victoria Street South should be largely glazed wherever possible so that there is a visual connection between the street and the interior retail environment and activity.





#### element 4: high street built form

The High Street streetscape is a unique and largely intact traditional spine comprising a variety of attached building forms, many of which have heritage attributes. Protection of the key heritage assets within the Town Centre is a key ambition, in particular along both sides of High Street and Victoria Street as well as around the Brassey Square civic precinct. The important features of this suite of buildings are the strong traditional parapet form, the broad verandahs and awnings and the intricate brickwork applied both to street frontage and the rear of sites. There are also a number of notable freestanding sites that stand apart from the retail spine, including the Eaglehawk Primary School, the Town Hall and the Anglican Church. The latter two of these sites have redevelopment potential, but this should only be realised in the form of conservation and sensitive additions.

Future 'infill development' along High Street if required should be very carefully managed given the importance of the heritage streetscape and the integrity of individual elements within the street. A series of 'siting and design guidelines' relating to heritage integration should be referenced in the Greater Bendigo Planning Scheme to ensure high quality built form and 'consistency' in height, setback and roof forms. The design of any new buildings along High Street should be of high quality and contemporary in presentation but must have regard for the heritage value of the streetscape, the prevailing horizontal and vertical pattern of the existing streetscape and the prevailing materials and finishes. High quality contemporary design with respect for the landmark buildings, sensitive vistas, and key elements such as historic canopies and awnings, street furniture and design detail is supported. Upper levels of development that extend above the prevailing parapet height of the streetscape should be well set back so that they are secondary to the primary street façade. The heritage facades of key corner buildings should be protected and celebrated. The reintroduction of the historic verandah forms along the High Street corridor is also supported.



#### element 5: retail growth opportunities

Both the demand for retail growth within the Eaglehawk Town Centre and available sites for its provision are presently limited. It is therefore imperative that the integration of any future retail floorspace (in particular that of a 'large format' store type) is carefully integrated within the fabric of the Town Centre. The most appropriate locations for large format retail provision are adjacent to the existing IGA on Victoria Street and around the proposed ALDI store site at the corner of Peg Leg Road and Darling Street. Open surface car parking areas associated with these developments are best suited for retail expansion with future necessary car parking provided in basement or decked form, or otherwise neatly concealed behind the street frontage. Any such retail floorspace should assume a prominent address to the street edge with active frontages.

More modest retail opportunities exist to the west side of Victoria Street in the block leading to Napier Street. While this land is zoned for Business 1 uses (such as retail), much of it is absorbed by freestanding detached heritage cottages, used primarily as dwellings. While in the short term it is likely that these can convert in part to office or service uses (within the retained heritage stock), over time there will be increased pressure for land amalgamation and redevelopment. The redevelopment of these heritage forms however, is not identified as a priority given other opportunities which exist in the shorter term. Redevelopment is also a relevant consideration for open surface car parking behind High Street (between Victoria and Napier). Future retail development is supported in this precinct through the amalgamation of land. While this precinct is located within a Heritage Overlay, only one site is designated with heritage importance and as such a new, sensitively-designed retail outlet could conceivably be achieved as a complement to the IGA and its associated frontages to the east side of Victoria Street. Such a development could occur behind the existing Post Office complex and incorporate the existing CoGB car park and toilet block.



#### element 6: a civic and community hub

Community facilities within Eaglehawk are well distributed across the Town Centre (and wider township), but particularly well appointed in and surrounding the civic precinct around the Town Hall and Canterbury Gardens. Community and related civic, health and social services will continue to be vital to the day-to-day life of the township and the concentration of these services in a central convenient location is supported. Consultation has also revealed the need for additional support for young people and as such there may be opportunities for further public facilities in the form of recreation and meeting places for youth in Eaglehawk. The best location for these services is adjacent to the Canterbury Gardens with links to the notable sports and recreational facilities to the north. The precinct on the north side of Sailors Gully Road should be rezoned from Business 1 Zone to avoid dispersal of retail uses and to instead support community, arts and tourism uses to be established. A location of this kind is already recognised in terms of community use and is convenient to all given its proximity to the Canterbury Gardens, Eaglehawk Railway Station and High Street commercial corridor. The hub will provide a safe and attractive environment for pedestrian activities to deliver essential civic, arts and community services to both local residents and visitors. This area would also be appropriate for complementary service based businesses, such as cafes and restaurants with outdoor dining, which would enhance activation. The adaptive reuse of the historic buildings is a priority in this precinct.



#### element 7: canterbury gardens enhancements

The Canterbury Gardens is the principal public open space serving the centre of Eaglehawk and a historically significant place at the heart of the township. It is the epicentre of Eaglehawk's open space network and much more can be done to realise integration and coordination of activities in these areas, as set out in the *Eaglehawk Open Space Precinct Masterplan*. Ongoing improvements to the Canterbury Gardens should be considered within the structure of the broader open space network including linkages to the Albert Roy Reserve and Eaglehawk Creek corridor. The traditional flavour of the park should be celebrated with opportunities for improved connections to community services and facilities fronting Sailors Gully Road (and the Town Hall). Further opportunities to incorporate regional play, sports and events should also be considered, without compromising the image and integrity of the historic gardens. Leading to the north, where the parklands take on a more active function, opportunities to activate and soften the edge of Lake Neangar should be considered. The opening out of the Sailors Gully Road / High Street frontage of the Gardens and its extension in spatial terms towards the Town Hall will improve the visibility and prominence of this place. As the Gardens expand it will be important to consider measures for delineation of the existing formal garden from any new, more contemporary garden treatments. Retention of the existing iron fencing which fronts Brassey Square is important given its heritage value.



#### element 8: a new urban place at brassey square

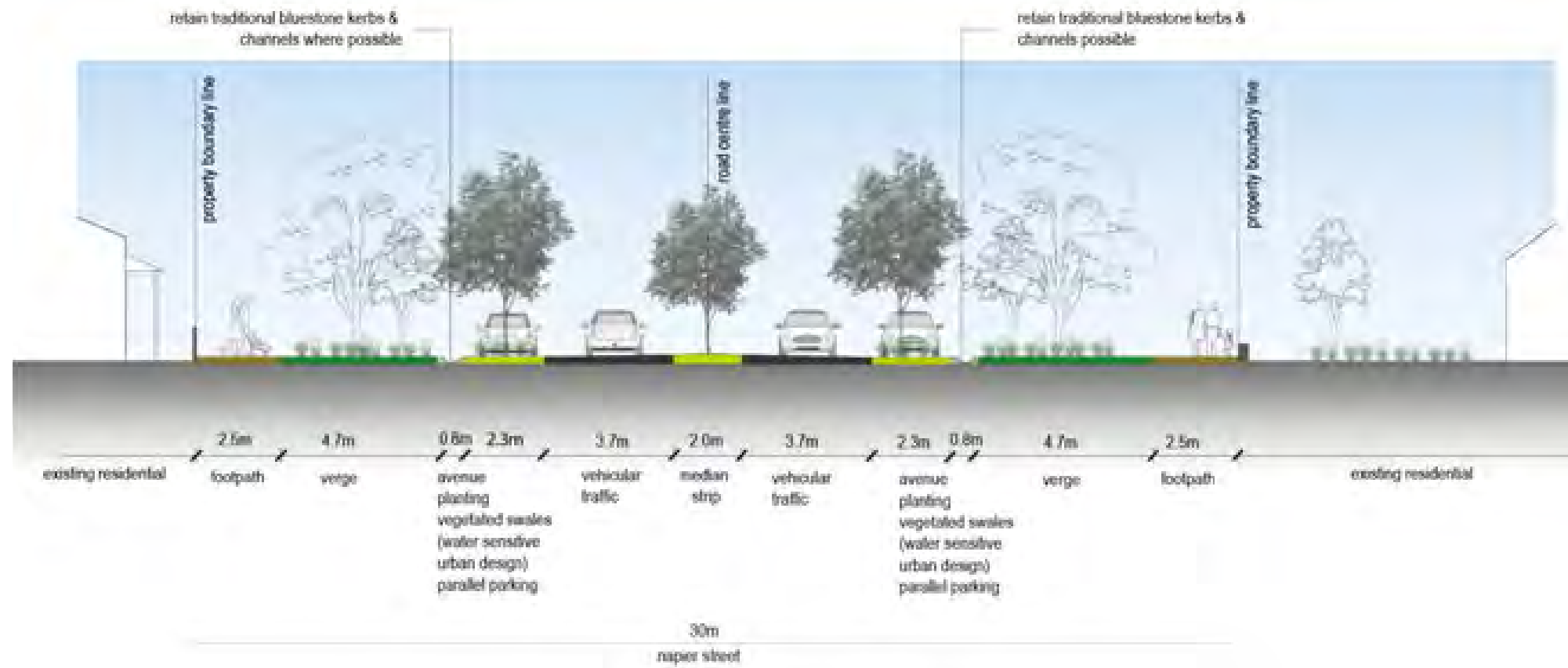
The intersection of Sailors Gully Road and High Street, including Brassey Square, is a visual focal point in the Eaglehawk Town Centre. It is currently a vehicular dominated place with notable physical and visual barriers between the public open space, community facilities and civic buildings. Given the presence of civic, cultural and community services in this area, an enhanced pedestrian environment is required. This could be realised in the form of a pedestrian plaza or shared space allowing for the coexistence of people and (low speed) vehicles in a careful configuration. A focal space will be a key node that presents to a number of interesting historic buildings, community uses and facilities. The development of this new urban place also offers opportunities for an increased program of public and community events, which may draw additional people into Eaglehawk. This could include farmers markets as well as expanded opportunities for existing festivals such as the Dahlia and Arts Festival. This space should also provide discrete seating nodes to allow for informal social gathering within the urban plaza, with a pleasant outlook to the green of the Canterbury Gardens.

This new urban space would be located at the visual terminus of High Street and create clear and safe physical connections between community and commercial areas. The Brassey Square Precinct will retain its strong landscape character (ie. its Lemon Scented Gums and cannons), but can be improved through the addition of lighting, seating, bike racks, artworks and spaces able to accommodate community gatherings. The undergrounding of power lines around Brassey Square should be considered as a priority. In tandem with this initiative, the entrance to the Canterbury Gardens could be improved. The CoGB owns a parcel of land on Sailors Gully Road with potential to enhance the relationship between the Canterbury Gardens and Brassey Square with a new active frontage addressing the Gardens. This public interface could be further strengthened through 'contemporary' landscape and plaza addition to the north of the existing gardens with strong visual links to Brassey Square and the civic precinct.

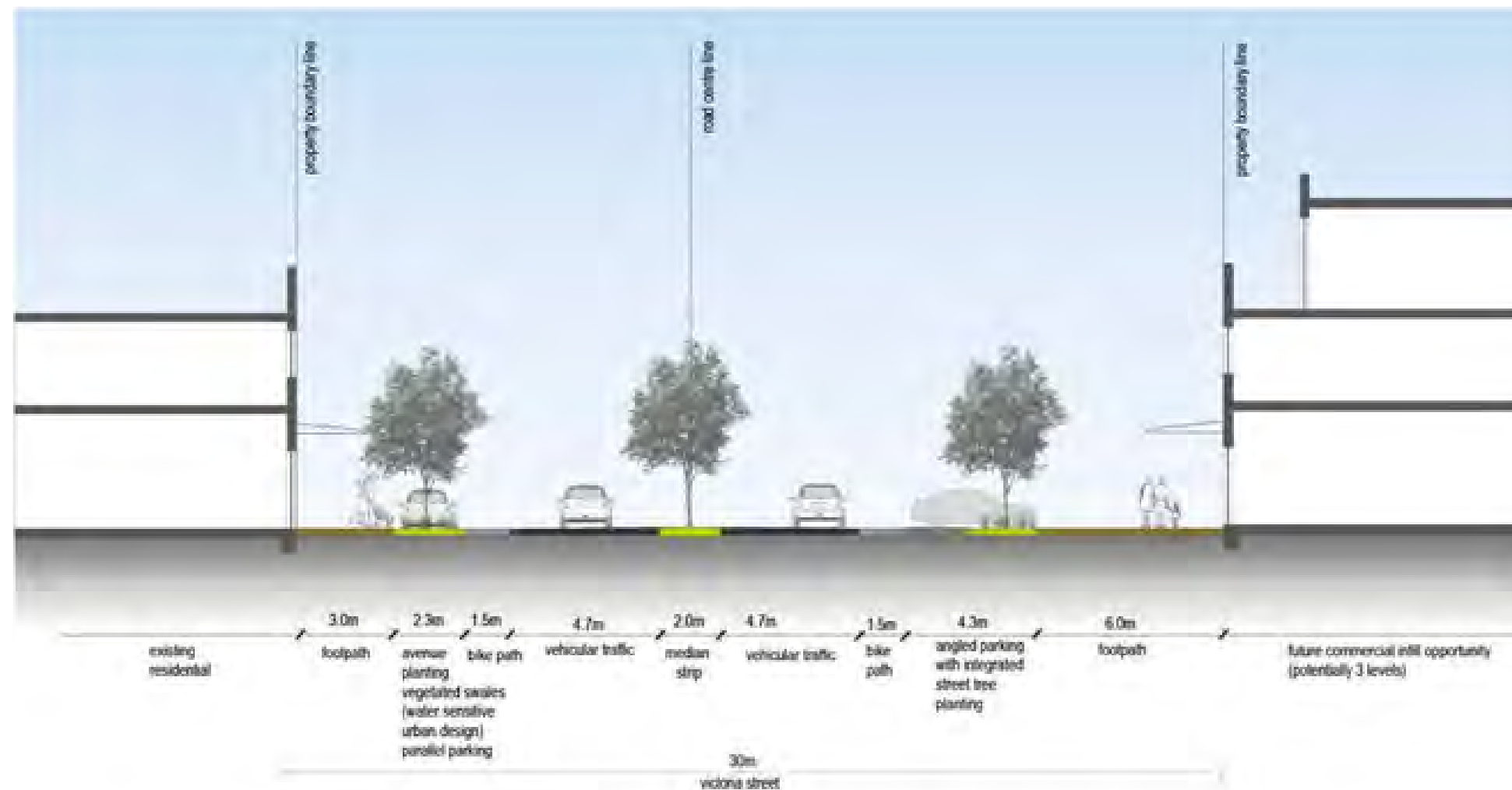


#### element 9: cross town green links

Better connections between the Canterbury Gardens and the open space areas to the south of High Street (such as Albert Roy Reserve) is a key ambition of the Structure Plan. The creation of a link between open space precincts will be for the benefit of existing and future users, residents, visitors and the broader community of Eaglehawk. This is best executed within the Town Centre through the provision of on-street paths and 'urban' landscape connections. The connections can be supported by street signage and the marking of bike paths and streetscape treatments. Street tree planting along Market Street, Napier Street and the central pedestrian connection within the block between these two streets will reinforce the pedestrian/ cycling link between these active recreation nodes, facilitating a credible 'green axis' through the township. It is still necessary to carefully manage the crossing of High Street in a safe way to ensure that the link is a viable one. To this end, the provision of traffic signals at Darling Street to the west may be connected to this network. Vegetation along these green links may be related to the design intent of the open spaces as highlighted in Figure 11 to create a landscape character is contextually relevant.



Napier Street cross section



Victoria Street cross section





### element 10: a safe pedestrian environment

The improvement of the pedestrian realm in Eaglehawk is a high priority. Continuous connected pedestrian pathways to all Town Centre streets connecting into the surrounding residential fringe must be realised. Improvements in consistency of paving effects to High and Victoria Streets are an important starting point, noting the quality treatments already established at Victoria Street outside the IGA. These should be extended over time across intersecting streets to the north and south linking to public spaces at the Canterbury Gardens and Albert Roy reserve. The improved footpath network should be Disability Discrimination Act (DDA) compliant and constructed of consistent materials across the Town Centre, but with a particular focus on quality in the retail core, with a more modest effects further away from the heart.

Safe pedestrian crossing of High Street and other main thoroughfares within the Town Centre is also a priority. While the long term goal is to remove most heavy vehicle movements from the Town Centre, there is nonetheless an important community safety mandate to enhance the opportunities for safe crossing of the retail streetscape. This will be all the more important as the town accommodates increased residency and visitation. Formal pedestrian crossings (in the form of central median refuges and possibly zebra crossings) should be established at Napier Street and Church Streets at their intersections with High Street. There will be more emphasis on safe pedestrian crossings along High Street corridor with the signalised pedestrian crossings at Brassey Square and Eaglehawk Primary School locations. These crossings will complement the key road intersections at the Victoria Street-High Street and Darling Street-Peg Leg Road.



### element 11: public transport integration

Public transport is a critical ingredient in the success of any Town Centre, and Eaglehawk is graced with excellent infrastructure to support this goal. While the station presently supports a limited service, bus use Eaglehawk is particularly high. Integration between these modes of public transport (and other modes of private movement) is strongly supported. The proposed plan seeks the creation of a Town Centre 'circuit' as part of any future review of bus routes to ensure that all routes provide direct access to the Town Centre and allow for easy transfer from one bus to another. This will be subject to further investigation to ensure that the legibility of the bus routes is not compromised. The station precinct should be redeveloped to accommodate for a bus interchange to allow for direct connections between transport modes. In partnership with the Department of Transport, the broader role that the station precinct redevelopment plays should be recognised. Redevelopment of the area should be sufficient to accommodate potential growth in public transport usage in the longer term. The plan also seeks to establish formalised commuter car parking areas to both the north and the south of the rail line for easier access by commuters from Eaglehawk and also the growth areas of Jackass Flat and Maiden Gully.

The establishment of an effective transit interchange at Eaglehawk is not just about the interconnection between bus, rail and car. As a key transport hub within the wider northern areas of Bendigo, clear and extensive networks of pedestrian and cycle paths should be formed that connect the precinct to different parts of broader Eaglehawk. To this end, the green link connecting the reserves to the south with the Canterbury Gardens and Lake Neangar forms an important connection to the transit hub. Similar links are sought to the retail core along Main Street spines and laneways. These town centre links to the precinct should be prioritised. The retention of the existing employment training facilities on site (run by FEO) can be accommodated with a one-way bus system however the longer term establishment of additional infill development within this precinct is also supported to increase activity and passive surveillance.



### element 12: green streets connections

Residential areas around the Town Centre are open and typically characterised by well set back detached dwellings. While this is a pattern that is likely to endure, the emergence of townhouse and dual occupancy housing in such streetscapes can change the sense of place. For this reason, and for other sustainability purposes, the priority 'greening' of all surrounding residential streetscapes is supported. This concept also allows for a regime of street tree planting representing the hierarchy of Eaglehawk's streets. Street tree planting is encouraged to build upon the strong tradition of city avenues and reinforce the identity of Eaglehawk gateways and the 'main street'. Street tree planting should be consistent within the retail core, allowing for summer shade and winter sunlight. The positioning of canopy trees in retail streetscapes must consider the need for exposure and retail visibility. Existing plantings, such as those found on Victoria Street, may be a reference for selection of the species along key street tree planting axes of Panton Street, Market Street, Napier Street and Victoria Street. Open surface car parking areas that remain undeveloped (in the short to medium term) should include tree planting for shade and shelter and lessen the dominance of hard surfaces. Street trees should be setback from junctions to ensure an open profile and safe maneuverability across intersections.

Residential streetscapes should adopt a co-ordinated street tree planting regime to ensure compatibility with the surrounds. The tendency to 'formalise' residential streetscapes with hardstand verges and kerb and channel should be limited where possible in favour of a street profile that is softer in its presentation. To this end, any opportunities to retain the soft grass or gravel roadside verges, with open drainage swales and spreading canopy street tree planting should be encouraged. This treatment can in most instances support sustainability through water sensitive urban design effects which can support irrigation of native wetland grasses and canopy street trees, including the potential to introduce centre median plantings.

### element 13: junction treatments along high street

Overcoming the barrier which High Street presents to pedestrians is a key Town Centre ambition and one that can better integrate activities and uses to the north and south of the key retail spine. While this is facilitated currently through the signalised junction at High and Victoria Streets, there is also a need to establish a further signalised junction to the west at Darling Street. Given the concept to limit through traffic past Brassey Square (through a rationalisation of Sailors Gully Road), Darling Street will then become the principal connection to High Street from the north-west. It will accommodate an increased number of vehicle movements and will also be the key connection towards the more active station precinct. The intersection of Peg Leg Road and Darling Street will therefore become more important and must be designed safely for both vehicles and pedestrians.

Signalisation of this junction is proposed to manage the increased public transport circulation (buses, commuters and pedestrians) at a location which will also experience significant pressure due to the location of the future ALDI store. Given the increased profile of Darling Street as a main road, signalisation of the junction is a priority. These treatments in tandem with pedestrian crossings will improve the pedestrian amenity of the precinct and serve as an intermediate gateway to the Town Centre from the west. In addition to these measures, the broader ambition to provide a heavy vehicle bypass or diversion (thereby removing many heavy vehicle movements from Victoria Street) will allow for improved amenity effects to the intersection of Victoria Street and High Street.

### element 14: main streets amenities

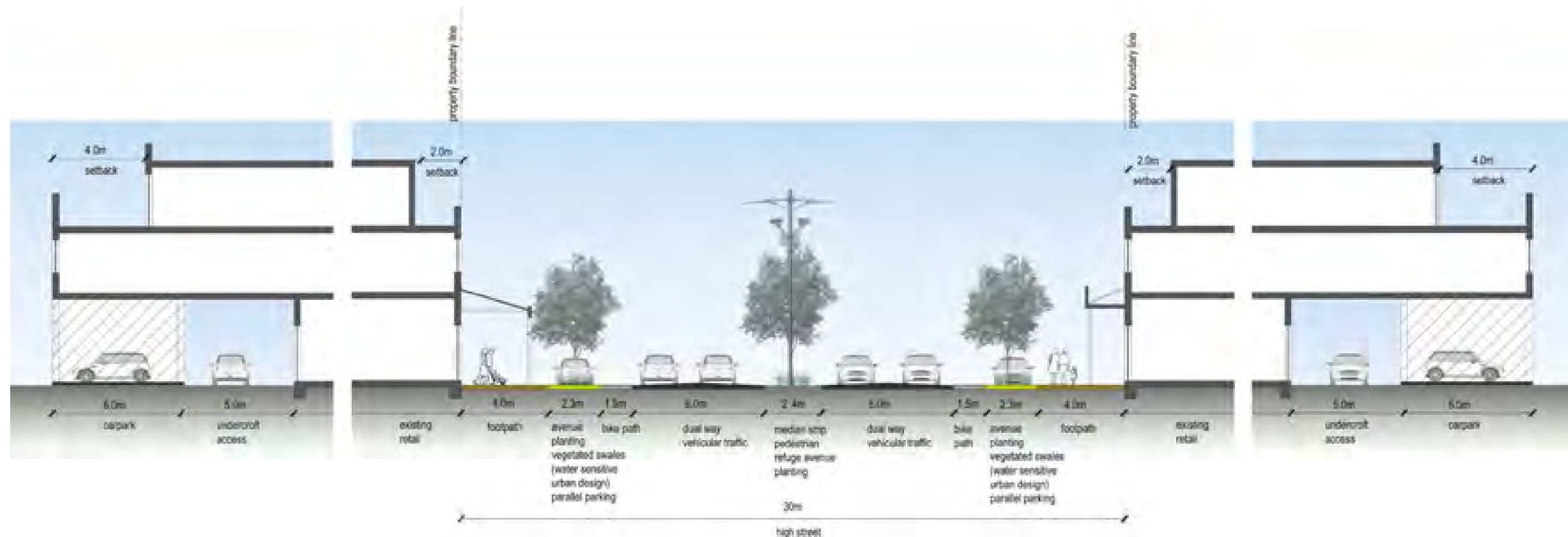
The High Street streetscape is presently compromised as a high quality pedestrian setting, largely as a function of the relatively utilitarian treatment of the roadway and its various elements, designed to accommodate heavy vehicle movements. The High Street road corridor (at 30m in width) may be redefined through provision of a new streetscape median with street tree planting, new public furnishings and pavements with the opportunity for improved car parking configurations and pedestrian space. The Town Centre plan sets out cross sections that aim to establish clearer movement and amenity corridors within the reserve. These include a carriageway set at 6m in width with a 2.4m centrally aligned street tree median (and pedestrian refuges) including advanced water sensitive urban design systems. There are also opportunities for 1.5m wide cycling lanes and a generous 4m wide pedestrian corridor, including a narrow belt for the provision of seating, bins, bicycle stands and lighting. Car parking with shade street tree planting can be provided on both sides of the street. Post supported and / or cantilevered awnings and re-established verandahs can successfully coexist within the corridor.

The character of the Town Centre precinct should be reinforced through the design of 'place specific' public realm and landscape elements including furnishings, signage and plantings. In terms of the pavement treatments, bluestone paving at appropriate locations should be supported (as existing in parts) to accommodate outdoor dining. This effect should be continued to present to all active dining frontages on High and Victoria Streets. Consistent street lighting along each key pedestrian routes within the Town Centre with solar powered lighting fixtures preferred.

### element 15: improved lane connections and parking

The Town Centre's main street network is supported by a suite of narrower lanes and back of shop car parking areas that provide access to retail areas and more informal pedestrian connections through blocks. The network of service access lanes which already exist should be improved behind the four main blocks of the Town Centre grid. The depth of the lots along High Street is such that they would benefit from a continuous 3.5-4m wide lane to accommodate vehicular traffic and footpath links. This lane network provides the opportunity to access the back of shops (service access) and / or undercroft or basement parking for future mixed use developments as back of the shop areas redevelop. Where possible, these lanes should include active frontages, particularly on the axis connecting towards Seymoure Street and the Station Precinct. Lanes with strong connections to the Victoria Street commercial area from Church and Napier Streets could transform into semi-internal retail arcades in the future.

Clearly the redevelopment of back of shop areas has an effect on the provision of car parking within the Town Centre and in general terms, the quantum of parking required in redevelopment should be at the discretion of the CoGB. Given the local provision of public transport, less surface car parking areas are preferred. The provision of tree planting may assist in moderating these relatively hostile pedestrian spaces in the short to medium term. In the longer term, open surface parking sites should be developed with street fronted buildings, with parking well concealed behind. There are also opportunities to improve the edges of existing car parking areas (and the efficiency of the layout of parking areas) in the short term through a range of planting and landscape treatments that can form complementary soft edges and visual screens as required at both the ALDI and IGA car parks.



High Street cross section

# eaglehawk structure plan

figure 12: town centre plan

## legend

- existing commercial 
- commercial infill opportunities 
- existing residential 
- residential infill opportunities 
- existing mixed use 
- mixed used infill opportunities 
- active frontages 
- adapt heritage buildings 
- reuse of heritage buildings and community uses 
- brasserie square local space 
- continuous footpath network 
- town gateways 
- paving thresholds 
- pedestrian crossing improvements 
- existing signalled intersection 
- proposed signalled intersection / crossings 
- pedestrian railway crossing 
- mid-block pedestrian links 
- existing laneway connections 
- future laneway connections 
- car parking areas 
- canterbury gardens improvements 
- gateway/ main street plantings 
- street tree planting 
- residential street greening 
- public open space connections 
- playground 
- main street public realm treatments 
- place making / art features 
- main town centre bus stops 





## 5 implementation

The implementation of this Structure Plan will occur progressively over a long time period (perhaps 20 - 30 years), and will require careful on-going management and continued communication with the Eaglehawk community and landowners. The co-ordination across a wide range of stakeholders and funding partners is necessary to ensure a productive approach to the development of local employment opportunities and improvements to the town centre in keeping with the important role as a northern activity centre within the City of Greater Bendigo.

The realisation of the 'vision' for Eaglehawk and the concepts espoused in the Structure Plan will only occur following the implementation of a range of local policies, design guidelines and rezoning of land to facilitate the continuing evolution of Eaglehawk.

The *Eaglehawk Structure Plan* outlines a series of key strategic directions and a suite of concepts for the town centre that will serve to enhance the character, image and potential of Eaglehawk. Key actions, which are directly drawn from stated strategies and priorities, are outlined in the following sections. While many immediate actions will be the responsibility of departments within the City of Greater Bendigo, initiatives will also need to be pursued by agencies and landowners as indicated in the tables.

While the Council's lead role in review of development proposals in Eaglehawk is critical, it is also acknowledged that Eaglehawk has a strong history of community engagement and involvement through associations such as the local Business and Community Network and Empowering Eaglehawk. In addition, the role of private organisations in facilitating development of many of these ideas should not be underestimated through the use of public-private partnerships where appropriate.

As with many regional areas, Eaglehawk has a basic zoning structure that does not necessarily align with the existing uses, capacity or potential of the land. It is vital that this project considers hard questions not only relating to any new zoning required to facilitate the plan but also to perhaps redress previous zonings which are not considered to be sustainable or to reflect an existing use the plan would like to see maintained and / or enhanced. This is discussed further in Section 5.1 which addresses rezoning of land.

The first and critical step in realising the objectives of the Structure Plan is the establishment of planning controls. The suite of zones, overlay and design controls recommended as part of this plan must initially be approved by the Council, and then incorporated into the Greater Bendigo Planning Scheme. This will be undertaken as Stage 3 of this project

Finally, it must be accepted that planning for change in Eaglehawk is a long-term prospect. Therefore the Structure Plan must be flexible enough to be adapted to changing circumstances, be they relating to economic, social or environmental factors. Continued monitoring and evaluation of the Plan must be undertaken by the Council to ensure that it remains relevant to current practice and community expectation.

### 5.1 zoning and overlay controls

The use of the Victorian Planning Provisions (including zones and overlay controls), in conjunction with changes to the Local Planning Policy Framework are the key means by which it can be ensured that future development of Eaglehawk occurs in line with the strategic aims of this Structure Plan. Proposed zoning and overlay controls are identified and discussed in further detail in the table on the following page. *Definitions are included following the table.*

### 5.2 planning policy

In conjunction with the proposed zoning and overlay changes, detailed on the relevant table, the primary way in which the Structure Plan will be implemented will be through the creation of local policy. Within the Greater Bendigo Planning Scheme, the Municipal Strategic Statement (MSS) at Clause 21 sets the strategic directions for planning across a range of issues. Currently an update to the Greater Bendigo Planning Scheme is on exhibition following the regular review of their Planning Scheme all Councils are required to undertake. Some changes to the structure of the Planning Scheme have been proposed within the exhibited document which will make the Scheme easier to use and more in line with the preferred format. As such, changes identified within this section correspond to the clauses currently on exhibition through Amendment C170.

Recommendations for changes to the Planning Scheme to implement the *Eaglehawk Structure Plan* are as follows:

- Amend the settlement Framework Plan included in Clause 21.04 to identify the key role as a mixed use activity node Eaglehawk's town centre will play and therefore its position as the primary activity centre in the northern areas of Bendigo.
- Amend Clause 21.09 to confirm the broader role Eaglehawk plays and will continue to play in providing service and facilities for the broader northern area, recognising that the designations within the activity centre hierarchy are not exclusively based around retail floorspace capacity.
- Create a new sub-clause under Clause 21.11 'Local Areas' to provide specific direction regarding the strategies required to implement this Structure Plan. These include initiatives such as the green links and consolidation of industrial areas.
- Reassess and amend clause 22.09 to ensure that it provides appropriate guidelines to encourage infill development.



Our house: Sailors Gully Road



Railway Station Hotel, Eaglehawk



Eaglehawk Primary School

### 5.3 funding strategies

The Structure Plan requires a funding strategy to outline the means by which concepts may be implemented over time. The CoGB will need to carefully consider how this will occur as part of the broader funding strategies. The role of a funding strategy will be to identify sources from which funds will be derived for this particular project. A funding strategy will need to look at all income sources and the potential of different sources to contribute to the total cost of implementing the plan. Importantly, in the Eaglehawk context, the ongoing partnership and collaboration between Council and the many active community associations and other agencies operating in the area will be crucial to identifying and accessing a broad range of funding opportunities to achieve the aims of this plan. Other elements of the funding equation are likely to include the following:

*Funding from General Rates* - The ability of the Council to fund public works from general rates is limited by budgetary constraints and the current commitment of funds for existing major capital works projects. However, in order to demonstrate its commitment to civic improvements in Eaglehawk, the CoGB will need to provide some funds from general revenue. This could be either for specific projects, or on a dollar for dollar basis (or some other proportion) to match funds derived from other sources.

*State Government Funds* - The State Government makes funds available to local government for public works and urban improvements. This document will provide the CoGB with strong strategic justification to support applications to the State Government for project funds as they become available.

*Special Charges* - The levying of a special charge to cover the cost of works would be an option for generating funds for works, in situation where existing property owners and businesses benefit (such as the provision of road upgrades or consolidated car parking opportunities for example). A special charge could also be levied to cover the administrative and operational costs of any implementation body established to implement the plan. Political and equity considerations need to be taken into account in deciding to introduce a special charge

*Other Sources* - A series of new and innovative approaches to development funding are also available, including the opportunities for 'partnership projects' that demonstrate collaboration and joint venturing between the private and public sector. In addition, funding is available through agencies such as Sustainability Victoria and other organisations that focus specific areas. More standard public / private partnerships could also be pursued by CoGB to achieve some key identified projects.



Improved open spaces

### 5.4 other actions

In addition to implementing the Structure Plan through the Greater Bendigo Planning Scheme, a number of other actions should be initiated by CoGB, other authorities and local stakeholders to achieve the 'vision' of this plan. There is also further work which this plan has identified which will need to be undertaken before particular strategies can be pursued. These are also outlined on the following page.

As mentioned in the introduction to this section, the development of the initiatives identified above will happen over a period of time as developments are proposed and funding becomes available. Priorities may also change over time, as selected initiatives of the plan become more critical or of greater importance to the Eaglehawk community. To assist in the process, however, a number of priorities have been identified which should be the focus for the pursuit of funding. The resolution of some outstanding issues through a process of more detailed concept design is also highlighted.

Identified actions will require the cooperation of a number of different parties including landowners and other government authorities. Prioritising the actions allows not only for the key projects to be highlighted but for additional weight to be added when seeking funding for specific projects identified as priorities. As opportunities for funding become available this Structure Plan will demonstrate the strategic importance of noted projects.

The following timeframes have been adopted for this project (short term: 2012 - 2016, medium term: 2016 - 2022 and long term: 2022 - 2032). The table outlining these actions can be found on the following page.

### 5.5 precinct concept plans

Included within Section 6 of this report are a series of 'concept' plans which have been developed for key areas of the township. It is important to acknowledge that these 'concepts' are just that; conceptual. They have been provided to illustrate one of many ways that the aims of the plan in relation to these spaces might be achieved. They represent only the beginning point of the development of these spaces, and a long term vision. The change envisaged by these concepts may take a number of years to develop and will need to proceed through a number of other steps before any development is realised on the ground, including, but not limited to a more detailed masterplanning process, which should:

- Include extensive consultation with not only the users and key stakeholders of these precincts but also the broader Eaglehawk community given their identified importance to the township as a whole.
- Determine the full extent of constraints and opportunities on the sites and develop a plan which achieves the aims outlined in this document, while responding to the opportunities, constraints and feedback from the community.
- Investigate further ways that sustainable design practices could be incorporated into the precinct.
- Provide more detailed guidance on matters such as the placing of seating and bins, paving materials and tree and other plant species to be incorporated.
- Consider further any changes to existing access and traffic movement in and around the precinct.
- Detail how the masterplan will be implemented, including how it may be implemented over time if the process of developing these spaces is to be staged.

### 5.6 staging of access and movement changes

Some additional detail is provided below on the likely required staging of transport related initiatives in recognition of the interrelationship which exist in this area, and potential flow on effects. Identified staging to date is as follows:

#### closure of sailors gully road

The potential closure of this road is identified in Figure 15 would require a number of steps as follows:

- Relocation of CFA training facility on Darling Street in response to the establishment of Aldi.
- Reconstruction of Darling Street to an agreed arterial road standard (including pavement strength) and including the realignment of Sailors Gully Road into Darling Street.
- Construction and commissioning of signalised intersection Darling Street / Loddon Valley Highway.
- Construction of new bus stops on Darling Street.
- Works to establish vehicle access through ROW from the southern end of Sailors Gully Road to Darling Street.
- Works to establish access for CFA vehicles through Brassey Square.
- Closure of Sailors Gully Road to through traffic.
- Works to realign Loddon Valley Highway over redundant median turn lane adjacent to Brassey Square.
- Installation of new pedestrian crossing of Loddon Valley Highway to Brassey Square / plaza.
- Road declarations and planning scheme amendment to reflect the change in the Road zone 1 (RZ1) category.

#### transport interchange (station precinct)

The establishment of the access arrangements outlines in Figure 14 may need to be staged as follows:

- Construction of left turn slip lane for westbound traffic on Loddon Valley Highway to access Sutton Lane.
- Construction and commissioning of signalised intersection Darling Street / Loddon Valley Highway.
- Construction of hardstand for carparking on VicTrack land north side of tracks, west of existing buildings.
- Works to ensure Sutton Lane surfacing / construction and line-marking is appropriate for bus traffic.
- Construction of bus stops, carriageway and pedestrian pathways through VicTrack land from Sutton Lane to Market Street.
- Opening new bus stops and station precinct to bus traffic.

## recommended zoning changes

description of land	current zone	proposed zone	notes
Land within the western areas of town, approximately in line with Eaglehawk North Primary School and including all areas to the west and south of the former Williams Mine site (shown on Figure 13).	Residential 1 Zone	Low Density Residential Zone (minimum subdivision size 1ha)	This land is currently zoned Residential 1 Zone, with a Development Plan Overlay applied above this zoning. It is considered more appropriate that this land is rezoned to the Low Density Residential Zone which more accurately reflect the existing conditions and the capacity of the land to accommodate residential development. It is noted that this land is also affected by a Bushfire Management Overlay which will further impact on the ability of this land to see further residential intensification. All land to the west of the township beyond the Letherbys Road alignment (excluding land east of Hopkins Avenue with a frontage to the Highway and land immediately adjoining Letherbys Road and Brewery Road). Much of this land is also heavily vegetated and adjoins areas of public open space, meaning the retention of these lots in larger formats is important for character and for biodiversity reasons, as well as in response to servicing limitations and bushfire risk.
Land in the southern portion of what is known as the Moon Mine site and former Murchison Mine site.	Residential 1 Zone	Rural Conservation Zone / Public Conservation and Resource Zone	Depending on the land ownership of these areas, properties should be rezoned either to Rural Conservation Zone or to Public Conservation and Resource Zone. Both areas are currently zoned Residential 1 but are not considered to have any capacity to accommodate residential development in the future. As such, it is important that the zoning be addressed so as not to distort any assessment of available residential zoned land both within Eaglehawk and the wider urban area of Bendigo.
Land on the south side of Upper California Gully Road between Bracewell Street and the Enterprise Park.	Residential 1 Zone	Industrial 3 Zone	This land currently has a mix of uses occurring on it and is located in a strategically important location, across the road from an existing industrial estate and immediately adjoining the highly successful Enterprise Park. In addition, Upper California Gully is an identified heavy vehicle route. As such the transition, over time, of this land to industrial uses is supported. The rezoning will create possible longer term opportunities for the expansion of the Enterprise Park. Industrial 3 zoning is considered appropriate given the existing residential land uses occurring in the immediate vicinity.
Land adjoining the southern part of the former Williams Mine site, zoned for residential uses but not currently developed.	Residential 1 Zone	Public Conservation and Resource Zone	While the land is zoned for residential purposes, additional residential development in this area, particularly at conventional densities, is not supported. Many of the existing lots (where development of a dwelling would be as of right) have not yet been developed. Furthermore, the lots are crown land. Therefore it is considered that all lots within this area without an existing dwelling should be rezoned to a zone which better reflects the considerations and appropriate types of development in this area.
Land adjoining Darling and Sailors Gully Roads, without frontage to High Street, currently zoned Business 1 Zone.  Land to the west of Napier Street without frontage to the Loddon Valley Highway.	Business 1 Zone	Business 2 Zone <i>Note: under proposed new commercial zones this recommended rezoning would not be required.</i>	Both these areas are considered unsuitable for future retail expansion (which is instead to be consolidated within the core activity area). A Business 2 zoning is considered the most appropriate from the suite of available zones. The Business 2 Zone is intended to support the development of office space, and is preferred to the Business 5 Zone which supports office and multi-unit development and may be more restrictive in the commercial uses which may establish in this area. While residential development in the area is supported, the land remains a key part of the activity centre core and an emphasis on commercial use of the land through the zoning is preferred. In addition, for many properties in this area access to residential development within is likely to occur from the rear which could be contrary to the purpose of the Business 5 Zone.

## recommended overlay changes

description of land	proposed overlay	notes
Land at the urban / forest interface.	DDO	The application of a Design and Development Overlay control on land at the interface with forest areas, has been raised for consideration though the review of the Greater Bendigo Planning Scheme.
Land identified for infill development which cannot be appropriately controlled through the application of Clause 56 (shown on Figure 13).	DPO	In some areas identified within this plan for infill development, the configuration of lots or ownership patterns means that the parcels will need to be considered together if a good urban design outcome is to be achieved. Many of these areas are positioned centrally within blocks which have established perimeter development. As such, a Development Plan Overlay is required to provide an integrated response. It is noted that this DPO should not be overly onerous but should address matters including access and orientation of building envelopes.
The town centre activity core	DDO	This overlay will implement the specific design matters identified in the town centre plan (refer Section 4) and will be structured to trigger permits only where development is proposed which does not meet established parameters.
Land within 500m of the Eaglehawk Landfill	ESO	An Environmental Significance Overlay is required to ensure that potential impacts from the landfill are taken into account when planning applications are assessed.

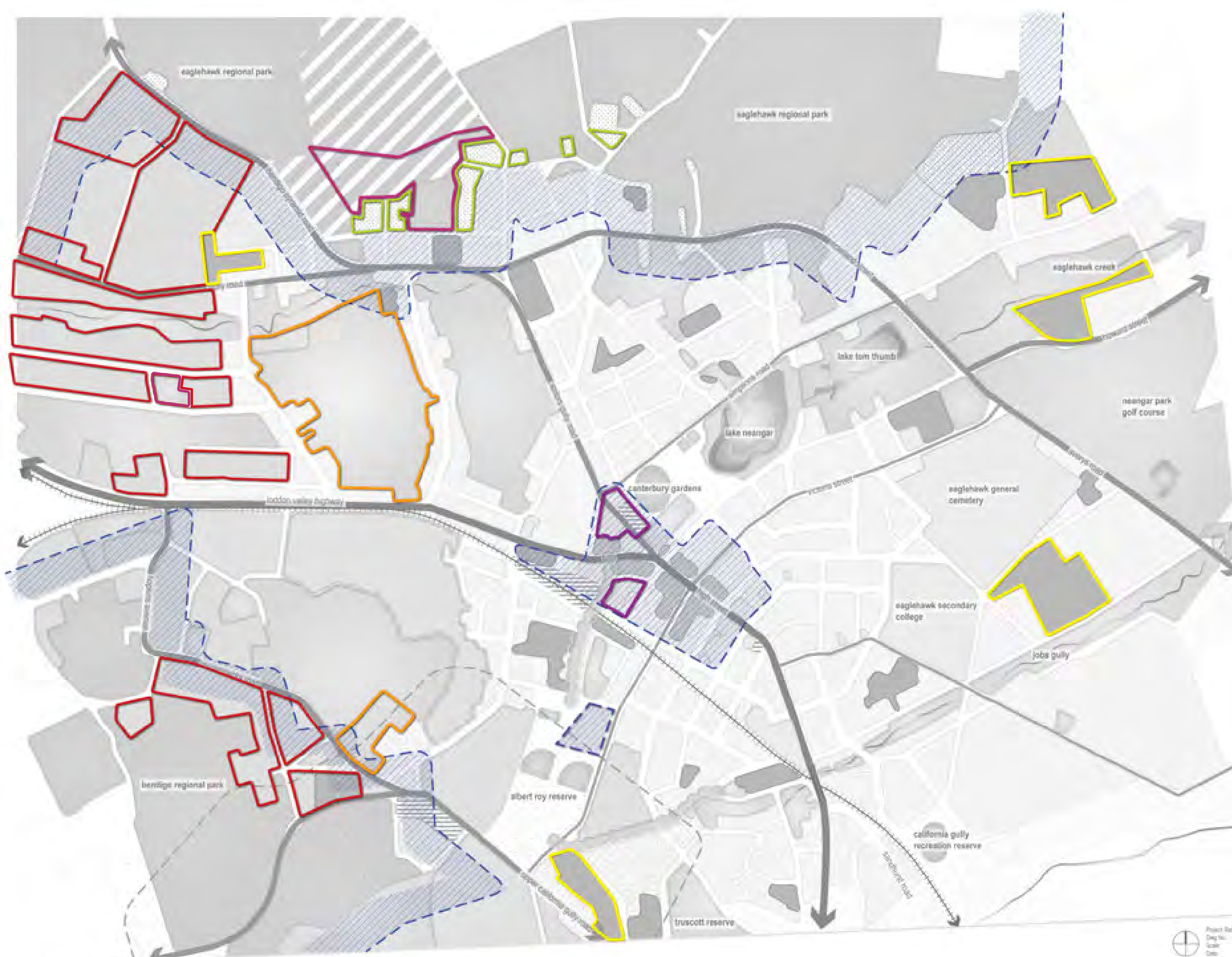


# eaglehawk structure plan

figure 13  
zoning and overlay  
proposed changes

## legend

- areas proposed for development plan overlay application 
- areas proposed for lower density residential rezoning 
- areas proposed for rural conservation rezoning 
- areas proposed for rezoning to public conservation and resource 
- areas proposed for design and development overlay application 
- areas proposed for rezoning to business 2 
- areas proposed for rezoning to rural conservation or public conservation and resource 



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Revision: C



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lead responsibility (CoGB department)	action	timing	internal partners	external partners
asset planning and design	1.0 Implement the short and medium term priorities of the <i>Eaglehawk Open Space Precinct Masterplan</i> .  <i>Refer section 3.1: strategic direction #1, section 3.8: strategic direction #8 and section 4: town centre plan.</i>	Short term (2012 – 2016)	recreation, parks and natural reserves	sporting groups and other key stakeholders
strategy	2.0 Prepare a masterplan for the Brassey Square precinct which investigates (inter alia): <ul style="list-style-type: none"> <li>• The possible closure (or other changed traffic conditions) of Sailors Gully Road.</li> <li>• The possible designation of Darling Street as the alternate arterial road.</li> <li>• Any consequential changes to traffic control at the Peg Leg Road / Darling Street intersection.</li> <li>• The relocation of CFA training assets and arrangements.</li> <li>• The creation of a public space that connects the Eaglehawk Town Hall with the Canterbury Gardens.</li> <li>• The development of a Community and Arts Hub to increase activity and attract visitors.</li> </ul> <i>Refer Figure 12 and Figure 15.</i> <i>Refer also section 3.1: strategic direction #1, section 3.5: strategic direction #5, section 3.8: strategic direction #8 and section 4.</i>	Short term (2012 – 2016)	asset planning and design, building and property, community and cultural development, recreation	VicRoads, Department of Transport, local businesses, community groups, other key stakeholders
recreation	3.0 Prepare a masterplan for the Albert Roy Reserve which investigates (inter alia): <ul style="list-style-type: none"> <li>• Strategic land acquisition.</li> <li>• Provision of new facilities and existing facilities upgrades.</li> <li>• Retention of open grassed areas for informal recreation.</li> <li>• The need for buffer vegetation to adjoining industrial areas.</li> <li>• Pedestrian circulation and external linkages.</li> <li>• Provision of playspace and BBQ area.</li> </ul> <i>Refer to Figure 9 and Figure 16.</i> <i>Refer also section 3.1: strategic direction #1, section 3.5: strategic direction #5, section 3.8: strategic direction #8 and section 4.</i>	Short term (2012 – 2016)	asset planning and design, building and property, community and cultural development, parks and natural reserves, strategy	sporting groups and other key stakeholders
strategy	4.0 As part of the Eaglehawk Community Facilities Feasibility Study, consider the possible establishment of a register of available community rooms and resources and provision of access to a centralised booking system with venue information.  <i>Refer section 3.8: strategic direction #8.</i>	Short term (2012 – 2016)	building and property, community and cultural development	community groups
asset planning and design / strategy	5.0 Investigate, as part of the City of Greater Bendigo Open Space Strategy, opportunities for the establishment of community gardens spaces in Eaglehawk and explore potential links to the existing Stephanie Alexander Garden at Eaglehawk Primary School.  <i>Refer section 3.1: strategic direction #1.</i>	Short term (2012 – 2016)	community and cultural development, recreation, strategy	community groups, Eaglehawk Primary School
asset planning and design	6.0 Investigate the need for a pedestrian crossing upgrade, and associated path connections, at the intersection of Jobs Gully Road and Eaglehawk Road to allow safe pedestrian and cycle access across Eaglehawk Road at this location.	Short term (2012 – 2016)		VicRoads
asset planning and design	7.0 Improve provision of bicycle storage facilities throughout the township, with priorities being: <ul style="list-style-type: none"> <li>• Brassey Square.</li> <li>• Canterbury Gardens.</li> <li>• Railway Station.</li> </ul> <i>Refer section 3.5: strategic direction #5.</i>	Short term (2012 - 2016)	parks and natural reserves, recreation, strategy	Department of Transport, Eaglehawk Secondary College
asset planning and design	8.0 Design and construct identified on-road cycling lanes in the following locations as a priority, ensuring that on-road cycle tracks are delineated from on-street car parking spaces: <ul style="list-style-type: none"> <li>• Victoria Street, between Upper California Gully Road and Averys Road and Howard Street to Jackass Flat.</li> </ul> <i>Refer Figure 8 (proposed on road bike lanes).</i> <i>Refer also section 3.1: strategic direction #1 and section 3.5: strategic direction #5.</i>	Short term (2012–2016)	strategy	VicRoads
asset planning and design	9.1 Progressively design and construct (line marking) other identified on-road cycle lanes, ensuring that on-road cycle tracks are delineated from on-street car parking spaces.	Medium – Long term (2016-2032)		VicRoads

lead responsibility (CoGB department)	action	timing	internal partners	external partners
asset planning and design	<p>9.0 Design and construct identified off-road walking and cycling paths in the following locations as a priority:</p> <ul style="list-style-type: none"> <li>Along Eaglehawk Creek, as an extension to Jackass Flat.</li> <li>Between the Brassey Square precinct and the south end of Victoria Street, incorporating the Albert Roy Reserve.</li> <li>Between Eaglehawk Road and Watson Avenue.</li> </ul> <p><i>Refer Figure 8 (proposed off road bike and walking paths).</i> <i>Refer also section 3.1: strategic direction #1 and section 3.5: strategic direction #5.</i></p>	Short – Medium term (2012–2022)	recreation, parks and natural reserves, sustainable environment unit	Parks Vic, Department of Sustainability and Environment
asset planning and design	<p>9.1 Progressively design and construct other identified off-road walking and cycling paths.</p>	Medium – Long term (2016–2032)	recreation, parks and natural reserves, sustainable environment unit	Parks Vic, Department of Sustainability and Environment
asset planning and design	<p>10.0 Work with relevant authorities to seek funding for the undergrounding and/or bundling of powerlines as a priority:</p> <ul style="list-style-type: none"> <li>Within the town centre, including Market Street, Panton Street, Seymoure Street, Victoria Street (north), Napier Street, Church Street, Brazier Street, Haggard Street.</li> <li>Eaglehawk Road between Jobs Gully Bridge and Parsonage Grove.</li> <li>Sailors Gully Road, between the Brassey Square precinct and McClelland Drive.</li> <li>The Loddon Valley Highway to the west of town.</li> <li>Upper California Gully Road between Bracewell and Victoria Streets.</li> </ul> <p><i>Refer Figure 10 (key corridor tree planting) and Figure 12.</i> <i>Refer section 3.9: strategic direction #9 and section 4.</i></p>	Short - Medium term (2012–2022)		VicRoads, Powercor
asset planning and design	<p>10.1 Work with relevant authorities to seek funding for the progressive undergrounding and/or bundling of powerlines in other areas of the township with an emphasis on those streets which are critical to delivery of the <i>Eaglehawk Streets Plan</i>.</p> <p><i>Refer Figure 10 (key street tree planting, residential 'street greening').</i></p>	Medium – Long term (2016–2032)		VicRoads, Powercor
asset planning and design	<p>11.0 Undertake a detailed design and cost assessment of identified road and intersection upgrades to implement the identified heavy vehicle route:</p> <ul style="list-style-type: none"> <li>Hopkins Avenue railway crossing.</li> <li>Upper California Gully / Jackson Street / Eaglehawk Road intersection.</li> </ul> <p><i>Refer Figure 8.</i> <i>Refer section 3.5: strategic direction #5 and section 4.</i></p>	Short – Medium term (2012–2022)	strategy	VicRoads, other key stakeholders
asset planning and design	<p>12.0 Prepare an <i>Eaglehawk Streets Plan</i> which (inter alia):</p> <ul style="list-style-type: none"> <li>Conceptualise and develops the identified street 'greening' objectives.</li> <li>Conceptualises the design of 'open space connections' which are key streets forming part of the identified wider open space network.</li> <li>Conceptualises the design of the 'safe school route' between Eaglehawk Primary School and Eaglehawk Secondary College.</li> <li>Provides a prioritised for the progressive delivery of streetscape greening.</li> <li>Develops and documents a preferred palette of planting, materials and finishes for Eaglehawk's streetscapes.</li> </ul> <p><i>Refer Figure 10 (key corridor tree planting, key street tree planting, residential 'street greening', gateway road interfaces for improvement).</i> <i>Refer also section 3.1: strategic direction #1, section 3.4: strategic direction #4, section 3.8: strategic direction #8, section 3.9: strategic direction #9 and section 4.</i></p>	Short – Medium term (2012–2022)	children and family services, community and cultural development, healthy communities, parks and natural reserves, strategy, recreation	VicRoads, Department of Sustainability and Environment
asset planning and design	<p>12.1 Design and implement streetscape greening and associated works in the following locations as a priority:</p> <ul style="list-style-type: none"> <li>Within the town centre, including Market Street, Panton Street, Seymoure Street, Victoria Street (north), Napier Street, Church Street, Brazier Street, Haggard Street.</li> <li>Eaglehawk Road between Jobs Gully Bridge and Parsonage Grove.</li> <li>Sailors Gully Road, between the Brassey Square precinct and Hodgson Street.</li> <li>The Loddon Valley Highway to the west of town.</li> <li>Upper California Gully Road between Bracewell and Victoria Streets.</li> </ul>	Short – Medium term (2012–2022)	parks and natural reserves	VicRoads
asset planning and design	<p>13.0 Design and install signalised pedestrian crossings and/or pedestrian refuges at identified locations along High Street and Peg Leg Road.</p> <p><i>Refer Figure 12 (Pedestrian crossing improvements, proposed signalized intersection/crossings).</i> <i>Refer also section 3.5: strategic direction #5, and section 4.</i></p>	Short – Medium term (2012–2022)		VicRoads, Department of Transport



lead responsibility (CoGB department)	action	timing	internal partners	external partners
strategy	<p>14.0 Work with relevant authorities to prepare a joint masterplan for the Eaglehawk Railway Station precinct which investigates (inter alia):</p> <ul style="list-style-type: none"> <li>• Broader identified objectives for access and movement within Eaglehawk.</li> <li>• Progressive transitioning and/or integration of existing uses and activities.</li> <li>• Additional and upgraded facilities and amenities.</li> <li>• Opportunities to integrate future residential and mixed use development on adjoining sites.</li> <li>• The low visibility and profile of the Station precinct as part of the town centre.</li> </ul> <p><i>Refer section 3.5: strategic direction #5 and section 4 and 6.</i></p>	Short – Medium term (2012-2022)	asset planning and design, economic development unit	Department of Transport, Public Transport Victoria, FEO
asset planning and design / strategy	<p>15.0 As part of the City of Greater Bendigo Open Space Strategy, identify different management organisations and regimes related to Eaglehawk's open spaces and identify measures to coordinate the management and maintenance of these spaces.</p> <p><i>Refer section 3.1: strategic direction #1, section 3.2: strategic direction #2 and section 3.4: strategic direction #4.</i></p>	Short – Medium term (2012-2022)	recreation, strategy	Department of Sustainability and Environment, Parks Vic
strategy	<p>16.0 Prepare and implement an Amendment to the Greater Bendigo Planning Scheme which:</p> <ul style="list-style-type: none"> <li>• Formally recognises and refers to the Eaglehawk Structure Plan.</li> <li>• Applies the identified zone and overlays changes</li> <li>• Introduces changes to Clauses 21 and 22 as outlined in Section 5.1.</li> <li>• Takes account of changes within the State Planning Policy Framework, such as the introduction of the Bushfire Management Overlay.</li> </ul> <p><i>Refer section 3.3: strategic direction #3 and section 5.</i></p>	Short – Medium term (2012-2022)	statutory planning	Department of Planning and Community Development
strategy	<p>17.0 Prepare an Urban Design Framework for the town centre which (inter alia):</p> <ul style="list-style-type: none"> <li>• Illustrates an integrated design vision and guiding objectives and principles.</li> <li>• Aims to build on and improve its existing structure and character, and to achieve high quality urban development and public realm.</li> <li>• Includes a suite of built form guidelines to be applied to the redevelopment of heritage buildings and sites adjoining heritage buildings to encourage an appropriate design response.</li> <li>• Is established as a Reference Document to the Greater Bendigo Planning Scheme.</li> </ul> <p><i>Refer section 3.7: strategic direction #7 and section 4.</i></p>	Medium term (2016-2022)	asset planning and design, statutory planning	business and community stakeholders, Heritage Victoria
asset planning and design	<p>18.0 Prepare an <i>Integrated Signage Strategy</i> for Eaglehawk which (inter alia):</p> <ul style="list-style-type: none"> <li>• Considers a suite of signs for the town's public realm that are complementary to the town's character.</li> <li>• Provides guidelines on the siting and design of advertising signs within public realm areas of the town.</li> <li>• Conceptualises and coordinates the design of 'gateway' treatments at identified locations.</li> <li>• Highlights key local attractions/destinations, including tourism-based places such as the Great Stupa of Universal Compassion.</li> <li>• Rationalises signage within the town centre, along key access routes and at identified gateways.</li> <li>• Provides a signage strategy for the green link open spaces, including a palette of materials which reflects the identified character themes.</li> </ul> <p><i>Refer Figure 10 (township gateway treatments, town centre gateways).</i> <i>Refer also section 3.1: strategic direction #1, section 3.6: strategic direction #6, section 3.9: strategic direction #9 and section 4.</i></p>	Medium term (2016-2022)	statutory planning, strategy, tourism	business and community stakeholders, VicRoads
strategy	<p>19.0 Implement the existing masterplan for the residential area southeast of the Jobs Gully Creek and in the vicinity of Bright Street, focusing on urban renewal initiatives to improve pedestrian access through areas currently characterised by a large number of cul-de-sacs.</p> <p><i>Refer section 3.5: strategic direction #5 and section 3.7: strategic direction #7.</i></p>	Medium term (2016-2022)	asset planning and design	Department of Human Services, local residents
economic development unit	<p>20.0 Conduct a detailed analysis of the viability of the former Williams Mine site for its intended use, in part, as industrial land.</p> <p><i>Refer section 3.2: strategic direction #2 and section 3.6: strategic direction #6.</i></p>	Medium term (2016-2022)	strategy	Unity Mining, Department of Sustainability and Environment, Environment Protection Authority, business and industry stakeholders
economic development unit	<p>21.0 Investigate options for the expansion of the Enterprise Park.</p> <p><i>Refer Figure 7.</i> <i>Refer section 3.6: strategic direction #6.</i></p>	Medium term (2016-2022)	strategy	Environment Protection Authority, business and industry stakeholders

lead responsibility (CoGB department)	action	timing	internal partners	external partners
presentation and works	<p>22.0 Undertake planning for the long term use of the Eaglehawk Landfill site, including development of a rehabilitation plan, once the site is no longer required for waste management operations.</p> <p><i>Refer section 3.1: strategic direction #1 and section 3.4: strategic direction #4.</i></p>	Medium – Long term (2022-2032)	strategy, sustainable environment unit	Environmental Protection Authority, Department of Sustainability and Environment, Department of Planning Community Development
asset planning and design	<p>23.0 Implement landscape upgrades for identified passive open spaces which form key parts of the wider green link open spaces:</p> <ul style="list-style-type: none"> <li>• The area between Victoria Land and Croweth Street, which connects to Albert Roy Reserve.</li> <li>• The areas between Eaglehawk Road and Watson Avenue.</li> </ul> <p><i>Refer Figure 9.</i> <i>Refer section 3.1: strategic direction #1 and section 3.8: strategic direction #8.</i></p>	Medium – Long term (2022-2032)	parks and natural reserves, recreation	Department of Sustainability and Environment
asset planning and design	<p>24.0 Work with relevant authorities to create a space for celebrating Eaglehawk's mining heritage on the Old Virginia Mine site.</p> <p><i>Refer Figure 10 (heritage tourism opportunity).</i> <i>Refer section 3.2: strategic direction #2 and section 3.6: strategic direction #6.</i></p>	Medium – Long term (2022-2032)	parks and natural reserves, strategy	Department of Sustainability and Environment, Heritage Victoria, Parks Vic
asset planning and design	<p>25.0 Investigate a program for the design and installation of swale and landscape treatments along the residential interface of former mining sites to contain and treat potentially contaminated runoff. The Old Virginia Mine should be considered as an initial pilot site.</p> <p><i>Refer section 3.2: strategic direction #2 and section 3.4: strategic direction #4.</i></p>	Medium – Long term (2022-2032)	CoGB	Department of Sustainability and Environment, Parks Vic
asset planning and design	<p>26.0 Work with the relevant authorities to increase and improve public transport options, with the priority to:</p> <ul style="list-style-type: none"> <li>• Extend bus routes to under-served / unserved areas and provide access to the town centre and Railway Station.</li> <li>• Pursue longer term options for public transport access from Jackass Flat and Maiden Gully to the town centre and Railway Station.</li> </ul> <p><i>Refer section 3.5: strategic direction #5.</i></p>	Medium – Long term (2022-2032)	strategy	Department of Transport, Public Transport Victoria, bus operators
asset planning and design	<p>27.0 Support the establishment of a regional level playspace at Lake Neangar in the short term, as identified in the <i>Eaglehawk Open Space Precinct Masterplan</i>. Implement upgrades to existing playspaces within the township area:</p> <ul style="list-style-type: none"> <li>• Eaglehawk North Primary School.</li> <li>• St Liborius Primary School.</li> <li>• Bright Street.</li> </ul> <p><i>Refer Figure 9 (existing playgrounds).</i> <i>Refer section 3.8: strategic direction #8.</i></p>	Medium – Long term (2022-2032)	recreation	Eaglehawk North Primary School, St Liborius Primary School
asset planning and design	<p>27.1 Design and install new playspaces in the following identified locations as a priority:</p> <ul style="list-style-type: none"> <li>• Brassey Square precinct, near Sailors Gully Road.</li> <li>• Albert Roy Reserve.</li> <li>• Opposite the Eaglehawk Cemetery, on Victoria Street.</li> <li>• Eaglehawk Secondary College.</li> </ul> <p><i>Refer Figure 9 (potential new playgrounds).</i> <i>Refer section 3.8: strategic direction #8.</i></p>	Medium – Long term (2022-2032)	recreation	Eaglehawk Secondary College
sustainable environment unit	<p>28.0 Work with the community to undertake revegetation works along the Eaglehawk Creek and Jobs Gully Creek in recognition of their role as key biodiversity and passive recreation corridors.</p> <p><i>Refer section 3.1: strategic direction #1.</i></p>	Medium – Long term (2022-2032)	parks and natural reserves	Department of Sustainability and Environment, Parks Vic,
asset planning and design	<p>29.0 Investigate longer term upgrades that may be required to Bracewell Street and its intersection with Upper California Gully Road as Maiden Gully develops.</p> <p><i>Refer Figure 16.</i> <i>Refer section 3.5: strategic direction #5.</i></p>	Medium – Long term (2022-2032)	strategy	VicRoads, Department of Transport

## 6 precinct concept plans

In addition to the Structure Plan and the Town Centre Plan, concepts have been generated for three key areas within Eaglehawk to provide indicative detail about how these areas might develop over time. It is important to note that these are intended as 'concepts' and that alternative approaches which achieve the same aims may also be supported. It is important that the key points of the masterplans are respected in any alternate design.

### 6.1 railway station precinct

The railway station precinct has been selected for a concept plan to demonstrate how the integration of public transport services (in particular between buses which provide local and regional services and train services) may be achieved. There is currently no central 'interchange' point where users can change buses in the same location, nor change from bus to train services. The likely move towards an interchange by the Department of Transport offers an opportunity to ensure any such development 'fits' with the broader township plan that will emerge as part of this process. The key objectives in the case of this precinct are the provision of multiple access point for pedestrians into the precinct, the ability to achieve infill opportunities to increase activation and open up additional commercial and residential opportunities close to the Town Centre and to provide commuter carparking to the north and south in recognition of the fact that the adjoining growth areas do not have access to train stations.

Key points of the masterplan concept shown overleaf are as follows:

- The introduction of a bus interchange station, capable of accommodating both local and regional bus services, including space for layovers;
- Separation of the bus and private vehicle movements within the precinct;
- The provision of car parking on the north side of the railway line, with clear vehicle access from Peg Leg Road;
- Infill development in and around the station precinct to better utilise land and increase activity and passive surveillance in the area;
- Retention and integration in the short to medium term of training uses currently operating on the site;
- Clear pedestrian links from Peg Leg Road and Market Street to a station plaza area providing safe access to the bus interchange and an upgraded pedestrian crossing of the rail line;
- A new entry plaza area at the eastern end of the rail station building and reconfiguration of the entrances to where the crossing is located;
- Formalisation of the car parking areas to the east of the railway building; and
- Retention of the human scale and 'garden' character of the precinct, with increased landscaping and lighting.



*Bus services in Eaglehawk*
























*Eaglehawk's station precinct*



*Exit to Panton Street from the station precinct at present*



- legend

- |                              |   |
|------------------------------|---|
| residential uses             |    |
| community/ mixed uses        |    |
| station precinct uses        |    |
| green space                  |    |
| plaza area                   |    |
| platforms                    |    |
| bus bays                     |    |
| bus only                     |    |
| existing train services      |    |
| station platform extension   |  |
| drainage line                |  |
| drop off and taxi spaces     |  |
| signalised intersection      |  |
| carparking                   |  |
| pedestrian paths             |  |
| pedestrian crossings         |  |
| upgrade existing crossings   |  |
| existing building footprint  |  |
| potential infill development |  |
| canopy trees                 |  |
| landscaping                  |  |

## 6.2 brassey square precinct

The Brassey Square precinct has been selected for a concept plan as the connections between this area and the integration of recently prepared masterplans for the Canterbury Gardens and the Town Hall are important. This concept builds on much work which has been undertaken by the community in the past. The importance of this area is highlighted in response to the direction to see this area develop as a civic and community hub, a role that is already being fulfilled in many ways. The long term management of this space to provide the greatest benefits for Eaglehawk and the wider Bendigo region as well as an improved environment to allow for the gathering of Eaglehawk's community is a key aim of this Structure Plan. Having a long term plan to ensure that decisions are not made which may compromise the vision for this area is vital.

Key points of the masterplan concept shown overleaf are as follows:

- The diversion of heavy and through traffic from Sailors Gully Road to Darling Street and the signalisation of that intersection, and the subsequent reorganisation of the Sailors Gully Road / Darling Street / Simpson Street intersection and the narrowing of Peg Leg Road / High Street given the redundant turning lane;
- The creation of a 'urban' civic plaza space in front of the old Town Hall;
- Creation of a shared pace along part of Sailors Gully Road to place the emphasis on pedestrians while allowing for service vehicle access;
- Acquisition of the three lots and extension of Canterbury Gardens to open up the precinct and increase connectivity between the redeveloped plaza and the gardens;
- Use of permeable fencing around Canterbury Oval to ensure visual connections form High Street;
- Infill development along the new 'edge' of the gardens to provide active space, possibly in the form of studios or incubators spaces;
- Better connectivity between the old courthouse, the elderly citizens centre and the plaza space;
- Increase support for a mix of uses of properties fronting Sailors Gully Road with a community and tourism emphasis;
- Increased landscaping along Darling Street, and particular emphasis on the landscape treatment at the corner of the Aldi car park;
- Improvements to the interface of Virginia Hill with this area; and
- The removal of the Telstra exchange building and the creation of an informal grassed area to complement the new 'urban plaza'.



*Eaglehawk's station precinct*



*Eaglehawk's former Town Hall*



*Current configuration of Sailors Gully Road*

- 1 Reconfigure intersection to divert through traffic down Darling Street and undertake consequent works.
- 2 Relocate bus stops, provide shelters and seating and improve and activate interface between Virginia Hill residential area and Darling Street.
- 3 Retain access to rear of properties fronting Sailors Gully Road and include turning circle at termination point.
- 4 Seek removal of existing Telstra building and develop site with playground / park.
- 5 Retain and formalise existing car parking area for elderly citizens and provide consolidated car parking for civic and arts uses at interface with Aldi.
- 6 High quality landscape element at corner of Aldi site, including the incorporation of lemon scented gums to link area to established Town Hall plantings.
- 7 Encourage retention of lawn areas to provide for informal uses.
- 8 Shared space with vehicular access to business and other facilities while prioritising pedestrian use of the area.
- 9 Encourage the development of a cafe to activate space and provide for outdoor dining opportunities.
- 10 Retain existing heritage monuments. Ensure through access for emergency vehicles by the use of removable bollards.
- 11 Realign High Street to take advantage of additional space available through reconfiguration of the redundant turning lanes.
- 12 Retain heritage fencing and use feature seating to delineate heritage gardens from contemporary extension of gardens.
- 13 Develop a series of small arts or other incubator spaces opening onto the gardens and plaza.
- 14 Relocate CFA training facilities to respond to establishment of Aldi.



legend

- residential uses
- commercial uses
- mixed community and fourth sites
- service areas
- green spaces
- mixed planting
- canopy trees
- feature trees
- fence
- pedestrian paths
- traffic signalisation
- bollards
- potential fill
- building footprint
- carparking
- asphalt surface
- plaza paving treatment (bluestone)
- shared space paving treatment
- plaza area paving treatment (feature)
- emergency vehicle access
- public housing interface



### 6.3 southern industrial gateway precinct

This southern area of Eaglehawk has been selected due to a number of interesting characteristics. It includes part of one of the larger mine sites within the urban area, allow exploration of treatments to residential areas which immediately abut it, but it also contains one of Eaglehawk's important industrial areas. More particularly it is close to the successful Enterprise Park and offers one of the better opportunities for replicating or expanding this model. Beyond the employment and interface issues (which also include the interfaces, both existing and future, with the Albert Roy Reserve and the landfill site) this area will also become increasingly important as a 'gateway' to Eaglehawk. This is due to Bracewell Street providing a direct link to Eaglehawk from the future growth area of Maiden Gully. How this entrance will interact with the heavy vehicle movement within the area will need to be carefully considered. It is this confluence of issues which will need to be managed in an integrated manner that has underpinned the decision to explore ways that this could be achieved through a masterplanning exercise.

Key points of the masterplan concept shown overleaf are as follows:

- Reorganisation of the existing industrial area to provide more efficient land use;
- Extension of Baldock Court to open up connections and to increase available frontage;
- Landscaping buffers to Albert Roy Reserve and longer term connections between the reserve and the landfill site;
- Introduction of the vegetation and bund treatments identified on the mine management plan for the site as part of rehabilitation, as well as additional landscape and other buffers to existing residential areas;
- No increase in residential uses close to these industrial areas to avoid compromising their ongoing operations;
- Formalisation and extension of the existing informal road connection into the mine site through to the new industrial area identified in the framework (within the mine site) to these industrial areas;
- Infill industrial development along this mine site road and Caldwells Road to provide new industrial land;
- Improvements to intersections to cope with increases in traffic;
- Acknowledgment of the mixed use nature of development fronting Upper California Gully Road;
- Careful management of interface between existing residential areas and the Bendigo Regional Park; and
- Recognition of the important 'gateway' site at the intersection of Bracewell Street and Upper California Gully Road and of that intersection as the southern 'entrance' to Eaglehawk.



*Enterprise Park*



*Current interface of residential land and regional park at southern gateway*



*Existing heavy industry in southern precinct*



## legend

- 1 Landscape protection and rehabilitation works within the Williams United Mining site following closure.
- 2 Retain existing clumps of native vegetation in this area.
- 3 Extend Baldock Court through to Caldwell's Road to open up additional subdivision opportunities with the industrial area and improve connections to newer industrial areas.
- 4 Support upgrading of McCormacks Road and Hopkins Avenue as designated heavy vehicle routes.
- 5 Develop feature artificial wetland or other landscape treatment at southern gateway. This site is not suitable for further residential development due to existing constraints, nor is industrial or commercial development considered suitable on this site. Investigate need for reconfiguration of intersection, as traffic from Maiden Gully to the railway station increases.
- 6 Establish avenue tree planting along Upper California Gully Road between Caldwell's Road and Victoria Street to improve presentation of industrial and other areas adjoining the entrance to Eaglehawk for Maiden Gully.
- 7 Encourage transition of uses within this area to industrial, including possible expansion of the Enterprise Centre. Industrial uses should be responsive to existing residential interfaces.
- 8 Allow residential development in this area at a similar intensity to existing development, subject to appropriate management of impacts from land fill site and bushfire risk at regional park interface. Require construction of perimeter road as part of any new subdivision.
- 9 Support on-going use of the Enterprise Centre and if necessary support the development of a second centre on Caldwell's Road in new industrial areas.
- 10 Retain the existing transfer station and support additional development of materials recycling. Support the ongoing rehabilitation of the landfill site following closure and provide access via existing roadway.
- 11 Support the development of a car parking area to the south, picnic area, playground and walking tracks as part of any masterplan for the Albert Roy reserve. Also encourage development of informal lawn areas for dog walking and connections to parkland from adjoining industrial development.
- 12 Ensure any future development on the CVGT site is designed to provide an appropriate response to the park interface

## eaglehawk structure plan precinct concept plans figure 16: southern industrial gateway

### legend

- existing residential uses
- existing and future industrial uses
- recreational area
- landscape buffers
- bush vegetation
- canopy trees
- pedestrian crossings
- gateway marker
- landfill buffer (500m)
- heavy vehicle route
- access to town centre from maiden gully
- wetland
- pedestrian path
- car park
- existing building footprint
- potential intersection change





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appendix 1

traffic inputs (GTA consulting)





An important component of the masterplanning exercise currently being undertaken for Eaglehawk is the consideration of initiatives that improve accessibility, amenity and safety across the transport network. Transport has a key role to play in delivering Structure Planning objectives such as:

Due to the location of Eaglehawk, the transport network must fulfil a range of roles. Firstly, the town acts as an independent service centre for local residents and the surrounding rural population and as such has a commercial centre that must remain accessible with good pedestrian and cycle amenity, safety and connectivity between precincts such as the train station, gardens, recreational and leisure centres, schools and key residential areas.

The town is also located between two important regional growth areas (Jackass Flat to the northeast and Maiden Gully to the southwest) and on the primary arterial route between Bendigo and Loddon Valley to the west. Therefore the road network in particular must accommodate efficient and safe heavy vehicle movements for through traffic without compromising the amenity of the central business area. Access to the industrial precinct and landfill on the southern side of the town is also essential to the growth and economic development opportunities in this area.

Eaglehawk must also effectively function as a satellite suburb of Bendigo. With limited employment and ongoing educational opportunities within the area, it is anticipated that a high proportion of residents require access to Bendigo for work, additional services and leisure activities. This is reflected in public transport (bus) services to Eaglehawk all connecting to the Bendigo town centre as well as the demand for improved rail links to Bendigo.

The creation of an effective transport network that can enable multi-modal access to a range of local and regional attractors, deliver a functional public transport hub as well as provide for regional growth pressures while still maintaining a safe, attractive town centre forms the priority for this Masterplanning project.

## Transport and Accessibility Objectives

### Transport System Objectives

The transport system in Eaglehawk will support the overall objectives of the Structure Plan by promoting the economic, social and environmental sustainability of the centre.

The Department of Planning and Community Development's Structure Planning Practice Note (April 2010) nominates the following high level objectives for transport systems in activity centres:

- facilitate a safe pedestrian environment
- support greater transport mode choice
- provide a mobility network that encourages and supports sustainable transport mode choices

In addition to these objectives, the Transport Integration Act 2010 ensures that the Victorian transport system should:

- support social and economic inclusion by minimising barriers to transport so that all people can access it
- facilitate economic prosperity by enabling efficient access for people and goods
- contribute to environmental sustainability by protecting, conserving and improving the natural environment, and minimising transport related emissions and pollutants
- provide for the effective integration of transport and land use and facilitate access to social and economic opportunities
- facilitate network-wide efficient, coordinated and reliable movements of persons and goods at all times
- be safe and support health and wellbeing.



## Key Transport Actions for the Eaglehawk Structure Plan

The following actions aim to align Eaglehawk's transport system with the high level objectives from state policy and legislation.

### Public Transport Actions

- Improving public transport accessibility by upgrading the rail and bus interchange facilities in the Eaglehawk Station Precinct and Town Centre
- Improving the accessibility of bus services in Eaglehawk
- Improving integration between the town centre and the railway station / public transport interchange

### Active Transport Actions

- Providing a safe and convenient network of pedestrian and cyclist links to surrounding areas
- Improving pedestrian amenity and safety in the town centre

### Road Network Actions

- Provide effective links between Eaglehawk and surrounding growth areas
- Maintain the amenity of the town centre by diverting heavy vehicles away from the central activities area
- Address identified road network safety issues

### Freight Actions

- Improving the efficiency of freight movement in and around Eaglehawk through the creation of accessible and attractive bypass routes

The following section outlines a range of projects to implement these actions.

A range of transport network improvements designed to achieve Masterplan objectives and support the ongoing development of Eaglehawk are outlined below.

## Road Network

### Sailors Gully Road closure

To support a new town square and open space area in the vicinity of the Town Hall and Gardens, a partial closure of Sailors Gully Road to through traffic is proposed.

This partial road closure would allow the establishment of a town square, potential extension of the Gardens into the area in front of the town hall, better links and access to the Gardens, a pedestrianised area on the current roadway with the opportunity for café, market, street activities. This would also be complemented by potential changes to existing businesses and land use at the southern end of Sailors Gully Road.

The road closure would also make the existing mid-median right turn lane for traffic accessing Sailors Gully Road from Eaglehawk Road redundant and free up a significant area of road space on Eaglehawk Road. It is recommended that the closure of Sailors Gully Road be accompanied by a realignment of the Eaglehawk Road carriageway to provide more space on the south side of the Gardens for a town square and the an opportunity for a new signalised crossing point to improve access between this area and the town centre.

The proposed signalised intersection treatment, new alignment of Eaglehawk Road and new crossing point is demonstrated in the following figure.



Figure 17: Sailors Gully Road / Darling Street intersection

CFA have supported this proposal in principle but have commented that any closure of Sailors Gully Rd would require a suitable truck turning area to provide access for their vehicles. CFA requirements have been incorporated into the concept design through use of drop bollards to allow emergency vehicles full access to the area. Once the bollards have been unlocked and retracted, access would still be possible along Sailors Gully Road and out onto the Loddon Valley Highway/Eaglehawk Road.

Discussions with DoT Operations (Public Transport Victoria) staff have indicated that the planned changes to Sailors Gully Rd will have impacts on the bus route network, including the subsequent traffic flows and impacts on the Loddon valley Highway.

VicRoads has advised that the closure of the Bendigo-Pyramid Rd/ Sailors Gully Rd would require the full approval of both VicRoads and City of Greater Bendigo. The feasibility of undertaking this action needs to be further explored, particularly the interface between the proposed plaza and the Loddon Valley Highway.

Further details regarding the necessary staging associated with this closure are detailed in Section 5.6 of the Structure Plan.

## Signalisation Darling St/Loddon Valley Highway

If this portion of Sailors Gully Road were to be closed, it would require traffic accessing the Loddon Valley Highway/High Street to do so via Darling Street. In order to ensure this could be done safely it is recommended the Darling St/Loddon Valley Highway intersection be signalised.

Signalising the intersection would provide a formal, safe pedestrian crossing point and may provide the opportunity for an emergency light phase to be incorporated into the design that could be activated by the CFA or Ambulance Victoria to stop traffic in the case of a callout and allow emergency vehicles to safely and quickly exit the site onto the highway or Darling St. Signals could also be activated to allow these vehicles to re-enter the sites if required.

It is noted that there are proposals to also investigate signals at the Sutton Lane/Loddon Valley Highway intersection to assist Regional bus services to access the station and transport interchange precinct. The Sutton Lane intersection is approximately 90m from the Darling Street intersection, and as such it is considered unlikely that both intersections would be signalised. Due to the volume of traffic anticipated on the Loddon Valley Highway in this location at 2030 (less than 10,000vpd<sup>1</sup> which translates to 1000 vehicles in both directions combined in a peak hour) along with proximity of the intersections, it is considered that signalisation of the Sutton Lane intersection may not be necessary to allow right turning eastbound traffic to access Sutton Lane

Figure 18: narrowing of High Street alignment



In order to allow the most safe, efficient and direct linkages between the central Eaglehawk area and Maiden Gully growth area to the south west, it is recommended Bracewell Street and Caldwells Rad are realigned into a cross intersection over McCormacks Road (Upper California Gully Road). The current staggered intersection, with Caldwells Road meeting McCormacks Road approximately 55m from the intersection with Bracewell Street appears to create an unnecessary traffic deflection for northbound traffic.

It is likely that traffic from the south accessing Eaglehawk currently makes a right turn from Bracewell Street onto Upper California Gully Road and travels approximately 500m before turning left turn into Victoria Street. However, utilising Caldwells Road would provide not only a more direct connection to the rail station and interchange area, but a better connection to Victoria Street via Crowther Street – and segregate this traffic from the heavy vehicles around the industrial area and Upper California Gully road heavy vehicle bypass.

A realignment of Bracewell Road to the north and creation of a cross intersection with Caldwell Road would require approximately 50m of new roadway and also provide the added benefit of squaring up the intersection with Upper California Gully Road, improving the safety of this intersection.

Allow for new linkages through industrial area – linking York St with Baldock Court

In order to provide for the future growth of industrial activity and provide improved access through the industrial zoned land on the south-western side of Eaglehawk, a new road linkage is proposed. This new road would provide a continuous link between York Street in the north to Baldock Court in the south across Caldwell's Road. The new link would involve extending York Road by approximately 150m to reach Caldwell's Road, before crossing directly over and travelling approximately 350m along the formed (unnamed) roadway currently providing access to a carparking area beside the old mines. From the car park at the end of this access road, a new link of approximately 700m to the sealed area of York Street would be required.

This proposed new road link is demonstrated further in the Structure Plan.



### Loddon Valley Highway Bypass

In order to remove heavy vehicles from the centre of Eaglehawk, yet still provide for efficient and effective routes for freight and transport of goods, two heavy vehicle bypass routes have been proposed. The first route is designed to divert heavy vehicles travelling through Eaglehawk along the Loddon Valley Highway/Eaglehawk Road onto an alternate route of Hopkins Avenue-McCormacks Road- Upper California Gully Rd (via the Industrial Area) and Jackson Street (refer figure 19).

The project team understand this route has been proposed in earlier studies but may be dependent upon an upgrade of the rail crossing on Hopkins Av to be adopted. Feedback from VicRoads has indicated that VicTrack and VLine have considered a crossing upgrade. However, there current advice is that there are no current plans or justification for traffic signals at this site.

It is strongly recommended that this upgrade be reconsidered and barrier arms are installed as a minimum to provide the necessary safety measures to allow heavy vehicles to better utilise this bypass route.

### Alternate access to Midlands Highway from Eaglehawk Industrial Area

The other proposed heavy vehicle bypass route would involve diversion of heavy vehicles currently travelling along Victoria Street and through central Eaglehawk to access the Midland Highway.

Heavy vehicles travelling along Victoria Street currently cross Eaglehawk Road in the centre of the central business area of Eaglehawk. The Victoria Street/Eaglehawk Road intersection is the focal point for pedestrian, commercial and street activity and not an appropriate environment for heavy vehicle passage through the area.

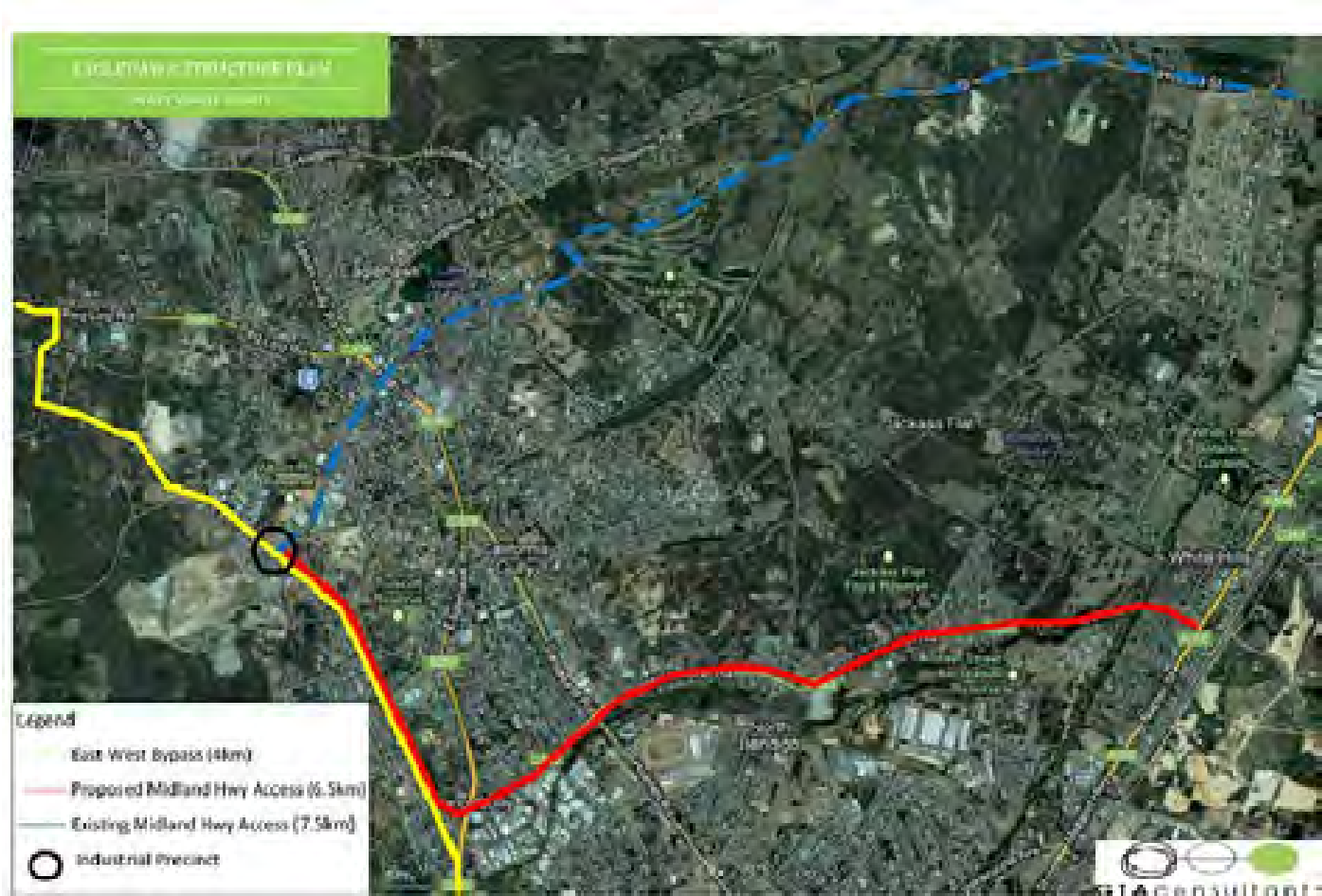
In order to address this issue, it is proposed to route truck traffic with an origin or destination in the Eaglehawk industrial area along Upper California Gully Rd (as in the Loddon Valley Bypass above) and onto Holdsworth Rd at Long Gully. Ideally, this would be enabled by constructing a short section (approx. 250m) of new roadway to link Johnston Street with Holdsworth Rd and creating a signalised cross intersection with Eaglehawk Rd (refer Figure 19).

From an initial assessment, this route would require northbound truck traffic to travel an extra distance of approximately 2km to reach the same point on the Midland Highway and would provide a shorter route to the south.

This solution also includes an added benefit through enhancing heavy vehicle access to the Long Gully industrial area for traffic with an origin or destination to the west along the Loddon Valley Highway. The availability of a viable bypass route will enable heavy vehicles with an origin or destination in Long Gully to avoid travelling through the town centre on Eaglehawk Road.

It is also recommended a series of 'soft' measures are undertaken to compliment changes to the road network proposed above and assist in changing heavy vehicle driver behaviour and pathways through Eaglehawk. Examples of such measures may include discussion and agreements between heavy vehicle operators and business owners, installation of signage or kerb realignments and traffic calming, or as a further measure, consideration of specific local road rules and/or enforcement action against persistent operators who are unwilling to change travel routes.

Figure 19: Alternate access to the Midlands Highway





## Active Transport

Good active transport connections and facilities have an important role to play in the Eaglehawk town centre precinct. The provision of strong pedestrian and cycle links that meet all relevant Australian Standards and comply with DDA design principles and objectives are integral to a well-connected and desirable urban environment.

### Linking key activity areas

A range of key activity areas can be identified to form the basis of a strong active travel network within Eaglehawk. These areas include:

- Eaglehawk Town Centre
- Eaglehawk Rail Station
- Eaglehawk Secondary College
- St Liborious and Eaglehawk primary schools
- YMCA Leisure Centre and Canterbury Park
- The Botanical Gardens

Providing active transport links to and between these key attractors will form the basis of a strong transport network.

### Cycle Infrastructure

The existing cycle network within Eaglehawk is generally on-road where sharing of road space with other types of vehicles is required. In areas with a relatively low traffic volume and sufficient carriageway widths to allow for cyclists to safely share the road with other road users this is often the most cost effective and suitable cycle network solution.

Due to the accessibility and relatively low cost of bicycle commuting, many cyclists are often school-aged children who are amongst the most vulnerable of road users in a busy traffic environment. For this reason, an effective cycle network should include a mix of on and off-road cycle facilities and ensure that cyclists safety is paramount.

Eaglehawk is fortunate to have a strong green pathway network linking the town centre with suburban areas and also offering an opportunity for the provision of shared off-road bicycle and walking paths. It is recommended that the cycle network in Eaglehawk focus on these green linkages as off-road cycleways that form a trunk network with sealed paths, signage and appropriate treatment at road crossing points. This primary network would then be supplemented by branches that service key activity areas such as schools, the leisure centre and train station via designated on-road routes that include dedicated and marked cycle lanes.

Such a network is demonstrated in Figure 8 in the body of the Eaglehawk Structure Plan. The primary cycle routes can be identified on this plan with complementary routes and cycle facilities connecting the key attractors to the primary network. It is suggested that a minimum standard for the primary route would include a clearly demarcated cycle lanes on the sealed section of the road or sealed off road paths. It is recommended the off-road paths would be either dedicated cycle paths or shared paths with adequate space for a dedicated cycle lane of at least 2.5m in width.

It is recommended that the designated secondary or feeder cycle routes utilise low traffic residential streets with a sealed road shoulder where possible and sufficient road width to accommodate both vehicular and cycle traffic.

### Pedestrian Connectivity

#### Pedestrian pathway network

As with cycle connectivity above, an effective shared path network would provide safe and effective links between key activity points within Eaglehawk. It is recommended that the pedestrian pathways network be developed to be fully compliant with the Disability Discrimination Act (1992) which would include pathways that are sealed, well lit and maintained and free of trip hazards or sudden changes of grade. The aim of DDA compliance would ensure a network that is safe, functional and accessible for all members of the Eaglehawk community.

#### Pedestrian Refuges and crossing points

Observations of pedestrian behaviour within the central business precinct of Eaglehawk has indicated that there are opportunities to improve the pedestrian environment to better provide for elderly and disabled users. Although there is some provision for crossing Eaglehawk Road at the signalised intersection with Victoria Street and at two formal crossing points further east, the carriageway widths and unsignalised intersections with Napier Street, Church Street and Brazier Street in particular present a barrier for east-west pedestrian movement along the central Eaglehawk shopping and business area.

In order to improve the pedestrian environment within central Eaglehawk, it is recommended that centre island pedestrian refuges are provided at the following crossing points:

- Napier Street north and south side of intersection with Eaglehawk Road
- Church Street north side of intersection with Eaglehawk Road
- Brazier Street north and south side of intersection with Eaglehawk Road

These refuges would provide a break in crossing the carriageway, which in some cases are up to 25m in width, and a safer environment through protection from turning traffic for pedestrians, in particular elderly or disabled users or parents with prams and small children.

The proposed form and location of these refuges is demonstrated in Figure 1 below.

#### New controlled pedestrian crossing of Eaglehawk Road/Loddon Valley Highway

To provide enhanced pedestrian linkages across the Eaglehawk Rd/Loddon Valley Highway and greater accessibility and safety within the Eaglehawk town centre precinct, it is recommended a new signal-controlled pedestrian crossing point be established to the east of the existing intersection of Sailors Gully Road and Eaglehawk Road (refer Figure 18).

This proposed crossing point would be located approximately 220m east of the intersection of Darling Street and Eaglehawk Road. The crossing would enable a safe access to the Town Hall and Gardens area and the new town square formed through the closure of Sailors Gully Road from the Eaglehawk business area, train station and bus stops and form a key link in the pedestrian network within the town centre.



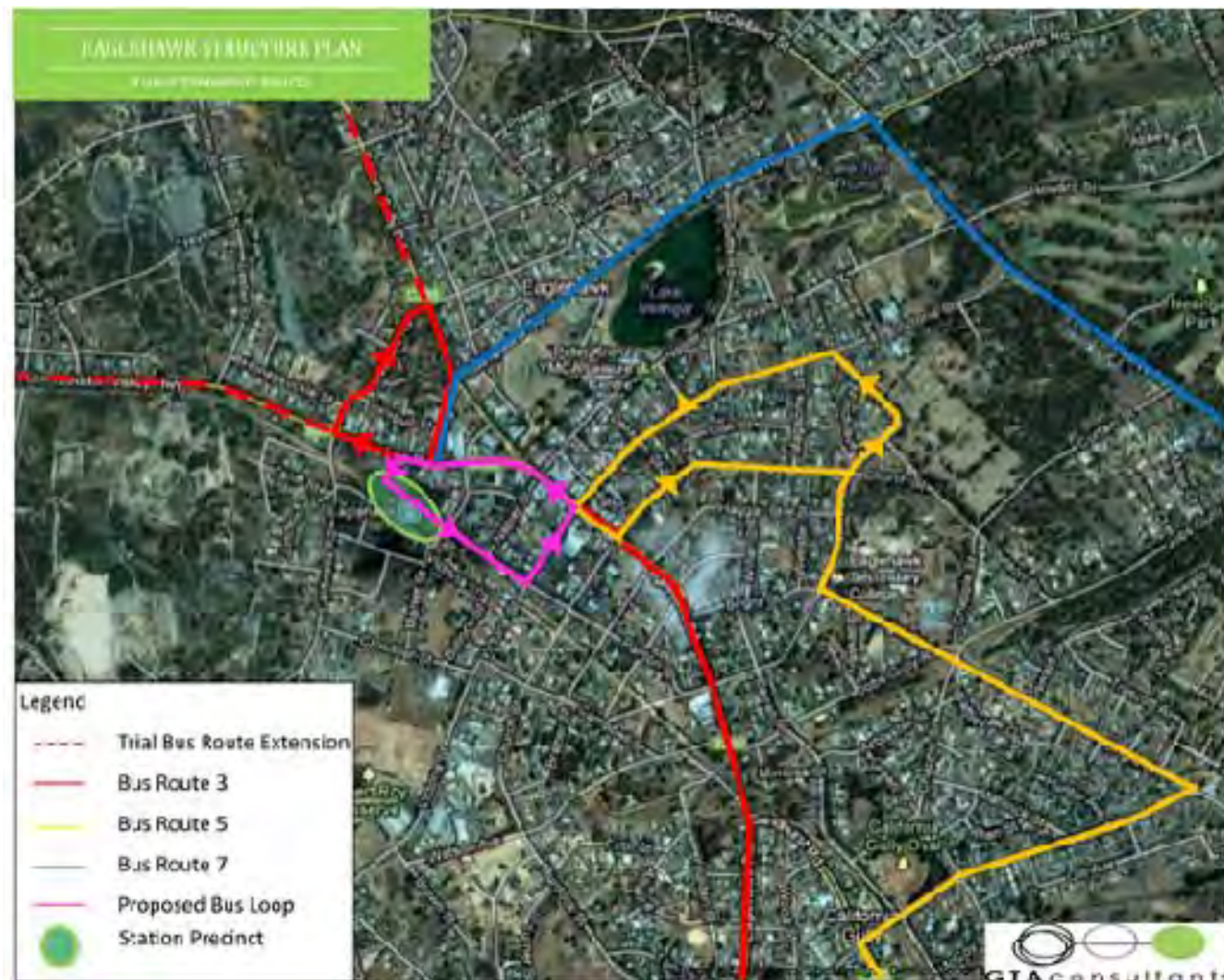
# Public Transport

## Trial extension of bus services

In order to improve bus services in the outer north-west of Eaglehawk, particularly the Sailors Gully area, the Department of Transport is currently trialling an extension of the Eaglehawk 5 bus route along Sailors Gully Road to the intersection with the Loddon Valley Highway (near the Allies Road intersection) and back east along the Highway and Peg Leg Road, re-joining the current route in the Eaglehawk town centre.

It is anticipated that the results of this extension and any subsequent commitment to running services along this route on a permanent basis will be included in the upcoming Department of Transport bus review for Eaglehawk.

Figure 20: Eaglehawk bus routes



## Town Centre Bus Loop

In order to offer a regular bus link between the key attractors within the Eaglehawk central area it is proposed to incorporate a town centre loop for all three bus services (as per Figure 21). The proposed loop would operate in one direction and include stops at the rail station, the existing Victoria Street bus stop and the Town Hall and Gardens area. It is anticipated that this loop could be incorporated into the existing bus routes and would deliver the following benefits:

- Access to a range of destination points for public transport users within central Eaglehawk
- Simple interchange between bus routes, where all three routes service the same three key stops
- A regular bus service around central Eaglehawk
- Improved access to and interchange with rail services
- Simplified bus routes servicing additional points within central Eaglehawk and improved access to public transport services from the town centre

Figure 21: Potential town centre bus loop





## Improved Train Services

No information has been provided by DOT on improved train services. It is noted that an allocation of \$100,000 (of a total estimated investment of \$500,000) has been made in the 2012/13 Victorian State Budget for 'Bendigo trains to Epsom and Eaglehawk and new station at Epsom and boomgates – Planning'.

This line item in the budget would suggest some planning and investigation is being undertaken into improving the rail service between Bendigo and Eaglehawk.

Any improvement of services and therefore linkages to employment, leisure and educational facilities in Bendigo would promote positive outcomes for Eaglehawk.

### Improved rail infrastructure

It is our understanding that there is currently a proposal being developed by the Department of Transport to extend the existing train platform at the Eaglehawk station to the west to accommodate longer VLine train and carriage sets. Advice from the Department is that the Station proposal is still under development and no further information is available at this time.

### Station precinct layout and interchange

The station precinct has sufficient space and potential to be developed into a multi-modal transport interchange for Eaglehawk. In conjunction with a town centre bus loop and upgraded pedestrian and cycle links, access to the Station precinct and sustainable transport infrastructure can be greatly improved.

DOT has indicated that space would be required for three active bus stops and two layover bays within the precinct. It is recommended that bus services access the precinct from Sutton Lane and exiting onto Pantom Street as demonstrated in Figure X. The new bus stop area would be complemented by the provision of high quality pedestrian link from the rail platform to the bus stops and town centre area.

The new station precinct would also require an upgrade of Sutton Lane to accommodate bus traffic and provision of a formal paved footpath for station access.

## Station Parking

There are currently plans by the Department of Transport to provide a formal public transport commuter parking area on VicTrack held land currently not utilised on the northern side of the station precinct, west of the Sutton Lane entrance.

This commuter parking area would be completed by the upgraded bus interchange and provide a more coherent and efficient station facility.

Figure 22: bus and car movement through station precinct





## Links to Growth Areas

The ongoing residential development of Jackass Flat and Maiden Gully present a range of opportunities for Eaglehawk, including growing demand for services and investment in local business required to services the increasing population. It is imperative that the local transport network is developed to facilitate effective movement of people and goods between Jackass Flat, Maiden Gully and Eaglehawk to realise the increased commercial, social and leisure activity opportunities.

### Road Network

The key road linkage between Eaglehawk and Jackass Flat is currently the Victoria Street, Averys Road, Howard Street route.

This route is compromised to an extent by the short (<200m) diversion onto Averys Road that requires negotiation of a T intersection and a right turn in either direction. A review of the reported casualty accident history for this section of roadway has been sourced from VicRoads accident database. A summary of the accidents for the last available five year period 2006-2010 shows that one fatality has occurred at the intersection of Averys Road and Victoria Street.

An increase in traffic volumes through this intersection with the ongoing growth of Jackass Flat would raise the risk of further accidents in this area. However, the proposal to re-route heavy vehicles accessing the midland highway from the Eaglehawk industrial area away from Victoria Street may mitigate such a risk.

### Public and Active Transport

Longer term public transport planning for Bendigo will be guided by yet to be developed Bendigo Integrated Transport Strategy being led by Council with input from VicRoads, DoT and PTV.

The Route 7 Eaglehawk via Neangar Park bus currently services the Jackass Flat area. The bus service review will consider the appropriate service level for all existing services and take into account needs for growth areas. The bus review has completed a baseline report and has had consultation with stakeholders in December 2011. Recommendations are currently being developed and will be presented to the community for consultation should funding be made available.

## Maiden Gully

### Road Network

Bracewell Street presents as the most appropriate link between Eaglehawk and Maiden Gully as this area develops. Advice from Council indicates Bracewell Street is experiencing growing volumes of traffic, which will increases with the new growth and subdivisions planned for Maiden Gully.

Council have applied for Blackspot funding from VicRoads for the 2012-2013 financial year to add sealed shoulders to Bracewell Street. This does not include Patas Rd.

It is recommended that the Bracewell Street/Upper California Gully intersection be realigned to form a cross intersection with Caldwells Road to provide for improved future access from the Maiden Gully area. This recommendation has been addressed in more detail above.

Submitter	Submission Summary	Response and Recommendation
1 (Eaglehawk & District Tennis Association)	1. Would like to see the implementation of the Albert Roy Reserve masterplan included.	1. This is already included as an action within the document. <b>Recommendation:</b> No change to the Plan.
2 (EPA)	1. All issued have been raised and no comment required.	1. Acknowledged. <b>Recommendation:</b> No change to the Plan.
3 (Resident)	1. Supports document however feels additional mention could be made of the opportunities associated with the new hospital and the proximity to the rural convention centre.	1. These suggestions are valid and are acknowledged. However the connection to Eaglehawk is not as clear in these cases as it for the opportunities currently identified in the Plan. <b>Recommendation:</b> No change to the Plan.
4 (CFA)	1. The CFA would like the following references included: "Ensure compliance with the following: a. State Planning Policy Framework - Clause 13.05; b. Bushfire Management Overlay - Clause 44.06; c. Bushfire Protection - Clause 52.47."	1. While the intent of this submission is supported, it is considered that, because policy clauses in the Greater Bendigo Planning Scheme may change over, and consequentially require a corresponding change to the Plan if such policy clauses are referenced. As an alternative, it is proposed that an additional dot point that states "Ensure compliance with all relevant state and local policy relating to bushfires" is more appropriate. <b>Recommendation:</b> Include a dot point in Section 3.3 of the Plan stating a requirement to "Ensure compliance with all relevant State and Local policy relating to bushfires".
5 (Resident)	1. Overall support for the plan. 2. Would like to see existing heritage overlays reflected in the plan. 3. Would also like to see large individual tree listed on the heritage register notated in the plans.	1. Acknowledged. 2. The existing heritage overlays and individual heritage buildings are identified on the 'image identity and culture plan' included within the document. 3. Identifying individual trees is a level of detail which is not appropriate within a Structure Plan. <b>Recommendation:</b> No change to the Plan.
6 (DoT)	1. Identifies that key public transport issues have been resolved through the structure planning process. 2. Identified two additional on-road cycle links to be shown. 3. Identifies that the intersection of Bracewell Street and Upper California Gully Road will need to be upgraded as Maiden Gully develops. 4. Identifies some minor changes to wording and road names. 5. Identifies that tree planting in arterial road reserves will need VicRoads approval. 6. Requests minor modification to the wording of the implementation table.	1. Noted. 2. Additional cycle links will be added to the Plan and minor changes to road names will be updated. 3. The need to upgrade the Bracewell Street intersection is acknowledged in the Plan (refer strategic direction #5 [second dot point] and the 'Southern Industrial Gateway Precinct Concept Plan'). 4. Amended. 5. The need for involvement by VicRoads in the planning of street tree planting is acknowledged within the implementation table. 6. Amended. <b>Recommendation:</b> Include additional cycle links in Figure 8 'Access and Movement' of the Plan.
7 (Resident)	1. Supports to the plan on the whole. 2. Has concerns regarding the closure of Sailor Gully Road at the Brassey Square area and the 'concept plan' identified in the plan for the following reasons: 3. Feels the size of the space is too large for the needs of the Eaglehawk community 4. Is concerned the passive surveillance of the spaces around Sailors Gully may be reduced if the road is closed 5. Is concerned that closure of this road will reduce connectivity of the northern portion of the residential areas to the town centre.	1. Acknowledged. 2. The Brassey Square Precinct Concept Plan is included in the Structure Plan to illustrate conceptual ideas and possibilities only. The precinct is subject to a future masterplanning process which will consider matter such as road access in greater detail. To clarify this process, the 'Access and Movement' plan (refer Figure 8) will be amended to state that the closure of Sailors Gully Road is identified only as 'potential'. 3. The scale of the space is a critical consideration which will be made at the time of the masterplan, in conjunction with a more specific assessment of how the space might function and be used.

Submitter	Submission Summary	Response and Recommendation
		<p>4. This point is acknowledged and any more detailed plan would need to address this.</p> <p>5. At a strategic level, strong north-south connectivity will be maintained by Darling Street as the alternate arterial route for vehicles. It is granted that the route is somewhat less direct than Sailors Gully Road and so will likely result in a small increment of additional travel time. At the same time, such a change to access conditions will increase connectivity for pedestrians and cyclists as well as create the potential for greater amenity and activity in this important precinct.</p> <p><b>Recommendation:</b> Amend Figure 8 'Access and Movement' to denote Sailors Gully Road as a 'potential road closure'.</p>
8 (Neangar Park Golf Club)	<p>1. Requests that the important community role the course plays is acknowledged.</p> <p>2. Requests that an additional parcel of land (within the golf course curtilage) be identified for residential infill.</p>	<p>1. The important role of the Club as a community facility and destination within Eaglehawk is acknowledged in the Plan by its identification as a core element of the 'green link' within Eaglehawk.</p> <p>2. Given the current zoning and preliminary nature of any development. Identification of a particular site within the golf course for residential infill It is not considered that any elements of the plan would compromise the development of this land for residential purposes and the development of high quality residential development adjoining green spaces is supported under strategic direction # 4.</p>
9 (CVGT)	<p>1. Is seeking a rezoning of land which has been supported in principle by Council and would like to see the proposed new use of the land reflected in the plan.</p> <p>2. Would also like to see the rezoning added to the implementation table.</p>	<p>1. In light of identified Council support it is agreed that it would not be appropriate to identify this land as an 'education' use and therefore this will be removed. Given the likely rezoning the parcel will be identified as 'industrial' on the 'land use' plan, however, the rezoning of this land is not an action which is required to implement the aims of the plan and it is therefore not appropriate to add this to the implementation table.</p> <p>2. Further it is noted that any development of this parcel of land for industrial uses has the potential to affect the adjoining public open space (Albert Roy Reserve) and the interface with this public land will need to be carefully managed. As such, it is considered that, if the land is to be identified as 'industrial' within the plan, that an additional dot point and action identifying the need for design controls to be development for this site should also be included.</p>
10 (Albert Roy Reserve Users Group)	<p>1. Consider that any new parkland on the landfill site will reiterate the importance of the Albert Roy Reserve within the 'green link'.</p> <p>2. Do not support any expansion of the Enterprise Centre into the reserve.</p> <p>3. Support the preparation of a masterplan for Albert Roy Reserve.</p> <p>4. Consider the landscaping buffer shown on the 'concept plan' to be too large.</p>	<p>1. Acknowledged.</p> <p>2. Expansion was identified within the initial stages of this project and has not been supported through the structure plan.</p> <p>3. Acknowledged.</p> <p>4. As identified above, this buffer, as part of the 'concept plan is indicative only and any masterplan will provide more specific direction as to the appropriate extent of the buffer.</p>
11 Future Employment Opportunities Inc (FEO)	<p>1. Concern with the Railway Station Concept, in particular, the impact on the FEO's current training facilities on the site.</p>	<p>1. The important work that FEO undertakes on site and the value of this work to the Eaglehawk community is acknowledged. It is noted that the plan as proposed is a 'concept' only and the presence of FEO within the precinct is one of a number of matters which will need to be carefully considered through a more detailed masterplanning process following adoption of the Eaglehawk Structure Plan. The continued presence in the precinct of a mix of uses (including training) as it transitions over time to</p>



Submitter	Submission Summary	Response and Recommendation
		a transit hub is supported by the plan. Any masterplanning process will include a comprehensive program of consultation, including with FEO to work through these matters in more detail.
12 (Resident)	<ol style="list-style-type: none"> <li>1. Very supportive of the Plan.</li> <li>2. Consider referring Plan for comment by Bicycle Victoria and Victoria Walks.</li> <li>3. Opportunity to make Bendigo-Pyramid Road, north of Eaglehawk, safer for cyclists so that they can access recreation and tourist activities in northern areas such as Woodvale.</li> <li>4. Opportunity for off-lead dog exercise area within public land along the Bendigo-Pyramid Road.</li> <li>5. Signs for tourists on the main Eaglehawk intersection showing walking paths and attractions, etc.</li> </ol>	<ol style="list-style-type: none"> <li>1. Acknowledged.</li> <li>2. These are appropriate suggestions for input, which although not taken to date, should be considered as part of future planning in Eaglehawk related to cycling and walking, as identified in the implementation schedule.</li> <li>3. A shared walking/cycling trail within the Regional Park along the Bendigo-Pyramid Road provides a good recreation connection from Eaglehawk to Woodvale. There may be future opportunities for path upgrades or extensions (further north), however these are beyond the scope of the Plan.</li> <li>4. The Regional Park is designated for on-lead dogs only. This opportunity is best considered by Parks Victoria as part of the Plan of Management for Park.</li> <li>5. The signage strategy identified in the implementation schedule of the Plan will consider tourism signing opportunities.</li> </ol>