Planning Panels Victoria

Greater Bendigo Planning Scheme Amendment C263gben
Marong Township Structure Plan

Panel Report

Planning and Environment Act 1987

14 March 2024

VICTORIA State Government

How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether or not to adopt the Amendment.
[section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the PE Act]

Planning Panels Victoria acknowledges the Wurundjeri Woi Wurrung People as the traditional custodians of the land on which our office is located. We pay our respects to their Elders past and present.

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the PE Act

Greater Bendigo Planning Scheme Amendment C263gben

Marong Township Structure Plan

14 March 2024



Tim Hellsten, Chair



Shelley McGuinness, Member

Planning
Panels
Victoria

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Glossary and abbreviations

AIP	Action Implementation Plan
BAL	Bushfire Attack Level
BAO	Buffer Area Overlay
BMO	Bushfire Management Overlay
BREP	Bendigo Regional Employment Precinct
Broiler Code	*Victorian Code for Broiler Farms 2009 – plus 2018 amendments* (Department of Primary Industries, 1999)
C1Z	Commercial 1 Zone
CFA	Country Fire Authority
CHMP	Cultural Heritage Management Plan
CLA	Contaminated Land Assessment, City of Greater Bendigo, September 2023
Council	Greater Bendigo City Council
DCF	Development Contributions Framework
DCP	Development Contributions Plan
DDO#	Design and Development Overlay Schedule #
DJAARA	Dja Dja Wurrung Aboriginal Corporation
DPO#	Development Plan Overlay Schedule #
DTP	Department of Transport and Planning (in its capacity as the Head, Transport for Victoria)
EPA	Environment Protection Authority
EPA 1518	*EPA Publication 1518 – Recommended separation distances for industrial residual air emissions*
EPA draft 1949	*EPA Publication Draft 1949 - Separation distance guideline*
ERS	Environmental Reference Standard
Floodplain Plan	*Marong Local Floodplain Management Plan* (North Central Catchment Management Authority, June 2021)
FO1	Floodway Overlay Schedule 1
Industrial Strategy	*Greater Bendigo Industrial Land Development Strategy*, May 2020
kW/m^2	kilowatt hours per square metre
LDRZ#	Low Density Residential Zone Schedule #

LSIO#	Land Subject to Inundation Overlay Schedule #
Marong Entities	Marong Dev Co 1A Pty Ltd and Marong Dev Co 1B-1D Pty Ltd
Marong Plan	The Marong Plan 2011
Marong TSP	Marong Township Structure Plan (City of Greater Bendigo, September 2020)
NCCMA	North Central Catchment Management Authority
NRZ	Neighbourhood Residential Zone
NRZ1	Neighbourhood Residential Zone Schedule 1
PCRZ	Public Conservation and Resource Zone
PE Act	*Planning and Environment Act 1987*
Planning Scheme	Greater Bendigo Planning Scheme
PPN01	*Planning Practice Note 1: Applying the Heritage Overlay*
PPN12	*Planning Practice Note 12: Applying the Flood Provisions in Planning Schemes*, June 2015
PPN30	*Planning Practice Note 30: Potentially contaminated land*, July 2021
PPN64	*Planning Practice Note 64: Local planning for bushfire protection*, September 2014
PPRZ	Public Park and Recreation Zone
Practitioner's Guide	*Practitioner's Guide to Victorian Planning Schemes Version 1.5,* April 2022
PSP Guidelines	*Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, October 2021)*
Residential Strategy	*Greater Bendigo Residential Strategy* (City of Greater Bendigo, October 2014, amended March 2016)
SMIIP	South Marong Industrial Investigation Precinct
Stormwater Strategy	*Marong Township Stormwater Management Strategy (Alluvium, December 2017)*
VPA	Victorian Planning Authority
VPO	Vegetation Protection Overlay
Western Freight Corridor	Marong Western Freight Investigation Corridor
YourLand	YourLand Developments

Overview

Amendment summary	
The Amendment	Greater Bendigo Planning Scheme Amendment C263gben
Common name	Marong Township Structure Plan
Brief description	Implements the Marong Township Structure Plan (September 2020), Marong Flood Study (November 2018) and Marong Heritage Citations (2018) by amending the Planning Policy Framework to make policy changes including a new local places policy for Marong, making rezoning changes to land within and adjoining the existing township, and applying the Heritage Overlay, Design and Development Overlay, Development Plan Overlay and flood overlays to land within the township and the surrounding area
Subject land	Land in the township of Marong and adjacent identified growth areas, as shown in Figure 1, and all land zoned Low Density Residential Zone in the Greater Bendigo City Council municipality
Planning Authority	Greater Bendigo City Council
Authorisation	31 October 2022, with conditions
Exhibition	25 May – 7 July 2023
Submissions	Number of Submissions: 34 Opposed or seeking changes: 29

Panel process	
The Panel	Tim Hellsten (Chair), Shelley McGuinness
Supported by	Chris Brennan (Planning Panels Victoria)
Directions Hearing	30 November 2023 by videoconference
Panel Hearing	In person GovHub Bendigo, 12, 13, 14 and 15 February 2024 and by videoconference
Site inspections	Unaccompanied, 11 and 12 February 2024
Parties to the Hearing	**Greater Bendigo City Council**, represented by Briana Eastaugh of Maddocks, who called expert evidence from: - from Dr Iain Cowan of Zephyr Environmental on air quality* - from Gary Hill of Minerva Heritage on heritage **Victorian Planning Authority**, represented by Gareth Hately **YourLand Developments**, represented by Emily Porter SC and Tom Ellicott of Counsel, instructed by Meg Lee of Hall & Wilcox, who called expert evidence from: - Mark Woodland of Echelon Planning on planning - Rhys Quick of Urbis on economics **Marong Dev Co 1A Pty Ltd** and **Marong Dev Co Pty Ltd 1B-1D**, represented by Tania Cincotta and Eliza Minney of Best Hooper Lawyers, who called air quality evidence from: - Michael Asimakis of GHD*

	- Peter Ramsay of Peter J Ramsay & Associates* **Max & Pauline Carter** and **Terry & Jacinta Gange** represented by Tania Cincotta and Elizabeth Minney of Best Hooper **Braedene Developments Pty Ltd**, represented by Philip Hocking **Marong Developments Pty Ltd**, represented by Jane Macey of Spiire **Max Webb** and **Elise Chapman**, represented by Fiona Wiffrey of Beveridge Williams **Tania Foster** and **Anthony Waite** **Joshua Bennett** **Gallus Lane Pty Ltd** represented by John and Tim Scott ***** *Air quality expert witness statements were circulated, and the experts participated in a conclave but were not called to provide evidence in chief*
Citation	Greater Bendigo PSA C263gben [2024] PPV
Date of this report	14 March 2024

Executive summary

The Marong township is approximately 15 kilometres west of the Bendigo City Centre and supports a large rural hinterland. It has been strategically identified for growth to a population of 8,000 residents for over two decades. Some of the challenges for growth include flooding, bushfire, freight traffic volumes, buffers and interfaces with agricultural activity, protecting environmental values and retaining the semi-rural character while providing for housing diversity, commercial services, community facilities and employment growth.

Council has undertaken strategic work to guide and manage this growth through the preparation of the:

- Marong Township Structure Plan (City of Greater Bendigo, September 2020) (Marong TSP)
- Marong Flood Study (North Central Catchment Management Authority, November 2018)
- Marong Heritage Citations (Minerva Heritage, 2018).

Greater Bendigo Greater Bendigo Planning Scheme Amendment C263gben (the Amendment) seeks to implement this strategic work through:

- changes to the Planning Policy Framework including a new local places policy for Marong
- the rezoning of land within and adjoining the township, including from the Township Zone to more specific residential and commercial zones
- the application of the Heritage Overlay, Design and Development Overlay, Development Plan Overlay and flood overlays
- the introduction of new incorporated and background documents.

Thirty-four submissions were received following exhibition of the Amendment. In the main submissions were positive about the strategic basis for the Amendment including the directions of the Marong TSP and proposed changes to policy, zones and overlays. The main submission issues related to matters of detail and implementation including:

- the consideration of cultural heritage and the impact of heritage controls
- contamination
- the planning for the Bendigo Regional Employment Precinct (BREP) and Marong Western Freight Corridor
- directions for housing growth including the impacts on the Scott's Gallus Lane broiler farm, bushfire buffers, BREP and planning for the Western Freight Corridor on the provision of residential land supply
- transport and community infrastructure.

There were no unresolved submissions about the application of zones, flood controls or provisions of the four Design and Development Overlay schedules (aside from bushfire buffers) and the Panel has not considered these provisions in any detail. However, the Panel considers the proposed suite of zones and overlays are appropriate and strategically justified, consistent with planning guidance and will support the implementation of the Marong TSP.

The strategic basis for the Amendment and the overall framework of the Marong TSP was broadly supported. The Panel considers that subject to addressing specific issues, the Marong TSP is sound and provides a solid foundation for the Amendment and will provide for the orderly growth of Marong. Council is to be commended for its in-house development of the structure plan and

working with the community and other stakeholders to resolve key issues. As a result, the Amendment is consistent with the Planning Policy Framework and will result in a net community benefit by providing a clear strategic framework for the orderly growth of Marong, while protecting and enhancing environmental and character features, responding to flooding and bushfire risks, and provide appropriate rural interfaces.

Council's Day 1 changes to the Marong TSP, Design and Development Overlay schedules and Development Plan Overlay schedule appropriately address issues of contamination, vegetation protection, bushfire setbacks and exposure levels, development staging, provision of medium density housing (subject to a minor change), social housing and the identification of infrastructure projects.

The application of the Heritage Overlay to 1329 Calder Highway and 12 Leslie Street, Marong on balance is supported subject to minor changes, however the Marong TSP requires greater recognition to the identification and consideration of Aboriginal cultural heritage values.

The Panel supports the basis on which Council has applied a 1 kilometre buffer to the Scott's Gallus Lane broiler farm to the west of Marong. Its Day 1 changes to identify a new action in the Marong TSP Action Implementation Plan to manage the buffer interface to Precinct 1 through additional assessment is an appropriate response (subject to minor changes) to accommodate the potential for westward expansion.

The VPA is currently undertaking the planning for the BREP investigation area which is located to the immediate south of Marong and which will provide for significant future industrial land supply and a major regional employment precinct. The Department of Transport and Planning is also undertaking planning work to establish the alignment of the proposed Western Freight Corridor to provide a bypass to Marong and support the BREP. It is critical the planning of both projects progress to ensure they are not compromised by the development of Precincts 1 and 2A, the later which has been included in the BREP investigation area with its land use to be determined through the BREP planning process.

While the locational attributes of Precinct 2A make it potentially suitable for residential use, and industrial land supply planning suggests it is not required to meet long term industrial land supply, its inclusion within the BREP investigation area is appropriate in the short term. This will ensure interfaces and land use outcomes for the BREP and Precincts 1 and 2A can be properly considered. This does not mean the potential for residential use is closed off at this stage or that there will be insufficient land supply to achieve the township population vision of 8,000 residents.

The Panel supports the opportunity to extend Precincts 1 and 4 as proposed by Council's Day 1 changes to the Marong TSP Action Implementation Plan in response to submissions, subject to minor changes. They are logical extensions and will provide for additional land supply subject to undertaking additional constraints analysis.

The Panel supports the proposed opportunity to investigate longer term expansion west of Landry Lane, south of Calder Highway considering it a logical area for expansion subject to resolving interface challenges and after the identified residential development areas are substantially established or progressed. Council's Day 1 changes to support this approach are supported subject to minor changes. The Panel does not support the further northward expansion of the township considering this unnecessary and unlikely to provide for the sustainable and contained settlement outcomes sought by Council.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Greater Bendigo Planning Scheme Amendment C263gben be adopted as exhibited subject to the following:

1. **Amend Clause 11.03-6L-04 as shown in Appendix F.**
2. **Amend Design and Development Overlay Schedules 31, 32 and 35 and Development Plan Overlay Schedule 31 as specified in Appendix D.**
3. **Amend the Clause 72.04 Schedule as specified in Appendix D.**
4. **Amend the Clause 74.02 Schedule as specified in Appendix D.**
5. **Amend the Statement of Significance: 1329 Calder Highway, Marong, September 2020 as shown in in Appendix E.**

The Panel further recommends:

6. **Amend the Marong Township Structure Plan as specified in Appendix D with the following additional changes:**
   a) **provide greater recognition of Aboriginal cultural heritage values and to guide appropriate planning responses to understand, protect, acknowledge and celebrate cultural heritage values and engage with Traditional Owners.**
   b) **include an additional objective under 'Medium density residential development' that allows for the development plan process for new residential development precincts to identify additional opportunities for medium density housing in appropriate locations.**
   c) **amend guideline G42 to read as follows (or similar):**

      The planning for the Marong Western Freight Investigation Corridor (RD 4) should be completed so that the alignment is confirmed prior to rezoning Precinct 1 or the Precinct 2 (west of Calder Alternative Highway).

   d) **include the following additional actions in the Action Implementation Plan, and retain the lead responsibility, partners and timeframes identified in Document 53a):**

      Action A11:

      Continue to monitor and consider whether the boundaries of Precinct 1 can be extended to include the balance of parcels 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of:

      - ***the alignment of the potential Marong Western Freight Investigation Corridor and interface with the Bendigo Regional Employment Precinct;***
      - ***the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and***
      - ***infrastructure and servicing constraints, bushfire management and drainage.***

Action A12:

Continue to monitor whether the boundaries of Precinct 4 can be extended to include the balance of parcel 4I (to Salvarezza Road and Birchalls Road) and parcels 4K and 4J (to Birchalls Lane) having regard to resolution of:

- ***biodiversity values within the property and abutting road reserves; and***
- ***infrastructure and servicing constraints, bushfire management and drainage.***

Action A13:

Continue to monitor land supply and take up of residential land within Marong, including within Precincts 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate:

- ***sufficient demand for additional residential development in Marong;***
- ***the suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage; and***
- ***that the development of the land would not conflict with a potential Marong Western Freight Investigation Corridor, the operations of the broiler farm at 74 Barnes Road, Marong, the Marong Business Park, the Calder Highway and the Eaglehawk to Inglewood railway line.***

7. **Amend the Marong Heritage Citations (Minerva Heritage, 2018) to include the amended citation for 1329 Calder Highway, Marong with any further changes to ensure consistency with the Statement of Significance in Appendix E.**

1 Introduction

1.1 The Amendment

(i) Amendment description

The purpose of the Amendment is to implement the *Marong Township Structure Plan* (Greater Bendigo City Council, September 2020) (Marong TSP), *Marong Heritage Citations* (Minerva Heritage, 2018) and the *Marong Flood Study* (North Central Catchment Management Authority, November 2018) to manage the growth of Marong to accommodate a population of 8,000 residents.

Greater Bendigo City Council (Council) is the Planning Authority and has prepared the Amendment. North Central Catchment Management Authority (NCCMA) prepared the Marong Flood Study.

Specifically, the Amendment proposes to amend the Greater Bendigo Planning Scheme (Planning Scheme) by:

- amending the Planning Policy Framework
- making zoning changes to land within the Marong township
- applying the Heritage Overlay, Design and Development Overlay, Development Plan Overlay and flood overlays to land within the township and the surrounding area
- introducing new incorporated and background documents.

The Planning Scheme changes are summarised in Table 1.

Table 1 Proposed Greater Bendigo Planning Scheme changes

Provision	Proposed Greater Bendigo Planning Scheme changes
Planning Policy Framework	• Amend Clause 11.03-1L (Activity centres – Greater Bendigo) to amend the activity centre hierarchy to identify Marong as a 'large activity centre' and to amend Specialty retail and Supermarket floorspace projections • Insert a new Clause 11.03-6L-04 (Marong) to include a township growth objective, series of strategies including for growth precincts and a residential development map and infrastructure map • Amend Clause 13.03-1L (Floodplain management – Greater Bendigo) to identify the application of the Floodway Overlay and refer to the *Marong Local Floodplain Development Plan* (Floodplain Plan) as a policy document • Amend the Clause 18.01-3L (Sustainable personal transport – Bendigo) Bendigo walking and cycling network map to include an insert map for Marong
Zones	
Township Zone, Rural Living Zone and Industrial 3 Zone	Delete within the Marong township
Low Density Residential Zone (LDRZ)	• Replace unnumbered Schedule with a new Schedule 1 (LDRZ1) across all LDRZ1 areas in the municipality including: - the northern edge of the township, west of Marong-Serpentine

Provision	Proposed Greater Bendigo Planning Scheme changes
	Road, Marong - west of Fletchers Creek Road between Malone Park Road/Allies Road and Bullock Creek, Marong • Apply a new Schedule 2 (LDRZ2) west of Fletchers Creek Road/Murdoch Lane, Marong to identify a minimum 0.4 hectare lot size
Mixed Use Zone (MUZ)	Rezone the area between the Calder Highway and McKimmie Road to Schedule 3: Marong Mixed Use (MUZ3)
Neighbourhood Residential Zone Schedule 1 (NRZ1)	Rezone most established residential areas in Marong township from Township Zone to NRZ1
Commercial 1 Zone (C1Z)	• Rezone land north of the Town Centre along High Street to C1Z • Amend the Schedule to the C1Z to provide a floor area cap for Shop
Public Park and Recreation Zone (PPRZ) & Public Conservation and Resource Zone (PCRZ)	Rezone areas of public land from Farming Zone, Township Zone, Public Use Zone Schedule 6 and Special Use Zone Schedule 4 to the PPRZ and PCRZ
Overlays	
Heritage Overlay	Apply the Heritage Overlay to 9 individual heritage places and update the Schedule to Clause 43.01 Heritage Overlay
Design and Development Overlay (DDO)	Apply: • Schedule 31: Marong – Low Density Residential (DDO33) to LDRZ areas to manage built form outcomes and require bushfire setbacks • Schedule 32: Marong – Residential Areas (DDO32) to areas along High Street between Cathcart Leslie Streets, and 1469 Calder Highway and 21 Cathcart Street to manage built form outcomes and require bushfire setbacks • Schedule 33: Marong Town Centre (DDO33) to the existing centre and extended C1Z area to manage built form outcomes • Schedule 35: Protection from Bushfire (DDO35) to 1329, 1331, 1332, 1339 and 1343 Calder Highway to require bushfire setbacks
Development Plan Overlay (DPO)	• Delete Schedule 6: Townships (DOP6) from Marong township • Apply Schedule 31: Marong Mixed Use Precinct (DPO31) to 41 Adams Street, 1427 and 1433 Calder Highway, Marong (proposed MUZ3 area)
Floodway Overlay	Apply Floodway Overlay Schedule 1: Flooding from waterways (depths greater than 500 millimetres) (FO1) to high flood hazard land in the Bullock and Fletchers Creeks and major flood paths within and adjacent to the Marong township
Land Subject to Inundation Overlay (LSIO)	• Delete Schedule 3: Rural areas (LSIO3) to the south of Marong • Apply Schedule 1: Flooding from waterways (depths up to and including 350 millimetres) (LSIO1) to flood prone land adjacent to the Bullock and Fletchers Creeks within and adjacent to Marong • Amend LSIO1 to include the Floodplain Plan as a decision guideline consideration and as a reference for fence permit exemptions

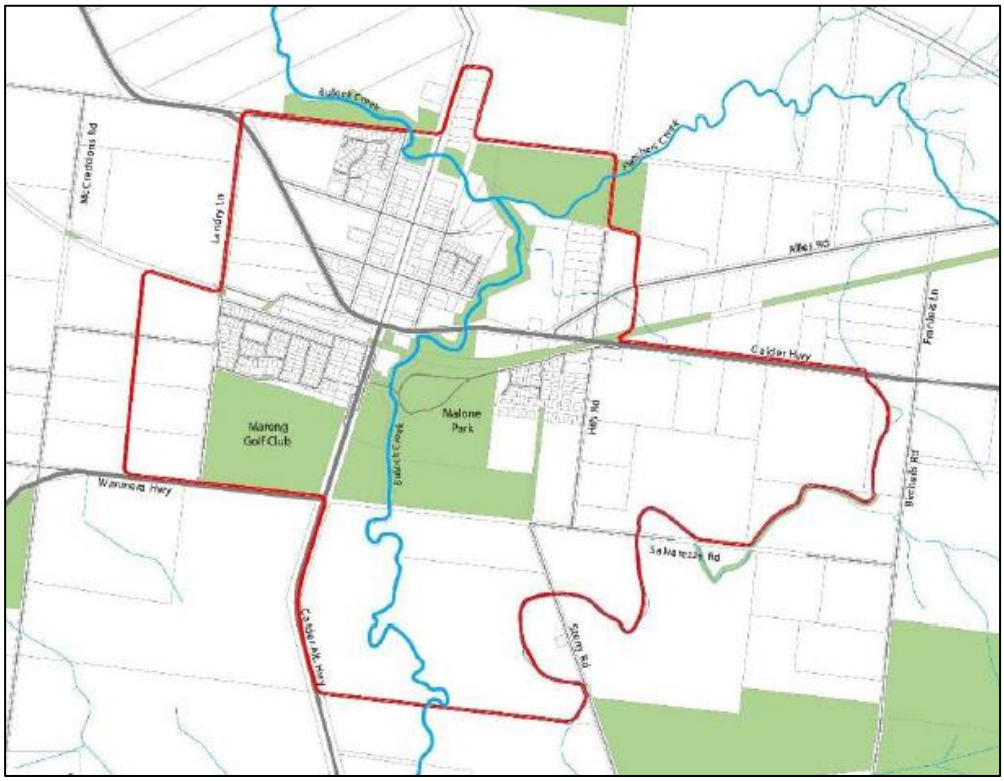
Provision	Proposed Greater Bendigo Planning Scheme changes
Operational provisions	
Clause 72.04 (Incorporated documents)	Amend the Schedule to include: • Floodplain Plan • Heritage place statements of significance
Clause 72.08 (Background documents)	Amend the Schedule to include: • Marong TSP • Marong Flood Study • Marong Heritage Citations
Clause 74.02 (Further strategic work)	Amend the Schedule to: • delete references to the work completed through the Amendment including a structure plan, heritage study, urban design framework and implementation of a flood study • include as further work the preparation of a development contributions plan

(ii) The subject land

The Amendment applies to:

- approximately 782 hectares of land within and adjacent to the Marong township (including future growth areas), as shown below in Figure 1 (within the red line)
- flood prone areas along Bullock and Fletchers Creeks within and outside the Marong township
- all land zoned LDRZ within the Planning Scheme.

Figure 1 Marong township



1.2 Background

(i) Marong

The Marong township is 15 kilometres west of the Bendigo City Centre. It has a population of approximately 1,413 based on 2019 figures (growing by 1.6 – 1.7 per cent each year) and performs a rural centre function. The township is positioned on a key State and regional road transport corridor intersection with three major highways (the Calder, Calder Alternative and Wimmera Highways). It is traversed by the Bullock and Fletchers Creeks and the non-operational Inglewood broad gauge railway.

Marong has been identified for growth (up to 8,000 residents) in a range of growth, housing and economic strategies including the *Bendigo Residential Development Strategy* (2004), the subsequent revised *Greater Bendigo Residential Strategy* (2014), *The Marong Plan* (2011) and *Loddon Mallee South Regional Growth Plan* (2014). Some of the challenges for growth include flooding, bushfire, freight traffic volumes, buffers and interfaces with agricultural activity, protecting environmental values and retaining the semi-rural character while providing for housing diversity, commercial services, community facilities and employment growth.

(ii) Marong Township Structure Plan

The Marong TSP was developed by Council and informed by several technical investigations on land capability, bushfire, heritage, flooding, stormwater, economics, transport and movement, and recreation. A number of these are discussed in more detail in this Report.

The Marong TSP long term vision for Marong is for a:

> satellite township of 8,000 people built around a vibrant community town centre and civic focus with a well serviced railway station and an outstanding public space network.

The Marong TSP provides a long term plan for transitioning to this future growth state, consistent with the vision and identified outcomes, and informed by a series of guiding principles, land use and development objectives, requirements and guidelines and an infrastructure plan. The key directions are summarised in the Marong Township Structure Plan Map (Figure 2) and discussed in more detail in the following chapters of this Report.

(iii) Marong Flood Study

The purpose of the Marong Flood Study was to address gaps in flood knowledge for Bullock Creek, a key priority of the *North Central Regional Floodplain Management Strategy 2018-28*. Through the development and calibration of hydrologic and hydraulic models, the flood behaviour was determined for various design flood events. The model outputs generated for these design events included flood extents, levels, depths and velocities. The Study recommended the Planning Scheme be updated to reflect the 1 per cent Annual Exceedance Probability design results including through the updating and application of the LSIO1.

(iv) Marong Heritage Citations

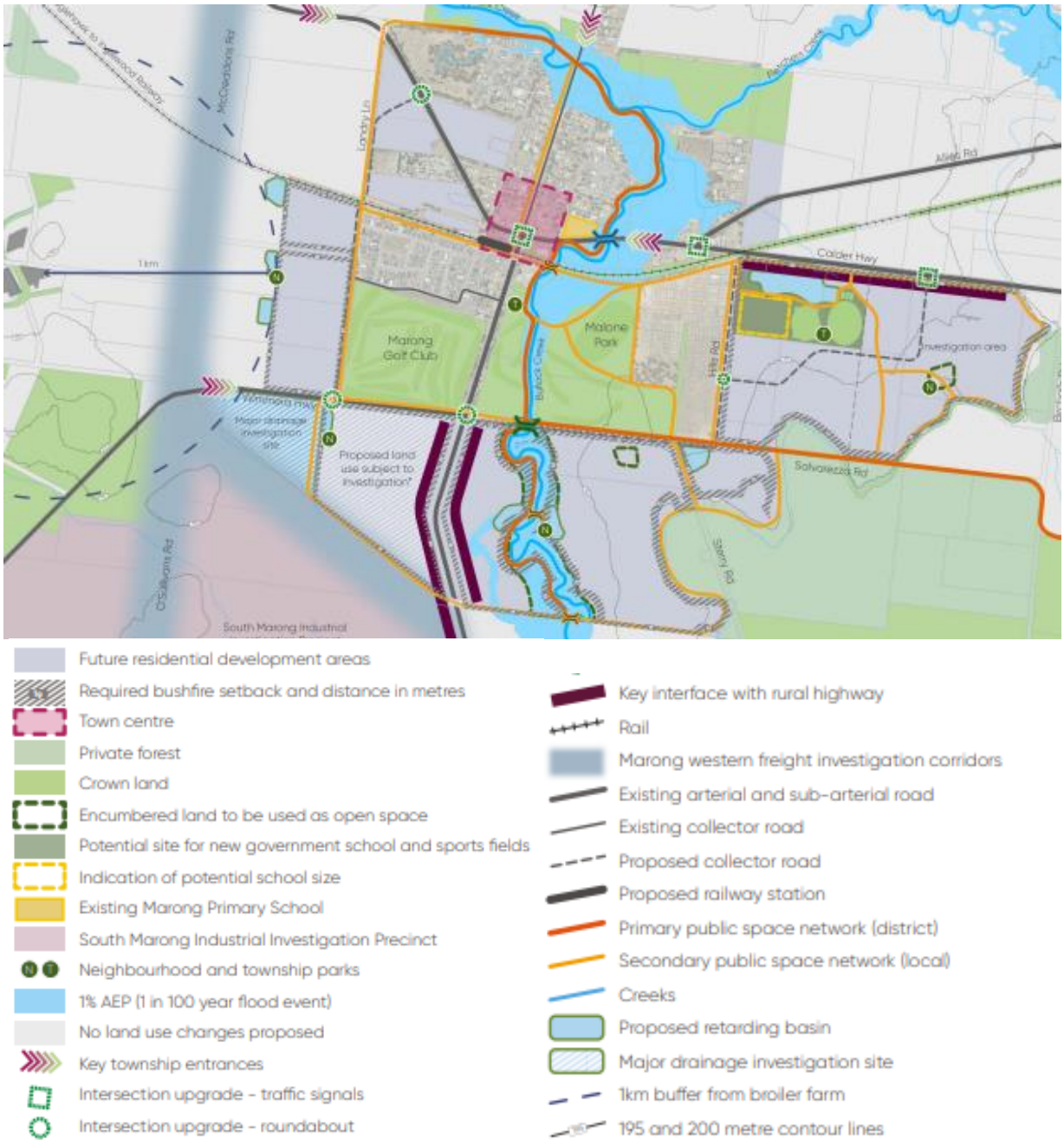
The Marong Heritage Citations were prepared to inform the Marong TSP. The document includes:

- details of the methodology of the heritage assessments

- citations for 12 places which include place and intactness descriptions, comparative analysis, assessment against Hercon Criterion as set out in Planning Practice Note 1: Applying the Heritage Overlay (PPN01) and a statement of significance
- assessment of and reasons for not recommending the Heritage Overlay apply to three places that did not meet the threshold for local significance.

Council advised the Panel that it had decided to not apply the Heritage Overlay to three recommended places included in the Marong Heritage Citations report for a range of reasons.

Figure 2 Marong Township Structure Plan



Source: Marong TSP, Plan 3: Marong Township Structre Plan

1.3 Chronology of events

Council's submission included a chronology of events which is summarised by the Panel in Table 2.

Table 2 Chronology of events

Date	Event
2004	Planning for growth in Marong as a satellite township with a population of 8,000 was identified in the *Bendigo Residential Development Strategy (2004)*
2014	Strategic direction is confirmed in the *Greater Bendigo Residential Strategy*
2016-2017	Early work on the Marong TSP begins in 2016 with the first draft released for public comment in 2017 GTA Consultants engaged to develop a movement and access strategy for Marong to inform the Marong TSP and the required transport infrastructure projects
2018	Community consultation on the final draft structure plan undertaken between 20 June - 20 August, with 26 submissions received. A peer review of the draft structure plan is undertaken by the Victorian Planning Authority (VPA). Council amended the Marong TSP in response to submissions and VPA advice Minerva appointed to undertake a review of heritage places within Marong using a shortlist prepared by Council's heritage planner and a heritage advisor, based on local knowledge and a list of places with potential heritage significance included in the *City of Greater Bendigo (Marong District) Heritage Study Stage One Report*, August 1994 Terramatrix complete initial assessment of bushfire risk to the Marong township The NCCMA prepares the Flood Study. No detailed flood studies had previously been undertaken in Marong GTA Consultants engaged to undertake transport modelling to determine the required intersection control and geometry of several intersections resulting from future development
16 Sep 2020	Council adopts the Marong TSP
June 2021	The NCCMA and Council prepare the Floodplain Plan
31 Oct 2022	Amendment authorised subject to 12 conditions relating to: • amend the Explanatory Report to include additional detail • correct Instruction Sheet • amend Clause 02.04 to remove the Urban Growth Boundary around Marong • relocate defendable space setbacks from Clause 11.03-6L to DDO, DPO or s173 Agreement • amend Clause 13.03-1L to refer to the FO1 • redraft Vegetation Protection Overlay schedules • amend DPO31 to include additional detail • amend FO1 to include application requirements and decision guidelines • amend LSIO1 to reference Floodplain Plan • notice of Amendment to be given to nominated agencies and departments and Dja Dja Wurrung Aboriginal Corporation Council's Part A submission sets out how these conditions were satisfied
Feb 2023	Terramatrix appointed to re-assess bushfire risk to the Marong township for all precincts, and to consider implications for rezoning, landscape risk, response to Planning Policy Framework changes including the *Design Guidelines, Settlement Planning at the*

Date	Event
	Bushfire Interface (DELWP, 2020)
25 May – 7 July 2023	Amendment exhibited. Two community drop in sessions held at Marong Community Hall
23 Oct 2023	Council considers submissions and resolves to request the Minister to appoint an independent Panel to hear all submissions received to the Amendment
30 Nov 2023	Directions Hearing
23 Jan 2024	Council's delegate considered late submissions #33 and #34, referring them to the Panel for consideration

1.4 Submissions

Council received 34 submissions to the Amendment (including two late submissions discussed at Chapter 1.7). Most submissions supported the general directions in the Marong TSP but raised issues with elements of the structure plan and proposed planning controls.

Key issues raised in submissions related to:

- cultural heritage and the impact of heritage controls
- contamination
- directions for employment, including BREP and the Western Freight Corridor
- directions for housing growth:
  - expansion of growth areas to include entire property parcels or additional land
  - impacts of the Scott's Gallus Lane broiler farm and bushfire buffers
  - staging
  - medium density housing and social housing provision
- Infrastructure:
  - transport infrastructure (projects, funding and implementation)
  - community infrastructure including schools
- other Marong TSP and Clause 11.03-6L-04 provisions.

Supporting submissions were received from:

- NCCMA
- Goulburn-Murray Water
- Coliban Water
- CFA
- Downer (which acts as the operations and maintenance provider for AusNet Gas Services Pty Ltd).

1.5 The Panel's approach

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions, evidence and other material presented to it during the Hearing. It has reviewed a large volume of material, and has had to be

selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Strategic issues
- Constraints to growth
- Heritage
- Planning for employment land and the Western Freight Corridor
- Planning for housing growth
- Infrastructure
- Form and content.

1.6 Procedural issues

Clause 74.02 changes

The Amendment proposes to amend Clause 74.02 to delete references to further strategic work to be implemented through the Amendment. However, while identified in the Explanatory Report and Instruction Sheet the proposed clause changes were not included in the online exhibited documentation. Council advised parties of this exhibition error and provided a copy of the amended Clause on 12 January 2024 (Document 11). The Panel considered that the changes to Clause 74.02 are fairly minor and consistent with descriptions in the Explanatory Report.

Withdrawn submission on heritage issues

Council advised on 11 January 2024 that a landowner submitter had withdrawn their submission relating to the application of the Heritage Overlay to 1329 Calder Highway but wished to be heard about issues relating to DDO35 (Document 12). While the Panel acknowledges the heritage element of the submission has been withdrawn, the submitter's correspondence continued to identify concerns about the accuracy of the citation and the application of the Heritage Overlay including financial impacts. Given Council filed heritage evidence from Mr Hill and provided a revised citation and Statement of Significance for 1329 Calder Highway, Marong in relation to the submission, the Panel has still considered the application of the Heritage Overlay to this property (refer Chapter 4).

Late submissions

Two late submissions (submissions 33 and 34) were referred to the Panel (Documents 14 and 15) before the Hearing began. These submitters were provided the opportunity to participate in the Hearing.

1.7 Limitations

Municipal wide changes to the LDRZ1 and application of other zone changes

As a consequence of Amendment C247gben, the proposed LDRZ2 is to be renumbered LDRZ6 without further change. The municipal wide changes proposed to LDRZ1 are now in place (gazetted 11 January 2024) so they are no longer to be implemented through this Amendment. Land within Marong that is to be rezoned to LDRZ1 is proposed to remain within LDRZ1 but the schedule content will need to change in accordance with the approved Amendment C247gben version. This is a technical change of limited consequence.

Among other site specific changes, Amendment C269gben (gazetted 17 November 2023) inserts Clause 32.09 (Neighbourhood Residential Zone) and a new Schedule 1 into the Planning Scheme. Therefore, the Amendment no longer needs to introduce the Neighbourhood Residential Zone (NRZ) provisions and the proposed NRZ1 will require re-numbering to NRZ2. This is a technical change of limited consequence.

There were no submissions made in relation to the application of the LDRZ1, LDRZ2 (now proposed as LDRZ6), C1Z, NRZ1 (now proposed as NRZ2), MUZ3, PPRZ and PCRZ to the Marong township. The Panel has therefore not examined the proposed changes to the exhibited LDRZ1 (or amended LDRZ6) or the application of other zones as proposed in any detail.

Heritage Overlay

YourLand Developments (Your Land) advised the Panel at the Directions Hearing it no longer wished to pursue its submission about the Heritage Overlay (HO943). Aside from the withdrawn submission relating to 1329 Calder Highway, only one other submission raised issues associated with applying the Heritage Overlay (12 Leslie Street, HO945). The Panel considered these two places only.

Design and Development Overlay schedules

There were no submissions made in relation to the application of changes to DDO33 applying over the Marong Town Centre. Aside from issues relating to bushfire buffers, the remaining content of DDO31, DDO32 and DDO35 was not disputed. The Panel has therefore only considered the provisions relating to bushfire.

Development Plan Overlay Schedule 31

There were no submissions in relation to applying DPO31 to the proposed MUZ3 area. Issues relating to the bushfire provisions is discussed in Chapter 3.

Flood controls

The NCCMA:

- supported the proposed application of the FO1 and LSIO1, noting that while the application of the FO1 was a departure from the Marong Flood Study recommendations, this was an appropriate approach
- submitted the Floodplain Plan will adequately guide development within identified flood areas through performance-based assessment criteria and supported its reference in Clause 13.03-1L
- observed the application of flood controls along Bullock and Fletchers Creeks would strengthen native vegetation and riparian zones
- submitted the Amendment will assist in the protection of life, property and community infrastructure from flood hazard, whilst retaining the existing natural function and health of the waterways.

Only YourLand commented on the proposed flood controls, reserving the right to object to the application of the LSIO1 but provided no details about its concerns. It confirmed at the Directions Hearing that it no longer objected to the application of the LSIO1.

The Panel has therefore not examined in any detail the proposed application of the LSIO1 and FO1 or the Floodplain Plan.

The Panel observes however that:

- the introduction of the LSIO1 and FO1 is supported through detailed analysis and modelling within the Marong Flood Study
- the application of both the LSIO1 and FO1 as proposed is supported by the floodplain manager and consistent with the Planning Policy Framework for managing flood risks and protecting waterway functions
- the structure of the flood control schedules is consistent with *Planning Practice Note 12: Applying the Flood Provisions in Planning Schemes*, June 2015 (PPN12)
- the use of the Floodplain Plan as an incorporated document to assist in decision making is consistent with PPN12.

Water

In relation to water supply, Coliban Water had no objection to the Amendment but identified:

> Nevertheless, it should be noted that, as the water supply system is a pumped system from the Sterry Road site, it would be possible to extend the development to a higher elevation than currently indicated. In addition, please note that an extension to the Sterry Road site is required in order to service development in the area. The rezoning of a site will be the subject of a separate application. We understand from conversations with the City of Greater Bendigo, the site owner and developers in the area that there are unlikely to be any objections to the site. The application will proceed after appropriate investigations confirm the best location.

The Panel has not therefore considered the impact of water supply on the ability to deliver the outcomes sought by the Marong TSP. However, it observes that water supply issues to existing or proposed growth areas can be appropriately addressed through subsequent planning processes.

1.8 Council Day 1 Post Exhibition changes

Council provided changes to the following Amendment documents in response to submissions, subsequent Planning Scheme amendments and an officer review of exhibited documents, as part of its Day 1 version of Amendment documents and Part B submission changes and which are summarised in Appendix D:

- Clause 11.03-6L-04 (Marong)(Document 21.3a))
- LDRZ1 and LDRZ2 (Documents 21.3 b) and c))
- NRZ2 (Document 21.3d))
- Schedule to Heritage Overlay (Document 21.3e))
- DDO31, DDO32 and DDO35 (Documents 21.3 f), g) and h) and Document 41)
- DPO31 (Document 21.3i))
- Schedule to Clause 72.03 - What does this planning scheme consist of? (Document 21.3j))
- Schedule to Clause 72.03 – Incorporated Documents (Document 21.3k))
- Schedule to Clause 74.02 – Further strategic work (Document 21.3l))
- Statement of Significance and citation for 1329 Calder Highway, Marong (Documents 21.3m) and n)).

Key changes to the Marong TSP (Documents 21.2, 21.4 and 30a) are summarised in Appendix D and include:

- additional guiding principles content
- various mapping and content changes including those relating to road and community infrastructure

- updated references and mapping of the BREP to replace references to the South Marong Industrial Investigation Precinct (SMIIP)
- updated 'Land Use Budget' and 'Township infrastructure plan'
- replacement of Development Contributions Plan references to a Development Contributions Framework (DCF) and future Shared Infrastructure Funding Plans
- deletion of guideline G41
- additional Action Implementation Plan (AIP) actions.

Council's proposed Day 1 changes (including additional Part B submission changes) and Part C submission changes (Document 53a) and b)) are discussed in this Report.

2 Strategic issues

2.1 Planning context

This chapter identifies planning context relevant to the Amendment. Appendix C highlights key imperatives of relevant provisions and policies.

Table 3 Planning context

Document	Relevant references
Victorian planning objectives	• section 4 of the PE Act
Municipal Planning Strategy	• Clauses 02.02 (Vision), 02.03-1 (Settlement), 02.03 -2 (Environment and landscape values), 02.03-3 (Environmental risks and amenity), 02.03-5 (Built environment and heritage), 02.03-6 (Housing), 02.03-7 (Economic development) and 02.03-8 (Transport)
Planning Policy Framework	• Clauses 11.01-1S (Settlement), 11.01-1R (Settlement – Loddon Mallee South), 11.01-1L – 01 (Settlement - Greater Bendigo), 11.02-1S (Supply of urban land), 11.02-2L (Structure planning), 11.02-3S (Sequencing of development), 11.03-1L Activity Centres (Greater Bendigo), 11.03-2S (Growth Areas) and 11.03-6S (Regional and local places) • Clauses 12.01-1S (Protection of biodiversity), 12.01-1L (Protection of biodiversity – Greater Bendigo), Clause 12.01-2S (Native vegetation management), Clause 12.03-1S (River corridors, waterways, lakes and wetlands) • Clauses 13.01-1S (Natural hazards and climate change), Clause 13.02-1S (Bushfire planning), Clause 13.03-1S (Floodplain Management), Clause 13.03-1L (Floodplain Management – Greater Bendigo), 13.04-1S (Contaminated and potentially contaminated land), 13.07-1S (Land use compatibility) • Clause 14.01-1S (Protection of agricultural land) • Clauses 15.01-1S (Urban design), 15.01-2S (Building design), 15.01-4S (Healthy neighbourhoods), 15.01-5S (Neighbourhood character), 15.02-1S (Energy and resource efficiency), 15.03-1S (Heritage conservation) and 15.03-2S (Aboriginal cultural heritage) • Clauses 17.01-1S (Diversified economy), Clause 17.01-1R (Diversified economy – Loddon Mallee South), Clause 17.01-1L (Diversified economy – Greater Bendigo), 17.02-1S (Business), 17.02-1L (Business, - Greater Bendigo) • Clauses 18.01-2S (Transport system), 18.01-3S (Sustainable and safe transport), 18.01-3L Sustainable personal transport – Greater Bendigo), 18.02-5S (Freight) and 18.02-5L Freight links – Greater Bendigo) • Clause 19.02-2S (Education facilities), 19.02-6S (Open space), 19.02-6L-01 (Open Space and public land – Greater Bendigo), 19.03-2S (infrastructure design and provision) and 19.03-2L (Infrastructure planning, design and provision – Greater Bendigo)
Other planning strategies and policies	• *Loddon Mallee South Regional Growth Plan* (Victorian government, 2014) • *Greater Bendigo Residential Strategy* (City of Greater Bendigo, October 2014, amended March 2016) (Residential Strategy) • *Greater Bendigo Industrial Land Development Strategy*, May 2020 (Industrial Strategy)

Document	Relevant references
	• *Connecting Bendigo: Integrated Transport and Land Use Strategy* (City of Greater Bendigo, August 2015) • *Commercial Land and Activity Centre Strategy* (City of Greater Bendigo, November 2015 (updated January 2017) • *Victorian Code for Broiler Farms 2009 – plus 2018 amendments* (Department of Primary Industries, 1999) (Broiler Code)
Planning scheme provisions	• Low Density Residential Zone • Mixed Use Zone • Neighbourhood Residential Zone • Commercial 1 Zone • Public Park and Recreation Zone • Public Conservation and Resource Zone • Heritage Overlay • Design and Development Overlay • Development Plan Overlay • Floodway Overlay and Land Subject to Inundation Overlay • Bushfire Management Overlay
Planning scheme amendments	• Amendment C247gben • Amendment C269gben
Ministerial directions	• Ministerial Direction - The Form and Content of Planning Schemes under Section 7(5) of the Planning and Environment Act 1987 • Ministerial Direction 1 (Potentially contaminated land) • Ministerial Direction 11 (Strategic Assessment of Amendments)
Planning practice notes	• Planning Practice Note 1: Applying the Heritage Overlay (PPN01) • Planning Practice Note 12: Applying the Flood Provisions in Planning Schemes (PPN12) • Planning Practice Note 46: Strategic Assessment Guidelines (PPN46) • Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays, September 2022 (PPN23) • Planning Practice Note 30: Potentially contaminated land, July 2021 (PPN30) • Planning Practice Note 64: Local planning for bushfire protection, September 2014 (PPN64) • Planning Practice Note 91: Using the residential zones (PPN91) • Planning Practice Note 92: Managing buffers for land use compatibility, March 2021 (PPN92)
Other guidance	• A Practitioner's Guide to Victorian Planning Schemes Version 1.5, April 2022 (Practitioner's Guide) • Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, October 2021) (PSP Guidelines)

2.2 Strategic issues

(i) Evidence and submissions

Submissions did not oppose the strategic basis for the Amendment including the Marong TSP or the proposed policy, zone and overlay changes. Specific issues relating to the identified growth areas (particularly the future role and planning for Precinct 2A) and the approach to separation distances to the Scott's Gallus Lane broiler farm to Precinct 1 and managing bushfire hazards through overlays is discussed in the following chapters of this Report.

The planning evidence of Mark Woodland and submission of YourLand:

- considered the final Marong TSP was inconsistent with the draft consultation version and represented a significant departure from the strategic growth directions of *The Marong Plan 2011*
- said that while the Marong TSP contained many elements of a Precinct Structure Plan including the considerations of the PSP Guidelines and Clause 11.02-2S, it was not proposed to be incorporated and should therefore be more directive about the zoning and future use of Precinct 2A rather than leaving it to future processes.

Council submitted:

- the Amendment had been prepared consistent with Ministerial Direction 11 and Planning Practice Note 46: Strategic Assessment Guidelines
- the Amendment was supported by various strategies which identified Marong's growth to 8,000 residents including the *Bendigo Residential Development Strategy* (2004), the subsequent 2014 Residential Strategy
- the Amendment was consistent with other strategies including the *Loddon Mallee South Regional Growth Plan*, the Industrial Strategy, *Commercial Land and Activity Centre Strategy* and *Connecting Bendigo: Integrated Transport and Land Use Strategy*
- the strategic justification of the Amendment was firmly grounded in the Municipal Planning Strategy including the Strategic Framework Plan, and implemented the Planning Policy Framework
- the Amendment is supported by or consistent with relevant Planning Practice Notes and drafted consistent with the Practitioner's Guide
- earlier drafts of the Marong TSP or the directions of *The Marong Plan 2011* (refer Appendix C) were not relevant as such plans evolve over time and in response to consultation and needed to respond to changes in policy, physical and strategic context
- the distinction between a PSP or framework plan was not particularly relevant – the Marong TSP had been prepared generally consistent with the PSP Guidelines (and guidance for regional areas), Clauses 11.02-2S and 11.02-2L and advice from the VPA. It was not intended to be incorporated, but rather put in place an overarching vision and framework to provide flexibility to respond to the planning of regionally significant uses and development
- it anticipated the growth areas would be facilitated through proponent-led Amendments to rezone land and apply the DPO.

(ii) Discussion and conclusions

Marong Structure Plan

The identification of Marong as a strategic growth area has been well established in the Planning Scheme and is supported by a range of regional and local planning strategies. The aspiration for a population of 8,000 is consistent with what is considered a benchmark to support the development of self-contained, economically vibrant towns and able to provide for a range of services and facilities. The Marong TSP is the next critical step in a long-held strategic plan to provide for the establishment of Marong as a satellite township to Greater Bendigo.

The Panel considers the Marong TSP to be well founded and supported by a range of technical documents. It provides the appropriate basis on which to apply the proposed local policy changes, zones and overlays and manage the growth of the township in an orderly manner.

The content and flexibility built into the Marong TSP is generally appropriate and consistent with the PSP Guidelines and considerations set out in Clauses 11.02-2S and 11.02-2L. The Panel considers the distinction between a Precinct Structure Plan and a framework plan somewhat moot in a regional context and given the scale of growth proposed around an existing township which will accommodate most of its serving and facility needs. While titled a structure plan, the document is predominantly an advanced level of framework plan, but which includes the key elements of a precinct structure plan including:

- a vision
- objectives, guidelines and requirements for existing residential and future growth precincts
- a clear infrastructure plan and strategy for managing development contributions
- an AIP.

It is appropriate that the Marong TSP is not an incorporated document but remains a background document given it does not seek to rezone the growth areas at this stage and critical planning of regional level infrastructure and development (as discussed in Chapter 5) is being progressed. In this context the proposed next phases of planning proposed through the preparation of development plans and application of zones and overlays is sufficiently guided by the Marong PSP subject to the additional changes discussed in the following chapters of this Report. This approach is consistent with the PSP Guidelines and accompanying *Guidance Note: Applying the PSP Guidelines in regional areas*.

The Panel agrees with Council that it is not particularly useful to focus on what the draft version of the structure plan identified. The process of engagement and consultation on a draft will invariably elicit new information or be informed by changes in policy or strategic context. Indeed, much has changed since the adoption of the Marong TSP in 2020 and the Hearing including advances in the planning for the BREP and the Marong Western Freight Investigation Corridor (Western Freight Corridor), the status of the Marong Business Park, new and updated residential and industrial strategic planning work being undertaken, the introduction of new PSP Guidelines and other Planning Policy framework changes.

Similarly, the Panel has not given much weight to the directions of The Marong Plan 2011. While it is important to provide planning certainty, that plan is now over a decade old, is not an incorporated or background document. The context of that plan has changed through the planning activities referred to above through to changes in approach and information relating to managing threats from bushfire and flooding.

Planning Policy Framework

There was no submission in relation to proposed changes to Clauses 11.03-1L, 13.03-1L and 18.01-3L.

The changes to Clause 11.03-1L respond to the future role of Marong as a large activity centre consistent with the *Marong Township Economic Assessment, Urban Enterprise*, October 2019 which was prepared to inform the Marong TSP.

The changes to Clause 13.03-1L are consistent with the Marong Flood Study and the proposed application of flood overlays and supported by the floodplain manager. As discussed in Chapter 1, the Floodplain Plan is an appropriate incorporated document.

The consequential mapping change in Clause 18.01-3L reflect the transport directions in the Marong TSP. The change while minor in nature is necessary to ensure the Bendigo walking and cycling network map provides an up to date and holistic active transport picture for Greater Bendigo.

Issues relating to Clause 11.03-6L-04 were specific to the wording individual strategies rather than their broader intent. These issues and Council's proposed changes are discussed in Chapter 5 and 6 of this Report. The general structure and content of the clause is considered appropriate, consistent with the directions of the Marong TSP and strategically justified.

For the reasons set out in this report, the Panel concludes:

- The Marong TSP:
  - is robust and comprehensive and prepared in a manner broadly consistent with Clauses 11.02-2S and 11.02-2L and the PSP Guidelines
  - provides an appropriate level of guidance to manage the future development of Marong including the provision of key infrastructure required to support growth
  - provides an appropriate strategic underpinning for the Amendment.
- The Amendment:
  - is supported by, and implements, the relevant sections of the Planning Policy Framework
  - is consistent with the relevant Ministerial Directions and Practice Notes
  - is well founded and strategically justified
  - will deliver net community benefit and sustainable development as required by Clause 71.02-3
  - should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

3 Constraints to growth

3.1 Bushfire

(i) The issues

The issues are:

- whether the guidelines and requirements of the Marong TSP relating to bushfire are appropriate
- whether the mandatory bushfire buffer and exposure levels requirements are appropriate for inclusion within DDO31, DDO32, DDO35 and DPO31.

(ii) Background

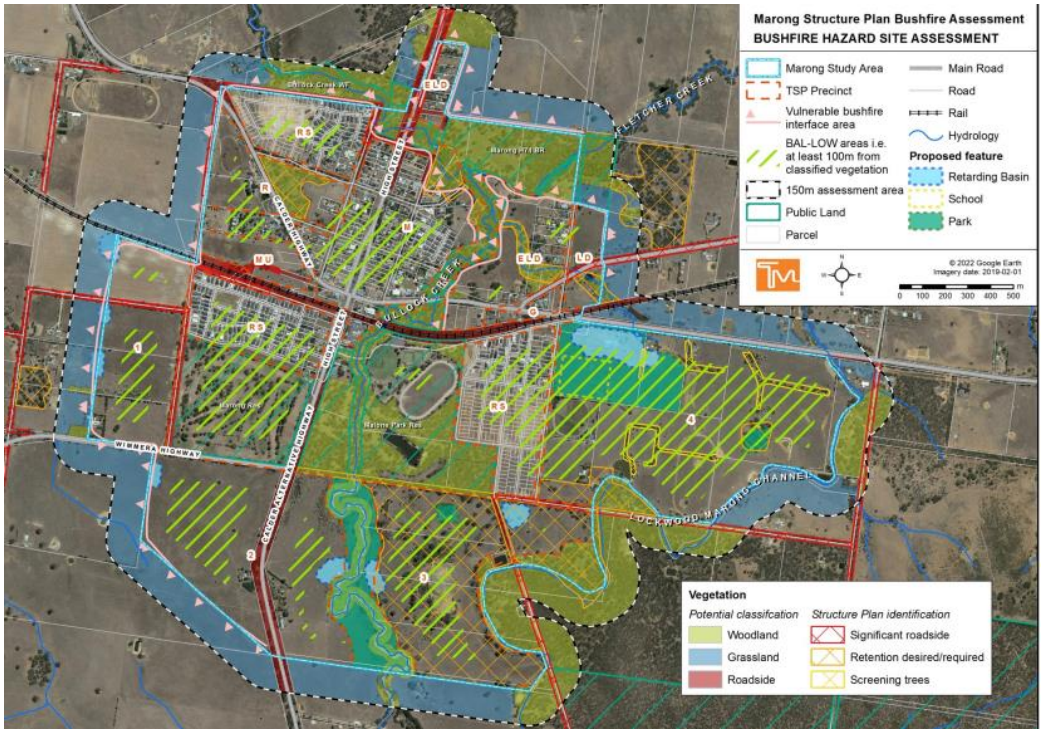
Bushfire Report

Marong Township Bushfire Development Report, Terramatrix, February 2023 (Bushfire Report) assessed the bushfire risk for Marong including the proposed growth areas. Regarding landscape risk factors, it states:

- the landscape generally has no large contiguous areas of high fuel forest and extreme bushfire haviour (refer Figure 3). The potential for neighbourhood-scale destruction is unlikely given topography, reasonable access, places of relative safety within the main Marong township area, and the dominant hazard being Grassland (the lesser risk BMO Landscape Types 1 and 2)
- a large, well-developed bushfire could impact Marong from the north, as reflected by the BMO extent, however the growth area precincts are sufficiently set back from the northern interface, by establishing or established urban-residential areas that can provide an appropriate protective 'buffer'
- while growth on the fringes of Precincts 3 and 4 could occur within higher hazard BMO locations, the hazard is from directions not associated with approach of bushfire under severe or higher fire danger ratings. The risk can be acceptably mitigated by good precinct design, including provision of development setbacks from hazardous vegetation to ensure radiant heart flux will not exceed 12.5kW/m^2 through a BMO schedule
- the Marong TSP objective of 11 dwellings per hectare (average lot size of 900 square metres) is consistent with planning guidelines for bushfire interface areas
- except for the small extension of the LDRZ to the east of Marong, most zoning changes do not have appreciable impact on bushfire risk, "*as they are essentially corrective to reflect existing uses or policy neutral and do not facilitate more intensive development*"
- the eastern LDRZ area while abutting permanent grassland, is not in a fire risk direction typically associated with severe or higher fire danger threat, and the risk not significant and deemed acceptable if BAL-12.5 setbacks for dwellings are achieved
- recommended measures to prevent hazardous vegetation being created or retained in proximity to dwellings in the LDRZ areas:
  - adding an objective/decision guideline and other content specific to bushfire protection to the proposed DDO33 and extending the coverage of this control over the entire LDRZ

- applying vegetation controls as a mandatory permit requirement to ensure vegetation on lots is maintained in a low threat state as defendable space (in accordance with Table 6 to Clause 53.02-5)
- requiring a static water supply for fire fighting in accordance with the requirements for lots at Table 4 to Clause 53.02-5
- requiring non-combustible 1.8 metre high fencing along lot/subdivision boundaries that abut classified vegetation, and non-combustible or bushfire resistant materials for fences between lots or alternatively, requiring fences constructed with combustible materials to provide a minimum 3-6 metre separation from dwellings.

Figure 3 Bushfire hazard assessment



Source: Bushfire Report Map 6

Marong Township Structure Plan

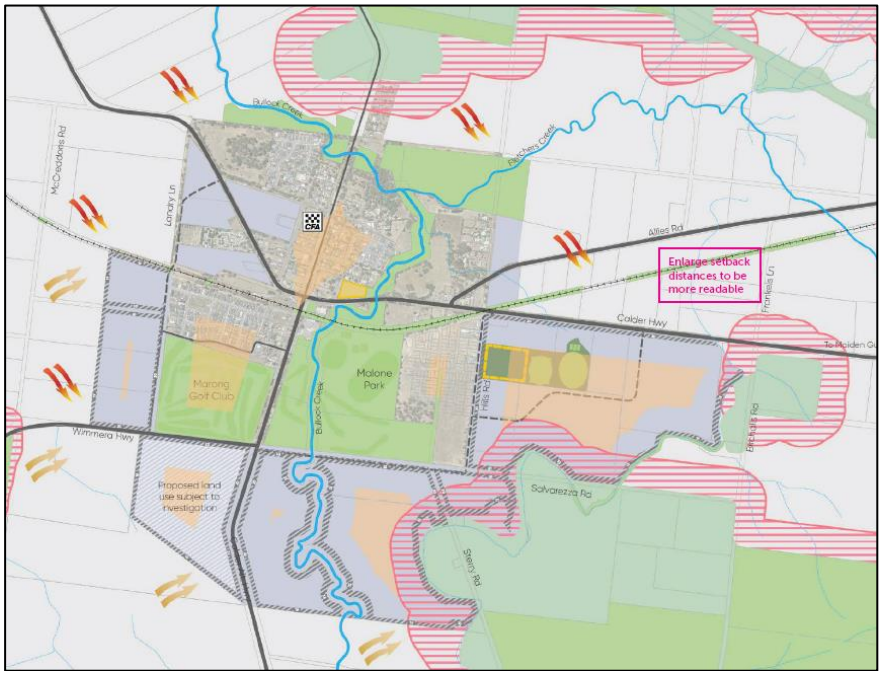
The Marong TSP identifies that Marong is in a bushfire prone area with some areas of high bushfire risk within the Bushfire Management Overlay (BMO). It contains:

- objectives (O1-O3) which aim to reduce the impact of bushfire, ensure adequate defendable space through development (design and layout) responses, vegetation management and bushfire risk mitigation
- requirements (R1-R3) for a development plan for future residential development to achieve a 12.5 Bushfire Attack Level (BAL) rating[1] through vegetation setbacks ranging from 19-35 metres depending on the vegetation in addition to requirements for well-defined boundaries between vegetated areas and location of roads away from bushfire threat

[1] Bushfire Attack Level – Is a means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire e.g. a building constructed to a BAL-12.5 standard is designed to be exposed to radiant heat not exceeding 12.5 kW/m^2 (Source: Bushfire Report ,Page 1)

- a bushfire management plan (Figure 4) identifying:
  - the existing BMO
  - required bushfire setbacks
  - safer areas (over 150 metres from bushfire threat) .

Figure 4 Marong Township Structure Plan – Plan 5: Bushfire Management in Marong (Day 1 version)



(iii) What do the Amendment controls propose?

DDO31, DDO32 and DDO35 include:

- an objective to provide protection from bushfire by requiring adequate defendable space
- buildings and works and subdivision requirements including:
  - mandatory bushfire boundary setbacks of 19 metres (to grassland vegetation and agricultural land), 20 metres (from roadside vegetation) and 33 metres (from woodland vegetation)
  - mandatory bushfire exposure levels (maximum of 12.5 kW/m^2)
  - requirements for fence transparency and using non-combustible materials
- application requirements (except DDO35) and decision guidelines including for fencing and landscaping to minimise bushfire risk for DDO31 and DDO32 and relating to defendable space for DDO35.

DPO31 includes:

- an objective to provide protection from bushfire by requiring adequate defendable space
- conditions and requirements for buildings and subdivision 20 metre setbacks and mandatory maximum of 12.5 kW/m^2 bushfire exposure level
- development plan requirements for bushfire management and interface treatments.

(iv) Relevant Planning Scheme provisions and guidance

The Planning Scheme includes the following relevant provisions relating to bushfire:

- Clauses 13.01-1S and 13.02-1S

- Clause 44.06 (BMO) and associated Clause 53.02 (Bushfire Planning)
- Clause 71.02-3.

Planning guidance can be found in:

- PPN64
- *Planning Permit Applications – Bushfire Management Overlay*, Technical Guide (DELWP, 2017)
- *Design Guidelines, Settlement Planning at the Bushfire Interface* (DELWP, 2020a).

(v) Country Fire Authority position

CFA submitted that in relation to bushfire hazards:

- While Morong is not within an extreme bushfire risk location, it can be exposed to significant fast running grass/ scrub fires on an annual basis.
- The bushfire exposure from such events will include Direct Flame attack, Radiant Heat exposure and Ember Attack.

The CFA supported the Amendment and provisions relating to managing bushfire impacts based on the Bushfire Report.

(vi) Council Day 1 changes

Council's Day 1 changes proposed to amend DDO31, DDO32, DDO35 and DPO31 (Documents 21.3 f), g), h) and i) and summarised in Appendix D) by:

- amending the DDO buildings and works requirements at Clause 2.0 to:
  - delete 'are to' in the final paragraph and replace with "*should*"
  - insert "*be able to*" after the word 'must'
- amending the DDO the subdivision requirements at Clause 3.0 to:
  - delete 'must' and replace with "should"
  - insert "*must be able to achieve*" after 'Table 1 Setback distances for bushfire and'
- inserting a DDO application requirement at Clause 5.0:

  "An application for buildings and works or for subdivision of land, which seeks to reduce the setback distances specified in Table 1 must be accompanied by a report prepared by a suitably qualified professional demonstrating the proposal achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018)"
- amending DPO31 conditions and requirements for permits Clause 3.0 by:
  - deleting 'are to' in the first dot point and replace with "*should*"
  - inserting "*or a reduced setback as demonstrated by an accompanied report prepared by a suitably qualified professional*" into the first and second dot points.

(vii) Evidence and submissions

Landowner submissions for 1329, 1339 and 1469 Calder Highway were concerned about the mandatory nature of the proposed bushfire requirements of DDO32 and DDO35. The submissions included:

- the requirements would result in loss of developable land or present a barrier to future development including subdivision and create a financial burden
- the controls were unnecessary given the lack of adjacent woodland, low threat environment, the proximity of adjacent development and roads which provided a fire break role and lack of a BMO

- the application of the controls was inconsistent with an independent BAL Assessment undertaken for 1329 Calder Highway (Document 52) which concluded the entire property achieved BAL 12.5.

Regarding future growth precincts, YourLand submitted (supported by its own BAL Assessment, Document 35.3) and the evidence of Mark Woodland, considered the bushfire requirements of the Marong TSP, the BMO and planning policy provided for appropriate bushfire risk mitigation (including for an expanded Precinct 4).

Submission 19 referred to its own bushfire assessment and considered that it did not pose a constraint on the ability to expand residential growth to the north of Calder Highway.

In relation to applying the DDO or DPO to manage bushfire risk, Council submitted:

- it was a direct response to address authorisation conditions
- PPN64 Appendix 2, anticipates that in areas outside the BMO:

  > For land proposed to be rezoned for urban purposes, the proposed planning scheme provisions should require a buffer to be established to all areas of permanent bushfire hazard. Such a requirement can be secured through an overlay such as the Development Plan Overlay or Design and Development Overlay. [Panel's emphasis]
  >
  > For land already zoned for urban purposes Clause 56 of planning schemes applies to an application to subdivide land for residential development. Clause 56.01-1 requires a site and context description to be prepared and this should identify the bushfire hazard. The design response should incorporate buffers in response to this hazard.

- other Planning Schemes incorporate defendable space requirements in DDO and DPO controls including:
  - DDO19 in the Surf Coast Planning Scheme introduced through Surf Coast Planning Scheme Amendment C79
  - Greater Bendigo Planning Scheme Amendment C232gben which introduced a requirement into DDO24 for development setbacks to achieve BAL-12.5. Council initially proposed to replicate similar wording for this Amendment however the conditions of authorisation required greater property specificity.

In response to submissions, Council considered that the DDO and DPO schedules could be amended to provide flexibility for applicants to demonstrate reduced setbacks subject to a BAL report as proposed in its Day 1 changes. It proposed additional changes to the Day 1 version of DDO31 (Document 41) provided as an addendum to Council's Part B submission and detailed in Appendix D involved amending the Clause 2.0 Buildings and works requirements of DDO31 where permits are not required to:

- clarify the exemptions do not extend to fences
- add "*and if the Setback distances for bushfire in Table 1 are met*".

(viii) Discussion and conclusions

As observed by Council, submissions did not query whether the Amendment adequately addresses bush fire risk or not, rather they were critical about how the Amendment addresses the risk.

The objectives and strategies of Clause 13.02-1S make it clear that a risk-based approach to planning for settlements and communities is required and:

- must prioritise the protection of human life above other policy considerations
- be informed by appropriate hazard and risk assessment.

The Bushfire Report provides an appropriately robust assessment of potential bushfire hazards, threats and risk at a township wide level and provides an appropriate foundation for the Marong TSP requirements and identifying the setback levels required to achieve a BAL 12.5 for existing and future growth areas not covered by the BMO. Importantly, the CFA supports the Bushfire Report and Amendment provisions.

The Panel accepts that the DDO or DPO is appropriate for managing bushfire risk as a design consideration consistent with PPN64. The Panel agrees with Council that the spatial application of DDO31, DDO32, DDO35 and DPO31 is appropriate and supported by the Bushfire Report.

It is not surprising that when risk assessments are done for individual properties more localised considerations confirm that a property can already achieve BAL 12.5. The fact that landowner independent assessments have borne this out supports the basis of greater flexibility as acknowledged by Council in its Day 1 changes and Part B submission change.

The Panel supports Council's proposed changes of DDO31, DDO32, DDO35 and DPO31 considering that will:

- provide an appropriate level of guidance and flexibility
- add greater clarity to the controls and assist in their application.

The Panel concludes:

- The Marong TSP has appropriately considered bushfire risks and threats to the existing and future Marong community consistent with Clauses 13.02-1S and 71.02-3.
- The use of the DDO or DPO to manage bushfire risk is appropriate and consistent with PPN64.
- The DDO31, DDO32, DDO35 and DPO31 bushfire setback and exposure level requirements for buildings and works and subdivision and associated application or development plan requirements and decision guidelines are appropriate subject to Councils changes as set out in Documents 21.3 f), g), h) and i) and Document 41, and summarised in Appendix D.

(ix) Recommendation

The Panel recommends:

Amend Design and Development Overlay Schedules 31, 32 and 35 and Development Plan Overlay Schedule 31 as specified in Appendix D.

3.2 Odour buffer

(i) The issue

The issue is how the buffer to the Scott's Gallus Lane broiler farm should be managed in the Marong TSP.

(ii) Background

Marong Township Structure Plan

The Marong TSP identifies a 1 kilometre buffer to the broiler farm located at 74 Barnes Road, Marong which has been used to define the western extent of future residential development area Precinct 1. The basis for the buffer distance is not explained in the Marong TSP.

Broiler farm buffer assessments

Two odour buffer assessments have been produced following the exhibition of the Amendment:

- *Marong Broiler Farm Odour Buffer Assessment*, GHD, July 2023 prepared for by Marong Dev Co Pty Ltd
- *Separation Distance for Marong Broiler Farms, Technical Review of GHD Assessment*, Tonkin & Taylor Pty Ltd, August 2023 prepared for Council in response to the GHD Assessment and EPA's submission.

Both assessments considered relevant:

- the Broiler Code which is an incorporated document (Document 21.15)
- the Environment Protection Act 1987 (EPA Act) including General Environmental Duty and the Environmental Reference Standard (ERS) made under s93
- EPA publications:
  - 1518 – *Recommended separation distances for industrial residual air emissions* (EPA 1518) (Document 21.20), and which is referenced at Clause 13.07-1S
  - Draft 1949 - *Separation distance guideline* (EPA draft 1949) (Document 21.22)
  - 1881 – *Guidance for field odour testing*
  - 1883 – *Guidance for assessing odour* (Document 21.21)
- *Planning and environment guideline for establishing meat chicken farms, Guide 1 - Assessment guide,* Agrifutures, 2021 (Document 21.16)
- Planning Policy Framework Clauses 13.06-1, 13.07-1S, 17.03-1S and 17.03-2S
- Planning Practice Note 92.

The GHD Assessment:

- was prepared following two site visits to conduct odour surveys, a review of existing planning permits and complaints, meteorological data and consideration of the Broiler Code
- observed no odour beyond 300 metres of the broiler farm
- meteorological data indicates less than 1 per cent of light winds occur from the west placing the Precinct 1 growth area downwind of the broiler farm
- considered the required separation distance for a farm capacity of 200,000 birds was 472 metres in accordance with the Broiler Code
- considered there a medium risk of odour from the operation and a low potential for odour impacts within the Precinct 1 growth area
- observed a lack of odour complaints from the surrounding area.

The Tonkin & Taylor Assessment:

- did not support the GHD findings because of incorrect assumptions and application of the Broiler Code, inadequate odour surveys, attributed a lower risk (moderate rather than high) and discounting risk due to low complaint numbers
- considered a 1,000 metre buffer for existing or future residential zones or 750 metres for existing or future rural living zones should be used consistent with Section 11 of the Broiler Code for farms permitted before 2001
- supported future applications to vary the setback distance based on an EPA Publication 1883 Level 3 assessment and dispersion modelling in accordance with the Broiler Code or alternatively apply the Buffer Area Overlay.

Air quality conclave

Air quality evidence was provided by:

- Dr Iain Cowan of Zephyr Environmental for Council
- Peter Ramsay of Ramsay and Associates and Michael Asimakis of GHD for Marong Dev Co 1A Pty Ltd and Marong Dev Co 1B-1D Pty Ltd (Marong Entities).

Dr Cowan and a representative of Ramsay and Associates conducted an onsite inspection on 22 January 2024 with the site owner and site manager.

All air quality experts participated in a conclave. The conclave statement included the following agreed opinions:

- Clauses 13.06-1S, 13.07-1S, 17.03-1S and 17.03-2S were the relevant clauses seeking to separate sensitive uses from industrial uses and consideration of EPA 1518 and the ERS
- EPA 1518 references the Broiler Code in defining the relevant separation distance. Where the separation distance cannot be met, it recommends the use of a risk assessment (EPA Publication 1883)
- the Broiler Code only applies to new and expanding farms, but it discusses the establishment of sensitive uses near broiler farms in Section 11. The separation distances for the Marong broiler farm calculated using Formula 1 is 472 metres for 200,000 birds
- draft EPA 1949 is intended to replace EPA 1518, and it is expected to be released in its final form in May 2024 and later referenced in the Victorian Planning provisions
- the Planning and environment guideline for establishing meat chicken farms only applies to new and expanding farms, but also discusses the establishment of sensitive uses near broiler farms in Section 3.2.1.3 and, a Tier 3 odour assessment is not required as the farm is less than 600,000 birds.

The following opinions were not agreed:

- formula 1 of the Broiler Code is relevant for determining the appropriate separation distance from a proposed residential use to an existing broiler farm
- draft EPA 1949 takes precedence over the Broiler Code in determining the appropriate separation buffer from a proposed residential use to an existing broiler farm
- need for further risk assessment including a level 3 assessment under EPA 1883
- the proposed 1 kilometre separation distance is appropriate.

EPA submissions

The EPA made several submissions to the Amendment. In relation to the 1 kilometre broiler farm buffer referred to in the Marong TSP it initially advised on 7 July 2023:

- because it was unknown how the buffer was determined (no study or assessment had been provided to support it), the EPA was unable to comment about the rezoning of land within the identified buffer
- the buffer approach should be resolved before progressing the Amendment.

The EPA indicated that if the guidance in the Marong TSP for the management of interfaces with rural areas in the Marong TSP through subdivision layout, dwelling siting, retention of vegetation and the location of roads road would:

> adequately minimise the potential for offsite human health and amenity impacts and protect the farming activities from encroachment of sensitive land uses, EPA have no further comments to make on this matter.

The EPA advised on 24 November 2023 (Document 4):

> EPA considers that the utilisation of approved measure E1 M1.1 included in the Broiler Code in this instance is appropriate. This measure states that:
>
> - "The nearest external edge of a new or existing broiler shed(s) or temporary litter stockpile / compost pile is / are set back by at least 1000 m from the boundary of a:
>   - residential zone, urban growth zone or other urban zone where housing is a primary purpose of the zone or
>   - future residential area, shown on a plan or strategy incorporated in the planning scheme".
>
> …
>
> the provision of a 1km separation distance from a broiler farm, to an area proposed to be rezoned for sensitive uses, (regardless of the size and operation of the broiler farm) gives a level of assurance that amenity values can be achieved and that the operation of the broiler farm is protected. EPA is committed to ensuring that industry is operating in a manner which minimises impacts to the environment and human health, and this would continue to be our focus for the broiler farm, and other activities that might have offsite impacts.
>
> …
>
> EPA considers the BAO to be the appropriate planning tool in this instance, to manage the broiler farm buffer. The BAO can be used to identify areas where there is the potential for offsite impacts on human health and amenity. Application of the BAO will also ensure that any future use and development within the buffer area is compatible with the risk associated with the broiler farm.

The EPA provided an addendum to its previous submissions (dated 11 January 2024) which contained its views on the GHD odour assessment (Document 13). It:

- noted errors identified by the Tonkin and Taylor assessment in the GHD Assessment which were corrected in an GHD October 2023 version (not provided to the Panel)
- said that in order to determine whether a variation to the 1 kilometre buffer could be considered recommended the following further assessment:
  - An assessment of the broiler farm's operation to determine its compliance to the General Environmental Duty (i.e., adherence to the Planning and environment guideline for establishing meat chicken farms: Guide 2 – Applicant guide), or
  - A Level 3 odour risk assessment completed in accordance with EPA Publication 1883. This would require multiple odour surveys (at least 13) and analysis of the results to determine the likely frequency of impact to the proposed use; and odour dispersion modelling to verify that the results of the odour surveys are likely representative of all times of the year.

Council Day 1 changes

Council's Day 1 changes (Document 30a and Appendix D) proposed to include a new action A11 into the AIP of the Marong TSP:

> Continue to monitor whether the boundaries of Precinct 1 can be extended to include the balance of Precincts 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of:
>
> - the alignment of the potential Marong Western Freight Corridor;
> - the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and
> - infrastructure and servicing constraints, bushfire management and drainage.

(iii) Evidence and submissions

The evidence of all three experts largely reiterated the two opposing positions set out in the Tonkin and Taylor Assessment (Dr Cowan) and the GHD Assessment (Mr Asimakis and Mr Ramsay).

On 9 February 2024, the Panel was notified by Marong Entities (Document 31) that:

> Whilst our clients maintain the 1000m buffer depicted in the exhibited documents is excessive …, we are instructed that our clients support Council's changes and revised position.

Based on Council's Day 1 changes, Marong Entities, Max and Pauline Carter, Terry and Jacinta Gange advised that they no longer wished to participate in the Panel process and that their experts would not be called to give evidence (Documents 31 and 32). On this basis, Council advised that Mr Cowan would not be called (Document 33).

The owner and operator of the Scott's Gallus Lane broiler farm since 1983 supported the proposed 1 kilometre buffer identifying:

- poultry production on the property has been ongoing since the 1950s, initially as a hatchery and since the 1970s as a broiler farm
- currently, broiler chickens are grown on behalf of a processor who delivers day old chicks and feed and removes for birds for processing which can occur any time and is outside the control of the operator
- the farm produces around 1.1 million birds each year
- odours resulting from the operation can occur from time to time as a result of:
  - cleaning and movement of litter
  - storage of manure due to wet weather and loading of manure
  - high humidity and drinker malfunction
  - higher than acceptable stocking rate due to over placement by the processor
  - feed quality
- neighbouring properties comprising land and dwellings have been purchased to protect the buffer to the broiler farm.

The submitter considered the odour surveys conducted by GHD were not sufficient to encompass the range of conditions that occur in the broiler sheds (bird age, bird numbers) and the seasonal ambient conditions.

The submitter identified that access to the property may be impacted by the potential Western Freight Corridor but did not identify any other impacts on farm operations.

(iv) Discussion and conclusions

The Marong TSP applies a 1 kilometre metre separation distance from the broiler farm distance to define the western extent of future residential development area Precinct 1. The basis for the buffer distance is not explained in the Marong TSP but is understood to have derived from Council discussions with the EPA. It is also shown in The Marong Plan 2011.

The Panel notes agreement amongst parties that Clauses 13.06-1S, 13.07-1S, 17.03-1S and 17.03-2S were the relevant clauses seeking to separate sensitive uses from industrial uses and the approach for determining separation distances is provided by EPA 1518 and the Broiler Code for 'new and expanding farms'. In regard to establishment of 'new sensitive uses near existing broiler farms', the Broiler Code states:

> The 'Strategic and land use planning considerations' section of this Code provides guidance to permit applicants and responsible authorities on the land use considerations for the orderly and proper planning of new sensitive uses near existing broiler farm operations.

And in relation to rezoning or subdivision:

> In principle, encroachment of sensitive uses into the required separation distance or identified odour impact area should only be allowed if:
>
> - there are sound planning reasons for the distance to be varied
> - the impact of the broiler farm on the potential sensitive use will be no greater than if the separation distance is maintained
> - a risk assessment (including odour modelling) is conducted that shows there is minimal risk of sensitive uses being exposed to offensive odour.

In determining the separation distance for 'an established farm' and for which a planning permit has not defined a separation distance, the Panel considers that the Broiler Code is the relevant determinant of the separation distance for strategic planning purposes and that a 1 kilometre setback distance as outlined in E1 M1.3 of the Broiler Code is the appropriate sensitive use buffer to be applied to the Marong TSP without more detailed assessment. As the most recent sheds were updated and expanded before 2001 and some older sheds were retrofitted in the early 1990s, a conservative approach is warranted until a comprehensive odour assessment is completed. This is consistent with the advice of the EPA and the policy guidance of Clauses 13.06-1S, 13.07-1S, 17.03-1S and 17.03-2S.

The evidence of Mr Ramsey and Mr Asimakis was that EPA draft 1949, which references the *Planning and environment guideline for establishing meat chicken farms* (Agrifutures 2021) supersedes EPA 1518 and the Broiler Code. The final version of EPA 1518 has not been released and is not an incorporated document in the Planning Scheme.

As discussed in more detail in Chapter 6, the Panel supports Council's Day 1 changes to add action A11 to the AIP. The wording proposed provides for an appropriate level of future buffer assessment to be informed the relevant EPA publications that apply at the time.

The Panel concludes:

- The Marong TSP has appropriately responded to the risks posed by residential encroachment of the broiler farm buffer in establishing the current extent of Precinct 1.
- Council's Day 1 changes provide an appropriate response to ensuring any future westward expansion of Precinct 1 does not impact the operations of the broiler farm.

3.3 Contamination

(i) The issue

The issue is whether the Marong TSP and Amendment have appropriately considered potential contamination.

(ii) Submissions

EPA originally submitted:

> - To meet the requirements of MD1 (Ministerial Direction 1) the Planning Authority must satisfy itself that the land is either potentially contaminated or not.
> - EPA consider the statement included in the Explanatory Report does not meet the requirement at Clause 5 of MD1.

- It is unclear what is meant by the statement in the Explanatory Report stating that "…Sites are not likely to be contaminated to a level that would pose a significant risk to the environment or human health", as this statement does not indicate that the land isn't potentially contaminated.
- In addition, it is important to note that MD1 does not take into consideration existing zoning but rather what is being proposed. It should therefore be clarified that the reason the properties are not potentially contaminated is based on the steps set out in PPN30, not due to the fact that they are currently used of residential use.
- EPA do note however, that it is a requirement in the Structure Plan on page 74 for "An application to rezone land for a sensitive use (residential use, child care centre, pre-school centre or primary school) must be accompanied by an environmental site assessment of the land by a suitably qualified environmental professional to the satisfaction of the responsible authority which takes into account the 'Planning Practice Note: Potentially Contaminated Land'…".

In response, Council prepared a Contaminated Land Assessment (CLA) which:

- examined the potential for contamination four sites to be rezoned:
  - 734 and 787 Allies Road (to be rezoned from Farming Zone to LDRZ)
  - 1427 Calder Highway and 41 Adams Street (to be rezoned from INZ3 to MUZ)
- confirmed the sites have been used for residential or agricultural (cropping) use, and concluded:

  > This review of the current and historical use of the land and surrounds shows a history of non-contaminating activities and as there is no other evidence or suspicion for contamination, further investigation is not required.

Following Council's response to the EPA's initial submission, the EPA further submitted on 24 November 2023:

> Council have now prepared the CLA [Contaminated Land Assessment, September 2023], which EPA understands, includes a Site History Review of land to be rezoned within the Structure Plan area. It is noted that the CLA identifies four potentially contaminated sites within the Structure Plan area, and which require further consideration under MD1.
>
> Whilst EPA have not completed a technical review of the CLA, EPA note that the following conclusion has been provided for each of the parcels assessed:
>
> > "This review of the current and historical use of the land and surrounds shows a history of non-contaminating activities and as there is no other evidence or suspicion for contamination, further investigation is not required."
>
> In addition, Council's submission response to EPA states that Council have determined that the sites to be rezoned are not potentially contaminated, in accordance with the *Planning Practice Note 30 – Potentially Contaminated Land* (DELWP, 2021) (PPN30). In accordance with MD1, it is for the planning authority to satisfy itself whether or not the land, or parts of the land, are potentially contaminated. It appears that Council have followed PPN30, have made a determination that the land does not meet the definition of potentially contaminated land, and as such, EPA have no further comment to make on this matter.

Council submitted:

> While both the Industrial Zone and the Farming Zone may accommodate uses and developments that may result in contamination:
>
> - the IN3Z land in Marong has never been known to be the subject of potentially contaminating use or development. Land within the IN3Z, sited to the north of the railway line, is currently vacant land that appears to have been used for cropping. It is not known to ever have been developed. It is therefore not considered to be at risk of contamination; and
> - the Farming Zone land to be rezoned via the Amendment is currently (and is known to have historically been) used for grazing and crop raising and contains no structures that might suggest contamination is present.

> The residential growth precincts proposed in the Structure Plan, and which are currently in the Farming Zone, will be investigated for contamination as part of a future amendment process. All other properties will be further investigated at the time of development as part of any site context requirements, if deemed necessary.
>
> Given the low level of risk of potential contamination associated with the rezoning described above, Council is of the view that the sites are not potentially contaminated, are low risk and would not pose a significant risk to the environment or human health as part of future use and development. On that basis Council does not consider further assessments are required for that land at this point in time.

Council advised it had appropriately sought the views of the EPA who considered that the requirements of Ministerial Direction 1 had been met, and considered the planning policy framework of the Victoria Planning Provisions, including Clause 13.04-1S.

(iii) Discussion and conclusion

The Panel is satisfied based on the CLA undertaken by Council and the subsequent response from the EPA that there is a low risk of contamination for the sites to be rezoned from Farming Zone or INZ3 to the MUZ or LDRZ. The Panel agrees with Council that a Preliminary Risk Screen Assessment is not required before the Amendment advances and that Council's approach for the Amendment is consistent with Ministerial Direction 1 and PPN30. The following requirements and guidance will ensure the planning and subsequent rezoning and development of the growth areas will consider potential contamination:

- requirement R72 of the Marong TSP
- section 60 and the PE Act
- Clauses 13.04-1S and 65.01 of the Planning Scheme
- Ministerial Direction 1 and PPN30.

The Panel concludes:

- The Amendment and development of the Marong TSP has appropriately accounted for potential contamination.

3.4 Native vegetation

(i) The issue

The issue is the designation of vegetation protection in the Marong TSP.

(ii) Background

The Marong TSP

The Marong TSP:

- was informed by the *Marong Biodiversity Assessment of High Risk Areas: Assessment Update 2020*, 6 November 2020, Biosis
- under 'Vegetation':
  - identifies existing vegetation on Plan 8, including areas of medium and high significance roadside vegetation and vegetation where retention is 'desired', 'strongly encouraged' or 'required'
  - includes objectives for retaining vegetation, requirements including for high significance roadside vegetation to retained, guidelines including supporting retention

of medium significance roadside vegetation and a Planning Scheme Amendment action to apply the Vegetation Protection Overlay (VPO) to significant vegetation

- under 'Precincts 1-4 (future residential growth areas)' includes AM3 which proposes to apply the VPO as shown on Plan 8 to "*roadside vegetation and areas where vegetation is required*"
- on Plan 28: Proposed planning overlays identifies areas of roadway and private land where the VPO is proposed
- includes the application of the VPO under action A1 of the AIP consistent with Plan 8.

In response to conditions of authorisation, the proposed application of the VPO was removed from the Amendment.

Council Day 1 changes

Council's proposed Day 1 changes to the Marong TSP (refer Appendix D) identified the following proposed changes to the Marong TSP relating to the application of the VPO:

- Plan 28: Proposed planning overlays – delete references to the VPO
- action A1 – delete reference to 'Applies the Vegetation Protection Overlay in accordance with Plan 8 (page 31) in the TSP' and create a new action which includes the same text, and has a 'Short' timeframe, to be led by Council in consultation with DEECA.

(iii) Submissions

Marong Developments Pty Ltd (Submitter 14) the owners of a portion of Precinct 4 (parcel 4H) did not support the Marong TSP's designation of a patch of remnant vegetation on Plan 8 located on their site and designated for retention, and therefore application of the VPO under AM3. It submitted that while it considered retention of the vegetation desirable, it had not been identified as having high biodiversity value in Marong Biodiversity Assessment of High Risk Areas.

Council submitted:

> … Council considers it appropriate for the Structure Plan to retain references to the desire to apply the VPO to areas of significant vegetation, including roadside areas. However as acknowledged, this needs to be pursued through a separate process.
>
> Council understands that the submitter has a particular concern with the identification of an area of vegetation, central to Precinct 4H, as one where retention of vegetation is required…
>
> As the VPO controls are no longer sought as part of this Amendment, Council considers it appropriate for the wording in the Structure Plan to be amended to address this issue as follows:
>
> - Page 30 of the Structure Plan (Vegetation) – in the 'Marong Township Structure Plan Existing vegetation – Legend', amend the label which currently reads "Vegetation retention is required" (maroon line) to read as follows:
>
> *Vegetation which will be further assessed for retention*
>
> - Page 73 of the Structure Plan (Precincts 1-4 (future residential growth areas)) – AM3 to read as follows (changes shown in underline):
>
> *Apply the Vegetation Protection Overlay as shown on Plan 8 (page 31) to roadside vegetation and areas where <u>further assessments have confirmed</u> retention of vegetation is required.*

(iv) Discussion and conclusion

The Panel agrees with submission 14 that the basis for requiring the retention of the remnant vegetation patch on parcel 4H is not supported by the Marong Biodiversity Assessment of High Risk Areas. This is not to say that the ultimate application of a VPO is inappropriate, rather the

application of any vegetation controls for the residential development precincts should follow a more detailed assessment which will occur at the next phase of planning.

The Panel therefore supports Council's Day 1 and subsequent closing submission revisions to the Marong TSP relating to the potential application of the VPO and the legend changes to Plan 8.

The Panel concludes:

- The designation of vegetation protection in the Marong TSP is appropriate subject to Council's Day 1 and Closing submission changes relating the application of the VPO are appropriate.

(v) Recommendation

The Panel further recommends:

Amend the Marong Township Structure Plan as specified in Appendix D to include Council's Day 1 changes relating to the Vegetation Protection Overlay and the following changes:

- **Amend the legend of 'Plan 8: Areas of existing vegetation in Marong' to replace 'Vegetation retention is required' with "*Vegetation which will be further assessed for retention*".**
- **Amend AM3 to read "*Apply the Vegetation Protection Overlay as shown on Plan 8 (page 31) to roadside vegetation and areas where further assessments have confirmed retention of vegetation is required*."**
- **Amend action A1 of the Action Implementation Plan and create a new short term action.**

4 Heritage

4.1 Aboriginal cultural heritage

(i) The issue

The issue is whether the Marong TSP appropriately responds to Aboriginal cultural heritage values.

(ii) Submissions

The Dja Dja Wurrung Aboriginal Corporation (DJAARA) (the Registered Aboriginal Party and representing the Dja Dja Wurrung people):

- had no major concern with the Amendment, but identified that the consideration of Aboriginal cultural heritage in future growth precincts could be potentially limited by a reliance on a Cultural Heritage Management Plan (CHMP) prepared under the *Aboriginal Heritage Act 2006*
- sought a more detailed process involving pre-development surveys of Precincts 2 and 3 adjacent to Bullock Creek to better inform planning outcomes for developers and Traditional Owners.

Council advised that it had written to DJAARA on 4 September 2023 (Document 21.8c)) indicating that:

> agreement is required by City officers on technical reports, any peer reviews, and on the form and content of a private amendment at each stage for each precinct. Further, it was noted that Council will require a Aboriginal Cultural Heritage Assessment to be submitted with privately sponsored amendments for Precincts 1-4 to ensure that Aboriginal cultural heritage is considered early in the planning and design phase.

It had not received a response from DJAARA.

Council submitted that the preparation of a CHMP as part of the rezoning stage was the appropriate mechanism to conserve and protect areas of Aboriginal cultural significance consistent with Clause 15.03-2S and provisions of the *Aboriginal Heritage Act 2006* and associated regulations. Council referred to its policy (not in the Planning Scheme) to have cultural heritage matters addressed early in the process of developer led amendments through a cultural heritage report which addresses both tangible and intangible heritage elements. This document was typically referred to DJAARA by Council to inform its initial review of an amendment request.

YourLand submitted that it had commenced consultation with DJAARA in relation to preparing a CHMP for Precincts 2B and 3 which sit either side of Bullock Creek. It agreed with Council that the CHMP process was the appropriate mechanism to consider Aboriginal cultural heritage.

(iii) Discussion and conclusions

The Panel agrees with Council and YourLand that the CHMP process is important, however its primary focus is on tangible or physical (rather than intangible) elements and their appropriate protection and management. Reliance on the CHMP process alone is not enough to ensure Precinct Structure Plans, growth area frameworks or development plans appropriately consider Aboriginal cultural heritage at a broader landscape level and inform the early phases of planning in a coordinated manner. Lifting the strategic planning bar whether it be through innovative approaches or collaboration including with Traditional Owners to understand and imbed cultural

heritage values into the place vision and plan preparation is a key objective of the Precinct Structure Planning Guidelines.

It is apparent to the Panel that Council has engaged with DJAARA in the development of the Marong TSP and that its internal policy seeks to ensure developers engage early in the rezoning Amendment stage goes some way to considering cultural heritage values early. YourLand too has commenced engagement consistent with that policy. While this general approach is appropriate and reasonably advanced, the Panel observes that the approach is not coordinated between development precincts, holistic or informed by the Marong TSP. While the Marong TSP includes an Acknowledgement of Country, and identifies DJAARA as a partner in works along Bullock Creek, it does not reference to Aboriginal cultural heritage or values in:

- the introduction, vision, township context, vision or guiding principles
- any of the guidelines relating to bushfire management, integrated waterway management, image and character, vegetation or public spaces sections. This is despite the likelihood of intangible cultural values being informative to how these guidelines might be applied or aided by an understanding of cultural values or undertaken in a more collaborative way to enhance and acknowledge cultural values.

Given how far the Marong TSP has progressed and the level of community engagement undertaken, the Panel does not recommend the vision or key directions about growth be amended (other than as identified in this Report) or the document be fundamentally reviewed. Rather, it recommends the importance of Aboriginal cultural heritage be elevated in the document consistent with best practice.

This could be achieved through:

- additional commentary in the context section
- its identification as a guiding principle to inform a more integrated approach to imbedding and reflecting Aboriginal cultural heritage values in the next planning phases
- inclusion of guideline(s) or through 'Information' content in at least the integrated water management, image and character and vegetation sections to express how cultural heritage is to be protected or celebrated
- the early preparation of a cultural values assessment and engagement with the DJAARA as an 'AM' direction to inform the preparation of development plans.

The Panel concludes:

- While the CHMP process provides an appropriate process for protecting and managing more tangible values the Marong TSP does not sufficiently respond to Aboriginal cultural heritage values.
- The Marong TSP should be amended to give greater recognition to Aboriginal cultural heritage values.

(iv) Recommendation

The Panel further recommends:

Amend the Marong Township Structure Plan to provide greater recognition of Aboriginal cultural heritage values and to guide appropriate planning responses to understand, protect, acknowledge and celebrate cultural heritage values and engage with Traditional Owners.

4.2 Post-contact heritage

(i) The issue

The issue is whether 1329 Calder Highway and 12 Leslie Street, Marong are of local heritage significance and whether the Heritage Overlay should apply.

(ii) Background

What is proposed?

The Amendment proposes to:

- apply the Heritage Overlay to nine individual places:
  - Adams Street Palms, Marong (HO938)
  - 1880 Calder Alternative Highway, Marong (HO943)
  - 1320 Calder Highway, Marong (HO939)
  - 1329 Calder Highway, Marong (HO940)
  - 13 Cathcart Street, Marong (HO941)
  - 19 Cathcart Street, Marong (HO942)
  - 82 Goldie Street, Marong (HO944)
  - 12 Leslie Street, Marong (HO945)
  - the railway bridge over Bullock Creek, (HO946)
- amend the Schedule to Clause 43.01 Heritage Overlay to reference the additional heritage places and statements of significance
- include nine statements of significance as incorporated documents
- include the Marong Heritage Citations report as a background document.

Statement of Significance: 1329 Calder Highway, Marong, September 2020

Exhibited Statement of Significance



What is significant?

The original form and fabric of the weatherboard hip and valley roofed house, gable roofed kitchen additional and small outbuilding at the rear of the house are significant.

How is it significant?

The dwelling and outbuilding at 1329 Calder Highway Marong are of historical significance to the City of Greater Bendigo and is a stylistically rare example of its type.

Why is it significant?

The dwelling at 1329 Calder Highway is among the oldest extant houses in Marong and is associated with the township's early inhabitants and development. It was constructed on a Crown Land Residency Area Right, and finally converted to Torrens Title in 1938. **(Criterion A)**.

The hip and valley style corrugated iron roofed cottage with its gabled kitchen extension to the rear and small outbuilding behind the house is the only known example of its type remaining in Marong **(Criterion B)**.

Statement of Significance: 12 Leslie Street, Marong, September 2020

Exhibited Statement of Significance



What is significant?

The original form of the property at 12 Leslie Street, Marong is significant to the City of Greater Bendigo. The current verandah, including the enclosed northern section are not significant.

How is it significant?

12 Leslie Street, Marong is of historical significance to the City of Greater Bendigo. It is also significant due to its rarity in the local community.

Why is it significant?

The property at 12 Leslie Street, built by William Holland in 1905, is of historical significance to the City of Greater Bendigo as an example of a modest miner's cottage. It is also historically significant for its connection to the young George Holland who served in Gallipoli, Egypt and France in WWI and received the Military Medal in 1918. He was granted the CBE in 1938 and knighted in 1953. During the 1920s and 30s William and Christina Cocks operated a township dairy from the property. **(Criterion A)**

It is also significant as one of the very few remaining miners' cottages from the early 20th century when Marong's population was at its peak with significant numbers of townsfolk engaged in mining activities, and as a rare example of a small town dairy supplying fresh produce to the community. **(Criterion B)**

Relevant Planning Practice Note

PPN01 provides guidance on applying the Heritage Overlay including the heritage criterion to establish the thresholds for heritage significance including through comparative analysis (refer to Appendix C:3).

(iii) Evidence and submissions

Railway bridge

VicTrack did not oppose the Heritage Overlay being applied to the land containing the railway bridge over Bullock Creek, Marong (HO946) and that it would not impact on existing rail operations.

1329 Calder Highway

A submission initially opposed the Heritage Overlay being applied to 1329 Calder Highway, Marong (HO940) which stated:

> We believe, at this time, that the council does not hold substantial evidence that there was a dwelling on the property at the times James Barling (the alleged first owner of the land) and Percy Whalebone (the first documented owner of the land) both respectively obtained it, contrasting claims that the house was built here in 1881…

It was submitted this view was supported by accounts of nearby long term residents of the dwelling being transported to the property as a "*railway home from the Mallee*". As discussed in Chapter 1 the heritage element of the submission was withdrawn.

Council circulated an amended citation (Document 2) and Statement of Significance (Document 3) prepared following consideration of the original submission. The amended Statement of Significance and citation:

- includes a more recent image of the place showing more recent alterations to roof material and fencing
- removes references to the kitchen addition and outbuilding
- distinguishes between place elements that are significant, contributory or non-contributory.

In his expert report, Mr Hill stated:

- his initial inspection of the property was conducted from the street to inform the citation, at which time the house had not been renovated and the outbuildings were extant
- a later onsite inspection in September 2018 found no evidence that the dwelling had been relocated to the site and was constructed around the late 19th century
- he revisited the site (from the public realm only) on 2 October 2023 following the issue of a permit for renovations and extensions to the dwelling, which confirmed:
  - a number of outbuildings and a section of the rear of the house behind the main structure had been demolished, the faux brick cladding had been removed and the front face restored allowing the restored original decorative elements below the eaves to be visible, and the original roofing to the main body of the house and verandah had been replaced with Colorbond cladding in the original configuration and guttering replaced with quad profile guttering and the dwelling painted charcoal grey
  - the verandah posts had been restored or replaced with posts matching the property with missing sections of the cast iron verandah lace replaced and original iron restored and reinstated
  - the front section of the original house retained its original structure under the original roof form
  - the weatherboards to the original front section of the house appear to be mostly original though not all boards were visible from the street
  - the windows are in their original configuration and the frames had been restored. The original front door surround and sidelights have also been restored.
  - the new extension to the rear is appropriate in its form and design and complements the original extant section.

Mr Hill concluded:

> The underlying structure and form of the main body of the original house remains intact, including the chimney. The presentation and articulation of the building as a Victorian Villa style house dating to ca.1900 has not been diminished by the works, rather the removal of the faux brick, reinstatement of the decorative elements and cast iron etc have made a positive impact on the heritage values of the place.

Mr Hill supported the amended Statement of Significance and citation which removed references to the gable roofed kitchen and small outbuilding at the rear of the house and recommended the date of construction being amended to 1900-1905.

12 Leslie Street

The 12 Leslie Street landowner opposed the Heritage Overlay being applied to their property and submitted:

- the place to have no redeemable features, was not constructed to endure, was deteriorating and uncomfortable to live in and would require a rebuild to be liveable
- the attribution to William Holland (who resided there before he enlisted and became prominent) did not elevate its significance, and that he was not recognised elsewhere in Marong
- the original parcel had been subdivided and there were no fabric remaining on the dwelling parcel associated with a dairy
- the dwelling type is not rare, as there are thousands of Miners' cottages in Bendigo.

Mr Hill responded:

- the twin gabled roof design is one of a number of Miners' cottage designs seen in the vicinity of mining areas. Though there are other Miners' cottages in Marong these are very few compared to the number that would have been in the area based on the extensive mining activity at the nearby Wilson's Hill mining area
- as a dairy the property would have been well known to the community and an important part of community life
- while not grandiose in style, the building represents a past period of Marong's history and community life that is now almost non-existent in Marong
- while comparable to 13 Cathcart Street Marong, 12 Leslie Street was a rarer example of the type clearly displaying a collection of small additions have been incorporated into the main house as it expanded over time
- the property meets the significance threshold required for applying the Heritage Overlay.

At the Hearing, the Panel asked questions about the level of comparative analysis undertaken to support the criterion of Rarity including reference to the *Greater Bendigo Thematic Environmental History*, (Lovel Chen, 2013) and other analysis of Miners' cottages within Greater Bendigo. In response, Council advised the property met the threshold of local significance because:

- Victorian Miners' Housing is significant to the City's history as evidence of the impact of the Gold Rush on the region. Patterns of settlement established by the miners continue to influence the region today
- Miners' housing is associated with several key themes identified in the *Greater Bendigo Thematic Environmental History* (Lovel Chen, 2013), most notably 'Theme 1 (Shaping Greater Bendigo's Environment)' with the close association to mining development, Theme 2 (Peopling Greater Bendigo's Places and Landscapes)' and 'Theme 6 (Building towns, cities and the Greater Bendigo area)'

- the 'rarity' criteria was applied because the property is one of only two dwellings of this type identified in Marong
- given most other housing from the time has been relocated or demolished, it is among the last reasonably intact examples of the time when Marong was a busy mining centre, pre-World War 1
- the comparative analysis examined the building's integrity and the extent to which its original form remains identifiable
- the alterations do not obscure the evolution of the building from its original form. Many of the alterations appear to have been carried out in the 1920s/30s, meaning they have been with the building longer than it had its original form, and allow that original form to remain legible
- the level of alteration may not be acceptable for an individual overlay in an area where there are more examples of this type, but the small surviving sample adds a layer of significance that allows a slightly higher threshold of alteration.

(iv) Discussion and conclusions

The Panel is satisfied that the methodology applied to prepare the Marong Heritage Citations is appropriate and consistent with the guidance in PPN01 and current practice. It provides an appropriately robust basis for applying the Heritage Overlay.

Regarding 1329 Calder Highway, Marong, the Panel accepts the conclusions of the Marong Heritage Citations report and the evidence of Mr Hill the place meets the threshold for historic and rarity significance. The Panel supports the application of the Heritage Overlay to the place, noting:

- the property has been significantly renovated and is markedly different in appearance to the image in the Statement of Significance
- the proposed changes to the citation and Statement of Significance which include corrections and more recent images, which are supported subject to minor corrections
- the Heritage Overlay curtilage does not apply to the whole property
- the *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020* will apply to allow for minor alterations to be undertaken without a planning permit
- issues of individual economic impact are not relevant to determining whether a place is of heritage significance but can be considered as part of the permit process.

In relation to 12 Leslie Street, the Panel observed (as set out in the citation) that the original dwelling has been altered and extended overtime although its original form (and elements such as the twin pitched roof elements, materials, window and door frames and chimney) and typology is readily apparent. It agrees that the street 'side' profile view to the dwelling is unusual compared to other examples in Marong. The Panel is satisfied that in preparing the comparative analysis, consideration was not limited to Marong and included an understanding of:

- the significance of Miners' cottages more broadly to Greater Bendigo as explained in the Thematic Environmental History
- other Miners' cottage assessments undertaking within Greater Bendigo including the *Miners Cottages Gap Study* (Minerva, 2017) and *Victorian Miners' Housing Serial Listing Heritage Study* (Trethowan Architects, 2021).

The Panel agrees with the landowner that the occupation of the dwelling by William Holland before his role in World War 1 and his later recognition does not elevate the significance of the place for this reason. The significance attributed to George Holland in the Statement of

Significance is not associative (Criterion H) but as part of the historic significance of the place which also includes its Miner's cottage building type and former role as a dairy. This is an appropriate approach.

While the use of the place as a dairy is not evident in the building fabric and there appears to be no remaining associated fabric on the current property parcel, the citation supports the conclusion that the dwelling was once associated with that use. The Panel does not consider the Statement of Significance has overstated that former role or its importance to the history of Marong.

While it is a simple, modest structure which has undergone a series of alterations and extensions (albeit in earlier phases of the building's life), the Panel is satisfied that Criterion A (local significance) is met. The form and era of the building is clearly evident, and the alterations have not overwhelmed the earlier form, or diminished its overall integrity and importance to Marong's history. The alterations in part demonstrate the ongoing adaptation of the Miner's cottage typology.

On balance, the Panel accepts the basis of the attribution of rarity. The Panel is satisfied that this threshold is met (even if marginally based on the Statement of Significance content) given the comparative analysis undertaken and the comparative lack of buildings in Marong representing this phase of its development.

While the Panel acknowledges that the condition of 12 Leslie Street may require further alterations and additions to improve liveability, this is not prohibited by the Heritage Overlay, and the *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions* (September 2020) are proposed to apply. The economic impact on landowners (either on property value or associated with future alterations) is not relevant to whether the place meets the threshold of significance, rather it is a factor for consideration as part of the planning permit process including building condition.

The potential impact on achieving strategic outcomes for centres is not a factor when considering whether the Heritage Overlay should be applied. Nonetheless, the Panel observes that 12 Leslie Street is not located in the proposed town centre, though it is located close to it and in an area where greater housing density is supported. Given the subject land is quite large there is no reason, subject to an appropriate heritage response, that additional development on the site could not be accommodated in the future.

The Panel concludes:

- The methodology applied to the Marong Heritage Citations report is appropriate and consistent with PPN01.
- The dwelling at 1329 Calder Highway, Marong is of historic and rarity significance and the Heritage Overlay (HO940) should be applied.
- The HO940 Statement of Significance should be amended consistent with the Panel preferred version in Appendix E.
- The dwelling at 12 Leslie Street, Marong, Marong is of historic and rarity significance and the Heritage Overlay (HO945) should be applied.

(v) Recommendations

The Panel recommends:

Amend the *Statement of Significance: 1329 Calder Highway, Marong, September 2020* consistent with the Panel preferred version in Appendix E.

The Panel further recommends:

Amend the *Marong Heritage Citations (Minerva Heritage, 2018)* to include the amended citation for 1329 Calder Highway, Marong with any further changes to ensure consistency with the Statement of Significance in Appendix E.

5 Planning for employment land and the Western Freight Corridor

5.1 The issues

The issues are:

- how the SMIIP directions should be amended to reflect planning for the BREP
- whether planning for the BREP and Western Freight Corridor should be further progressed before determining the future use of Precinct 2A and the further planning of western growth areas
- whether the Marong Business Park should be included in the township boundary.

5.2 Background

(i) Marong TSP

The retail and employment elements of the Marong TSP were informed by the *Marong Township Economic Assessment*, Urban Enterprise (October 2019).

The key elements of the Marong TSP relating to employment land (refer 5) include:

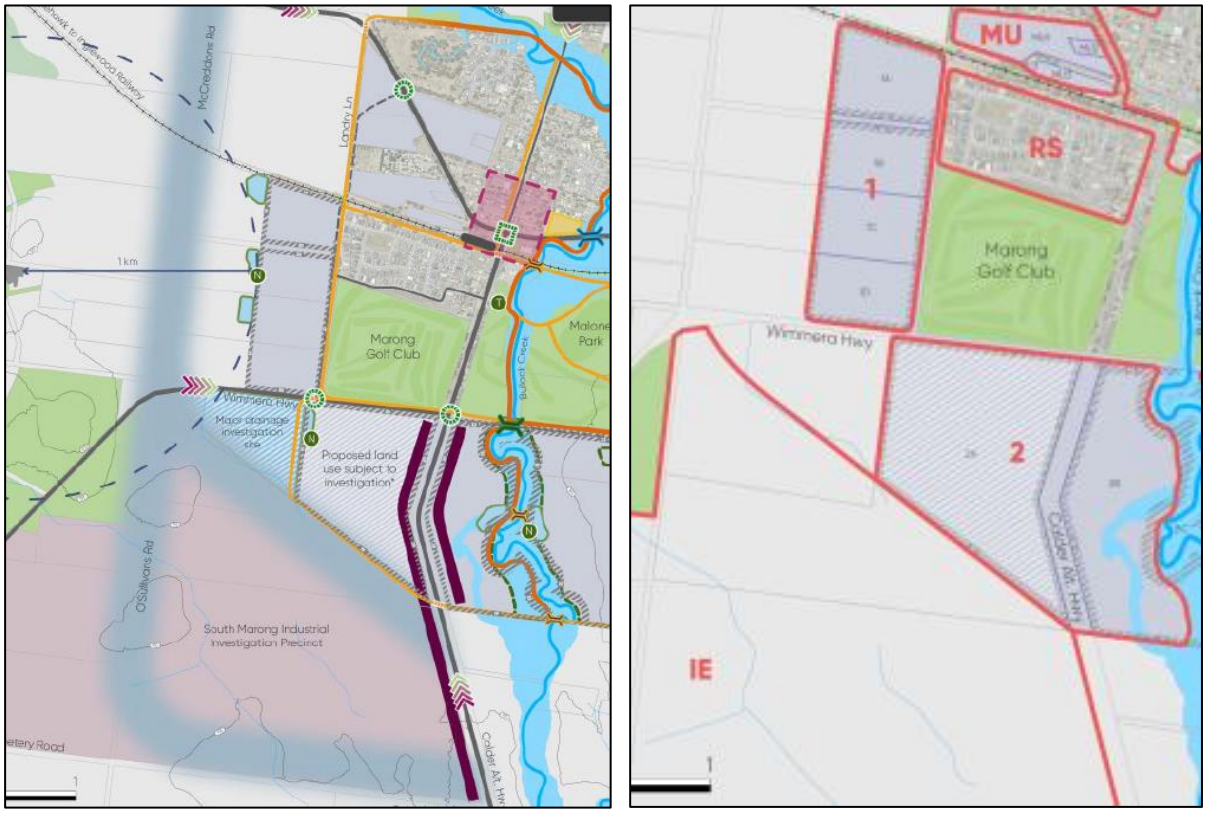
- Plan 3: Marong Township Structure Plan which identifies:
  - the SMIIP
  - an area forming part of Precinct 2 (referred to elsewhere as 2A) shown hatched and identified as 'Proposed land use subject to investigation*' with a notation identifying: "**Proposed land use subject to further investigation of the South Marong Industrial Investigation Precinct and the Marong western freight investigation corridors*"
- guideline G12 which identifies that the SMIIP respond to residential amenity through zoning and land use controls
- preferred character/land use outcomes and amendment directions (AM26-27) for 'Precinct 1E (Industrial Employment Investigation Area)'
- the development and expansion of the Town Centre with guiding principles, objectives, concept plans, requirements and guidelines which identify structure and land use, built form, movement and carparking arrangements and the application of the C1Z and a DDO
- a mixed use precinct with character and land use outcomes.

Council advised that the SMIIP was now referred to as the BREP.

The Marong TSP includes:

- two potential locations to the south of Marong and one to the west linking Calder Alternative Highway to the Calder Highway as the 'Marong Western Freight Investigation Corridor' (refer Figure 5)
- objectives include to support the development of a bypass of Marong (O23 and O32)
- rezoning Guideline G42 for the 'western bypass' should be a committed project and project planning complete to confirm the alignment before rezoning of Precinct 2A
- AIP action A4 to complete the planning for the 'Proposed Industrial Employment Precinct' including working with the Department of Transport and Planning to finalise the Marong bypass alignment.

Figure 5 Industrial Employment Investigation Area and Western Freight Investigation Corridor



Source: sections of Marong TSP Plan 3: Marong Township Structure Plan and Plan 15: Township Precincts

The exhibited Clause 11.03-6L-04 includes:

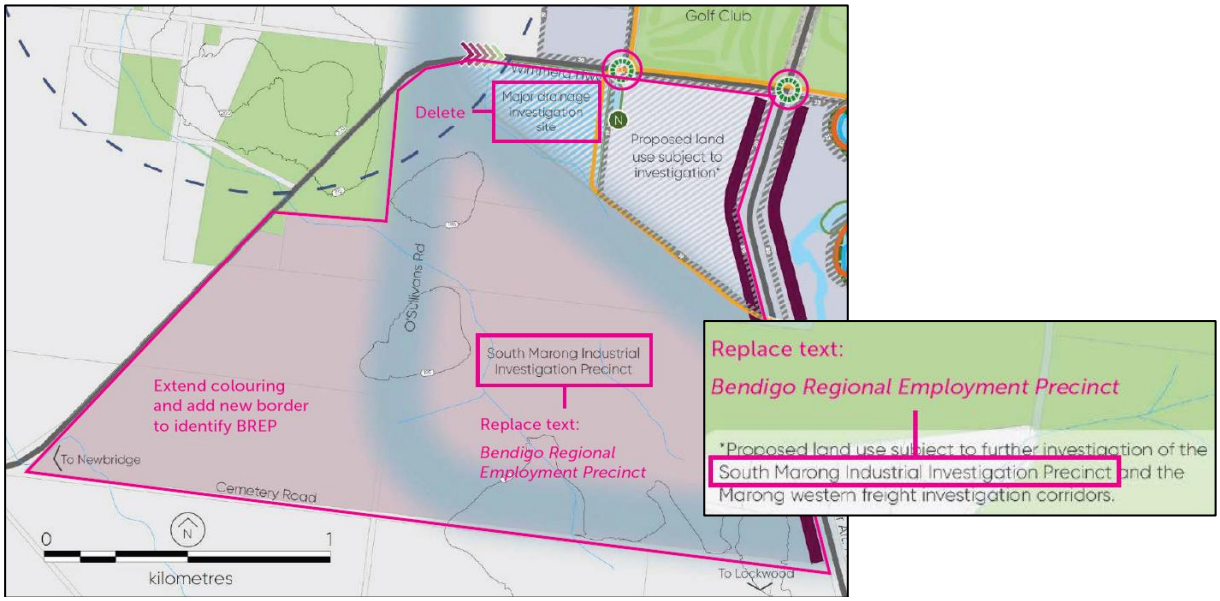
- the 'Marong residential development map' which identifies the 'South Marong Industrial Investigation Precinct' and 'Area for Investigation' (refer Figure 9 in Chapter 6)
- a 'general strategy' to strengthen the Town Centre
- 'new growth precinct strategies' including ensuring land in Precinct 2 includes a managed interface and integration with the proposed SMIIP and potential western bypass route and provide for the development of the SMIIP as demonstrated by land supply demand.

(ii) Council Day 1 changes

Council's key Day 1 changes (refer Appendix D and Figure 6) include:

- to the Marong TSP Plan:
  - updated references to the BREP and its mapped extent to extend over Precinct 2A and retain the 'proposed land use subject to investigation' designation for the former Precinct 2A with an amended note that the investigation is subject to the BREP and Western Freight Corridor investigations
  - deleting reference to the 'Major drainage investigation site' on Precinct 1E
  - include additional commentary about the BREP in the guiding principles
  - amend approach for development contributions for the BREP
  - identify the Marong Business Park on relevant Plans (but not on Plan 3: Marong Township Structure Plan)
  - amend guideline G42 to add reference to Precinct 1 in relation to the alignment of the Marong Western Freight Corridor

Figure 6 Council Day 1 proposed changes to the Plan 3: Marong Township Structure Plan



- to Clause 11.03-6L-04 to:
  - reflect updated references to the BREP and its mapped extent
  - amend the name of the 'Marong residential development plan' to the 'Marong development map' and to reflect the above changes to the Marong TSP.

5.3 Evidence and submissions

(i) Planning for the BREP and the Western Freight Corridor

Department of Transport

The submission from DTP (in its capacity as the Head, Transport for Victoria) observed that:

> …the areas of land identified in the Marong TSP as the South Marong Industrial Investigation Precinct & Marong Western Freight Investigation Corridor have been the subject of closer consideration since council adoption of the TSP in 2020. That consideration has involved both the Victorian Planning Authority (VPA) and the Department and is ongoing. It has also resulted in the South Marong Industrial Investigation Precinct now being known as the Bendigo Regional Employment Precinct (BREP).

Given these changes it submitted the SMIIP should be modified to reflect its evolution to the BREP and whether there was a need for updated township population figures and future daily traffic movement figures.

Victorian Planning Authority

VPA explained its role in planning the BREP since Council's request to the Minister for Planning for the VPA become planning authority for the precinct in November 2021, and its subsequent appointment to lead the spatial planning for the BREP in February 2022. The VPA's program to date has included:

- undertaking of phase one technical reports
- conducting pitching sessions with stakeholders including landowners
- establishing an emerging Vision and Purpose for the precinct (which had consistently included Precinct 2A) as a regionally significant employment precinct to be further tested and refined through the next planning phases involving:

- stage two technical studies once the Western Freight Corridor potential was known, including economics, industrial buffers and amenity
- a Co-Design process (anticipated in November 2024) and subsequent public engagement.

The VPA supported the Amendment but sought a range of changes to the Marong TSP directions for the SMIIP to align with the structure planning work being led by the VPA and the interrelated freight network planning by DTP. This included:

- in respect to parcel 2A:
  - Any reference to the potential for future residential land use outcomes within the BREP boundary should clarify that the appropriateness of this use needs to be considered in the context of planning for the entirety of the precinct, and that the implementation of the BREP plan will give effect to this as appropriate.
  - The parcel identified within the Marong TSP as parcel 2A should be renamed from 'proposed land use subject to investigation' to 'proposed land use subject to investigation in planning for the BREP'.
  - Land identified as parcel 1E4 and parcel 2A in the Marong TSP, including land use budget, are to be consolidated as one parcel as per the current property arrangement (Appendix 2).
- in respect to parcel 1E4 and 1E1:
  - The Marong TSP section outlining future direction for the BREP on page 82 should be updated to recognise the attached BREP boundary, including parcel 1E1 and consolidating parcel 1E4 and parcel 2A as one area.
  - Remove any predetermined land use outcome within this section and replace with wording that clarifies that future land use and infrastructure outcomes will be determined by the planning process for the BREP.
  - Any reference in Marong Bypass in the Marong TSP be identified as indicative and subject to determination through DTP's network investigations currently underway.

VPA's requested changes including to Clause 11.03-6L-04 are summarised in Table 4. Council's Day 1 changes accommodated most of those requested. It did not support the addition of the Industrial Strategy as a background document because a separate amendment process was underway to implement an updated strategy.

Table 4 VPA requested Amendment changes

Provision	VPA Submission
Marong Township Structure Plan	
General	Replace references to the SMIIP to Bendigo Regional Employment Precinct
Regional and Township Context	BREP should be included within the context setting for the project
Policy context	BREP should be specifically referenced under 'Greater Bendigo Industrial Land Development Strategy' section
Plan 3	• update BREP boundary to encompass parcel 2A and parcel 1E1 • remove residential identification of parcel 2A and any other land use outcomes as defined within the BREP boundary outside of employment
Land Use Budget and Plan 4	• parcel 2A should be removed as a residential precinct and consolidated as part of parcel 1E4 • remove Industrial Investigation Precinct inclusion and reference to all parcel within BREP from this section and mapping
Plan 5 and 7	Remove identification of parcel 2A

Provision	VPA Submission
Plan 6	Remove identification of parcel 2A and any integrated water management infrastructure within the BREP boundary
Plan 9	• update BREP boundary • remove identification of parcel 2A • remove reference to medium density development in parcel 2A
Plan 12	• update BREP boundary • remove identification of parcel 2A and any infrastructure inclusions
Plan 13	• remove identification of infrastructure in parcel 2A • remove reference to parcel 2A and indicative road layout
Infrastructure Plan and Development Staging	Remove any infrastructure identified within parcel 2A or BREP
Plan 14	• remove infrastructure items identified in Precinct 1E and parcel 2A • parcel 2A should not be identified as residential
Plan 15	Land identified as parcel 2A should be removed from residential growth areas and included in Precinct IE
Precincts 1-4	Land identified as parcel 2A should be removed from residential growth areas and included in Precinct IE
Precinct 1E	• update boundary of parcel 1E to encompass Precinct 2A • recognise VPA's process to determine land use outcomes and zoning • remove predetermined AM26-AM28 outcomes
Action Implementation Plan	• recognise the VPA process underway to determine land use outcomes and zoning arrangement • update lead responsibility and partners • remove predetermined outcomes for planning tool and zoning
Clause 11.03.6L-04	
New growth precinct strategies (Dot point 1)	Update with reference to the BREP and process underway to resolve the land use plan and rezoning of this area
Precinct 2 (Dot point 4)	• remove reference to land use and housing density outcomes associated with parcel 2A • update with reference to the BREP and process underway to resolve the land use plan and rezoning of this area
Marong residential Development map	• update BREP boundary to encompass parcel 2A • remove area for investigation as identified for parcel 2A and housing density outcomes
Marong infrastructure map	Remove stormwater basin and shared path within the BREP boundary
Clause 72.08	Include Greater Bendigo Industrial and Development Strategy

In response to questions from the Panel, the VPA advised that the planning process for the BREP would explore the future land use mix across the entire precinct and did not rule out potential residential outcomes in Precinct 2A, although the focus of the project was on employment.

YourLand

YourLand submitted that it controlled approximately 175 hectares in Precincts 1E, 2 (all), 3 (all) and 4, having commenced master planning for its holdings supported by a range of technical studies (bushfire, traffic and drainage). YourLand sought the designation of Precinct 2A as a 'Future Residential Precinct' within the Marong TSP and Clause 11.03-6L-04 among other changes to provide certainty and remove ambiguity about its role. It relied on the economic evidence from Rhys Quick and planning evidence from Mark Woodland. Both Mr Quick and Mr Woodland referred to the Industrial Strategy and *The Marong Plan 2011* (which identified Precinct 2A as 'conventional residential') in support of their opinions.

Mr Quick considered:

- neither the inclusion of Precinct 2A in the BREP, or size of the BREP had been informed by any strategic studies except for the background work informing the Industrial Strategy which proposed the need for an additional 170 hectares of net developable industrial land over 30 years (excluding the Marong Business Park)
- the Industrial Strategy overstates industrial land need and did not consider rates of historical land consumption, the type and nature of land consumed or available, employment intensification in industrial precincts, sectoral clustering or the potential 50 year supply of land in the Marong Business Park
- the 294 hectares (gross) under investigation for the BREP is substantially more than identified as necessary, even after adjustments for conversion to net developable area. It did not need to be as large as nominated, with Council land holdings alone sufficient for 20-24 years supply, in addition to the existing 13-16 years estimated supply (excluding the Marong Business Park)
- there is no need for Precinct 2A to be set aside for industrial use to increase future supply
- light industrial uses could be accommodated within the BREP and provide for transition of industrial uses and a gateway
- the change in the designation of Precinct 2 had not been substantiated
- existing and future residential areas in the Marong TSP could yield between 21-59 years supply based on consumption rates based on Council's projections. The exclusion of Precinct 2A reduced this potential supply to 3-8 years and would not therefore meet Council's population target of 8,000 (based on population forecasts and household size assumptions)
- the attributes of Precinct 2A including connectivity to the Town Centre and interface to Precinct 2B support residential development over industrial use and avoided traffic and other amenity issues associated with an industrial outcome
- there was an overwhelming need for more residential land in Marong with a supply of between 2-6 years of development ready lots. From an economic perspective Precinct 2A is required for residential use. This outcome would help bring infrastructure and demand towards the BREP, supporting its earlier development.

Mr Woodland's evidence was:

- the BREP and Marong Business Park would provide for identified future industrial land supply needs and include contingency for higher than forecast demand and therefore there was no need to contemplate industrial use for Precinct 2A
- leaving the precinct's future unresolved was inconsistent with planning policy and Precinct Structure Planning guidance expectations. Such an approach was only

appropriate in limited circumstances to address site based land use constraints or off-site impacts

- the use of Precinct 2A for residential purposes would generate 355 additional dwellings capable of accommodating 886 residents
- the interface impacts of the BREP could be managed through the structure planning process for the BREP including the location of industrial, warehousing or commercial uses, application of zones and overlays to support land use transition
- the proximity of existing residential areas to the BREP precinct would limit the capacity to accommodate higher threshold buffer industrial uses
- residential designation was not dependent on determining the Western Freight Corridor, but the corridor could provide a physical delineation between residential and industrial uses (along with a waterway corridor). Precincts 1E and 2A did not rely on the corridor for access or development to advance
- there were examples of other recent Precinct Structure Plans which had provided for transitions between residential and commercial/industrial areas and indicative infrastructure corridors
- the Marong TSP directions contained inconsistencies about the use and role of Precinct 2A including the identification of a medium density housing area on it or an indicative residential street network in 'Plan 16: Precincts 1-4 (future residential growth areas)'
- while the VPA requested changes would resolve some inconsistencies about the role of Precinct 2A, the preferred designation of the land should be resolved in the Marong TSP and it should be a residential growth one
- the inclusion of Precinct 2A into Marong's future residential areas would have a positive impact including achieving the township vision and sustainable delivery of services and facilities
- guideline G42 relating to the determination of the Western Freight Corridor be amended to align with the granting or permits rather than the Precinct's rezoning, given the project had not been committed to and Precinct 2A did not rely on access to it.

YourLand did not agree with Council and the VPA that the only land use outcome for Precinct 2A was an employment one. Such an outcome would mean that Council's vision of providing sufficient land supply to accommodate a population of 8,000 residents could not be achieved.

YourLand submitted:

- there should be no departure from The Marong Plan 2011 and the process following community engagement version of the Marong TSP to change the area as residential to an investigation area
- the site had no site constraints and was highly suitable for residential development and its designation as such would not prejudice the planning of the BREP which was sufficiently large to accommodate the planning of the Western Freight Corridor and precinct interfaces
- there is ample industrial land supply to service both Marong and Greater Bendigo without inclusion of Precinct 2A
- it is inappropriate to delay planning for Precinct 2A pending determination of the Western Freight Corridor as proposed by Guideline G42.

Council

In relation to the Marong Business Park, the SMIIP, BREP and Western Freight Corridor:

- Greater Bendigo Planning Scheme Amendment C161 Part 1 rezoned the Marong Business Park (313 hectares) to the Comprehensive Development Zone in August 2017
- the Marong Business Park is unlikely to be developed in the short-medium term and it remains as farming land with the owners understood to have no immediate development intentions
- in 2020, Council undertook a detailed needs assessment and site selection process for a new industrial precinct within Greater Bendigo (Industrial Strategy). This process identified a 294 hectare area south of the township (SMIIP) to accommodate long term industrial growth (now known as the BREP)
- the BREP location was subsequently adopted by Council as a preferred location to establish a new industrial precinct. To facilitate its development, Council purchased 155 hectares within the investigation area
- in February 2022, the Minister for Planning appointed the VPA as the Planning Authority for the rezoning and associated planning of the BREP
- planning for the freight corridor is being undertaken by DTP and it expected the corridor alignment will be nominated by September 2024.

Council considered the Amendment and its Day 1 changes are an appropriate response to:

- the status of planning for the BREP and Western Freight Corridor
- planning policies for planning for industrial land (Clauses 17.03-1S and 17.03-1L)
- the Industrial Strategy (including a recent land supply audit) and which had been updated and soon to be implemented through a Planning Scheme amendment process.

Council noted that no submissions had proposed the BREP was not required. It was critical of Mr Quick's conclusion about the scale of the precinct being excessive considering this was premature because it failed to consider:

- its regional scale and the region's industrial growth needs
- more recent land supply monitoring confirming constraints on existing industrial land and availability of larger parcels to accommodate industrial uses requiring buffers.

Council submitted it had not 'discounted' the potential for residential development in Precinct 2 or that any strategic basis for its residential use would be lost. However, it concluded it would be inappropriate for the Marong TSP or the Amendment to lock in or prematurely determine the precinct land use outcomes. Rather, this should follow the BREP planning process underway and any subsequent amendment.

Council confirmed its view that the Marong TSP (with its proposed changes) would achieve the future population aspirations for Marong.

Council did not support changes to guideline G42, considering it important as part of any future rezoning that the Western Freight Corridor should have been determined and any impacts understood.

Council's Part C submission changes to Clause 11.03-6L-04 (Document 53) included:

- amending the Marong residential development map to consolidate Precincts 2A and 2B in a single Precinct 2

- amending the heading 'new growth precinct strategies' to 'New development precinct strategies'.

(ii) Marong Business Park

Submission 19 supported the Marong Business Park being included within the township boundary. It explained:

- this was consistent with the purpose of the Marong TSP to identify and guide the long term land use and development outcomes and ensure the logical and orderly progression of development and infrastructure delivery
- excluding the Marong Business Park was contrary to orderly planning and limits the ability to plan, fund and deliver critical infrastructure in a coordinated manner.

Council did not support inclusion of the Marong Business Park in Plan 3 of the Marong TSP.

YourLand supported the Marong Business Park being identified on the relevant Marong TSP plans as proposed by Council's Day 1 changes.

5.4 Discussion and conclusions

(i) BREP and the Western Freight Corridor

In the absence of the planning underway for the BREP and the Western Freight Corridor, the Panel agrees that Precinct 2A possesses qualities that would make it suitable for residential development. It:

- is near existing open space (Marong Golf Course) and the secondary public open space network shown on Plan 13
- is adjacent to future residential areas (Precinct 1 and 2B)
- is as close to the town centre as other growth areas (within one kilometre)
- is not particularly constrained by flooding, bushfire interfaces
- does not rely on access to the Western Freight Corridor
- provides for a consistent gateway character to Marong along the Calder Alternative Highway (with Precinct 2B).

Planning for these projects has substantially progressed since the Marong TSP was adopted and key planning directions for the BREP and the Western Freight Corridor will be known in 2024. They are not therefore medium to long term planning projects and their delivery may take some years to materialise. They are both significant projects adjacent to Marong but also for Greater Bendigo and the wider region. They have the potential to significantly influence and shape the planning considerations for Precinct 2A and Precinct 1 (which have interfaces with both projects). The determination of a freight corridor will also be an important consideration for the potential westward expansion of Precinct 1 and other potential investigation areas west of Landry Lane as discussed in Chapter 6.

The BREP project is a response to Council's industrial land supply needs. It is apparent that the lot supply work undertaken as part of the Industrial Strategy and more recent analysis does not rely on Precinct 2 to accommodate the projected industrial land supply need (particularly if factoring future development of the Marong Business Park). That said, while planning policy and this Amendment seeks to support the provision of additional housing to accommodate a future

population of 8,000 this needs to be balanced with policy that seeks to protect and support opportunities for the growth of industry and employment areas.

Arguably, the need to plan for and provide employment areas of regional importance is more critical than providing local residential land supply. This is particularly the case where sufficient supply is available in the short-medium term (subject to the progression of subsequent growth area amendments) to support the township's further growth as discussed in Chapter 6.

There is a distinction to be drawn between the task of planning for the BREP, and what might eventuate on ground in terms of its physical extent, land use mix, built form and road networks. The first task does not exclude residential outcomes for its northern extents. But given its scale and relationship with the freight corridor and regional importance, it is appropriate that the study area be of a sufficient size to not compromise the planning exercise. The Panel therefore agrees with Council that it would be inappropriate and premature for the land use outcomes for Precinct 2A to be determined at this stage. The planning for the two projects is not yet resolved to the point where clear land use outcomes and corridor alignments can be designated with confidence in the Marong TSP or in Clause 11.03-6L-04 and more definitive outcomes for Precinct 2A identified. The changes to the Planning Scheme to implement the BREP could include consequential changes to Clause 11.03-6L-04 as necessary. The Marong TSP includes sufficient flexibility to accommodate this.

Council's Day 1 and subsequent Part C submission changes to the Marong TSP in relation to the BREP, its planning and spatial designation including Precinct 2A are supported. These important directions will ensure the planning for both areas is integrated and appropriate buffers and interface treatments are provided to existing and future Marong residential areas.

While it is logical and appropriate that the planning for Precinct 2A be informed by the planning for the BREP, the planning for the BREP should in turn consider the adopted Marong TSP and its aspirations for residential supply to accommodate 8,000 residents and manage residential interfaces.

The Panel agrees that critical issues such as the project planning for the alignment of the Western Freight Corridor should be completed before rezoning as proposed in guideline G42. However, it is perhaps unreasonable that this step require it to be a 'committed project'. Based on DTP's submission on other infrastructure items (refer to Chapter 7) it may take years for a government commitment to deliver the project. This step should not hold up the rezoning of development areas to facilitate the growth areas once the corridor is known. While only a guideline in a background document which provides flexibility for negotiation, for clarity it should be amended to remove reference to the project not being 'committed' before rezoning commences. Mr Woodlands precinct structure plan examples identify known corridor alignments.

The Panel agrees with YourLand and Mr Woodland that the exhibited Marong TSP included conflicting directions about the role of Precinct 2A. Many of these have been resolved through Council's Day 1 changes. Council's Closing submission proposed that requirement R17 which applied to highway interface areas (including Precinct 2A) should refer to "*a building*" rather than "*a dwelling*" to avoid confusion. This change is supported. There may however be other inconsistencies and Council is encouraged to review the final version of the Marong TSP to ensure any that remain are rectified.

The Panel concludes:

- It is appropriate that Precinct 2A be included in the BREP investigation area within the Marong TSP and Clause 11.03-6L-04 and its land use designation subject to investigation given the advanced stage of planning for the BREP and Western Freight Corridor.
- Council's Day 1 and Part C submission changes to the Marong TSP and Clause 11.03-6L-04 relating to planning for the BREP, Western Freight Corridor, Precinct 2A and requirement R17 are generally appropriate. The final version of the Marong TSP to ensure any other development area inconsistencies are rectified.
- Marong TSP guideline G42 should be amended to remove references for the Western Freight Corridor being a committed project prior to the rezoning of Precincts 1 and 2 (west of Calder Alternate Highway).

(ii) Marong Business Park

While the planning framework to support the Marong Business Park is in place, there remains some doubt about whether it will progress in the short-medium term let alone once delivery of the BREP commences. The Marong Business Park much like the BREP will serve a municipal-regional wide employment role rather than being relied on by current and future Marong residents for employment. The future town centre and expanded services and facilities will play a significant role in the delivery of future local employment needs.

Unlike the BREP, the Marong Business Park does not have an immediate interface with identified growth areas. It is appropriate to exclude it from the township boundary (which is inferred but not included in any of the Marong TSP plans) in Plan 3 while it remains physically separated from Marong and its future uncertain after BREP.

The Panel agrees with Council that the Marong Business Park should be shown in the Marong TSP and the map in Clause 11.03-6L-04 for context but it is not necessary to show it in Plan 3.

The Panel concludes:

- Council's Day 1 changes to the Marong TSP relating to the designation of the Marong Business Park are appropriate.

5.5 Recommendations

The Panel recommends:

Amend Clause 11.03-6L-04 as shown in Appendix F in relation to the BREP, Marong Western Freight Investigation Corridor and Precinct 2.

The Panel further recommends:

Amend the Marong Township Structure Plan as specified in Appendix D relating to the BREP, Marong Western Freight Investigation Corridor and designation of Precinct 2A, and amend guideline G42 to read as follows (or similar):

> ***The planning for the Marong Western Freight Investigation Corridor (RD 4) should be completed so that the alignment is confirmed prior to rezoning Precinct 1 or the Precinct 2 (west of Calder Alternative Highway).***

6 Planning for housing growth

6.1 The issues

The issues are:

- whether the directions for the residential growth precincts are appropriate
- whether the residential growth precincts should be expanded
- whether additional areas should be identified for residential growth
- the staging of growth areas
- the location of medium density housing
- the provision of social housing.

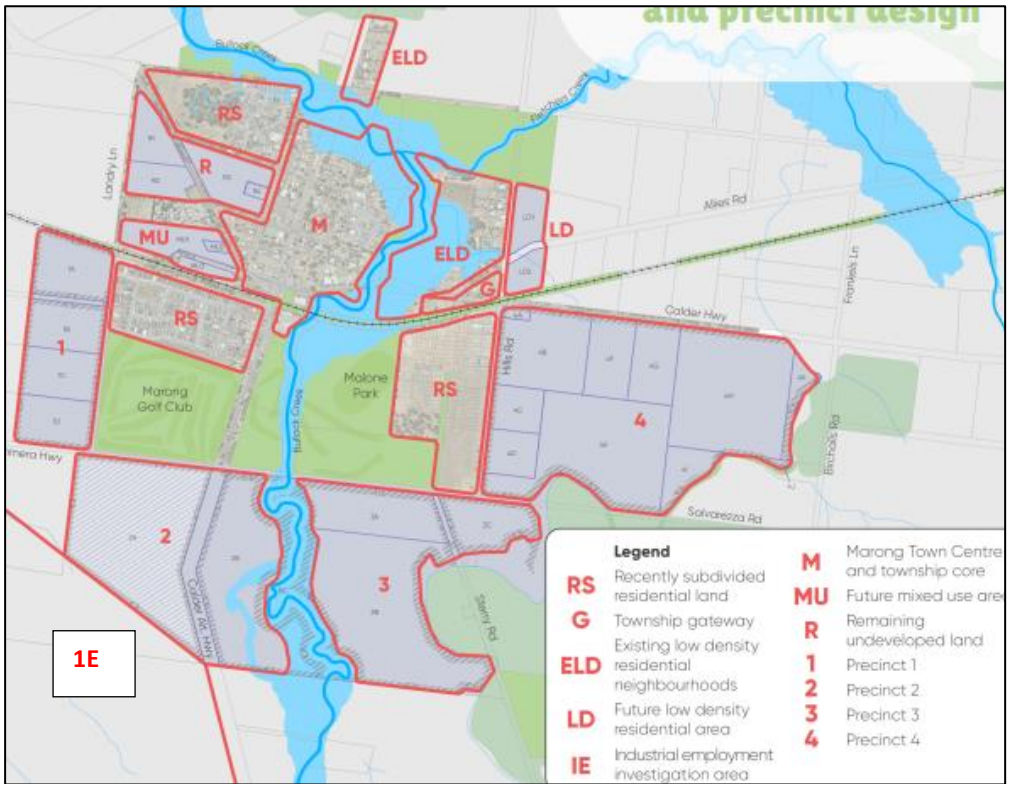
6.2 Background

(i) Marong TSP and Amendment

The Marong TSP identifies areas for future residential growth (refer Figure 2 and 7) comprising:

- existing and future low density residential areas (ELD/LD) to accommodate densities less than 8 dwellings/hectare
- undeveloped land within existing residential areas or recently subdivided residential areas (RS/R) to support an average density of 11 dwellings/hectare
- township core and mixed use areas (M/MU) as a focus for medium density housing
- four future growth area precincts to the south, east and west of the township and which are to be subject of further planning and rezoning (Precinct 1-4). The hatched western portion of Precinct 2 (2A) is identified for investigation as discussed in Chapter 5.

Figure 7 Exhibited Marong Township Structure Plan - Plan 15: Township Precincts



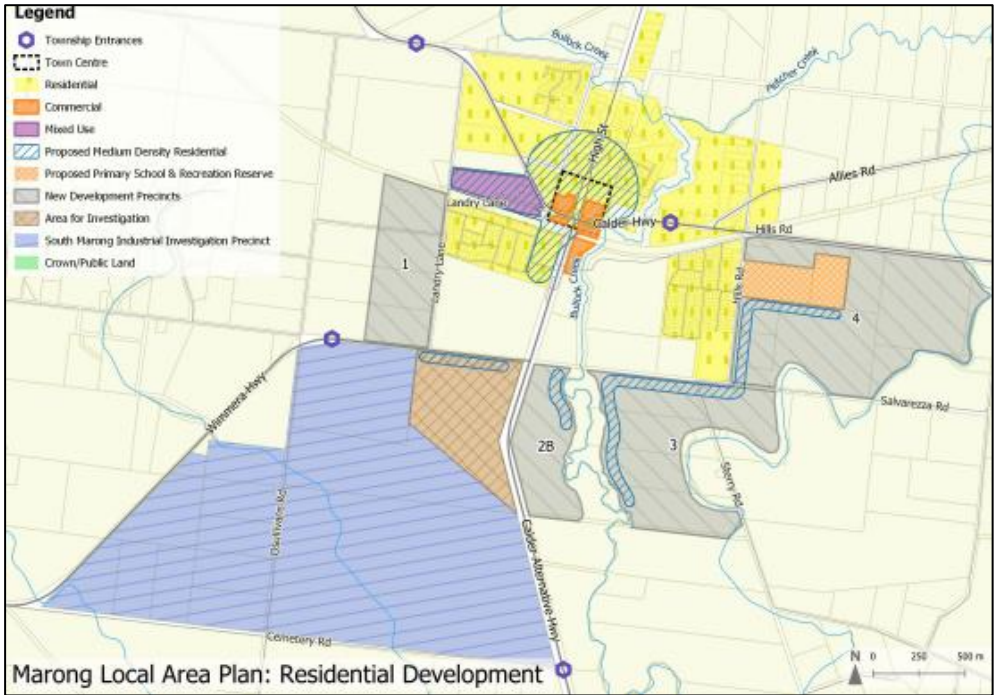
In relation to the staging of planning scheme amendments to rezone growth precincts and for the commencement of planning the Marong TSP includes:

- a direction to progressively rezone the growth areas to the NRZ and apply a DDO and DPO (AM5)
- rezoning requirements:
  - the construction of specific infrastructure projects prior to rezoning or delivery through an early stage development plan (R58-R67)
  - land capability assessment required for Precinct 4 (R69)
  - a development plan for an entire precinct which responds to the Marong TSP including the 'Township infrastructure plan' (R69)
  - the progressive delivery of infrastructure (R70)
  - a Native Vegetation Precinct Plan (R71)
  - an environmental site assessment (R72)
- rezoning guidelines to:
  - require that residential land supply demand be demonstrated prior to rezoning (G41)
  - the western bypass be a committed project and project planning completed before rezoning of Precinct 2A (G42)
  - signalised intersection (IT 6) be constructed or in the first stage of a development plan before rezoning Precinct 4 (G43)
- requirements for subdivision to deliver specific infrastructure (R56).

The exhibited Clause 11.03-6L-04 includes strategies to:

- encourage a range of housing densities within different zones and precincts
- support medium density housing in particular locations
- provide for growth in four precincts (Precincts 1-4) each with its own strategies, and as identified in the Marong residential development map (Figure 9), although this map only designates Precincts 1, 2B, 3 and 4
- to link development in growth precincts to land supply demand being demonstrated.

Figure 8 Exibited Clause 11.03-6L-04 Marong residential development map



(ii) Council Day 1 changes

Council's key Day 1 changes (refer Documents 21.2 and 21.4 and Appendix D) include:

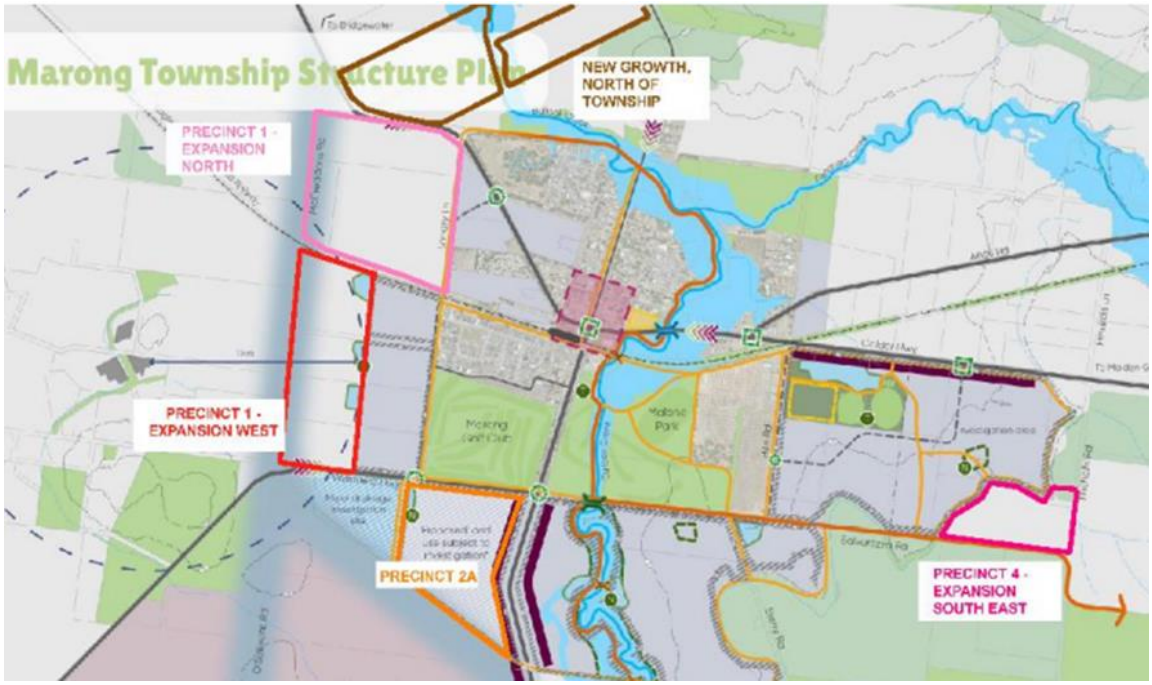
- Marong TSP:
  - extend Precinct 1E (renamed BREP) to extend over Precinct 2A
  - retain the 'proposed land use subject to investigation' designation for the former Precinct 2A with a note that the investigation is subject to the BREP and Western Freight Corridor investigations
  - delete medium density designation for Precinct 2A
  - delete reference to 'Investigation area' in Precinct 4
  - delete rezoning guideline G41
  - include additional Implementation Plan monitoring actions (Document 30a):
    - A11 relating to westward expansion of Precinct 1
    - A12 the eastern expansion of Precinct 4
    - A13 additional growth priorities outside Precincts 1-4 between the railway line and Calder Highway
- Clause 11.03-6L-04:
  - amend Marong development map to reflect Marong TSP changes and delete medium density housing locations
  - consolidate references to medium density development
  - a new strategy for Precinct 1 to ensure no conflict with the Western Freight Corridor
  - include the Marong TSP as a policy document.

6.3 Precinct 1

(i) Evidence and submissions

Marong Entities, Max and Pauline Carter, Terry and Jacinta Gange requested the westward expansion of Precinct 1 to McCreddons Road (refer Figure 9).

Figure 9 Additional growth areas sought by submissions



It was submitted this was appropriate because:

- the remaining land parcels would not be viable for farming purposes and would create a conflicting land use interface
- the land can be serviced and infrastructure provision (including drainage) would be more efficient with the inclusion of the land.

Council did not support the expansion of Precinct 1 within the Marong TSP at this time. It submitted:

- the planning of the Western Freight Corridor and BREP is yet to be resolved and should not be compromised
- broiler farm impacts need to be better understood
- extending the proposed growth area boundary to a clear title boundary is generally preferrable
- limiting residential development to the area identified may leave the balance of the land to the west of the precinct unviable for farming
- accordingly, it is appropriate the Marong TSP signal these matters could be reassessed in the future, if supported by the necessary technical studies (including an odour risk assessment).

Council proposed a new action item (A11) be included in the AIP (refer Document 30a and Appendix D) which allows for these constraints to be monitored and reviewed on an ongoing basis, as appropriate:

> **Action A11**
>
> Continue to monitor whether the boundaries of Precinct 1 can be extended to include the balance of Precincts 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of:
>
> - the alignment of the potential Marong Western Freight Corridor;
> - the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and
> - infrastructure and servicing constraints, bushfire management and drainage.

The additional action was identified as having an ongoing timeframe, with Council having the lead responsibility and external partners including EPA, Coliban Water, CFA, DTP, DEECA, NCCMA and Powercor. In its closing submission, Council proposed to add the words "*and consider*" in action A11 so the language was consistent with action A12 as discussed below for Precinct 4.

(ii) Discussion and conclusions

As discussed in Chapter 3.2, the Panel concludes that the designated western edge of Precinct 1 is appropriate until more detailed analysis is undertaken to establish whether a reduction in the broiler farm buffer is appropriate and will not compromise its operations.

The future western extension of Precinct 1 to O'Sullivan's Road is spatially logical if the broiler farm buffer can be resolved. It is also appropriate to ensure that the interface with the Western Freight Corridor and BREP can be properly considered in addition to other considerations such as bushfire, drainage and native vegetation. To this end, the Panel supports Council's Day 1 changes to include a future action (A11) in the AIP to enable the future expansion of the precinct to be considered. However, the Panel considers that the future consideration of a western expansion should also consider the interface the precinct will have with the BREP.

A similar change is considered necessary in the Clause 11.03-6L-04 development strategy for Precinct 1 given it currently has a shared edge with the BREP project and would ensure it aligns with the strategy for Precinct 2.

The Panel prefers the use of the word 'parcels' rather than 'Precincts' when referring to the parcels that make up a precinct (1A, 1B, 1C and 1D) as this confuses the reader of the Marong TSP when it refers to residential development area Precincts 1-4.

The Panel concludes:

- The future westward expansion of Precinct 1 represents a logical future expansion of the Marong township subject to the resolution of broiler farm buffers and the planning of the Western Freight Corridor and BREP.
- Proposed action A11 is an appropriate approach to managing these interface challenges subject to inclusion of wording relating to the BREP and amending references to 'Precincts' 1A, 1B, 1C and 1D to 'parcels'.
- It is appropriate for Clause 11.03-6L-04 to identify in the development area strategy for Precinct 1 the need to consider the interface with the BREP.

6.4 Precinct 2 (2A and 2B)

(i) Evidence and submissions

The submissions of the Council, the VPA and YourLand in relation to planning for the BREP and the land use role of Precinct 2 are set out in Chapter 5 and not repeated here.

One of the key issues raised in submissions was about the capacity for the Marong TSP to achieve its vision of 8,000 residents without Precinct 2A. YourLand (supported by Mr Quick's evidence) considered more capacity is needed, and the Precinct should be identified for residential development without the encumbrance of further investigations for the BREP and Western Freight Corridor.

Council submitted that its population vision could be achieved in the proposed development areas and the additional future investigation areas identified.

(ii) Discussion and conclusions

As discussed in Chapter 5, the Panel concluded that the future land uses of Precinct 2A should be determined as part of the BREP planning process. This does not rule out a residential outcome for the precinct at this stage.

The Panel is satisfied that the directions of the Marong TSP (with Council's additional actions included in the AIP for Precincts 1 and 4 in particular) will accommodate sufficient land supply to accommodate a population of 8,000 residents. The Marong TSP does not rely on the inclusion of part or all of Precinct 2A to meet its target. Short to medium term land supply can be accommodated in Precincts 1, 3 and 4. The directions for the BREP will be well understood by then. Ongoing monitoring of land supply and demand as proposed will provide for the consideration of other logical investigation areas. It is preferable that before any additional areas being examined for residential growth land supply monitoring should prioritise realising the supply capacity within all designated development precincts first (including Precinct 2A).

The Panel concludes:

- Council's propose Day 1 changes to the Marong TSP and Clause 11.03-6L-04 for Precinct 2 including Precinct 2A's inclusion in the BREP investigation area are generally appropriate.
- The first new development precinct strategy of Clause 11.03-6L-04 should be amended to ensure development is consistent with the development areas shown in the Marong TSP.

6.5 Precinct 4

(i) Evidence and submissions

YourLand requested that Precinct 4 be extended to include all of parcel 4I (refer Figure 9).

Mr Woodland supported this position, considering the land:

- is largely cleared and used for agriculture
- had no servicing, drainage or flooding constraints, had no land use compatibility issues, comprised an open landscape consistent with other precinct areas, and was of fair-poor agricultural land quality
- appeared not to be heavily constrained by biodiversity values and any values managed
- had a low risk of bushfire impact, with bushfire risk able to be managed consistent with the BMO provisions and the Marong TSP defendable space setbacks and BAL rating requirements
- would enable more efficient development of the precinct as a whole including the provision of open space and retarding basins, freeing up other constrained areas for residential development.

Mr Woodland considered the Salvarezza and Birchalls Road reservations the logical settlement boundary rather than the Coliban water race which was modest in width and depth and a structure capable of remodelling because of adjacent development.

Marong Developments Pty Ltd supported the expansion of Precinct 4 to include the balance of parcel 4K east of the water channel to Birchalls Road for reasons consistent with the YourLand submission and evidence of Mr Woodland. It acknowledged further assessment would be required to address existing native vegetation and bushfire impacts including areas within the BMO.

Council submitted:

- the boundaries of the growth precinct were determined following a series of investigations, including consultation with the relevant servicing authorities
- due to advice from Coliban Water that it would be difficult to provide an appropriate reticulated water supply to the area, particular areas above 195 metres AHD (Australian Height Datum), the area to the east of the existing rural water race was excluded from Precinct 4. Coliban Water's recent advice about infrastructure upgrades confirmed the land could now be serviced
- other constraints remained including extensive coverage by the BMO that would require CFA consideration and heavily vegetated areas which would require assessment
- it accepted the evidence of Mr Woodland that including parcel 4I would make sense from an orderly planning perspective
- an additional action (A12) similar to action A11 was appropriate subject to further assessment of bushfire and biodiversity considerations (refer Document 30a):

Action A12

Continue to monitor whether the boundaries of Precinct 4 can be extended to include the balance of Precinct 4I (to Salvarezza Road and Birchalls Road) having regard to resolution of:

- biodiversity values within the property and abutting road reserves; and
- infrastructure and servicing constraints, bushfire management and drainage.

The additional action was identified as having an ongoing timeframe, with Council having the lead responsibility and external partners including Coliban Water, CFA, DTP, DEECA, NCCMA and Powercor. Council's Part C submission changes (Document 53a)) supported the inclusion of the words "*and consider*" and parcels 4K and 4J in action A12.

YourLand supported as an alternative to designating parcel 4I in the Marong TSP as part of precinct 4 if corresponding changes were made throughout the structure plan maps and in Clause 11.03-6L-04 to provide greater certainty. It sought further changes to action A12 including:

- replace 'Continue to monitor' with "*Investigate*"
- change the lead responsibility to "*landowner in consultation*" with Council "*and relevant authorities*"
- change the action timeframe to 'Short to medium'.

YourLand's changes were not supported by Council which considered them inappropriate or unnecessary. Council did not support the additional changes to mapping in the Marong TSP or Clause 11.03-6L-04 to identify the balance of changes including identifying parcel 4I as an investigation area.

(ii) Discussion and conclusions

The Panel supports Council's Day 1 changes to the Marong TSP which remove references to 'investigation area' in Precinct 4.

Regarding the potential expansion of Precinct 4 to the east to Birchalls Road, the Panel agrees with Mr Woodland that a definitive hard edge to the township is preferred to a water channel that is subject to potential future form changes. The water channel is not particularly wide or deep. It is not a significant feature in the landscape (being one of many channels) or part of an active waterway with established adjoining aquatic or riparian values which might otherwise provide a logical and attractive environmental edge. It is appropriate therefore to extend the same considerations to the balance of parcels 4K and 4J. This would enable a more considered treatment of the waterway and provide opportunities to provide additional land supply (albeit additional housing supply could be constrained by flooding and bushfire and vegetation protection considerations). Existing Marong TSP guidelines will provide for the consideration of the rural interface to Salvarezza Road and Birchalls Road.

The Panel does not support including an expanded Precinct 4 in the Marong TSP given:

- that change was not part of the adopted or exhibited document
- this is only for a portion of the area and the CFA have not been consulted, even if some technical assessment of bushfire has been considered
- vegetation and other biodiversity considerations are unknown.

The Panel supports Council's Day 1 and Part C submission changes to include an additional action (A12) in the AIP, subject to the amended references to 'parcels' as proposed for Precinct 1. No

further changes are needed to the wording of action A12 including to the suggested lead responsibility, partners or timeframes.

The designation of the areas west of Precinct 4 in the Marong TSP and Clause 11.03-6L-04 as an investigation area is not appropriate until the further work in action A12 is undertaken. Its future potential for growth is however implied in the action wording.

The Panel concludes:

- The future eastward expansion of Precinct 4 to Salvarezza Road, Birchalls Road and Calder Highway presents a logical future expansion of the Marong township.
- Proposed new action A12 is an appropriate approach to managing the further investigations that are necessary to consider the inclusion of additional land parcels in Precinct 4 subject to amending references to 'Precincts' 4I, 4J and 4K to 'parcels'.
- It is appropriate for Clause 11.03-6L-04 to identify in the development area strategy for Precinct 1 the need to consider the interface with the BREP.

6.6 Additional growth areas

(i) Submissions

Growth to the north of the railway line, south of Calder Highway

Submitters 8, 9, 12 and 16 requested that land bound by McCreddons Road, Landry Lane, the railway line and Calder Highway be designated as a future residential area (refer Figure 9). They explained the land:

- is near areas zoned and developed for residential or identified for growth
- has potential conflicts with the future rural use of the land
- near the Western Freight Corridor
- is near the town centre
- would provide potential additional residential land supply
- could be serviced and accommodate future drainage infrastructure
- lacks environmental constraints or environmental hazards
- has transport connectivity opportunities
- has limited potential for land use conflicts with the future Marong Business Park.

Council did not support including these sites in Precinct 1. It explained that while Marong is anticipated to experience growth, that growth needs to be managed sustainably. Identifying large areas of additional land for residential growth was not appropriate at this time. Recognising that these sites sit to the immediate west of the existing township and would be the next logical investigation area after Precincts 1 – 4 have been progressed, it submitted:

> Once the development of the areas to the east and south of these sites mature, these sites would have convenient and logical connections to the township. It is important, however, that this prospect is considered in the long term, and as the next 'stage' in the life of the Structure Plan when the demand for additional residential development is demonstrated.

Council accordingly supported the following changes to the Marong TSP (Document 30a) to:

- amend the 'Monitoring and review' section to add the following words (underlined):

> The City of Greater Bendigo will monitor the implementation of the TSP. Its effectiveness will be evaluated regularly, at least every five years. <u>As part of this process, Council will continue to monitor population growth and the demand for and supply of residential land</u>

within the Marong township and future residential development areas in Marong. The TSP may be revised and updated following review.

- include a new action (A13) in the AIP:

  Continue to monitor land supply and take up of residential land within Marong, including within Precincts 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate:

  - sufficient demand for additional residential development in Marong;
  - the suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage; and
  - that the development of the land would not conflict with a potential Marong Western Freight Corridor or the operations of the broiler farm at 74 Barnes Road, Marong.

The additional action was identified as having an 'long' timeframe, with Council having the lead responsibility and external partners including Coliban Water, CFA, DTP, DEECA, NCCMA and Powercor.

Further growth to the north of the township and Calder Highway

The landowner of two land parcels totalling 25 hectares in the Farming Zone at 1524 Calder Highway (refer Figure 9) sought to include the land in the township boundary and designate it as a residential precinct (with a similar action to proposed A13) because:

- it was not particularly constrained
- bushfire risk was similar to other growth precincts and could be managed
- the land is near existing residential areas and future growth areas (and planed open space walking catchments) which would provide an opportunity for integrated drainage outcomes and enhanced open space connections along Bullock Creek
- if the land was to be burdened by a drainage easement to provide a downstream drainage outfall solution for Precinct 1 or areas west of Landry Lane to Bullock Creek as anticipated in the *Marong Township Stormwater Management Strategy* (Alluvium, December 2017) (Stormwater Strategy) it should be able benefit from its provision
- the role of the future Western Freight Corridor in reducing adjacent traffic volumes on the Calder Highway
- the land had been shown in the *Marong Recreation Land Need Study* and The Marong Plan for investigation for regional open space provision
- was a logical extension to the town and able to contribute to future land supply because it was less or no more constrained than other identified growth areas
- it is outside the Marong Business Park buffer but provided an appropriate transition to it.

The submission also requested greater clarification of the impacts of stormwater downstream of Precinct 1 to understand the impact on land north of the Calder Highway.

Submitter 5 sought to rezone nearby land, on the northwest side of Bullock Creek off the Marong-Serpentine Road to accommodate future subdivision, noting:

- the proximity of the land to the future town centre
- the attractive qualities of the topography and proximity to the creek
- water supply could be provided
- the land parcel size did not make it suitable for farming.

Council submitted it was not appropriate or in the interests of proper and orderly planning and the sustainable development of the Marong township, for the sites to be designated as a future or potential residential precinct. Their inclusion was not logical or efficient.

Council did not agree that if a drainage easement is established across private land, it follows that the land must be developed for residential purposes. It submitted:

- the Stormwater Strategy confirmed effective drainage solutions could be developed including for Precinct 1 and provide contained solutions, but if easements were required, they would be negotiated and compensation provided
- the subject land was fairly flat and it was likely only an easement of some 250 metres in length to Bullock Creek would be required rather than extensive works.

Council said it was not pursuing the active recreation concepts illustrated in the Recreation Land Need Study. Instead, additional active open space had been nominated in Precinct 4 and co-located with an education facility.

(ii) Discussion and conclusions

New growth to the north of the railway line, south of Calder Highway

The Panel agrees with Council that the area north of the railway line, south of Calder Highway and between Landry Lane and O'Sullivans Road would provide logical longer term opportunities for the expansion of the Marong. The area abuts existing residential zoned land, Precinct 1 and is proximate to the Town Centre and proposed station. The potential alignment of the Western Freight Corridor would also provide a logical western edge to the township. The area's potential future residential role will also require consideration of the broiler farm buffers and the freight corridor in addition to the Calder Highway, Marong Business Park and railway line interfaces.

It is inappropriate that additional growth opportunity areas precede the uptake of land in the identified development areas. These areas should therefore not be designated in the Marong TSP or in Clause 11.03-6L-04 as future growth opportunities or investigation areas.

The Panel agrees with Council's Day 1 changes to delete guideline G41 requiring land supply to be demonstrated before the rezoning of the Precinct 1-4 growth areas. These areas are required to achieve the population ambitions of the Marong TSP and will provide for multiple growth fronts and the opportunity to provide for a diversity of residential offer and affordable housing opportunities. However, it is appropriate to demonstrate the demand for additional land supply before additional areas for growth are considered. In this regard, the following Council's Part C submission changes to the Marong TSP are supported:

- amending the monitoring and review content to monitor population growth and the demand for and supply of residential land within the Marong township and future residential development
- including action A13 into the AIP which requires there be demand for additional residential development, consideration of land suitability including infrastructure and servicing constraints, bushfire management and drainage and that development of the land not conflict with a potential Marong Western Freight Corridor or the operations of the nearby broiler farm.

Additional references to the consideration of interfaces with the Calder Highway, railway line, Marong Business Park in action A13 are considered necessary.

Further growth to the north of the township and Calder Highway

The Panel does not support the further expansion of Marong north of Calder Highway or existing Township Zone extent. It agrees with Council, that while the land may have few constraints and possess qualities to offer such as additional open space along Bullock Creek or providing downstream drainage solutions that make it attractive for potential development, this does not mean it is strategically suitable for growth. The existing northern edge of the township and Calder Highway provide a logical boundary for growth and a contained settlement. There is no clear reason to further expand the town to the north. It is not the next logical growth front if the population target of 8,000 cannot be accommodated within the proposed development precincts or with the potential expansion to Precinct 1 and 4 or the additional area to the west between Landry Lane and O'Sullivans Road. The three submission land parcels do not provide a logical edge or avoid the potential for continued northward settlement creep contrary to the Marong TSP vision and guiding principles.

Regarding drainage, the Marong TSP:

- was informed by the Stormwater Strategy which considered stormwater need for existing but undeveloped Township Zone areas (including east of Landry Lane) and future growth areas
- includes objectives, requirements and guidelines for integrated water management including ensuring development staging provides for ultimate waterway and drainage infrastructure
- identifies a range of retarding basin projects and infrastructure projects.

The Stormwater Strategy will ultimately require an outfall to Bullock Creek, but this process can be managed and negotiated through the development plan process. It appears this can be achieved through easements and does not rely on extensive basin and wetland treatments north of Calder Highway that might burden rural land to the extent that some form of development opportunity should be considered. It is not necessary for the Marong TSP to specify the specific details of a drainage network or processes by which easements on private land might be created. Such detail is a matter for the development plan stage and will evolve as the planning for the BREP, Western Freight Corridor and Precinct 1 progresses.

In relation to recreation needs analysis that fed into the preparation of the Marong TSP, the Panel agree with Council that the final plan has progressed with a more centralised provision of active open space. Its initial findings are not a basis for identifying the area for growth.

The Panel concludes:

- The area north of the railway line, south of Calder Highway and between Landry Lane and O'Sullivans Road would provide a logical longer term opportunity for the expansion of the Marong. The planning and development of the area should not proceed the substantial completion of the identified development precincts and the clear establishment of land supply demand.
- Proposed new action A13 is an appropriate subject to minor changes to identify additional interface considerations.
- The further expansion of Marong north of the Calder Highway is not appropriate.
- Deletion of guideline G41 is appropriate.

6.7 Other issues

(i) Submissions

Marong Developments Pty Ltd submitted that its issues about the staging of rezoning growth areas were resolved by Council's Day 1 changes to:

- remove any inference that growth area rezoning would be a sequential staged process (associated with the Precinct numbering)
- include updated servicing advice from Coliban Water and remove the restrictions to development above the 195 metre contour.

YourLand requested Clause 11.03-6L-04 be revised to encourage the rezoning of new precincts to create a competitive land market and encourage more housing stock and support housing affordability. Council did respond to this request.

YourLand requested Clause 11.03-6L-04 be amended to clarify medium density housing locations can be designated in locations through the preparation of development plans and not just in those locations shown in the Marong TSP.

Council did respond to this request, though it's changes proposed to consolidate all medium density housing strategies under 'Housing strategies'.

The Bendigo Uniting Churches Social Justice Group submission sought advice from Council about the impact of the group to deliver social housing outcomes on the Marong Uniting Church site at 32 High Street following its rezoning from Township Zone to the Commercial 1 Zone.

Council's Part C submission confirmed the Bendigo Uniting Church site was to be rezoned to C1Z given its location within the proposed Town Centre. The C1Z provisions enabled a planning permit application to be made for social housing.

(ii) Discussion and conclusions

The issues about the staging of growth area rezonings have been resolved through Council's Day 1 changes to the Marong TSP. The Panel supports these changes.

The Panel supports the general directions for medium density housing in the Marong TSP and related Day 1 changes including Council's changes to consolidate medium density housing directions under 'Housing Strategies' in Clause 11.03-6L-04. The suggested locations are logical locations for medium density housing in the context of existing or proposed community infrastructure and open space. The amended Clause does not limit medium density housing to these locations, but the Panel agrees with YourLand that these are not the only locations which might be suitable. Other areas should be encouraged where they can add to the diversity of housing choice, provide for passive surveillance and efficient use of infrastructure where the locational attributes are appropriate. This should be allowed to occur through the development plan process for new residential development areas.

The Marong TSP supports medium density housing outcomes particularly close to the Town Centre or co-located with commercial and retail uses (including integrated housing and shop-top housing). These outcomes including the guidelines and concepts for the development of the Town Centre are not a barrier to the future integrated development of social housing at the Uniting Church site, noting the use is not prohibited and not inconsistent with the scale and mix of housing outcomes being sort. Both Town Centre concepts for a moderately and highly

transformed site identify the existing church and provide for development around it and to both street frontages.

The Panel concludes:

- Council's Day 1 changes relating to the Marong TSP staging and additional commentary relating to water infrastructure are appropriate.
- The directions for medium density housing in the Marong TSP inclusive of the Day 1 changes are generally appropriate.
- The Marong TSP should include an additional objective under 'Medium density residential development' that allows for the development plan process for new residential development precincts to identify additional opportunities for medium density housing in appropriate locations.
- Clause 11.03-6L-04 Day 1 changes relating to medium density housing are appropriate but should be amended to support the identification of other medium density housing locations consistent with the objectives, guidelines and requirements of the Marong. The Panel has suggested a set of words in its preferred version of Clause 11.03-6L-04 (Appendix F).
- The Marong TSP and the application of the C1Z does not restrict the provision of social housing within the future town centre.

6.8 Recommendations

The Panel recommends:

Amend Clause 11.03-6L-04 as specified in Appendix F to amend the following 'New development precinct strategies':

a) Amend the first strategy to read:

Provide for new development precincts as demonstrated by land supply demand for in Precincts 1-4 (west, south, east) and for the Bendigo Regional Employment Precinct Investigation area as shown on the Marong development map and consistent with the Marong Township Structure Plan (City of Greater Bendigo, [Insert final date]).

b) Amend the 'Plan new development precincts by' strategy to include:

Support residential development, including medium density housing, consistent with the with the objectives, guidelines and requirements in the Marong Township Structure Plan (City of Greater Bendigo, [Insert final date]).

The Panel further recommends:

Amend the Marong Township Structure Plan as specified in Appendix D in relation to housing, and:

a) replace the 'Monitoring and review' paragraph with:

The City of Greater Bendigo will monitor the implementation of the TSP. Its effectiveness will be evaluated regularly, at least every five years. As part of this process, Council will continue to monitor population growth and the demand for and supply of residential land within the Marong township and future residential development areas in Marong. The TSP may be revised and updated following review

b) include an additional objective under 'Medium density residential development' that allows for the development plan process for new residential development precincts to identify additional opportunities for medium density housing in appropriate locations

c) include the following additional actions in the Action Implementation Plan, and retain the lead responsibility, partners and timeframes identified in Document 53a):

Action A11:

Continue to monitor and consider whether the boundaries of Precinct 1 can be extended to include the balance of parcels 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of:

- ***the alignment of the potential Marong Western Freight Investigation Corridor and interface with the Bendigo Regional Employment Precinct;***
- ***the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and***
- ***infrastructure and servicing constraints, bushfire management and drainage.***

Action A12:

Continue to monitor whether the boundaries of Precinct 4 can be extended to include the balance of parcel 4I (to Salvarezza Road and Birchalls Road) and parcels 4K and 4J (to Birchalls Lane) having regard to resolution of:

- ***biodiversity values within the property and abutting road reserves; and***
- ***infrastructure and servicing constraints, bushfire management and drainage.***

Action A13:

Continue to monitor land supply and take up of residential land within Marong, including within Precincts 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate:

- ***sufficient demand for additional residential development in Marong;***
- ***the suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage; and***
- ***that the development of the land would not conflict with a potential Marong Western Freight Investigation Corridor, the operations of the broiler farm at 74 Barnes Road, Marong, the Marong Business Park, the Calder Highway and the Eaglehawk to Inglewood railway line.***

d) delete guideline G41.

7 Infrastructure

7.1 Local transport infrastructure and development contributions

(i) The issue

The issue is whether the directions for local transport infrastructure and development contributions is appropriate.

(ii) Background

Marong Township Structure Plan and Amendment

The Marong TSP directions relating to transport and transport infrastructure were informed by the *Marong Township Structure Plan Movement & Access Strategy* (GTA Consultants, January 2018) and *Marong Township Intersection Analysis Transport Assessment* (GTA Consultants, July 2019).

It includes:

- objectives, requirements and guidelines relating to movement and carparking for the town centre
- objectives, requirements and guidelines for public transport, walking and bicycle routes (which include primary route shared paths) and the street network which are set out in 'Plan 13: Movement and Access in Marong'
- streetscape designs and cross sections
- movement infrastructure required for delivery as part of developer subdivision works
- road, bridge and intersection projects identified in the Township Infrastructure Plan (the later shown in various Plans as 'intersection upgrades – roundabout').

The exhibited Clause 11.03-6L-04 includes strategies to support:

- cycling networks
- infrastructure upgrades to transport infrastructure "*that integrates with the future Marong Railway Station as shown on the Marong infrastructure map*". The Panel notes this is the only clause reference to the infrastructure map despite that map identifying indicative locations of stormwater basins, connector roads, shared paths, recreation spaces, community infrastructure and intersection upgrades.

Development Contributions Framework approach

Council advised that it originally proposed to prepare and implement a Marong Development Contributions Plan (DCP) alongside the Marong TSP. In light of planning for the BREP and consolidated land ownership in the growth precincts, it was now proposing to use a DCF to guide the delivery of infrastructure across multiple growth fronts and precincts and allow for different development timelines. Council advised a DCF is currently under development by Mesh Planning, and seeks to:

- retain the DCP for the existing Marong Business Park (north-west of Marong)
- prepare a new DCP for the BREP area, capturing the specific infrastructure needs of the precinct
- nominate and cost a series of township wide infrastructure projects that would be funded by all new development areas (on a $/hectare basis) including:
  - a community hub (stage 2) in central Marong

  - a new sports reserve, including land and a pavilion (east of Marong)
  - the upgrade of the Calder Highway / Calder Alternative Highway intersection (interim works)
  - a series of shared paths that connect the new development areas to central Marong and key destination areas
- include a shared infrastructure funding plan that captures the infrastructure needs and delivery obligations for each precinct.

Council advised it:

- had completed various consultation and engagement activities to inform the final list of infrastructure projects and the DCF model
- is currently working with precinct developers and landowners to inform the final DCF package
- is anticipated that the DCF package will go to Council for approval in early 2024, and that precinct-based shared infrastructure funding plans will be implemented through separate planning scheme amendments and accompanying section 173 agreements
- the VPA will progress the preparation of the DCP for the BREP.

Council Day 1 changes

The key Council's Day 1 changes included (refer Documents 21.2, 21.4, 21.5 and 21.6 and Appendix D):

- Marong TSP:
  - all map references to intersection infrastructure projects being shown as 'intersection upgrade'
  - update Plan 3 identify the preferred location for future Marong railway station
  - under 'Movement and Access' amend traffic generation figure to 16,300 daily movements
  - minor amendments to requirements R59, R61, R63 and R67
  - replace references to DCP with DCF or Shared Infrastructure Funding Plans
  - update the Land use budget' and 'Township infrastructure plan'
  - identifying that infrastructure projects sought to be state funded and implemented by state were subject to future approval
- Clause 11.03-6L-04 - delete the Marong infrastructure map and transfer detail to an amended Marong development map
- Schedule to Clause 74.02 - replace references to a 'development contributions plan' for Marong with a 'Development Contributions Framework'.

(iii) Submissions

DTP acknowledged the Marong TSP was a Council document and the identified infrastructure were Council's priorities for future planning. However it requested:

- a note within the Marong TSP and DCF outlining that the projects attributed to the DTP had not been endorsed or supported by it
- to address priority active and public transport projects within the Township infrastructure plan that could be potentially missing and or misleading. This included projects RD 4, IT 3, IT 4, IT 5 and PT 1 which identify the DTP as the lead for funding and delivery, but which were not within its project pipeline for future funding consideration

- additional strategic assessment and transport modelling would be required to justify the need, timing and nexus of DTP attributed projects before they could be considered for inclusion in its project pipeline list. VicTrack's submission confirmed it was unaware of DTP's commitment to construct a new platform, station building, car parking and associated track upgrades (PT 1).

Submission 10 considered the identification of a roundabout (IT 4) would limit development potential. Council submitted that while this intersection upgrade was sound, all Marong TSP references should be shown as 'intersection upgrade' rather than specifying the specific treatment given this would be resolved at development plan stage.

Marong Developments Pty Ltd supported the identification and indicative location of an intersection upgrade on the Calder Highway with its interface to parcel 4H. It considered that this intersection project (IT 6) appropriately located to provide an efficient and effective collector road access that was bus capable for residents to the east of Precinct 4. It tentatively supported a second intersection upgrade to the west near the future education and sporting facilities based on it not removing or altering the provision of IT 6.

Council's Part C submission identified the western intersection referred to by Marong Developments Pty Ltd (IT 9 – Potential second collector road intersection with Calder Highway) was introduced in the Day 1 Changes to the Township Infrastructure Table (Document 21.6) and described as:

> Potential new intersection, purchase of additional land surrounding intersection and construction of T-intersection.

Council submitted:

> Inclusion of this "potential" intersection based on long term safety concerns at Calder Hwy / Hills Rd intersection, discussion with DTP (Transport) on appropriate number of new Calder Hwy intersections, and improved staging for Precinct 4.
>
> The need for this additional intersection would be confirmed as part of the DCF process.

YourLand supported the proposed deletion of the Infrastructure map from Clause 11.03-6L-04 and requested:

- the shared path alignments shown in it be included in the Residential development map
- the clause give regard to infrastructure investigation and planning undertaken in the preparation of the Marong TSP
- the clause require a suitable DCF be in place before rezoning or development.

While Council supported transferring education and open space projects from the Infrastructure Map to the Development Plan Map this did not extend to shared paths because it was already reflected in the proposed changes to Clause 18.01-3L and replacement of the 'Bendigo walking and cycling network map'. It did not support the other changes sought by YourLand, although its reasons were not set out in its submissions. However, its Part C submission changes to Clause 11.03-6L-04 proposed to insert a new development precinct strategy to ensure service and public infrastructure is planned for and delivered in a timely and orderly manner.

(iv) Discussion and conclusions

The Panel is satisfied that Council's Day 1 changes appropriately respond to the submissions of DTP.

The Panel supports the basis on which Council's Day 1 changes have been made in relation to the description of various intersection projects and their simplified designation of Plans throughout the Marong TSP.

The proposed roles and treatments of IT 6 and IT 9 are different, with:

- IT 6 involving a three way signalled intersection with a long term indicative timing
- IT 9, a 'potential' T intersection treatment with a medium- long term indicative timing.

The Panel agrees with Council that the designation of the intersection projects on 'Plan 13: Movement and Access in Marong' and 'Plan 14: Township Infrastructure Plan in Map' is indicative and subject to more detailed investigation at the next phase of strategic planning. It is clear in the language of the amended Township Infrastructure Plan that it is intended that IT 6 is required to service the development of Precinct 4 (consistent with rezoning guideline G43) and that IT 9 is only a potential project subject to further investigation.

The Panel supports Council's DCF approach. The Township Infrastructure plan (as amended with the Day 1 changes), provides a sound foundation for a DCF approach and the subsequent preparation of development plans and development contribution payment arrangements in the next phase of growth area planning.

The Panel supports Council's Part C submission changes to Clause 11.03-6L-04 to insert a new development precinct strategy to ensure infrastructure is planned and delivered in a timely and orderly manner. While not agreeing with YourLand's proposed wording, the Panel agrees that this strategy should provide some reference back to infrastructure projects included in the Marong TSP and the proposed funding methodology. It has included suggested wording in its preferred version of Clause 11.03-6L-04 in Appendix F. The requirement for a DCF to be advanced before development or rezoning is considered implied in the words 'planned and delivered' and other requirements of the Marong TSP.

The Panel is satisfied that the shared paths shown in the Marong TSP are appropriately included in the proposed changes to Clause 18.01-3L and do not need to be replicated. There is appropriate guidance in the Marong TSP to support their future provision.

The Day 1 changes to Clause 74.02 to refer to its DCF approach instead of a DCP is a minor but necessary consequential change to the Marong TSP and is supported.

The Panel concludes:

- The Marong TSP directions for the provision of local transport and movement infrastructure and development contributions are generally appropriate.
- Council's Day 1 changes to the Marong TSP and Clause 11.03-6L-04 relating to transport infrastructure and projects and deletion of the infrastructure map and set out in Appendix D are appropriate.
- Clause 11.03-6L-04 should be amended to include Council's Part C submission changes to include a new development precinct strategy to ensure infrastructure is planned and delivered in a timely and orderly manner, but be further amended to include reference to the Marong TSP as identified in the Panel preferred version in Appendix F.
- Council's Day 1 changes to Clause 74.02 relating to development contributions is appropriate.

(v) Recommendations

The Panel recommends:

Amend Clause 11.03-6L-04 as specified in Appendix F to include an additional strategy:

Ensure service and public infrastructure is planned for and delivered in a timely and orderly manner and consistent with the Marong Township Structure Plan (City of Greater Bendigo, [Insert final date]).

Amend the Clause 74.02 Schedule as specified in Appendix D.

The Panel further recommends:

Amend the Marong Township Structure Plan as specified in Appendix D relating to transport infrastructure projects and the Township infrastructure plan and development contributions.

7.2 Future education facility and open space provision

(i) The issue

The issue is whether the directions of the Marong TSP make appropriate provision for future education facilities.

(ii) Background

Marong TSP

The Marong TSP includes objectives, guidelines and requirements for the future provision of community facilities and public space. These facilities are shown spatially on 'Plan 12: location of community facilities and public spaces in Marong', identified by project (CF 1 -11) in the 'Community facilities and public space delivery guide'. Project CF 1 (Community hub) and CF 2 (government primary school) and nine public space projects (PS 1 - 9) are shown in the Township infrastructure plan.

Requirement R73 requires that the planning for Precinct 4 not compromise the delivery of the government primary school and neighbourhood sports facility (PS 5).

Council Day 1 changes

Appendix D sets out the key Day 1 changes to the Marong TSP.

(iii) Submissions

The Department of Education submission related to the Marong TSP directions relating to the existing primary school and co-located kindergarten and the site identified for a new school. It sought changes to the Amendment to address the following issues:

- reference to the statement that "*the current school site is limited in its ability to accommodate ongoing demand*" and replace it with the Department of Education "*will continue to monitor any future growth and the need for further additional capacity for Marong Primary School*"
- references to a new school in Clause 11-03-6L-04 refer to "*possible future school*" as no commitment has been made to relocating to primary school

- the impact of future development including potential supermarket within the vicinity of Marong Primary school avoids potential traffic and safety risks. It sought changes to DDO33 to include the following buildings and works requirement:

  > Access and parking should be consolidated and provided via side streets, rear lanes or shared access ways. Car parking should be located to the rear of buildings and designed to include shade trees, passive water harvesting, and lighting. Multiple vehicle access points along streets should be avoided to minimise conflict with pedestrians, noting the land opposite the school is earmarked in the Structure Plan as a proposed supermarket.

Council advised it had addressed these issues in its Day 1 changes and the Department's issues had been resolved.

Braedene Developments Pty Ltd (Braedene) is the owner of 1283 Calder Highway (within Precinct 4) which is proposed to accommodate a potential school site and neighbourhood sports facility. It submitted the Amendment did not provide a pathway for the development of their parcel or compensation for the school site given:

- it purchased the land in 2012 with the expectation based on planning strategies that it would be rezoned
- the land is adjacent to an existing residential subdivision, is not encumbered and is well located to accommodate growth
- Council had advised it would no longer be proceeding with land acquisition
- the Department of Education have indicated they do not pre-purchase prospective school site and had no plans for another school in Marong given the current population
- funding has been allocated for the existing Marong Primary School and a proposed new childcare and kindergarten at a different site.

To address this uncertainty, Braedene sought a direction in the Marong TSP that the land be rezoned for residential or a greater commitment be made to acquiring the land.

Council:

- submitted that it did not have the power or obligation to acquire the land
- acknowledged the need for certainty and indicated it would endeavour to work with the submitter and other landowners in Precinct 4 to apply the appropriate zones and planning controls as part of a future amendment for the precinct and which would consider the delivery of desired facilities.

(iv) Discussion and conclusions

It is appropriate for a township wide structure planning exercise to consider the need for community infrastructure in the longer term, particularly for school sites or larger sports facilities which:

- have substantial space needs
- should be well located, integrated and easily accessible from existing and future growth areas.

These facilities should be planned for even if there is insufficient demand in the short term or if providers are unable to commit to funding community facilities to meet medium to longer term needs future needs or wish to retain flexibility about future service models. Given the population is expected to increase to well over 6,000 new residents, there will be future demand for additional educational facilities in Marong. Good planning will enable a new facility to be

accommodated where it is needed when the demand arises rather than a less appropriate location if this land is taken by other land uses.

The site designated in the Marong TSP is appropriate because it is located central to existing and future growth areas and able to be integrated into existing and future transport and open space networks. The Panel acknowledges that in the interim this does not assist the landowner. However as identified by Council and YourLand, the next phases of planning for Precinct 4 are anticipated in the short term and the preparation of a development plan will require some resolution of the education facility site, fine tune the location of open space or basins to provide for development opportunities and explore developer contributions to offset the burden on individual landowners. Additional changes to the Marong TSP to confirm an acquisition process are not needed for a strategic document of this nature.

The Panel is satisfied that Council's Day 1 changes to the Marong TSP and Clause 11.03-6L-04 relating to references to the 'education facility' are appropriate. Further changes to DDO31 are not required to include the Department of Education's suggested requirements. These are matters for consideration at the permit stage.

The Panel concludes:

- The Marong TSP directions for providing community infrastructure are appropriate.
- Council's Day 1 changes to the Marong TSP and Clause 11.03-6L-04 relating to the education facility are appropriate.

(v) Recommendation

The Panel recommends:

Amend Clause 11.03-6L-04 as specified in Appendix F to make changes relating to the education facility.

The Panel further recommends:

Amend the Marong Township Structure Plan as specified in Appendix D relating to the education facility.

8 Form and content

(i) Application of zones

The Panel broadly observes that the proposed application of zones across the Marong township:

- are consistent with the directions of the Marong TSP
- the zone changes appear logical and appropriately applied consistent with the Planning Policy Framework and other guidance including Planning Practice Notes, Ministerial Directions on Form and Content and the Practitioner's Guide
- the basis on which Council has proposed to apply the NRZ rather than the General Residential Zone to reflect the prevailing 'semi-rural' scale of the existing township and is broadly consistent with the Greater Bendigo Housing Strategy, City of Greater Bendigo, January 2018 and *Planning Practice Note 91: Using the Residential Zones, July 2023*.

In relation to the LDRZ changes, while it is possible to consolidate the LDRZ1 and LDRZ2 provisions into a single Schedule using the Table area location format of LDRZ1, it is preferred practice to map out the locations where different provisions apply. This ensures greater clarity and transparency of the control.

The key issue relating to the NRZ1 is not its use but whether its application should be extended, particularly to the western edge of Marong, closer to the Scott's Gallus Lane broiler farm. The schedule provisions for NRZ1 are appropriately constructed consistent with PPN90 and other planning guidance.

The MUZ3 Schedule is appropriately constructed and broadly consistent with PPN90 and other planning guidance.

The C1Z Schedule is appropriate and supported by the Marong Township Economic Assessment.

(ii) Application of overlays

The application of the DDO is the appropriate tool to manage design outcomes relating to built form for the town centre and residential areas are consistent with the Marong TSP.

DPO31 has been applied to support a diversity of housing and commercial uses, encourage active interfaces and provide for bushfire management. The application of DPO31 (as opposed to a DDO) is strategically appropriate and consistent with *Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays, September 2022* given the size of the MUZ3 precinct (over 6 hectares with multiple land parcels) and its largely undeveloped nature and proximity to the Town Centre.

The drafting of both the DDOs and DPO are appropriate and consistent with planning guidance.

The application of the Heritage Overlay to places of identified heritage significance is consistent with the *Planning and Environment Act 1987* (PE Act) and the Planning Policy Framework. The application of the Heritage Overlay to manage heritage values is important to ensure places of heritage significance are preserved for the benefit of current and future generations.

As discussed in Chapter 1, the proposed application of the LSIO1 and FO1 to flood prone areas is:

- logical, supported by technical analysis and the floodplain manager
- supported by Planning Policy Framework objectives and strategies to manage flood risk and protect waterway functions

- consistent with relevant Planning Practice Notes and other guidance.

(iii) Operational provisions

It is appropriate for the statements of significance and Floodplain Plan to be incorporated documents given their role in decision making. The content of these documents is appropriate and consistent with planning guidance. It is appropriate that the Marong TSP, Marong Flood Study Heritage Citations are included in the Planning Scheme as background documents as they provide useful context to the proposed planning controls and their content is fit for this purpose.

(iv) Council's day 1 changes

Council's Day 1 changes to the Amendment, as set out in Appendix D, were extensive, many of them minor corrections or improvements which do not change the intent of the Amendment. The Panel has focused its Report on only the key post exhibition changes that were central to the issues raised in submissions. Therefore, not all these changes are reflected in the Panel's discussion or recommendations.

For clarity, unless where specifically identified in its conclusions or recommendations for additional changes, the Panel supports all of Council's Day 1 changes to:

- the Marong TSP
- Clause 11.03-6L-04
- the schedules to the NRZ1, LDRZ1 and LDRZ2 to reflect subsequent amendments. These changes are procedurally mechanical and have no impact on the Amendment
- the Clause 72.04 Schedule (Document 21.3k)).

A number of Council's Day 1 changes to Clause 11.03-6L-04 were superseded by its Part C submission changes in which case the Part C submission changes prevail unless otherwise recommended. The Panel preferred version of Clause 11.03-6L-04 in Appendix F includes most of Council's Part C submission proposed changes and notations relating to changes to be included in the Marong development map.

The Panel notes that Council's Part C submission version of Clause 11.03-6L-04 refers to '2023' as the date of the amended Marong TSP. If the Panel's further recommended changes to the Marong TSP are accepted, the final date of the Marong TSP should be 2024 with changes also reflected in Clause 72.08.

(v) Recommendations

The Panel recommends:

Amend Clause 11.03-6L-04 as specified in Appendix F to make drafting changes that improve its clarity and operation.

Amend the Clause 72.04 Schedule as specified in Appendix D.

The Panel further recommends:

Amend the Marong Township Structure Plan consistent with the changes in Appendix D.

Appendix A Submitters to the Amendment

No	Submitter
1	Loretta and Jeffrey Landry
2	Scott and Kate Hocking
3	Tania Foster and Tony Waite
4	Cathie Simpson
5	Paul Greblo
6	Julie and Chris Pollock
7	Andrew and Jacquelyn Whatley
8	Jacinta and Terry Gange
9	Max and Pauline Carter
10	Cathie Simpson
11	Garth Phillips
12	J & T Gange and M & P Carter
13	Marong Dev Co 1A Pty Ltd and Marong Dev Co 1B-1D Pty Ltd
14	Marong Developments Pty Ltd
15	Ample Investments Group
16	Ample Investments Group (additional property submission)
17	Marong Dev Co 1A Pty Ltd and Marong Dev Co 1B-1D Pty Ltd (additional property submission)
18	YourLand Developments
19	Elise Chapman and Max Webb
20	Dja Dja Wurrung Clans Aboriginal Corporation (Trading as DJAARA)
21	Department of Transport and Planning (Transport)
22	Environment Protection Authority Victoria
23	Downer
24	North Central Catchment Management Authority
25	Coliban Water
26	City of Greater Bendigo
27	VicTrack
28	Country Fire Authority
29	Department of Education
30	Victorian Planning Authority
31	Goulburn-Murray Water
32	Braedene Developments Pty Ltd
33	Joshua Bennett
34	Gallus Lane Pty Ltd

Appendix B Document list

No.	Date	Description	Provided by
1	2 Nov 23	Panel Directions Hearing notification letter	Planning Panels Victoria (PPV)
2	27 Nov 23	Revised Heritage Citation – 1329 Calder Highway, Marong (Minerva Heritage, October 2023)	Greater Bendigo City Council (Council)
3	27 Nov 23	Revised Statement of Significance – 1329 Calder Highway, Marong	Council
4	27 Nov 23	Additional EPA Victoria submission dated 24 Nov 2023	Council
5	4 Dec 23	Panel Directions, Distribution List and Hearing Timetable	PPV
6	5 Dec 23	Council invitation to parties to nominate places for inclusion on the mapping for the Panel's unaccompanied inspection consistent with Direction 5	Council
7	12 Dec 23	Hearing Timetable (Version 2)	PPV
8	11 Jan 24	Site visit itinerary	Council
9	11 Jan 24	Site visit map	Council
10	11 Jan 24	Advice to parties about Clause 72.04	Council
11	11 Jan 24	Copy of amended Clause 72.04	Council
12	11 Jan 24	Copy of email dated 9 Jan 2024 from Submitter 3 advising the elements of their submission relating to heritage were withdrawn, and Council advice it would still file heritage evidence	Council
13	15 Jan 24	Copy of correspondence from EPA to Council dated 11 Jan 2024 comprising an addendum to its previous submissions and advising it would not be participating in the air quality expert conclave	Council
14	18 Jan 24	Late Submission 33	Council
15	19 Jan 24	Late Submission 34	Council
16	22 Jan 24	Site visit itinerary (updated in response to late submissions)	Council
17	22 Jan 24	Site visit map (updated in response to late submissions)	Council
18	23 Jan 24	Memo of Council delegated response to submissions 33 and 34	Council
19	24 Jan 24	Email to parties regarding late submissions 33 and 34, enclosing Hearing Timetable (Version 3)	PPV
20	29 Jan 24	Part A submission	Council
21	29 Jan 24	Index to documents referenced in Part A submission	Council
21.1	29 Jan 24	Chronology of events	Council

No.	Date	Description	Provided by
21.2	29 Jan 24	Summary tables of changes to Amendment documentation in Council's 'Day 1' Panel version of Amendment documents	Council
21.3	29 Jan 24	Marked up Part A 'Day 1' version of documents (Note: the documents included below are post-exhibition amended documents only. For all other documents, the exhibited document should be referred to) a) Clause 11.03 – Planning for Places b) Schedule 1 to the Low Density Residential Zone c) Schedule 6 to the Low Density Residential Zone d) Schedule 2 to the Neighbourhood Residential Zone e) Schedule to the Heritage Overlay f) Schedule 31 to the Design and Development Overlay g) Schedule 32 to the Design and Development Overlay h) Schedule 35 to the Design and Development Overlay i) Schedule 31 to the Development Plan Overlay j) Schedule to Clause 72.03 – What does this planning scheme consist of? k) Schedule to Clause 72.04 – Documents incorporated in this planning scheme l) Schedule to Clause 74.02 – Further strategic work m) Marked up Statement of Significance for 1329 Calder Highway, Marong n) Marked up Citation for 1329 Calder Highway, Marong	Council
21.4	29 Jan 24	Post-exhibition version of Marong TSP	Council
21.5	29 Jan 24	Updated Land Use Budget	Council
21.6	29 Jan 24	Updated Township Infrastructure Table	Council
21.7	29 Jan 24	Summary of authority and agency submissions	Council
21.8	29 Jan 24	Letters sent to referral authorities with Council's post-exhibition recommended changes and response (where received): a) Department of Education b) Coliban Water c) DJAARA d) Department of Transport e) Department of Education response dated 23 January 2024	Council
21.9	29 Jan 24	Summary table comparing the Township Zone and the Neighbourhood Residential Zone	Council
21.10	29 Jan 24	Letter from Council to DJAARA dated 4 September 2023	Council
21.11	29 Jan 24	Planning Permit for 1329 Calder Highway, Marong	Council

No.	Date	Description	Provided by
21.12	29 Jan 24	Planning Permits issued for the Marong broiler farm a) Planning Permit no. 3526 issued 20 August 1992 b) Planning Permit 181-97 issued 17 March 1997	Council
21.13	29 Jan 24	Planning controls for the Marong Business Park: a) Comprehensive Development Zone Schedule 3 b) Development Plan Overlay Schedule 29 c) Development Contributions Plan Overlay Schedule 1	Council
21.14	29 Jan 24	Bendigo Residential Development Strategy 2014 (Vol. 1 and 2)	Council
21.15	29 Jan 24	Victorian Code for Broiler Farms 2009 (plus 2018 amendments)	Council
21.16	29 Jan 24	Planning and environment guideline for establishing meat chicken farms – Guide 1 – Assessment guide (2021)	Council
21.17	29 Jan 24	Clause 13.06-1S – Air quality management	Council
21.18	29 Jan 24	Clause 13.07-1S – Land use compatibility	Council
21.19	29 Jan 24	Clause 17.03-1S – Industrial land supply	Council
21.20	29 Jan 24	EPA Publication no. 1518 – Recommended Separation Distances for Industrial Residual Air Emissions – Guideline	Council
21.21	29 Jan 24	EPA Publication no. 1883 – Guidance for assessing odour	Council
21.22	29 Jan 24	Draft EPA Publication no. 1949 – Separation distance guideline	Council
22	29 Jan 24	Expert witness statement of Dr Gary Hill	Council
23	29 Jan 24	Expert witness statement of Dr Iain Cowan	Council
24	29 Jan 24	Expert witness statement of Mr Peter Ramsay	Marong Dev Co 1A Pty Ltd and Marong Dev Co 1B-1D Pty Ltd (Marong Entities)
25	30 Jan 24	Expert witness statement of Mr Michael Asimakis	Marong Entities
26	2 Feb 24	Expert witness statement of Mark Woodland	YourLand Developments (YourLand)
27	2 Feb 24	Expert witness statement of Rhys Quick	YourLand
28	7 Feb 24	Expert conclave – air quality	Council
29	9 Feb 24	Letter filing Part B Submission and attachments	Council

No.	Date	Description	Provided by
30	9 Feb 24	Part B Submission, enclosing: a) Attachment 1 – Summary of proposed further changes to Amendment documentation b) Attachment 2 – The Marong Plan 2011 c) Attachment 3 – Bendigo Managed Growth Strategy – Draft issues and Opportunities Paper d) Attachment 4 – Residential Strategy 2014 (Amended March 2016)	Council
31	9 Feb 24	Email advising of withdrawal from the Hearing process	Marong Entities
32	9 Feb 24	Email advising of withdrawal from the Hearing process	Max & Pauline Carter and Terry & Jacinta Gange
33	12 Feb 24	Further attachment to Part B Submission – Industrial Land Development Strategy	Council
34	12 Feb 24	Submission	YourLand
35	12 Feb 24	Index of documents attached to YourLand submission	YourLand
35.1	12 Feb 24	Cover email from YourLand to Council and *Movement & Access Report, Marong Residential Growth Precinct*, Traffix Group, January 2024	YourLand
35.2	12 Feb 24	*BREP Stormwater & Waterway Assessment*, Alluvium, January 2024	YourLand
35.3	12 Feb 24	*Bushfire Risk Assessment, Planning Scheme Amendment, Marong Township Structure Plan Implementation*, XWB Consulting, October 2022 (updated June 2023)	YourLand
35.4	12 Feb 24	*Bushfire Development Report for the 'Stage 2 Development Areas' in the Marong Township Structure Plan*, Terramatrix, May 2018	YourLand
35.5	12 Feb 24	*Marong Township Economic Assessment*, Urban Enterprise, October 2019	YourLand
35.6	12 Feb 24	*Marong Township Plan Final Draft*, June 2018	YourLand
35.7	12 Feb 24	Council Officer Report for Amendment Council Meeting Agenda, 23 October 2023	YourLand
35.8	12 Feb 24	City of Greater Bendigo Council Meeting Agenda 16 September 2020	YourLand
35.9	12 Feb 24	*Surf Coast C66 (PSA) [2013] PPV 130 Panel Report*	YourLand
35.10	12 Feb 24	*Logical Inclusions (AC) [2011] PPV 115 Advisory Committee Report*	YourLand
35.11	12 Feb 24	*Precinct Structure Planning Guidelines: New Communities in Victoria*, Victorian Planning Authority, October 2021	YourLand

No.	Date	Description	Provided by
35.12	12 Feb 24	*Officer South PSP Economic Assessment*, Victorian Planning Authority, December 2022	YourLand
36	12 Feb 24	*Guidance Note – Applying the PSP Guidelines in regional areas*, Victorian Planning Authority	Council
37	13 Feb 24	Expert witness statement of Mark Woodland with tracked corrections	YourLand
38	13 Feb 24	Further written submission	Braedene Developments Pty Ltd
39	13 Feb 24	Hearing submission	Victorian Planning Authority
40	13 Feb 24	Hearing Timetable (Version 4)	PPV
41	13 Feb 24	Schedule 31 to the Design and Development Overlay – Updated 12 Feb 2024	Council
42	13 Feb 24	Hearing submission	Max Webb and Elise Chapman
43	13 Feb 24	Hearing submission	Marong Developments
44	13 Feb 24	*Greater Bendigo Industrial Land Development Strategy Background Report* (May 2020)	Council
45	13 Feb 24	Email – Proposed redrafting of A12	YourLand
46	14 Feb 24	Presentation slides	Max Webb and Elise Chapman
47	14 Feb 24	*Marong Township Stormwater Management Strategy* (Alluvium, December 2017)	Council
48	14 Feb 24	Email advising of intention to file brief submission regarding Precinct 2A and the responses from the VPA to the Panel's questions	YourLand
49	14 Feb 24	Cover letter listing documentation relevant to Council's adoption of the Marong Township Structure Plan (2020): a) Council meeting report minutes dated 16 September 2020 b) Letter from Council to the VPA dated 13 October 2021 c) Council report dated 15 November 2021 d) Letter from Council to Minister for Planning dated 25 November 2021 e) Letter from Minister for Planning to Council dated 6 February 2022	Council
50	15 Feb 24	Further submission regarding responses from the VPA to the Panel's questions	YourLand

No.	Date	Description	Provided by
51	15 Feb 24	Hearing submission	Joshua Bennett
52	15 Feb 24	BAL Assessment of 1329 Calder Highway	Tania Foster and Anthony Waite
53	15 Feb 24	Part C Submission, enclosing: a) Proposed further changes to the Marong Township Structure Plan b) Clause 11.03 – Planning for Places (Part C Closing version)	Council
54	15 Feb 24	Email from Panel directing further written submissions	PPV
55	19 Feb 24	Email from Panel directing further written submissions	Marong Developments
56	19 Feb 24	Email from YourLand reiterating changes sought to Township Structure Plan	YourLand
57	19 Feb 24	Clause 11.03 – Planning for Places (Part C Closing version) with YourLand comments	YourLand
58	22 Feb 24	Letter regarding Council's final position, enclosing: a) Final 'clean' version of Clause 11.03	Council

Appendix C Planning context

C:1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework, which the Panel has summarised below.

Victorian planning objectives

The Amendment implements the objectives of planning in Victoria as set out in Section 4 of the PE Act by:

- providing for the fair, orderly, economic and sustainable use, and development of land through the implementation of a structure plan to guide the future planning of Marong
- protecting natural and man-made resources and maintaining ecological processes and genetic diversity through the introduction of flood controls and ensuring Marong's natural attributes and character are integrated into future development
- securing a pleasant, efficient and safe working, living and recreational environment by creating a liveable township and identifying new residential land, enhancing and expanding the existing town centre and establishing strong linkages to Marong's existing public spaces
- Conserving buildings and places of aesthetic, architectural and historical interest through the introduction of heritage controls.

Clause 2 (Municipal Planning Strategy)

The Amendment supports the Municipal Planning Strategy by:

- planning and facilitating development and infrastructure projects that increase liveability and pride of place at Marong consistent with Clause 02.02 (Vision)
- applying new local planning policies and making zoning and overlay changes to support Marong's growth consistent with Clause 02.03-1 (Settlement)
- applying zones and overlays that seek to protect or manage impacts on environment and landscape values consistent with Clause 02.03 -2 (Environment and landscape values)
- providing for new open space networks for active transport, an attractive urban environment and the protection of heritage values consistent with Clause 02.03-5 (Built environment and heritage)
- providing for a range of housing choices and residential opportunities consistent with Clause 02.03-6 (Housing)
- applying new planning controls to support commercial and industrial growth at Marong consistent with Clause 02.03-7 (Economic development)
- supporting existing freight routes, public transport and provision of active transport options consistent with Clause 02.03-8 (Transport).

Planning Policy Framework

The Amendment supports the Planning Policy Framework by:

Clause 11 (Settlement)

The Amendment supports Clause 11 (including Clauses 11.01-1S (Settlement), 11.01-1R (Settlement – Loddon Mallee South), 11.01-1L – 01 (Settlement - Greater Bendigo), 11.02-1S (Supply of urban land), 11.02-2L (Structure planning), 11.02-3S (Sequencing of development),

11.03-1L Activity Centres (Greater Bendigo), 11.03-2S (Growth Areas) and 11.03-6S (Regional and local places)) by:

- focusing growth in the regional city of Bendigo including future growth areas identified in the Loddon Mallee South Regional Growth Plan through the Marong TSP
- transitioning Marong from a rural township to a satellite township of Bendigo
- guiding the structure, functioning and character of Marong through the application of tailored zones and overlays to provide for orderly development including development that complements Marong's character and landscape setting and protects natural resources
- reinforcing a residential urban settlement boundary for Marong
- concentrating commercial expansion in the existing town centre and promoting a compact urban area by facilitating residential development in close proximity to existing and future facilities and services to meet current and future population needs
- providing 25 years of land supply, orderly and timely release of land and provision of infrastructure.

Clause 12 (Environment and landscape values)

The Amendment supports Clause 12 by:

- protecting biodiversity and native vegetation through the application of the ESO1 over waterways and the PPRZ or PCRZ to vegetated public land consistent with Clauses 12.01-1S Protection of biodiversity, 12.01-1L Protection of biodiversity – Greater Bendigo and Clause 12.01-2S – Native vegetation management
- applying flood controls to areas subject to flooding along Bullock and Fletchers Creeks to restrict development and protect and enhance waterway values with Clause 12.03-1S (River corridors, waterways, lakes and wetlands).

Clause 13 (Environmental risks and amenity)

The Amendment supports Clause 13 by:

- applying overlays and development controls to manage and minimise risk to life, property and the environment including from flooding and bushfire consistent with Clause 13.01-1S (Natural hazards and climate change)
- manage and decrease the bushfire risk by ensuring growth precincts are planned for dwellings to be constructed to a 12.5 BAL through the provision of setbacks, vegetation management, excellent egress within the precinct and to other areas consistent with Clause 13.02-1S (Bushfire planning)
- applying flood controls based on the Marong Flood Study and Floodplain Development Plan consistent with Clauses 13.03-1S (Floodplain Management) and 13.03-1L (Floodplain Management – Greater Bendigo)
- directing growth away from areas considered to have minimal risk of contamination consistent with Clause 13.07-1S (Land use compatibility).

Clause 14 (Natural resource management)

The Amendment supports Clause 14 by minimising impacts on agriculture by directing growth areas to Farming Zone areas that are not of high agricultural capability due to soil profiles and poor irrigation supply consistent with Clause 14.01-1S (Protection of agricultural land)

Clause 15 (Built environment and heritage)

The Amendment supports Clause 15 (including Clauses 15.01-1S (Urban design), 15.01-2S (Building design), 15.01-5S (Neighbourhood character), 15.01-4S (Healthy neighbourhoods), 15.02-1S (Energy and resource efficiency), 15.03-1S (Heritage conservation) and 15.03-2S (Aboriginal cultural heritage) by:

- encouraging new, infill development sympathetic to Marong's semi-rural character
- establishing that facilitate
- applying controls including design objectives and requirements to improve public surveillance, active frontages and interfaces with the public realm and the function and amenity of the public realm to provide safe and attractive built streetscapes
- encouraging provision of walking and cycling paths
- reducing the urban heat island effect by greening urban areas including open spaces
- applying the Heritage Overlay to identified heritage places to ensure their protection
- ensure the protection and conservation of Aboriginal cultural heritage significance.

Clause 17 (Economic development)

The Amendment supports Clause 17 by:

- rezoning land to commercial (based on demand) within the existing town centre to facilitate local jobs and strengthen Marong's local economy consistent with Clauses 17.01-1S (Diversified economy), 17.01-1R (Diversified economy – Loddon Mallee South) and 17.01-1L (Diversified economy – Greater Bendigo)
- expanding the existing commercially zoned town centre and planning for the future needs and services of Marong's growing community consistent with Clauses 17.02-1S (Business) and Clause 17.02-1L (Business – Greater Bendigo)

Clause 18 (Transport)

The Amendment supports Clause 18 (including Clauses 18.01 -2S (Transport system), 18.01-3S (Sustainable and safe transport), 18.01-3L Sustainable personal transport – Greater Bendigo), 18.02-5S (Freight) and 18.02-5L (Freight links – Greater Bendigo)) by:

- diversifying and strengthening transport modes within Marong and to nearby locations
- providing new open space networks for walking and cycling, and investigation of the reinstatement of the railway station and passenger services
- protecting the function and critical operation of the arterial roads.

Clause 19 (Infrastructure)

The Amendment supports Clause 19 by:

- supporting the future supply of a new primary school for Marong to meet consistent with Clause 19.02-2S (Education facilities)
- including parks and play spaces together with shared paths along the creek-lines consistent with Clauses 19.02-6S (Open space) and 19.02-6L-01 (Open Space and public land – Greater Bendigo)
- supporting the orderly development of growth area through staged release and the efficient, logical and orderly planning of infrastructure consistent with Clauses 19.03-2S (Infrastructure design and provision) and 19.03-2L (Infrastructure planning, design and provision – Greater Bendigo).

C:2 Other relevant planning strategies and policies

i) Loddon Mallee South Regional Growth Plan

The *Loddon Mallee South Regional Growth Plan,* Victorian Government (2014) provides broad direction for land use and development across the Loddon Mallee South region, as well as more detailed planning frameworks for centres. It describes Marong as a town with an opportunity to grow to a population of 8,000 people subject to further work and planning. The Regional Growth Plan recognises the Marong future employment hub as a future economic direction and seeks to "*accelerate the development of the Marong Business Park as a key new location for industry and business*".

Council submitted that the Amendment supports the Loddon Mallee South Regional Growth Plan because it establishes a strategic land use and development plan to guide the growth of Marong to 8,000 residents.

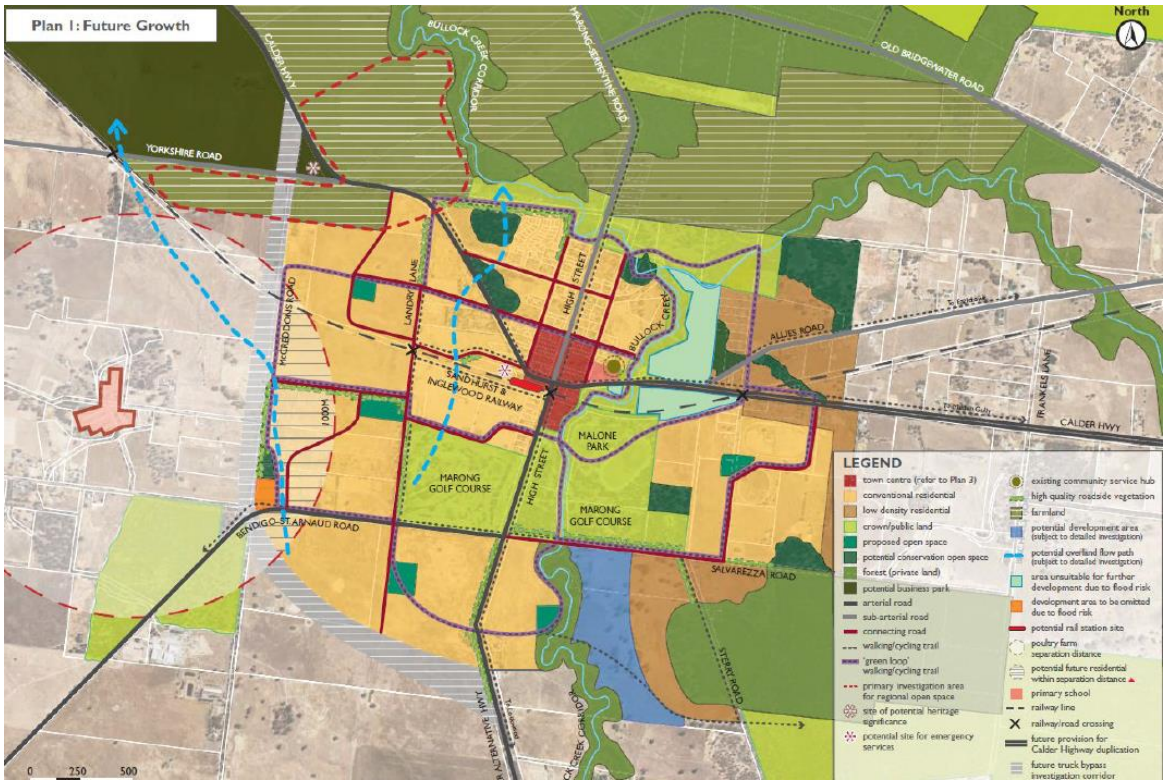
ii) Bendigo Residential Development Strategy (2004)

The *Bendigo Residential Development Strategy* (2004) recommended Marong be planned as a larger satellite, self-contained township with a population of 8,000 following the development of a structure plan.

iii) The Marong Plan 2011

The Marong Plan 2011 identified a strong demand for housing within the existing township area, outlines community priorities, and the need to meet housing demanding including through the investigation of potential growth areas. It recommended the development of a township structure plan and the consequential land rezoning. The future growth directions are shown below:

Figure 10 The Marong Plan 2011



iv) Greater Bendigo Residential Strategy (2014)

The *Greater Bendigo Residential Strategy* (October 2014, amended March 2016) provides a framework for managing residential development for the whole municipality and includes establishing an urban growth boundary. It identifies that the focus of residential growth will be within the urban growth boundary and in Greater Bendigo's townships, in particular Marong (identified as a future satellite township), Elmore, Axedale and Heathcote. Implementing recommendations include preparing a precinct structure plan for Marong.

v) Greater Bendigo Housing Strategy (2016)

The *Greater Bendigo Housing Strategy* is a referenced policy document at Clause 11.01-1L-02. It provides guidance on the form and type of housing in Greater Bendigo and includes information around future housing growth areas. It provides recommendations for Low Density Residential and Farming Zone land within the urban growth boundary of Bendigo. It identified that the Marong TSP was under preparation.

vi) Commercial Land and Activity Centre Strategy (2015)

The *Commercial Land and Activity Centre Strategy*, City of Greater Bendigo (November 2015, updated January 2017) is a referenced policy document at Clause 17.02-1L. It provides directions for how each of the activity centres in Greater Bendigo are to be planned and developed over a 15-year period. It includes directions around additional floorspace for the different activity centres. For the Marong town centre this additional floor space requirement by 2031 was identified as 2,900 square metres of supermarket floorspace and 500 square metres of specialty retail floorspace. The strategy acknowledges that the Marong TSP will consider commercial floorspace demand and a town centre urban design framework component to guide the development of new floorspace.

vii) Greater Bendigo Industrial Land Development Strategy (June 2002)

The *Greater Bendigo Industrial Land Development Strategy* (GHD, 2002) (Bendigo Industrial Strategy) is a referenced policy document at Clause 17.03-1L in addition to the *Review of Demand and Supply for Industrial Land in Greater Bendigo* (SGS Economics and Planning, February 2012). It provides a framework to deliver a 30-year supply of industrial land in Greater Bendigo including identifying a need for a minimum of 170 hectares additional supply. It provides recommendations for existing industrial precincts in Greater Bendigo as well as key requirements in considering land for future development to support the delivery of an additional 3,300 additional jobs. Council has commenced the preparation of an amendment to integrate an updated Bendigo Industrial Strategy into the Planning Scheme.

viii) Connecting Greater Bendigo: Integrated Transport and Land Use Strategy (2015)

The *Connecting Greater Bendigo – Integrated Transport and Land Use Strategy,* City of Greater Bendigo (2015) seeks to prevent urban sprawl and to manage growth within the urban growth boundary. It promotes the concept of 10-minute neighbourhoods to reduce the need for driving. It recommends the development of a detailed precinct structure plan in the short term to address transport needs in Marong. The strategy identifies that the township requires better public transport and new railway stations, as well as a new bus service from Marong to Bendigo via Maiden Gully.

ix) Greater Bendigo Public Space Plan (2018)

The *Greater Bendigo Public Space Plan,* City of Greater Bendigo (June 2019) is a 50-year plan which provides recommendations around existing and future public space in Greater Bendigo. It provides for the planning, design and provision of open space. The proposed projects for Marong include upgrades to Malone Park, the delivery of a new sporting facility and public realm upgrades of the town centre and creek corridors.

x) Precinct Structure Planning Guidelines

The purpose of the *Precinct Structure Planning Guidelines: new Communities in Victoria* (VPA, 2021) (PSP Guidelines) is to:

> provide the framework for preparing PSPs that guarantees quality outcomes while also being flexible, responsive and supportive of innovation by setting aspirational goals for our future communities. The approach provides a transitionary model enabling 20-minute neighbourhoods to evolve over time and achieve the objectives as the area matures.
>
> The Guidelines are based on planning for 20-minute neighbourhoods, a principle in Plan Melbourne 2017-2050 (Plan Melbourne) that advocates for living locally to ensure accessible, safe and attractive local communities.

The PSP Guidelines provide guidance on preparing and constructing Precinct Structure Plans and are supported by additional guidance notes including relating to their application in regional Victoria (*Guidance Note: Applying the PSP Guidelines in regional areas*) which identify:

> While each growth pattern or development setting may require a different approach to plan preparation, either through a Development Plan or a Precinct Structure Plan, the features, principles and targets contained within the PSP Guidelines should be considered for application in order to achieve consistent outcomes while supporting Council's aspirations and the unique features and values of the place

The guidelines identify that:

- incremental growth and urban expansion areas on the fringes of smaller towns and townships:

  > will not generally require the preparation of a PSP and can be planned for using the Development Plan Overlay and Section 173 Agreements to ensure an effective infrastructure contributions mechanism is in place.
  >
  > The PSP 2.0 process, the planning elements contained within the PSP Guidelines, along with 20-minute neighbourhood policy features can and should still be considered to achieve best practice outcomes.

- the planning process for defined growth areas involving mid-scale urban expansion to a town which will rely on the existing town core or defined growth regions that will be self-contained:

  > is via the preparation of a growth area framework plan and/or precinct structure plan that is nuanced and responsive to the existing township, character and natural values of the precinct area.
  >
  > Targets contained within the PSP Guidelines should be adapted to address the local context of the precinct, while also ensuring the key features of the PSP Guidelines are able to be achieved.

xi) Strategies under development

Managed Growth Strategy

Council is currently developing the Managed Growth Strategy driven by:

- the need for clear suburb/area specific guidance on growth

- better understand bushfire risk
- the need for a settlement hierarchy
- the need to plan and accommodate population growth over at least a 15-year period.

The strategy will provide a framework for how Greater Bendigo should grow to accommodate around an additional 86,000 residents to 2056. It will be informed by a new Housing and Neighbourhood Character Strategy, and an updated Commercial Land and Activity Centre Strategy.

The following principles guide the development of the Strategy:

- future housing must be in an area of low bushfire risk
- a range of different types of housing, including affordable housing, in well-serviced locations
- Environmentally Sustainable Design
- future development to have access to utilities and be prioritised in areas that can be supported with cost effective utility connections and integrated water principles
- access to shops and employment opportunities
- avoid loss of habitat and native vegetation
- buffers between industry and residential housing
- any contaminated land remediated prior to use
- waterways protected from residential impacts
- Recognition and Settlement Agreements in place with Traditional Owners need to be considered
- levies, such as Development Contributions, need to be considered.

A draft Strategy is anticipated to be exhibited between April and June 2024 prior to adoption.

Bendigo Regional Employment Precinct

The VPA is working with Council to prepare a Precinct Structure Plan, Development Contributions Plan and associated planning scheme amendment to deliver the (BREP). The VPA is the planning authority for the project.

The BREP covers 294 hectares, immediately south of the Marong township. It is anticipated to provide for the short to medium term industrial land needs of Greater Bendigo and the broader region through the rezoning of land for employment and industrial uses. It is estimated that BREP will deliver 6,000 direct and indirect jobs for the region.

The project is active following phase 1 technical assessments, development of a vision and purpose report and while further transport investigation work is undertaken by DTP.

C:3 Planning scheme provisions

A common zone and overlay purpose is to implement the Municipal Planning Strategy and the Planning Policy Framework.

i) Zones

The Amendment rezones land within and adjacent to the Marong Township from Farming Zone, Township Zone, Rural Living Zone, Industrial Zone 3, Special Use Zone and Public Use Zone to a mix of LDRZ, MUZ, NRZ, C1Z, PPRZ and PCRZ.

Low Density Residential Zone

The purposes of the LDRZ include:

- To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.

A schedule to the LDRZ can specify minimum lot sizes and dimensions for outbuildings. The LDRZ1 nominates minimum subdivision areas for six locations within the municipality, however the schedule is not amended in relation to the Marong Township through this Amendment. The LDRZ2 proposes a 0.4 hectare minimum lot size for the east side of Fletchers Creek Road, Marong.

Mixed Use Zone

The purposes of the MUZ include:

- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

A schedule to the MUZ may:

- vary ResCode standards and building height requirements for single or multiple dwellings
- include exemptions from notice and review
- include application requirements
- include use and development objectives and additional decision guidelines.

The exhibited MUZ3:

- includes four use and development objectives
- includes application requirements and decision guidelines
- does not identify a maximum building height or provide for exemptions from notice and review.

Neighbourhood Residential Zone

The purposes of the NRZ include:

- To recognise areas of predominantly single and double storey residential development.
- To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

A schedule to the NRZ:

- must contain the neighbourhood, heritage, environment or landscape character objectives to be achieved for the area
- may specify minimum lot sizes
- may vary ResCode standards and building height requirements for single or multiple dwellings
- may require a permit for the construction or extension of one dwelling or a fence associated with a dwelling on a lot
- may include application requirements and additional decision guidelines.

The exhibited NRZ1:

- includes four neighbourhood character objectives
- does not specify minimum lot sizes or maximum building height
- varies ResCode standards for front fence heights only
- includes application requirements and additional decision guidelines.

Commercial 1 Zone

The purposes of the C1Z include:

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

The Schedule to C1Z can identify maximum leasable floor areas for Office and Shop. The Amendment proposes that the Schedule be amended to identify a maximum leasable floor areas for Shop only of 3,000 square metres for 25-33 High Street and 27, 31, 36, 38 Adams Street, Marong.

Public Park and Recreation Zone

The purposes of the PPRZ include:

- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

Public Conservation ad Resource Zone

The purposes of the PCRZ include:

- To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.
- To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.
- To provide for appropriate resource based uses.

ii) Overlays

The land proposes to apply the Heritage Overlay, Design and Development Overlay, Development Plan Overlay, Flood Overlay and LSIO.

Heritage Overlay

The purposes of the Heritage Overlay include:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

A schedule to the Heritage Overlay:

- must specify a statement of significance for each heritage place

- allows for the introduction of heritage design guidelines
- allows for permit exemptions in accordance with an incorporated plan
- allows prohibited uses, and the application of external paint, internal alteration and tree controls
- allows the removal of notice exemptions for outbuildings and fences.

The Heritage Overlay is amended to include a statement of significance for each proposed heritage place, and for each place refers to an incorporated plan – *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020*. The Amendment does not allow for prohibited uses, or apply internal, external paint or tree controls or remove notice exemptions for outbuildings and fences.

Design and Development Overlay

The purposes of the DDO include:

- To identify areas which are affected by specific requirements relating to the design and built form of new development.

A schedule to the DDO:

- must contain a statement of the design objectives to be achieved for the area
- may include exemptions or requirements for buildings and works including for building setbacks, height, plot ratio, landscaping or any other requirements relating to the design or built form of new development. A permit may still be granted for buildings or works which do not accord with the schedule unless specified otherwise
- may exempt notice requirements and review rights for buildings and works and subdivision
- may specify minimum lot sizes
- may include application requirements.

DDO31, DDO32, DDO33 and DDO35 include:

- design objectives
- building and works permit requirements including for DDO31, DDO32 and DDO35 bushfire setbacks and mandatory bushfire exposure levels
- mandatory subdivision requirements for DDO31, DDO32 and DDO35 relating to bushfire exposure levels (none specified for DDO33)
- application requirements (except DDO35) and decision guidelines.

Development Plan Overlay

The purposes of the DPO include:

- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

A schedule to the DPO may:

- specify objectives to be achieved for the area
- include conditions and requirements for permits
- include requirements for a development plan.

DPO31 includes:

- four objectives to be achieved for the area
- mandatory conditions and requirements for permits relating to setbacks to achieve bushfire exposure levels
- requirements for a development plan.

Flood Overlay

The purposes of the Flood Overlay include:

- To identify waterways, major floodpaths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by flooding.
- To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.
- To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989 if a declaration has been made.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.

A schedule to the Flood Overlay may include:

- inundation floodway objectives and statement of risk
- permit exemptions
- application requirements and additional decision guidelines.

The Amendment introduces the Flood Overlay into the Planning Scheme. FO1:

- does not include inundation objectives or statement of risk
- includes permit exemptions
- contains application requirements and decision guidelines including relating to the Floodplain Plan.

Land Subject to Inundation Overlay

The purposes of the LSIO include:

- To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To minimise the potential flood risk to life, health and safety associated with development.
- To reflect a declaration under Division 4 of Part 10 of the *Water Act, 1989*.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.

A schedule to the LSIO may include:

- inundation objectives to be achieved and identification of a statement of risk
- permit exemptions
- application requirements and additional decision guidelines.

LSIO1:

- does not include inundation objectives or statement of risk
- includes permit exemptions
- contains application requirements and decision guidelines including relating to the Floodplain Plan.

iii) Other provisions

Relevant particular provisions include:

- Clause 44.06 (Bushfire Management Overlay) which sets out permit requirements for subdivision and buildings and works associated with particular uses in addition to provisions relating to application requirements, provisions of Clause 53.02, mandatory conditions, referral and decision guidelines
- Clause 53.02 (Bushfire Planning) applies for the construction of a dwelling including within the NRZ and LDRZ where the Bushfire Management Overlay applies. It includes measures to meet bushfire protection objectives including for siting and design, defendable space and construction, water supply, access and subdivision to ensure a nominated defendable space distance is provided to meet a specified Bushfire Attack Level (BAL)
- Clause 53.09 (Poultry Farm) which includes provisions relating to the establishment or expansion of poultry farms including broiler farms. It identifies minimum distances for such establishments to land in a residential zone depending on the number of birds (200 – 400 metres).

C:4 Ministerial Directions, Planning Practice Notes and guides

i) Ministerial Directions

The Explanatory Report discusses how the Amendment meets the relevant requirements of:

- Ministerial Direction 1 – Potentially Contaminated Land
- Ministerial Direction 11 - Strategic Assessment of Amendments
- Ministerial Direction - The Form and Content of Planning Schemes under Section 7(5) of the Planning and Environment Act 1987.

That discussion is not repeated here.

ii) Planning Practice Notes

The Explanatory Report discusses how the Amendment meets the relevant requirements of:

- Planning Practice Note 12: Applying the Flood Provisions in Planning Schemes
- Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays, September 2022
- Planning Practice Note 30: Potentially contaminated land, July 2021
- Planning Practice Note 46: Strategic Assessment Guidelines, August 2018

- Planning Practice Note 91: Using the residential zones.

That discussion is not repeated here.

Planning Practice Note 1: Applying the Heritage Overlay, June 2023

Planning Practice Note 1 (PPN01) provides guidance about using the Heritage Overlay. It states that the Heritage Overlay should be applied to, among other places:

> Places identified in a local heritage study, provided the significance of the place can be shown to justify the application of the overlay.

PPN01 specifies that documentation for each heritage place needs to include a statement of significance that clearly establishes the importance of the place and addresses the heritage criteria. It recognises the following model criteria (the Hercon criteria) that have been adopted for assessing the value of a heritage place:

Criterion A:	Importance to the course or pattern of our cultural or natural history (historical significance).
Criterion B:	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
Criterion C:	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
Criterion D:	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
Criterion E:	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
Criterion F:	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
Criterion G:	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
Criterion H:	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Planning Practice Note 64: Local planning for bushfire protection, September 2015

Planning Practice Note 64 (PPN64) provides guidance on understanding bushfire hazard and managing risks, assists councils to tailor the local Planning Policy Framework in response to bushfire matters where necessary, and provides guidance on how to prepare schedules to the Bushfire Management Overlay.

Planning Practice Note 92: Managing buffers for land use compatibility, March 2021

The purpose of Planning Practice Note 92 is to provide guidance on:

- planning for land use compatibility and the Planning Policy Framework
- requirements in planning provisions relating to the management of buffers, including:
  - Clause 53.10 Uses and activities with potential adverse impacts
  - Clause 44.08 Buffer Area Overlay (BAO).

It identifies:

> … while buffers for industries and other uses established in greenfield areas often remain intact, it is crucial that zones and other land use planning tools are used to prevent land use conflict from occurring in the future – especially in the face of strong urban growth pressure.

> Industries and other uses with potential off-site impacts should be clearly identified so they can be considered early in strategic planning processes and in the development of precinct structure plans.
>
> Where incompatible land uses are forecast to be transitioned out of an area, implementation should be staged to ensure land use conflict can be effectively managed before transition has finished. This should be outlined in precinct structure plans.

In relation to applying the BAO, it identifies:

> (it) can be used in certain circumstances to prevent future encroachment and intensification of incompatible use and development within the buffer areas of industry, warehouse, infrastructure or other uses with potential off-site impacts.
>
> …
>
> Criteria must be met, and information must be provided to apply the BAO. Issues of land use conflict and compatibility may still exist in areas not covered by the BAO.
>
> …
>
> The BAO also ensures that use and development within buffer areas is compatible with potential off-site impacts. Application of the BAO can be led by industry operators or councils.
>
> …
>
> When considering the application of the BAO, the following principles need to be understood:
>
> - Policy and zoning are the primary and preferred tools within the planning system for ensuring land use compatibility.
> - Overlays and associated planning scheme maps not only identify land, but also apply requirements that improve land use and development outcomes.
>
> …
>
> … can be applied to land uses that are compliant with relevant regulations and standards but pose a risk of unintended off-site impacts on human health or safety, or significant off-site impacts on amenity.

PPN62 identifies a 10-step process for applying the BAO.

Practitioner's Guide

A Practitioner's Guide to Victorian Planning Schemes Version 1.5, April 2022 (Practitioner's Guide) sets out key guidance to assist practitioners when preparing planning scheme provisions. The guidance seeks to ensure:

- the intended outcome is within scope of the objectives and power of the PE Act and has a sound basis in strategic planning policy
- a provision is necessary and proportional to the intended outcome and applies the Victorian Planning Provisions (VPP) in a proper manner
- a provision is clear, unambiguous and effective in achieving the intended outcome.

C:5 Amendments and planning permits

Amendment C247gben

Amendment C247gben (gazetted 11 January 2024) implements recommendations of the Greater Bendigo Planning Scheme Review (2019). Its changes include new Schedules 1-5 to the LDRZ and applies to existing LDRZ land throughout the municipality, including in Marong. As a consequence, land outside of Marong, that was proposed to be rezoned from LDRZ to LDRZ1 is no longer required to be captured in Amendment C263gben. Land that was proposed to be rezoned to LDRZ2 will now be renumbered as LDRZ6, with no change to content.

Amendment C269gben

Among other site specific changes, the Amendment (gazetted 17 November 2023) inserts Clause 32.09 (Neighbourhood Residential Zone) and a new Schedule 1 to Clause 32.09 into the Greater Bendigo Planning Scheme. Therefore, the Amendment will no longer need to introduce the NRZ provision and the proposed NRZ Schedule 1 will require re-numbering to NRZ2.

Amendment C282gben

Council has commenced the preparation of Amendment C282gben to integrate the *Greater Bendigo Industrial Land Development Strategy* into the Greater Bendigo Planning Scheme.

Planning permits

Council's Part A submission included a list of more significant planning permits issued for the broiler farm or since January 2020 within the Marong township and Structure Plan boundary that were considered of relevance to the Amendment because "*they impact key areas in the Structure Plan, or propose uses and developments that go directly to the objectives and outcomes sought in the Structure Plan*". These permits are summarised in Table 6. Council's Part B submission indicated it had recently received an application for the use and development of a domestic animal husbandry (dog breeding) with associated structures for land at 1524 Calder Highway. Council considered that these permits or permit applications did not undermine or adversely impact the implementation of the Marong TSP or the Amendment.

Table 5 Relevant Planning Permits and applications

Permit	Proposal, subject land and permit issue date
3526	• Erection and use of a broiler shed • Lot 2, L.P. 76926, CA 3C (Part), Section 10, Parish of Marong, Un-named Government Road, Marong • Issued 20 August 1992 (amended 8 September 1992)
181/97	• Extensions and alterations to an existing poultry farm • Barnes Road, Marong (CA 4E & 5K Sec 10. Parish of Marong) • Issued 17 March 1997
VR/349/2022	• Extension to existing dwelling • 1329 Calder Highway, Marong (CA 6 Sec 7) • Issued 15 July 2022
DU/322/2022	• Use and development of land for a vehicle store, access to the TZ2 (the Calder) and a reduction in car parking • 1250 Calder Highway, Marong • Issued 11 November 2022
DI/1090/2021	• Use and development of land for light industry, reduction in car parking, vegetation removal and display of signage • 41 Adams Street, Marong • Issued 1 May 2023

Permit	Proposal, subject land and permit issue date
DC/644/2021	• Use and development for a retail premises, display of signage and car parking • 36 Torrens Street, Marong • Issued 25 January 2022
DU/633/2022	• Use and development of a supermarket / retail, offices, service station, access to a TZ2, reduction in car parking and removal of native vegetation • 27 High Street, Marong • Under assessment
DC/722/2023	• Use and development of a childcare centre • 5 Malone Park Road, Marong • Under assessment

Appendix D Summary of Council's Day 1 changes

Council proposed Day 1 post-exhibition changes	
Planning Scheme provisions	
Clause 11.03-6L-04 (Marong)	Minor corrective wording changes under heading 'Policy application'. Amend objective to: • include "*approximately*" in relation to the population of 8,000 for Marong • correct the spelling of 'significant'. Under 'Housing strategies': • remove the word 'across' from the first strategy and remove 'residential' from second strategy • change reference 'proposed School…' to "*proposed education…*". In 'New growth precinct strategies': • change reference to the 'South Marong Industrial Investigation Precinct' to "*the Bendigo Regional Employment Precinct*" and remove word 'residential' when describing the map • change reference to the 'Marong infrastructure map' in the second strategy to "*Marong development map*" • insert the following dot points to the second strategy: "*Ensure service and public infrastructure is planned for and delivered in a timely and orderly manner*", and "*Support residential development in appropriate locations identified in the Marong Township Structure Plan (City of Greater Bendigo, 2023)*", and "*Supporting medium density housing in areas identified in the Marong development plan map*" • under the 'Precinct 1' heading: - delete the strategy to 'Support residential development' - insert a new strategy to: "*Ensure land in Precinct 1 does not conflict with a potential Marong Western Freight Corridor*" • under the 'Precinct 2' heading: - in the first strategy: - delete reference to 'South Marong Industrial Investigation Precinct' and replace with "*Bendigo Regional Employment Precinct*" - delete reference to 'Western bypass route' and replace with "Marong Western Freight Corridor" - delete the second strategy. • under the 'Precinct 3' heading, delete first strategy. • under the 'Precinct 4' heading, in the first strategy, delete reference to 'government primary school' and replace with "*education facility*", and change reference to the 'Marong residential development map' in the to "*Marong development map*". Amend the 'Marong Residential Development Map' to: • change heading to "*Marong development map*" and include on the

	Council proposed Day 1 post-exhibition changes
	map the Marong Business Park, crown and public land, the preferred location for future Marong railway station, and remove 'proposed medium density residential' locations • update legend to refer to the 'Bendigo Regional Employment Precinct' and 'Education Facility'. Delete the Marong Infrastructure Map. Add the Marong TSP under a new heading "*Policy documents*".
NRZ1	Update schedule number from Schedule 1 to Schedule 2 (NRZ2). *Panel note: Refer to discussion in Chapter 1.7.* Delete the table in Clause 3.0 relating to permit requirements for the construction or extension of one dwelling or a fence associated with a dwelling on a lot. In 'Decision guidelines' insert "*appropriately*" in the second and final dot points.
Low Density Residential Zone Schedules 1 and 2	LDRZ1: delete identification of land and area in Table 1.0 relating to subdivision requirements. LDRZ2: Update schedule number from Schedule 2 to Schedule 6 (LDRZ6). *Panel note: Refer to discussion in Chapter 1.7*
Heritage Overlay Schedule	Update reference to Statement of Significance for proposed HO940 from 'September 2020' to "*October 2023*"
Design and Development Overlay Schedules 31, 32 and 35	<u>Changes common to DDO31, DDO32 and DDO35:</u> In the 'Buildings and works' requirements at Clause 2.0: • use correct spelling of 'permeability' • delete 'are to' in the final paragraph and replace with "*should*" • insert "*be able to*" after the word 'must'. In the 'Subdivision' requirements at Clause 3.0: • delete 'must' and replace with "should" • insert "*must be able to achieve*" after 'Table 1 Setback distances for bushfire and'. Insert an application requirement at Clause 5.0: "*An application for buildings and works or for subdivision of land, which seeks to reduce the setback distances specified in Table 1 must be accompanied by a report prepared by a suitably qualified professional demonstrating the proposal achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018)*". <u>Additional Part B submission changes to DDO31:</u> Amend the permit not required provisions as follows: "*A permit is not required to construct a building or construct or carry out works, <u>excluding a fence</u>, if the building is setback equal to, or more than 20 metres from the Fletcher Creek Road reserve <u>and if the Setback distances for bushfire in Table 1 are met</u>.*"

	Council proposed Day 1 post-exhibition changes
DPO31	In conditions and requirements for permits Clause 3.0: • delete 'are to' in the first dot point and replace with "*should*" • insert "*or a reduced setback as demonstrated by an accompanied report prepared by a suitably qualified professional"* into the first and second dot points.
Clause 72.04 Schedule	Replace exhibited Statement of Significance – 1329 Calder Highway, Marong, September 2020 with revised Statement of Significance – 1329 Calder Highway, Marong, October 2023. Insert reference to "*Lakeshore Camping and Caravan Park, Knowsley, Incorporated Document, March 2023*" introduced through C281gben.
Clause 72.08 Schedule	Replace exhibited Marong Heritage Citations with an updated October 2023 version (Document 2). Replace exhibited Marong TSP with an updated October 2023 version.
Clause 74.02 Schedule	Replace references to a 'development contributions plan' for Marong with a 'Development Contributions Framework'
Marong Township Structure Plan	
Document date	Include a date for the final version of the Marong TSP
Monitoring and review	Update the text to read: "*The City of Greater Bendigo will monitor the implementation of the TSP. Its effectiveness will be evaluated regularly, at least every five years. As part of this process, Council will continue to monitor population growth and the demand for and supply of residential land within the Marong township and future residential development areas in Marong. The TSP may be revised and updated following review*."
Guiding principles	Add text regarding Bendigo Regional Employment Precinct' (BREP), Marong Business Park, Broiler Farm and Freight Corridor: "*New and upgraded transport infrastructure is to be provided to support a town of 8,000 people. As part of this transport infrastructure, a freight network is also to be provided to support the success of the Bendigo Regional Employment Precinct.* *The freight network is currently being considered and planned by the Department of Transport and Planning, as part of the Freight Alignment and Multi-modal Connections* Assessment for the Bendigo Regional Employment Precinct."
Employment	Replace all references to 'South Marong Industrial Investigation Precinct' with 'Bendigo Regional Employment Precinct' including on Plans 2, 3, 4, 9, 12 and 15. For the BREP area including Property 2A and Maps 3,4,5,9, 14 and 15: • add border to identify BREP and extend colour applied to BREP to the entire BREP area • ensure that where hatching is applied to Property 2A in the maps, this hatching is shown in the relevant legend with notation "*Proposed land use subject to further investigation*" • remove dashed lines from within Property 2A

	Council proposed Day 1 post-exhibition changes
	• delete 'Major drainage investigation site' from BREP precinct • delete '1E' references. Amend AM26 to replace the text with: "*Any future planning scheme amendments for BREP will be subject to a separate planning process upon further investigation*."
Housing	Under 'Housing' include in 'Town context' section text relating to the broiler farm: "*An existing broiler farm, located west of the township, has been in operation since 1992. New residential development must be located an appropriate distance from the broiler farm, having regard to the relevant legislation and Environment Protection guidelines, to ensure the broiler farm operations are not impacted by future residential land*." Delete inclusion of 'Areas appropriate for medium density residential development' dashed lines from Property 2A. Delete 'Investigation area' label from Precinct 4. Correct requirement R21 to refer to Objective 17.
Rezoning guidelines and requirements for Precincts 1-4	Delete G41 relating to demonstrating demand prior to rezoning. Add a new note which provides: "**Rezoning requirements R58-R67 (inclusive) are requirements that will be incorporated into the relevant planning controls for each future residential growth area (e.g. the requirement will be specified in a Development Plan Overlay schedule).*" R58 amended to read: "*Relevant retarding basins (RB 1, RB 2, RB 3) must be constructed in the first stages of a development plan for Precinct 1*." R59 amended to read: "*Upgraded intersection (IT 1) must be constructed in the early first stages of a development plan for Precinct 2*." R60 amended to read: "*Subject to ultimate land use following investigation as part of BREP, retarding basin (RB4) must be constructed in the first stages of a development for Precinct 2A*". R61 amended to read: "*Upgraded intersection (IT2) must be constructed in the first stages of a development for Precinct 2B*." R62 amended to read: "*Retarding basin (RB5) must be constructed in the first stages of a development plan for Precinct 2B*." R63 amended to read: "*Bridge (BR1) must be constructed in the early stages of a development plan for Precinct 3*." R64 amended to read: "*Potable water and wastewater augmentation works (UT2) must be completed prior to the development of any land in Precinct 3 or 4 that is above the 195 metre contour line (or as agreed with Coliban Water).*" R65 amended to read: "*Retarding basins (RB6, RB7) must be constructed in the first stages of a development plan for the relevant areas of Precinct 3*." R66 amended to read: "*Retarding basin (RB8) must be constructed in the first stages of a development plan for Precinct 4*."

	Council proposed Day 1 post-exhibition changes
	R67 amended to read: "*Hills Road (RD2) must be upgraded in the first stages of a development plan for Precinct 4*." R71 amended to read: "*A Native Vegetation Precinct Plan must be prepared and approved as part of the rezoning of any precinct*." R69 amended to replace reference to 'General Residential purposes' with "*general residential purposes*". G42 amended to add reference to Precinct 1 in relation to the alignment of the Marong Western Freight Corridor. Amend 'Precinct M (Marong Town Centre and township core) Plan legend reference to 'Future residential development areas'.
Development Contributions	Replace all Development Contributions Plan references with 'Development Contribution Framework' or 'Shared Infrastructure Framework'. Include amended content about infrastructure funding under 'Introduction'. Update 'Land Use Budget': • Table, including deleting BREP detail (r*eplacement Table included in Document 21.5)* • replace Tote relating to Parcels 2A and 1E4 with new paragraph relating to BREP planning • remove encumbered land text box • include other minor changes to improve readability and clarity in the table. Amend Plan 4 to clarify a potential population of 8,000. Update 'Township Infrastructure Plan'. *Replacement Table included in Document 21.6.*
State infrastructure projects	Update to include notes relating to State infrastructure projects being subject to future approval. Insert reference to Movement and Place guidelines and include Action relating to the Marong township transport planning project and the confirmation of a Western Freight Corridor alignment as a short term outcome.
Bypass of Marong/ western bypass	Replace all references with 'Marong Western Freight Corridor'
Traffic infrastructure	Consolidate traffic signals and roundabout symbols and references into a single symbol or phrase "*intersection upgrade*". Under 'Movement and Access' amend traffic generation figure to 16,300 daily movements.
Education facility	Replace all references to 'new government primary school with "*education facility*". Replace reference to the Marong Primary School capacity under 'Community Facilities and Public Space' with reference to its continuing role and ongoing enrolment monitoring.
Integrated Water Management	Replace Coliban Water paragraph relating to water infrastructure with:

	Council proposed Day 1 post-exhibition changes
	"*Coliban Water is undertaking works to upgrade the reticulated potable water system for Marong to meet current needs. Supply to new development areas can be accommodated and will likely require additional infrastructure, which Coliban Water will determine at the appropriate time*."
Action Implementation Plan	Amend Action A1 to delete reference to 'Applies the Vegetation Protection Overlay in accordance with Plan 8 (page 31) in the TSP' and create a new Action which includes the same text and identified as a 'Short' timeframe, to be led by Council in consultation with DEECA. Amend Action A4 to refer to the VPA as having lead responsibility for the BREP project. Add Action A11: *Continue to monitor whether the boundaries of Precinct 1 can be extended to include the balance of Precincts 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of:* • *the alignment of the potential Marong Western Freight Corridor;* • *the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and* • *infrastructure and servicing constraints, bushfire management and drainage.* Add Action A12: *Continue to monitor whether the boundaries of Precinct 4 can be extended to include the balance of Precinct 4I (to Salvarezza Road and Birchalls Road) having regard to resolution of:* • *biodiversity values within the property and abutting road reserves; and* • *infrastructure and servicing constraints, bushfire management and drainage.* Add Action A13: *Continue to monitor land supply and take up of residential land within Marong, including within Precincts 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate:* • *sufficient demand for additional residential development in Marong;* • *the suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage; and* • *that the development of the land would not conflict with a potential Marong Western Freight Corridor or the operations of the broiler farm at 74 Barnes Road, Marong.*

	Council proposed Day 1 post-exhibition changes
Other	Amend references in map legends from 'Private forest' to "*Private vegetated areas*" Change reference of 'Municipal Strategic Statement' to "*Municipal Planning Strategy*". Add 'Comprehensive Development Zone' label to Plans 4, 9 and 12. Delete reference to Urban Growth Boundary. Amend references to 'NRZ1' with 'NRZ2'. Delete references to VPO2 and VPO3. Other minor changes to improve readability or correct content.

Appendix E Panel preferred version of the Statement of Significance: 1329 Calder Highway, Marong

~~Deleted~~ by the Panel

Added by the Panel

STATEMENT OF SIGNIFICANCE: 1329 CALDER HIGHWAY, MARONG, NOVEMBER 2023

Heritage Place: Residence, 1329 Calder Highway, Marong	**PS ref no:** HO940



Figure 1. 1329 Calder Highway, Marong (Source: Minerva Heritage October 2023)

What is significant?

The original form and elements of the weatherboard hip and valley roofed house.

The house at 1329 Calder Highway, built circa ~~1870s-1890s~~ 1900 – 1905 is significant.

Significant elements include:

- the original built and roof forms and chimney;
- the external original weatherboard cladding;
- the verandah, including the timber posts, cast iron brackets and frieze;
- the pattern of fenestration, timber window and door frames, sidelights and transom; and
- the decorative fascia.

Contributory elements include:

- the setting and generous front and side setbacks.

Non-contributory elements include:

- the modern rear extension;
- the replacement Colo~~u~~rbond roof cladding; and
- the Colo~~u~~rbond fence.

How is it significant?

The dwelling at 1329 Calder Highway Marong is of historical significance to the City of Greater Bendigo and is a stylistically rare example of its type in Marong.

Why is it significant?

The dwelling at 1329 Calder Highway is among the oldest extant houses in Marong and is associated with the township's early inhabitants and development. It was constructed on a Crown Land Residency Area Right, and finally converted to Torrens Title in 1938. (Criterion A).

The hip and valley style corrugated iron roofed weatherboard house at 1329 Calder Highway is the only known example of its type remaining in Marong (Criterion B).

Primary Source

1329 Calder Highway, Marong; Heritage Citation by Minerva Heritage February 2018, revised October 2023.

Appendix F Panel preferred version of Clause 11.03-6L-04 Marong

Panel note: This version of Clause 11.03-6L-04 is based on Council's Part C submission version. Council's Day 1 to Clause 11.03-6L-04 in Appendix D are not tracked.

11.03-6L-04 Marong

--/--/20--
C--

Policy application

This policy applies to the area of the Marong township shown on the Marong development map that forms part of this clause.

Objective

To develop a satellite township of approximately 8000 people built around a vibrant town centre which protects significant vegetation and retains a semi-rural amenity and character.

General strategies

- Maintain Marong as a self-contained township by including a rural separation to other urban areas such as Maiden Gully and Eaglehawk.
- Encourage native trees and palm tree plantings in the public realm and streets to improve the character of the public domain.
- Strengthen the Town Centre as a community focal area to provide a safe and vibrant environment for residents and visitors.
- Support cycling networks within and adjacent to the township to:
  - Bendigo via Maiden Gully as a priority;
  - Along Bullock Creek linking Marong north to south.

Township entrances strategy

- Define the arrival to Marong with visual markers such as vegetation plantings, statement building design or other built form, at entrances to the township from Maiden Gully/Eaglehawk, Lockwood, Bridgewater, and Newbridge/St Arnaud.

Housing strategies

- Encourage residential areas in the Mixed Use Zone and town centre to have between 15-25 dwellings per net developable hectare and in the Low Density Residential Zone areas less than 8 dwellings per net developable hectare.
- Encourage medium density housing in the locations as shown on the Marong development map, including:
  - Within and at the interface to the Marong Town Centre.
  - Overlooking local and linear open space.
  - Within close proximity to the proposed education and co-located sports facility; and
  - Adjacent to the future Marong Railway Station.
- Facilitate co-location of medium density residential development with commercial and retail uses in the Mixed Use Zone and Town Centre.

New development precinct strategies

- Provide for new development ~~precincts~~ as demonstrated by land supply demand ~~for~~ in Precincts 1-4 (west, south, east) and for the Bendigo Regional Employment Precinct investigation area as shown on the Marong development map and consistent with the Marong Township Structure Plan (City of Greater Bendigo, [Insert final date]).
- Plan new development precincts by:
  - Supporting upgrades to transport infrastructure that integrate with the future Marong Railway Station as shown on the Marong development map.

- Ensure service and public infrastructure is planned for and delivered in a timely and orderly manner and consistent with the Marong Township Structure Plan (City of Greater Bendigo, [Insert final date]).
- Retaining and reinforcing the semi-rural character of Marong by retaining vegetation on public and private land, and modest building heights.
- Supporting no or low front fences and buildings orientated to open space networks, which provide passive surveillance of public areas and active street frontages to minimise crime.
- Supporting residential development including medium density housing in appropriate locations ~~identified in~~ and consistent with the objectives, guidelines and requirements in the *Marong Township Structure Plan* (City of Greater Bendigo, ~~2023~~ [Insert final date]).
- Ensuring a Native Vegetation Precinct Plan for new development precincts is prepared as part of the rezoning process, including targeted surveys for potentially significant grassy woodland and vegetated areas that support state and nationally significant flora and fauna species.

Precinct 1

- Ensure the development of land in Precinct 1 does not conflict with a potential Marong Western Freight Corridor and includes a managed interface with the proposed Bendigo Regional Employment Precinct.

Precinct 2

- Ensure land in Precinct 2 includes a managed interface and integration with the proposed Bendigo Regional Employment Precinct and development does not conflict with a potential Marong Western Freight Corridor.
- Support Bullock Creek as a public open space corridor through subdivision layout design.

Precinct 3

- Support Bullock Creek as a public open space corridor through subdivision layout design.

Precinct 4

- Ensure land is retained for provision of an education facility and a co-located public neighbourhood sports facility in the north east corner of the precinct as shown on Marong development map.
- Encourage residential development to transition to low density at the precinct boundary interfaces with rural areas.

Marong development map

Panel note: Insert appended map which:

- Adds the preferred location for future Marong railway station, the Marong Business Park and identifies Crown and Public land
- updates legend to refer to Bendigo Regional Employment Precinct Investigation Area and Education Facility and amends the title for "Area for Investigation" to "Proposed land use subject to investigation"
- removes the ‘proposed medium density residential’ designation shown within the 'Area for Investigation'
- provides for a single mapped Precinct 2
- extends Bendigo Regional Employment Precinct Investigation Area shading across former Precinct 2A
- removes the ‘Marong Local Area Plan: Residential Development’ title at the bottom of the map.

Policy documents

Consider as relevant:

- *Marong Township Structure Plan* (City of Greater Bendigo, ~~2023~~ [Insert final date]).

Planning and Environment Act 1987

Greater Bendigo Planning Scheme

Amendment C263gben

Explanatory Report

Overview

The amendment proposes to implement the recommendations of the Marong Township Structure Plan June 2024, Marong Heritage Citations 2024 and Marong Flood Study 2018 by:

- Rezoning land within the Marong township from Township Zone to residential, commercial and mixed-use zones, including the Neighbourhood Residential Zone.
- Rezoning recreational, sporting and vegetation conservation areas in public ownership to Public Park and Recreation Zone or Public Conservation Resource Zone.
- Rezoning the Fletchers Creek Road area to apply a new schedule to Low Density Residential Zone.
- Removing existing Development Plan Overlay Schedule 6, Townships, from Marong.
- Applying new overlays to guide development, character, preservation of historical places and land subject to flooding, including introduction of the Floodway Overlay.
- Inserting a new local area plan for Marong to insert strategies and plans to achieve the planning outcomes sought by the Marong Township Structure Plan and to identify four new future residential growth precincts in the east, west and south of the township.
- Updating existing local planning policy relating to activity centre classification and commercial floor areas, floodplain management and the walking and cycling network.
- Updating to operational provisions to introduce incorporated and background documents, new map pages and revise further strategic work clauses to reflect the work undertaken as part of this amendment.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Greater Bendigo

website at https://www.bendigo.vic.gov.au/Services/Building-and-Planning/Planning-scheme-amendments.

Or the amendment is available for public inspection, free of charge, during office hours by appointment at the following places:

City of Greater Bendigo, Galkangu - Bendigo GovHub, 189-229 Lyttleton Terrace, Bendigo

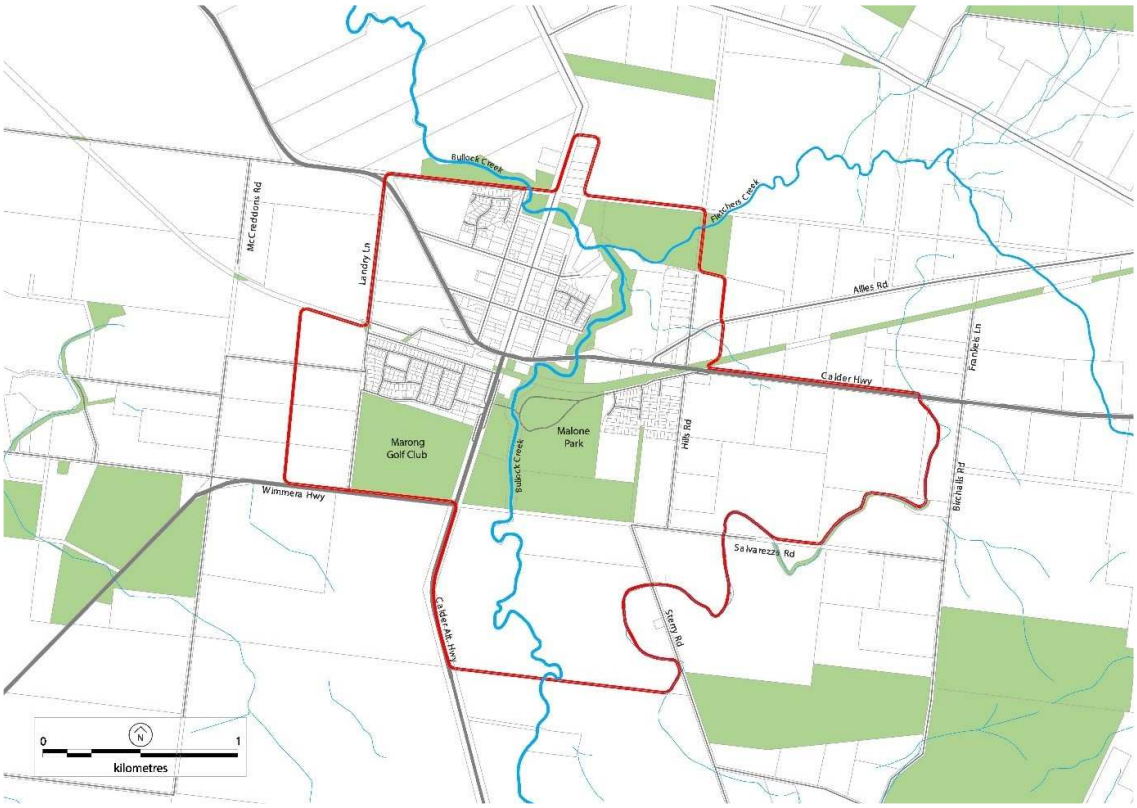
The amendment can also be inspected free of charge at the Department of Transport and Planning website at http://www.planning.vic.gov.au/public-inspection or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Details of the amendment

Who is the planning authority?

This amendment has been prepared by the Greater Bendigo City Council, which is the planning authority for this amendment.

Land affected by the amendment



The amendment applies to land in the township of Marong, as shown in Figure 1.

The land affected by the amendment is all the land within the existing township, proposed, future residential growth areas and some rural areas along Bullock and Fletchers Creeks as determined by the Marong Township Structure Plan September 2020 (Marong TSP) and Marong Flood Study, November 2018 (Flood Study). The area is approximately 782 hectares and is located approximately 15 kilometres west of the Bendigo City Centre. The township supports a large rural hinterland for public and private services and infrastructure.

Marong is positioned at a key State and regional road transport corridor intersection with three major highways (the Calder, Calder Alternative, and Wimmera Highways) converging at the township. These important transport networks provide connections between Melbourne, Mildura, Swan Hill, Echuca and other north western regions. The former Bendigo to Inglewood broad gauge railway also traverses east-west though the township. This railway is currently not operational.

The landscape is generally flat with peaks near Birchalls Road to the east and Wilsons Hill to the west. Bullock Creek flows south to north through the township and is a source of fast flowing water and deep flooding. The catchment for the creek is large and extends from Ravenswood to the south of Marong to further north where it flows into the Murray River via Pyramid Creek. Fletchers Creek joins Bullock Creek from the east and also has a significant catchment including the rural areas west of Maiden Gully.

The majority of the township is currently zoned Township Zone, with a small centre zoned Commercial 1 Zone and a small portion of undeveloped land zoned Industrial 3 Zone adjacent to the railway line. Bullock and Fletchers Creeks are covered by the Environmental Significance Overlay, Schedule 1 (Watercourse Protection). There are a number of places of heritage significance in the town, some of which are already covered by existing Heritage Overlays. The residential areas are zoned Township Zone and are affected by the Development Plan Overlay, Schedule 6 (Townships).

The future development precincts to the west and south of the existing township are zoned Farming Zone. Existing agricultural uses and lot sizes vary, with smaller rural-residential lifestyle properties, medium sized properties to support horse stabling and training, and larger broadacre farm lots. Generally, the agricultural uses in the area are grazing, dry cropping and horse stabling, as a reliable irrigation source is not available.

A mapping reference table is attached at Attachment 1 to this Explanatory Report.

What the amendment does

The amendment proposes to implement the *Marong Township Structure Plan*, the Marong Heritage Citations and Flood Study which guide land use and development in Marong to accommodate a population of approximately 8,000 people.

Specifically, the amendment makes the following changes:

The amendment proposes to:

Zoning

- Rezone approximately 10.5 hectares of land known as 802 Allies Road, 1332 and 1336 Calder Highway, and 2 Fletchers Creek Road, Marong from Township Zone (TZ) and Rural Living Zone (RLZ) to LDRZ1 as shown on Planning Scheme Map No. 6.
- Rezone approximately 10 hectares of land known as 6, 10, 14, 18, 22, 26, 30, 32a and road reserve, Fletchers Creek Road, 98 High Street, and 80,84, 90, 100, 104, 106 Marong-Serpentine Road, Marong from TZ to LDRZ1 as shown on Planning Scheme Map No. 6.
- Rezone approximately 1.8 hectares land known as 1343 and 1336 Calder Highway, Marong from RLZ to LDRZ1 as shown on Planning Scheme Map No. 6.
- Rezone approximately 6.7 hectares of land known as part 734 and 787 Allies Road, Marong from Farming Zone (FZ) to Low-Density Residential Zone, Schedule 6 (LDRZ6) as shown on Planning Scheme Map No. 6 and 31.
- Rezone approximately 1.1 hectares of land known as 41 and part 65 Adams Street, and 1427 and 1433 Calder Highway, Marong from Industrial 3 Zone (IN3Z) to Mixed Use Zone, Schedule 3 (MUZ3) as shown on Planning Scheme Map No. 6.
- Rezone approximately 5.1 hectares of land known as 1427 Calder Highway, Marong from IN3Z and TZ to MUZ3 as shown on Planning Scheme Map No. 6.
- Rezone approximately 0.4 hectares of land known as 1433 Calder Highway, Marong from TZ to MUZ3 as shown on Planning Scheme Map No. 6.
- Rezone approximately 106.8 hectares of land known as existing residentially developed land, including road reserves and properties at Alana Court, Antrim Street, Brampton Way, 1314, 1318, 1320 and 1469 Calder Highway, Carlin Way, 21 and 31 Cathcart Street, 42-81 Cathcart Street, Cathcart Street, Donegall Street, Dorset Drive, Dray Lane, Erindale Way, Evermore Drive, Falls Street, Goldie Street, 23 Goldie Street, Grafton Way, Grayton Street, Gummin Court, 1-19 High Street, 51-78 High Street, Hills Road, Jean Court, Kulin Court, Leslie Street, 18-30 Leslie Street, Lisburn Street, Malone Park Road, Mayport Lane, Mckimmie Road, Merrion Street, Norman Way, Oakbank Place, Ormond Drive, Oscar Drive, Parnell Street, Pemberton Way, Pembroke Drive, Sampson Place, Thomas Drive and Torrens Street, Marong from the TZ to Neighbourhood Residential Zone, Schedule 2 (NRZ2) as shown on Planning Scheme Map No. 6.
- Rezone approximately 1 hectare of land known as 1329, 1331, and 1339 Calder Highway, Marong from RLZ to NRZ2 as shown on Planning Scheme Map No. 6.
- Rezone approximately 2 hectares of land known as 29-31, 30, 32, and 33

High Street, Marong from TZ to Commercial 1 Zone (C1Z) as shown on Planning Scheme Map No. 6.

- Rezone land within Bullock Creek reservation identified as Crown Allotment 19, Section 8, Parish of Marong - Township of Marong, from Public Use Zone, Local Government (PUZ6) to Public Park and Recreation Zone (PPRZ) as shown on Planning Scheme Map No. 6.
- Rezone approximately 40.8 hectares of land known as Marong Golf Course and Malone Park Recreation Reserves being Crown Allotment 2C, 1928 and 1962 Calder Alternative Highway, 4 High Street, 45 Malone Park Road, Marong from part Special Use Zone, Schedule 4 (SUZ4) and part TZ to Public Park and Recreation Zone (PPRZ) as shown on Planning Scheme Map No. 6.
- Rezone approximately 6 hectares of land known as Crown Allotment 16C, Section 12, Parish of Leichardt from Farming Zone (FZ) to PPRZ as shown on Planning Scheme Map No. 6.
- Rezone approximately 0.22 hectares of land known as 7 Adam Street, Marong from RLZ to PPRZ as shown on Planning Scheme Map No. 6.
- Rezone approximately 2.7 hectares of land known as 40 Leslie Street, Marong (Lot 2 on TP130982) and 85 Goldie Street, Marong from part TZ and PPRZ to NRZ2 as shown on Planning Scheme Map No. 6.
- Rezone approximately 13.9 hectares of land at 36-64 Fletchers Creek Road, Marong (Crown Allotments 14A, 14B, 14C, 14D), 2003 and 2007 Parish of Marong, Township of Marong), from TZ to Public Conservation and Resource Zone (PCRZ) as shown on Planning Scheme Map No. 6.
- Rezone approximately 4.3 hectares of land known as Crown Allotment 107E, Parish of Marong from part PPRZ and part FZ to PCRZ as shown on Planning Scheme Map No. 6.

Overlays

- Apply the Heritage Overlay (HO938) to land in the road reserve of Adams Street, Marong as shown on Planning Scheme Map No. 6HO.
- Apply the Heritage Overlay (HO943) to land at 1880 Calder Alternative Highway, Marong as shown on Planning Scheme Map No. 5HO.
- Apply the Heritage Overlay (HO940) to land at 1329 Calder Highway, Marong as shown on Planning Scheme Map No. 6HO.
- Apply the Heritage Overlay (HO941) to land at 13 Cathcart Street, Marong as shown on Planning Scheme Map No. 6HO.
- Apply the Heritage Overlay (HO942) to land at 19 Cathcart Street, Marong as shown on Planning Scheme Map No. 6HO.
- Apply the Heritage Overlay (HO944) to land at 82 Goldie Street, Marong as shown on Planning Scheme Map No. 6HO.
- Apply the Heritage Overlay (HO945) to land at 12 Leslie Street, Marong as shown on Planning Scheme Map No. 6HO.
- Apply the Heritage Overlay (HO946) to land containing the railway bridge over

Bullock Creek, Marong as shown on Planning Scheme Map No. 6HO.

- Apply the Design and Development Overlay, Schedule 31 (DDO31) to land known as part 734 and 787 Allies Road, east of Fletchers Creek Road, 1332 Calder Highway, 2-30 and 32A Fletchers Creek Road, 80, 84, 90, 100, 104 and 106 Marong – Serpentine Road, Marong as shown on Planning Scheme Map Nos. 6DDO and 31DDO.
- Apply the Design and Development Overlay, Schedule 32 (DDO32) to land at 10, 12, 14, 21, 26, 32, 36, 40, 42, 44, 46-48, 50, 52, 54, 56, 58 and 60 Cathcart Street, 1469 Calder Highway, 49, 51 and 59 Goldie Street, 35, 37, 40, 42, 44, 45, 47, 49, 50, 53, 55, 54, 56, 58, 61, 66, 68, 70, 71, 73, 74, 75, 77, 78 and 81 High Street, 21, 23, 25, 27, 35, 39, 45, 47 and 49 Leslie Street, 25, 29, 36, 38, 41, 42, 43 and 45 Torrens Street, Marong as shown on Planning Scheme Map No. 6DDO.
- Apply the Design and Development Overlay, Schedule 33 (DDO33) to land at 27, 31, 36 and 38-40 Adams Street, 25, 26, 27, 30, 29-31, 32 and 33 High Street, Marong as shown on Planning Scheme Map No. 6DDO.
- Apply the Design and Development Overlay, Schedule 35 (DDO35) to land at 1329, 1331, 1332, 1339 and 1343 Calder Highway, Marong as shown on Planning Scheme Map No. 6DDO and 31DDO.
- Delete the Development Plan Overlay, Schedule 6 (DDO6) from all the land within the existing township as shown on Planning Scheme Map No. 6DPO.
- Apply the Development Plan Overlay, Schedule 31 (DPO31) to land at 41 Adams Street, 1427 and 1433 Calder Highway, Marong as shown on Planning Scheme Map No. 6DPO.
- Delete the Land Subject to Inundation Overlay, Schedule 3 (LSIO3) from land along the Bullock Creek to the south of Marong between Salvarezza Road and Harris Road affecting 15 properties as shown on Planning Scheme Map Nos. 5LSIO-FO, 6LSIO-FO and31LSIO-FO.
- Apply the Floodway Overlay, Schedule 1 (FO1) to high flood hazard land in the Bullock and Fletchers Creeks and major flood paths in Marong and its surrounds affecting 66 properties as shown on the Planning Scheme Map Nos. 5LSIO- FO, 6LSIO-FO and 31LSIO-FO.
- Apply the Land Subject to Inundation Overlay Schedule 1 (LSIO1) to flood prone land adjacent to the Bullock and Fletchers Creeks in Marong and surrounds affecting 79 properties as shown on the Planning Scheme Map Nos. 5LSIO-FO, 6LSIO-FO and 31LSIO-FO.

Planning Scheme Ordinance

- Amend Clause 11.03-1L (Activity centres – Greater Bendigo) to amend the activity centre hierarchy and floorspace projections for speciality retail and hospitality and supermarket for Marong.
- Insert a new Clause 11.03-6L-04 (Marong) to insert new local strategies and

plans to guide future land use and development within Marong.

- Amend Clause 13.03-1L (Floodplain management – Greater Bendigo) to insert a new reference to the Floodway Overlay and to insert a new policy document reference to the Marong Local Floodplain Development Plan, June 2021.
- Amend Clause 18.01-3L (Sustainable personal transport – Greater Bendigo) to insert an amended Bendigo walking and cycling network map, which includes walking and cycling paths in Marong.
- Insert a new Schedule 6 to Clause 32.03 (LDRZ) to insert a minimum subdivision area of 0.4 hectares for land east of Fletchers Creek Road known as part 734 and 787 Allies Road, Marong.
- Insert a new Schedule 3 to Clause 32.04 (MUZ) to support a mixed-use development of offices and housing on land at 41 and part 65 Adams Street, and 1427 and 1433 Calder Highway, Marong.
- Insert new Schedule 2 to Clause 32.09 (NRZ) into the Greater Bendigo Planning Scheme which reflects the preferred building height and neighbourhood character for Marong.
- Amend the existing Schedule to Clause 34.01 (C1Z) to insert a maximum leasable floor area for shop (other than restricted retail premises) of 3000 square metres for land at 25-33 High Street and 27, 31, 33, 36 and 38 Adams Street, Marong.
- Amend the existing Schedule to Clause 43.01 (HO) to insert eight new heritage places with local significance to the City of Greater Bendigo.
- Insert a new Schedule 31 to Clause 43.02 (DDO31) to apply fence requirements and setbacks for defendable space for LDRZ areas, as well as a 20 metre setback for land east of Fletchers Creek Road, Marong.
- Insert a new Schedule 32 to Clause 43.02 (DDO32) to support active frontages, guide fencing requirements and setbacks for defendable space in residential areas.
- Insert a new Schedule 33 to Clause 43.02 (DDO33) to facilitate active frontages and high-quality built form in Marong town centre.
- Insert a new Schedule 35 to Clause 43.02 (DDO35) to ensure areas are able provide an adequate separation distance between development and bushfire hazard.
- Insert a new Schedule 31 to Clause 43.04 (DPO31) to guide the form and future development of the land in the mixed use precinct to achieve active frontages, a diversity of housing choice which is co-located with commercial uses and setbacks for defendable space.
- Insert Clause 44.03 (FO) into the Greater Bendigo Planning Scheme and a new Schedule 1 to Clause 44.03 (FO) to specify permit exemptions, application requirements and a decision guideline.
- Amend the existing Schedule 1 to Clause 44.04 (LSIO1) to insert a reference to the Marong Local Floodplain Management Plan in the permit exemptions

and decision guideline.

- Amend the Schedule to Clause 72.03 (What does this planning scheme consist of?) to insert new Planning Scheme Map Nos. 6DDO, 5LSIO-FO, 6LSIO-FO and 31LSIO-FO.
- Amend the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to insert nine new incorporated documents as follows:
- Marong Local Floodplain Development Plan (North Central Catchment Management Authority, June 2021)
- Statement of Significance: Adams Street Palms, Marong, September 2020
- Statement of Significance: 1880 Calder Alternative Highway, Marong, September 2020
- Statement of Significance: 1329 Calder Highway, Marong, June 2024
- Statement of Significance: 13 Cathcart Street, Marong, September 2020
- Statement of Significance: 19 Cathcart Street, Marong, September 2020
- Statement of Significance: 82 Goldie Street, Marong, September 2020
- Statement of Significance: 12 Leslie Street, Marong, September 2020
- Statement of Significance: Railway bridge over Bullock Creek, Marong, September 2020
- Amend the Schedule to Clause 72.08 (Background Documents) to insert three new background documents titled the Marong Flood Study (North Central Catchment Management Authority, November 2018); the Marong Heritage Citations (Minerva Heritage, June 2024) and the Marong Township Structure Plan (City of Greater Bendigo, June 2024).
- Amend the Schedule to Clause 74.01 (Application of Zones, Overlays and Provisions) to describe the circumstances in which the NRZ and FO will be applied.
- Amend the Schedule to Clause 74.02 (Further Strategic Work) to delete references to work completed as part of this amendment.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to accommodate population growth and development within the municipality. Greater Bendigo has been consistently growing by 1.6 – 1.7 per cent per annum (ERP, 2020). Marong has long been identified in strategic policy at a state, regional and local level as a satellite township. The proposed residential growth area precincts in Marong will provide for continued population growth that will meet existing market demand and provide greater housing diversity within the municipality.

Greater Bendigo City Council adopted the *Bendigo Residential Development*

Strategy in 2004, and the subsequent revised *Greater Bendigo Residential Strategy* in 2014, which recommended that Marong be planned as a self-contained, satellite township accommodating a population of 8,000 people.

The amendment is required to implement the Marong TSP, Marong Heritage Citations and Flood Study into the Greater Bendigo Planning Scheme to guide future land use and development outcomes for the township.

This amendment inserts new planning policy and planning tools into the planning scheme to guide the future development of Marong. A combination of rezonings, new design and development overlays, floodplain management overlays and updates to existing policies are proposed.

The proposed amendment inserts new local planning policies to provide strategic directions for new growth areas, housing, flooding and transport related matters, which includes a local area plan. The plan identifies four greenfield residential growth area precincts and the anticipated sequence of development, which will be subject to proponent led rezonings when demand for residential land supply can be demonstrated. The fourth precinct is to include a future primary school and public co-located sporting facilities. This is a logical approach to unlocking residential land in a regional context. In the long term, this policy direction proposes the sequential development of an additional 220 hectares of land via future planning scheme amendments that will see Marong become a town of 8,000 people.

Following community consultation on the draft Marong TSP, Council finalised its *Industrial Land Development Strategy, May 2020* which identified a location to the south west of the Marong township for a potential industrial area. While this amendment does not propose to rezone this land, it is identified as an investigation area which will undergo further detailed planning in the future. This site is located on the Marong TSP and shown on the proposed local area plan in Clause 11.03-6L-04.

The majority of land within the town is proposed to be rezoned to a new suite of zones, including the NRZ2, LDRZ1, LDRZ6 and MUZ3, to facilitate a more nuanced response to future land use and development. Most of these rezoned areas are also proposed to be subject to new design and development overlays to implement the Marong TSP vision and support the built form of new development that encourages open streetscapes, passive surveillance through fencing design and sympathetic building setbacks.

The amendment proposes to apply the NRZ to land within the town to recognise areas of predominantly single and double storey development and insert an associated Schedule 2 with specific neighbourhood character objectives that reflect the existing and preferred pattern and character of residential development in Marong and that supports front and side boundaries that provide a sense of space, low height, permeable or no fencing and garages, carports and second storeys that are recessed.

The amendment proposes to apply the LDRZ1 to existing land within Marong where

there are site constraints that limit further development. A new schedule, LDRZ6 is proposed as part of this amendment to specify a minimum subdivision area above which is permitted if connected to sewerage, this is to ensure adequate setbacks for character and bushfire purposes can be met, along with maintaining larger lots to complement the existing pattern of development.

The proposed MUZ3 zone and new schedule is proposed given the site is located between the town centre and proposed future railway station. The schedule was prepared to support mixed use development for offices and residential development that are compatible with adjoining uses. In addition, a new DPO31 is proposed to provide active frontages to streets and public spaces and that new development provide adequate bushfire setbacks.

The town centre will remain, but the amendment proposes to expand the commercial area by rezoning additional land to the C1Z to support commercial development as Marong grows. Marong's existing town centre is currently defined by a small range of commercial and retail services. The *Marong Township Economic Assessment, October 2019* by Urban Enterprise reviewed the existing commercial land and determined that an additional 2 hectares of land is required to meet the needs of the projected population in Marong. The amendment also proposes to amend the Schedule to the C1Z to insert a maximum leasable floor area for shops of 3000 square metres as recommended in the economic assessment and to protect Greater Bendigo's activity centre hierarchy.

Following the outcomes of the Flood Study, this amendment inserts the FO1 and applies the LSIO1 to land identified within Marong and its surrounds to restrict development in high flood hazard and flood prone areas. A new incorporated plan, the *Marong Local Floodplain Development Plan*, is also proposed to be inserted into the planning scheme to guide development within these areas. The Bullock Creek and Fletchers Creek within Marong are subject to high hazard flooding, which is both fast flowing and deep due to the large catchments south and east of Marong.

Further, this amendment applies the Heritage Overlay to eight properties within and near Marong following the undertaking of a local heritage study by Minerva Heritage 2018 to support the desire by the community to protect the town's heritage and character. The study investigated 15 potential heritage places across the Marong township and recommends protection for nine heritage places with local heritage significance to the City of Greater Bendigo.

How does the amendment implement the objectives of planning in Victoria?

This amendment implements the objectives of planning in Victoria as set out in Section 4 of the Planning and Environment Act 1987, in particular:

(a) to provide for the fair, orderly, economic and sustainable use, and development of land.

The proposed amendment implements objective (a) by implementing a well-planned, holistic structure plan that facilitates the fair, orderly, economic and sustainable use and development of land and addresses the needs of the existing and future community of Marong.

(b) to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

The proposed amendment identifies local environmental features by applying flood overlay controls along Bullock and Fletchers Creeks. Marong's natural attributes and character are required to be integrated into future development.

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

Marong's strategic directions focus on creating a liveable township where the community can live, work and recreate by identifying new residential land, enhancing and expanding the existing town centre and establishing strong linkages to Marong's existing public spaces.

(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

The proposed amendment celebrates and protects buildings and sites of historical and local significance in Marong by applying the Heritage Overlay to eight heritage places.

(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).

The amendment proposes to insert new local planning policies in the Planning Policy Framework and the various zone and overlay schedules are proposed to ensure development occurs in a logical manner consistent with the objectives set out in paragraphs (a) to (d).

How does the amendment address any environmental, social and economic effects?

The proposed amendment addresses the following potential environmental, social and economic effects:

Environmental effects

Marong's native vegetation is valued as an aesthetic landscape and for its

biodiversity, which contributes to the semi–rural character of the township. The amendment supports the retention, protection and planting of vegetation through implementation of the Marong TSP in the proposed NRZ2 and existing ESO1.

As part of the supporting documentation for this amendment, *Marong Biodiversity Assessment of High Risk Areas, Assessment update 2020* prepared by Biosis identified 160 hectares of native vegetation at Marong, within the road reserves and private land. The study area includes the existing township, potential new growth precincts and other immediately surrounding Marong areas. Marong is within the two bioregions Victorian Riverina and Goldfields and was assessed as containing five ecological vegetation classes - Low Rises Grassy Woodland, Box Ironbark Forest, Riverina Plains Grassy Woodland, Creekline Grassy Woodland, Plains Grassy Wetland.

Of the 160 hectares assessed in the study area, 56 hectares are within road reserves and railway reserves, 52 hectares are within the existing township or beyond the area for future growth. These areas were found to contain four significant species: Buloke, Late-flower Flax-lily, Ausfeld's Wattle and Diamond Firetail and 30 protected flora species. The study area was also in proximity to two locally significant biosites and calculated as containing a total of 773 large old trees.

Vegetation in road reserves and public land are subject to consent and approvals from Crown Land (Department of Energy, Environment and Climate Action) and the relevant road authority (Department of Transport and Planning or City of Greater Bendigo), in addition to the permit provisions of the Greater Bendigo Planning Scheme. This is considered to adequately protect the native vegetation in these areas.

Areas assessed within the existing township are a mix of undeveloped zoned land, land in public open space or land that has since been developed. The vegetation areas of the existing township are currently protected by the ESO1 which applies to the Bullock and Fletcher Creek environs and state planning provisions. This amendment proposes additional protection through the NRZ2 which has the objective ‘to encourage retention of existing native vegetation where appropriate’. All development is subject to permit requirements of the Greater Bendigo Planning Scheme and further vegetation protection is not considered necessary.

Areas investigated outside the current township extents and within Farming Zone are unable to be further developed without rezoning. There are several properties assessed that are outside the proposed growth areas and will remain in the Farming Zone. This includes three areas which were excluded from the future growth Precincts 3 and 4 (south east of the township), being the Bullock Creek environs (15 hectares), a 5.9 hectare vegetated patch on the western side of Sterry Road and a 2.6 hectare vegetated patch north of Salvarezza Road. As these areas are not proposed to be rezoned they are considered at low risk of vegetation removal. Any vegetation removal would be subject to permit provisions of the Greater Bendigo Planning Scheme and further vegetation protection in this amendment is not

considered necessary.

Also investigated within the study area was 52 hectares in the proposed growth precincts. The majority of the vegetation (approximately 50 hectares) is within the proposed precinct 3 (south east of the township) between Sterry Road on the eastern boundary and the Bullock Creek which traverses the site north to south and forms the western boundary of vegetated area. The remaining 2 hectares is within the proposed Precinct 4 future growth area, adjacent to the area already excluded north of Salvarezza Road.

Within the proposed future growth Precinct 3, the Biosis report identified that 49 hectares of the 50 hectares is Low Rise Grassy Woodland (LRGW) (in both the Goldfields and Victorian Riverina bioregions). The precinct is calculated as containing an estimated combined 29.07 habitat hectares and 91 large old trees. The assessment identifies that the LRGW within the study area is dominated by Grey Box, Yellow Gum and Yellow Box trees, Gold-dust Wattle, Spreading Wattle, and grasses. The Precinct is currently farming land and therefore the understorey quality varies depending on grazing and farming practices.

The vegetation found in LRGW closely supports an EPBC community Grey Box Grassy Woodlands and derived native grassland of south eastern Australia and FFG listed community for Temperate – Woodland Bird Community. Both of these Federal and State Acts have a separate legislative process and requirements. The Biosis report also recommends further targeted surveys to determine if other EPBC and FFG species of flora and fauna are present. Targeted surveys for suitable habitat for the Spiny Rice-flower, Short-bristle Wallaby-grass, Cane Spear-grass, Brush-tailed Phascogale, Grey-headed Flying-fox, Common Dunnart, Barking Owl, Swift Parrot, Grey-crowned Babbler, Speckled Warbler, Pink-tailed Worm-lizard and Bibron's Toadlet is recommended.

All the future growth precincts, including Precinct 3 which are identified as needing additional targeted surveys are subject to further planning approvals via both a permit and an amendment and the surveys could be undertaken at that time. It is not considered necessary, or appropriate to undertake these surveys for this amendment given the areas are subject to further approvals, where applicants can provide up to date assessments as development occurs.

The application of the FO1 and LSIO1, together with the incorporated plan, the *Marong Local Floodplain Development Plan*, will ensure future development is restricted in areas subject to severe flooding, particularly along Bullock Creek which is underpinned by the background document, *Marong Flood Study, November 2018*. The proposed amendment will help prevent inappropriate development from occurring in areas that are subject to flooding, that could reduce the capacity of the floodplain to store and convey water or divert floodwater to other land not normally inundated by floodwater. The proposed amendment will assist to prevent blockages of flood ways that can have adverse environmental impacts, such as isolating wetlands, destroying natural habitats, eroding stream channels and increasing

siltation.

The growth of Marong is constrained by a number of environmental factors, each of which have been carefully considered and mitigated in the Marong TSP including:

The location of a poultry farm to the west of the township, which requires a separation distance to residential areas. The closest proposed future residential development is located more than the minimum required distance from the broiler farm.

An investigation area for a potential industrial area. In 2020, Council identified a location to the south-west of the Marong township for a potential industrial area as part of its *Industrial Land Development Strategy (May 2020)*. While this amendment does not propose to rezone this land, it does propose to identify the land as an investigation area on the local area plan at Clause 11.03-6L-04 (Marong). Further strategic planning work is underway, which will ensure buffer distances and separation between the investigation area and residential areas can be accommodated, where necessary.

Land which is proposed for residential use has been investigated to identify if any historical uses could potentially have contaminated soils. The FZ areas were found to be predominately used for grazing and dry crop raising and therefore not expected to have any areas of contamination. The new residential growth precinct areas in the FZ, will be further investigated as part of future amendment processes. The IN3Z area adjacent to the railway line is not known to have ever been developed, and therefore is not anticipated to be contaminated. All the properties will be further investigated at the time of development as part of any site context requirements.

Whilst protection and enhancement of vegetation is supported, this will have an impact on the existing and future bushfire risk. The risk of bushfire is proposed to be managed by meeting current state policy and requiring development to be setback from the vegetated interfaces. Bushfire risk and management is discussed further below.

Social effects

The proposed amendment aims to facilitate the orderly growth and development of Marong to cater for the needs of the projected population. A number of recommendations have been made in the Marong TSP to upgrade existing facilities, including the community centre and plan for new infrastructure. New neighbourhood parks, a new government school and pockets of encumbered open space are proposed, predominately within the future residential growth precincts which will provide the future population with adequate community infrastructure.

The amendment proposes to enhance the connections to key public spaces through a connected system of public space corridors and new walking and cycling facilities to ensure these community assets are accessible to the existing and future population.

Most landowners will benefit from changes to the planning scheme. However, some landowners will be subject to restrictions as a result of this amendment relating to the application of the FO1, LSIO1 and HO.

Flooding can have significant consequences for individuals and for local communities. The effects can include loss of life, loss of property and of other significant personal belongings and temporary or permanent displacement. The proposed amendment seeks to protect life and property in areas that have been identified and mapped as being at risk of flooding through the Flood Study. The new planning provisions will create more certainty for a safer living and working environment for the residents of Marong.

The application of new HO is supported by the *Marong Heritage Citations, by Minerva Heritage (2024)*. The amendment proposes to insert eight new heritage places of local significance into the HO schedule, together with a statement of significance for each heritage place. The application of the HO will ensure that the heritage places are retained, preserved and their significance considered when assessing permit applications for new development for future generations.

Economic effects

The proposed amendment will result in positive economic effects for Marong. Marong is currently a rural base and has limited services for the existing community. However, as Marong grows and attracts new residents it is well located to enhance its economic function and better support the existing and future communities. This amendment supports the objective of enhancing Marong's town centre and local economy by rezoning a modest amount of land within the town centre to C1Z which is justified by the *Marong Township Economic Assessment, 2019* undertaken by Urban Enterprise. Further, the amendment proposes to apply a DDO to encourage active frontages and attractive public spaces within the town centre.

A mixed use precinct is also proposed within close proximity to the town centre and railway line which encourages a diversity of residential and commercial land uses.

The loss of FZ land for agricultural use is expected to have a negligible impact to the rural economy of the township and region. The areas proposed for future residential zoning west and south of the existing township have deep soil profiles that have moderate to low agricultural capability, particularly given the area has limited irrigation.

Does the amendment address relevant bushfire risk?

The amendment meets the objective and gives effect to the strategies of Clause 13.02-1S (Bushfire planning) as discussed below. The Marong township and future residential growth areas have been assessed for bushfire risk in the *Marong Township Bushfire Development Report (BDR)* (*Terramatrix, February 2023*).

The Marong township is located west of Bendigo with the proposed residential growth precincts on the west, south and east of the existing township. These growth

precincts will be subject to individual amendments, however the bushfire risk and proposed residential zonings in this amendment has been considered in the BDR by Terramatrix.

Marong is located within the Bushfire Prone Area and partially covered by the Bushfire Management Overlay in the Greater Bendigo Planning Scheme.

The City of Greater Bendigo municipality is within the Loddon-Mallee Bushfire Management Strategy 2020. The BDR advises that there are no specific issues in the strategy which relate to Marong or the study area; and that the study area is in the least risk part of the region. The BDR advises: '*The strategy does, however, note that the hot, dry climate of the region means destructive bushfire events can occur under lower fire danger conditions, such as days with a fire danger rating of low to moderate (with temperatures of 20^{o}C, surface winds at 20km/hr and relative humidity of 20%) that can often support fast-running grass and scrub fires (DELWP, 2020)'*

Broader landscape risk assesses the vegetation fuel load, location, slope and accessibility to defend a fire; the risk is then categorised as being Type 1 to 4, with 1 being low and 4 being extreme. The BDR assessed the area as being *''Broader Landscape Type 2, with some elements of Landscape Type 1, due to the dominant hazard is most directions being grassland, the relatively benign topography, and the reasonable access that will be available to lower risk areas within the main Marong township area.*

However, due to the long fire runs that are possible, the significant fire weather that could be experienced, and the large areas of treed vegetation further to the north - northeast, southeast and east, the wider landscape, at least in these directions, has some characteristics of Landscape Type 3.'

The spatial mapping of bushfire risk for the municipality by Forest Fire Management Victoria (FFMV, 2022) supports the broader landscape risk assessment and identifies that the higher risk areas match *'the extent of the Bushfire Management Overlay covering in and around the study area, the northern half of the small Established Low Density (ELD) precinct in the north of the Marong TSP is in the 'high bushfire risk – private land interface' class, as is the south- eastern most fringe of Precincts 3 and 4.'*

The BDR recommends that further intensification of the portion of ELD area (along Marong – Serpentine Road) should not occur as it is located on the northern aspect of Marong, which is the most frequent direction of winds under severe or higher fire danger conditions. The amendment proposes to rezone the land in this area to LDRZ1 and apply DDO31 to prevent further intensification of this residential area.

The BDR considers the bushfire risks of elevated levels of smoke, ember attack and radiant heat to future Precincts 3 and 4 from the Bendigo Regional Park in the southeast of the study area. *'An approach of bushfire from the east, north east or south east is not typically associated with severe or higher fire danger weather in Victoria.'* Furthermore, *'given the hazard lies to the southeast, it is considered that*

good precinct design, incorporating perimeter roads to contribute to development setbacks and compliance with the BMO planning controls, can acceptably mitigate the threat.' All future residential growth precincts will be subject to additional bushfire protection measures through future planning amendments and combined permit processes.

Overall, the FFMV mapping indicates that the *'majority of the land is in the lesser 'Moderate Bushfire Risk – Private land not forested' class, where the risk is manageable and BAL-12.5 setbacks can be achieved.'* This is consistent with the broader landscape assessment of Type 2 and part Type 1 with a predominance of grassland. In consideration of the bushfire risk the BDR recognises *'under the influence of strong winds and dry conditions, a grassfire impacting the study area could be large, fast moving and most likely to approach from the northwest, and to a lesser extent, the west or southwest.'*

The BDR identified that risks from grassfire *'can be acceptably mitigated by good precinct design including appropriate setbacks for development from unmanaged Grassland, with perimeter roads to assist in firefighting where a permanent bushfire hazard interface occurs, a reticulated hydrant system as subdivision occurs, and BAL construction stands for buildings as required by the building regulations.'*

The recommendations and risk mitigation measures of the BDR have been incorporated into this proposed amendment by:

- Ensuring that all existing and future residential areas have access to reticulated water supply and fire hydrants.
- Requiring that future residential growth precincts identified in the local area plan are subject to additional bushfire protection measures through future planning amendment and combined permit process, including:
- Perimeter roads around any urban development that interface with the bushfire threat.
- Multiple access and egress points provided by a connected and legible street network that directs road users to areas further from the bushfire threat.
- Reticulated water supply and hydrants.

Other recommendations in the BDR have been included in the new DDO, including:

- Applying the DDO31 to more land in the LDRZ.
- Requiring a landscape plan is submitted to manage the bushfire risk and setbacks from existing and proposed vegetation.
- Requiring a permit trigger for a fence construction from combustible materials.
- Requiring setbacks to maintain appropriate defendable space in DDO31, DDO32, DDO35 and DPO31.

In the long term, areas subject to the Bushfire Prone Area could be reduced as a result of proposed urban development.

The nearest Neighbourhood Safer Place/Bushfire Place of Last Resort (NSP-BPLR)

is at the Maiden Gully Primary School; however, there is potential for the provision of an NSP-BPLR in the Marong town centre in the future.

Marong is currently serviced by volunteer CFA and State Emergency Service (SES) stations. Both stations are located centrally to the overall growth area. Bushfire risk is not expected to be increased as a result of this amendment and in some instances may decrease the risk due to vegetation management and improved accessibility.

The BDR identifies that *'the protection of human life can be prioritised through resilient design and layout of development'* as recommended in the BDR and actioned in the amendment. This includes provision for defendable space setbacks is to be implemented where appropriate.

The amendment further mitigates the bushfire risk with setback distances, access to reticulated water and good vehicle egress. The topography surrounding and within Marong is considered 'flat', with minor variation in slope across the landscape. The Marong area includes defined areas of vegetation, particularly along the Bullock and Fletchers Creek areas, and areas southwest and private vegetated area to the south. Areas to the north and northwest, (the predominant fire threat direction) are generally farming and have no significant vegetation patches.

During the process of preparing the Marong TSP and associated amendment documents, the CFA/Fire Rescue Victoria and Council's Municipal Fire Prevention Officer were consulted, and their comments incorporated. The updated BDR was referred to the CFA/Fire Rescue Victoria during exhibition.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

The proposed amendment is consistent with:

- **Ministerial Direction 1 – Potentially contaminated land:** The areas being rezoned that would allow sensitive uses have been considered by the planning authority under this direction. Most areas are within the existing TZ and are predominately residential use. The IN3Z land being rezoned to MUZ3 is not known to have ever been developed or had any potential contaminant use. This is similar to the FZ parcels to be rezoned to LDRZ1 and LDRZ6, which are utilised for grazing and have no structures or use which would indicate the sites are significantly contaminated. Sites are not likely to be contaminated to a level that would pose a significant risk to the environment or human health and the Planning Authority is satisfied that no further assessment is considered necessary to meet the requirements of this ministerial direction.
- **Ministerial Direction 11 – Strategic Assessment of Amendments**: The content of this explanatory report addresses the requirements and directions set in this ministerial direction.
- **Ministerial Direction 15 – The planning scheme amendment process**: The

amendment has considered the ministerial timeframes set by this direction and inserted the panel hearing dates in the explanatory report.

- **Ministerial Direction - The Form and Content of Planning Schemes under Section 7(5) of the Planning and Environment Act 1987**: All Victorian Planning Schemes are required to align with the specified format and drafting requirements in this ministerial direction. The proposed amendment utilises the required format specified and is aligned with these requirements.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The proposed amendment supports and is consistent with the Planning Policy Framework and adopted state policy. The amendment supports Plan Melbourne 2017-2050; in particular outcome 7: regional Victoria is productive, sustainable and supports jobs and economic growth, direction 7.1: invest in regional Victoria to support housing and economic growth and policy 7.1: stimulate employment and growth in regional cities.

The Loddon Mallee South Regional Growth Plan describes Marong as a town with an opportunity to grow to a population of 8,000 people subject to further work and planning. The Marong TSP establishes a strategic land use and development plan to guide the growth of Marong to 8,000 people.

Clause 11.01-1S – Settlement

The proposed amendment is consistent with the objective of this clause “to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements” and implements several strategies by:

- Focusing growth in the regional city of Bendigo via the implementation of the Marong TSP.
- Guiding the structure, functioning and character of Marong through the application of tailored zones and overlays to encourage new development that is in keeping with Marong’s character.
- Reinforcing a residential urban settlement boundary for Marong.
- Concentrating commercial expansion in the existing town centre and promoting a compact urban area by facilitating residential development in close proximity to existing and future facilities and services.

Clause 11.01-1R – Settlement – Loddon Mallee South

The proposed amendment implements the Loddon Mallee South Regional Growth Plan, including the strategy to “support sustainable growth and expansion in Inglewood, Bridgewater, Marong and Harcourt to capitalise on their proximity to Bendigo” by facilitating and directing future growth into Marong.

Clause 11.01-1L - 01 Settlement - Greater Bendigo

The proposed amendment supports additional growth and development to transition Marong from a rural township to a satellite township of Bendigo.

Clause 11.02-1S – Supply of urban land

The proposed amendment is consistent with the objective of this clause "to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses" and implements several strategies in this clause by:

- Applying various zones to different areas within Marong for residential and non-residential uses.
- Supporting growth of residential areas underpinned by the principle of maintaining a compact township area by only rezoning land required to meet the immediate forecast demand.
- This demand is a projected growth rate of 8 per cent per annum over a 25 year period, which is expected to be accommodated by a total of 246 hectares of land for future residential development.
- Incorporating neighbourhood character and landscape considerations into zone and overlay schedules to ensure new development complements Marong's existing semi-rural character.

Clause 11.02-2S and 11.02-2L – Structure planning

The proposed amendment supports the objective of these clauses "to facilitate the orderly development of urban areas" by implementing a structure plan which will guide the orderly growth and development of Marong. This amendment will implement the Marong TSP into the Greater Bendigo Planning Scheme through changes to local policies and more detailed guidance via the application of zone and overlay schedules to existing and new residential growth precincts, the town centre and the mixed use precinct.

Clause 11.02-3S – Sequencing of development

The proposed amendment supports the objective and strategies of this clause by defining the preferred order and staging of rezonings and development, to ensure new land is released in a timely manner and ensures the cost efficient provision of infrastructure.

Clause 11.03-1S Activity Centres

The proposed amendment includes an expansion of the existing town centre to support the existing rural township community, whilst providing for development to service the needs of the future population. A DDO is proposed to support development with active frontages, high public amenity spaces, and to guide building scale and setbacks.

Clause 11.03-1L Activity Centres – Greater Bendigo

The proposed amendment updates the activity centre hierarchy and changes

Marong from a rural township to a large activity centre to better reflect Marong growing as a satellite township of Bendigo. The change in activity centre classification also includes a modest increase in floor area to allow for growth and an increase in daily shopping needs.

Clause 11.03-2S Growth Areas and 11.03-6S Regional and local places

Marong is well located as a growth residential area and the proposed amendment meets several strategies of this clause by protecting and managing natural resources, improving the diversity of housing type for the municipality, and being located on a key transport network. Marong also supports an existing primary production and rural area community, and the proposed amendment provides guidance for development in a sequence and supports safe streets and neighbourhoods.

Clause 12.01-1S Protection of biodiversity, Clause 12.01-1L Protection of biodiversity – Greater Bendigo and Clause 12.01-2S – Native vegetation management

The proposed amendment implements the objectives and strategies in these clauses through existing planning clauses such as ESO1 over waterways including the Bullock and Fletchers Creeks, the application of PPRZ or PCRZ for vegetated public land, and the need for planning permits for removal of native vegetation as part of the particular provision at Clause 52.17 of the planning scheme.

Clause 12.03-1S – River corridors, waterways, lakes and wetlands

The proposed amendment is consistent with the objective “to protect and enhance river corridors, waterways, lakes and wetlands” and implements the strategies in this clause by applying overlays to areas along Bullock and Fletchers Creeks which are subject to flooding. This approach ensures future development is restricted in areas prone to or at risk of flooding while protecting the environmental, cultural and landscape values of these waterways.

Clause 13.01-1S Natural hazards and climate change

The proposed amendment has considered a number of natural hazards including bushfire, flooding, native vegetation and their risks. The amendment applies overlays and development controls to manage and minimise risk to life, property and the environment for the needs of future communities.

Clause 13.02-1S – Bushfire planning

This critical state planning policy is centred around strengthening the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life. This policy is achieved by:

- Prioritising the protection of human life over all other policy considerations.
- Directing population growth and development to low risk locations and ensuring the availability of, and safe access to, areas where human life can

be better protected from the effects of bushfire.

- Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision making at all stages of the planning process.

The proposed amendment meets the needs and requirements for bushfire protection, minimisation and management at all stages of development. The growth precincts are planned for dwellings to be constructed to a 12.5 BAL through the provision of setbacks, vegetation management, excellent egress within the precinct and to other areas. Overall, the requirements inbuilt to the amendment and Marong TSP are expected to manage and decrease the bushfire risk within the precincts and surrounding areas for a safer urban area.

Clause 13.03-1S Floodplain Management and Clause 13.03-1L Floodplain Management – Greater Bendigo

The proposed amendment supports this clause by applying the FO1 and LSIO1 land subject to flooding as recommended by the Marong Flood Study 2018. The overlay controls together with the proposed incorporated document Marong Local Floodplain Development Plan, June 2021 will assist in the protection of life, property and community infrastructure from flood hazard, whilst retaining the existing natural function and health of the waterways.

Clause 13.04-1S Contaminated and potentially contaminated land

The land to be rezoned is not known to have been used for industry, mining or the storage of chemicals and is considered to have minimal risk of contamination. Further site assessment and investigation will be required as part any future planning application or rezoning.

Clause 13.07-1S Land use compatibility

The Marong TSP has carefully considered the existing and potential future uses of the township to minimise risks to amenity or health from nearby industries or uses with offsite impacts. The growth of the township for residential purposes as identified on the local area plan is limited to the west due to the broiler farm buffer, and future industrial areas will also be separated to avoid incompatible uses.

Clause 14.01-1S Protection of agricultural land

The amendment identifies four new precincts for future residential development, which are located in the farming zone immediately surrounding the existing township. Whilst Marong supports a large rural community of primary producers, the land in close proximity to the township is not considered to be of high agricultural capability due to soil profiles and poor irrigation supply, which is reflected in the existing uses for grazing, dry crop raising and similar. The amendment is therefore anticipated to have negligible impact to the economic activity from agriculture in the area.

Clause 15.01-1S – Urban design

The proposed amendment is consistent with the objective of this clause “to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity” and implements the strategies in this clause by:

- Establishing a comprehensive plan for the future growth and development of new residential areas.
- Applying zone and overlay schedules to residential areas to encourage new, infill development sympathetic to the character elements (such as vegetation) that form part of Marong’s semi-rural character.
- Establishing design objectives and requirements within zone overlay schedules that facilitate active interfaces between the public and private realm.

Clause 15.01-2S Building design

The proposed amendment strongly supports the objective and strategies of this clause by supporting building design that positively enhances the public realm. The amendment applies DDOs to residential and commercial areas to improve public surveillance, active frontages and the function and amenity of the public realm to provide safe and attractive built streetscapes.

Clause 15.01-4S Healthy neighbourhoods

The proposed amendment implements the objective: To achieve neighbourhoods that foster healthy and active living and community wellbeing by encouraging walking and cycling paths throughout the development area, by protecting native vegetation and by locating residential areas close to community services, infrastructure and open spaces.

Clause 15.01-5S Neighbourhood character

Marong township has an existing semi–rural character which integrates vegetation, low or no front fences and predominately single storey dwellings. The amendment proposes to insert a new NRZ1, together with new DDOs, which implement the objective of this clause ‘to recognise, support and protect neighbourhood character, cultural identity, and sense of place.’

Clause 15.02-1S Energy and resource efficiency

The amendment proposes to insert new strategies in local policy, which support this clause including:

- Support low energy forms of transport such as walking and cycling.
- Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.

Clause 15.03-1S Heritage conservation

The proposed amendment supports the objective “to ensure the conservation of places of heritage significance” by applying HOs to identified heritage places to

protect and conserve these significant sites.

Clause 15.03-2S Aboriginal cultural heritage

The amendment proposes to identify new residential growth areas on a local area plan. The protection and conservation of places with Aboriginal cultural heritage significance will be considered in future planning for the new residential growth precincts. Aboriginal artefacts and places are more likely to be found in vegetated areas, and along creek lines, both of which are present throughout the growth areas. Further planning proposals may require a comprehensive investigation in accordance with the Aboriginal Heritage Act 2006 and Greater Bendigo Planning Scheme.

Clause 17.01-1S, Clause 17.01-1R and Clause 17.01-1L Diversified economy

The proposed amendment is consistent with these clauses by rezoning land to commercial (based on demand) within the existing town centre and applying appropriate overlay controls to enhance the amenity of the area. This approach will facilitate local jobs and strengthen Marong's local economy.

Clause 17.02-1S and Clause 17.02-1L Business

The amendment supports these clauses by expanding the existing commercially zoned town centre to plan for future needs and services of the growing community.

Clause 18.01 -2S Transport system

The proposed amendment supports this clause by diversifying and strengthening transport modes within Marong and to nearby locations. The amendment proposes to insert new open space networks for walking and cycling, and reinstatement of the railway station and passenger railway service.

Clause 18.01-3S and Clause 18.01-3L Sustainable and safe transport

The amendment proposes to identify key future walking and cycling routes and promote development which will provide a safe and efficient transport network consistent with these clauses.

Clause 18.02-5S and Clause 18.02-5L Freight links

Marong is a key part of the regional Victoria freight network, with three highways diverging at the township. The amendment proposes to insert new local policy to protect the function and critical operation of the arterial roads by minimising residential traffic onto these roads and planning with state government a potential bypass.

Clause 19.02-2S Education facilities

The proposed amendment supports the future supply of a new primary school for Marong to meet the needs of the community, the school is to be co-located with public recreational space as shown on the new local area plan.

Clause 19.02-6S and Clause 19.02-6L-01 Open Space and public land

The amendment supports these clauses by including parks and play spaces together with shared paths along the creek-lines and key routes to connect the open spaces as shown on the local area plan.

Clause 19.03-2S and Clause 19.03-2L Infrastructure design and provision

The proposed amendment implements these clauses by inserting new local policies, including a local area plan, to support the orderly development of four new residential growth area precincts to the west, south and east of the township. These precincts are proposed to be staged to allow efficient, logical and orderly planning of infrastructure for residential growth and will be subject to future individual amendments.

How does the amendment support or implement the Municipal Planning Strategy?

The proposed amendment supports the Municipal Planning Strategy as follows:

Clause 02.02 Vision

The vision for the Greater Bendigo municipality is to create the 'World's most liveable community'. The Marong TSP and proposed amendment advances this vision by planning and facilitating development and infrastructure projects that increase liveability and pride of place at Marong.

Clause 02.03-1 Settlement

The proposed amendment supports the strategic directions for settlement in this clause by inserting new local planning policies and making zoning and overlay changes that support growth at Marong.

Clause 02.03 -2 Environment and landscape values

The four key environment and landscape values for Greater Bendigo of biodiversity, native vegetation, waterbodies and significant landscapes have been considered and protected where possible in this amendment. The amendment proposes to rezone existing public vegetated areas to the PPRZ or PCRZ. Additional controls to protect the creek environs and public space corridors are proposed via the FO1 and LSIO1. Where possible, new zones, overlays and policies emphasise the need to retain native vegetation.

Clause 02.03-3 Environmental risks and amenity

The proposed amendment has balanced the constraints in Marong by directing growth to lower bushfire risk areas and endorsing bushfire management principles through setbacks, access and vegetation management.

The amendment also proposes to introduce new flood controls to manage and prevent flooding risks to people and property.

Clause 02.03-5 Built environment and heritage

The Marong TSP and proposed amendment support the strategic directions of this clause by providing new open space networks for active transport whilst contributing to an appealing urban environment. The amendment also proposes to insert eight new heritage places into the HO, including palm trees, residences, the former Cobb and Co. stables and a railway bridge.

Clause 02.03-6 Housing

The proposed amendment rezones land to a variety of zones and applies overlays to enable a range of housing and residential types and identifies four further growth precincts for residential development in new local policy at Clause 11.03-6L-04 (Marong).

Clause 02.03-7 Economic development

The amendment proposes to apply new planning controls to support commercial and industrial growth at Marong. This includes a modest increase in commercially zoned land within the town centre, a new MUZ precinct, and the identification of a future investigation area for industrial development.

Clause 02.03-8 Transport

Marong has three highways through the township which provide key freight and transport routes to northern and western Victoria. The proposed amendment supports the existing routes and is independent of any future bypass. The amendment also supports the reinstatement of the Marong Railway Station and facilitates active transport options via public space networks and paths.

Does the amendment make proper use of the Victoria Planning Provisions?

The proposed amendment makes proper use of the Victoria Planning Provisions (VPP) by updating and amending the Planning Policy Framework to implement objectives and strategies to achieve the strategic directions set by the Marong TSP.

Further, the amendment proposes to apply the NRZ to existing residential areas which is consistent with *Planning Practice Note 91: Using the residential zones* (PPN91) as there is a built form, setback and landscape character which is sought to be retained and enhanced with new development. The type of residential development sought in these locations of Marong will be predominately single and double storey housing types consistent with PPN91, which is why the NRZ is the most appropriate zone. The preferred neighbourhood character within the residential areas of the existing township includes development set back from front and side boundaries to provide a sense of space, the retention of native vegetation, low height, permeable or no front fencing and garages, carports and second storeys that are recessed and do not dominate dwellings or the streetscape.

The amendment proposes to rezone land to LDRZ which is consistent with PPN91 as this land is generally on the fringe of Marong's existing township and will create a

transition from farming to residential uses. In addition, the minimum subdivision areas in the LDRZ are consistent with the type of development sought in these areas and is therefore the most appropriate zone.

The amendment also proposes to apply the MUZ to the west of the existing town centre. MUZ is consistent with PPN91 as it is intended to achieve a mixed-use function accommodating a range of residential, commercial and other uses to complement the town centre and provide opportunities for diverse housing outcomes.

The C1Z is proposed to be expanded within the existing town centre to accommodate further retail and everyday shopping opportunities to meet the needs of the future population. The C1Z is considered the most appropriate for this growing township and future large activity centre.

Several properties are proposed to be rezoned to PPRZ or PCRZ to reflect that the land is in public ownership and to provide some level of flexibility for public land managers and to protect biodiversity and recreation and open space values that would be difficult to be protect in surrounding existing zones. The relevant public land managers have been consulted about the changes.

The amendment proposes four new DDOs for new development to apply to:

- Low density residential areas to ensure character setbacks, bushfire setbacks and fence controls
- Neighbourhood residential areas to manage fence transparency, bushfire setbacks and active frontages to public domain
- Town centre to manage active frontages, building design principles, parking and accessibility.

The DPO is consistent with the Planning Practice Note 23: Applying the incorporated plan and development plan overlays and is proposed to ensure the mixed use precinct is planned to consider site constraints, including bushfire setbacks if necessary, servicing and layout to provide a diverse choice of housing and co-location of commercial uses.

The application of the HO and associated statements of significance for each heritage place are the most appropriate VPP planning tool to protect heritage places of local significance. HO and statements of significance have been prepared in accordance with *Planning Practice Note 1: Applying the Heritage Overlay (PPN1)*.

The proposed amendment makes proper use of the VPP by applying the FO1 and LSIO1 following consideration of *Planning Practice Note 12: Applying the Flood Provisions in Planning Schemes* (PPN12) including:

- The flooding type (mainstream or stormwater).
- The level of flood risk.
- The depth and velocity of flood waters.
- The best planning tools to protect the community, life and property from the

effects of flood.

- The existing LSIO schedules.

PPN12 recommends the application of the FO to both urban and rural areas to define the primary flow path area, for higher flood depths and/or velocities and higher potential flood risk.

In the urban area of Marong, no flood provisions have been historically applied, except for the ESO1, and the LSIO3 in some of the rural areas.

The *Marong Flood Study 2018* identified that much of the urban area of Marong, adjacent to the Bullock and Fletchers Creek are subject to high hazard mainstream flooding. As Marong currently has limited flood provisions, the areas subject to flooding are in both land in the urban and rural areas. The urban land is mostly undeveloped and may be suitable in some circumstances for limited development, such as sport and recreational use. The Flood Study recommends the use of the LSIO schedules, however after consultation with the North Central Catchment Management Authority, and review of PPN12, the planning authority considers that the FO1 and the existing LSIO1 are more appropriate provisions to apply.

How does the amendment address the views of any relevant agency?

The Marong TSP was prepared in consultation with an extensive number of companies, agencies and departments. In particular, the Country Fire Authority (CFA), Coliban Water, Department of Education and Training, Department of Environment, Energy and Climate Change, Environment Protection Agency (EPA), Transport for Victoria, Powercor, North Central Catchment Management Authority (NCCMA), SP Ausnet and Telstra were consulted, and the amendment has incorporated their views.

The amendment has been prepared together with the NCCMA, who undertook the Flood Study and drafted the proposed Marong Local Floodplain Management Plan. The proposed flood controls and overlays were also drafted by the NCCMA and incorporated into the amendment documentation.

The constraints of the potable water and sewerage network were identified by Coliban Water and the community during the structure plan process. Marong's future development areas and existing infrastructure requirements have been considered and incorporated into the orderly planning of the growth precincts.

The views of the EPA were incorporated into the amendment by identifying existing uses with adverse amenity potential and ensuring an adequate separation distance was supplied in the township plan and future development areas.

Consultation with DEECA (Forest Fire and Regions) has occurred throughout the structure plan process and preparation of the amendment, including review of the planning controls.

The views of the CFA/Fire Services Victoria have been incorporated by considering the overall bushfire risk and likely vulnerable areas to the Marong township and managing risks by ensuring new areas will be serviced with reticulated water (including low density areas), applying setbacks from vegetated areas, including consideration of defendable space when retaining vegetation.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The proposed amendment is consistent with the transport system objectives and decision-making principles in the *Transport Integration Act 2010*. Specifically, the amendment:

Promotes social and economic inclusion by establishing a transport network which is accessible by all in the community.

Responds to the environmental sustainability objective by requiring new or upgraded roads to retain existing native vegetation. Future overlays will require comprehensive development plans to be prepared for new residential precincts whereby transport planning will be an essential component and must integrate appropriately with the existing transport network in Marong.

Is supported by the Marong TSP and associated traffic impact assessment that identifies intersection and road upgrades to support the anticipated growth of Marong.

Seeks to reduce car dependency for day-to-day needs by creating a safe and accessible walking and cycling network to promote active transportation.

The above is supported by the *Marong Township Movement and Access Strategy (2018)* and *Marong Township Intersection Analysis Transport Assessment (2019).*

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment proposes to insert new local planning policies to provide for growth and future expansion of the township, which over time, will increase the planning resource requirements for the responsible authority.

The proposed amendment is expected to result in an increase in the need for planning permits, particularly where new flood, heritage and vegetation overlays have been applied. However, the flood and heritage overlays are subject to local *permit exemptions through the Marong Local Floodplain Development Plan* and *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions September 2020.*

The Responsible Authority has the capacity to accommodate any planning permits that may be triggered by this amendment.

Attachment 1 – Mapping reference table

Location	Land /Area Affected	Mapping Reference
Marong	Zone changes within Township	Greater Bendigo C263gben 001znMaps06_31
Allies Road Cathcart Street Calder Highway Goldie Street High Street Fletchers Creek Road Landry Lane Leslie Street Torrens Street	New Design and Development Overlays DDO31, DDO32, DDO33, DDO35	Greater Bendigo C263gben 002ddoMaps06_31
Existing residential areas of Marong	Remove Development Plan Overlay 6 from existing residential areas	Greater Bendigo C263gben 003d-dpoMap 06
41 Adams Street 1427 and 1433 Calder Highway	Apply Development Plan Overlay 31	Greater Bendigo C263gben 004dpoMap06
South of Marong Township	Deletes old flood mapping (LSIO3)	Greater Bendigo C263gben 005d-lsio-foMaps05_06_31
Marong Township and surrounds	Insert new flood mapping	Greater Bendigo C263gben 006lsio-foMaps05_06 Greater Bendigo C263gben 007lsio-foMaps05_06_31 Greater Bendigo C263gben 008lsio-foMap06_31 Greater Bendigo C263gben 009lsio-foMaps05_06 Greater Bendigo C263gben 010lsio-foMaps05_31
Adams Street Palms, Marong 1880 Calder Alternative Highway, Marong 1329 Calder Highway, Marong 13 Cathcart Street, Marong 19 Cathcart Street, Marong 82 Goldie Street, Marong 12 Leslie Street, Marong Railway bridge over Bullock Creek	Insert new Heritage Overlays	Greater Bendigo C263gben 011hoMap06 Greater Bendigo C263gben 012hoMap05

Planning and Environment Act 1987

GREATER BENDIGO PLANNING SCHEME

AMENDMENT C263gben

INSTRUCTION SHEET

The planning authority for this amendment is the Greater Bendigo City Council.

The Greater Bendigo Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 12 attached maps sheets.

Zoning Maps

1. Amend Planning Scheme Map No. 6 and Map No.31 in the manner shown on the 1 attached map marked "Greater Bendigo Planning Scheme, Amendment C263gben".

Overlay Maps

2. Amend Planning Scheme Map No. 5HO in the manner shown on the 1 attached map marked "Greater Bendigo Planning Scheme, Amendment C263gben".

3. Amend Planning Scheme Map No. 6HO in the manner shown on the 1 attached map marked "Greater Bendigo Planning Scheme, Amendment C263gben".

4. Insert new Planning Scheme Map No. 6DDO and amend Planning Scheme Map No. 31DDO in the manner shown on the 1 attached map marked "Greater Bendigo Planning Scheme, Amendment C263gben".

5. Amend Planning Scheme Map No. 6DPO in the manner shown on the 2 attached maps marked "Greater Bendigo Planning Scheme, Amendment C263gben".

6. Insert new Planning Scheme Map Nos. 5LSIO-FO, 6LSIO- FO, in the manner shown on the 2 attached maps marked "Greater Bendigo Planning Scheme, Amendment C263gben".

7. Insert new Planning Scheme Map Nos. 5LSIO-FO and 31LSIO-FO in the manner shown on the 1 attached map marked "Greater Bendigo Planning Scheme, Amendment C263gben".

8. Insert new Planning Scheme Map Nos. 6LSIO- FO and 31LSIO-FO in the manner shown on the 1 attached map marked "Greater Bendigo Planning Scheme, Amendment C263gben".

9. Insert new Planning Scheme Map Nos. 5LSIO-FO, 6LSIO- FO and 31LSIO-FO in the manner shown on the 2 attached maps marked "Greater Bendigo Planning Scheme, Amendment C263gben".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

10. In **Planning Policy Framework**- replace Clause 11.03-1L with a new Clause 11.03-1L in the form of the attached document.

11. In **Planning Policy Framework –** insert new Clause 11.03-6L-04 in the form of the attached document.

12. In **Planning Policy Framework**- replace Clause 13.03-1L with a new Clause 13.03-1L in the form of the attached document.

13. In **Planning Policy Framework**- replace Clause 18.01-3L with a new Clause 18.01-3L in the form of the attached document.

14. In **Zones** – Clause 32.03, insert one new Schedule 6 in the form of the attached documents.

15. In **Zones** – Clause 32.04, insert a new Schedule 3 in the form of the attached document.

16. In **Zones** – Clause 32.09, insert a new Schedule 2 in the form of the attached document.

17. In **Zones** – Clause 34.01, replace Schedule with a new Schedule in the form of the attached document.

18. In **Overlays** – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document.

19. In **Overlays** – Clause 43.02, insert four new Schedules 31, 32, 33 and 35 in the form of the attached documents.

20. In **Overlays** – Clause 43.04, insert a new Schedule 31 in the form of the attached document.

21. In **Overlays** – insert Clause 44.03 in the form of the attached document.

22. In **Overlays** – Clause 44.03, insert a new Schedule 1 in the form of the attached document.

23. In **Overlays** – Clause 44.04, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

24. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.

25. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

26. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document.

27. In **Operational Provisions** – Clause 74.01, replace the Schedule with a new Schedule in the form of the attached document.

28. In **Operational Provisions** – Clause 74.02, replace the Schedule with a new Schedule in the form of the attached document.

End of document

System Note: The following ordinance will be added after 11.03-6L-03 Strathfieldsaye

11.03-6L-04 Marong

C263gben

Policy application

This policy applies to the area of the Marong township shown on the Marong development map that form part of this clause.

Objective

To develop a satellite township of approximately 8000 people built around a vibrant town centre which protects significant vegetation and retains a semi-rural amenity and character.

General strategies

- Maintain Marong as a self-contained township by including a rural separation to other urban areas such as Maiden Gully and Eaglehawk.
- Encourage native trees and palm tree plantings in the public realm and streets to improve the character of the public domain.
- Strengthen the Town Centre as a community focal area to provide a safe and vibrant environment for residents and visitors.
- Support cycling networks within and adjacent to the township to:
  - Bendigo via Maiden Gully as a priority;
  - Along Bullock Creek linking Marong north to south.

Township entrances strategy

- Define the arrival to Marong with visual markers such as vegetation plantings, statement building design or other built form, at entrances to the township from Maiden Gully/Eaglehawk, Lockwood, Bridgewater, and Newbridge/St Arnaud.

Housing strategies

- Encourage residential areas in the Mixed Use Zone and town centre to have between 15-25 dwellings per net developable hectare and in the Low Density Residential Zone areas less than 8 dwellings per net developable hectare.
- Encourage medium density housing in the locations as shown on the Marong development map, including.
  - Within and at the interface to the Marong Town Centre.
  - Overlooking local and linear open space.
  - Within close proximity to the proposed education and co-located sports facility; and
  - Adjacent to the proposed Marong Railway Station.
- Facilitate co-location of medium density residential development with commercial and retail uses in the Mixed Use Zone and Town Centre.

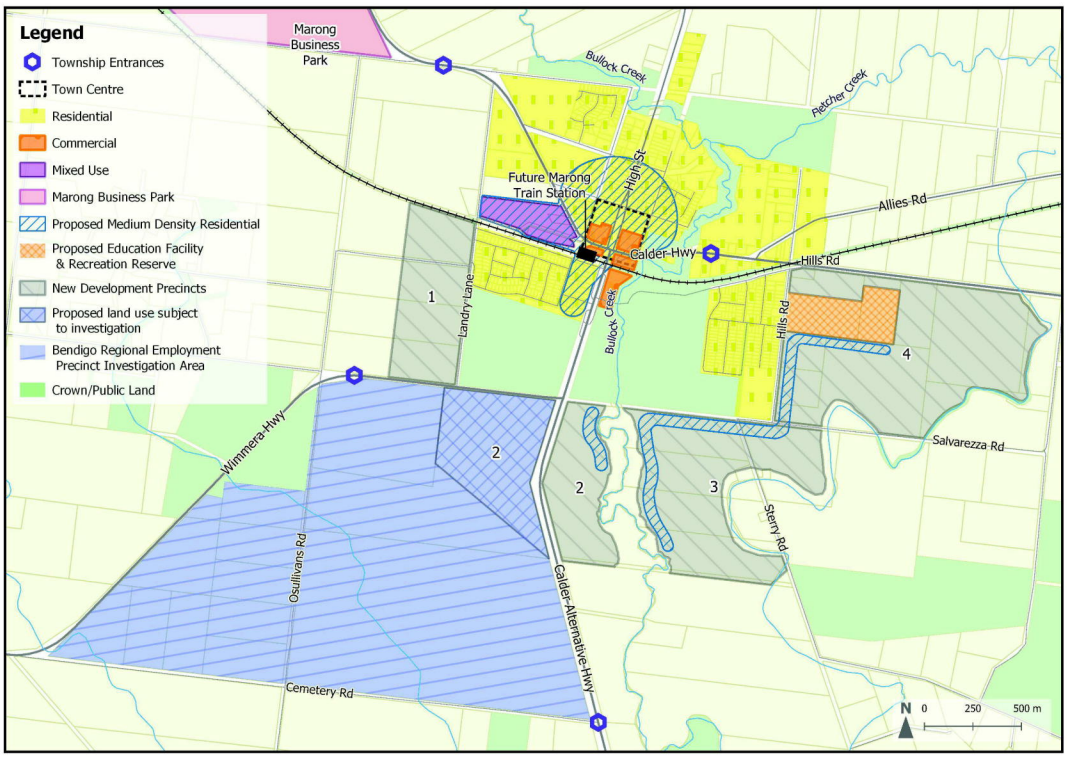
New development precinct strategies

- Provide for new development as demonstrated by land supply demand in Precincts 1-4 (west, south, east) and for the Bendigo Regional Employment Precinct investigation area as shown on the Marong development map and consistent with the *Marong Township Structure Plan* (City of Greater Bendigo, June 2024).
- Plan new development precincts by:

- Supporting upgrades to transport infrastructure that integrate with the proposed Marong Railway Station as shown on the Marong development map.
- Ensure service and public infrastructure is planned for and delivered in a timely and orderly manner and consistent with the *Marong Township Structure Plan* (City of Greater Bendigo, June 2024).
- Retaining and reinforcing the semi-rural character of Marong by retaining vegetation on public and private land, and modest building heights.
- Supporting no or low front fences and buildings orientated to open space networks, which provide passive surveillance of public areas and active street frontages to minimise crime.
- Supporting residential development including medium density housing in appropriate locationsand consistent with the objectives, guidelines and requirements in the *Marong Township Structure Plan* (City of Greater Bendigo, June 2024)
- Ensuring a Native Vegetation Precinct Plan for new development precincts is prepared as part of the rezoning process, including targeted surveys for potentially significant grassy woodland and vegetated areas that support state and nationally significant flora and fauna species.

- Precinct 1
  - Ensure the development of land in Precinct 1 does not conflict with a potential Marong Western Freight Corridor and includes a managed interface with the proposed Bendigo Regional Employment Precinct.
- Precinct 2
  - Ensure land in Precinct 2 includes a managed interface and integration with the proposed Bendigo Regional Employment Precinct and development does not conflict with a potential Marong Western Freight Corridor.
  - Support Bullock Creek as a public open space corridor through subdivision layout design.
- Precinct 3
  - Support Bullock Creek as a public open space corridor through subdivision layout design.
- Precinct 4
  - Ensure land is retained for provision of an education facility and a co-located public neighbourhood sports facility in the north east corner of the precinct as shown on the Marong development map.
  - Encourage residential development to transition to low density at the precinct boundary interfaces with rural areas.

Marong development map



Policy documents

Consider as relevant: *Marong Township Structure Plan* (City of Greater Bendigo, June 2024)

--/--/----
Proposed C263gben

SCHEDULE 6 TO CLAUSE 32.03 LOW DENSITY RESIDENTIAL ZONE

Shown on the planning scheme map as **LDRZ6.**

1.0 Subdivision requirements

--/--/----
Proposed C263gben

	Land	Area (hectares)
Minimum subdivision area (hectares)	Marong, East side of Fletchers Creek Road	0.4ha

2.0 Outbuilding permit requirements

--/--/----
Proposed C263gben

Dimensions above which a permit is required to construct an outbuilding (square metres)
None specified

--/--/----
Proposed C263gben

SCHEDULE 2 TO CLAUSE 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE

Shown on the planning scheme map as **NRZ2**.

MARONG - RESIDENTIAL AREAS

1.0 Neighbourhood character objectives

--/--/----
Proposed C263gben

To support diverse residential development which is setback from front and side boundaries to provide a sense of space.

To encourage retention of existing native vegetation where appropriate.

To support low height, permeable or no front fencing to provide active frontages with passive surveillance to streets and public spaces.

To support garages, carports and second storeys that are recessed from the ground floor facade and do not visually dominate dwellings or streetscapes.

2.0 Minimum subdivision area

--/--/----
Proposed C263gben

None specified.

3.0 Requirements of Clause 54 and Clause 55

--/--/----
Proposed C263gben

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	Maximum height of 1.2metres

4.0 Maximum building height requirement for a dwelling or residential building

--/--/----
Proposed C263gben

None specified.

5.0 Application requirements

--/--/----Proposed C263gben The following application requirements apply to an application for a permit under Clause 32.09, in addition to those specified in Clause 32.09 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- An urban context and design response that shows how the development will achieve the neighbourhood character objectives of this schedule.
- Where an application is to vary the requirements of the schedule it must:
  - Identify the design objectives and design requirements that will be achieved by the proposal.
  - Provide an assessment of how the variation assists the proposal to achieve the objectives and requirements of this schedule.
  - Identify whether the site has any particular characteristics or features that warrant the variation and an alternative design.

6.0 Decision guidelines

--/--/----Proposed C263gben The following decision guidelines apply to an application for a permit under Clause 32.09, in addition to those specified in Clause 32.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the lot size and density provides for a range of housing types.
- Whether the development is appropriately setback from the front and side boundaries.
- Whether the proposed front fence or building supports active frontages to the public realm.
- Whether the proposal integrates existing native vegetation and new plantings in keeping with Marong's existing vegetated landscape and character.
- Whether the garage, carport or second storey is appropriately offset behind the front facade of the dwelling or building.

2.16 Maiden Gully, Mandurang, Marong, Mia Mia, Mount Camel, Myers Flat and Myrtle Creek

C263gben

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	MAIDEN GULLY								
HO549	51 Andrews Road, Maiden Gully Byronsvale (formerly Turand) **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (stables)	No	No	No
HO552	State Forest, Maiden Gully Road, Maiden Gully Lancashire Reef Mines, Dam & Alluvial Workings **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes	Yes	No	No	No	No
HO555	35 Monsants Road, Maiden Gully Pratty's Patch **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
HO551	24A Pioneer Drive and 9 Kawana Drive (Allotment 36, Parish of Marong), Maiden Gully	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Ninnes Lone Grave and Reserve **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**								
HO556	Sparrowhawk Road, Derwent Gully Road and Arro Avenue, Maiden Gully Spargo's Pyrites Gold Works	-	-	-	-	-	Yes Ref No H1360	No	No
HO557	7 Wick's Road, Maiden Gully Rocky Vale Villa **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
	MANDURANG								
HO558	9 Hollidays Road, Mandurang Uniting Church (former Christian Bible Church) **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
HO712	86 Mandurang South Road, Mandurang South	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Mandurang South State School No. 1628 (Former) **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**								
HO793	303 Mandurang Road, Mandurang Château Dor□ **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (peppercorn, olive, pecan nut trees and vineyard)	Yes	Yes (winery buildings, blacksmiths shop and buggy shed)	No	No	No
HO794	69 Nankervis Road, Mandurang Former Schools and Residence **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (school of 1861, teacher's residence and school of 1877)	No	Yes	No
HO795	306 Nankervis Road, Mandurang House and outbuilding **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (mature oaks, cypresses and willows)	Yes	Yes (barn)	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO796	Tannery Lane, between Mandurang and Nankervis Roads, Mandurang Tannery Lane culverts and trees **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (hawthorn hedge and avenue of elm trees)	Yes	No	No	No	No
HO797	6 Tannery Lane, Mandurang Junction Hotel (former) **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (oaks and other exotic large trees)	Yes	Yes (brick and timber outbuilding, poles and corrugated iron outbuilding, and timber fencing including carved posts)	No	No	No
HO798	88 Tannery Lane, Mandurang House and outbuilding **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (sandstone outbuilding)	No	No	No
HO799	145 Tannery Lane, Mandurang Edinburgh Tannery **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (hide shed)	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	MARONG								
HO560	10 Adams Street (Calder Highway), Marong Marong School No. 400 **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
HO938	Adams Street Road Reserve, Marong Palms **Incorporated plan:** Greater Bendigo Heritage Incorporated Plan - Permit Exemptions, September 2020 **Statement of Significance:** Statement of Significance: Adams Street Palms, Marong, September 2020	No	No	Yes - Palms	Yes	No	No	No	No
HO559	31 Adams Street, Marong Former Shire of Marong Hall **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes Palm trees	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO562	1810 Calder Alternative Highway, Marong Park View **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes Moreton Bay fig trees, monkey puzzle trees, other conifers	Yes	Yes (stone outbuilding)	No	No	No
HO943	1880 Calder Alternate Highway, Marong Former Argyle Inn Stables **Incorporated Plan:** Greater Bendigo Heritage Incorporated Plan - Permit Exemptions, September 2020 **Statement of Significance:** Statement of Significance: 1880 Calder Alternate Highway, Marong, September 2020	No	No	No	Yes	Yes - brick stables	No	No	No
HO940	1329 Calder Highway, Marong Residence **Incorporated Plan:** Greater Bendigo Heritage Incorporated Plan - Permit Exemptions, September 2020 **Statement of Significance:**	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Statement of Significance: 1329 Calder Highway, Marong, June 2024								
HO941	13 Cathcart Street, Marong Miners' cottage **Incorporated Plan:** Greater Bendigo Heritage Incorporated Plan - Permit Exemptions, September 2020 **Statement of Significance:** Statement of Significance: 13 Cathcart Street, Marong, September 2020	No	No	No	Yes	Yes - small outbuilding	No	No	No
HO942	19 Cathcart Street, Marong Miners' cottage **Incorporated Plan:** Greater Bendigo Heritage Incorporated Plan - Permit exemptions, September 2020 **Statement of Significance:** Statement of Significance: 19 Cathcart Street, Marong, September 2020	No	No	No	Yes	No	No	No	No
HO944	82 Goldie Street, Marong Goldie Cottage **Incorporated Plan:**	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Greater Bendigo Heritage Incorporated Plan - Permit exemptions, September 2020 **Statement of Significance:** Statement of Significance: 82 Goldie Street, Marong, September 2020								
HO563	26 High Street (Calder Highway) at Adams Street, Marong Marong Family Hotel **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
HO564	32 High Street, Marong Uniting Church complex **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
HO565	35 High Street, Marong Former Holy Trinity Anglican Church **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO566	53 High Street, Marong St Patrick's Catholic Church, and 31 Cathcart Street, Marong St Patrick's Catholic Church Presbytery and stables **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (stables)	No	No	No
HO945	12 Leslie Street, Marong Former Cocks' Dairy **Incorporated Plan:** Greater Bendigo Heritage Incorporated Plan - Permit exemptions, September 2020 **Statement of Significance:** Statement of Significance: 12 Leslie Street, Marong, September 2020	No	No	No	Yes	No	No	No	No
HO567	284 O'Sullivan's Road at McKenzie Road, Marong McKenzie's Tomato Seed Extraction Factory **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO946	Railway bridge over Bullock Creek, Marong (off Adams Street) Railway Bridge **Incorporated Plan:** Greater Bendigo Heritage Incorporated Plan - Permit exemptions, September 2020 **Statement of Significance:** Statement of Significance: Railway bridge over Bullock Creek, Marong, September 2020	No	No	No	Yes	No	No	No	No
	MIA MIA								
HO800	81 Daniels Lane, Mia Mia Outbuildings and cottage **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (timber slab outbuildings and cottage)	No	No	No
HO801	209 Daniels Lane, Mia Mia Outbuildings and ruins **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (stone outbuildings, half timbered ruins and stone and brick chimneys)	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO802	Heathcote-Redesdale Road, Mia Mia (Z3\PP2973) Ruins and outbuildings **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (log outbuildings, stone chimney and two pressed red brick chimneys)	No	No	No
HO803	Heathcote-Redesdale Road, Mia Mia (Z8A~6\PP2973 and Z9PP2973) Hare and Hound Hotel (former) **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
HO804	Heathcote – Spring Plains Road, Mia Mia (B33A\PP2973) Former Hotel **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (remains timber outbuilding)	No	Yes	No
HO569	508 Heathcote Spring Plains Road, Mia Mia O'Sullivans Rock Site **Incorporated plan:**	Yes	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020								
HO805	31 Matheson Road, Mia Mia Mia Mia Uniting Church **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	Yes	No	Yes (mature pine trees)	Yes	No	No	No	No
HO806	257 Meadow Valley Road, Mia Mia Homestead complex **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	Yes (black-smiths workshop)	Yes (orchard)	Yes	Yes (shearing shed, blacksmiths workshop, horse shelter and tack room, post and rail fences, sheep yards)	No	Yes	No
HO807	17 Valley Road, Mia Mia Manse **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (mature trees adjacent to house)	Yes	No	No	No	No
HO808	20 Valley Road, Mia Mia Mia Mia Hall **Incorporated plan:**	No	No	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020								
HO809	45 Westblade Road, Mia Mia Outbuilding **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	Yes (bluestone outbuilding)	No	No	No
	MOUNT CAMEL								
HO810	392 Heathcote-Rochester Road, Mount Camel House and outbuildings **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (mature exotic trees)	Yes	Yes (outbuilding and animal shelter)	No	Yes	No
HO811	770 Heathcote-Rochester Road, Mount Camel Mount Camel Homestead **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (driveway of trees and mature exotic trees including palms)	Yes	Yes (outbuildings)	No	Yes	No
	MYERS FLAT								

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO570	1371 Loddon Valley Highway, Myers Flat –Myers Creek Alluvial Workings **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	No	Yes	No	No	No	No
	MYRTLE CREEK								
HO812	Part CA 5 Sec 8 Bartys Road, Myrtle Creek (1\TP240950) House and outbuilding **Incorporated plan:** **Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020**	No	No	Yes (peppercorn and mulberry trees)	Yes	Yes (brick outbuilding)	No	No	No

C263gben

SCHEDULE 31 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO31**.

MARONG - LOW DENSITY RESIDENTIAL

1.0 Design objectives

C263gben

To support new development which has generous setbacks from all boundaries.

To provide protection from bushfire by requiring adequate defendable space.

To create active frontages to public land including streets, waterways, forest and rural areas.

To support no or low, visually transparent fences which are adjacent to or abut public space including streets.

To ensure new dwellings fronting Fletchers Creek Road are setback at similar distances to the existing development to the west.

2.0 Buildings and works

C263gben

A permit is not required to construct a building or construct or carry out works, excluding a fence, if the building is setback equal to, or more than 20 metres from the Fletcher Creek Road reserve.

A permit is required to construct or alter a fence if any of the following apply:

- The front or side fence is more than 1.2 metres high (from ground level) and adjoins a public street or public open space.
- The front fence is less than 75 percent transparent or open.
- The side fence which adjoins a public street or public open space is setback less than 3 metres behind the building line which faces the primary street.
- Any fence constructed with combustible materials.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- Buildings should front the street, public spaces, waterways, cycling and walking tracks to provide an active frontage where possible.
- Buildings should have large setbacks of at least 20 metres to Fletcher Creek Road reserve to maintain neighbourhood character.
- Development should protect existing mature trees in the front setback.
- No front fencing is preferred. Front fences that are required should not exceed 1.2 metres in height and should have a minimum permeability of 75 percent.
- Side and rear fencing should be visually permeable and constructed of non-combustible materials.
- New buildings should be setback as per *Table 1 Setback distances for bushfire* and must achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS 3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018).

Table 1 Setback distances for bushfire

Property	Northern boundary	Eastern boundary	Southern boundary	Western boundary
Part 734 Allies Road, Marong	19 metres	19 metres	20 metres	20 metres
787 Allies Road, Marong	20 metres	19 metres	20 metres	20 metres

1332 Calder Highway, Marong	-	33 metres	20 metres	33 metres

A permit cannot be granted to vary a requirement expressed with the term 'must'.

3.0 Subdivision

C263gben

A permit to subdivide land must meet the following requirements:

- Each lot should be of sufficient size to ensure that future development of land can achieve the setbacks listed in *Table 1 Setback distances for bushfire* and must be able to achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS 3959-2018 Construction of building in bushfire prone areas (Standards Australia, 2018).

A permit cannot be granted to vary a requirement expressed with the term 'must'.

4.0 Signs

C263gben

None specified.

5.0 Application requirements

C263gben

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A plan illustrating the proposed front, side and rear setbacks to the building or works.
- A design response which describes how the building or works will impact the streetscape and setback pattern of the area, achieve the objective and requirements of this schedule.
- A plan illustrating the type and location of the front fence.
- A landscaping plan that shows how existing native vegetation is to be retained and managed to ensure bushfire risk is minimised.
- An application which seeks to reduce the setback distances specified in Table 1 must be accompanied by a report prepared by a suitably qualified professional demonstrating the proposal achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018)

6.0 Decision guidelines

C263gben

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the building is suitably setback from all boundaries for the pattern of development.
- Whether sufficient defendable space can be provided to protect development against bushfire risk.
- Whether the proposal provides active frontages to public spaces and streets.
- Whether the fence dominates the streetscape, or prevents visual permeability for the purpose of public safety.
- Whether the fence type and materials increase the bushfire risk.

System Note: The following schedule will be inserted after SCHEDULE 31 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

C263gben

SCHEDULE 32 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO32**.

MARONG - RESIDENTIAL AREAS

1.0 Design objectives

C263gben

To create active frontages to public land including streets, waterways, forest and rural areas.

To support low, visually transparent front fences for dwellings which are adjacent to, or abut public space including streets.

To provide protection from bushfire by requiring adequate defendable space.

2.0 Buildings and works

C263gben

A permit is required to construct or alter a fence if any of the following apply:

- The front fence is less than 75 percent transparent or open.
- The side fence which adjoins a public street or public open space is setback less than 3 metres behind the building line which faces the primary street.
- Any fence constructed with combustible materials.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- Buildings should front the street, public spaces, waterways, cycling and walking tracks to provide an active frontage where possible.
- No front fencing is preferred. Front fences that are required should not exceed 1.2 metres in height and should have a minimum permeability of 75 percent.
- Side and rear fencing should be constructed with non-combustible materials.
- Development should protect existing mature trees where possible.
- Dwellings should provide car parking or garages 1 metre or more behind the front facade of the dwelling.
- New buildings should be setback as per *Table 1 Setback distances for bushfire* and must achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018).

Table 1 Setback distances for bushfire

Property	Northern boundary	Eastern boundary	Southern boundary	Western boundary
1469 Calder Highway, Marong	20 metres	20 metres	-	20 metres
21 Cathcart Street, Marong	-	-	-	20 metres

A permit cannot be granted to vary a requirement expressed with the term 'must'.

3.0 Subdivision

C263gben

An application to subdivide land must meet the following requirements:

- Subdivision layout should be designed around native vegetation to protect established native trees where possible in road reserves, public spaces and walkways.
- Each lot should be of sufficient size to ensure that future development of land can achieve the setbacks listed in *Table 1 Setback distances for bushfire* and must be able to achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of building in bushfire prone areas (Standards Australia, 2018).

A permit cannot be granted to vary a requirement expressed with the term 'must'.

4.0 Signs

C263gben

None specified.

5.0 Application requirements

C263gben

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A design response which describes how the objectives of this schedule will be met.
- A landscaping plan that shows how existing native vegetation is to be retained and managed to ensure bushfire risk is minimised.
- An application which seeks to reduce the setback distances specified in Table 1 must be accompanied by a report prepared by a suitably qualified professional demonstrating the proposal achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018)
- Where an application is to vary the requirements of the schedule it must:
  - Identify the objectives and design requirements that will be achieved by the proposal.
  - Provide an assessment of how the variation assists the proposal to achieve the objectives and requirements of this schedule.
  - Identify whether the site has any particular characteristics or features that warrant the variation and an alternative design.

6.0 Decision guidelines

C263gben

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal provides active frontages to public spaces and streets.
- Whether the fence dominates the streetscape, or prevents visual permeability for the purpose of public safety.
- Whether car parking is visually obtrusive and dominates the proposal.
- Whether sufficient defendable space can be provided to protect development against bushfire risk.
- Whether the fence type and materials increase the bushfire risk.

System Note: The following schedule will be inserted after SCHEDULE 32 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

C263gben

SCHEDULE 35 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO35.**

PROTECTION FROM BUSHFIRE

1.0 Design objectives

C263gben

To provide protection from bushfire by requiring adequate defendable space.

2.0 Buildings and works

C263gben

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- New buildings should be setback as per *Table 1 Setback distances for bushfire* and must achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS 3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018).

Table 1 Setback distances for bushfire

Property	Northern boundary	Eastern boundary	Southern boundary	Western boundary
1329, 1331 and 1339 Calder Highway, Marong	20 metres	-	20 metres	-
1343 Calder Highway, Marong	20 metres	-	20 metres	33 metres

A permit cannot be granted to vary a requirement expressed with the term 'must'.

An application for construction of a building or to construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

3.0 Subdivision

C263gben

A permit to subdivide land must meet the following requirements:

- Each lot should be of a sufficient size to ensure that future development of land can achieve the setbacks listed in *Table 1 Setback distances for bushfire* and must be able to achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS 3959-2018 Construction of building in bushfire prone areas (Standards Australia, 2018),

A permit cannot be granted to vary a requirement expressed with the term 'must'.

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

4.0 Advertising signs

C263gben

None specified.

5.0 Application requirements

C263gben

An application which seeks to reduce the setback distances specified in Table 1 must be accompanied by a report prepared by a suitably qualified professional demonstrating the proposal achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018)

6.0 Decision guidelines

C263gben

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether sufficient defendable space can be provided to protect development against bushfire risk.

System Note: The following schedule will be inserted after Sub-Clause:43.04 DEVELOPMENT PLAN OVERLAY, Schedule:SCHEDULE 29 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

C263gben

SCHEDULE 31 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO31**.

MARONG MIXED USE PRECINCT

1.0 Objectives

C263gben

To encourage lot sizes and layout that supports a diverse choice of housing and co location of commerical uses.

To provide protection from bushfire by requiring adequate defendable space.

To encourage new development to provide active frontages to streets and other public spaces.

2.0 Requirement before a permit is granted

C263gben

None specified

3.0 Conditions and requirements for permits

C263gben

The following conditions and or requirements apply to permits:

- An application to construct a building should be setback 20 metres from the Adams Street and Landry Lane road reserves or a reduced setback specified in an approved development plan and must achieve bushfire exposure levels of no more than 12.5 kilowatts per square meter under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018).
- An application for subdivision should include lots of a sufficient size to allow a setback 20 metres from the Adams Street and Landry Lane road reserves or a reduced setback specified in an approved development plan and must achieve bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS 3959-2018 Construction of building in bushfire prone areas (Standards Australia, 2018).

A permit cannot be granted to vary a requirement expressed with the term 'must'.

4.0 Requirements for development plan

C263gben

A development plan must include the following requirements to the satisfaction of the responsible authority:

- A written statement demonstrating how the objectives of this schedule are implemented.
- A layout plan which orientates lots to the public realm and provides active frontages including to the railway line and existing road reserves.
- A planning assessment and design response which identifies any areas of potential contamination, environmental significance, heritage, archaeological or aboriginal signficance.
- A staging and infrastructure servicing plan, including interim treatments, bushfire management, stormwater and drainage management and all service provisions.
- A bushfire management assessment prepared by a suitably qualified professional that includes setbacks for the purposes of defendable space to ensure future development achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018)
- A movement network layout, including road cross sections, shared paths and car parking.
- A flora and fauna assessment, which includes both exotic and native species and identifies vegetation to be retained.
- A plan that shows the interface treatments with adjacent land and uses, including any required setbacks, open space and proposed development.

System Note: The following ordinance will be modified in Sub-Clause:72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME, Schedule:SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 Incorporated documents

C263gben

Name of document	Introduced by:
Atisha Comprehensive Development Plan, May 2005	C54

Name of document	Introduced by:
Australian Standard AS2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, Standards Australia Limited, 2015	VC107
Bendigo Aerodrome Obstacle Limitation Surfaces, June 2012	C175
Bendigo Airport Redevelopment Project Incorporated Document, May 2015	C175
Bendigo GovHub Incorporated Document, November 2019	C252gben
Bendigo Health and Academic Precincts, Bendigo, May 2013 (Amended July 2021)	C273gben
Bendigo Law Courts Incorporated Document, September 2020	C262gben
Bendigo Local Floodplain Development Plan, February 2018	C221
Bendigo Residential Growth Plan, 2016 (Amended October 2018)	C232gben
Bendigo Signalling Upgrade Project Incorporated Document, May 2020	C250gben
Eaglehawk Cemetery Heritage Management Plan, 2006	C63 (Part 1)
Eumana Heritage Place Statement of Significance, October 2019	C255gben
Fortuna Comprehensive Development Plan, May 2014	C204
Goulburn-Murray Water: Connections Project and Water Efficiency Project Incorporated Document, November 2021	GC196
Greater Bendigo Discouraged Gaming Areas, 2008	C110
Greater Bendigo Heritage Incorporated Plan – Permit Exemptions (City of Greater Bendigo, September 2020)	C261gben
Heathcote Local Floodplain Development Plan (City of Greater Bendigo, May 2021)	C243gben
Heritage Design Guidelines (City of Greater Bendigo, September 2020)	C261gben
Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017	GC49
Huntly Development Contributions Plan (Mesh, December 2023)	VC249
Huntly Township Plan Native Vegetation Precinct Plan, September 2010	C136
Jackass Flat Vegetation Precinct Plan, September 2009	C133
Kamarooka Restructure Plan, April 2008	C88
Lakeshore Camping and Caravan Park, Knowsley, Incorporated Document, March 2023	C281gben
Marong Business Park Comprehensive Development Plan, November 2016	C161(Part 1)
Marong Business Park Development Contributions Plan (Urban Enterprise, December 2023)	VC249
Marong Local Floodplain Development Plan, (North Central Catchment Management Authority, June 2021)	C263gben
Native Vegetation Precinct Plan for land at 244 Edwards Road, Maiden Gully, June 2014	C190
Neilborough Restructure Plan, April 2008	C88
Ravenswood Restructure Plan, April 2008	C88
Statement of Significance: 1-75 Racecourse Road, Ascot , September 2020	C261gben
Statement of Significance: 48-56 Taylor Street, Ascot , September 2020	C261gben
Statement of Significance: 66 Taylor Street, Ascot, September 2020	C261gben

Name of document	Introduced by:
Statement of Significance: 147 Barnard Street, Bendigo, September 2020	C261gben
Statement of Significance: 3 Bayne Street and 95-97 Bridge Street, Bendigo, September 2020	C261gben
Statement of Significance: 37-45 Bridge Street, Bendigo, September 2020	C261gben
Statement of Significance: 49 Bridge Street, Bendigo, September 2020	C261gben
Statement of Significance: 67-69 Bridge Street, Bendigo, September 2020	C261gben
Statement of Significance: 125 Bridge Street, Bendigo, September 2020	C261gben
Statement of Significance: 8-10 Garsed Street, Bendigo, July 2021	C235gben
Statement of Significance: 159 Hargreaves Street, Bendigo, July 2021	C235gben
Statement of Significance: Part of 165-171 Hargreaves Street, Bendigo, July 2021	C235gben
Statement of Significance: Part of 426 Hargreaves Street, Bendigo, July 2021	C235gben
Statement of Significance: 62 Lucan Street, Bendigo, September 2020	C261gben
Statement of Significance: 89-91 Lucan Street, Bendigo, September 2020	C261gben
Statement of Significance: 105 Lucan Street, Bendigo, September 2020	C261gben
Statement of Significance: 156-158 Lyttleton Terrace, Bendigo, July 2021	C235gben
Statement of Significance: 259-265 Lyttleton Terrace, Bendigo, July 2021	C235gben
Statement of Significance: 314 Lyttleton Terrace, Bendigo, July 2021	C235gben
Statement of Significance: 322-326 Lyttleton Terrace, Bendigo, July 2021	C235gben
Statement of Significance: 80-84 Mitchell Street, Bendigo, July 2021	C235gben
Statement of Significance: 96 Mollison Street, Bendigo, July 2021	C235gben
Statement of Significance: 56 Mundy Street, Bendigo, July 2021	C235gben
Statement of Significance: 249 Napier Street, Bendigo, September 2020	C261gben
Statement of Significance: 251-253 Napier Street, Bendigo, September 2020	C261gben
Statement of Significance: 354 Napier Street, Bendigo, September 2020	C261gben
Statement of Significance: 19 Park Road, Bendigo (Drill Hall), September 2020	C261gben
Statement of Significance: 27 Park Road, Bendigo, September 2020	C261gben
Statement of Significance: 25 Queen Street, Bendigo, July 2021	C235gben
Statement of Significance: 35-39 Short Street, Bendigo, July 2021	C235gben
Statement of Significance: 7-9 St Andrews Avenue, Bendigo, July 2021	C235gben
Statement of Significance: 4 Weeroona Avenue, Bendigo, September 2020	C261gben
Statement of Significance: William Vahland Place, Bendigo, July 2021	C235gben
Statement of Significance: Part of 114 Williamson Street, Bendigo, July 2021	C235gben
Statement of Significance: Part of 116 Williamson Street, Bendigo, July 2021	C235gben
Statement of Significance: 143 Charleston Road, East Bendigo, September 2020	C261gben
Statement of Significance: 10 McDowalls Road, East Bendigo, September 2020	C261gben

Name of document	Introduced by:
Statement of Significance: 125-133 McIvor Road, East Bendigo, September 2020	C261gben
Statement of Significance: 93 Strickland Road, East Bendigo, September 2020	C261gben
Statement of Significance: 131 Goynes Road, Epsom, September 2020	C261gben
Statement of Significance: 147 Kangaroo Gully Road, Kangaroo Flat, September 2020	C261gben
Statement of Significance: Part of 55 Condon Street, Kennington, October 2022	C271gben
Statement of Significance: 16 Crook Street Kennington, September 2020	C261gben
Statement of Significance: Adams Street Palms, Marong, September 2020	C263gben
Statement of Significance: 1880 Calder Alternate Highway, Marong, September 2020	C263gben
Statement of Significance: 1329 Calder Highway, Marong, June 2024	C263gben
Statement of Significance: 13 Cathcart Street, Marong, September 2020	C263gben
Statement of Significance: 19 Cathcart Street, Marong, September 2020	C263gben
Statement of Significance: 82 Goldie Street, Marong, September 2020	C263gben
Statement of Significance: 12 Leslie Street, Marong, September 2020	C263gben
Statement of Significance: Railway bridge over Bullock Creek, Marong, September 2020	C263gben
Statement of Significance: 213 Arnold Street, North Bendigo, September 2020	C261gben
Statement of Significance: 225 Arnold Street, North Bendigo, September 2020	C261gben
Statement of Significance: 238 Arnold Street, North Bendigo, September 2020	C261gben
Statement of Significance: 31 Bayne Street, North Bendigo, September 2020	C261gben
Statement of Significance: 5 Finn Street and 25 & 31 Bushmaster Court, North Bendigo, September 2020	C261gben
Statement of Significance: 3 Grattan Street, North Bendigo, September 2020	C261gben
Statement of Significance: 14-16 Lobb Street, North Bendigo, September 2020	C261gben
Statement of Significance: 6 Norfolk Street, North Bendigo, September 2020	C261gben
Statement of Significance: 24 Smith Street, North Bendigo, September 2020	C261gben
Statement of Significance: 3 Stewart Street, North Bendigo, September 2020	C261gben
Statement of Significance: 25 Stewart Street, North Bendigo, September 2020	C261gben
Statement of Significance: 40 Harley Street, Strathdale, September 2020	C261gben
Statement of Significance: 14 Heinz Street and 15 Ross Street, White Hills, September 2020	C261gben
Statement of Significance: 467 Napier Street, White Hills, September 2020	C261gben
Statement of Significance: 506-508 Napier Street, White Hills, September 2020	C261gben
Statement of Significance: 532 Napier Street, White Hills, September 2020	C261gben
Statement of Significance: 545 Napier Street, White Hills, September 2020	C261gben
Statement of Significance: Precinct: Baxter Street Heritage Precinct Extension, September 2020	C261gben

Name of document	Introduced by:
Statement of Significance: Precinct: Bridge Street North Heritage Precinct, September 2020	C261gben
Statement of Significance: Precinct: Buller Street Heritage Precinct, September 2020	C261gben
Statement of Significance: Precinct: Gleeson Street Heritage Precinct, September 2020	C261gben
Statement of Significance: Precinct: Norfolk Street Heritage Precinct, September 2020	C261gben
Statement of Significance: Precinct: Tomlins Street Heritage Precinct Extension, September 2020	C261gben
Statement of Significance: Precinct: White Hills Heritage Precinct, September 2020	C261gben

System Note: The following ordinance will be modified in Clause:72 ADMINISTRATION AND ENFORCEMENT OF THIS PLANNING SCHEME, Sub-Clause:72.04 INCORPORATED DOCUMENTS

C263gben

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

System Note: The following ordinance will be modified in Sub-Clause:72.08 BACKGROUND DOCUMENTS, Schedule:SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0 Background documents

C263gben

Name of background document	Amendment number - clause reference
2013-2019 North Central Regional Catchment Strategy (North Central Catchment Management Authority, 2013)	C256gben - Clause 12.01-1L
2014-2022 North Central Waterway Strategy (North Central Catchment Management Authority, 2014)	C256gben - Clause 12.01-1L
A Land Capability Study of the City of Greater Bendigo, Huntly District (Bluml, M et al, November 1995)	NFPS - Clause 14.01-1L, Clause 14.01-2L-01, Clause 16.01-3L
A Land Capability Study of the City of Greater Bendigo, Strathfieldsaye District (Bluml, M et al, October 1995)	NFPS - Clause 14.01-1L, Clause 14.01-2L-01, Clause 16.01-3L
A Land Capability Study of the Rural City of Marong (Bryant, E and Lorimer, M, April 1993)	NFPS - Clause 14.01-1L, Clause 14.01-2L-01, Clause 16.01-3L
All Saints' Anglican Church, School and Master's Residence Conservation Management Plan (City of Greater Bendigo, August 2012)	C197 - Clause 15.03-1L
Axedale Community Plan 2018-2022 (Greater Bendigo City Council, December 2017)	C256gben - Clause 42.03s02
Axedale Township Structure Plan (Greater Bendigo City Council, March 2009)	C108 - Clause 42.03s02, Clause 43.02s09
Bendigo Aerodrome Master Plan 2007-2022 (Airport Plus Pty Ltd, July 2007)	C175 - Clause 18.04-1L
Bendigo Airport Australian Noise Exposure Forecast for 2032 (ANEF 2032) (Kneebone Planning, November 2012)	C175 - Clause 18.04-1L
Bendigo Airport Strategic Plan (City of Greater Bendigo, June 2009)	C175 - Clause 18.04-1L
Bendigo and Eaglehawk Heritage Study (Butler, G and Associates, 1993)	NFPS - Clause 15.03-1L
Bendigo CBD Parking Precinct Plan (City of Greater Bendigo, 2009)	C169 - Clause 45.09s01
Bendigo CBD Parking Strategy (GTA Consultants, October 2008)	C169 - Clause 45.09s01
Bendigo CBD Plan: New Visions, New Opportunities (Planisphere, December 2005)	C86 - Clause 43.02s05, Clause 43.04s20
Bendigo City Centre Heritage Study Stage 1, Volume 2: Individually Significant Places (GML Heritage Victoria Pty Ltd trading as Context, June 2021)	C235gben - Clause 43.01s
Bendigo Highway Entrances and Boulevard Study (TBA Planners et al, 1994)	NFPS - Clause 18.02-3L-01
Bendigo Industrial Land Strategy (GHD, June 2002)	C41 - Clause 17.03-1L
Bendigo Liquor Accord (Victorian Commission for Gaming and Liquor Regulation, September 2019)	C256gben - Clause 13.07-1L
Bendigo Region Destination Management Plan (Urban Enterprises, November 2015)	C256gben - Clause 17.04-1L

Name of background document	Amendment number - clause reference
Bendigo Urban Flood Study (Water Technology, November 2013)	C221 - Clause 13.03-1L, Clause 44.04s01, Clause 44.04s02
Big Hill Enterprise Park Landscape Development Report (Spiire, 2014)	C200 - Clause 43.02s19
Certificate of Environmental Audit, part 47 Lansell Street, East Bendigo (Golder Associates Pty Ltd, January 2016)	C220 - Clause 43.04s16
City of Greater Bendigo Annual Report 2018-2019 (City of Greater Bendigo, October 2019)	C256gben - Clause 02.01
City of Greater Bendigo Community Plan 2017-2021 (City of Greater Bendigo, June 2019)	C256gben - Clause 02.02, Clause 02.03-9, Clause 19.02-4L
City of Greater Bendigo Domestic Wastewater Management Strategy 2014-15 (City of Greater Bendigo, 2014)	C214 - Clause 16.01-3L, Clause 19.03-3L, Clause 42.01s02, Clause 42.01s03
City of Greater Bendigo Gaming Policy Framework – "Accessible but not convenient" (Coombes Consulting Group, October 2007)	C110 - Clause 52.28s
City of Greater Bendigo Good Design Guide for Industry (City of Greater Bendigo, 1997)	NFPS - Clause 15.01-1L-02
City of Greater Bendigo Heritage Study Stage 2: Former Shires of McIvor and Strathfieldsaye. Volume 1 Key Findings and Recommendations (City of Greater Bendigo, 2009)	C139 Pt 1 - Clause 15.03-1L
City of Greater Bendigo Heritage Study Stage 2: Former Shires of McIvor and Strathfieldsaye. Volume 2 Heritage Place and Precinct Citations (City of Greater Bendigo, 2009)	C139 Pt 1 - Clause 15.03-1L
City of Greater Bendigo (Marong District) Heritage Study, Stage 1 Report (Andrew Ward, 1994)	C256gben - Clause 15.03-1L
City of Greater Bendigo Residential Character Study (Planisphere, 2001)	C29 - Clause 15.01-5L
City of Greater Bendigo Rural Communities Strategy (City of Greater Bendigo, August 2016)	C256gben - Clause 02.03-2, Clause 02.03-4
Code of Practice for the Operation of Boarding Establishments (Department of Economic Development, Jobs, Transport and Resources, August 2018)	C256gben - Clause 14.01-2L-02
Code of Practice for the Keeping of Racing Greyhounds (Department of Economic Development, Jobs, Transport and Resources, April 2018)	C256gben - Clause 14.01-2L-02
Code of Practice for the Operation of Dog Training Establishments (Department of Economic Development, Jobs, Transport and Resources, August 2018)	C256gben - Clause 14.01-2L-02
Commercial Land and Activity Centre Strategy (City of Greater Bendigo, November 2015 (updated January 2017))	C224 - Clause 11.03-1L, Clause 17.02-1L, Clause 42.02s08, Clause 43.02s04
Connecting Greater Bendigo Integrated Transport and Land Use Strategy (City of Greater Bendigo, August 2015)	C227 - Clause 18.01-1L, Clause 18.02-1L, Clause 18.02-2L, Clause 18.02-3L-01
Eaglehawk Structure Plan (Hansen Partnership, July 2013)	C213 - Clause 43.02s23
East Bendigo Local Structure Plan (Maunsell Australia, July 2006 (amended 2013))	C191 - Clause 17.03-1L
Environmental Management Plan, Capped Area within Crown Allotment 2081, 107 to 125 Holdsworth Road, North Bendigo (URS Australia Pty Ltd, August 2013)	C173 - Clause 37.01s11
Environmental Management Plan, Roadways and Fenced Area, 107 to 125 Holdsworth Road, North Bendigo (URS Australia Pty Ltd, September 2013)	C173 - Clause 37.01s11

Name of background document	Amendment number - clause reference
Forest Park Master Plan (Roberts Day, December 2013)	C190 - Clause 43.04s28
Fortuna Villa Environmental Audit Report (Coffey Environments, October 2012)	C204 - Clause 37.02s01
Greater Bendigo Environment Strategy 2016-2021 (City of Greater Bendigo, 2016)	GC110 - Clause 15.02-1L
Greater Bendigo Health and Wellbeing Plan 2017-2021 (City of Greater Bendigo, October 2017)	C256gben - Clause 02.03-9, Clause 11.03-1L, Clause 19.02-4L
Greater Bendigo Heritage Policy Citations Review, Revision 2 (City of Greater Bendigo, 2011)	C162 Pt 2 - Clause 15.03-1L
Greater Bendigo Housing Strategy (City of Greater Bendigo, January 2018)	C256gben - Clause 02.03-1, Clause 11.01-1L-01
Greater Bendigo Public Space Plan (City of Greater Bendigo, June 2019)	C256gben - Clause 02.03-2, Clause 02.03-9, Clause 12.01-1L, Clause 12.05-2L, Clause 15.01-1L-01, Clause 15.01-3L, Clause 15.03-1L, Clause 18.01-1L, Clause 18.02-1L, Clause 18.02-2L, Clause 18.02-3L-01, Clause 19.02-6L-01, Clause 19.02-6L-02
Greater Bendigo Residential Strategy (City of Greater Bendigo, October 2014 (amended March 2016))	C215 - Clause 11.01-1L-01
Greater Bendigo Thematic Environmental History (City of Greater Bendigo, 2013)	C201 - Clause 15.03-1L
Greater CREATIVE Bendigo (City of Greater Bendigo, November 2018)	C256gben - Clause 02.03-9, Clause 17.04-1L
Heathcote Flood Study (BMT WBM Pty Ltd, March 2016)	C243gben - Clause 13.03-1L, Clause 44.04s01, Clause 44.04s02, Clause 44.04s03
Heathcote-Strathfieldsaye Heritage Study Thematic Environmental History (City of Greater Bendigo, 2002)	C139 Pt 1 - Clause 15.03-1L
Heritage Assessment, Former City of Bendigo Abattoir (Anthemion Consultancies, August 2014)	C220 - Clause 43.04s16
Hospital Precinct Structure Plan (City of Greater Bendigo, September 2014)	C216 - Clause 11.03-6L-02, Clause 43.02s21, Clause 43.02s22, Clause 45.09s02
Huntly Township Plan (Parsons Brinckerhoff, revised December 2009)	C136 - Clause 43.04s25
Infrastructure Design Manual (Local Government Infrastructure Design Association, March 2020)	GC112 - Clause 19.03-2L
Ironbark Heritage Study 2010: volume 1 (City of Greater Bendigo, 2010)	C129 - Clause 15.03-1L
Ironbark Heritage Study 2010: volume 2 citations (City of Greater Bendigo, revised July 2011)	C129 - Clause 15.03-1L
Jackass Flat Local Structure Plan (Hansen Partnership, April 2007 (amended October 2009))	C133 - Clause 43.04s21
Kangaroo Flat South Regional Centre Structure Plan (Hansen Partnership, May 2006)	C87 - Clause 43.04s17
Land Capability Mapping and Assessment Tools for Wastewater Management (City of Greater Bendigo, 2015)	C214 - Clause 14.01-1L, Clause 16.01-3L, Clause 19.03-3L
Maiden Gully Structure Plan (TBA Planners and Planning Australia Consultants, October 1996)	C128 Pt 2 - Clause 43.02s10

Name of background document	Amendment number - clause reference
Marong Flood Study (North Central Catchment Management Authority; November 2018)	C263gben - Clause 13.03-1L, Clause 44.03s01, Clause 44.04s01, Clause 44.04s03
Marong Heritage Citations (Minerva Heritage, June 2024)	C263gben - Clause 43.01s, Clause 72.04s
Marong Township Structure Plan (City of Greater Bendigo, June 2024)	C263gben - Clause 2.04, Clause 11.01-L, Clause 11.03-1L, Clause 11.03-6L-04, Clause 32.03s01, Clause 32.03s02, Clause 32.04s03, Clause 32.09s01, Clause 34.01s, Clause 42.02s04, Clause 42.02s05, Clause 43.01s, Clause 43.02s31, Clause 43.02s32, Clause 43.02s33, Clause 43.04s31, Clause 44.03s
North Central Biolinks Principles and Approaches (RMCG, December 2009)	C256gben - Clause 12.01-1L
North Central Native Vegetation Plan (North Central Catchment Authority, 2005)	C60 - Clause 12.01-1L
Northern Corridor and Huntly Local Structure Plan (Conceptz et al, February 2005)	C69 - Clause 43.02s04, Clause 43.02s08
Plan Greater Bendigo Action Plan (City of Greater Bendigo et al, January 2018)	C256gben - Clause 02.02
Public Open Space Contributions Background Report to Amendment C266gben (City of Greater Bendigo, December 2022)	C266gben - Clause 53.01s
Review of Demand and Supply for Industrial Land in Greater Bendigo (SGS Economics and Planning, February 2012)	C161 Pt 1 - Clause 17.03-1L
Rural Areas Strategy (City of Greater Bendigo, September 2009)	C256gben - Clause 14.01-1L, Clause 16.01-3L
Site Environmental Management Plan, Former VicRoads Depot Buildings, 47 Lansell Street, Bendigo East (Beveridge Williams, January 2016)	C220 - Clause 43.04s16
Statement of Environmental Audit 47 Lansell Street East Bendigo (Golder Associates, December 2005)	C34 - Clause 43.04s16
Strategic Directions Rural Roadside Conservation (City of Greater Bendigo, 2011)	C256gben - Clause 12.01-1L
Strathfieldsaye Township Plan (Centrum Town Planning, amended March 2012)	C232gben - Clause 11.03-6L-03, Clause 43.04s26
Strathfieldsaye Urban Design Framework (City of Greater Bendigo, February 2017)	C232gben - Clause 11.03-6L-03, Clause 43.02s27, Clause 43.02s28, Clause 43.02s29
Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, May 2006)	C161 Pt 1 - Clause 43.04s29
Vision and Transition Strategy for a Water Sensitive Bendigo (Cooperative Research Centre for Water Sensitive Cities Ltd, July 2018)	C256gben - Clause 02.03-9, Clause 19.03-3L
Walk, Cycle Greater Bendigo (City of Greater Bendigo, September 2019)	Clause 256gben - Clause 02.03-8, Clause 11.01-1L-01, Clause 18.01-1L, Clause 18.02-1L, Clause 18.02-2L

System Note: The following ordinance will be modified in Sub-Clause:74.02 FURTHER STRATEGIC WORK, Schedule:SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0
C263gben

Further strategic work

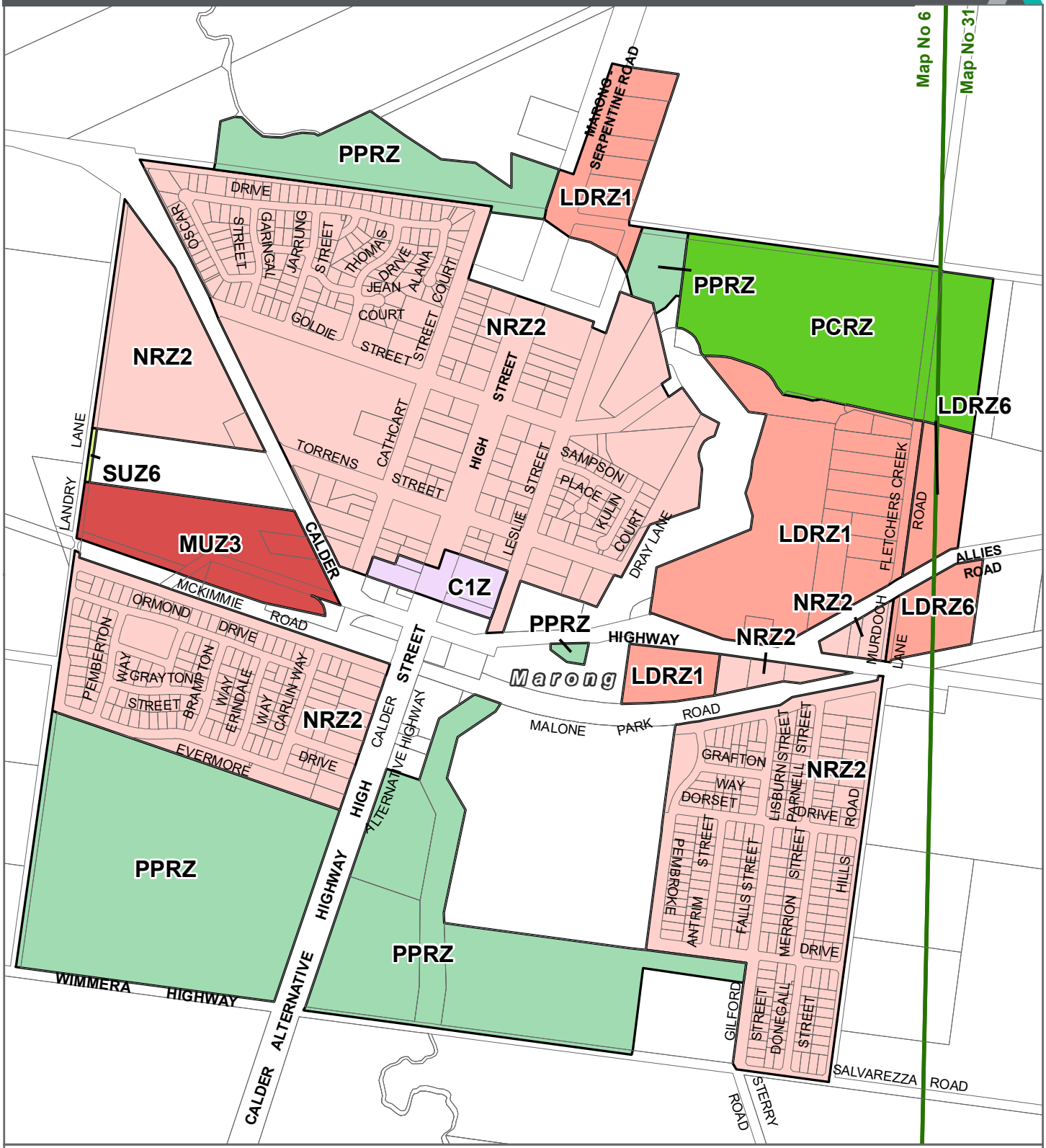
Review, prepare and implement as appropriate:

- The Industrial Land Strategy and Good Design Guide for Industry.
- The City Centre Plan and Parking Strategy.
- A municipal settlement strategy – urban settlement plan including:
  - A bushfire risk assessment.
  - A review of residential and mixed use zones.
  - An investigation of future growth areas.
- A municipal settlement strategy – rural settlement plan including:
  - A review of the Rural Areas Study 2009.
  - Protection for productive farm land and activities including intensive animal industries.
  - Identifying the role of rural townships, small townships and rural living areas.
  - Providing policy guidance for rural industry.
  - Identifying and protecting significant landscapes.
- An environmental significance study including:
  - A review of existing provisions.
  - A native vegetation protection strategy.
  - Urban forest interface and biolink protections.
- A Greater Bendigo greening strategy including:
  - Identification of significant urban trees.
  - An analysis of heat island effect.
  - Landscape and subdivision design guidelines.
  - An urban forest strategy.
- A climate change adaptation strategy.
- Structure plans and development contributions plans for major new greenfield areas:
  - Maiden Gully North East.
- A development contributions framework for Marong
- A development contributions plan for Huntly West growth area.
- A future growth plan and development contributions plan for Huntly.

- Public open space projects including:
  - Open Space Contributions policy and schedule.
  - Streetscape protection policy.
  - Zoning and overlay review.
- A Bendigo Creek plan.
- A review of neighbourhood character overlays and policies and design and development overlays.
- Implement flood studies for:
  - Redesdale.
  - Lockwood
  - Flood mitigation for urban Bendigo.
- A review of the Highway Entrances & Boulevards Study 1994.
- A municipal wide heritage strategy.
- Heritage studies for:
  - The Bendigo City Centre.
  - Golden Square.
  - The former Huntly Shire.
  - Significant trees.
  - Bendigo/Quarry Hill.
  - The urban area that was formerly in Strathfieldsaye Shire.
  - Post War.
  - Eaglehawk/Sailors Gully.
- Buffers controls for:
  - Eaglehawk Landfill.
  - Bendigo Water Reclamation Plant.
- A review to identify contaminated land including closed landfills.
- Commercial design guidelines, including for shopping centres.
- Residential infill urban design guidelines.
- Urban design frameworks for:
  - Ironbark.
  - Maiden Gully.
  - Epsom.
  - Kangaroo Flat.
  - Golden Square.
  - Heathcote.

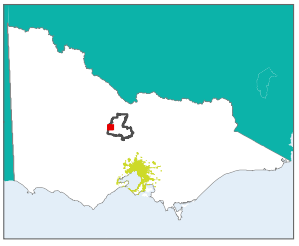
  - Elmore.
  - The University Precinct (including Kennington).
- Structure plans for 10 minute neighbourhoods, in order to apply appropriate residential zones and schedules and overlays and schedules:
  - Golden Square.
  - Epsom.
  - Kangaroo Flat.
  - Strathdale and Kennington.
  - Kangaroo Flat South.
  - Eaglehawk.
  - Huntly.
  - Maiden Gully.
  - Bendigo.
  - Strathfieldsaye.
- A structure plan for East Bendigo and Junortoun.
- Structure plans for rural townships:
  - Heathcote.
  - Elmore.
  - Goornong.
  - Redesdale.
  - Structure plan for Lake Eppalock.
- Residential rezonings, as appropriate, in accordance with the housing strategy.
- An affordable housing plan.
- Freight corridor and precinct plans to protect key freight routes, identify heavy vehicle and trailer exchange facilities, and a freight terminal hub.
- Water sensitive urban design guidelines.
- A review of planning controls for the Bendigo Airport.
- A Greater Bendigo development contributions plan framework.
- Prepare a design and development overlay to replace Clause 18.03-2L Calder Freeway and Calder Highway environs.
- A review of current development plan overlay schedules, particularly:
  - The content and application of DPO4.
  - References to external documents in DPOs 16, 20, 25 and 29.
- A review of the application of the SLO and whether it is the most appropriate control to achieve its intended purpose.

GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C263gben



LEGEND

- C1Z - Commercial 1 Zone
- LDRZ - Low Density Residential Zone
- MUZ - Mixed Use Zone
- NRZ - Neighbourhood Residential Zone
- PCRZ - Public Conservation and Resource Zone
- PPRZ - Public Park and Recreation Zone
- SUZ - Special Use Zone
- Local Government Area



Part of Planning Scheme Maps 6 & 31

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Amendment Version: 14

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Metres

VICTORIA State Government
Department of Transport and Planning

GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C263gben



LEGEND

- HO - Heritage Overlay
- Local Government Area

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Part of Planning Scheme Map 6HO



MARONG HERITAGE CITATIONS

JUNE 2024

Prepared by:

Minerva Heritage for the City of Greater Bendigo

April 2018, Revised June 2024

FORMER ARGYLE INN BRICK STABLES, ALTERNATE CALDER HIGHWAY, MARONG

HERITAGE CITATION-LOCAL SIGNIFICANCE



PREPARED BY MINERVA HERITAGE FOR THE CITY OF GREATER BENDIGO
APRIL 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
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This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin All

recent photographs by the authors.

Acknowledgements

Dr Dannielle Orr

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Thomas, J. 1999, *The Century of Change History of Marong and District*, Self published

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Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire,* The Shire of Marong Victoria 150th Anniversary Committee, Marong

Hanson, B. and McKinnon, L. 2014, *Marong from Shire to Rural City 1864-1994,* Marong Shire 150th Committee, Marong

O'Donohue, A. 1997, *Our Gallant Heroes Marong Honour Roll 1914-1919 War,* self-published, Maiden Gully

TROVE, National Library of Australia

Online database State Library of Victoria

Draft City of Greater Bendigo (Marong District) Heritage Study: Stage One Report, Andrew Ward, August 1994, unpaginated.

City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

Everingham, S. 2007, *Wild Ride: the rise and fall of Cobb & Co,* Penguin Group (Australia), Camberwell

Austin, K.A. 1977, *A Pictorial History of Cobb &Co: The Coaching Age in Australia, 1854-1924,* Rigby Limited, first published by Rigby, Adelaide , 1967 as *The Lights of Cobb & Co.*

FORMER ARGYLE INN STABLES

Site: Former Argyle Inn Stables, 1880 Calder Alternate Highway, Marong, 3515

Building Type: Triple brick stable

Intactness: The walls are intact, more than half of the timber and iron roof has collapsed.

Inspection Date: 5 January, 2018- external from road verge only

Zoning: FZ- Farming

Heritage Overlays: None

Heritage Study: Draft City of Greater Bendigo Marong District Heritage Study, 1994, Andrew Ward and Associates-identified as a potential place, Calder Highway (alt) former coaching stables, 18E20

Year of Construction: 1846- before 1852

Significance: Local

Recommendation: That the Former Argyle Inn Stables, 1880 Calder Alternate Highway, Marong, be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme. Its rarity makes it a contender for State registration. An internal inspection is required to fully determine its significance.

Extent of overlay: As shown, to include potential archaeology.



Figure 1: Site overlay curtilage

SITE CITATION

NAME

Former Campbell's Argyle Inn Stables

IMAGES



Figure 2: Rear wall of the stables from the road (Calder Alternate Hwy).



Figure 3: Another view from the road. Stone footings of an earlier structure may be seen.

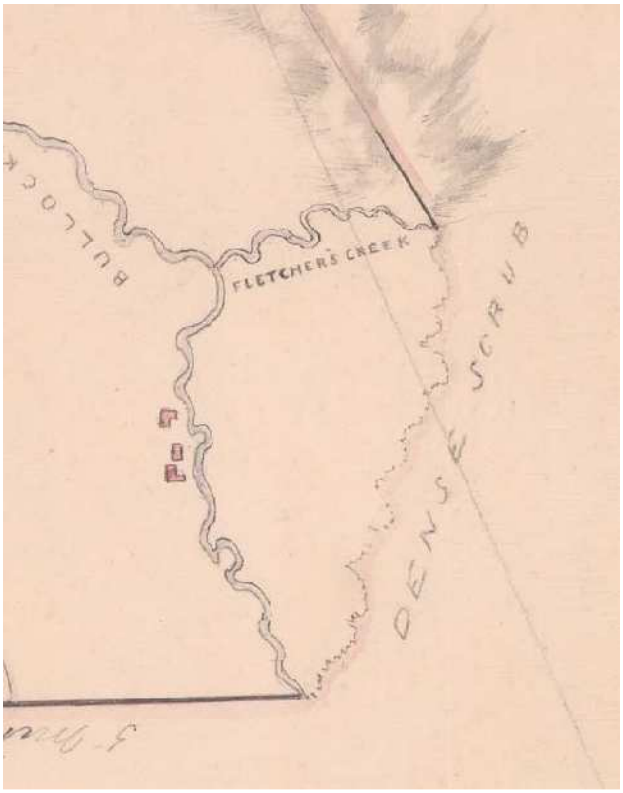


Figure 4: Detail from an 1849 Survey of Donald Campbell's Run by C. Pritchard, Surveyor.

Image: RUN506BULLOCKCREEK. PROV.

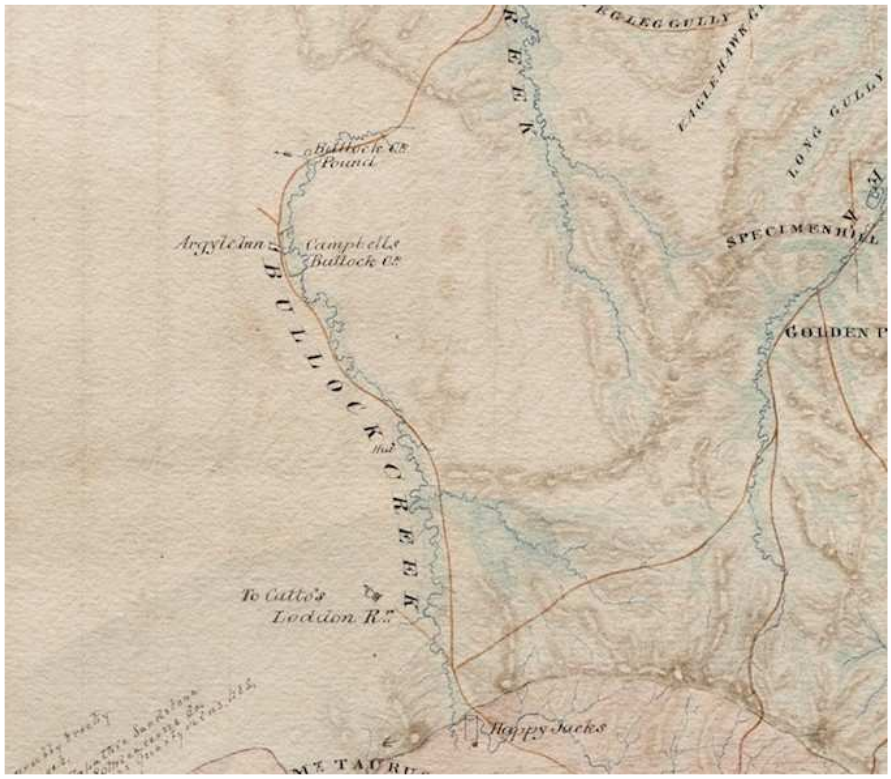


Figure 5: General Survey of Central Victoria 1852, with Happy Jacks, Campbell's Argyle Inn and the Bullock Creek Pound. All on the Swan Hill Rd. The crossing on the Bullock Creek at the pound site can still be found. Image: Culture Victoria, Dept. Primary Industries Library

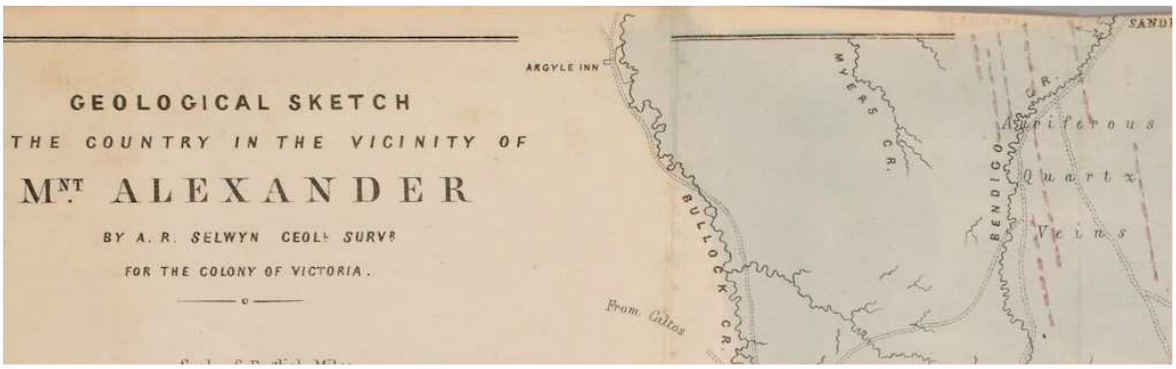


Figure 6: The Argyle inn was a landmark in Selwyn's 1853 map. Image: Culture Victoria, Dept. Primary Industries Library.

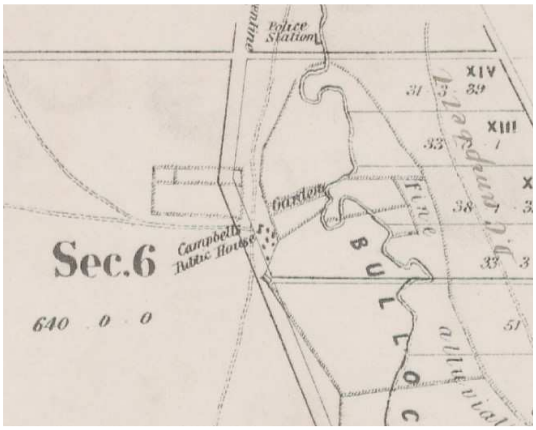


Figure 7: Detail of 1855 map showing Campbells Public House and outbuildings. Map: Suburban & Country Lands about 10 miles West of Sandhurst, Parish of Marong. Lithographed at the Surveyor General's office January 16th 1855 by J Jones (Sale Plan handwritten at top most owners names also handwritten except Campbells Public house and Garden the plan of which was printed on map, obviously predated sale plan).
The early tracks can be seen overlaid by the surveyed roads.

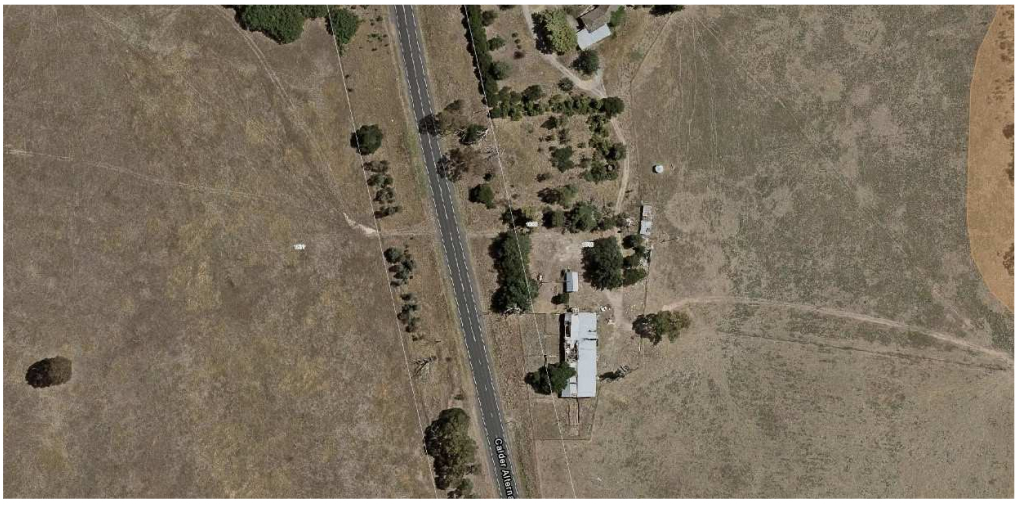


Figure 8: Aerial view as it is today. There is potential for archaeology north of and around the stable building. Image: Pozi



Figure 9: Detail of Fig.8

ADDRESS OF PROPERTY

1880 Calder Alternate Highway, Marong, 3515

DESCRIPTION

A large two storey red brick stables and coach house building with corrugated iron roof, with its back towards the current road. The walls have been stabilised with metal rod cross ties, the S shaped plates can be seen on the exterior of the wall. There is an opening in the upper section of each gable end. All other openings appear to be under the skillion roofed addition on the eastern side. The southern section of the building is clad in corrugated iron and is likely to be a later addition. The red brick section with gable roof is approx. 74 feet (22.5 m) long and approx. 20 feet (6m) wide. The whole building including the red brick building and southern addition and the skillion along the eastern side measures approximately 125 by 45 feet (38m X 13.7m).

The property was unable to be physically accessed, so the precise condition of the interior is unknown.

Some sections of the internal upper floor appear to have either collapsed or been removed. Some remnant rafters appear to be round bush poles. Stone remains of a structure can be seen near the current loading ramp. Footprints of early buildings associated with the inn can be seen on satellite images.

INTACTNESS

A large portion of the gabled main roof has collapsed over the last decade. The triple brick walls appear sound and in good condition. Otherwise, the intactness of the skillion (eastern) section and interior of the building is unknown.

PLACE HISTORY

TOWN

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities. The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong, which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong. Few traces remain of what would have been a substantial settlement. A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge over the Bullock Creek near the Shire hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo. There have been some new subdivisions and developments in recent years. Few

early residential buildings remain intact in the town, the Victorian weatherboard cottage built in 1882 by James Barling being an example. The remaining cottages are representative of those that were not only in Marong, but the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

PLACE

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Inn and Camping Ground were situated near the Bullock Creek on the Swan Hill Track on its route to the Loddon River. Campbell's Argyle Inn opened in October 1846, being the first established hotel in the region. This complex of buildings was situated about one kilometre south of the now township of Marong, and although the timber hotel itself has long gone, the red brick stables survive. Campbell first appears as having an inn at Bullock Creek in 1846[1], and in the Port Philip Directory as "Donald Campbell, Bullock Creek" in 1847. In October 1848 Campbell applied for a pastoral lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek Run. In the Squatters' Directory 1849[2] he is said to have 54 000 acres and 8000 sheep at a property named Bullock Creek in the Western Port Commissioner's District. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities, which would have no doubt increased trade at the Argyle Inn. The buildings and yards are specifically named and shown on the first proper survey of the area by W S Urquhart in 1852[3], and also on an 1855 map by Richard Larritt showing the newly surveyed road overlaying the earlier tracks[4]. The Argyle Inn also appears at the northern edge of Government Geological Surveyor A. R. Selwyn's 1853 map[5] of the Mt Alexander area. The Argyle Inn was established so early and was so well known that it was used as a land mark for land sales in the area.[6]

Donald Campbell, of Bullock Creek, was Granted a License "for a new house" at the Mount Macedon Special Licensing Meeting on Wednesday May 10, 1848[7], although he had been running the inn since October 1846[8]. Initially the property was known as Campbell's

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[1] Billis, R.V. and Kenyon, A.S., 1932, *Pastoral Pioneers of Port Phillip*, Macmillan and Co. London, p.28

[2] *The Squatters' Directory,* 1849, Printed and Published by Edward Wilson, at the "Argus" Office, Collins St East. p. 6

[3] Surveyor General's Department of the Colony of Victoria (especially Robert Hoddle, William Urquhart and C A C Bayly). 1852
A Plan of the General Survey from the Town of Malmsbury to the Porcupine Inn, from the sources of Forest Creek to Golden Point, shewing the Alexandrian Range, also Sawpit Gully, Bendigo and Bullock Creeks.

[4] Surveyor General's Office, January 16th 1855, Henry Grimes Assistant Surveyor, Litho. J .Jones. *Suburban and Country lands about 10 miles west of Sandhurst, Parish of Marong.*

[5] A.R. Selwyn, Geological Surveyor for the Colony of Victoria, litho. John Arrowsmith. 1853. *Geological Sketch of the country in the vicinity of Mnt. Alexander.*

[6] Examples include The Argus, Fri 6 July 1855, Sale by auction of lots near the Argyle Inn, Campbell's Camping Ground.

[7] The Melbourne Argus, Fri 19 May, 1848, p.2

[8] Thomas, Jean, *The Century of Change*, p. 32 and p.4, and Billis, R.V. and Kenyon, A.S., 1932, *Pastoral Pioneers of Port Phillip*, Macmillan and Co. London, p.28 as "Campbell, Don, Inn, Bullock Creek".

Camping Ground and Inn, and in July 1848 Campbell advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards, and in September 1848 it was reported that one John McKay died suddenly at Mr Donald Campbell's Inn, Bullock Creek.[9] In 1849 he advertised[10] that a team of eight bullocks and dray left at the Argyle Hotel, Bullock Creek Marsh would be sold if the owner did not pay expenses. Said locally to have been used by Cobb and Co[11] for changing of horses, no written evidence was found during this investigation for any direct connection to Cobb and Co, however, given the location of the Argyle Inn on the Swan Hill Road at Bullock Creek and its facilities, it is probable that it was not only used as a rest stop for settlers and individuals and their horses and bullock teams travelling to the Loddon and Murray Rivers, but also as a changing station by several coach lines. Coaches of Cobb & Co and other lines including Bill and Deakin's People's Line of Coaches ran to Swan Hill in the 1850s[12]. In 1850 D. Campbell, Bullock Creek, was one of the properties requested be a station for a beacon fire to be lit to celebrate the separation of Victoria from New South Wales upon the "arrival of the intelligence that Port Phillip is at length free from Sydney.[13]" In 1850 the license for the Bullock Creek Run on Crown Land was transferred from Donald Campbell to D & R Campbell, Donald having gone into partnership with his brother Roderick[14].

It has been said that unsuccessful diggers returning from Korong rioted at the inn in 1852, and a miner was discovered inside the hotel on the couch with his throat cut.[15]

Over the years many other advertisements could be found using the Argyle Hotel, Bullock Creek as a landmark[16]or a specific location, including for land sales. A notice in the Bendigo Advertiser in July 1857 informed diggers that "The nearest Road to the Mount Ararat Diggings is from Campbells Bullock Creek to Newbridge on the Loddon River…" a saving of 30 miles on the usual route.[17] In May 1858, tenders were called for the erection of a school house at Marong, and plans, specifications and all particulars could be obtained Mr Campbell, Argyle Inn, Bullock Creek..[18] The Argyle Inn, Bullock Creek was also used in 1861 as a polling place for the electoral district of Marong, and the place where Mr Panton would address the electors.[19]

Campbell held the Argyle Inn until January 1859, when the following advertisement appeared in the Bendigo Advertiser.

L. Macpherson and Co. have received instructions from Donald Campbell, Esq., (who is retiring from business), to submit to public competition … The under-mentioned valuable properties:-

Lot 1 contains the oldest established Public-house on the Bullock Creek, the Argyle Hotel, in which a large business has been done for the last thirteen years. The house contains 4 parlors[sic], 12 bedrooms,

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[9] The Port Phillip Patriot and Morning Advertiser, Wednesday 20 September 1848, p. 2, Family Notices.
[10] The Argus, Tue 6 March, 1849, p.3
[11] Thomas, J. 1999,*The Century of Change,* p.32, and Arnold, K., 2003, *Bendigo Its Environs the Way it Was*, p.155, 156
[12] The Argus, Wed 16 November 1852, p.8, The Argus, Tue 15 March 1859, p.8
[13] The Argus, Sat 28 September, 1850, p.2, PUBLIC REJOICINGS
[14] Geelong Advertiser, Thur 31 January, 1850, p.8
[15] Thomas, Jean, 1999, *The Century of Change*, p.32
[16] For Example, Bendigo Advertiser Fri 25 May 1866p.3 To be let or sold, About 50 acres of good land at Bullock Creek, near the Argyle Hotel.
[17] Bendigo Advertiser, Wednesday 22 July, 1857, p. 3 Notice To The Diggers.
[18] Bendigo Advertiser Wednesday 26 May, 1858.
[19]Bendigo Advertiser, Monday 29 July, 1861, p. 1

detached kitchens, large store, with 8 stalled brick stable and coach house, and all other convenient outbuildings; two acres of garden, well stocked with vines and fruit trees in full bearing; together with 200 acres of first class agricultural land, nearly the whole enclosed with substantial fence, and the most of it under cultivation…

The title is Crown grant, and the terms are exceedingly liberal.

Plans and particulars can be obtained of the Auctioneers, Pall Mall; or of Donald Campbell, Esq., Argyle Hotel, Bullock Creek. [20]

The mention of the fact that the hotel had been in business for thirteen years confirms the establishment date of 1846. Mr George Williams of Eaglehawk[21], seems to have been the purchaser, and operated a hotel and store there. Nonetheless, in August 1859, Tenders were "required for the erection of fittings required for the Polling Booth Adjoining Campbell's Argyle Hotel, Bullock Creek or Marong" for the Electoral district of Mandurang.[22] In December 1859 A Ball and Supper in aid of the Marong National School Fund was to be held at Mr. Williams' Argyle Hotel, Bullock Creek.[23]

In 1862 W. Stephenson, late of the Royal Arch Hotel Collingwood "has entered upon the above named old established hotel" namely the Argyle Hotel, Bullock Creek[24]. Two years later he died suddenly at the hotel and was found by his wife and a servant. The inquest was held at his own premises, the Argyle Hotel at Bullock Creek.[25]. The hotel itself was mentioned again in January 1865[26], and as a landmark in 1866[27], and no further mention of it has been found.

The Bullock Creek pastoral lease (Mt Alexander, No. 58) was gazetted on October 4 1848, however it was licensed 12 months prior to NSW O.I.C. to D. Campbell in October 1847. The lease changed on 24 July 1849 to the partnership of Donald Campbell and his brother Roderick, then on 7 January 1855 to Hugh Glass. In November 1862 the lease was subdivided into two sections, the northern section becoming known as Bullock Creek Plains, and the southern section, Bullock Creek, passing to Hugh Glass, followed briefly by John Pinney Bear and Charles McMahon on April 11 1865, then to George Hull on June 5 1865. The London and Australian Agency Co Ltd took over on June 27, 1868, but forfeited the lease on December 9, 1870[28]. The Argyle Hotel seems to have been on a separate lease arrangement after 1859, as the Williams brothers took over in 1859, and seem to have held it until at least 1865, including the time when Stephenson held the liquor licence, and possibly longer. It is not known when the inn itself was no longer licenced, or when it was demolished.

[20] Bendigo Advertiser, Friday 14 January 1859 p.3
[21] Bendigo Advertiser, Wednesday 25 March, 1908 p.8 "Death of an old pioneer".
[22] Bendigo Advertiser, Mon 22 August, 1859 p.4
[23] Bendigo Advertiser, Saturday 24 December, 1859, p.1
[24] Bendigo Advertiser, Sat 18 October, 1862
[25] Bendigo Advertiser Tuesday 25 October 1864, p. 1
[26] Bendigo Advertiser Thursday 12 January, 1865, p. 4 Auction of agricultural land property of George Hull at Bullock Creek, including section 6 containing 320 acres adjoining the Argyle Hotel.
[27] Bendigo Advertiser, Mon 21 May, 1866, land to be let or sold at Bullock Creek, near the Argyle Hotel.
[28] Spreadborough, R, and Anderson, H., 1983. *Victorian Squatters.* Red Rooster Press, Ascot Vale. p. 154, 155.

Donald Campbell was also associated with Glengower Station, at Campbelltown[29]. Glengower Station was originally leased by a Scot named McLachlan, and during his 15 year tenure it had a dire history including a massacre of Aborigines in 1841. He built his home station on the present site in 1839 or 1840. A pre-emptive right of 640 acres was approved in 1853. McLachlan sold out to Hugh Glass in 1854, who employed Donald Campbell to manage the property, although Campbell resided at Bullock Creek until at least 1859. Campbell was responsible for most of the present brick and stone infrastructure at Glengower station, including the extant brick and bluestone stables. The village of Campbelltown was named after him in 1861, and remembering his successful hotel at Bullock Creek, he erected a two storey bluestone hotel in Campbelltown which he named the Glengower Hotel (since demolished). In 1867 Campbell purchased the Glengower property from Hugh Glass, and built a new homestead. He died of a stroke in 1868, and the property was sold.

Comparative Analysis

Very few buildings of the era before the gold rush survive in Victoria, and even fewer wayside inns. In 2016 the 1843 Old Swan Inn at Fyansford was burnt down. Its bluestone stable building is also now in a ruinous condition. Surviving stable buildings of the era are usually associated with large private houses or rural properties.

Large stable buildings associated with changing stations of the coaching era of the 1850s and 60s are also quite rare. Surviving examples include the stables of former Cobb & Co Depot and Stables at Cavendish, a single storey vernacular timber structure dating to between 1855 and 1865. At St Arnaud the stone end wall and ruins of Cobb & Co coaching stables of the 1850s or 1860s remain beside the Wimmera Highway. Intact examples are hard to find, however. The Plough Inn at Tarrawingee retains its single storey brick stables intact, but this building is much smaller than the stables at the Argyle Inn. Recently the surviving brick Cobb and Co stables at Kyneton, a large two storey building, were illegally demolished.

No comparative examples of large two storey brick stables at inns which served as way stations for travellers to the interior in the 1840s, such as those associated with the Argyle Inn at Bullock Creek, could be found. A somewhat similar stables building in stone and brick survives at The Glengower Homestead and Outbuildings, also associated with Donald Campbell, off Creswick Newstead Road, Campbelltown[30]. This building is not associated with a wayside inn.

Statement of Significance

Victoria's Framework of Historical Themes

02 Peopling Victoria's places and landscapes

03 Connecting Victorian's by transport and communications

04 Transforming and managing land and natural resources

[29] National Trust Register B2226, Register of the National Estate Database No 003958

[30] HO1155 Glengower homestead and Outbuildings 1900 Creswick-Newstead Rd Campbelltown Mt Alexander Planning Scheme Schedule to the heritage overlay. NT register B2226 Hermes 69110

ASSESSMENT AGAINST CRITERIA

HERCON CRITERIA

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The stables are a reminder of early pastoral settlement, transport to the interior, coaching, gold rush, inns and hotels. The Argyle Inn, established in 1846, and its brick stables, was the first hotel in the region, and predates the gold rush.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of

Greater Bendigo's cultural or natural history (rarity).

The brick triple brick two storey building is the only extant coaching stables of the type in Victoria

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

There is a high potential for archaeology associated with early buildings at the site. The bricks for the stables are very likely to have been made on the site, and archaeological evidence of this may survive. Archaeological evidence of the original Inn and its extensive gardens may remain and provide an insight into pre and early goldfield life in the area.

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural

or natural places and environments (representativeness).

The brick stable building is representative of early stable buildings associated with wayside inns on routes to the interior before the gold rush. The high gable roof providing space for an additional floor for fodder storage and potentially stable hand accommodation is typical of coaching stables of the era.

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

N/A

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

The use of triple brick walls to provide additional insulation and protection for the animals and equipment housed within is a technical advance on the common design of timber or at best double brick walled structures.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of

importance in the City of Greater Bendigo's history (associative significance).

The Argyle Inn Stables have a special association with Donald Campbell, who was an early settler prior to the gold rush, who had an association with large pastoral runs in the area.

STATEMENT OF SIGNIFICANCE

What is Significant

The triple brick rectangular stable building with its corrugated galvanised iron gable roof and any associated original fabric is significant. Due to the high potential for archaeology associated with the operation of the stables, inn and other contemporary structures an extended curtilage, as per Figure 1 is also significant.

How is it significant

The brick stable block associated with the Argyle Inn Marong is significant to the City of Greater Bendigo for its historical significance, its rarity, its potential for future research, representativeness of a type of structure, technical significance and its association with early travel in Victoria and the opening up of the interior to pastoral settlement.

Why is it significant

The brick stable building at Marong is of historical significance (Criteria A) as a reminder of early transport in Victoria. The Argyle Inn was an important resting place for man and beast when traveling to a number of pre goldrush pastoral runs on the Loddon and Murray Rivers. Following the discovery of gold in Bendigo the Inn and stables provided a service to those traveling to and from the diggings. The site is associated (Criteria H) with both these early groups, the pastoralists who ventured out to new undeveloped rural areas and the influx of miners who flocked to the new Victorian goldfields. Its modern technical design (Criteria F), shown in its use of triple brick walls to provide additional insulation and protection to the animals inside, and also harness and vehicles, was a technical advance on most stables of that era that were commonly constructed of timber or double brick at best.

The large stables, and their now missing holding yards, are representative (Criteria D) of the need for a large number of animals, both horses and bullocks, to transport the needs of early settlers and workers located in small and often isolated communities and pastoral runs throughout what became Victoria in 1851. Few large brick stables of the 1840s remain, these are a rare (Criteria B) example of the type.

Though the Inn and its associated garden have long disappeared the location of the site on a property that has remained as a productive farm with little disturbance to the surrounding ground indicate a high potential for significant archaeology that will help inform us of the daily life and activities of early travellers and farmers in the area (Criteria C).

Recommendations

That the brick stable building in its entirety and any other structures associated with the operation of the Argyle Inn be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme. It is further recommended that application be made for inclusion on the State Heritage Register.

External paint controls	Yes
Internal alteration controls	No
Tree controls	No

Outbuildings and fences not exempt under Clause 43.01-3	No
Included on the Victorian Heritage Register under the Heritage Act 2017	Yes
Prohibited uses may be permitted	No

Minerva Heritage: Marong Heritage Citations 2018

Methodology and Recommendation for Investigation of the Cobb and Co Stables at Campbell's Argyle Inn

These citations have been prepared for the City of Greater Bendigo for potential inclusion in the Marong Structure Plan.

During the development of the Marong Structure Plan 13 sites were identified by Council staff as possibly meeting the criteria for inclusion in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Minerva Heritage were engaged to assess these properties and produce Heritage Citations for any that met the threshold for inclusion in the City of Greater Bendigo Planning Scheme.

All sites were visited in January 2018, they were inspected and photographed from outside the property boundaries.

The methodology adopted in the assessment of the properties followed a standard approach for such studies as outlined below.

Oversight: The project was overseen by Dr Dannielle Orr, Heritage Planner with the City of Greater Bendigo

Guiding Documents: The principles of the Burra Charter (2013), Australia ICOMOS (International Council on Monuments and Sites) informed the assessment of the sites.

The methodology was also informed by the Victoria Planning Provision (VPP) Practice Note, Applying the Heritage Overlay (1999), which provides guidance on what should be included in the Heritage Overlay and the criteria to be used in determining significance. The criteria were amended to reflect the level of significance required to meet the threshold at a local level.

The City of Greater Bendigo Framework of Historical Themes was utilised and where the properties aligned with a theme these were recorded in the documents.

Limitations: Properties were examined from public land only and, while this was satisfactory in most cases, some views of buildings were partially obscured by vegetation or fences. In some cases earlier real estate web sites provided alternative views of the properties as did Google Earth and Google Street View, while these were helpful it is acknowledged that conditions may have altered since the images were obtained.

Research was also limited to a degree by the structure of the Marong Rate Books. Rate books are available from 1864 to 1964, however these are arranged by township and alphabetically by the ratepayer's name and they very rarely, particularly prior to the mid 1920s, reference the location of the rated property making it almost impossible to follow changes of ownership or to determine

when a dwelling was erected on an allotment using this source alone. All titles to all sites were obtained and, using these to determine ownership, it was possible to gather more information from the rate books. It was also noted that not all properties appeared in the relevant year rate book or in the correct name.

Historic Research: The past studies of the area, draft study by Ward, 1994, final study by Ward et al, 1999 and the 2011 Heritage Policy Citations Review by Lovell Chen were referenced as were a number of local histories. As is not uncommon, a number of factual inaccuracies and or contradictions were found in the data, so research was conducted using primary sources to determine historical accuracy as far as possible.

Recommendation: Based on the research, assessment against criteria and physical inspection a recommendation has been made indicating whether the property should or should not be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

12 Leslie Street Marong

Heritage Citation-Local Significance



Prepared by Minerva Heritage for The City of Greater Bendigo
January 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin All

recent photographs by the authors.

Acknowledgements

Vivien Newton, BRAC

Dr Michelle Matthews, BRAC

References

Marong Shire Rate Books and Marong Shire Council Minute Books held at BRAC

Landata Titles search on line

Sands and MacDougall Directories

Arnold, K. 2003, *Bendigo its Environs- The Way it Was,* Crown Castleton Publishers, Bendigo

Thomas, J. 1999, *The Century of Change History of Marong and District*, Self published

No author, 1935, *The Victorian Centenary Book 1834-35 1934-35 The Story of the Marong Shire from its inception*

Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire,* The Shire of Marong Victoria 150th Anniversary Committee, Marong

Hanson, B. and McKinnon, L. 2014, *Marong from Shire to Rural City 1864-1994,* Marong Shire 150th Committee, Marong

O'Donohue, A. 1997, *Our Gallant Heroes Marong Honour Roll 1914-1919 War,* self published, Maiden Gully

TROVE, National Library of Australia

Online database State Library of Victoria

Draft City of Greater Bendigo (Marong District) Heritage Study: Stage One Report, Andrew Ward, August 1994, unpaginated.

City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

12 Leslie St, Marong

Site: 12 Leslie St, Marong, 3515

Building Type: Residential- Weatherboard Miners' Cottage

Intactness: Good

Inspection Date: 5 January, 2018- external from street only

Zoning: TZ (Township Zone)

Heritage Overlays: None

Other Overlays: DP06 Development Plan Overlay Schedule 6

Heritage Study: Recommended for further investigation in the 1994 Marong Heritage Study.

Year of Construction: 1905, with later additions

Significance: Local

Recommendation: That 12 Leslie Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: Current property boundary



Figure 1 Curtilage of proposed overlay 12 Leslie Street Marong outlined in red. Image: Google Earth 2018



Figure 2 Property boundary outlined in red

SITE CITATION

NAME

Former Cocks' Dairy

IMAGES



Figure 3: 12 Leslie St from the front gate.

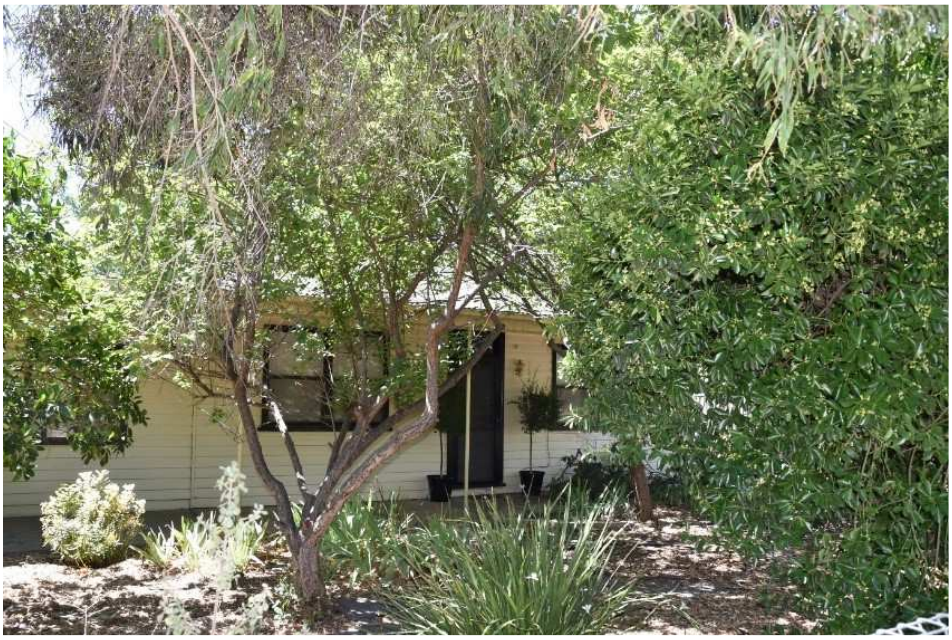


Figure 4: View of front wall from street.

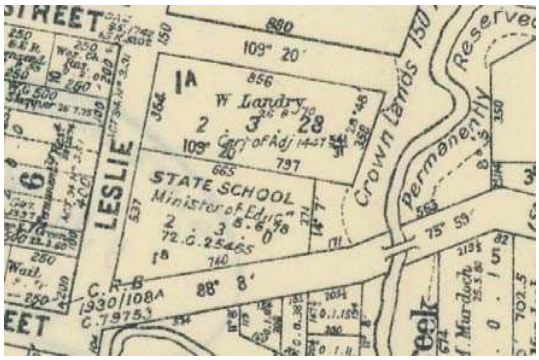


Figure 5: Landry's original block . Town of Marong Plan Dept Lands and Survey 1931.

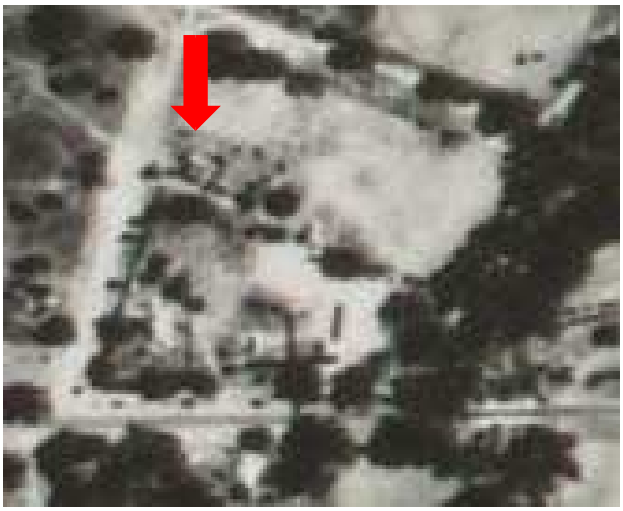


Figure 6: Aerial view in 1948. Image: Huntly C4 Aerial Survey Victoria 1948. State Library Victoria.

ADDRESS OF PROPERTY

12 Leslie Street, Marong, 3515

DESCRIPTION

Number 12 Leslie Street is a turn of the century weatherboard clad miners' cottage. The main body of the house has two forward facing gables clad with corrugated galvanised iron with a skillion roof to the rear. Originally, when the block was much larger before subdivision, the cottage may have faced north with the current street frontage being the side wall. A 1948 aerial photograph does not show the current skillion additions to the rear of the building. One original chimney is extant which, by design and location, was likely to have been associated with the original kitchen. The original double hung sash windows either side of this fireplace and a door are also located on the south wall, which would have been the back of the house. The original verandah has been replaced with a straight roofed later replacement with steel posts that encircles the house. The northern facing section of this verandah has been enclosed and incorporated into the main house. The front windows and door appear to have been installed in the 1920s/1930s. This could have been when the orientation of the building was changed to face the west. The original cottage, constructed 1905, was a typical miners cottage, and was probably similar to 13 Cathcart St Marong building.

INTACTNESS

12 Leslie Street is relatively intact retaining its original roof form, cladding and chimney. The original verandah has been replaced with a wrap-around style utilising round steel posts, timber and corrugated iron set on a straight pitch. The northern verandah has been enclosed and incorporated into the main house. The western (now front) windows and door were possibly inserted when the orientation of the house was changed, or have been replaced with a later ~1930s style. Some original elements remain, with some later additions dating from 1920s to more recently.

HISTORY

TOWN

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[31]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities.[32] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[33]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[34], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving

[31] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

[32] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[33] *Century of Change* , p. 7, 8

[34] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[35]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[36]. Few traces remain of what would have been a substantial settlement. A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[37]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[38]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge over the Bullock Creek near the Shire hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo[39] shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo[40]. There have been some new subdivisions and developments in recent years. Few early residential buildings remain intact in the town, the Victorian weatherboard cottage built in 1882 by James Barling being an example. The remaining cottages are representative of those that were in not only Marong, but the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

PLACE

The double gable roofed cottage at 12 Leslie St is situated on land purchased by William Landry of Marong at a Crown Land Sale on 26 August 1870, being Suburban Allotment One A, of two acres, three roods and twenty four perches in area, for the sum of £15.

[35] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018
[36] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.
[37] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108.
[38] Ibid., p. 83
[39] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.
[40] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

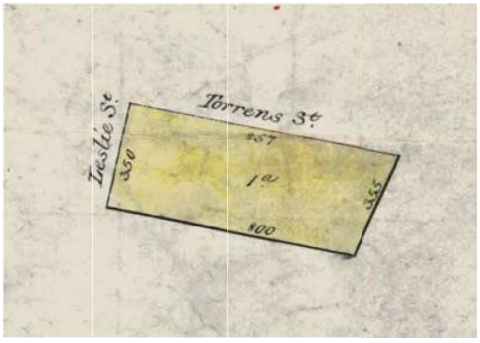


Figure 7: Plan from original Title. Landata.

William Landry retained the undeveloped block until selling to John Elliott (Farmer) in November 1884. The property remained undeveloped by Elliott who then sold to William Henry Vernon Holland of Marong, (Miner) on the 23 October 1902. In 1903/4 the property appeared as land only in the Marong Shire Rate Books. By 1905 the property was rated as Dwelling £16. In 1907 the property was described as Henry Holland, Miner, WB dwelling £13, and in 1909 as Henry Holland, Miner, WB dwelling, 2 acres, £12. Although the first name William has been dropped it appears to be the same person.

William Henry Vernon's son, George William Vernon (Frederick) Holland was born on 5 January 1897 in Marong. He is likely to have spent some of his childhood in this house. He enlisted in the 7th Battalion AIF for WWI in August 1914, although under age. He served with distinction in Egypt, Gallipoli and France, and was wounded 3 times, receiving the Military Medal in 1918. He was on the King's Guard of honour at the opening of Australia House in London. He served on many committees and became a Commander of the British Empire in 1938, and was knighted in 1953. Sir George Holland died in 1962[41].

The property was sold to Christina Florence Cocks of Leichardt Married Woman on 16 March 1922.

According to local historian Jean Thomas, there was a dairy in Leslie Street owned and operated by William S. Cocks next to the primary school. This was a township dairy, where people could go with their billy can and have fresh milk ladled into it. It operated into the 1930s[42].

She also records that "Marong School had a beautiful garden during the time of Mr Peter Alexander as teacher, he worked with the pupils to enrich the soil, he went with the children to the next door dairy (Cocks) and they would carry 2 tins each of cow manure"[43]. Mr Alexander left the school in 1930. Elsewhere the dairy is said have operated during the 1920s and 1930s.[44]

The dairy property, now 12 Leslie Street, was actually owned by William Cocks' wife Christina Florence Cocks from 1922 until 1948.

Township dairies were common in the days before refrigeration and bottled milk deliveries, ensuring a daily supply of cold fresh milk to townsfolk. The dairy often kept several cows at or close to the dairy which were milked daily. Several of these town dairies survived into the 1960s in Victoria, one at Port Campbell was still operating in 1967 from a house on several acres opposite the caravan park.

[41] Arnold, K. 2003. *Bendigo its Environs the Way it Was*. Crown Castleton Publishers, Bendigo pp.163

[42] Thomas, J. 1999, *The Century of Change History of Marong and District,* self published, Maiden Gully, p.28

[43] Ibid, p. 11

[44] Arnold, K. 2003, *Bendigo its Environs the Way it Was*, , p. 152.

In April 1948 the property sold to William James Elvey (Farmer), He died 6 October 1959 with Probate granted to William James Elvey of 25 Clark St Bendigo Fitter and McKenzie Rowland Elvey of 30 Lethby [sic] St Eaglehawk Cartage Contractor 27 June 1960.

The land was then subdivided into four lots and George Allen Labourer and Dorothy Marie Allen Married Woman both of Maiden Gully purchased Lot 1 which contained the existing house on 13 September 1962.

Few properties from this era remain in Marong.

Comparative Analysis

12 Leslie Street is of a similar age and construction to 13 Cathcart Street. Both properties were constructed in the first decade of the 20th Century. Both properties were originally sizable blocks of an acre or more purchased in the 1870s by locals who appear to have purchased the land on speculation as neither property was developed by its original purchaser.

12 Leslie Street has had some alteration to the form of the house by the enclosure of the northern verandah, however this does not significantly reduce the ability to understand the original form of the property. Both cottages were typical of miners' cottages of the 19th and early 20th centuries.

These homes were built on a small budget to provide affordable accommodation to the working class, who were often miners or associated with mining in some way. They followed a standard pattern in that they usually had two bedrooms at the front with a lounge and additional bedroom behind under the main roof structure. The kitchen, which was earlier separate from the main structure, was often located beneath a skillion roofed extension to the rear of the main rooms as was a small bathroom. The laundry was usually located in a separated structure behind this.

There are a significant number of similar miners cottages in the vicinity of the mining centres in Bendigo. The Ironbark Heritage Study identified a number of these and established a serial listing, HO99 for the type. Similar examples to 12 Leslie Street can be found at 4 and 12 Quick Street Ironbark.

City of Greater Bendigo Framework of Historical Themes

This property is associated with the following historic theme taken from the Greater Bendigo

Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area

Assessment against Criteria

HERCON Criteria

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The house at 12 Leslie Street Marong, built in 1905 for William Henry Holland demonstrates the history of small rural holdings on the edge of small towns. William, generally referred to by his middle name Henry, is listed in the rate books as a miner and probably worked in the local mines. The property is of historical significance for its association with William's son George who, whilst underage, enlisted in the 7th Battalion AIF for WWI in August 1914 and was awarded the Military Medal in 1918. George was active in his community holding many important positions. He was granted the CBE in 1938 and knighted in 1953.

In 1922 the property was sold to Christina Cocks, who with her husband William operated a small dairy suppling fresh milk to the local community. These small local businesses were important to the health of the local population in supplying fresh produce to the local townsfolk.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census.[45] Most of the original miners cottages have since been demolished or moved to other locations. The property is a rare local example of both a miners cottage and the location of a small town dairy supplying fresh produce the local community.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

N/A

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

N/A

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

N/A

STATEMENT OF SIGNIFICANCE

What is Significant

The original form of the property at 12 Leslie Street Marong is significant to the City of Greater Bendigo. The current verandah, including the enclosed northern section are not significant.

How is it significant

12 Leslie Street Marong is of historical significance (Criterion A) to the City of Greater Bendigo. It is also significant due to its rarity (Criterion B) in the local community

[45] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

Why is it significant

The property at 12 Leslie Street, built by William Holland in 1905, is of historical significance to the City of Greater Bendigo as an example of a modest miner's cottage. It is also historically significant for its connection to the young George Holland who served in Gallipoli, Egypt and France in WWI and received the Military Medal in 1918. He was granted the CBE in 1938 and knighted in 1953. During the 1920s and 30s William and Christina Cocks operated a township dairy from the property. (Criterion A)

It is also significant as one of the very few remaining miners cottages from the early 20th Century when Marong's population was at its peak with significant numbers of townsfolk engaged in mining activities, and as a rare example of a small town dairy supplying fresh produce to the community. (Criterion B)

Recommendations

That 12 Leslie Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	NO
Internal alteration controls	NO
Tree controls	NO
Outbuildings and fences not exempt under Clause 43.01-3	NO
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

13 CATHCART ST, MARONG

HERITAGE CITATION-LOCAL SIGNIFICANCE



PREPARED BY MINERVA HERITAGE FOR THE CITY OF GREATER BENDIGO
JANUARY 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin

All recent photographs by the authors.

Acknowledgements

Vivien Newton, BRAC

Dr Michelle Matthews, BRAC

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City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

13 CATHCART ST, MARONG

Site: 13 Cathcart St, Marong, 3515

Building Type: Residential- Weatherboard Miners Cottage

Intactness: Good

Inspection Date: 5 January, 2018- external from street only

Zoning: TZ (Township Zone)

Heritage Overlays: None

Other Overlays: DP06 Development Plan Overlay Schedule 6

Heritage Study: Recommended for further investigation in the 1994 Marong Heritage Study.

Year of Construction: ca. 1910 with outbuilding

Significance: Local

Recommendation: That 13 Cathcart Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: Current property boundary



Figure 1: Curtilage of proposed overlay 13 Cathcart Street Marong. Image: Google Earth



Figure 2 Property boundary outlined in red

SITE CITATION

IMAGES



Figure 3: View from north east Cathcart St.



Figure 4: View from south east



Figure 5: Close up of south chimney

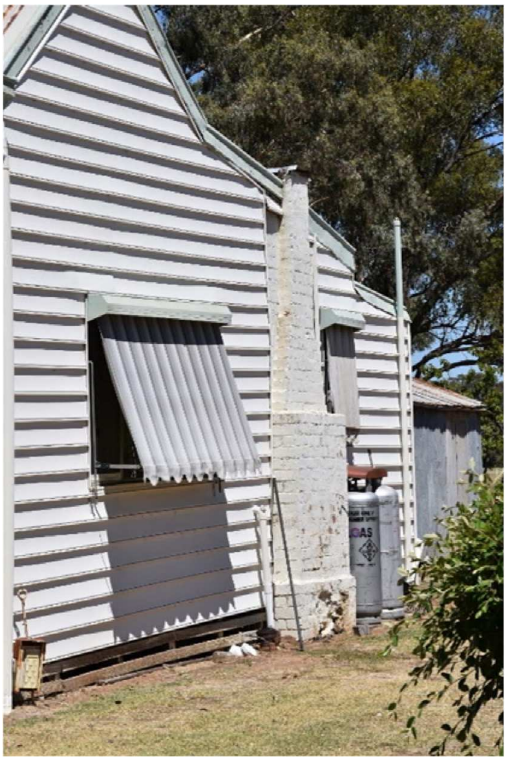


Figure 6: North wall and chimney



Figure 7: Outbuilding

ADDRESS OF PROPERTY

13 Cathcart Street, Marong, 3515

DESCRIPTION

The cottage was constructed in a vernacular style in 1910, and is typical of miners or workers cottages of the late 19th and early 20th centuries. It is situated on its original one acre allotment. It has two gable roofs set one behind the other, with a rear skillion. Two original brick chimneys are extant. The cottage is currently clad in modern replica weatherboards, but the originals may well survive underneath. The roofs are of painted corrugated galvanised steel, and probably

original. The original ogee gutter is extant on the front gable, and an original rain head survives at either end of the valley.

It has a replacement four posted front verandah with a concrete floor and bull nosed iron roof. The cottage is likely to originally have had a similar verandah, however with timber posts and floor. The current verandah posts are of square section steel. The cottage itself sits on timber stumps. The cottage retains its original front door and front double hung sash windows, and an original double hung sash window on the southern wall. The north wall windows are obscured by awnings, but may be altered from the original double hung sash type.

The north side brick chimney has a base of stone with brick corners, as is fairly common in the Bendigo region. It is likely to have been the kitchen chimney. The top few courses of the stack are missing, otherwise the chimney appears to be intact. The south chimney is included within the building, and the stack is intact as far as can be seen. The building itself appears to be sound, as far as can be ascertained, and retains its original form and characteristic elements typical of this type of housing.

The outbuilding is probably from around the same date as the house, maybe a little later. It is a vernacular building constructed of timber poles with a corrugated iron roof and has a gabled section to the north, with a flat roofed extension to the south. Outbuildings of this type associated with their original cottage are becoming increasingly rare.

Intactness

Good. Apart from the replacement verandah and recent wall cladding, there appear to be few modern alterations. The cottage retains its original form with little change to the principal elevations, and is a good representation of a miners style cottage with a double gabled roof. It retains an original timber and corrugated iron outbuilding.

History

Town

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[46]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to

[46] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

Bullock Creek due to a lack of water in those localities.[47] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[48]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[49], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[50]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[51]. Few traces remain of what would have been a substantial settlement. A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[52]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[53]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge over the Bullock Creek near the Shire hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received

[47] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[48] *Century of Change* , p. 7, 8

[49] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

[50] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

[51] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.

[52] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108. e

[53] Ibid., p. 83

electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo[54] shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo[55]. There have been some new subdivisions and developments in recent years. Few early residential buildings remain intact in the town, the Victorian weatherboard cottage built in 1882 by James Barling being an example. The remaining cottages are representative of those that were in not only Marong, but the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

PLACE

The double gable roofed miners cottage with its skillion extension to the rear at 13 Cathcart Street is one of a very few examples of its type, and miners residences remaining in Marong. The dominant mining precinct in the area was located to the south west of Marong at Wilsons Hill. Most local miners lived close to the mines there with few residing in Marong township. Examination of the rate books shows that prior to the mid to later 20th century Marong was relatively sparsely populated with farmer, home duties and miners being the commoner occupations listed in the rate books around the turn of the century.

The original parcel of land the property is located on, Crown Allotment A6 (4 acres 0 roods 38 perches) and Crown allotment A5 (15 acres 3 roods 12 perches), together about 20 acres, was purchased by George John Wait on 4 November 1873. In 1876 both allotments were aquired by Henry Wilson, who then sold to Richard Dodds in 1885. Richard Dodds died on the 25th September 1898, the property pasing to his wife Jessie in her own right in 1903 when she subdivided allotments A5 and A6, selling A5 to Stephen Reville and James Carroll. In 1904 she subdivided allotment A6 selling 2 acres in the south (including what was to become number 13) to Phoebe Russell and the northern portion to Joseph Kenworthy in 1904.

[54] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.
[55] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

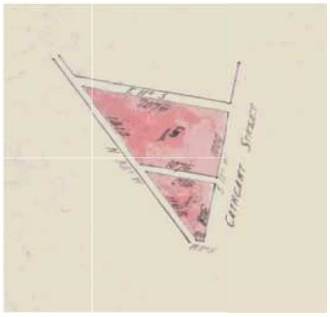


Figure 8: Original Crown Allotments A5 (upper) and A6 (lower section). Landata.

Phoebe Russell then subdivided her parcel selling one acre or thereabouts being part of Crown Allotment A six, Township and Parish of Marong, County of Bendigo to Frederick William Rae of Marong, (farmer) on the 12th March 1907.



Figure 9: Plan of block from original title Frederick Rae 1907. Landata.

The property appears in the 1909 Marong Shire Rate book only as Land, and as Dwelling and land in 1911. The title documents show that Frederick Rae took out a mortgage to Michael McManus dated the 29th January 1910. This may have been to pay for construction of the house. At the time of the house's construction it appears that only two other homes had been constructed on the original 20 acres, one being the St Patrick's Church Presbytery (1905), the other, at number 19 Cathcart St (1904), was another miner's home.

Fredrick Rae is listed in the rate books as a farmer, however a partnership between a Rae and Bevis, sometimes referred to as Rae and Co, are recorded as delivering a substantial number of loads of stone to the crushing battery in 1906 and 1907. Rae may have been involved in other mining enterprises in the area and the timing suggests that he was a miner rather than a farmer when he purchased the land in 1907.

A 1948 aerial image of Marong[56] shows only these three dwellings on the original 20 acres. A later 1972 aerial image shows that there had been some additional development in the intervening years.

The property was sold in August 1925 to Joseph Pollard, a farmer, then in 1927 to George Smith, then Percy Whalebone in 1935, all listed as farmers on the title documents. Percy Whalebone died in 1946, the property passing to John Nankivell, a contractor, in 1947.

[56] Huntly C4, Aerial Survey Victoria, 1948. State Library of Victoria.

Percy Whalebone owned the Marong bakery for a time and married Lucy Landry. They later lived on the Calder Highway near the railway crossing[57], implying that 13 Cathcart Street was leased out for a period.



Figure 10: Aerial view 1948. Image: Huntly C4,Aerial Survey Victoria, 1948. State Library of Victoria.

Comparative Analysis

Properties of this basic design from the turn of the century are known within the City of Bendigo but quite rare in Marong, there being only one other example at 12 Leslie Street.

A number of examples of this type, such as those to be found at 4 and 12 Quick Street Ironbark were identified during the Ironbark Heritage Study 2010 and form part of the serial listing of miners cottages covered by HO999.

These homes were built on a small budget to provide affordable accommodation to the working class, who were often miners or associated with mining in some way. They followed a standard pattern in that they usually had two bedrooms at the front with a living room and additional bedroom behind under the main roof structure. The kitchen, which was earlier separate from the main structure, was often located beneath a skillion roofed extension to the rear of the main rooms as was a small bathroom. The laundry was usually located in a separate structure behind this.

City of Greater Bendigo Framework of Historical Themes

This property is associated with the following historic theme taken from the Greater Bendigo

Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area.

[57] Thomas, J. The Century of Change, p.35

ASSESSMENT AGAINST CRITERIA

HERCON CRITERIA

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The small cottage at 13 Cathcart Street Marong is one of the very few remaining miners' cottages in Marong. Its double gable design is typical of the basic construction methods utilised to provide affordable housing to many miners on the goldfields. The dominant mining precinct in the area was located to the south west of Marong at Wilsons Hill. Most local miners lived close to the mines with a few residing in Marong township. Small miners' cottages such as this example remind us of the lives of turn of the century miners who, on relatively low wages, raised large families in small affordable cottages.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people in 1911. Most of the original miners' cottages have since been demolished or moved making 13 Cathcart Street a rare example of the type in Marong.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

13 Cathcart Street is a good representative example of small miners' cottages in rural areas from the late 19th and early 20th C. Number 13 is unusual as it retains its vernacular outbuilding.

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

N/A

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

N/A

STATEMENT OF SIGNIFICANCE

What is Significant

The property at 13 Cathcart Street Marong with its double gable roofed small miners' cottage and outbuilding built for Frederick William Rae in 1910 is significant.

How is it significant

13 Cathcart Street is a rare example of a small miners' cottage in Marong. It is historically significant and a good representative example of its type.

Why is it significant

The double gabled corrugated iron roofed miners' cottage with its skillion extension to the rear at 13 Cathcart Street is one of a very few examples of its type, and miners' residences in general, remaining in Marong. The dominant mining precinct in the area was located to the south west of Marong at Wilsons Hill. Most local miners lived close to the mines with a few residing in Marong township. Small miners' cottages such as this example remind us of the lives of turn of the century mines who, on relatively low wages, raised large families in small affordable cottages. (Criteria A)

Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people in 1911. Most of the original miners' cottages have since been demolished or moved, and 13 Cathcart is one of very few extant cottages of the type left in Marong. (Criteria B)

13 Cathcart Street is, with the exception of its later concrete verandah floor, an intact representative example of a turn of the century miners cottage located on a sizable block of land. (Criteria D)

Recommendations

That 13 Cathcart Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	NO
Internal alteration controls	NO
Tree controls	NO
Outbuildings and fences not exempt under Clause 43.01-3	YES
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

19 Cathcart St, Marong

Heritage Citation-Local Significance



Prepared by Minerva Heritage for The City of Greater Bendigo
January 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin All

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City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

19 CATHCART ST, MARONG

Site: 19 Cathcart Street, Marong, 3515

Building Type: Residential- Weatherboard Miners' Cottage

Intactness: Good

Inspection Date: 5 January, 2018- external from street only

Zoning: TZ (Township Zone)

Heritage Overlays: None

Other Overlays: DP06 Development Plan Overlay Schedule 6

Heritage Study: Recommended for further investigation in the 1994 Marong Heritage Study.

Year of Construction: 1904

Significance: Local

Recommendation: That 19 Cathcart Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: The area bounded by red lines in figure 1



Figure 1 Curtilage of proposed overlay 19 Cathcart Street Marong



Figure 2: 19 Cathcart Street property boundary outlined in red

SITE CITATION

IMAGES



Figure 3: Front elevation



Figure 4: View from the north east.



Figure 5: North elevation.



Figure 6: View from the north west showing rear of hip and valley roof and the rear skillion.

ADDRESS OF PROPERTY

19 Cathcart Street, Marong, 3515

DESCRIPTION

The cottage was constructed in 1904 by Joseph Kenworthy, Miner, of Marong. It is typical of basic timber framed weatherboard cottages of its time, commonly housing miners or other working class families. It has a symmetrical façade with a central door and pair of double hung sash windows, and a verandah with four chamfered timber posts, a straight iron roof and cast iron frieze and brackets along the front. The sides of the verandah have a timber valence. The cottage proper would have consisted of four rooms with a central hallway between the front two rooms leading from the front door. A hip and valley roof covered these four rooms. It was also common to have two or more transverse gable roofs on this class of cottage, as can be seen in number 13 Cathcart St. The skillion roofed rear addition housed the kitchen, which would have had a chimney with a wood burning stove in the side or rear wall. The kitchen chimney is no

longer extant. Similar cottages were promoted by the Sandhurst Mutual Permanent Investment and Building Society in 1904[58]. There are no extant outbuildings.

INTACTNESS

The property is quite intact, retaining its original corrugated iron hip and valley roof, weatherboard cladding, symmetrical front façade with two double hung sash windows and central door, and verandah. The original verandah floor has been replaced with concrete, and the posts now sit on steel stirrups. The red brick chimney is original and intact, but the kitchen chimney has been lost, probably when the skillion section was renovated. The windows in the north wall have been replaced at a later date. The south wall double hung sash windows are original. The original form of the house itself is clearly discernible. The building appears to be in sound condition.

HISTORY

TOWN

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[59]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities.[60] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[61]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially

[58] Advertisement, 23rd Yearly Balance, 31st October, 1904, from Mayne, A. 2008. *Building the Village: a history of Bendigo Bank*, Wakefield Press, Kent Town.

[59] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

[60] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[61] *Century of Change* , p. 7, 8

included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[62], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[63]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[64]. Few traces remain of what would have been a substantial settlement. A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[65]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[66]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge over the Bullock Creek near the Shire hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo[67] shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo[68]. There have been some new subdivisions and developments in recent years. Few early residential buildings remain intact in the town, the Victorian weatherboard cottage built in 1882 by James Barling being an example. The remaining cottages are representative of those that were in not only Marong, but the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

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[62] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

[63] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

[64] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.

[65] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108.

[66] Ibid., p. 83

[67] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.

[68] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

PLACE

The hip and valley style corrugated iron roofed miners cottage with its skillion extension to the rear at 19 Cathcart Street is one of a very few examples of its type, and miners residences remaining in Marong. The dominant mining precinct in the area was located to the west of Marong at Wilsons Hill. Most local miners lived close to the mines there with a few residing in Marong township. Examination of the rate books shows that prior to the mid to later 20th century Marong was relatively sparsely populated with farmer, home duties and miners being the commoner occupations listed in the rate books around the turn of the century. The style of construction is widely known in Bendigo but there are only three examples in Marong, one, a quite elaborate example at 25 High Street, is attached to the Marong Store (relocated there in 1925), the other, at 1320 Calder Highway Marong, is more elaborate than this property but less so than High Street.

The original parcel of land the property is located on, Crown Allotment A6 (4 acres and 38 perches) and Crown allotment A5 (15 acres 3 perches and 12 roods, together 20 acres 10 roods), was purchased by George John Wait on 4 November 1873. In 1876 both allotments were aquired by Henry Wilson, who then sold to Richard Dodds in 1885. Richard died on the 25th September 1898, the property pasing to his wife Jessie in her own right in 1903 when she subdivided allotments 5A and 6A, selling 5A to Stephen Reville and James Carroll. In 1904 she subdivided allotment 6A selling 2 acres in the south to Phoebe Russell and the northern portion (including what was to become number 19) to Joseph Kenworthy in 1904

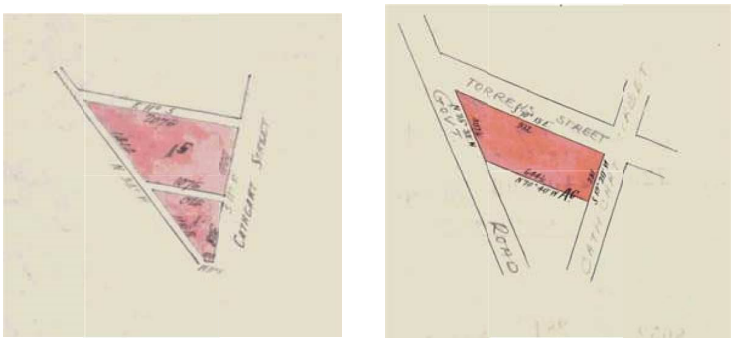


Figure 7: Left, Original Crown Allotments A5 (upper) and A6 (lower section). Right, SSection purchased by Joseph Kenworthy in 1904. Landata.

At the time of the house's construction it appears that no other home existed on the original 20 acres. Construction for the St Patricks Church Presbytery, further north in Cathcart Street, may have begun late in 1904 and may have coincided with the building of number 19.

A 1948 aerial image of Marong[69] shows only the dwellings at numbers 13 and 19 and the St Patricks Church Presbytery on the original 20 acres. A later 1972 aerial image[70] shows that there had been some additional development in the intervening years.

The Marong Shire Rates Books show that the house was constructed in 1904/05, as the 1904 rates book showed land only, 2 acres 8 perches. The 1905 Rate Book showed Joseph Kenworthy Dwelling and Land £10, indicating that the dwelling had been constructed during the previous

[69] Huntly C4, Aerial Survey Victoria, 1948. State Library of Victoria.
[70] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

12 months. Once again in 1907 the Rate Book showed Joseph Kenworthy Miner WB Dwelling 2 acres £10.

Remarkably, the cottage has remained relatively intact throughout many changes of ownership noted below over the last 104 years.

Joseph Kenworthy sold the property to Henry Charles Goad of Marong (Miner) on 4 November 1907. The property subsequently changed hands a number of times being transferred to Emily Connor of Marong (Widow) on 31 July 1911, Jenny James of Marong (Married Woman) on 6 September 1912, Lily Clara Bell Inglewood (Married Woman) on 21 December 1938, and to John Hobbs Donaldson of Marong (Labourer) on 16 May 1946.

A small part of the block was then Transferred as to Part to Albert Chadwick Orange on 18 March 1949, and the remaining one acre, three roods and thirty eight perches being part of crown Allotment A6 was Transferred as to Balance to Lillian Roberts of Marong (Married Woman) on 8 July 1954. She died on 25 May 1968 and Graham Leslie Atkins of Caulfield (P.M.G. Employee) became proprietor on 23 January 1969.

After four more changes in ownership, the land was subdivided again on 30 January 1981 with what is now 19 Cathcart St becoming Lot 1 on Plan of Subdivision 132759 on the 30/01/1981. It has changed hands several times since, but no further subdivision has taken place.

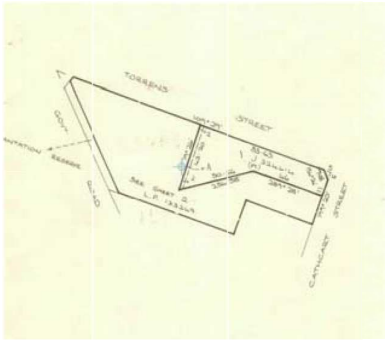


Figure 8: The 1981 subdivision. Landata.

Comparative Analysis

Properties of this basic design, 4 rooms below a hipped gable roof with central valley are relatively common in the City of Bendigo but quite rare in Marong. In Marong there are only two other homes of this design, however they are not directly comparable as each demonstrates an elevation in the quality of the basic design. The example at 13 Cathcart Street would have contained four small rooms with a narrow central corridor. Each of the two front rooms of the building has a central double hung sash window. There is a four panel front door with no sidelights or transom. The chimney serves two internal corner fireplaces. The cottage has cast lace decoration to the front of the flat roofed front verandah. This, the most basic example of the design and the only one in Marong, is comparable to a number of similar homes from the same period to be found predominately in mining areas of Bendigo. The house at 25 High Street attached to the general store in Adams Street Marong is an example of the most elaborate type of this design, 1329 Calder Highway of an intermediate type between it and 13 Cathcart Street. Good examples of similar cottages can be found at 6 Hill St, Ironbark, 19 Hall St, Eaglehawk, and 18 Barker St, California Gully.

CITY OF GREATER BENDIGO FRAMEWORK OF HISTORICAL THEMES

This property is associated with the following historic theme taken from the Greater Bendigo Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area.

ASSESSMENT AGAINST CRITERIA

HERCON CRITERIA

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The hip and valley style corrugated iron roofed miners cottage with its skillion extension to the rear at 19 Cathcart Street is one of a very few examples of its type, and miners residences in general remaining in Marong. The dominant mining precinct in the area was located to the west of Marong at Wilsons Hill. Most local miners lived close to the mines with a few residing in Marong township. Small miners cottages such as this example remind us of the lives of turn of the century miners who, on relatively low wages, raised large families in small affordable cottages.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people in 1911. Most of the original miners cottages have since been demolished or moved, 19 Cathcart is one of very few extant cottages of the type left in Marong.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

19 Cathcart Street is representative of small cottages in rural areas from the early 20th C.

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

N/A

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

N/A

STATEMENT OF SIGNIFICANCE

What is Significant

The property at 19 Cathcart Street Marong with its hip and valley style roofed small miners' cottage, built for Joseph Kenworthy in 1904 is significant.

How is it significant

19 Cathcart Street is a rare example of a miners' cottage in Marong, it is of historical significance and is a good representation of its type.

Why is it significant

The hip and valley style corrugated iron roofed miners cottage with its skillion extension to the rear at 19 Cathcart Street is one of a very few examples of its type, and miners' residences in general remaining in Marong. The dominant mining precinct in the area was located to the west of Marong at Wilsons Hill. Most local miners lived close to the mines with a few residing in Marong township. Small miners cottages such as this example remind us of the lives of turn of the century mines who, on relatively low wages, raised large families in small affordable cottages. (Criteria A)

Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census. Most of the original miners' cottages have since been demolished or moved, 19 Cathcart is one of very few extant cottages of the type left in Marong. (Criteria B)

19 Cathcart Street is, with the exception of its later concrete verandah floor, an intact representative example of a turn of the century miners' cottage located on a sizable block of land. (Criteria D)

RECOMMENDATIONS

That 19 Cathcart Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	NO
Internal alteration controls	NO
Tree controls	NO

Outbuildings and fences not exempt under Clause 43.01-3	NO
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

25 High Street Marong

Heritage Citation-Local Significance



Prepared by Minerva Heritage for The City of Greater Bendigo
January 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage
Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin

All recent photographs by the authors.

Acknowledgements

Vivien Newton, BRAC

Dr Michelle Matthews, BRAC

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City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

25 HIGH ST, MARONG

Site: 25 High St, Marong, 3515

Building Type: Residential – Victorian Villa and shop

Intactness: Good

Inspection Date: 5 January, 2018- external from street only

Zoning: C1Z (Commercial 1 Zone)

Heritage Overlays: None

Other Overlays: None

Heritage Study: Recommended for further investigation in the 1994 Marong Heritage Study.

Year of Construction: Ca 1890, moved to current site in 1933, with later additions

Significance: Local

Recommendation: That 25 High Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: Outlined in white in Figure 1



Figure 1: 25 High Street Marong, proposed overlay outlined in white Image: Google Earth

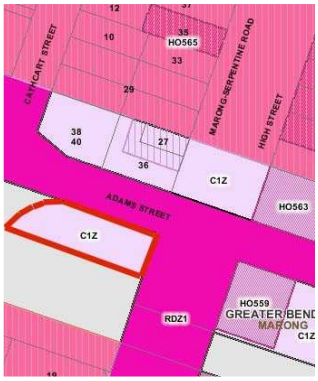


Figure 2: Property boundary outlined in red. Planning Map.

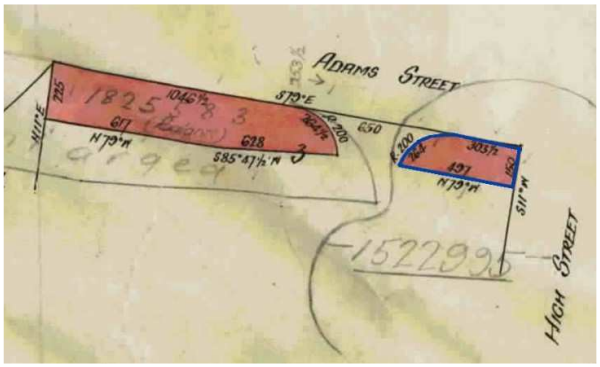


Figure 3: From the 1921 title, 25 High Street outlined in blue. Landata.

SITE CITATION

NAME

Residence associated with Marong Store.

IMAGES



Figure 4: 25 High St residence from the east.



Figure 5: Eaves brackets, gablet pediment and gablet vent detail. These details seem unique to this house.



Figure 6: The shop built by Howard Lummis facing Adams St photographed ca. 19566. The original verandah of the relocated house can be seen behind it on the left. Image courtesy Bevv Hanson



Figure 7: Example in Sandhurst Rd Eaglehawk with typical verandah.

ADDRESS OF PROPERTY

25 High Street, Marong, 3515

DESCRIPTION

Weatherboard clad Victorian Villa with Italianate features including decorative eaves brackets and panels. It retains a hip and valley corrugated iron roof, with two gablet vents, an unusual feature in this type of house. There is a small decorative pedimented gable in the centre of the front roof, to an unusual design and flush with the front wall as a continuation of the eaves,

whereas others form a slightly protruding pediment often over the gutter. The façade is symmetrical and includes a six panelled front door with sidelights with a double hung sash window either side, also with sidelights. The extant chimney would have served corner fireplaces in two rooms, and was reconstructed when the house was moved in 1933.

INTACTNESS

Despite being relocated to the site in 1933, and more recently being connected to the rear of the new store, with a small extension to the south and a modern front verandah, the house itself is remarkably intact. Its original form is still easily read, corrugated iron hip and valley roof with pair of gablet roof vents, windows and front door, though the transom window now contains an air conditioner. It retains its original weatherboard wall cladding on the front façade at least.

Of particular note is that the original galvanised iron gablet roof vents are intact, as are all the original decorative elements to the front wall of the building including the eave brackets and detail within the decorative central gable. The round element in the gable is a cast iron ceiling vent which is sometimes seen in gables in Bendigo. The barge boards on the central decorative gable seem to be extant but are covered by modern colourbond steel flashing. There may have been a decorative wooden or cast iron finial to this feature.

The chimney was reconstructed at the time of the property's relocation in 1933.

PLACE HISTORY

TOWN

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[71]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

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was replaced in 1938, but a part still survives[73]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[74], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood.

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PLACE

[73] *Century of Change* , p. 7, 8
[74] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).
[75] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.
[76] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108.
[77] Ibid., p. 83
[78] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.
[79] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

The house was relocated to what was originally the site of the Railway Hotel[80], which burnt down in 1912, was rebuilt, and finally closed ca 1922, then demolished, according to one source. The property was owned by Hunter Brothers, Brewers, from 1916 to 1921, when the block was purchased by Henry Madren Leggo.

The land was originally 'part of Crown Allotment 3 Township and Parish of Marong, County of Bendigo', purchased on July 12, 1921 by Henry Madren Leggo of High St Bendigo (Merchant).[81] This parcel of land was in two parts, road access to the Marong Railway Station splitting the two sections. What is now 25 High Street was subdivided from this block and sold to Jessie Mabel Jeffreys dated 9 May, 1933. This block has not been further subdivided.

The original Marong store was located on Adams St on the corner of High St, (Lot 2 Section 1) opposite the current site, from 1869 until the 1950s, when a new store was built on the current site. The extant house was moved onto the site in 1933 by Jessie Jeffreys, who with her late husband Robert had operated the store opposite since 1925. The house itself was previously owned by Joshua Albert Percy Ham, and his wife Mary (nee Salis). Joshua Ham was Marong Shire Secretary 1915-1925, and they lived in Marong. Jessie Jeffreys purchased the house from them around 1932/3 and transported it along the railway land to be their home opposite the General Store[82]. The original owner, builder or site of the house is not known, but it was not too far away. The relocation of weatherboard houses was not uncommon at the time, especially in the goldfields where populations shifted according to the fortunes of the mines. A number of photos are extant of houses being moved by horse team, bullock team, or traction engine.

The shop and residence were next sold to Frank Marsh in 1945. They were then purchased by Ernest Howard Lummis in 1955. Howard, as he was known, vacated the store on the north side of High Street, which was subsequently demolished[83], and constructed a new weatherboard shop next to the north side of the residence. This contained the store, Post Office and Telephone exchange. A photo of this shop taken in 1956 (Fig.7) shows the original verandah of the relocated house behind it to be extant at that time. This shop was demolished and replaced by the current structure in the 1980s, and the current verandah on the house probably dates to this time.

Comparative Analysis

A number of somewhat similar weatherboard houses with decorative front gable are extant in Bendigo, but none in Marong or vicinity. A similar design was also sometimes constructed in brick. There are a number of variations, including front or return verandahs, paired or single post verandahs, or verandahs with timber balustrades. A fairly similar house (Fig. 12) of which a number of examples survive in Bendigo, was promoted by the Sandhurst Mutual Permanent Investment and Building Society, probably for a number of years, as seen in their 23rd Yearly Balance in 1904. This style of house was in vogue from the 1880s to the early 1900s.

The only other example of this type of house with gablet roof vents found in the course of the research for this citation is at 467 Napier St White Hills. It also has a cast iron ceiling vent as a feature in the gable.

[80] Thomas, J. 1999, *The Century of Change History of Marong and District*, Self published. p.29

[81] H. M. Leggo went into partnership with merchant Mr F. Rickards in High St Bendigo, buying him out and trading as H. M. Leggo and Co in 1884.

[82] Thomas, J. 1999, *The Century of Change History of Marong and District*, Self published. p. 118

[83] Ibid, p. 29

Although a number of houses of similar type with a central decorative gable are to be found in Bendigo, the gable on 25 High St is the only one of its type identified in the City of Greater Bendigo.

City of Greater Bendigo Framework of Historical Themes

This property is associated with the following historic theme taken from the Greater Bendigo Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area

Assessment against Criteria

HERCON Criteria

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

25 High Street Marong has been associated with the Marong general store as the owner's residence since 1933. Prior to that date, when it was relocated to the site, it was the home of Joshua Albert Percy Ham, Shire Secretary 1915 to 1925.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

The house at 25 High Street is a rare example of the type with gablet vents in the roof in the City of Greater Bendigo area. It retains all its original decorative features to the roof and front wall as well as its windows and entry. The chimney was reconstructed when the house was moved in 1933.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

N/A

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

N/A

STATEMENT OF SIGNIFICANCE

What is Significant

The Victorian Villa style house and all of its original fabric at 25 High Street Marong is significant to the City of Greater Bendigo. The attached modern store, southern extension and current verandah are not significant.

How is it significant

The Victorian Villa style house at 25 High Street Marong is of historical (Criteria A) significance to The City of Greater Bendigo and is a rare example of the decorative elements used at the time of its construction (Criteria B).

Why is it significant

25 High Street Marong is of historical significance to the City of Greater Bendigo for its association with the Marong Store as the owner's residence. Relocated from nearby in 1933, this association precedes the 1955 relocating of the shop itself from the north side of Adams Street to its current location attached to the house, where it contained the Post Office and Telephone Exchange. Prior to the home's relocation it was owned and occupied by Joshua Ham, Marong Shire Secretary 1915 to 1925. It has stood in a prominent location at the major intersection in Marong since 1933(Criteria A).

It is also significant due to its rarity in the local community, both as a type (Victorian Villa) and the retention of all its original decorative fabric to the front of the house and its roof. This includes the gablet vents. The intact decorative gable structure on the front of the roof is of a very unusual design (Criteria B)

Recommendations

That 25 High Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme. Reinstatement of the Victorian style front verandah is desirable.

External paint controls	NO
Internal alteration controls	NO
Tree controls	NO
Outbuildings and fences not exempt under Clause 43.01-3	NO
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

82 Goldie Street Marong

Heritage Citation-Local Significance



Prepared by Minerva Heritage for The City of Greater Bendigo January 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin All

recent photographs by the authors.

Acknowledgements

Vivien Newton, BRAC

Dr Michelle Matthews, BRAC

References

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no author, 1935, *The Victorian Centenary Book 1834-35 1934-35 The Story of the Marong Shire from its inception*

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Hanson, B. and McKinnon, L. 2014, *Marong from Shire to Rural City 1864-1994,* Marong Shire 150th Committee, Marong

O'Donohue, A. 1997, *Our Gallant Heroes Marong Honour Roll 1914-1919 War,* self published, Maiden Gully

TROVE, National Library of Australia

Online database State library of Victoria

Draft City of Greater Bendigo (Marong District) Heritage Study: Stage One Report, Andrew Ward, August 1994, unpaginated.

City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

82 Goldie Street, Marong

Site: 82 Goldie St, Marong, 3515

Building Type: Residential- Weatherboard Cottage

Intactness: Good

Inspection Date: 5 January, 2018- external from street only

Zoning: TZ (Township Zone)

Heritage Overlays: None

Other Overlays: DP06 Development Plan Overlay Schedule 6

Heritage Study: Recommended for further investigation in the 1994 Marong Heritage Study.

Year of Construction: ca. 1904 with additions

Significance: Local

Recommendation: That 82 Goldie Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: Outlined in red in Figure 1



Figure 1: 82 Goldie Street boundary in yellow, extent of proposed overlay outlined in red.



Figure 2 Property boundary outlined in red

SITE CITATION

NAME

Goldie Cottage

IMAGES



Figure 3: View from the north



Figure 4: View from the north west



Figure 5: View from the west



Figure 6: View from the south west

ADDRESS OF PROPERTY

82 Goldie Street, Marong, 3515

DESCRIPTION

The cottage was probably constructed ca.1899 and is typical of vernacular timber framed weatherboard cottages (often occupied by miners) of the 19th and early 20th centuries. It has a corrugated galvanised iron roof with one transverse gable and a rear skillion, with some later rear

additions. It retains the original front door and pair of double hung sash windows to a symmetrical front façade. The extant original bull nosed iron verandah has four timber posts with cast iron frieze and brackets. The original chimneys have been removed. The rear addition is clad in weatherboards, with modern windows and a corrugated iron roof, and is largely obscured from public view by a Colourbond fence and vegetation. The cottage is set in a traditional cottage garden with a front fence of woven wire which is appropriate for the age of the cottage.

Intactness

82 Goldie Street is relatively intact retaining its original form, cladding and front verandah. It possibly retains its original roofing iron. Original front windows and doors are extant. The original verandah is extant. Although the chimneys have been removed, and additions have been made to the rear of the property the original form of the cottage is easily discerned. The building appears to be in sound condition.

Place History

Town

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[84]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities.[85] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[86]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in

[84] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

[85] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[86] *Century of Change* , p. 7, 8

Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[87], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[88]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[89]. Few traces remain of what would have been a substantial settlement. A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[90]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[91]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge over the Bullock Creek near the Shire hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo[92] shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo[93]. There have been some new subdivisions and developments in recent years. Few early residential buildings remain intact in the town, the Victorian weatherboard cottage built in 1882 by James Barling being an example. The remaining cottages are representative of those that were in not only Marong, but the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

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[87] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

[88] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

[89] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.

[90] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108.

[91] Ibid., p. 83

[92] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.

[93] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

The land was originally purchased by William Landry for £65, at a Crown Land Sale on 26 August 1870, the area being 12 acres 1 rood and 6 perches, Suburban Allotment 1 within the township reserve of Marong. However, the Title documents show the land area as 13 acres, which apparently includes the small triangular section at the northern end seen in Figure 7. This small section was transferred to neighbour John Elliott in 1872. William Landry was one of several persons including Henry Backhaus and Charles Osbourne, who purchased a number of blocks in Marong at Crown Land Sales, apparently as investments, as a number remained vacant until sold on. He also owned the block on the other side of Torrens St which later became Cocks' Dairy at 12 Leslie Street (also investigated as part of this study).

William Landry was born in London in 1832, arriving in Victoria in 1849, and Marong in 1867. He became occupier, but not owner, of the Marong Hotel in 1867-1868 then had the general store 1869-1873, and took up 150 acres south of the railway crossing (now on the Calder Highway) for farming. He had 10 children all born in Marong[94]. Several of them also had property in Marong. William died at Marong in 1911.

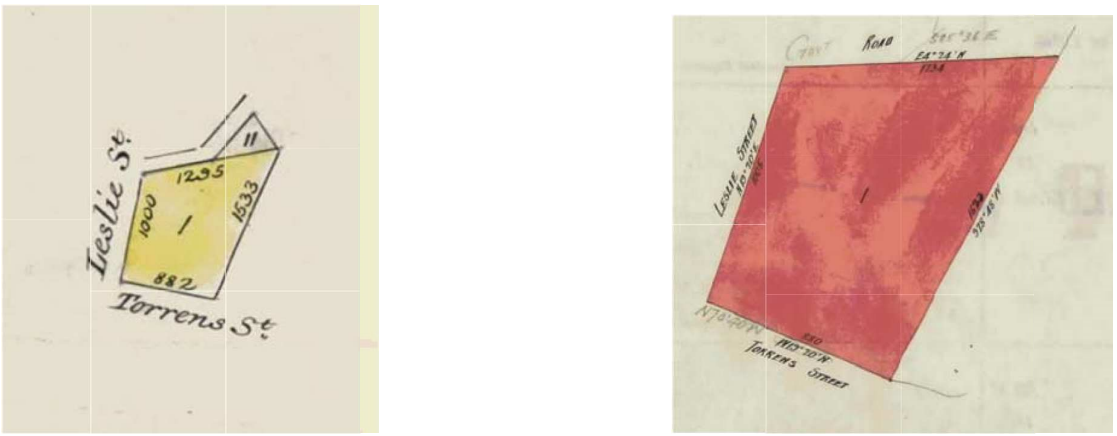


Figure 7: Plans from the original title document (left), and after the sale to John Elliotot (right).

The property was transferred to John Elliott of Marong, Farmer, on 6 November 1884, now again being 12 acres, 1 rood and six perches or thereabouts on the title documents (the small triangular area to the north no longer appearing on the plan).

John Elliott sold to Dan Albert Hollingworth of Marong, Licensed Victualler, on 9 December 1899. Dan Albert Hollingworth was born in 1861 and died in 1944 aged 83 years. He married Catherine Julia Frances Beves, and they had the Marong Hotel from 1897 to 1922. They purchased the property off Leslie St, known for a time as "Almond Blossom Lane"[95], in 1899 and this is most likely when Dan Hollingworth built the existing cottage.

His daughter May married George Holland, also of Marong, who was awarded both the Military Medal and the Croix de Guerre in WWI and later knighted[96]. The existing cottage at 82 Goldie

[94] Thomas, J. 1999, *The Century of Change History of Marong and District*, Self published. p. 106
[95] Ibid, p. 100
[96] Thomas, J. 1999, *The Century of Change History of Marong and District*, Self published. p. 100

St is visible in both 1948[97] and 1972[98] aerial photos. In 1932 a small portion of the block at the south west corner was sold to Clifford Gration. When Dan Hollingworth died, the remainder of the property went to Catherine Julia Frances Hollingworth of Marong, Widow 11 acres 2 roods 6 perches being part of crown allotment One, on 12 June 1945.

Catherine Julia Frances Hollingworth died 12 March 1967, with probate granted to Roy Hollingworth of 20 Donaldson Street Ivanhoe, Clerk on 16 October 1967.

Roy Hollingworth died 15 April 1971 with probate to Dulcie Lorna Hollingworth and Melva Joy Williamson on 1 April 1976.

The property then had several more changes of ownership, with the land being further subdivided in 1999 and 2011. While the size of the original block has been significantly reduced the dwelling is still located on several acres.



Figure 8 82 Goldie Street in 1948, the Marong Hotel is towards the lower centre right, Image: Huntly C4 Aerial Survey Victoria 1948. State Library Victoria.

Comparative Analysis

Although not built on a Miner's right, the cottage at 82 Goldie St Marong has much in common with typical "miner's cottages" in a vernacular style found throughout the Goldfields region and constructed during the 19th and early 20th centuries. This type of cottage was built not only by miners, but by workers in other trades and farmers with smallholdings. It is a typically modest structure framed in timber and clad in weatherboards, with a symmetrical façade with a central doorway flanked by double hung sash windows. It has a corrugated iron single gable roof with a rear skillion. The verandah has cast iron decoration as a nod to fashionable architectural detailing of the time. A number of similar cottages may be found in the mining areas of Bendigo and Eaglehawk. It is the only surviving single gabled miner's cottage style dwelling in Marong. There are similar cottages at 13 Cathcart St, which has two gables and a skillion, and at 1320 Calder Highway which has a "kangaroo tail" gable roof. Further examples are to be found in Bendigo, including those identified in the Ironbark Heritage Study 2010, which are covered by HO999. Specific examples can be found at 2 Rae Street and 2 Thomas Street Ironbark

[97] Huntly C4, Aerial Survey Victoria, 1948. State Library of Victoria.
[98] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria.

CITY OF GREATER BENDIGO FRAMEWORK OF HISTORICAL THEMES

This property is associated with the following historic theme taken from the Greater Bendigo Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area.

ASSESSMENT AGAINST CRITERIA

HERCON CRITERIA

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The single gable corrugated iron roofed miners cottage with its skillion extension to the rear at 82 Goldie Street is one of a very few examples of an original turn of the century cottage remaining in Marong. The first owner Dan Hollingsworth was licensee of the Marong Hotel from 1897 to 1922.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[99]. Most of the original cottages associated with the town and surrounds have since been demolished or moved, 82 Goldie Street is the last extant single gable roofed cottage in Marong.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

82 Goldie Street is a good representative example of a small vernacular miners' cottage style house from the turn of the 20th Century.

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

N/A

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

[99] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

N/A

Criterion H - Special association with the life or works of a person, or group of persons, ofimportance in the City of Greater Bendigo's history (associative significance).

N/A

STATEMENT OF SIGNIFICANCE

What is Significant

The property at 82 Goldie Street Marong with its single gable roofed cottage, built in 1899 for Dan Hollingsworth is significant.

How is it significant

82 Goldie Street is a rare example of a single gabled miners' cottage style dwelling in Marong, it is of historical significance and is a good representation of its type.

Why is it significant

The single gable corrugated iron roofed cottage with its skillion extension to the rear at 82 Goldie Street is the last example of its type remaining in Marong. Most of these cottages would have been in the dominant mining precinct in the area to the west of Marong at Wilsons Hill, of which none survive. Most local miners lived close to the mines with a smaller number residing in Marong township. Small miners' style cottages such as this example remind us of the lives of turn of the century miners and others who raised large families in small affordable cottages. (Criteria A)

The single gable corrugated iron roofed cottage with its skillion extension to the rear at 82 Goldie Street is the last example of its type remaining in Marong. (Criteria B)

82 Goldie Street is an intact and good representative example of late 19th and early 20th century single gable roofed cottages in Marong. (Criteria D)

Recommendations

That 82 Goldie Street Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	NO
Internal alteration controls	NO
Tree controls	NO
Outbuildings and fences not exempt under Clause 43.01-3	NO
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

1329 Calder Highway, Marong

Heritage Citation



PREPARED BY MINERVA HERITAGE FOR THE CITY OF GREATER BENDIGO
OCTOBER 2023

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2023

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin

All recent photographs by the authors.

Acknowledgements

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Dr Michelle Matthews, BRAC

References

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City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

Site: 1329 Calder Highway, Marong

Building Type: Residential- Weatherboard Victorian Villa

Intactness: Good

Inspection Date: 2 October, 2023- external from street only

Zoning: RLZ (Rural Living Zone)

Heritage Overlays: None

Other Overlays: DP06 Development Plan Overlay Schedule 6

Heritage Study: Recommended for further investigation in the 1994 Marong Heritage Study.

Year of Construction: ca. 1900

Significance: Local

Recommendation: That 1329 Calder Highway Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: Existing property boundary.



Figure 1 Curtilage of proposed overlay 1329 Calder Hwy Marong outlined in red. Google Earth 2018

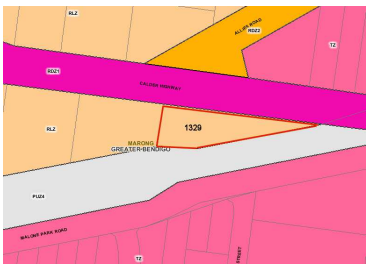


Figure 2 Property boundary outlined in red. Planning Map

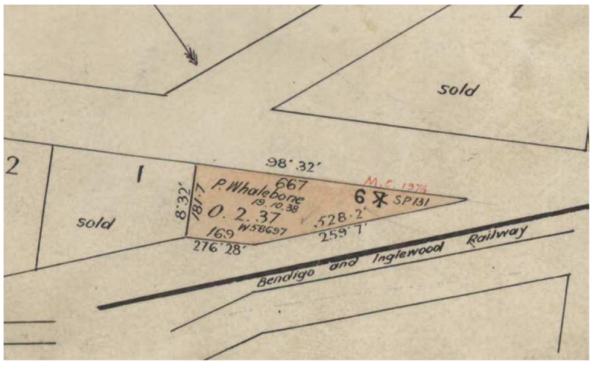


Figure 3: From Township Plan, 1931 with annotations

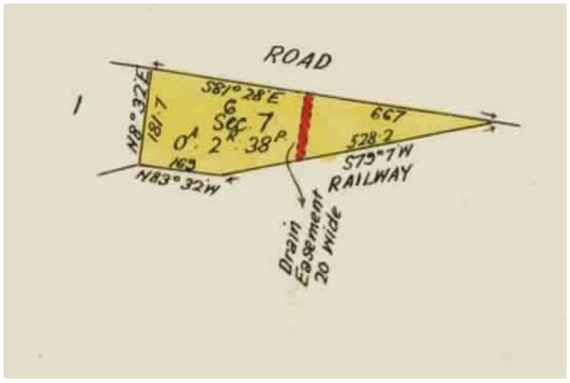


Figure 4: Allotment 6 Section 7 from the original title, 1938.

Images



Figure 5: View from the north east



Figure 6: The front of the property retains original features.



Address of property

1329 Calder Highway Marong

Description

The original building has recently undergone extensive restoration to the main front section, removal of section to the rear and the construction of additional living areas at the rear. The building is a single storey weatherboard Victorian villa, with a symmetrical frontage with central doorway and a double hung sash window either side. The front door retains its original sidelights and transom. It has a four posted verandah with a bullnosed corrugated iron roof and timber posts with capital mouldings. The original cast iron brackets and frieze have been restored and reinstated. It has a corrugated iron hip and valley roof and retains its original bichrome brick chimney, which has been recently painted. The galvanised iron of the roof and verandah have also been recently replaced with Colorbond corrugated iron. The original decorative fascia to the front of the house, typical of the style, was discovered during the restoration works and reinstated.

A kitchen extension and an outbuilding adjacent to the rear of the house, possibly a laundry, of similar age to the house have been removed, but are replaced by a sympathetic modern extension. All or most original windows are extant. At some stage faux brick cladding was attached to the exterior front wall, but it has been removed and the original appearance restored.

Intactness

There appears to have been very little external alteration to the main section of the house, which remains an intact example. It appears to be the oldest extant dwelling in Marong township. The new additions to the rear do not detract from the view of the house from the road.

Town

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[100]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities.[101] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[102]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[103], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[104]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[105]. Few traces remain of what would have been a substantial settlement.

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[100] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

[101] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[102] *Century of Change* , p. 7, 8

[103] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

[104] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

[105] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.

A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[106]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[107]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge over the Bullock Creek near the Shire Hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo[108] shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo[109]. There have been some new subdivisions and developments in recent years. Few early residential buildings remain intact in the town, the miners' cottage at 82 Goldie St being an example. The remaining cottages are representative of those that were in not only Marong, but the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

Place

The property which became 1329 Calder Highway was purchased from the Crown by Percy Whalebone, who appears to have held it under a Residency Area Right, as it appears on the 1887 and 1931 Marong Town Plans with no allotment number, but on the Marong Town Plan with annotations it appears as R. A. 888, transferred to Percy Whalebone 19/10/38. Many who occupied and constructed homes on Crown land under residency area rights resisted converting their properties to Torrens Title for many years, as it was cheaper to pay the rent on Crown land than to purchase it outright.

It has so far been impossible to determine exactly when the house was built, and by whom, but stylistically it appears to date to somewhere between the late 1870s and 1890s. Further research at the Public Records Office of Victoria may clarify the ownership and construction date of the house. At the owners request a close examination of the building was carried out following the initial inspection from the street following a suggestion that the building may have been transported to the site in the 1920s. No physical evidence either internally or externally was found to support this proposition.

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[106] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108.
[107] Ibid., p. 83
[108] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.
[109] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

Robert Walker settled in Marong and started a bakery in Torrens St in 1882. Percy Whalebone later owned the bakery, and he lived on the corner of Torrens St and High St at the bakery. He married Lucy Landry and later lived on the Calder Highway near the railway crossing[110].

The Bakery ovens were wood fired, and in January 1899 the bakery and two adjoining rooms where Mr Whalebone resided, leased from Mrs Carter, situated near the new Public Hall, and the four roomed house next door occupied by James Carter, miner, also owned by Mrs Carter, burnt down due to sparks from the oven[111]. Another fire in the stables and chaff house at the bakery owned by Mr P Whalebone six years later resulted in the loss of these buildings and 100 tons of firewood[112].

Percy Whalebone had mining interests and was a director of the Marong Deep Leads, and also had a number of shares in the Lovies Lead Extended Gold Mining Company in the early 1900s. He bred prize winning horses as well, winning Yearling Colt or Filly in the Trotters and Pacers section of the horse section of the Bendigo show in 1918.

Comparative Analysis

This type of weatherboard Victorian Villa is commonly seen in Bendigo, however this example appears to be the only one remaining in Marong.

The house at 30 Panton St Golden Square (HO25) is very similar and provides a good comparison to 1329 Calder Highway Marong. Though slightly larger with an additional chimney it is of the same basic design however with sidelights to the windows as well as to the front door, and an early style bull nosed verandah. The Panton Street house has been well maintained and still retains its decorative eave brackets whereas any that may have been on the Marong house were probably removed when the faux brick cladding was installed. 34 Campbell St Eaglehawk is also very similar in having no sidelights to the windows. Neither house has a gabled kitchen or small outbuilding at the rear of the house.

It is also somewhat comparable with two other houses in Marong, which are all of the same basic roof design of hipped gables with a central valley but differ in the degree of finish and decoration between the three properties. 25 High Street is of the same basic design but is more elaborate generally, has a central decorative gable to the front, eaves brackets, has sidelights to the front door and windows, is of a better finish and larger than 1329 Calder Highway, while 19 Cathcart Street is of a more basic design and its decorative treatment is restricted to the verandah. All three designs were promoted by the Sandhurst Mutual Permanent Investment and Building Society in 1904[113].

City of Greater Bendigo Framework of Historical Themes

This property is associated with the following historic theme taken from the Greater Bendigo

Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area

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[110] Thomas, J. 1999, *The Century of Change History of Marong and District*, self published, p. 34. Says James Carter was a baker as well as an engine driver at a mine on p.88.
[111] Bendigo Independent, Monday 30 January, 1899, and Bendigo Advertiser, Monday 30 January, 1899. p.2
[112] Bendigo Advertiser, Thursday, 25 January, 1906, p.2
[113] Advertisement, 23rd Yearly Balance, 31st October, 1904, from Mayne, A. 2008. *Building the Village: a history of Bendigo Bank*, Wakefield Press, Kent Town.

Assessment against Criteria

HERCON Criteria

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

1329 Calder Highway is an intact example of a type of cottage once common on the gold fields. The property is associated with Percy Whalebone who operated a bakery in the township. The home is one of the oldest extant dwellings in Marong Township.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

It is the only remaining example of this particular type in the Marong town area.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

N/A

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

N/A

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

N/A

Statement of Significance

What is Significant

The original form and elements of the weatherboard hip and valley roofed house.

The house at 1329 Calder Highway, built circa 1900-1905 is significant

Significant elements include:

- the original built and roof forms and chimney;
- the external original weatherboard cladding;
- the verandah, including the timber posts, cast iron brackets and frieze;

- the pattern of fenestration, timber window and door frames, sidelights and transom; and
- the decorative fascia.

Contributory elements include:

- the setting and generous front and side setbacks.

Non-contributory elements include:

- the modern rear extension;
- the replacement Colorbond roof cladding; and
- the Colorbond fence.

How is it significant

1329 Calder Highway Marong is of historical significance to the City of Greater Bendigo and is a stylistically rare example of its type in Marong.

Why is it significant

1329 Calder Highway is probably the oldest extant house in Marong and is associated with the township's early inhabitants and development. It was constructed on a Crown Land Residency Area Right, and finally converted to Torrens Title in 1938. (Criteria A).

The hip and valley style corrugated iron roofed weatherboard house at 1329 Calder Highway is the only example of its type remaining in Marong (Criterion B).

Recommendations

That 1329 Calder Highway Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	NO
Internal alteration controls	NO
Tree controls	NO
Outbuildings and fences not exempt under Clause 43.01-3	NO
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

ADAMS STREET PALMS MARONG

HERITAGE CITATION-LOCAL SIGNIFICANCE



PREPARED BY MINERVA HERITAGE FOR THE CITY OF GREATER BENDIGO
JANUARY 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin All

recent photographs by the authors.

Acknowledgements

Vivien Newton, BRAC

Dr Michelle Matthews, BRAC

Bev Hanson, Marong

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TROVE, National Library of Australia

Online database State library of Victoria

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City of Greater Bendigo (Marong) Heritage Study, prepared by Andrew Ward and Associates, TBA Planners and Peter Milner March 1999

Victorian Heritage Database, Victorian War Heritage Inventory

PALM TREES ADAMS ST, MARONG

Site: Outside Marong Hotel, 26 Adams St (Calder Highway) Marong

Building Type: n/a

Intactness: Good

Inspection Date: 5 January 2018

Zoning: RDZ1

Heritage Overlays: None. The palm trees are adjacent to the Marong Hotel HO 563, but are not included in the overlay.

The palm trees are erroneously listed in Vic. War Heritage Inventory Hermes Number 127035 as Marong Avenue of Honour.

Heritage Study: None. Mentioned in Heritage Citations Policy Project, Lovell Chen, 2010 Volume 2, Lockwood to Neilborough, Marong Hotel, *Although beyond the site boundary, the horse trough (donated by Anni and George Bill)* [sic] *and palmtrees to the south contribute to the hotel's streetscape presence.*

They are not included within the overlay boundary of the Marong Hotel.

Year of Construction: 1914

Significance: Local

Recommendation: That the six palms and Bills horse trough outside the Marong Hotel in Adams St Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: As shown, to include the root zone and canopy of the palms.



Figure 1: Red line indicates extent of proposed overlay. Image: Google Earth

SITE CITATION

NAME

Palm trees outside Marong Hotel, (HO 563)

IMAGES



Figure 2: The six palms beside the Marong Hotel



Figure 3: The Marong Hotel with Bills horse trough to the left of the palms.



Figure 4: Palms within the grounds of the former Shire Hall are included under HO 5559



Figure 5: Aerial view showing palms outside the Marong Hotel, top, and those withinn the grounds of the former Shire Hall. Image: CoGB Pozi

ADDRESS OF PROPERTY

Outside Marong Hotel (HO 563)

26 High Street Marong

DESCRIPTION

PALM TREES

Row of six palm trees along the roadside on the south side of the Marong Hotel, consisting of alternately planted *Phoenix canariensis* (syn. *Phoenix macrocarpa*, Canary Island Palm) and *Washingtonia robusta* (Mexican Fan Palm). These all appear to be of the same age, ca.100 years, suggesting that they are all original plantings.

Intactness

The palms all appear healthy and have been well maintained.

HISTORY

TOWN

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[114]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities.[115] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[116]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[117], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[118]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

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[114] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

[115] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[116] *Century of Change* , p. 7, 8

[117] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

[118] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[119]. Few traces remain of what would have been a substantial settlement.

A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[120]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[121]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

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PLACE- PALM TREES

The Marong Hotel (HO 563) was originally constructed in the 1860s and was rebuilt in 1913. The following notice appeared in the Bendigo Advertiser on Monday 18 August ,1913

TENDERS for RE-BUILDING MARONG HOTEL for A. Hollingsworth, are required by ROBT. F NICOLAI, 114 Forest St, R.J. WEBSTER, Bright-st, Eaglehawk, Joint Architects.

[119] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.
[120] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108.
[121] Ibid., p. 83
[122] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.
[123] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

This would make the Marong Hotel one of very few, if not the only, known extant examples by this partnership.[124]

In 1914 Bendigo Councillor George William Knight gifted palm trees for the beautification of Marong. Cr Knight was a very well known nurseryman in Bendigo, noted for his generosity, and palms were among his specialties. He was born in London in 1832, and a newspaper article in 1913 describes him as

One of Bendigo's most interesting, versatile and useful citizens… ex-railway engineer, mining and land surveyor, architect, viticulturalist, florist, nurseryman, botanist, experimentalist, investigator and discoverer of new species, territorial magistrate for Victoria since 1870, and member of the Bendigo City Council.[125]

George W Knight lived to grand old age passing away on 3 August 1923. Active to the end, he stood for Bendigo East in the 1921 State election, and was acknowledged in 1922 for his 52 years as a justice of the peace and magistrate[126].

The following article appeared in the Bendigo Advertiser on Friday, 7 August 1914[127]

BEAUTIFYING MARONG

CR. G.W. KNIGHTS GIFT.

Cr. G. W. Knight, of the Bendigo City Council, attended the Marong Shire Council meeting yesterday, and signified his intention of donating a number of palm trees, similar to those at present growing at the entrance to the Bendigo Art Gallery (the botanical name of which is "Phoenix Macrocarpa") to be planted inside the fence in front of the Shire Hall, also along the path leading to the front entrance of the hall.

The Shire President Cr. Poole, thanked him for his generous donation, which would beautify the locality.

Cr Knight … said he had imported seed of the palms from the slopes of Mt Vesuvius about 30 years ago, and received the seed year after year… In a few years they would grow to be an ornament to Marong, and would live for a hundred years. He would like to see another row of palms on the other side of the road, and would donate two to be placed in front of the Marong Hotel…He concluded by stating that he would attend the next meeting of the council and plant the palms.

In a report in The Bendigo Independent[128] on the same subject, Cr Knight

Was sure the palms would greatly improve the appearance of Marong. To go further, he would like to suggest that Mr Hollingworth, of the Hotel, plant palms along his hotel frontage opposite the hall. He would give him two palms. After luncheon Cr Knight with his tape measure pegged out the ground for the holes.

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[124] The Bendigo Independent ran a similar advertisement for tenders on Friday 29 August 1913.The Citation for HO 563 incorrectly states that the present hotel dates to 1917, rebuilt after a fire, and gives no architect. No primary source could be found for this assertion during the course of this study. The Railway Hotel (where 25 High St now stands) however was widely reported in the newspapers as having burnt down in 1912, and was subsequently rebuilt, closing in 1922.

[125] Bendigo Independent Thursday 19 June 1913 p.6 "PIONEERS AND ALL",Trove NLA. The article goes on to give an overview of his life so far.

[126] David Dunstan, 'Knight, George William (1831–1923)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/knight-george-william13029/text23557, published first in hardcopy 2005, accessed online 26 February 2018.

[127] Bendigo Advertiser (Vic. : 1855 - 1918), Friday 7 August 1914, page 2. The same article appeared in the Bendigonian on Tue 11 Aug 1914, p.5. National Library of Australia TROVE

[128] The Bendigo Independent, Friday 7 August, 1914 p.5. NLA Trove

It would appear that Mr Hollingworth agreed as six palms were planted alongside his recently rebuilt hotel. Although only Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) were mentioned, both the Shire Hall Grounds and the Marong Hotel trees include Mexican Fan Palms (*Washingtonia robusta*) which were also very popular at the time, and also grown by Mr Knight at his nursery in Epsom. Some of the palms in the grounds of the former Marong Shire Hall have since been removed, and the remaining palms are included in the overlay for the former Marong Shire Hall (HO 559). These include a row of alternating Phoenix and Washingtonia palms along the High St side.

There are several other Canary Island Palms close by and these are accounted for by Jean Thomas[129],

The township has featured Palm trees on the Calder Highway outside the hotel and on the property of the Shire Council Chambers, and for many years one large palm was in the garden of the Shire residence which was removed to allow for a residential garden. Early in 1998 the City of Greater Bendigo planted in High St two large palms which are now established, in 1999, another palm tree was shifted from the Hotel yard to High Street and these compliment the other palms in the area.

It had been thought by some that the palms outside the Marong Hotel on Adams St formed an Avenue of Honour for those killed in WWI, however this is not the case and the citation in the Victorian War Heritage Inventory, Hermes Number 127035, Marong Avenue of Honour, is not accurate.

Extensive enquiries[130] have produced no evidence that these palms were an avenue of honour or had any association with the memorial gates erected in 1926 on the opposite side of the road at the former Shire Hall.

However, evidence was found that a row of eucalypts was planted in 1920 on the reserve in the centre of High St as a memorial to those who served.

It was found that in the 1919 and 1920 minutes in the Shire of Marong Minutes Book 1915-1925 there is much about the Honour Roll, the Honour Book, and the Marble Plaque in Council Chambers, all of which survive, however only two items were found re planting trees, and these referred to the reserve in the centre of High St. [131].

Ken Arnold states, in his book Bendigo and Environs the Way it Was[132]

Marong Park in High St was planted with trees to honour all the district servicemen.

The trees planted were Eucalypts, not palms, as Jean Thomas notes in her book[133] Century of Change,

Gum trees were planted in High St Marong, as a Memorial to Honour all district Servicemen. A barb-wire fence was erected around the area to get them established and it was known as the Marong Park.

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[129] Thomas, J. 1999, *The Century of Change History of Marong and District*, self published, p.3
[130] Bev Hanson, local historian, pers comms via telephone, Jan 2018, and RSL Museum, via telephone Jan 2018, Bendigo Historical Society, Eaglehawk historical Society, Jan 2018
[131] Original Shire of Marong Minute Book, 1915-1925, held at BRAC, Minutes of meetings Thursday, 24 July, 1919, and Thursday 5 August, 1920.
[132] Arnold, K, 2003, *Bendigo Its Environs the Way it Was*, Crown Castleton Publishers, p.128
[133] Thomas, J. 1999, *The Century of Change History of Marong and District*, self published, p.83



Figure 6: 1948 Memorial avenue. Image: Huntly C4 Aerial Survey Victoria 1948. State Library Victoria.

These trees are visible as a single row in the centre of High St in 1948[134] and 1972[135] aerial photographs, however it appears that none of these original plantings survive. There is no extant plaque or other physical evidence that this was a memorial avenue.

COMPARATIVE ANALYSIS- PALMS

Both Canary Island Palms (*Phoenix canariensis*) and Mexican Fan Palms (*Washingtonia robusta* and *Washingtonia filifera)*) were extensively planted, although avenues were usually of a single species.

A row of tall Washingtonia palms along the Midland Highway at Epsom near Howard St, adjacent to the Aldi supermarket, are on the site of G. W. Knight's Palm Nursery, from where the Marong palms would have been sourced. These trees are protected under HO 857. There is another row of Washingtonias in the Conservatory gardens, also under an overlay, HO216, however several have been lost in recent years. Fortuna Villa (VHR H2211, HO434) has a well known row of these palms above the lake, and also several *Phoenix canariensis* within the grounds.

Canary Island palms were often planted as specimen trees in both private and public gardens, both in Melbourne and the regions, and were also planted in avenues in Melbourne suburbs, such as along Mt Alexander Rd, Essendon. There are a number of examples in Bendigo, including two fine specimens at the War Memorial entrance gates to the Bendigo Botanic Gardens at White Hills, (VHR H1915, HO679), and three more within the grounds. Several large Canary Island palms have been moved onto traffic roundabouts in central Bendigo by council in recent years.

An unusual planting of alternate Washingtonia and Canary Island Palms can be seen in the grounds of St Kilian's Catholic Church McCrae St Bendigo. These are included in the State listing for St Kilian's, (VHR H1341, HO179) which states

Other notable features include the historically important bell and bell tower, the iron and granite fence and palms plants, which are aesthetically important for their formal streetscape qualities. The stepped row of Washingtonia palms alternating with shorter Canary Island palms which border the Chapel and McCrae Street frontages and the Backhaus' gravesite is unusual and of note.

This is the most similar planting to the palms at the Marong Hotel.

[134] Huntly C4 Aerial Survey Victoria, 1948, State Library Victoria

[135] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria

CITY OF GREATER BENDIGO FRAMEWORK OF HISTORICAL THEMES

This property is associated with the following historic theme taken from the Greater Bendigo Thematic Environmental History (2013):

6.0 Building towns, cities and the Greater Bendigo area

ASSESSMENT AGAINST CRITERIA

HERCON CRITERIA

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The row of palm trees, consisting of three Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*), outside the Marong Hotel facing Adams Street were planted in 1914. George Knight, a well known nurseryman in Bendigo, was reported in The Bendigo Independent of the 7th August 1914, to have offered at the council meeting the previous day a number of palm trees to the Marong Council to be planted in the council Chamber's yard as he "Was sure the palms would greatly improve the appearance of Marong." He also suggested that as a continuation of the beautification of the town Albert Hollingsworth plant a number opposite in front of the Marong Hotel, of which Hollingsworth was the licensee at the time. The Hotel had been severely damaged by fire in 1913 and rebuilt in 1913-14. To encourage this to occur George offered to supply two palms "free of charge". The Palm trees have since been a looked-for landmark in Marong. Albert Hollingsworth was licensee of the Marong Hotel from 1897 to 1922 and an active member of the community.

George Knight was well known and respected in Bendigo, in 1913 it was published that George Knight was an … *ex-railway engineer, mining and land surveyor, architect, viticulturalist, florist, nurseryman, botanist, experimentalist, investigator and discoverer of new species, territorial magistrate for Victoria since 1870, and member of the Bendigo City Council.*

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

Rows of Palm trees of one type are not uncommon, however it is rare to find a row of alternating Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and Mexican Fan Palms (*Washingtonia robusta*). The only other example (apart from those in the grounds of the Marong Shire Hall) in the Greater Bendigo area is located in the grounds of St Killian's Church Bendigo (VHR H1341, HO179), where the planting is described as 'unusual and of note'.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

N/A

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

The row of palm trees, consisting of three Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*) outside the Marong Hotel, and their visual connection to those located in the grounds of the old Marong Shire Hall, planted at the same time, provide a unifying effect in the centre of the township.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

N/A

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

The Palms have a strong association with G. W. Knight. Over the term of this life George became involved in a number of occupations, civic and public organisations and contributed to the growth and amenity of the citizens not only of Bendigo but the surrounding district. He was a well known nurseryman and plants, of which palm trees were prominent, were distributed by Knight throughout the State of Victoria.

STATEMENT OF SIGNIFICANCE

What is Significant

Row of six mature palms consisting of three Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*) planted alternately, along the south side of the Marong Hotel, in Adams St, Marong.

How is it significant

The rare planting (Criteria B) of the row of three Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*) planted alternately is historically (Criteria A) and aesthetically (Criteria E) significant to the City of Greater Bendigo.

Why is it significant

The alternating row of three Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*), planted in 1914 in front of the newly constructed Marong Hotel, provide an aesthetically pleasing entry to the town centre, particularly from the south (Criteria E). They are associated with George Knight, a well known Bendigo identity who served on the Bendigo City Council and was a Territorial Magistrate for Victoria for over 45 years. George Knight was a successful nurseryman with extensive horticultural knowledge who distributed plants throughout Victoria. He employed his own collectors of plants and specialised in Palms, the seed of some collected from the slopes of Mt Vesuvius. He wore many hats during his life including those of a railway engineer, mining and land surveyor, architect, nurseryman, viticulturalist, botanist and florist. (Criteria A).

While both species are well represented individually in the Greater Bendigo area the particularly alternate planting arrangement is rare with only one other example in the district at St Kilians Church Bendigo.

Recommendations

That the six mature palms be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	NO
Internal alteration controls	NO
Tree controls	YES
Outbuildings and fences not exempt under Clause 43.01-3	NO
Included on the Victorian Heritage Register under the Heritage Act 2017	NO
Prohibited uses may be permitted	NO

RAILWAY BRIDGE OVER BULLOCK CREEK, MARONG

HERITAGE CITATION



Railway Bridge over Bullock Creek from the north

PREPARED BY MINERVA HERITAGE FOR THE CITY OF GREATER BENDIGO
FEBRUARY 2018

Minerva Heritage
6 Green Street California Gully Victoria 3556
E: info@minervaheritage.com.au Mobile: 0428467409
Phone: (03) 54467409
ABN 12 525 690 937
© Minerva Heritage 2018

This Report was prepared by Minerva Heritage

Dr Gary R Hill BA (Ceramics), B Vis Arts Hons, PhD La Trobe, Grad Dip Cultural Heritage Deakin

Elaine Doling B Vis Arts, BA, Grad Dip Ed La Trobe, M Cultural Heritage Deakin All

recent photographs by the authors.

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RAILWAY BRIDGE OVER BULLOCK CREEK, MARONG

Site: Bullock Creek at Marong, off Adams St

Building Type: Timber trestle Railway Bridge

Intactness: Good

Inspection Date: 5 January, 2018

Zoning: ESO1 (Environmental Significance Overlay), PUZ4 (Public Use Zone- Transport), Area of Aboriginal Cultural Heritage Sensitivity- Selected Land

Heritage Overlays: None

Heritage Study: Marong Heritage Study 1994, timber rail bridge (Map 33C) mentioned as a potential place of heritage significance. It is noted in the 1997 National Trust of Australia (Victoria) Victorian Timber Bridges Survey as being of regional significance, and the only extant bridge of its design.

Year of Construction: 1875, Rebuilt 1922

Significance: Local

Recommendation: That the Railway Bridge over the Bullock Creek at Marong be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

Extent of overlay: As marked in red (Figure 1) includes bridge and embankment.



Figure 1: Proposed curtilage outlined in red. Image: Google Earth

SITE CITATION

BULLOCK CREEK RAILWAY BRIDGE

IMAGES



Figure 2: General view from the western embankment.



Figure 3: Stay pile piers.



Figure 4: Four pile pier with steel beams and cross head.



Figure 5: Photograph from inspection report, 1954, from the north. Courtesy VicTrackk

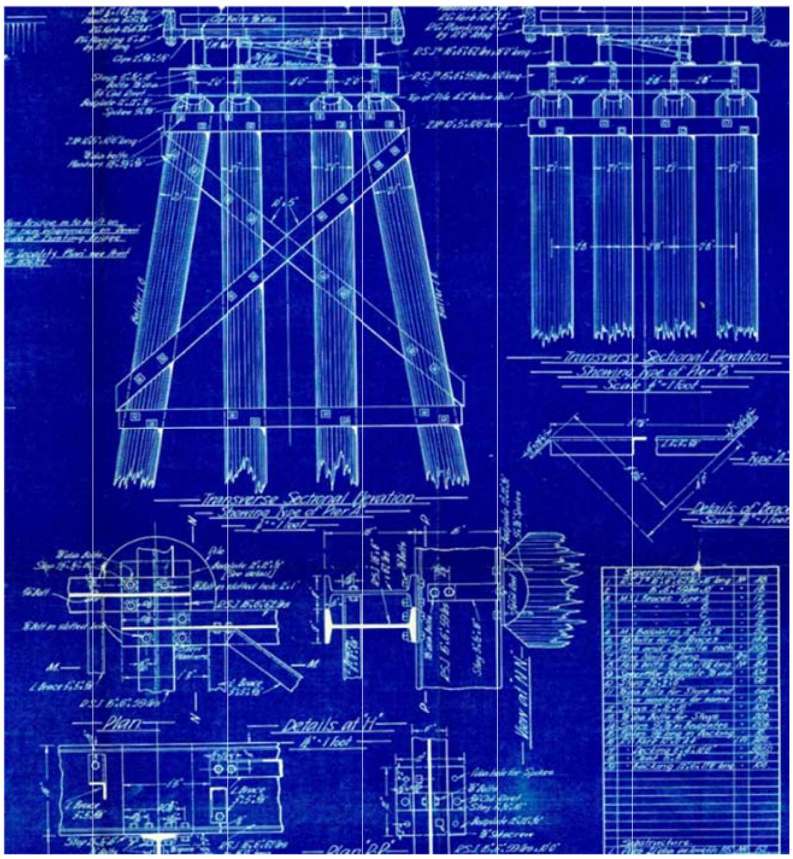


Figure 6: Detail from the original blueprint for the bridge at Marong Creek Bendigo- Korong Vale Line 1922 by W. Bromby, Engineer. Courtesy VicTrack

ADDRESS OF PROPERTY

Bendigo - Korong Vale Railway Line, Railway Bridge over Bullock Creek at Marong, off Adams St, Marong (180.722 Kilometres from Melbourne).

DESCRIPTION

Victorian Railways standard timber railway bridge, with both timber stay pile and four pile piers, stabilised with braces and walers, and cross heads and beams of 16" x 6" RSJ. It has 12 x 15 foot (4.6 metres) openings and concrete abutments at either end. It has a transverse timber deck with timber gravel beams held in place with steel bolts and tie rods. The rails sit on timber sleepers with blue metal ballast. The current bridge replaces the original timber railway bridge opened in 1876. The original 1922 blueprints by engineer W. Bromby and records of inspections and repairs are extant and held by VicTrack.

The rolled steel RSJ beams are marked Gorman Long & Co, Middlesbrough, England

50 of the 52 piles were replaced in 1966, and some in 2001, and all piles are marked with the year of placement. All work follows the original 1922 plan.

There is a cycle/pedestrian path under the bridge linking Adams St with the Marong Recreation Reserve.

INTACTNESS

The railway bridge is intact and appears sound, having been maintained by Victorian Railways and used as a railway bridge until recent times. Some of the timber piers have been replaced as

recently as 2001. All maintenance and replacement of piles and other work follows the original 1922 plan.

Several of the transverse timber deck timbers have failed near the western end, otherwise the structure appears intact.

PLACE HISTORY

TOWN

The township of Marong is situated on Bullock Creek, about 15 km west south west of Bendigo CBD. The area was home to the Dja Dja Wurrung people for millennia before the arrival of the European explorers Major Thomas Mitchell and Edward John Eyre in the 1830s, followed by pastoralists in search of land to settle on with their flocks and herds.

One of the earliest settlers in the region, Donald Campbell, arrived in Australia from Scotland in the 1830s. Campbell's Argyle Inn opened about one kilometre south of the present town of Marong in October 1846. In July 1848 he advertised that The Argyle Hotel was offering accommodation with good stabling and secure bullock yards. This complex of buildings was situated about one kilometre south of the now township of Marong, and the red brick stables survive. They were used by Cobb and Co for changing of horses until 1924[136]. The buildings are shown on a survey of the area by W S Urquhart in 1852.

In October 1848 Campbell applied for a lease of over 51 000 acres with an estimated carrying capacity of 8 000 sheep and named it the Bullock Creek run. In 1852 the discovery of gold resulted in large numbers of miners from Bendigo and Eaglehawk bringing their wash dirt to Bullock Creek due to a lack of water in those localities.[137] The first proper survey of the area was carried out in 1852 by W S Urquhart, and his work was continued by Richard Larritt including laying out plans for future population centres, including Marong township in 1855. By 1857 a number of town blocks in the Marong Township Reserve had been taken up at Crown Land Sales.

The Marong School first opened in 1859 in a brick building paid for by the local inhabitants and erected by James Wait. Mr. James Barling was the first headmaster. Some of the original building was replaced in 1938, but a part still survives[138]. In 1861 36 dwellings were recorded in Marong, only twenty of which had two rooms or more. The Marong Roads District, which initially included Eaglehawk, was proclaimed in 1861, becoming the Shire of Marong in 1864. The seat of local Government within the Shire was at Lockwood until the new Shire Hall was built in Marong in 1908. In 1865 the population of the township itself was about 50, with about 5,500 people in the Shire of Marong[139], which included a number of towns including Kangaroo Flat, Lockwood, Bridgewater and Raywood. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census[140]. This number had fallen to 400 in 1933 and remained slightly below that figure ever since.

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[136] Thomas, J. 1999. *The Century of Change History of Marong and District*, self published, p.32

[137] Hopkins, R 1985, *Moving Forward, Looking Back, The History of the Marong Shire*, Shire of Marong, p. 13.

[138] *Century of Change* , p. 7, 8

[139] 5 Victorian Government Gazette: 29 – 25/02/1861, 98 – 29/06/1861, 178 – 06/12/1861, 98 – 04/08/1865, and 06/08/1869).

[140] http://www.victorianplaces.com.au/marong. Accessed 27/2/2018

In 1867 rich finds were discovered at Marong Deep Lead, and the first deep shaft was opened at Lovie's lead at the nearby Wilson's Reef, only about 2 km west of Marong. The township of Wilson's Hill which grew there was originally laid out as the Village of Darook as it appears on the 1887 map of Marong[141]. Few traces remain of what would have been a substantial settlement. A new school was built there in 1877 with an enrolment of 80 pupils declining to 30 by 1903 and closing in 1908[142]. The Wilson's Reef mining area is now a reserve. In 1868 about 30 claims were being worked at Marong's first gully. Further discoveries at Duke's Flat and Whaler's Hill Leichardt in 1868 meant that about 1,000 miners were working in the Marong district[143]. Mining remained profitable into the early 1900s, then declined. During the depression years of the 1930s mining areas were turned over again. Many other towns and settlements in the Marong Shire also dwindled with the decline of mining, and once thriving places such as Lockwood and Myers Flat never recovered.

The railway from Sandhurst to Inglewood passed through Marong in 1875. The station building is no longer extant, but a timber trestle railway bridge constructed in 1922 over the Bullock Creek near the Shire hall remains. In its heyday Marong had three churches, seven hotels, and various businesses including bakeries, butchers, general stores, a dairy, a bootmaker and a blacksmith. The township received electricity in 1950, the farms in 1953. Never a large town, a 1948 aerial photo[144] shows many vacant blocks in the township of Marong. Little had changed in a 1972 aerial photo[145]. There have been some new subdivisions and developments in recent years. Few early residential buildings remain intact in the town, the miners cottage at 82 Goldie St being an example. The remaining cottages are representative of those that were in not only Marong, but also the other nearby townships such as Wilson's Hill and Lockwood which are no longer extant.

There are existing Heritage Overlays in Marong on the Shire Hall (HO 559), the School (HO560), St Patricks Catholic Church and Presbytery (HO566), Holy Trinity Anglican Church (HO 565), the Presbyterian Church (HO564) and the Marong Hotel (HO563). There are no existing overlays on residential properties in the township of Marong, other than the Presbytery and stables included in HO566.

PLACE

In January 1866 The Sandhurst and Inglewood Tramway company advertised for tenders for "Earthworks, Culverts, Bridges &c., and formation of the line from Sandhurst to Marong, a distance of nine miles." [146] Nine years later the railway bridge over the Bullock Creek at Marong was constructed as part of the Sandhurst and Inglewood Railway light rail line in 1875 (later called the Bendigo- Korong Vale line), and opened in 1876. The line was built under the Light Rail Act 475 (1875 to 1877).

Newspapers at the time gave detailed descriptions of the progress of large infrastructure and the Bendigo Advertiser of Wednesday 14 July 1875, gave a lengthy report on

[141] Map of Marong, County of Bendigo, Dept of Lands and Survey, Melbourne by J. Noone, 3.6.87. TROVE National Library of Australia.
[142] Hopkins, R. 1985, *Moving Forward Looking Back The history of the Marong Shire*, The Shire of Marong Victoria 150th Anniversary Committee, Marong. p.108. e
[143] Ibid., p. 83
[144] Huntly C4 Aerial Survey Victoria, 1948. State Library of Victoria.
[145] Sheet 7724-4-2 Marong, Division of Survey and Mapping Victoria, 1980, from aerial photos taken January 1972. State Library of Victoria
[146] The Argus, Tuesday 23 January, 1866, p.3 Advertisement.

THE SANDHURST AND INGLEWOOD RAILWAY

….At 8 miles [from Eaglehawk] the main road from Sandhurst to the Serpentine is crossed, and 1 mile 60 chains further on the Inglewood road is intersected near the freehold of Mr. W. Murdoch. Bullock Creek will be crossed at a point near the ground reserved for Shire Hall purposes. Close to the bridge the Melbourne and Swan Hill road is reached. The engineers proposed closing this road altogether, but the Council of the Shire of Marong remonstrated, and it was agreed to form a level crossing. The station at Marong will be erected in the centre of the township.

… The Bullock Creek bridge will also be built of timber and will be 677 feet in length. Hard-wood ties will be used, with timber superstructure and flooring of red gum. In the whole length there will be 41 openings each 15 feet span, and 2 openings each 33 feet span. The greatest height of the bridge from the bed of the creek will be 20 feet…

The line was surveyed by Mr. Davis and his staff. Mr. Greene, the resident engineer for the main line, is the engineer for the Sandhurst and Inglewood railway, and under his direction the surveys were made and the works are now being executed.[147]

The Argus (Melb) Sat 18 Nov 1876 page 7 was pleased to report on

OPENING OF THE INGLEWOOD RAILWAY

… The bridge across Bullock Creek, 10 1/4 miles from Sandhurst, has 43 openings, is 672 ft. long, and cost £1,863 6s. 3d. … There is a station at Marong and another at Bridgewater… The whole of the works have been satisfactorily carried out under the supervision of Mr Green, the resident engineer.[148]

The original all timber rail bridge was completely rebuilt in 1922 on a slightly different alignment to the original one to a Victorian Railways plan by W. Bromby for timber railway bridges. The 1875 bridge was around 677 feet in length, but the new one was much shorter, having had much of its length farther away from the creek bed replaced by embankments in the new design. "Following American practice, the Victorian Railways gradually converted low sections of longer trestle bridges into embankments of earth and rubble to reduce maintenance costs, leaving isolated segments of timber bridge sufficient to pass major floodwaters"[149]. This also occurred at the Wannon River Railway Bridge near Casterton. The new bridge included steel cross heads and beams as these were the parts most likely to need expensive periodic replacement by increasingly expensive labour when constructed from sawn timber.[150] The bridge was considered to be suitable for X Class and lighter locomotives. The line was used principally for freight, especially for wheat. The bridge has been well maintained until recently, and all records including the original blueprints are extant. The bridge ceased being used around 2011.

COMPARATIVE ANALYSIS

There are a number of timber trestle railway bridges extant in Victoria, in varying states of repair including some in derelict condition. Most surviving examples are of all timber construction, or altered at a later date. There have been a number of timber railway bridges destroyed in bushfires, replaced with concrete bridges and culverts on rail lines, or replaced with new footbridges on rail trails in recent times. One or two timber trestle railway bridges of unknown design may survive on the Inglewood- Korong Vale line near Wedderburn Junction, but are away from public roads

[147] Bendigo Advertiser Wed 14 July 1875, page 2
[148] The Argus (Melb) Sat 18 Nov 1876 page 7
[149] Chambers, D. 2006. *Wooden Wonders: Victoria's Timber Bridges,* Hyland House Publishing for the National Trust of Australia (Victoria) p. 9
[150] An Historical Sketch of Road and Railway Timber-Bridge Construction in Victoria. For the Timber Bridges Committee of the National Trust. D. Chambers, June 1997. National Trust of Australia (Victoria) Timber Bridges Study Report June 1997, Funded Under the National Estate Grants Program. Unpublished. p. 17

and were not inspected. There are several early all timber trestle railway bridges in use on the Castlemaine- Maldon Railway, and these are heritage listed. There are several timber rail bridges on the Victorian Heritage Register, such as the rail bridge over Hanaford's Creek, Pyalong, Mitchell Shire (VHR H1695).

In the course of this investigation no other intact bridge to this design was found. It may in fact be the only intact surviving example of a timber trestle bridge to the 1922 plan by engineer W. Bromby, as it was recorded in the 1997 National Trust of Australia (Victoria)Timber Bridges Study as the "Only historic railway bridge built with 15 ft span RSJ girders."[151] It also notes that it is surrounded by a public reserve, and a visible part of a country town. It is listed as a bridge of Regional Significance.

VICTORIA'S FRAMEWORK OF HISTORICAL THEMES

3.0 Connecting Greater Bendigo by transport and communications

ASSESSMENT AGAINST CRITERIA

HERCON CRITERIA

Criteria amended from VPP Practice Note 'Applying the Heritage Overlay' (September 2012)

Criterion A – Importance to the course or pattern of the City of Greater Bendigo's cultural or natural history (historical significance).

The timber trestle railway bridge over the Bullock Creek at Marong is a reminder of the expansion of light rail lines in rural Victoria under the Light Rail Act, 1875-77. It shows the economic importance of the line from the 1870s to recent times in transporting local produce.

Criterion B – Possession of uncommon rare or endangered aspects of the City of City of Greater Bendigo's cultural or natural history (rarity).

A rare extant complete example of a timber trestle railway bridge within the City of Greater Bendigo, and the only known example in Victoria of an historic railway bridge built with 15 ft span RSJ girders. It is the only known extant example constructed to the 1922 design by W. Bromby for Victorian Railways.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Greater Bendigo's cultural or natural history (research potential).

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural or natural places and environments (representativeness).

N/A

Criterion E – Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

The timber trestle railway bridge is situated in a picturesque public reserve along Bullock Creek. It is an intact example of a timber trestle railway bridge easily accessible to the public, with a pedestrian/cycle track passing underneath it from Adams St to the Recreation Reserve. It is easily

[151] National Trust of Australia (Victoria) Timber Bridges Study, June 1997, Funded under The National Estate Grants Program. Victorian Timber Bridges Survey, Appendix 3: - Summary of Provisional Bridge Classification Rankings by Group for Rail Bridges, as at 24 June 1997, Prepared by Matthew Churchward. Reg. No. 796 group 19, p.31 and as SUP 24 Light Rail Bridges with Steel Beams or Girders and Transverse Plank Timber Deck Only example.

visible and accessible from Adams St, Marong and is close to the historic Shire Hall and Marong Hotel, as a reminder of the development of the town and the area.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

The bridge represents the achievement of sound design using Australian eucalypt timbers for railway bridges, and is a rare example of timber with steel beams. It is the only known extant example of this design. The original plans by W. Bromby for the Victorian Railways are extant and the maintenance and repair of the bridge has followed these closely.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Greater Bendigo's history (associative significance).

N/A

STATEMENT OF SIGNIFICANCE

What is Significant

The rail bridge over Bullock Creek at Marong comprising 12 freestanding timber trestles set at 4.6 m (15 ft) centres comprising both stay pile and four pile piers and supporting a single track with timber gravel beams and transverse decking on steel RSJ beams and cross heads, in its entirety, including abutments.

How is it significant

The Timber Trestle Rail Bridge over the Bullock Creek at Marong is of historical, rarity, aesthetic and technical significance to the City of Greater Bendigo.

Why is it significant

The Timber Trestle Rail Bridge over Bullock Creek at Marong is of historical significance as a reminder of the expansion of rural rail lines during the Light Rail period of the 1870s. It was reconstructed to a Victorian Railways plan in 1922 and regularly maintained showing the importance of the line to the transport of local produce until its closure ca. 2011(Criterion A).

It is possessed of uncommon or rare significance as the only known example of an historic railway bridge with 15 ft span RSJ girders and cross heads, and the only known example constructed to the 1922 design by W. Bromby for Victorian Railways (Criterion B).

It is a notable surviving example of a timber trestle bridge using both four pile and stay piles, and steel longitudinal girders supporting a timber rail deck. This demonstrates a distinctive and presently rarely used construction method that utilises native bush timbers. All original blueprints and condition reports and records of maintenance for this bridge are extant and held by VicTrack (Criterion F).

It is of Aesthetic significance for its intactness and accessibility in the picturesque locality set in the Bullock Creek reserve (Criterion E).

Recommendations

That the Railway Bridge in its entirety be included in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme.

External paint controls	No
Internal alteration controls	No
Tree controls	No
Outbuildings and fences not exempt under Clause 43.01-3	No
Included on the Victorian Heritage Register under the Heritage Act 2017	No
Prohibited uses may be permitted	No







MARONG
OUR PLAN







Marong township structure plan

June 2024

CITY OF GREATER BENDIGO

Acknowledgment of Country

Marong is on Dja Dja Wurrung Country.

The City of Greater Bendigo would like to acknowledge and extend appreciation for the Dja Dja Wurrung People, the Traditional Owners of the land where Marong is today.

Today, we pay our respects to leaders and Elders past, present and future for they hold the memories, the traditions, the culture and the hopes of all Dja Dja Wurrung Peoples.

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



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Bullock Creek Reserve

The City of Greater Bendigo would like to thank the Marong community, particularly members of the Marong Community Action Group, for their enthusiastic contribution to the Marong Township Structure Plan (TSP).

The value of the project has increased through active participation and has created a sense of ownership of the work.

Many other groups, companies, agencies and departments were consulted and participated in preparing the Township Structure Plan. A full list of these stakeholders can be found in Appendix 6 of the TSP's Background Report.

Adopted September 16, 2020. Revision Adopted June 24, 2024.

Introduction

This document is the Marong Township Structure Plan (TSP). The TSP has been developed with extensive input from the community and relevant government agencies and departments.

Role of the TSP

The TSP is a long-term plan for future urban development in Marong. It describes how the land is expected to be developed, and how and where services are planned to support development. Generally, the TSP:

- Sets out a plan to guide the development of the growth of the Marong township in accordance with relevant State Government guidelines and legislation
- Provides direction on the transition of future urban growth areas in Marong
- Outlines the vision for how the township should be developed and the outcomes achieved
- Identifies the infrastructure projects required to ensure that future residents, visitors and workers within Marong can be provided with timely access to services and the improved transport connections necessary to support a liveable community
- Sets out objectives, guidelines and requirements for land use and development
- Provides certainty about future development
- Will be used to guide investment and funding decisions
- Will be used to guide future plans, policies and decision making by Council

The TSP will become a background document in the Greater Bendigo Planning Scheme and is to be read in conjunction with the Marong Township Structure Plan Background Report and the future Marong Township Development Contributions Framework.

Background information

Background information on the Marong TSP area including its history, demographic profile, climate profile, community facilities and public spaces is provided in the Marong Township Structure Plan Background Report. This report also references the various technical studies and community

engagement that have informed the preparation of the TSP. These include:

- Bullock Creek Flood Study 2018
- Marong Heritage Citations 2018
- Marong Land Capability Study 2012
- Marong Recreation Land Need Study 2012
- Marong Township Bushfire Development Report 2018
- Marong Township Economic Assessment 2019
- Marong Township Intersection Analysis Transport Assessment 2019
- Marong Township Movement and Access Strategy 2017
- Marong Township Stormwater Management Strategy 2017

Development Contributions Scheme

The Marong TSP and future Marong Township Development Contributions Framework will guide the preparation and implementation of future Shared Infrastructure Funding Plans for each precinct.

The Marong Township Development Contributions Framework (DCF) will provide transparency to Council, landowners, developers and the community regarding future infrastructure and funding sources for infrastructure to service Marong's growth.

The Township Infrastructure Plan (see pages 55-58) provides information on the critical infrastructure projects that will be included in a future Marong Township Development Contributions Framework and inform future Shared Infrastructure Funding Plans.

Land to which the TSP applies

The Marong TSP covers an area of 782 hectares and is located approximately 15 kilometres to the west of the Bendigo City Centre.

Marong is located on Dja Dja Wurrung Country. The box ironbark forests, regionally significant flora and fauna, Bullock and Fletchers Creeks contribute to the tangible cultural heritage of the Dja Dja Wurrung people.

The study area and township features are illustrated on Plan 2 (see page 8).

How to read the TSP

The Marong TSP guides land use, development and the provision of infrastructure where a planning permit is required or another decision is to be made.

These permit applications and decisions must implement the outcomes of the TSP, expressed as the vision and guiding principles.

Each element of the TSP contains objectives, requirements and guidelines as relevant. It also identifies how each element is linked to the Marong and Districts Community Plan which has been prepared by the Marong community.

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

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

Requirements and guidelines are to be considered by developers at the planning stages. This includes public developers such as the City of Greater Bendigo or State departments and agencies.

It is important to note that the requirements and guidelines in this TSP need to be read in conjunction with other provisions within the planning scheme.

For example the provisions of Clause 56 (Liveable and Sustainable Communities) also apply to applications for subdivision.

The land to which the TSP applies is separated into precincts, where specific design guidelines are provided. These outline the preferred character and land use outcomes, design objectives that will help to achieve these outcomes, and a time-frame for development.



Wide road reserve of High Street and Bullock Creek

An implementation plan is included in the TSP to identify the full range of actions, responsibilities, and how each action relates to Council's and Marong's Community Plans.

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

Monitoring and review

The City of Greater Bendigo will monitor the implementation of the TSP. Its effectiveness will be evaluated regularly, at least every five years. As part of this process, Council will continue to monitor population growth and the demand for and supply of residential land within the Marong township and future residential development areas in Marong. The TSP may be revised and updated following review.

Implementation overview

A planning scheme amendment will be prepared for the Greater Bendigo Planning Scheme immediately after the TSP is adopted.

This amendment will reference the TSP, include a local area plan for Marong, amend planning zones and overlays for the existing township area and outline the requirements for rezoning and developing future growth areas in the township.

The details of this first amendment are listed as action A1 in the Action Implementation Plan on page 77 of this document.

To ensure an orderly sequence of development and land supply meets demand, the rezoning of future growth areas will be planning scheme amendments led by private proponents. These are shown as Precincts 1-4 on Plan 16 (see page 61).

A clear set of infrastructure projects, rezoning requirements, subdivision and development requirements, guidelines and actions for each growth precinct are included in the TSP.

Regional and township context

Marong is located on Dja Dja Wurrung Country and the western edge of the City of Greater Bendigo, approximately 15 kilometres from the centre of Bendigo. The original one-mile square township is centred at the intersection of the Calder, and Calder Alternative Highways. The town retains a number of important historic buildings, many with a civic and community function, such as the former Marong Shire offices.

Marong has always served a larger catchment than the township itself. Its various functions and services such as the primary school, hotel, doctor's clinic, and Malone Park support the wider region of western Bendigo.

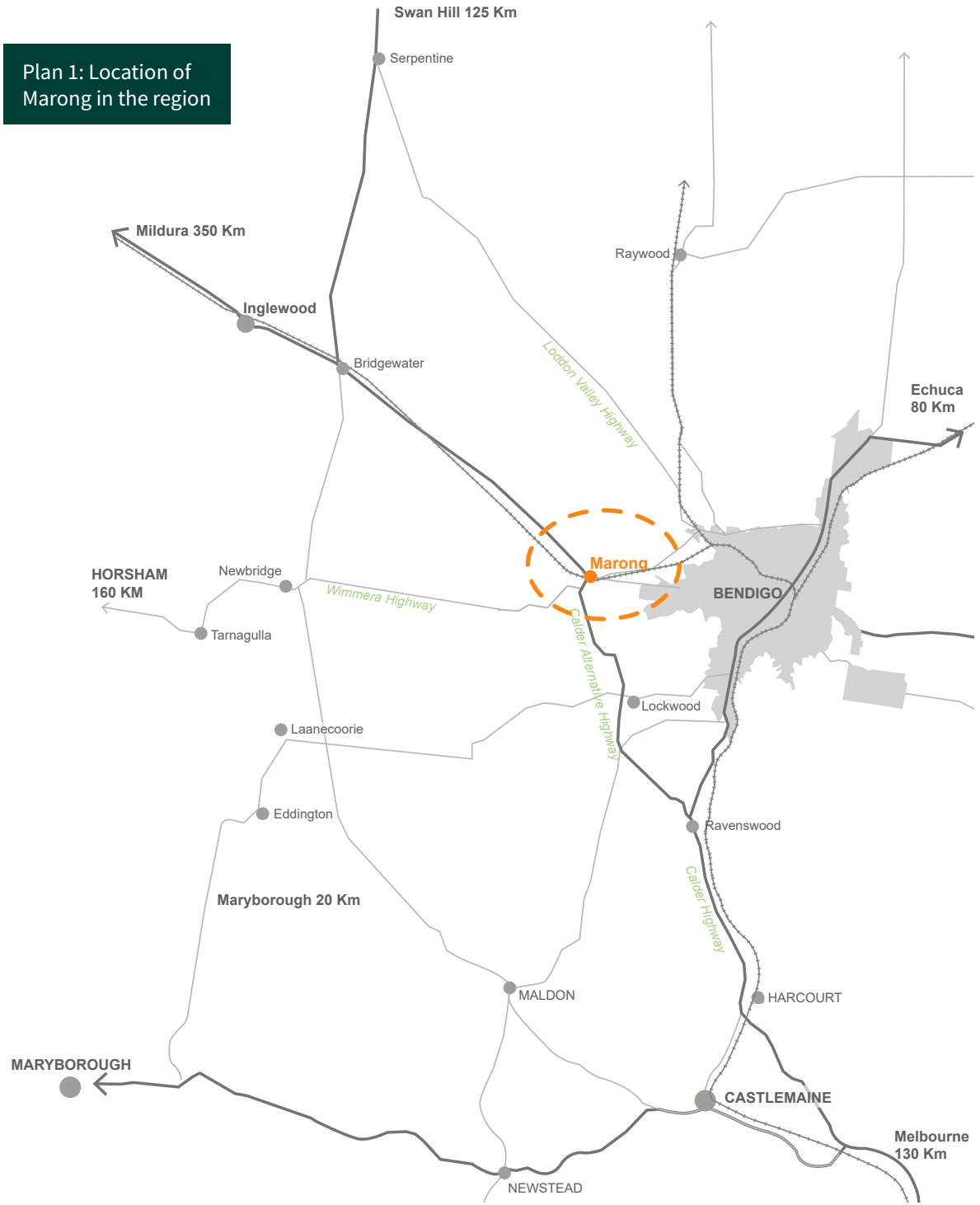
The two highways together with the Wimmera Highway provide links to Bendigo, Melbourne and to the north west and west of the state. With the progressive development of the Calder Alternative Highway Marong has become a more important link in the development of the state's highway network. The junction of these three highways severely compromises the role of the town centre because of high and growing volumes of traffic. Truck traffic in particular is compromising the function, amenity and safety of the town.

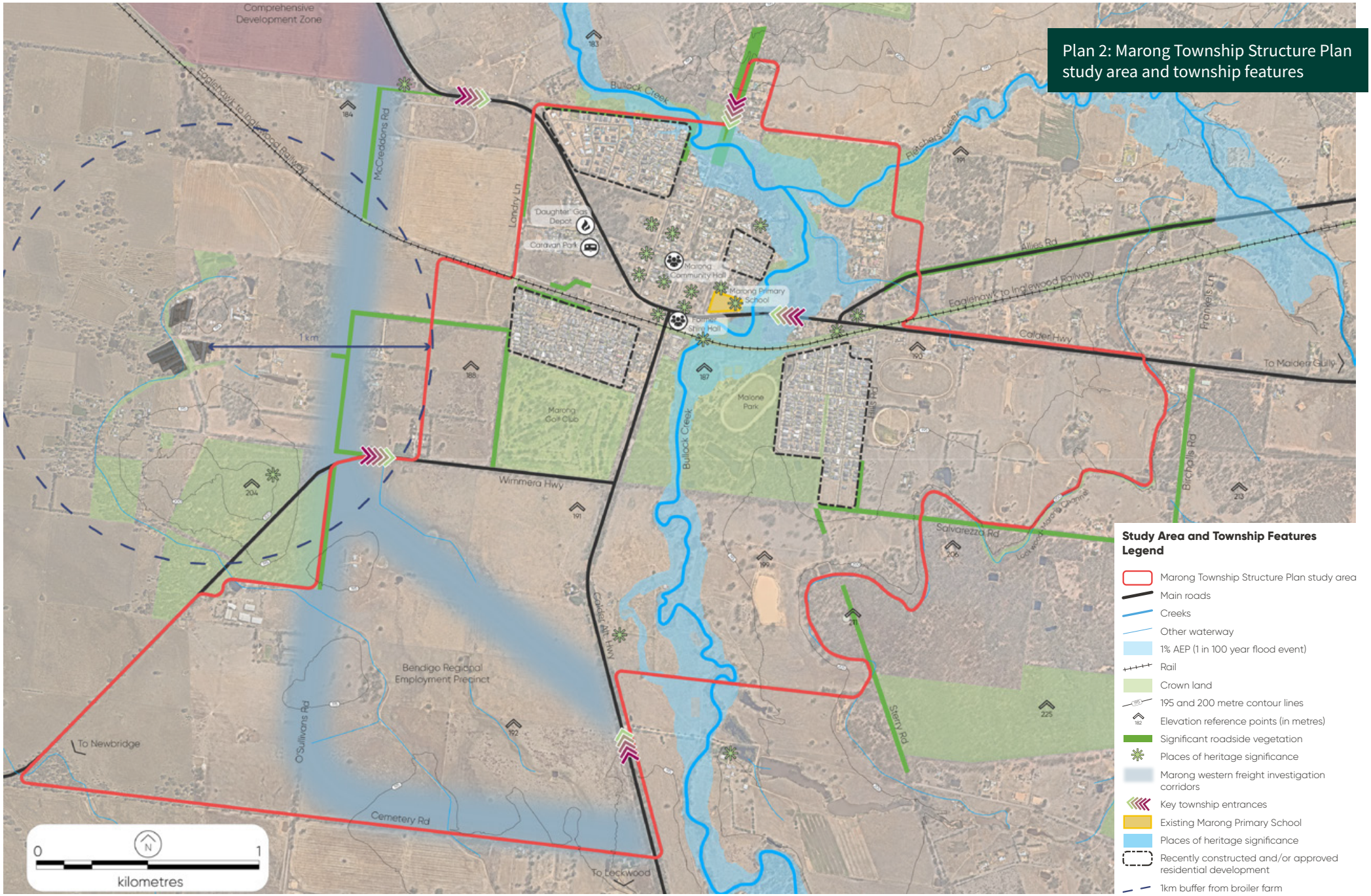
The Bendigo to Inglewood broad gauge railway runs east-west through the centre of Marong, necessitating two major railway level crossings within the township. However, passenger and freight trains no longer travel on the section of the rail network. Marong's rail station adjacent to the town centre has been decommissioned and demolished.

Bullock Creek is a significant place for the Dja Dja Wurrung people. The creek flows from Ravenswood south east of Marong into the Pyramid Creek west of Leitchville near the Murray River traverses much of the town. It flows south- north and forms an important feature of the town. The reserve along Bullock Creek has contributed to the valuable network of public space in the town and has provided a habitat for the iconic large river red gums that create a sense of arrival into Marong. Areas surrounding the creek are subject to severe flooding. The protection, health and accessibility of the Bullock Creek environs to the Dja Dja Wurrung people remains an important connection to Country.

The setting of the township is generally flat, land peaks to the east near Birchalls Road at 213m above sea level, falls to 188m where the Calder Highway and Bullock Creek intersect, and rises to 205m at the peak of Wilsons Hill to Marong's west.

Plan 1: Location of Marong in the region




Plan 2: Marong Township Structure Plan study area and township features
Comprehensive Development Zone
Eaglehawk to Inglewood Railway
McCreddons Rd
Landry Ln
Bullock Creek
Fletchers Creek
"Daughter" Gas Depot
Caravan Park
Marong Community Hall
Marong Primary School
Former Shire Hall
Allies Rd
Calder Hwy
To Maiden Gully
Frankels Ln
1 km
Marong Golf Club
Malone Park
Pall Mall
Wimmera Hwy
Bullock Creek
Birchalls Rd
Salvarezza Rd
Loddon Murray Channel
Calder Alt Hwy
Bendigo Regional Employment Precinct
O'Sullivans Rd
Sterry Rd
To Newbridge
Cemetery Rd
To Leckwood
0
1
kilometres
Study Area and Township Features Legend
Marong Township Structure Plan study area
Main roads
Creeks
Other waterway
1% AEP (1 in 100 year flood event)
Rail
Crown land
195 and 200 metre contour lines
Elevation reference points (in metres)
Significant roadside vegetation
Places of heritage significance
Marong western freight investigation corridors
Key township entrances
Existing Marong Primary School
Places of heritage significance
Recently constructed and/or approved residential development
1km buffer from broiler farm

Policy context: a snapshot

State and regional context

Loddon Mallee South Regional Growth Plan

Marong has the opportunity to grow up to 8,000 people

This plan describes Marong as a town with the opportunity to grow up to a population of 8,000 depending on further planning.

Plan Melbourne 2017-2050

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

Dhelkunya Dja Country Plan (2014- 2034)

The Country Plan provides direction for the Dja Dja Wurrung Clans Aboriginal Corporation and the Traditional Owner Land Management Board, and outlines goals based on nine key themes to achieve the aspirations of the Dja Dja Wurrung people. It provides direction to those with responsibility for managing Djandak; it represents the goals and priorities of DJAARA.

Local context

Greater Bendigo Community Plan 2017-2021

Commits Council to complete and implement structure plans for dedicated growth areas.

Bendigo Residential Development Strategy (2004)

Marong to be planned for 8,000 people

This was the first strategy that recommended Marong to be planned as a larger satellite, self-contained township with a population of 8,000. The strategy stated that the delivery 'should be based upon the outcome of extensive research and preparation and approval of a structure plan'.

The Marong Plan (2011)

The first modern plan that addressed Marong's growth

By 2010 there was a strong demand for housing within the existing township area. To outline priorities for the community, to address the immediate demand and to investigate potential growth areas, a Marong Plan was prepared and adopted by Council in 2011. The Marong Plan recommended that the development of a structure plan and the consequential land rezoning were medium priorities.

Greater Bendigo Residential Strategy (2014)

Prepare a Structure Plan for Marong

This strategy outlined that the focus of residential growth will be within the urban growth boundary and in Greater Bendigo's townships, in particular Marong, Elmore, Axedale and Heathcote. Implementing recommendations from this strategy included preparing a precinct structure plan for Marong (among others), while recognising the early planning initiatives undertaken at that stage (Marong Plan 2011).

Connecting Greater Bendigo – Integrated Transport and Land Use Strategy

Marong needs better public transport and a Structure Plan

Given the projected population growth in Marong, this strategy recommended new railway stations in the Marong township, as well as a new bus service from Marong to Bendigo via Maiden Gully. This strategy also recommended the development of a detailed precinct structure plan in the short term.

Commercial Land and Activity Centre Strategy

A structure plan will help determine how much commercial land is needed in Marong

This strategy acknowledges that the Marong [Township] Structure Plan (TSP) will be used to provide a more detailed floorspace demand. The strategy also recommended that the TSP should have a town centre urban design framework component to guide the development of the projected commercial floorspace required. While further work was to be completed at the time of this strategy's adoption, there was still a recommendation that 2,900m^2 of supermarket floorspace and 500m^2 of specialty retail floorspace will be needed by 2031.

Municipal Planning Strategy (Greater Bendigo Planning Scheme)

Marong to be planned for 8,000 people

Marong was identified in the Bendigo Residential Development Strategy (2004) as a "Satellite" township that will have an ultimate population of 8,000 people and limited background investigations have been undertaken ahead of the preparation of a comprehensive structure plan.

March 2004 — Bendigo Residential Development Strategy

June 2011 — The Marong Plan

May 2014 — Loddon Mallee South Regional Growth Plan

October 2014 — Greater Bendigo Residential Strategy and 2014-2020 Economic Development Strategy

August 2015 — Integrated Transport and Land Use Strategy

November 2015 — Commercial Land and Activity Centre Strategy

July 2016 — Municipal Strategic Statement (Planning Scheme)

August 2016 — Greater Bendigo Housing Strategy and Environment Strategy

March 2017 — First Draft Marong Township Structure Plan

June 2018 — Final Draft Marong Township Structure Plan

July 2019 — Greater Bendigo Public Space Plan

September 2020 — Marong Township Structure Plan adopted and Planning Scheme Amendment commences

Marong Township Structure Plan amendment and revision adopted

June 2024 — Marong Township Development Contributions Framework

Greater Bendigo Housing Strategy (2016)

Structure plan is currently being developed for Marong

Identified the development and the preparation of the structure plan that was underway in Marong at the time.

Greater Bendigo Environment Strategy 2016- 2021

Outlines One Planet Living action areas and uses them to guide actions from the strategy

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

Greater Bendigo Planning Scheme Review

Provides recommendations on planning tools and gaps in strategic work

While subject to a planning scheme amendment, the 2018 Greater Bendigo Planning Scheme Review makes recommendations about the application of certain zones and overlays. These include the Mixed Use Zone, Township Zone, and Vegetation Protection Overlay, which are relevant to the Marong TSP.

The review recommends an Environmental Significance Study to review and protect the environmental assets in the municipality. It also recommends a Settlement Strategy for the City to provide guidance for future settlements.

Greater Bendigo Public Space Plan (2018)

Specific precinct plan for Marong identifying future priorities

The specific projects for Marong include upgrades to Malone Park, the delivery of a new sporting facility and public realm upgrades to the town centre and creek corridors. As well as these specific actions, the Public Space Plan addressed the topic for the whole city. As such, a context of community expectations was provided, as well as the plan's goals and guiding principles for improving public space.

Greater Bendigo Industrial Land Development Strategy

Identifies a future need for industrial land over and above the existing supply

The strategy identifies there will be an additional 3,300 additional jobs provided in industry to 2036 based on having sufficient available land.

Greater Bendigo currently has less than 100 hectares of available industrial land. The strategy identifies a minimum pipeline for the next 30 years of an additional 170 hectares of industrial land over and above the existing supply.

Providing a supply of industrial land close to Marong to meet some of these needs would provide much needed employment for a growing residential population.

Vision

The long-term vision for Marong is a satellite township of 8,000 people built around a vibrant community town centre and civic focus with a well serviced railway station and an outstanding public space network.

Marong has the potential to progressively develop a vibrant community based town centre. The township has the structure to be a highly liveable place to reside, contributing to the City of Greater Bendigo's vision of becoming the world's most liveable community.

The layout of the town centre and close proximity to the railway, the extensive public space network, the relatively flat landscape, and the short distance to Bendigo all contribute to its clear potential. The vision is that Marong can raise the bar for townships that are growing and can progressively develop as a benchmark for well-planned country towns.

Future development will respond to bushfire and flooding risks, preserve environmental features, create a diverse range of housing options, maximise opportunities for local employment, contribute to a safe and well connected town, attract a broad range of people and reinforce Marong's character as a semi-rural township.

Semi-rural

Throughout this Plan, Marong is referred to as a semi-rural township. This means that while neighbourhoods in Marong have an increasingly urban character, rural land surrounds the entirety of Marong.

Other aspects of this semi-rural character include large expanses of public open space, large remnant trees, wide road reserves, and outlooks to the surrounding rural land.

While Marong grows with urban development, these aspects of a semi-rural township will be retained.



Former Marong Shire Hall, Adams Street


mfn
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Guiding principles for key elements

The growth of the Marong Township is guided by a set of key objectives for each element within the Marong TSP.

Bushfire management

Future development is directed to areas with a lower bushfire risk without the need for widespread vegetation removal. Marong is comprised of safe neighbourhoods that have addressed the relevant bushfire risk.

Integrated water management

High quality infrastructure is provided that increases the quality of water flowing into the Bullock Creek, and limits flows to pre-development levels to reduce flooding risk.

Negative impacts on the environment and the community are reduced through the incorporation of best practice water sensitive urban design in all new development.

Image and character

Vegetation continues to be valued and celebrated as a defining element as the township grows. Planned growth is facilitated while retaining and, where possible reinforcing the semi-rural character of Marong.

Aboriginal cultural heritage

Future development is designed to protect and respect Aboriginal cultural heritage places and values. Consider Aboriginal cultural values in the design of new development.

Employment

Regional employment land is critical for the success of Marong, the City of Greater Bendigo, and the broader region.

The Bendigo Regional Employment Precinct is located south-west of the township along the Wimmera Highway. It is 294ha in size and is being mater planned by the Victorian Planning Authority. It will provide additional industrial land in the short-medium term.

The Marong Business Park is located north west of the township along the Calder Hwy. It is 311ha in size, is in a Comprehensive Development Zone, and has its own Development Contributions Plan. The site was rezoned in 2017 and as at the date of this document, remains undeveloped farmland. It will provide additional industrial land in the long term.

Housing

Sufficient land is provided through staged rezoning to accommodate a population of approximately 8,000 people. The impact on the surrounding farmland and farming operations is limited by containing future development within the identified area.

Community facilities and public space

A range of community facilities is provided, including a new education facility, that can support the growing population. Marong features a high quality, accessible public space network, including Bullock Creek, by using public land and land subject to flooding.

Marong town centre

Sufficient zoned commercial land is provided to meet the needs of a growing population. An attractive, climate resilient, and people friendly town centre.

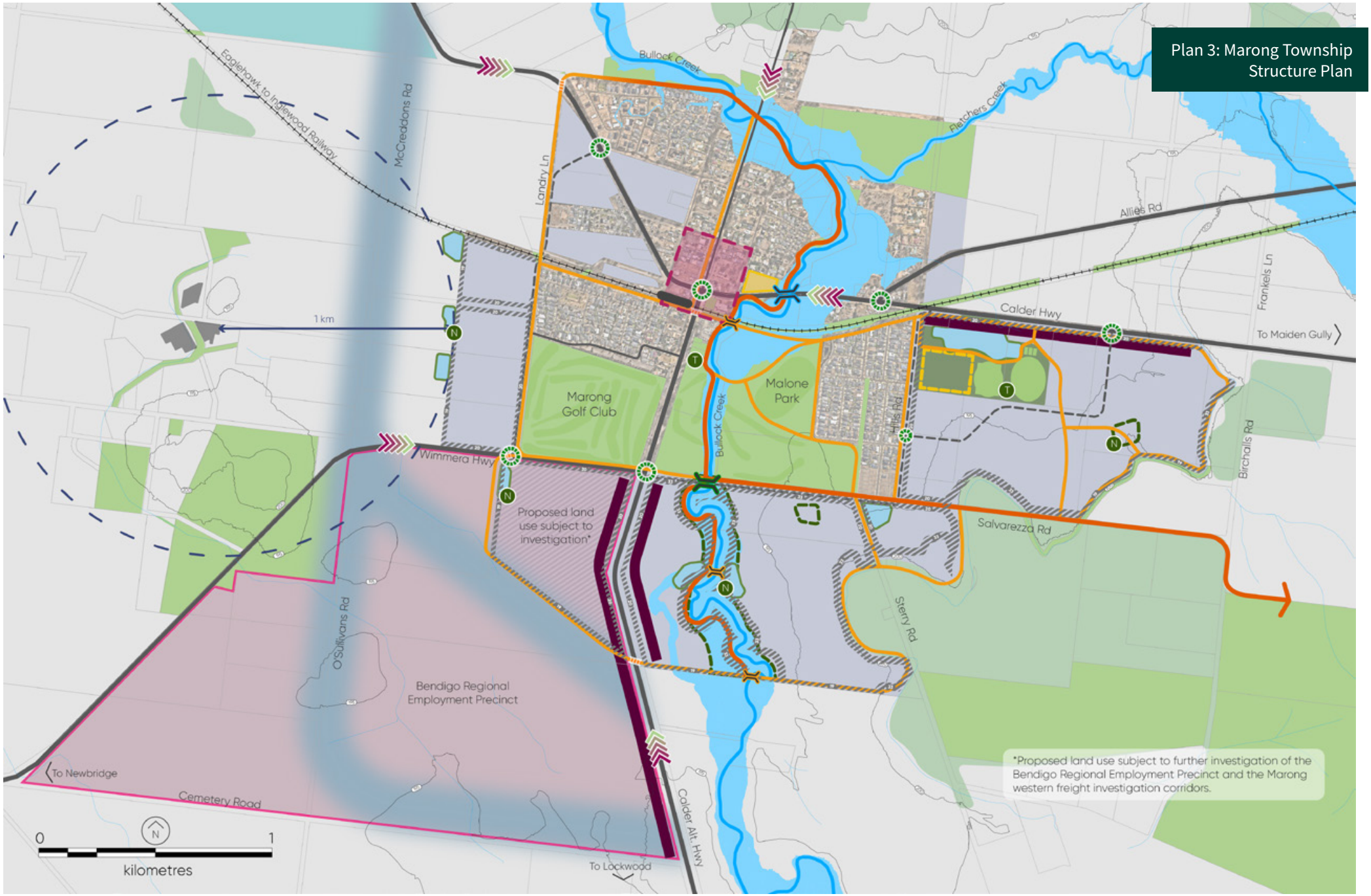
Movement and access

New and upgraded transport infrastructure is provided to support a town of 8,000 people. As part of this transport infrastructure, a freight network is also to be provided to support the success of the Bendigo Regional Employment Precinct.

The freight network is currently being considered and planned by the Department of Transport and Planning as part of the Freight Alignment and Multi-modal Connections Assessment for the Bendigo Regional Employment Precinct.

Township Infrastructure Plan and development staging

Development staging is coordinated with the delivery of key local and state infrastructure.


Plan 3: Marong Township Structure Plan
Eaglehawk to Inglewood Railway
McCreddons Rd
Bullock Creek
Fletchers Creek
Landry Ln
Allies Rd
Frankels Ln
Calder Hwy
To Maiden Gully
1 km
Marong Golf Club
Malone Park
Hills Rd
Bullock Creek
Birchalls Rd
Wimmera Hwy
Proposed land use subject to investigation*
Salvarezza Rd
Sterry Rd
O'Sullivans Rd
Bendigo Regional Employment Precinct
To Newbridge
Cemetery Road
Calder Alt. Hwy
To Lockwood
0
1
kilometres
*Proposed land use subject to further investigation of the Bendigo Regional Employment Precinct and the Marong western freight investigation corridors.

Marong Township Structure Plan Legend

- Future residential development areas
- Required bushfire setback and distance in metres
- Town centre
- Private vegetated areas
- Crown land
- Encumbered land to be used as open space
- Potential site for new education facility and sports fields
- Indication of potential education facility size
- Existing Marong Primary School
- Proposed Bendigo Regional Employment Precinct
- Comprehensive Development Zone
- Neighbourhood and township parks
- 1% AEP (1 in 100 year flood event)
- No land use changes proposed
- Key township entrances
- Intersection upgrade
- Key interface with rural highway
- Rail
- Marong western freight investigation corridors
- Existing arterial and sub-arterial road
- Existing collector road
- Proposed collector road
- Proposed railway station
- Primary public space network (district)
- Secondary public space network (local)
- Creeks
- Proposed retarding basin
- 1km buffer from broiler farm
- 195 and 200 metre contour lines



Marong Uniting Church

Land use budget

Property no.	Proposed landuse	Total MTSP area (Ha)	Native vegetation to be retained (NV)	Education site	Retarding basin	Recreation reserve and local parks	Land required for connector roads	Land required for intersections upgrade	Net developable area (NDA) (Ha)
1A	Residential	7.98					0.44		7.54
1B	Residential	6.50				0.40	0.44		5.66
1C	Residential	6.44					0.44		6.00
1D	Residential	6.44					1.17	0.29	4.98
2B	Residential	22.17			1.19		0.37	0.34	20.27
3A	Residential	11.70	0.50				1.31		9.89
3B	Residential	30.91			1.10				29.81
3C	Residential	7.49			1.01		0.40		6.08
4A	Residential	0.55							0.55
4B	Residential	11.97		3.50	4.36	3.50			0.61
4C	Residential	4.05						0.10	3.95
4D	Residential	4.05					0.48	0.21	3.36
4E	Residential	24.16					1.68		22.48
4F	Residential	6.25			0.50	4.50			1.25
4G	Residential	6.31							6.31
4H	Residential	24.39	1.00			0.40	0.77	0.32	21.90
4I	Residential	3.70							3.70
4J	Residential	0.35							0.35
4K	Residential	2.33							2.33

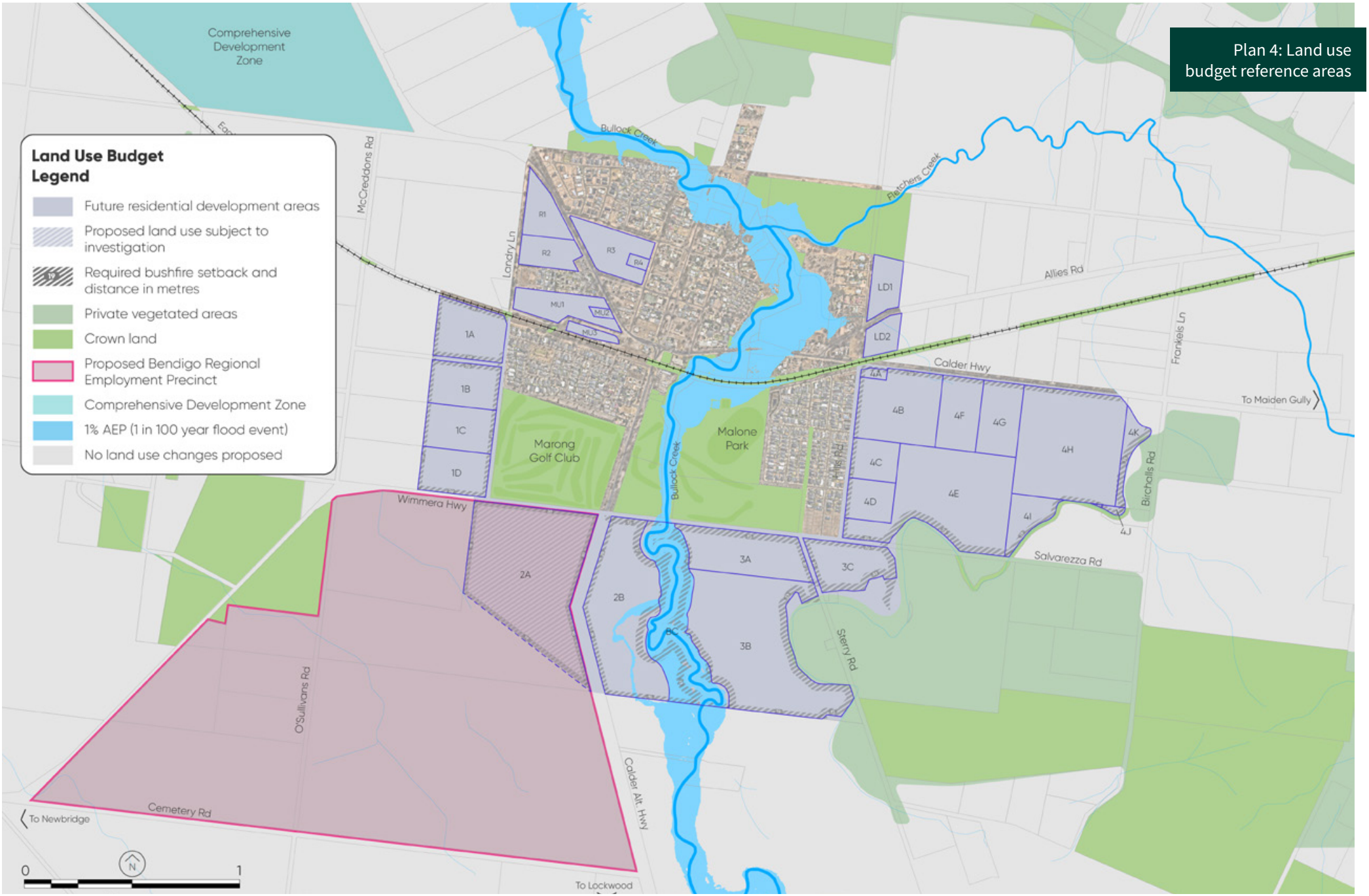
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Property no.	Proposed landuse	Total MTSP area (Ha)	Native vegetation to be retained (NV)	Education site	Retarding basin	Recreation reserve and local parks	Land required for connector roads	Land required for intersections upgrade	Net developable area (NDA) (Ha)
R1	Residential	4.11					0.25	0.48	3.38
R2	Residential	3.70							3.70
R3	Residential	5.88						0.12	5.76
R4	Residential	0.51							0.51
MU1	Mixed Use	5.12						0.10	5.02
MU2	Mixed Use	0.40							0.40
MU3	Mixed Use	1.04							1.04
LD1	Low Density Res	3.52							3.52
LD2	Low Density Res	2.43							2.43
Residential		214.44	1.50	3.50	8.16	8.80	7.75	1.96	182.78
2A #	Investigation Area	32.17							-

Total	Township structure plan study area	Area
Existing development	Existing developed areas, including town centre	117.19 ha
Community areas	Malone Park including golf course and creek reserve	66.41 ha
	Existing primary school	1.1 ha
	Existing creek corridor not including Malone Park	26.24 ha
	New creek corridor (encumbered open space) - “BC” (see Plan 4 on page 18)	16.11 ha
Transport	Rail and associated land	8.10 ha
	Main roads (Calder Highway, Calder Alternative Highway, Wimmera Highway, High Street, Allies Road)	29.38 ha
	Other roads (Landry Lane, Filcock Road, Salvarezza Road, Adams Street, Fletchers Creek Road, Murdoch Lane)	8.81 ha
Other	Existing caravan park	4.04 ha

Notes

- The summary does not include existing dwellings and population in Marong. The potential population growth has been determined using 2.6 people per dwelling
- The land use budget applies to the land in the study area only (see page 8)
- All measurements are approximate
- The intent of this land use budget is to inform the Development Contributions Framework and to provide an indication of how much land is allocated to each land use
- Except where specified, development areas include land that will be or is already allocated for local streets and parks
- Parcels 2A forms part of the BREP and will be master planned by the VPA. This process will determine appropriate land use response for the entire precinct, having regard to the Marong Western Freight Corridor alignment


Plan 4: Land use budget reference areas
Land Use Budget Legend
Future residential development areas
Proposed land use subject to investigation
Required bushfire setback and distance in metres
Private vegetated areas
Crown land
Proposed Bendigo Regional Employment Precinct
Comprehensive Development Zone
1% AEP (1 in 100 year flood event)
No land use changes proposed
Comprehensive Development Zone
McCreddons Rd
Bullock Creek
Fletchers Creek
Landry Ln
Allies Rd
Calder Hwy
Frankels Ln
To Maiden Gully
Marong Golf Club
Malone Park
Bullock Creek
Wills Rd
Birchalls Rd
Salvarezza Rd
Wimmera Hwy
O'Sullivans Rd
Sterry Rd
Calder Alt Hwy
Cemetery Rd
To Newbridge
To Lockwood
R1
R2
R3
R4
MU1
MU2
MU3
LD1
LD2
1A
1B
1C
1D
2A
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Bushfire management

Guiding principles

Future development is directed to areas with a lower bushfire risk without the need for widespread vegetation removal.

Marong is comprised of safe neighbourhoods that have addressed the relevant bushfire risk.

Key issues and considerations

There are areas of high bushfire risk in the Marong area, some of these being adjacent to proposed growth areas. Planning must consider the protection of human life as the top priority.

Township context

Due to the amount of forested land, Greater Bendigo, including Marong has a high bushfire risk. The entire study area for this project is within a designated bushfire prone area.

Considering landscape risk, Marong can be described as a Broader Landscape Type One and Two.

Considering landscape risk, some Parts of Marong can be described as a Broader Landscape Type One as:

- There is little vegetation beyond 150 metres of the site (except grasslands and low-threat vegetation)
- Extreme bushfire behaviour is not possible
- The type and extent of vegetation is unlikely to result in neighbourhood scale destruction of property
- Immediate access is available to a place that provides shelter from bushfire

However, some other parts of Marong can be described as a Broader Landscape Type Two as:

- The type and extent of vegetation located more than 150 metres from the site may result in neighbourhood-scale destruction as it interacts with the bushfire hazard on and close to a site
- Bushfire can only approach from one aspect and the site is located in a township or urban area managed in a minimum fuel condition
- Access is readily available to a place that provides shelter from bushfire. This will often be the surrounding developed area

Objectives

O1 - To reduce the impact of bushfire on existing and proposed essential and community infrastructure, industry, the economy and the environment.

O2 - To ensure appropriate defendable space around development can be achieved through an appropriate development response and management of vegetation.

O3 - To provide a comprehensive approach to designing the layout of development to incorporate principles of bushfire risk mitigation.

Requirements

R1 - A development plan must be prepared which shows a BAL rating of 12.5 achieved for all new residential developments in 'future residential development areas' as shown on Plan 5 (see page 20). This can be achieved by siting buildings according to the following setback distances of vegetation:

- 33 metres from woodland vegetation.
- 20 metres from roadside vegetation.
- 19 metres from grassland vegetation and agricultural land

R2 - The urban structure adopted at the subdivision stage must provide a well-defined boundary between the residential area and vegetated area.

R3 - The road network must provide each lot with access to at least two north-south routes towards safer areas to escape a fire threat. Safer areas, shown on Plan 5 (see page 20), are 150 metres from a bushfire threat, including grasslands.

Bushfire Attack Level (BAL)

This is a rating system used to define the level of exposure a bushfire will have on a building. It is measured in terms of the radiant heat exposure or the direct flame contact from a bushfire as well as considering the impact from burning embers. The BAL rating for a dwelling

takes into account a number of factors including predicted fire danger, the slope of land, types of surrounding vegetation and its proximity to any building.

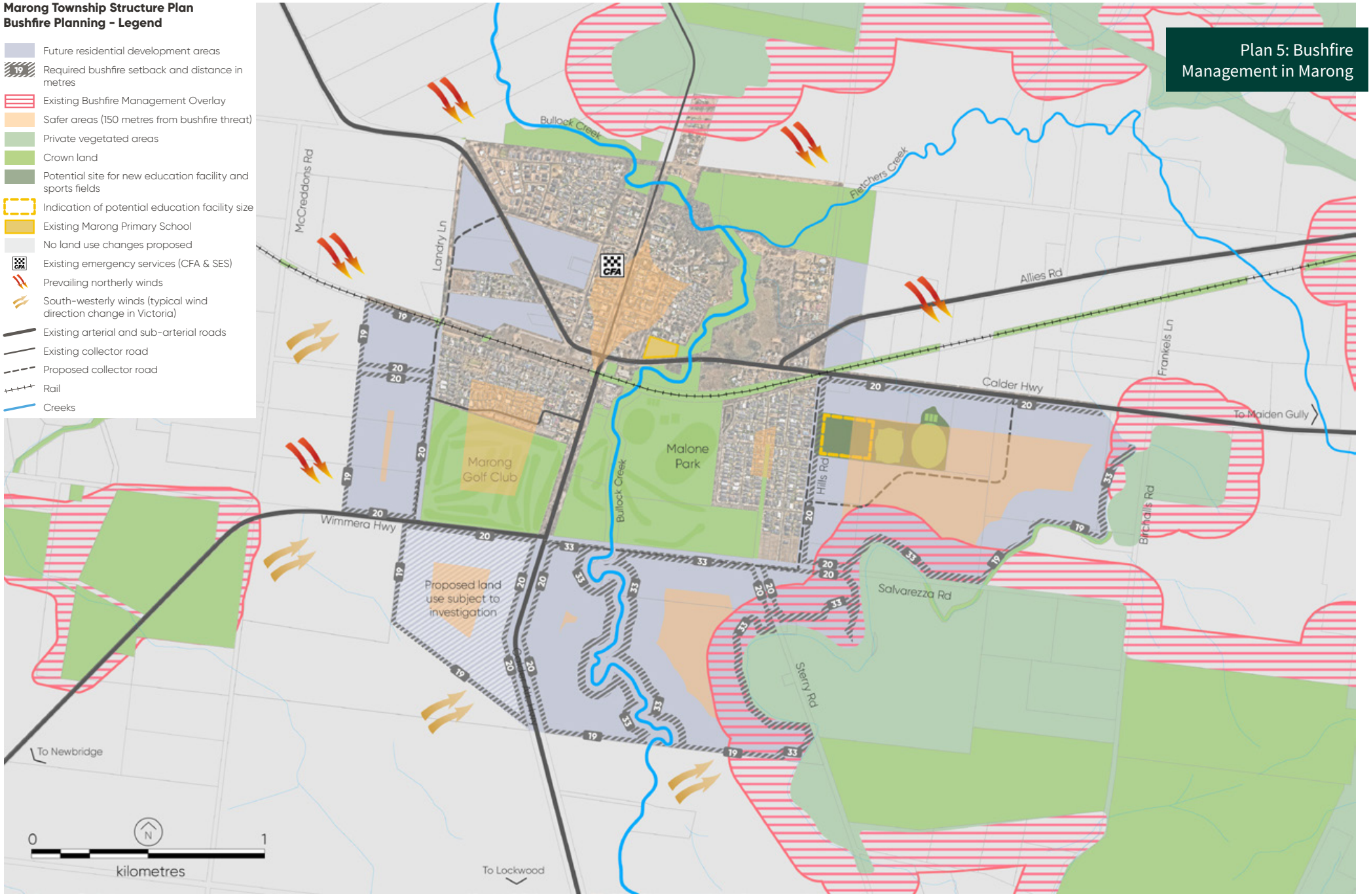
Apart from having no rating (BAL low), there are five different BAL ratings: 12.5, 19, 29, 40, and FZ (<40). These ratings relate to their corresponding number in heat flux density units in kilowatts per square metre (kW/m^2).

Defendable space

Defendable space is an area of land between the bushfire hazard (i.e. vegetation) and a building which is managed to reduce fuel loads and reduce potential radiant heat levels, flame, ember and smoke attack. Defendable space also provides an area from which buildings can be actively defended.

Defendable space is made up of two components; an inner zone (to eliminate direct flame contact), and an outer zone (to reduce fire intensity). The inner zone is more intensively managed than the outer zone.




Marong Township Structure Plan
Bushfire Planning - Legend
Future residential development areas
19
Required bushfire setback and distance in metres
Existing Bushfire Management Overlay
Safer areas (150 metres from bushfire threat)
Private vegetated areas
Crown land
Potential site for new education facility and sports fields
Indication of potential education facility size
Existing Marong Primary School
No land use changes proposed
CFA
Existing emergency services (CFA & SES)
Prevailing northerly winds
South-westerly winds (typical wind direction change in Victoria)
Existing arterial and sub-arterial roads
Existing collector road
Proposed collector road
Rail
Creeks
Plan 5: Bushfire Management in Marong
Bullock Creek
Fletchers Creek
McCreddons Rd
Landry Ln
Allies Rd
Calder Hwy
To Maiden Gully
Frankels Ln
Marong Golf Club
Malone Park
Bullock Creek
Hills Rd
Birchalls Rd
Wimmera Hwy
Proposed land use subject to investigation
Salvarezza Rd
Skerry Rd
To Newbridge
To Lockwood
0
1
kilometres
N

Integrated water management

Guiding principles

High quality infrastructure is provided that increases the quality of water flowing into the Bullock Creek, and limits flows to pre-development levels to reduce flooding risk.

Negative impacts on the environment and the community are reduced through the incorporation of best practice water sensitive urban design in all new development.

Protection of Aboriginal cultural heritage places along Bullock and Fletchers Creeks.

Key issues and considerations

Some areas of Marong are flood-prone, particularly around the Bullock and Fletchers Creeks. Future development cannot increase this risk.

Bullock and Fletchers Creeks are significant areas of Aboriginal cultural heritage. Future planning and development must have regard to this.

Some areas are very flat and providing adequate stormwater drainage can be a challenge.

Increasing urban land uses around significant waterways can affect the health of these systems. However, with increased development, there is an opportunity to improve the health of the Creeks.

Marong is in a dry, warm climate with limited water security.Water pressure for Marong's potable supply is currently poor; this will require investment in new water infrastructure as the town develops.

Township context

Marong was surveyed around the Bullock Creek, a significant waterway that flows over 100 kilometres, from south of Ravenswood to west of Leitchville. The Bullock Creek forms a spine of public space and significant vegetation, contributing to the character of the area.

The Bullock and Fletchers Creek waterways remain central to the cultural identity of the Dja Dja Wurrung people.

Today, the land and its waterways remain central to our cultural identity and aspirations for community and economic development. Our rivers are the veins of Country, and provide food and medicine, and places to camp, hunt, fish, swim and hold ceremonies. They are places that are central to our creation stories, and many of our cultural heritage sites are associated with waterways – burial sites, birthing sites and middens. Our waterways are places that we connect with our ancestors and pass traditional knowledge on to our children and grandchildren. - Dhelkunya Dja Country Plan 2014-2034, page 20.

Areas of Marong are flood-prone. Two large rain events in the last ten years have helped the community understand the severity of the risk.

These events have helped inform suitable locations where future development may be appropriate. The North Central Catchment Management Authority have prepared a flood study that assists the planning for Marong. The recommendations from this study will be implemented alongside the TSP.

All stormwater flows into the Bullock Creek. This has implications for flow rates and water quality.

Retaining stormwater in designated locations in new subdivisions prior to entering the Creek can help mitigate the issues of flow rates, water quality, and flooding extents.

Land west of Landry Lane is very flat and presents a challenge for adequate stormwater drainage. As such, only a portion of land to the west of the existing township boundary is suitable for residential development.

Coliban Water is undertaking works to upgrade the reticulated potable water system for Marong to meet current needs. Supply to new development areas can be accommodated and will likely require additional infrastructure, which Coliban Water will determine at the appropriate time.

Objectives

O4 - To manage and enhance existing waterway corridors, including Bullock and Fletchers Creeks and reduce detrimental impacts on native flora and fauna.

O5 - To provide permeable surfaces and less hard surfaces in new development.

O6 - To retain stormwater to irrigate new and existing public spaces, especially where this infrastructure is co-located (e.g. at the proposed education facility and neighbourhood sporting facility).

O7 - To recognise, celebrate and protect areas of Aboriginal cultural significance.

Requirements

R4 - Development staging must provide for the delivery of the ultimate waterway and drainage infrastructure network, including stormwater quality treatment. Where this is not possible, development proponents must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of the responsible authority.

R5 - If basins and wetlands are bound by residential development, the two uses must have an active interface.

R6 - Basins and wetlands must be integrated as part of a larger, useable public space.

R7 - Basins and wetlands must support local area walkability and safety by including wide easements, shade trees and a walking path where a connection is needed.

R8 - Basins and wetlands must be not be labelled as 'reserves' on any subdivision plans.

R9 - Require a cultural values assessment be prepared early in strategic planning processes that has regard to waterways and their cultural heritage significance to inform future land use and development.

Guidelines

G1 - Basins and wetlands that are integrated as part of a larger public space should contribute to the irrigation of the space.

Planning Scheme Amendment action

Apply the Land Subject to Inundation Overlay and Floodway Overlay to land impacted by the 1% AEP area.

Average Recurrence Interval (ARI)

Average recurrence interval for rain event. For example, 1 in 100 year ARI is equivalent to a 1% AEP.

Average Exceedance Probability (AEP)

Annual exceedance probability for rain event. For example, a 1% AEP is equivalent to a 1 in 100 year ARI.

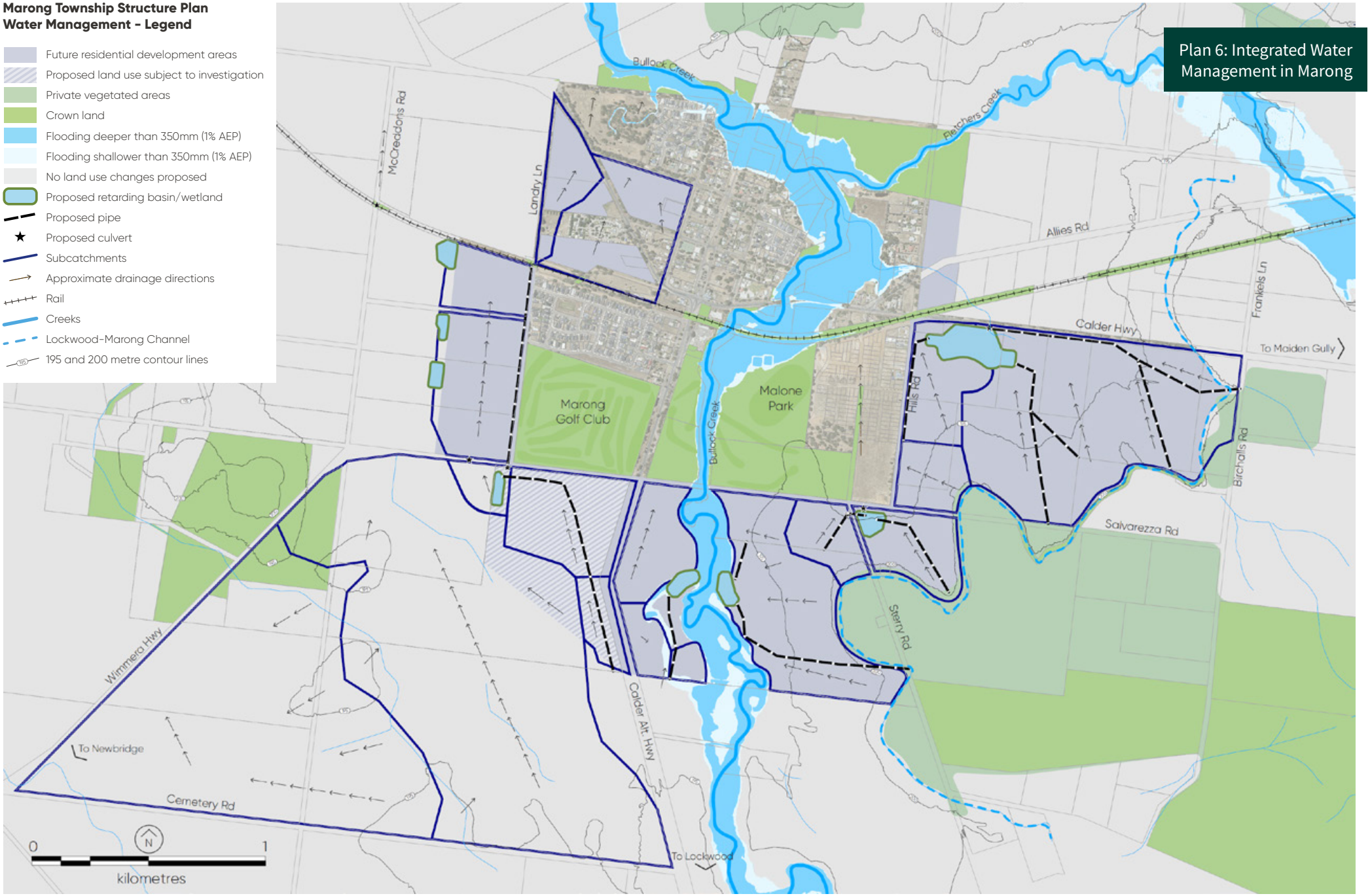
Retarding basins

Or detention basins are excavated reserves serving a rainfall catchment of developed land. Because developed land has more hard surfaces, this results in more stormwater run-off into nearby creeks or their tributaries.

Retarding basins store this additional stormwater and discharge it at the same rate as pre-development. This infrastructure reduces flooding risk and reduces downstream erosion of creek lines.



Bullock Creek flooding in 2016


Marong Township Structure Plan
Water Management - Legend
Future residential development areas
Proposed land use subject to investigation
Private vegetated areas
Crown land
Flooding deeper than 350mm (1% AEP)
Flooding shallower than 350mm (1% AEP)
No land use changes proposed
Proposed retarding basin/wetland
Proposed pipe
Proposed culvert
Subcatchments
Approximate drainage directions
Rail
Creeks
Lockwood-Marong Channel
195 and 200 metre contour lines
Plan 6: Integrated Water Management in Marong
Bullock Creek
Fletchers Creek
McCreddons Rd
Landry Ln
Allies Rd
Frankels Ln
Calder Hwy
To Maiden Gully
Marong Golf Club
Malone Park
Hills Rd
Birchalls Rd
Salvarezza Rd
Sterry Rd
Wimmera Hwy
To Newbridge
Cemetery Rd
Calder Alt Hwy
To Lockwood
0
1
kilometres
N



Canary Island date palm in High Street

Image and character

Guiding principles

Vegetation continues to be valued and celebrated as a defining element as the township grows.

Box ironbark forests and the natural landscape of Marong in public reserves and forests are valued and contain Aboriginal cultural heritage places.

Planned growth is facilitated while retaining and, where possible, reinforcing the semi-rural character of Marong.

Key issues and considerations

Maintaining Marong's semi-rural character will be a challenge as the town develops.

Cultural and built heritage will need to be considered as the town develops. Forested and vegetated areas, including Bullock and Fletchers Creeks are culturally significant areas. Future planning and development must have regard to this to ensure the protection of Aboriginal cultural heritage places.

Significant vegetation and the interface with Bullock and Fletchers Creek could be threatened by new development.

Marong's individual identity needs to be retained into the future.

Vegetation and built-form surrounding Marong's township entrances/gateways will need protecting and emphasis as the town develops.

Township context

There are several elements that contribute to the iconic character of the town:

- The various heritage buildings and structures scattered throughout the town provide a visual commentary of the history of the area. These include the former Shire Hall, various churches, various pieces of infrastructure, the original school building and a number of houses in the area
- The large river red gums that line Bullock Creek create an iconic entrance to the town, as well as the palm trees on Adams and High Streets which mark the town centre. These not only contribute to an attractive streetscape but tell a story of the history of the place, including their importance to the Dja Dja Wurrung people
- High Street, as a 60 metre wide boulevard, contributes to the public space network of the town as well as providing space for established palms and eucalypts. The street provides a sense of openness within the town centre
- The unique public space network that is formed with the spine of Bullock Creek which flows northwards and is met with Fletchers Creek at the town's northern edge. Malone Park and the Marong Golf Course are major features of the town, providing large amounts of community space and for various sporting facilities and activities

Through extensive community engagement, there is extensive support for the Township Structure Plan to maintain and enhance these elements as the town grows into the future.

Township entrances

Objectives

O8 - To enhance the entrances to the township.

O9 - To create a strong 'sense of arrival' to Marong from Maiden Gully/Eaglehawk, Lockwood, Bridgewater and Newbridge/St Arnaud.

Requirements

R10 - At township entrances identified on Plan 7 (see page 27), the retention of vegetation must be maximised to emphasise entry points.

Guidelines

G2 - Subdivision and building design should create landmark or gateway sites at main road entry points and at intersections which provide visual markers and signature buildings and spaces at key locations.

Planning Scheme Amendment action

Apply the Heritage Overlay to places of heritage significance.


Marong Township Structure Plan
Image and Charcter - Legend
Private vegetated areas
Crown Land
Town Centre
Key township entrances
Rail
Existing arterial road
Marong western freight investigation corridors
Creeks
Lockwood-Marong Channel
High Street road reserve
Key interface with rural highway
Key interface with forest or public space
Place of heritage significance
Aboriginal Cultural Heritage Sensitivity area
0.5 metre contour intervals
Plan 7: Image and character features in Marong
Bullock Creek
Fleachers Creek
McCreddons Rd
Landry Ln
Allies Rd
Calder Hwy
Franks Ln
Marong Golf Club
Malone Park
Hills Rd
Bullock Creek
Birchalls Rd
Wimmera Hwy
Salvarezza Rd
Sterry Rd
Calder Alt. Hwy
0
1
kilometres

Vegetation

Objectives

O10 - To retain existing vegetation on private land where possible.

O11 - To retain existing vegetation in road reserves.

O12 - To ensure that Marong's tree canopy coverage increases with new development.

O13 - To protect Aboriginal cultural heritage significant places and vegetation.

High and medium significance values

A comprehensive assessment was undertaken by the North Central Catchment Management Authority in 2005 for roadside vegetation in Council managed road reserves. Each roadside area assessed was given a roadside conservation value of low, medium, or high.

This work provides justification to apply a Vegetation Protection Overlay to these roadside areas in situations where they would normally be vulnerable due to residential development; Landry Lane, for example. These areas of roadside vegetation can be retained by widening the road reserve where appropriate and constructing the sealed road beside the corridor of vegetation.

It is proposed to continue this method where similar situations arise. It is important to specify that residential properties should front these corridors, rather than having a rear fence interface. This is not only because these corridors provide an attractive outlook for the properties, but an active frontage can provide passive surveillance for the users.

Requirements

R11 - Street tree planting must:

- Support the desired character of the surrounding area. Palms will be encouraged to complete town centre streetscapes; however, in other areas trees that maximise natural shade will be preferred
- Include native species of understorey
- Form strong avenues and canopies to provide shade and definition to the streetscape
- Be suitable for local soil and changing climate conditions
- Positioned and planted to allow clear sightlines along streets and across different mode paths
- Place lighting poles and lamps away from tree canopies, verandas, and overhead wires

R12 - Nature strips of arterial, sub-arterial, and collector roads must be wide enough to support large canopy trees to provide shade. Nature strips on these roads must be at least 5.5 metres wide.

R13 - High significance roadside vegetation must not be removed. A widened road reserve will be provided by the developer if the required sealed road cannot be accommodated within the existing road reserve.

R14 - Require a cultural values assessment be prepared early in strategic planning processes that has regard to vegetation and its cultural heritage significance to inform future land use and development.

Planning Scheme Amendment action

Apply the Vegetation Protection Overlay to significant vegetation.



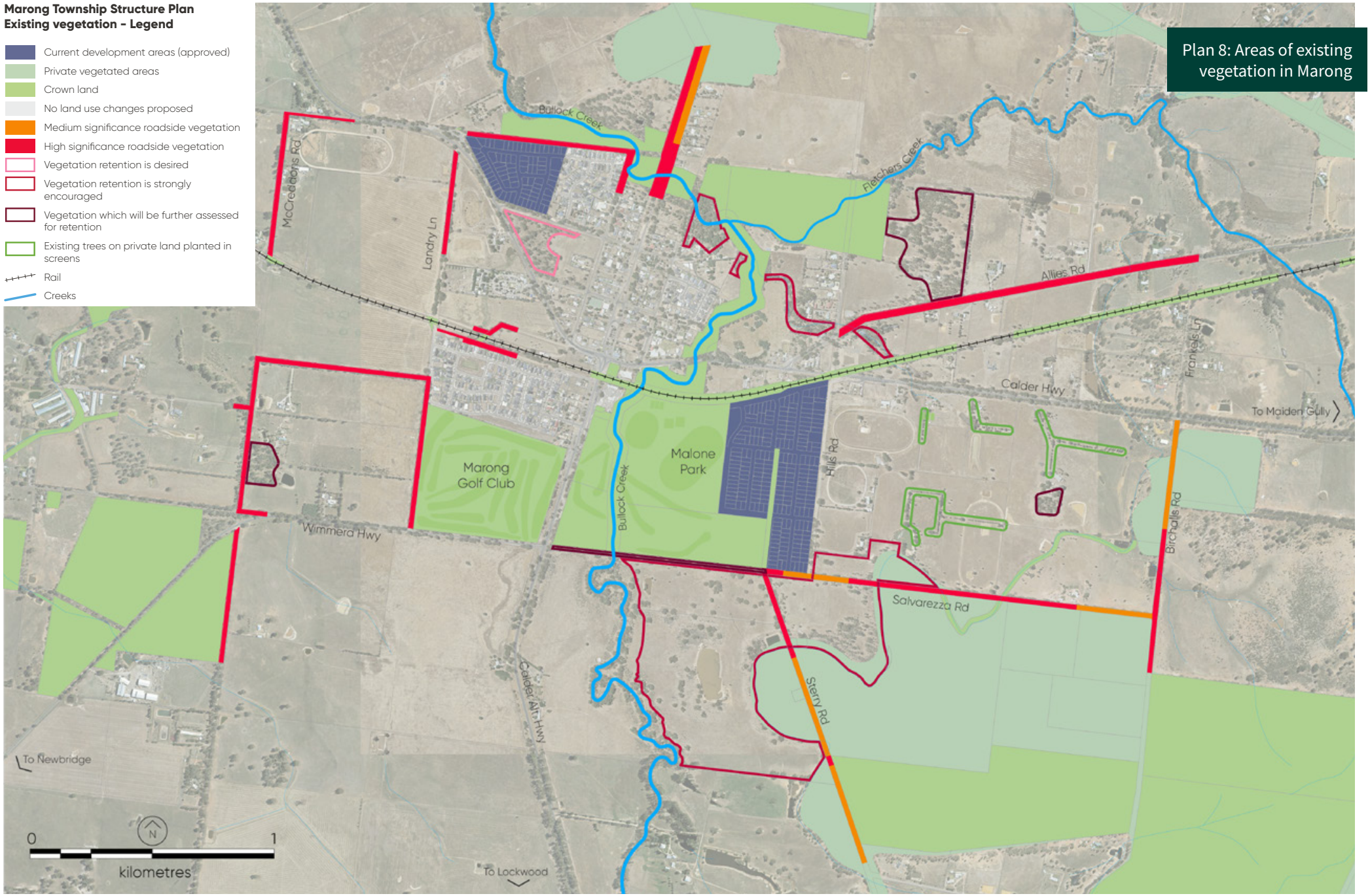
Guidelines

G3 - Tree species in new developments should be consistent with those in adjoining areas.

G4 - Roadside vegetation of medium significance should not be removed. A widened road reserve should be provided by the developer if the required sealed road cannot be accommodated within the existing road reserve.

G5 - New road reserves should incorporate as many existing trees as possible. In Marong, many trees on private land currently form screens that can be conveniently integrated with a new street. These are shown on Plan 8 (see page 29).

G6 - Road reserves, public and private vegetated areas should retain vegetation that has Aboriginal cultural significance.


Marong Township Structure Plan
Existing vegetation - Legend
Current development areas (approved)
Private vegetated areas
Crown land
No land use changes proposed
Medium significance roadside vegetation
High significance roadside vegetation
Vegetation retention is desired
Vegetation retention is strongly encouraged
Vegetation which will be further assessed for retention
Existing trees on private land planted in screens
Rail
Creeks
Plan 8: Areas of existing vegetation in Marong
Bullock Creek
Fletchers Creek
McCreddens Rd
Landry Ln
Allies Rd
Calder Hwy
Frankes Ln
To Maiden Gully
Malone Park
Marong Golf Club
Hills Rd
Bullock Creek
Wimmera Hwy
Birchalls Rd
Salvarezza Rd
Sterry Rd
Calder Alt Hwy
To Newbridge
To Lockwood
0
1
kilometres
N

Interface areas

Objectives

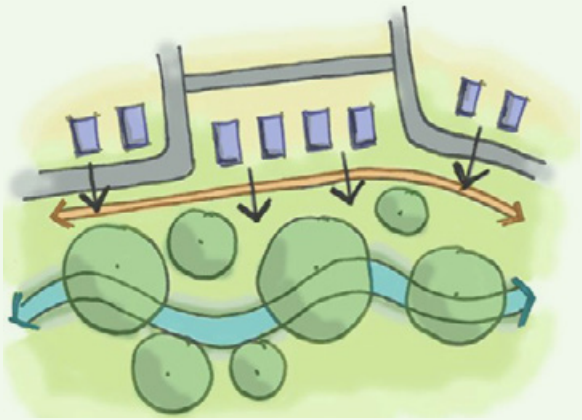
O14 - To retain the semi-rural feel that surrounds Marong, including maintaining a rural break from Maiden Gully and outlooks to rural areas.

O15 - To holistically plan for the future of the Bullock Creek with the Bullock Creek Improvement Project. This will:

- Encourage usage, access and appreciation of the Bullock Creek corridor
- Collaborate with DJAARA to identify and protect sensitive cultural places as well as providing opportunities to share the Dja Dja Wurrung culture
- Improve the appearance of Bullock Creek
- Strengthen the role of Bullock Creek

O16 - To maintain Marong's identity as a self- contained township.

Figure 1: appropriate urban interface with a waterway corridor



Requirements

R15 - Subdivision and development that abuts forest, public land (including streets), waterways, and rural areas, should retain and protect Aboriginal culturally significant places and vegetation. Additionally they must be orientated to face the relevant feature with a perimeter road or shared path, rather than back fences separating the land uses.

R16 - Open space areas must be provided adjacent to waterway corridors to protect and enhance the conservation area, Aboriginal cultural heritage and maximise the safe access and utilisation of open space in a high quality environment.

R17 - Subdivision layout and siting of new buildings in conventional density residential neighbourhoods adjacent to rural areas must:

- Include perimeter roads to provide a buffer between residential and farming uses
- Integrate remnant native vegetation and minimise the need for removal

R18 - A continual green corridor (such as canopy of trees in road reserves, landscaped shared path reserves, retarding basins) must be retained along the length of highway sections in Marong that meets the Department of Transport's clear zone requirements.

R19 - In areas identified on Plan 7 (see page 27) as key interfaces with rural highways, setbacks of at least 30 metres must be provided from the building to the property boundary fronting the highway, and a minimum block width of 30 metres.

R20 - At identified township entrances, maximise vegetation retention and emphasise entry points through street plantings.

R21 - Future residential development must be orientated to face significant roadside vegetation. Rear and side fences facing this vegetation will be discouraged.

Guidelines

G7 - Where dwellings are adjacent to or abut public space, including streets, there should be:

- Provision of no front fence; or
- A low, visually transparent front fence may be provided to a maximum height of 1.2 metres and if the lot is rear-loaded, then the frontage abutting public space should be set back by no more than three metres

G8 - Provide a combination of road and housing land uses that are rear loaded adjacent to waterway corridors (see Figure 1).

G9 - Subdivision and building design should create landmark or gateway sites at main road entry points and at intersections which provide visual markers and signature buildings and spaces at key locations.

G10 - Where lots have a direct frontage to public space, a footpath should be provided along the front boundary to provide passive surveillance and a sense of street address.

Planning Scheme Amendment action

Apply the Design and Development Overlay to future growth areas.

Passive surveillance

This is in relation to the interface between public and private (including commercial) land. Rather than active surveillance (security cameras), passive surveillance refers to people seeing and being seen by other people.

Queensland Police have been encouraging planners and developers to consider the impact of passive surveillance on crime for over ten years. “Crimes against people and property are less likely to occur if other people are around. The presence of other people, for example, provides them with an opportunity to:

- Prevent a crime
- Intervene in a crime that has started and limit its extent
- Help apprehend the criminal
- Summon help from others
- Report the crime and act as a subsequent witness

In Marong, passive surveillance can be achieved by orientating houses towards public spaces such as streets and parks, ensuring shop fronts and fences are transparent, and encouraging medium density housing in the town centre.



Rear access to the lots in the image below

A quality interface treatment between houses and Jackass Gully

Housing

Guiding principles

Sufficient land is provided to accommodate a population of approximately 8,000 people. The impact on the surrounding farmland and farming operations is limited by containing future development within the identified area.

Key issues and considerations

There are several areas around Marong where residential development is not suitable due to environmental constraints.

It is important that future growth is sequenced to help maintain a compact town and help retain a semi-rural character.

Current housing is dominated by larger detached dwellings. There is a need to encourage a greater range of housing types and sizes to cater for a range of households. This includes future growth areas.

Township context

In 2016, there were 393 dwellings with an average household size of 2.8 people. Since then, development has continued in a relatively fast pace, with a population growth rate of approximately 9.5% per annum.

The majority of new housing in Marong has occurred as part of larger subdivisions which can be referred to as 'greenfield' subdivisions. Although some new housing have been developed on vacant lots closer to the town centre. There are currently two large subdivisions being developed on Malone Park Road and Goldie Street.



Typical housing in Marong

These recent greenfield developments deliver a housing density of approximately 8-10 dwellings per hectare.

There are very few units or semi-detached dwellings in Marong; 96.1% of all dwellings are detached - stand alone homes. These are generally large homes, with an average of 3.4 bedrooms per dwelling. The majority of housing in Marong is owned or being purchased with lower numbers of private rental dwellings than other suburbs in Bendigo.

There are several constraints for planning new residential areas in Marong. Environmental factors such as flooding, slope of the land and bushfire risk, as well as avoiding conflicting land uses are among the constraints for future growth precincts.

An existing broiler farm, located west of the township, has been in operation since 1992. New residential development must be located an appropriate distance from the broiler farm, having regard to the relevant legislation and Environment Protection Guidelines, to ensure the broiler farm operations are not impacted by future residential land.

Conventional density housing

For the purposes of this plan, conventional density housing is generally 8-15 dwellings per hectare (lots ranging from 500-1,000 square metres).

Medium density housing

For the purposes of this plan, medium density housing is generally 15-25 dwellings per hectare (lots ranging from 200-500 square metres).

Low density housing

For the purposes of this plan, low density housing is less than 8 dwellings per hectare (lots greater than 1,000 square metres).

All new residential development

Objectives

O17 - To achieve an overall average density of 11 dwellings per net developable hectare (NDHa) throughout the Township Structure Plan area.

Conventional and low density housing

Requirements

R22 - New conventional density residential neighbourhoods must avoid dead-end or cul-de-sac streets. Where a cul-de-sac is necessary, the street must be a maximum of 75 metres in length.

Guidelines

G11 - Provide a permeable and functional urban structure of blocks and streets where:

- The street layout is interconnected with regular block sizes
- New streets align with existing streets where possible
- Blocks should be generally no more than 240 metres long and 120 metres wide
- Streets follow contours to align with key natural features such as creeks, and straight in other areas where this is not applicable

G12 - Lots are to be designed to enable rear accessed garages on narrow fronted lots.

G13 - The Bendigo Regional Employment Precinct should appropriately respond to residential amenity through zoning and/or appropriate land use controls.



Permeability (access)

The extent to which the layout of urban forms enables people or vehicles to move in different directions. In planning Marong, permeability will be increased by discouraging dead end streets and providing additional paths for pedestrians through town centre blocks.

Good permeability allows users of a space navigate easily without feeling lost; this can encourage more activity in an area such as the town centre.

Watch this video to find out other benefits of a permeable neighbourhood.

Planning Scheme Amendment action

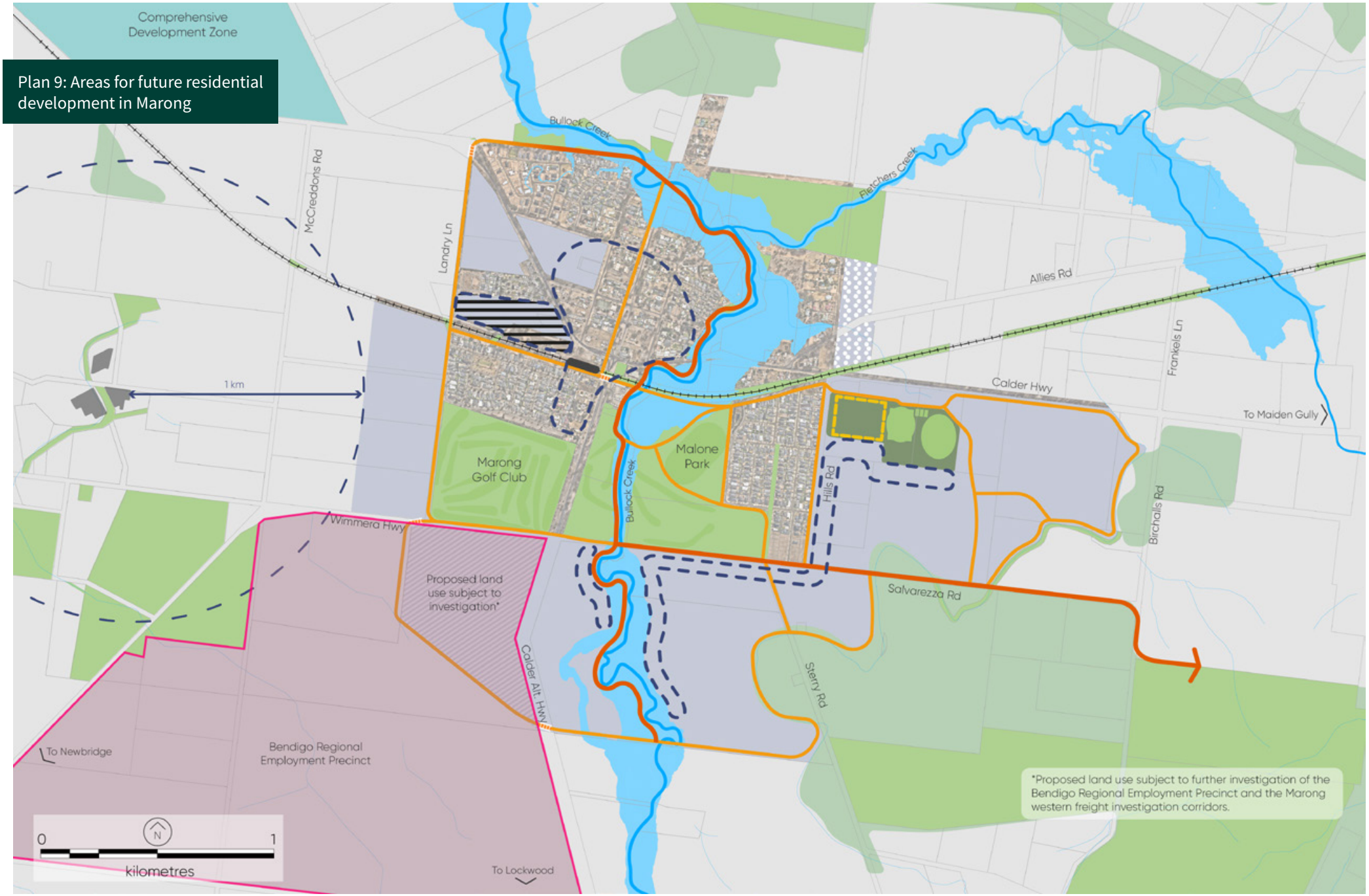
Apply the Development Plan Overlay to future growth areas.

Apply the Low Density Residential Zone to areas of low density housing.

Apply the Neighbourhood Residential Zone to areas of conventional density housing and areas appropriate for medium density residential development, as shown on Plan 9.

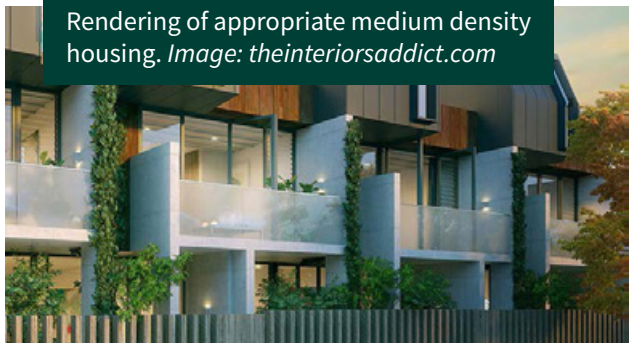
Apply the Mixed Use Zone to areas where medium density housing residential development is required, as shown on Plan 9.

Plan 9: Areas for future residential development in Marong



Marong Township Structure Plan
Housing - Legend

- Future residential development areas
- Areas appropriate for medium density residential development
- Medium density residential development required
- Low density residential area
- Bendigo Regional Employment Precinct
- Comprehensive Development Zone
- Private vegetated areas
- Crown land
- Potential site for new education facility and sports fields
- Indication of potential education facility size
- 1% AEP (1 in 100 year flood event)
- No land use changes proposed
- Rail
- Proposed railway station
- Primary public space network (district)
- Secondary public space network (local)
- Creeks
- 1km buffer from broiler farm



Rendering of appropriate medium density housing. *Image: theinteriorsaddict.com*

Medium density residential development

Objectives

O18 - To provide medium density housing in the following locations:

- Within or at the edge of the Marong town centre
- Overlooking local and/or linear open space
- Within close proximity to schools
- Adjacent to the proposed Marong Railway Station
- In other areas as approved during the detailed development stages

O19 - To co-locate medium density residential development with fine grain commercial and retail uses in the identified location adjacent to the proposed Marong Railway Station.

Fine-grained (in urbanism)

A fine-grained environment is one with small blocks with many buildings and narrow street frontages. This environment creates more opportunities for business owners and is a more interesting place for people.

Integrated housing

Integrated housing is the provision of housing to cater for a range of income types in a single development.

Shop-top housing

Shop-top housing is a building with a commercial use on the lower floors and a residential use on the upper floors, ideally situated in commercial centres or a town centre environment.

Requirements

R23 - Medium density housing must be provided on Mixed Use Zone land to satisfy objective O17.

R24 - Medium density residential neighbourhoods must not include dead-end or cul-de-sac streets.

R25 - Lots must be designed to maximise frontage to the public realm, including streets, parks, and creek/ watercourse corridors.

Guidelines

G14 - Streets linking dwellings within medium density neighbourhoods should give pedestrians a higher priority to encourage walking.

G15 - Medium density housing developments should include communal open space that has access to the winter sun.

G16 - Rear access is encouraged where lots have direct frontage to recreational spaces, or streets with recreational frontages. These lots should be designed to ensure:

- The rear lane access to garages lessens the visual impact on the streetscape
- Strong built form along park edges provides an interface with open space
- Wide pathways are provided along frontages to ensure a sense of 'address' for dwellings

Guidelines - applicable to aged care facilities/ retirement villages/other support housing

G16 - The design of retirement villages should not compromise the permeability and accessibility of neighbourhoods, particularly for pedestrians

Marong town centre

Guiding principles

Sufficient commercial land is provided to meet the needs of a growing population.

An attractive, climate resilient, and people friendly town centre.

Key issues and considerations

A high amount of freight traffic passes through the town centre, creating an unsafe environment. In the absence of alternatives, the amount of traffic will grow as the town grows.

Marong currently lacks some basic retail and commercial services. A suitable amount of land needs to be provided for these uses.

Future development in the town centre can provide opportunities for beautification projects.

Township context

The layout of the town centre provides enormous potential for the future planning of the town. The four main corners are a defining element of the town centre, with the Marong Family Hotel, the former Shire Offices (now used for community purposes), the former railway station site, and a large vacant area previously occupied by a garage/service station.

Wide road reserves provide the opportunity to extend footpaths, plazas, and parkland, and provide high quality walking and cycling paths. However, given that this is currently where the Calder and Calder Alternative Highways meet, it is currently dominated by a large volume of traffic including trucks creating an unsafe and noisy environment for all road users, particularly pedestrians trying to cross the road.

Marong's key sites for public space are in close proximity to the town centre and the Primary School, Bullock Creek, Malone Park, and the golf course are all within walking distance; however, few connections for pedestrians are made to these areas.

There are a small range of existing commercial and retail services in the town centre. These include a post office, hotel, general store, doctor's clinic, dentist, neighbourhood house, church and two community halls.

Public spaces

Objectives

O20 - To capitalise on the wide High Street reserve and significantly improve the streetscape.

O21 - To encourage on-street dining and trading.

O22 - To contribute to the existing town centre's character of planted palm trees.

Requirements

R26 - A central town square or similar public space must:

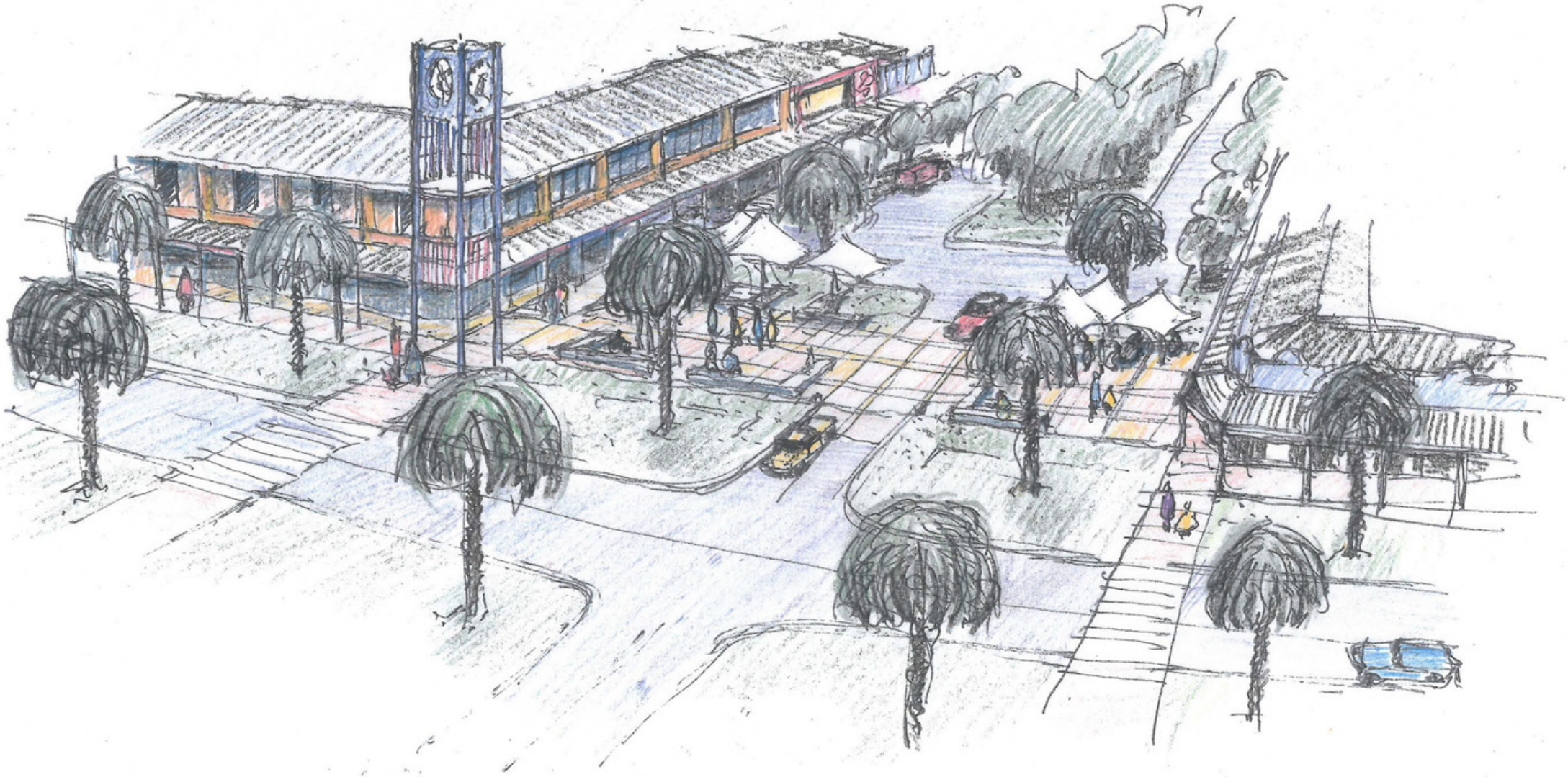
- Be provided in the High Street road reserve in scale with the role of the commercial centre
- Be edged with the active frontages of specialty shops and be directly accessed by shop frontages to encourage outdoor dining
- Be well located in an area with high levels of pedestrian activity and where multiple paths or pedestrian desire lines intersect
- Have good solar orientation
- Be designed consistent with the Urban Design Guidelines for Victoria

R27 - The commercial centre (including car park areas) is to be landscaped with clean-trunked canopy trees and low- lying vegetation to provide shade and safety.

R28 - Suitable lighting must be provided to maintain a sense of safety in the commercial centre.

Guidelines

G18 - Additional street trees should be planted to strengthen the character of Marong. Natives and various palms will be highly encouraged. Additional palms should be planted in High Street and Adams Street to create a symmetrical layout.



Artist's impression of the future Marong town centre

Structure, land use and built form

Objectives

O23 - To plan for the appropriate provision of commercial facilities in line with the forecast floor areas set out in the Marong Township Economic Analysis 2019 (3,000m^2 of supermarket floorspace and 2,250m^2 of specialty retail and other commerical floorspace).

O24 - To retain the Marong town centre and adjacent mixed use area as the focal point for the community.

Requirements

R29 - Commercial buildings must have

- No setbacks from the road reserve
- Provide weather protection to footpaths with verandas or awnings
- A building height of no more than ten metres

R30 - Prominent locations (including corner sites at High Street and Adams Street) must be developed to provide buildings with a greater scale.

R31 - Signage is to be integrated within the built form.

R32 - Windows at ground floor are to be at least 75% transparent to ensure treatments do not impair passive surveillance to and from premises.

Planning Scheme Amendment action

Apply the Design and Development Overlay to the High Street environs.

Apply the Commercial 1 Zone to 31-33 High Street and 30-32 High Street.

Amend the Schedule to the Commercial 1 Zone to specify maximum floor spaces for the Marong Town Centre.

Guidelines

G19 - Buildings should have a fine grained street frontage with multiple shop fronts, doorways, and windows.

G20 - As the town centre evolves and intensifies, future development should front laneways or pedestrian routes.

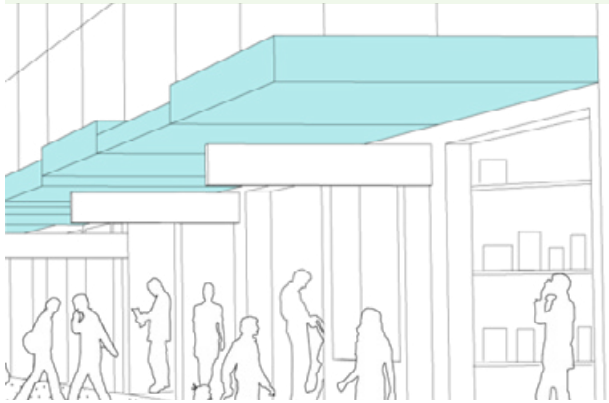
G21 - Prominent locations (including corner sites at High Street and Adams Street) are critical development sites and are not suitable for single-storey fast food outlets or service stations.

G22 - Blank walls should not face streets or public space. Where unavoidable, they must not be more than 10 metres in length or account for no more than 50% of any one side of a building (whichever is smaller).

G23 - Increase water harvesting opportunities and improve water quality discharge.

Figure 2: Walkable environment

Buildings in the Marong town centre can contribute to a walkable environment if they have no setbacks (built on the front lot line) and verandas over footpaths.



Movement and car parking

Objectives

O25 - To support the potential future development of a Marong western freight corridor to remove through traffic and improve town amenity.

O26 - To carefully design a safe and vibrant Marong town centre fronting Adams Street (Calder Highway).

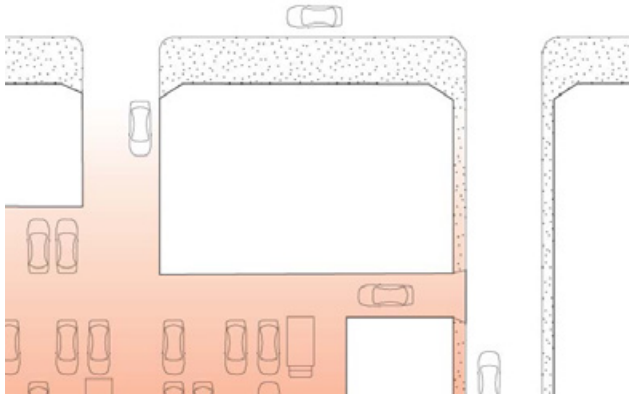
Requirements

R33 - The road and pedestrian network must be well integrated with existing and planned surrounding areas providing multiple route options that enable safe and accessible movement to, from and within the commercial centre, particularly for pedestrians.

R34 - Wide pathways of at least two metres must be provided.

Figure 3: Larger car parking lots

Locating larger car parking lots between the street and the building may reduce street amenity and compromise pedestrian access to buildings.



R35 - Pedestrian crossings, slow zones, pedestrian priority areas and clearly indicated shared spaces must be used to deliver a pedestrian friendly environment. This applies to public roads and internal development roads.

R36 - Larger car parking lots must be located to the rear of the buildings they serve (see Figure 3).

R37 - Where car parking lots interface with sensitive uses such as residential lots, car parking lots must be designed to mitigate against noise and fumes with appropriate acoustic and screening treatments.

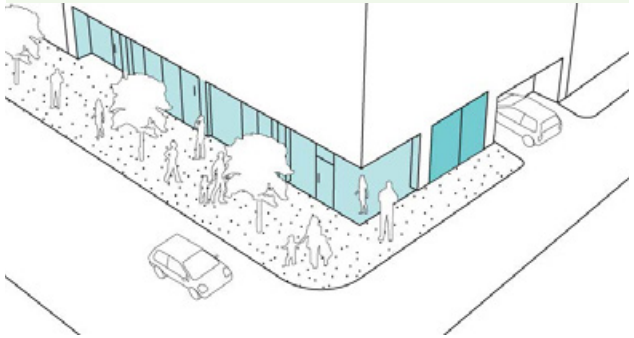
R38 - Landscape a minimum of 15% of the parking surface area, with greater concentrations of natural soil to support large canopy trees to provide natural shade for car parking facilities (see Figure 5).

- 50% of the parking facility must receive shade from canopy trees

R39 - In large car parking lots, position dedicated direct paths to take pedestrians from car parking spaces to main building entries.

Figure 4: Side service access

Side (or rear) service access minimises the disruption to an active street frontage. People prefer to walk along streets where there is activity, visual interest and perception of being visible from nearby windows.



R40 - Locate trees clear of lighting to allow direct illumination of paths and vehicle lanes.

R41 - Provide for water harvesting and other on- site water re-use and treatment systems (see Figure 6).

R42 - Service areas are to be internalised wherever possible. Where internalised service areas cannot be provided, they are to be secured and screened at the rear of buildings or at the side where rear servicing cannot be achieved.

Guidelines

G24 - Street blocks are to be permeable enabling easy transport for pedestrians and cyclists through and within the commercial centre. Pedestrian routes should be provided wherever possible.

G25 - Use of slip lanes within the commercial centre are to be avoided.

G26 - Site access to future buildings fronting High Street

Figure 5: Adequate tree canopy over car parking



should only be provided by side lanes, where the majority of vehicular traffic can access sites via Leslie and Cathcart Street.

G27 - The use of roundabouts to manage traffic flow is to be avoided wherever possible.

G28 - Where a road is designed as a 'shared space', it should be generally characterised by continuous at-grade paving treatment from frontage to frontage.

G29 - Site servicing access and public car parking access should be separated. Where they cannot be separated, a secure façade must be provided.

G30 - Limit new vehicle crossovers in areas where on-street parking is essential.

Figure 6: On-site water harvesting

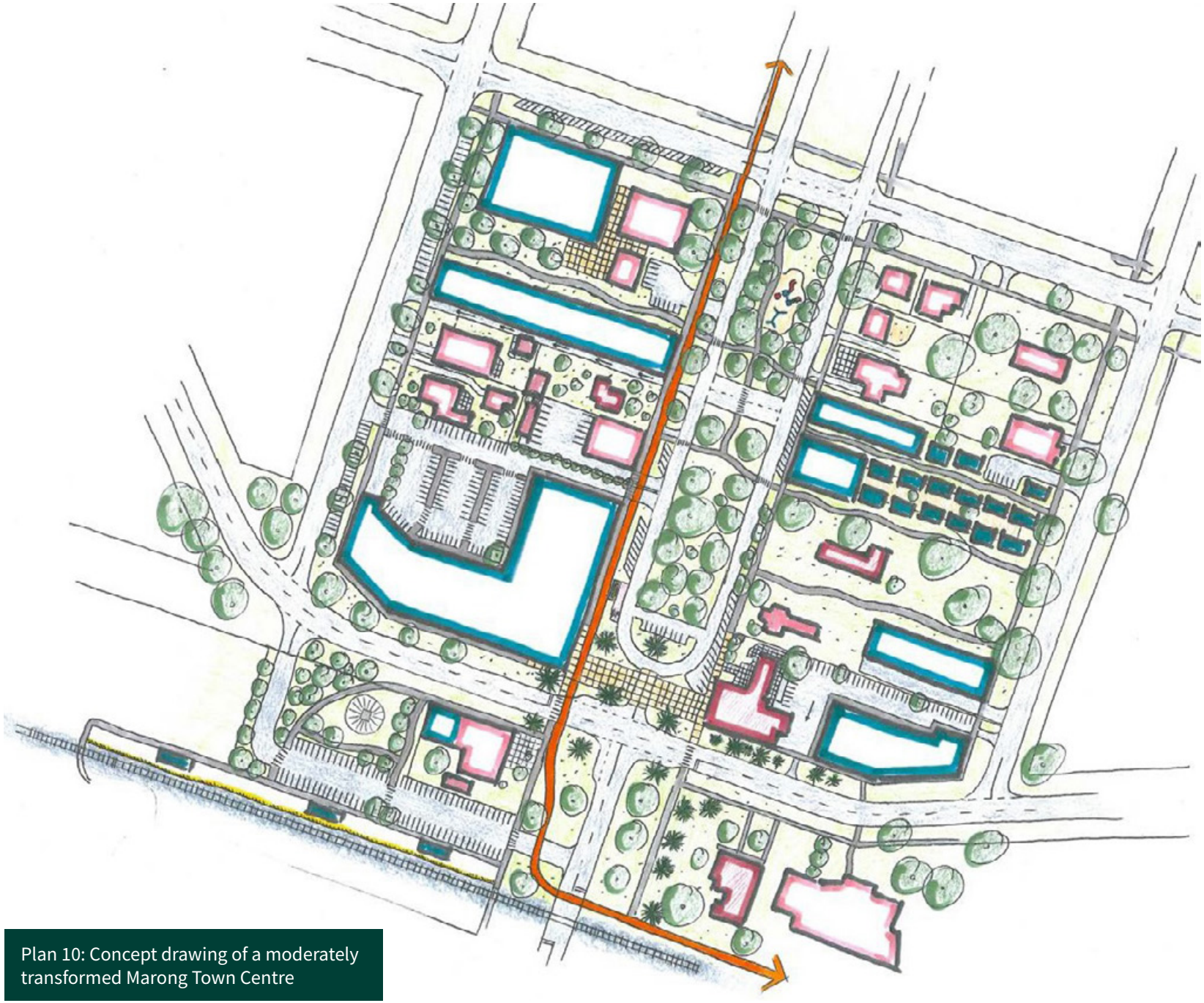


Town centre concepts

The following two concept drawings are examples of how to accommodate future development in the Marong town centre while delivering high quality urban design outcomes appropriate for Marong.

The concepts on these pages are not submitted proposals and are solely intended to demonstrate principles outlined in this section.

Note: These illustrations are solely for the purpose of demonstrating a concept of an implemented vision or an example of an appropriate design outcome.



Legend

- Existing buildings
- Existing heritage buildings
- Potential new buildings
- Proposed public space corridor

Plan 10: Concept drawing of a moderately transformed Marong Town Centre



Plan 11: Concept drawing of a highly transformed Marong Town Centre

Community facilities and public space

Guiding principles

A range of community facilities is provided, including a new education facility, that can support the growing population.

Marong features a high quality, accessible public space network, including Bullock Creek, by using public land and land subject to flooding.

Key issues and considerations

As Marong grows, improved facilities, and new parks and play spaces will be needed in appropriate locations.

With an expected population of 8,000, Malone Park will not meet the needs of the community. There is also poor connection with the park and the surrounding neighbourhoods.

Marong Primary School will continue to serve the community and State Government will monitor enrolments. Sharing with the Marong Preschool and Maternal Child Health Centre, the school has 1.1 hectares of land.

The existing community halls are outdated spaces and need to be updated and expanded. Given the location in the Marong town centre and available land, there are strong opportunities to redevelop the Marong Community Hall.

Township context

Due to Marong's history of a self contained township, the community has enjoyed a wide range of facilities in the township. These include (in no particular order):

- A government primary school with approximately 180 enrolments
- A preschool with kindergarten and pre- kindergarten sessions
- Two community halls available for hire - the former Marong Shire Hall and the Marong Community Hall
- Marong Neighbourhood House including a meeting space and op shop
- Marong and District Mens Shed
- Marong Uniting Church
- A medical practice, including pathology, diabetes education, psychology services, and a dental practice
- Country Fire Authority and State Emergency Service Brigades
- Malone Park with various user groups and facilities, including an 18 hole golf course and 25 metre swimming pool
- Various commercial uses, including a hotel, post office and general store

Planning Scheme Amendment action

Amend errors in planning zones by rezoning land to reflect their public land management status.

Objectives

O27 - To co-locate any future education facility with sporting facilities that are available for the wider community to use.

O28 - To locate future central community gathering hubs within the Marong town centre or co-locate with an education/ sporting site.

O29 - To plan and design for community facilities to reflect high quality architecture and flexible design for a range of uses to accommodate changing community needs over time.

O30 - To ensure that future public spaces are consistent with the principles and directions of the Greater Bendigo Public Space Plan.

O31 - To design future local community facilities to be climate resilient.

Requirements

R43 - Parks and open spaces must contain extensive planting of large canopy native trees or palms in suitable locations.

R44 - All parks must be located, designed and developed to in accordance with Plan 12 and the table on page 45. An alternative provision of land for a neighbourhood parkis considered to be generally in accordance with that illustrated on Plan 12, provided:

- The location does not reduce walkable access to neighbourhood parks demonstrated on Plan 12
- The design does not diminish the quality or usability of the space for passive recreation
- The area is equal to or more than the park provision outlined in the table on page 45

R45 - Fencing of public spaces where required, whether encumbered or unencumbered, must be:

- Low-scale and visually permeable to facilitate public safety and surveillance
- Designed to guide appropriate movement and access
- Constructed using materials that complement the park setting

Guidelines

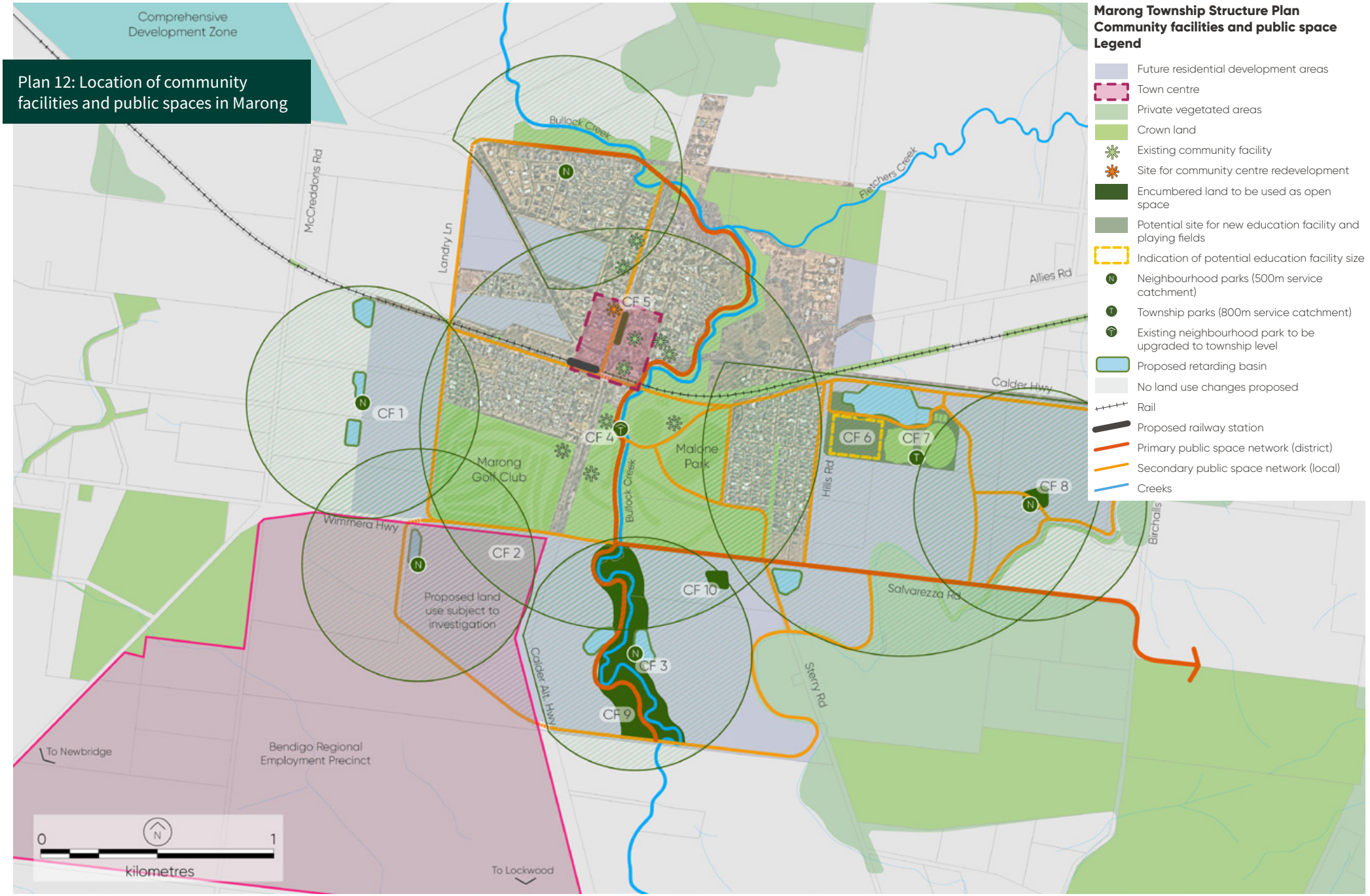
G31 - Neighbourhood parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.

G32 - Open spaces should have a road frontage to all edges except when adjoining the drainage network, abutting community facilities or where housing fronts the space.

G33 - The Bendigo Regional Employment Precinct should plan for appropriate open space to meet the needs of a best practice employment precinct.



Plan 12: Location of community facilities and public spaces in Marong



Marong Township Structure Plan
Community facilities and public space Legend

- Future residential development areas
- Town centre
- Private vegetated areas
- Crown land
- Existing community facility
- Site for community centre redevelopment
- Encumbered land to be used as open space
- Potential site for new education facility and playing fields
- Indication of potential education facility size
- Neighbourhood parks (500m service catchment)
- Township parks (800m service catchment)
- Existing neighbourhood park to be upgraded to township level
- Proposed retarding basin
- No land use changes proposed
- Rail
- Proposed railway station
- Primary public space network (district)
- Secondary public space network (local)
- Creeks



Cricket at Malone Park

Community facilities and public space delivery guide

ID - plan reference	Type	Area (Ha)	Attributes	Responsibility
CF 1	Neighbourhood park	0.4	Neighbourhood, adjoining drainage network	City of Greater Bendigo
CF 2*	Neighbourhood park	0.4	Neighbourhood, adjoining drainage network	City of Greater Bendigo
CF 3	Neighbourhood park	0.4	Neighbourhood, Bullock Creek corridor	City of Greater Bendigo
CF 4	Upgraded existing neighbourhood park to township level	NA	Township, Malone Park	City of Greater Bendigo
CF 5	Community hub	0.61	Township	City of Greater Bendigo
CF 6	Education facility	3.5	Township, adjoining neighbourhood sports facility	Department of Education and Training
CF 7	Neighbourhood sports facility, including township park	12	Township, adjoining government primary school	City of Greater Bendigo
CF 8	Encumbered open space	1	Neighbourhood, existing remnant vegetation	City of Greater Bendigo
CF 9	Encumbered open space	22.14	Neighbourhood, floodplain, Bullock Creek corridor	City of Greater Bendigo
CF 10	Encumbered open space	0.5	Neighbourhood, existing remnant vegetation	City of Greater Bendigo
CF 11	Neighbourhood park	0.4	Neighbourhood, existing remnant vegetation	City of Greater Bendigo

**Subject to ultimate land use following investigation as part of Bendigo Regional Employment Precinct.*

Movement and access

Guiding principles

New and upgraded transport infrastructure is provided to support a town of 8,000 people. As part of this transport infrastructure, a freight network is also to be provided to support the success of the Bendigo Regional Employment Precinct.

The freight network is currently being considered and planned by the Department of Transport and Planning, as part of the Freight Alignment and Multi-modal Connections Assessment for the Bendigo Regional Employment Precinct.

Key issues and considerations

High volumes of freight movement on all highways have created wide, noisy, and unsafe roads acting as barriers to movement.

The main intersection of Adams and High Streets is difficult to use for all users - motorists, cyclists and pedestrians.

Marong currently consists of a limited and disconnected path network:

- Lack of pedestrian crossing points
- New subdivisions have good footpaths, but no connection elsewhere
- Poor pedestrian connection at school crossing
- A lack of footpaths in the 'older' areas of Marong, the neighbourhoods surrounding the town centre
- Wide roads and narrow footpaths indicate vehicle priority

There is currently a very limited bus service that operates in Marong. Only two buses operate each weekday in either direction to Bendigo.

There are very few safe routes for cyclists around the township, and no safe route for cyclists to Bendigo.

Township context

The Marong township is in a unique situation with a three way State Highway intersection and a railway all close to the town centre. While this provides a major opportunity to Marong in a regional context, this infrastructure creates barriers for the residents who need to move around the township.

Transportation is a major concern for residents. Being a satellite township with limited commercial facilities, many Marong residents rely on private transport to carry out their day to day needs.

The growth to occur as a result of recommendations in this Township Structure Plan is estimated to generate an additional 16,300 daily vehicle movements. This does not include through traffic and existing traffic.

This will create the need to plan for appropriate intersection and road upgrades. It also highlights the need to create safe and accessible alternative travel mode options such as a strong walking and cycling network and the provision of quality public transport connections.

Public transport

Objectives

O32 - To establish a bus network that connects areas in the Marong township with key destinations such as Maiden Gully and Bendigo. The possibility of expanding the network to connect Marong with Kangaroo Flat and Eaglehawk should also be considered into the future.

Requirements

R46 - Clearly marked, direct and safe connections must be provided for pedestrians travelling between movement modes. This includes:

- In car parking lots
- Crossings of collector and arterial roads
- From residential neighbourhoods

R47 - Public transport stops and their approach paths must be located where they are visible from nearby buildings.

Guidelines

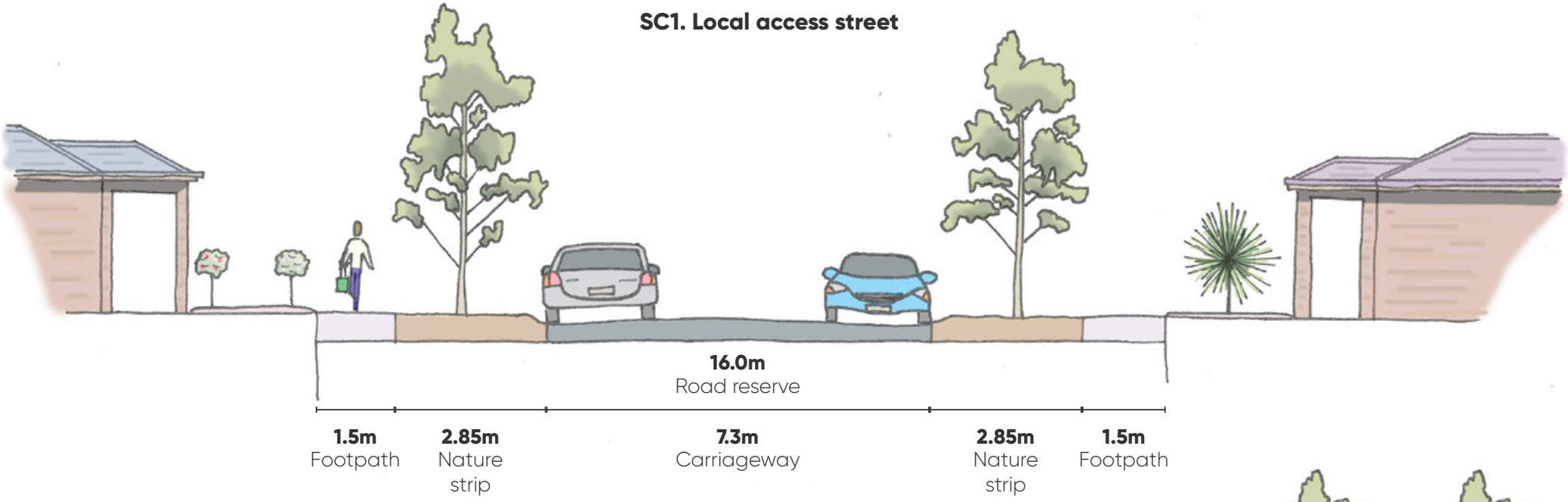
G34 - Locate public transport stops and pedestrian approach paths on major roads where there are opportunities for informal surveillance.

G35 - Where possible, integrate shelters for public transport stops into the facade of adjacent buildings.

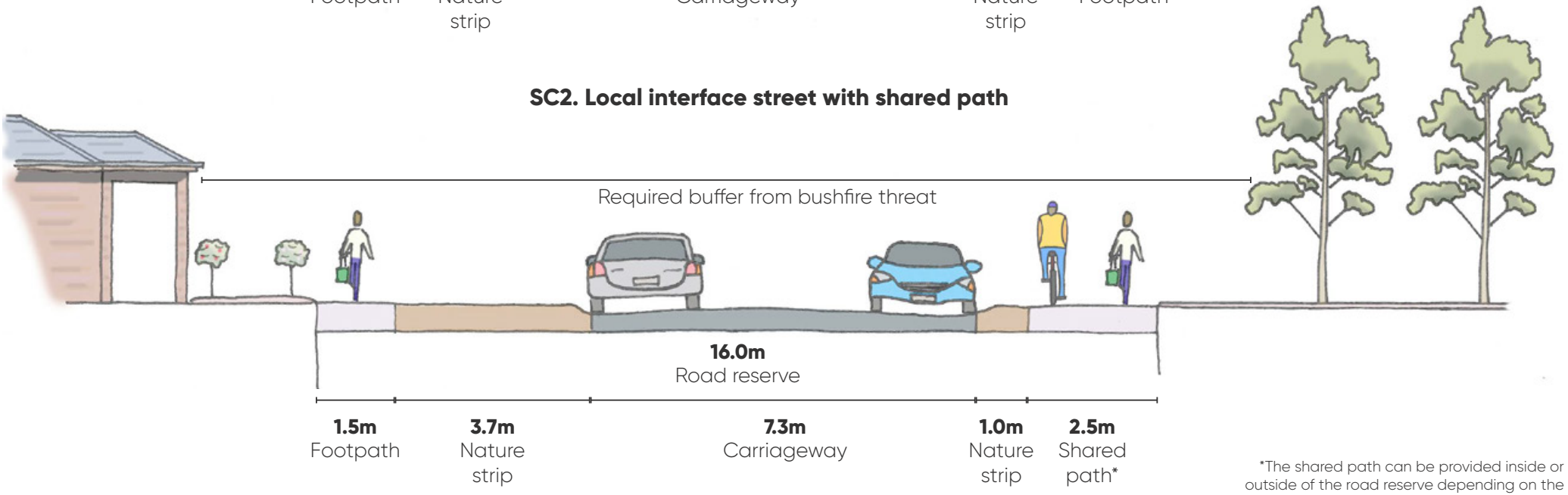
G36 - Position bus stops at locations that have higher numbers of passers-by.

Street cross sections

SC1. Local access street

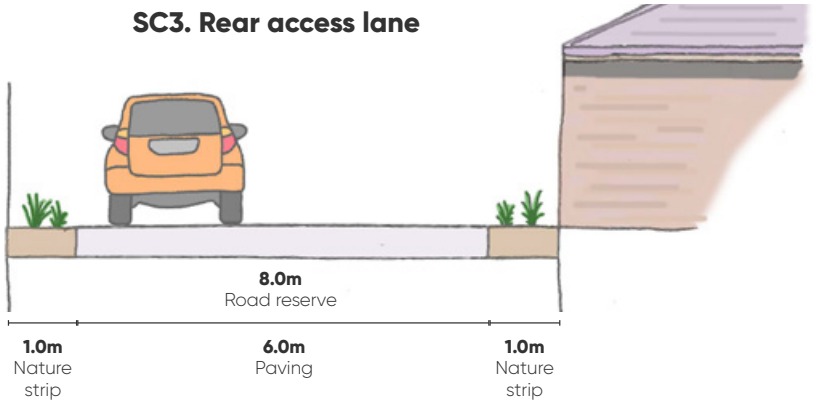


SC2. Local interface street with shared path

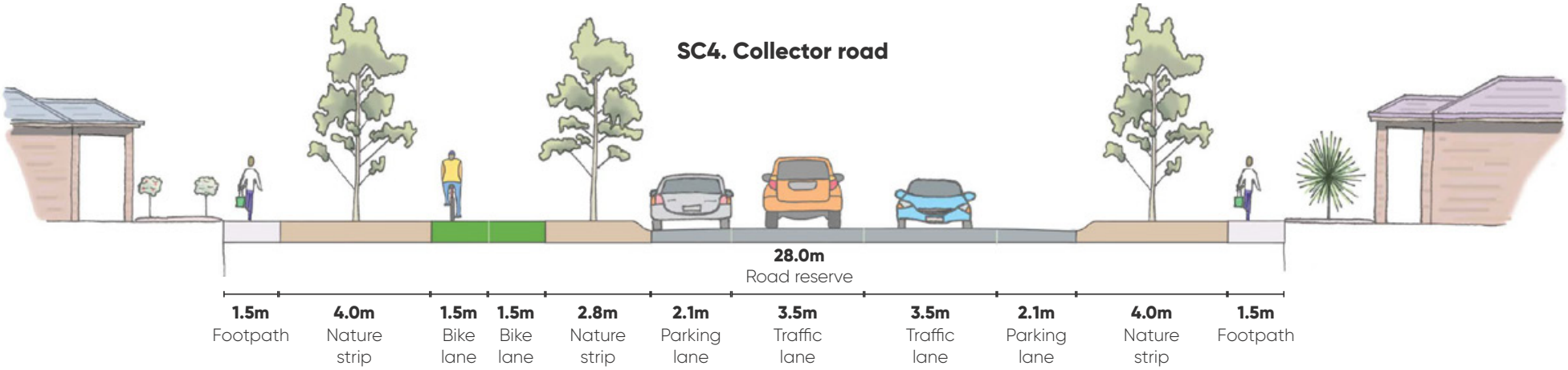


*The shared path can be provided inside or outside of the road reserve depending on the circumstances of the adjacent public space.

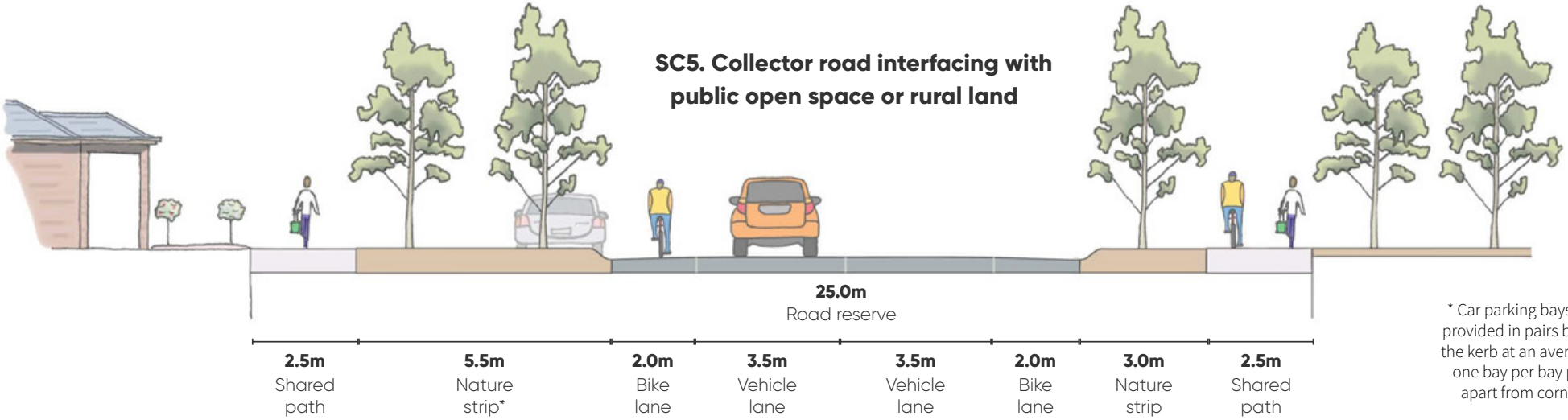
SC3. Rear access lane



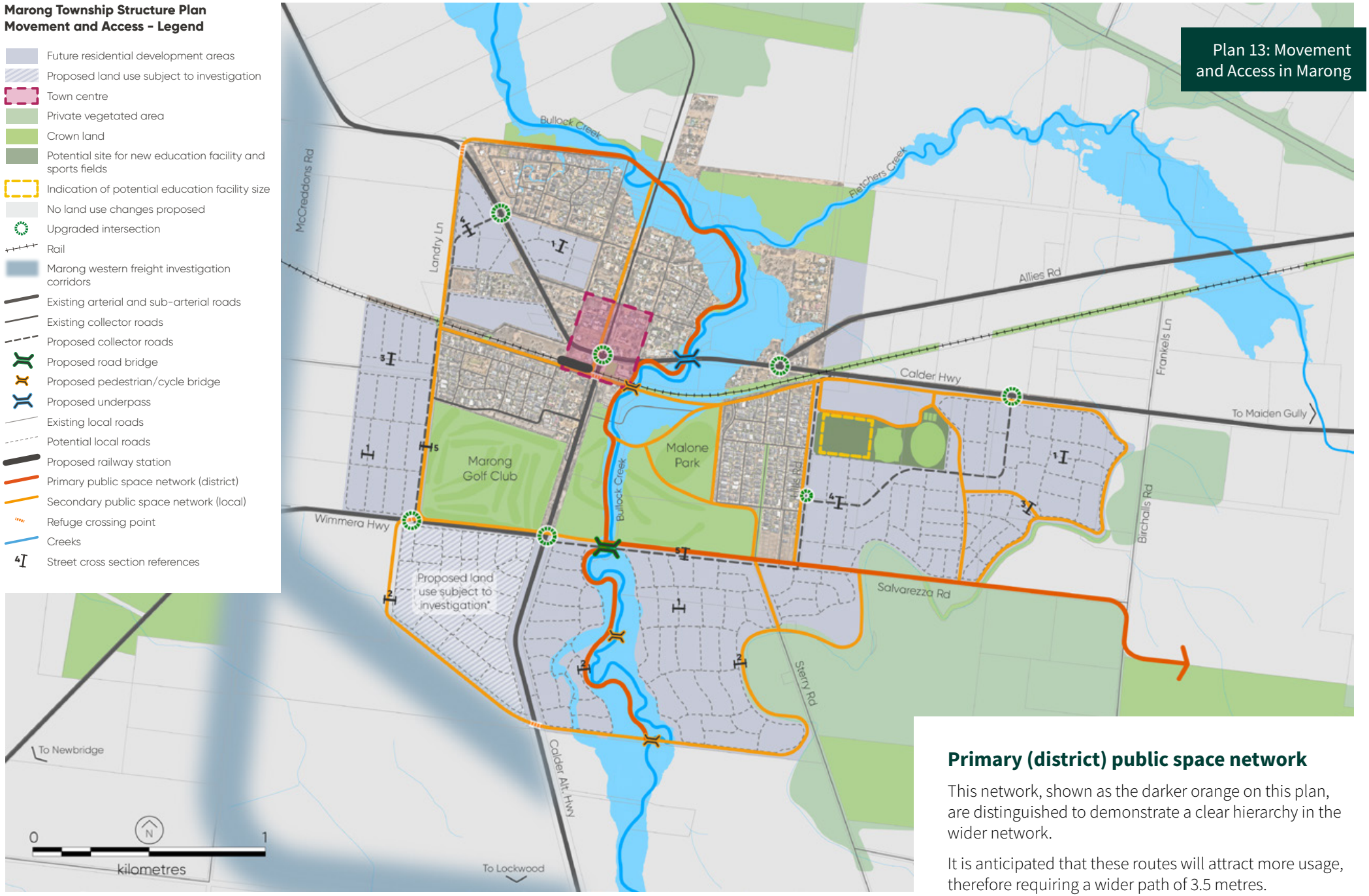
SC4. Collector road



SC5. Collector road interfacing with public open space or rural land



* Car parking bays to be provided in pairs behind the kerb at an average of one bay per bay per lot apart from corner lots



Primary (district) public space network

This network, shown as the darker orange on this plan, are distinguished to demonstrate a clear hierarchy in the wider network.

It is anticipated that these routes will attract more usage, therefore requiring a wider path of 3.5 metres.

Walking and bicycle routes

Objectives

O33 - To promote the early provision of safe and efficient pedestrian and bicycle paths and links which are connected to the key features of the township and which link to regional networks outside the precinct. These include:

- A link to Bendigo via Maiden Gully as a priority
- A more completed Bullock Creek trail linking Marong north to south

Requirements

R48 - Design of all streets and roads must give priority to the requirements of pedestrians and cyclists by providing:

- Footpaths on both sides
- 2.5 metre wide shared path or separated lanes on collector streets and arterial roads
- Directed, low glare lighting to paths along streets, so that all lanes are illuminated, rather than just the roadway
- At grade crossings located on roads where pedestrians and cyclists can be seen by approaching drivers
- A clear space in busy crossing areas for pedestrians waiting to cross a road, separate from the through pedestrian path
- Safety strip width for opening car doors and the safe passage of cyclists where on-street parking is adjacent to on-road bicycle lanes
- Pedestrian and cyclist refuges where roadways are wide. These include kerb outstands, traffic islands, and median strips
  - Refuge spaces must be at least 1.8 metres wide
- Pedestrian and cyclist priority crossings on all slip lanes

R49 - Shared paths must incorporate the following design requirements:

- 3.5 metre wide paths on the primary (district level) routes identified on Plan 13 (see page 49), and 2.5 metre wide paths elsewhere
- Where shared paths curve, set an inside radius of at least 15 metres
- Where bordered by a fence, arrange paths to have a straight, or near straight alignment
- Lay out paths to allow pedestrians and cyclists clear sightlines for a distance of at least 15 metres ahead
- Grade the surface of paths to shed water readily and locate drainage pits outside of the travel path
- Provide formal seating placed at 400 metre intervals on primary routes
- Incorporate lighting on approaches to and at road crossings
- Clearly signpost upcoming crossings and intersections to alert pedestrians, cyclists and drivers
- Locate grade-separated crossings of railways, highways, or waterways on direct, desirable routes to schools, parks, and the town centre
- Paths delivered by development proponents must be consistent with the network illustrated on Plan 13 (see page 49)

R50 - Bicycle parking facilities, including way-finding signage must be provided by development proponents in convenient locations at key destinations such as in the town centre and throughout the community facilities and public space network.

Guidelines

G37 - Shared paths should be constructed to a high standard by incorporating the following design guidelines:

- Minimise abrupt level changes along paths
- Fences and barriers along bicycle routes should be designed to limit snagging handlebars or pedals, spearing injuries or collision (bollards, picket fences and log barriers pose a hazard to cyclists. Bollards should only be used at gateways points to restrict vehicular access)

G38 - Design of all streets and roads should give priority to the requirements of pedestrians and cyclists by providing:

- Clear sightlines to landmarks to assist pedestrians and cyclists to orient themselves and move around an area
- Kerb separated bicycle lanes on the kerbside of an on-street parking lane on busy roads
- Minimal vehicle crossovers on streets with shared paths
  - Locate essential vehicle crossovers on straight street sections in areas of high visibility to approaching pedestrians and cyclists
- Co-located pedestrian and cyclist crossings at major road crossings, but with separate paths
- Road pavement details in bicycle lanes at intersections
  - Detailing such as painted bicycle lanes or rumble strips can alert drivers

The street network

Objectives

O34 - To support the Department of Transport and the community in the planning and development of a Marong Western Freight Corridor.

O35 - To create a calm traffic environment in the Marong town centre once bypass routes are delivered.

Requirements

R51 - An interconnected, permeable local street layout must be created that provides a safe a low speed network that encourages walking and cycling.

R52 - The alignment of streets, pedestrian and bicycle paths must be continued from existing areas into new areas with direct roads, streets and paths.

R53 - Lots adjoining highways must provide a service road with lots to front the service road or provide rear lane access.

R54 - Streets must be constructed to parcel boundaries where an inter-parcel connection is intended or indicated in the TSP (see Figure 7).

R55 - Where a lot is 7.5 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority. Where rear access lanes are provided, they are to:

- Be no more than 150 metres long or 6 metres wide
- Have two access points
- Be designed with no alcoves or obscured places, to maintain safety and security
- Be straight to achieve a sightline from both access points
- Provide one way access
- Provide consistent setbacks from the road reserve
- Not be heavily landscaped to ensure sightlines are not obscured with vegetation



Corner of Calder and Calder Alternative Highways

R56 - Any collector or local street abutting infrastructure projects CF 2 and PS 5 (future government primary school and neighbourhood sports facility) must be designed to be generally consistent with the Figure 8 (see page 53).

R57 - Road networks and street types must be designed and developed in accordance with the street cross sections outlined on pages 47-48 of the TSP unless otherwise agreed by the responsible authority.

Guidelines

G39 - On predominately flat development sites, lay out street and block patterns with direct, straight or near straight streets.

G40 - On development sites with a varying topography use the area's topography, slope and contours to achieve an accessible movement network

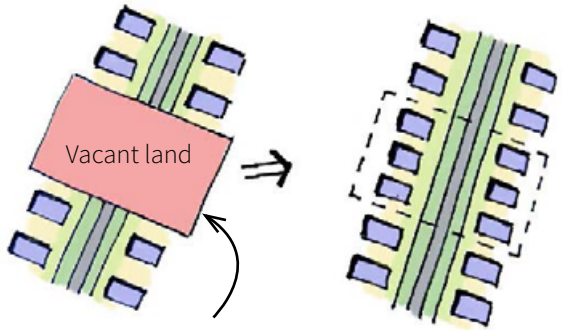
- Curving street alignments may increase pedestrian and cycling distances, and reduce sightlines. However in sloping topography, curving streets may be more appropriate to enable flatter travel path. Curved streets can also calm traffic

G41 - Create a permeable block layout with block dimensions ranging from 120 metres to 240 metres long and 60 metres to 120 metres wide.

G42 - Access to public spaces such as the Bullock Creek should be encouraged by creating obvious links such as perimeter streets and streets that lead into constructed pathways.

G43 - Where a cul-de-sac is necessary, limit the length to less than 75 metres, with a straight alignment or clear sightlines to the end.

Figure 7: Streets constructed to parcel boundaries where an interparcel connection can be achieved over time.



Street constructed to parcel boundary

Traffic calming

Deliberately using physical and other design practices to create a safer road and street environment for motorists, cyclists and pedestrians.

Some obvious measures to achieve this are to install speed bumps, chicanes, and raised pedestrian crossings and refuges. Less obvious measures are reducing lane widths and extending kerbs.

The use of road materials can also assist in calming traffic. An unfamiliar stone surface can encourage motorists to use more caution and give more attention to other users when driving through an area.

Separated bike lanes

Bicycle lanes that are in road reserves, but are physically separated from traffic and parking lanes. Separated lanes help create a safer environment for cyclists to move around a town and can encourage more people to use a bicycle as a safe mode of transport.

Safety strip

Space in an on-road bicycle lane that allows enough room for an open car door, a cyclist, a car and a one metre gap between the cyclist and the car.

The safety strip will depend on the street's traffic speed and type. Car and truck doors opening into bicycle lanes are one of the major causes of cyclist crashes.

Cul-de-sac

A street or passage closed at one end, typically with a bulging roadway (court bowl) or a three point turn opportunity at its terminus to allow u-turns.

Cul-de-sac streets offer residents very little street traffic, but effectively create more traffic elsewhere. Dead end streets make an area less walkable and make neighbourhoods difficult to navigate for motorists.

The structure of most cul-de-sac streets also leaves urban land poorly utilised. Lots for housing surrounding the court bowl usually have irregular shapes with tight corners, making it difficult to accommodate typical residential uses, such as dwellings and sheds.



Rail crossing near Malone Park Road

Streetscape design for community facilities

It is the streetscape that frames our community facilities. When planning for new community facilities, the design of the streetscape should be taken into consideration.

To encourage community use, the streetscape should:

- Provide safe access for all users
- Provide attractive wayfinding signage that is easily interpreted
- Form an attractive entrance that is inviting for all users
- Perform functionally when considering the specific activities of the facility

The adjacent sketch illustrates the planning and design guidelines for streetscapes surrounding community facilities.

1 Minimum 2.5 metre shared paths provided on both sides of the street.

2 Pedestrian crossings should be well lit.

3 Street trees to frame pedestrian crossings.

4 Provide street furniture and bins near the entrances to facilities.

5 Internal paths connect with street paths and crossings.

6 Street trees should provide 40% canopy coverage providing large amounts of shade.

7 Position street trees to maintain sightlines between adjacent properties and facility.

8 Play spaces are to be easily visible from the street to encourage wider community use outside of school hours.

9 Car parking lanes are broken to widen nature strips at regular intervals.

10 Pedestrian crossings are raised to be at grade with the path network, rather than at street level.

11 Crossing points protrude into the street past parking bays to allow for safe sightlines.

12 Provide rear access to lots adjacent to community uses and maintain an active frontage.

13 Provision of on- street parking.

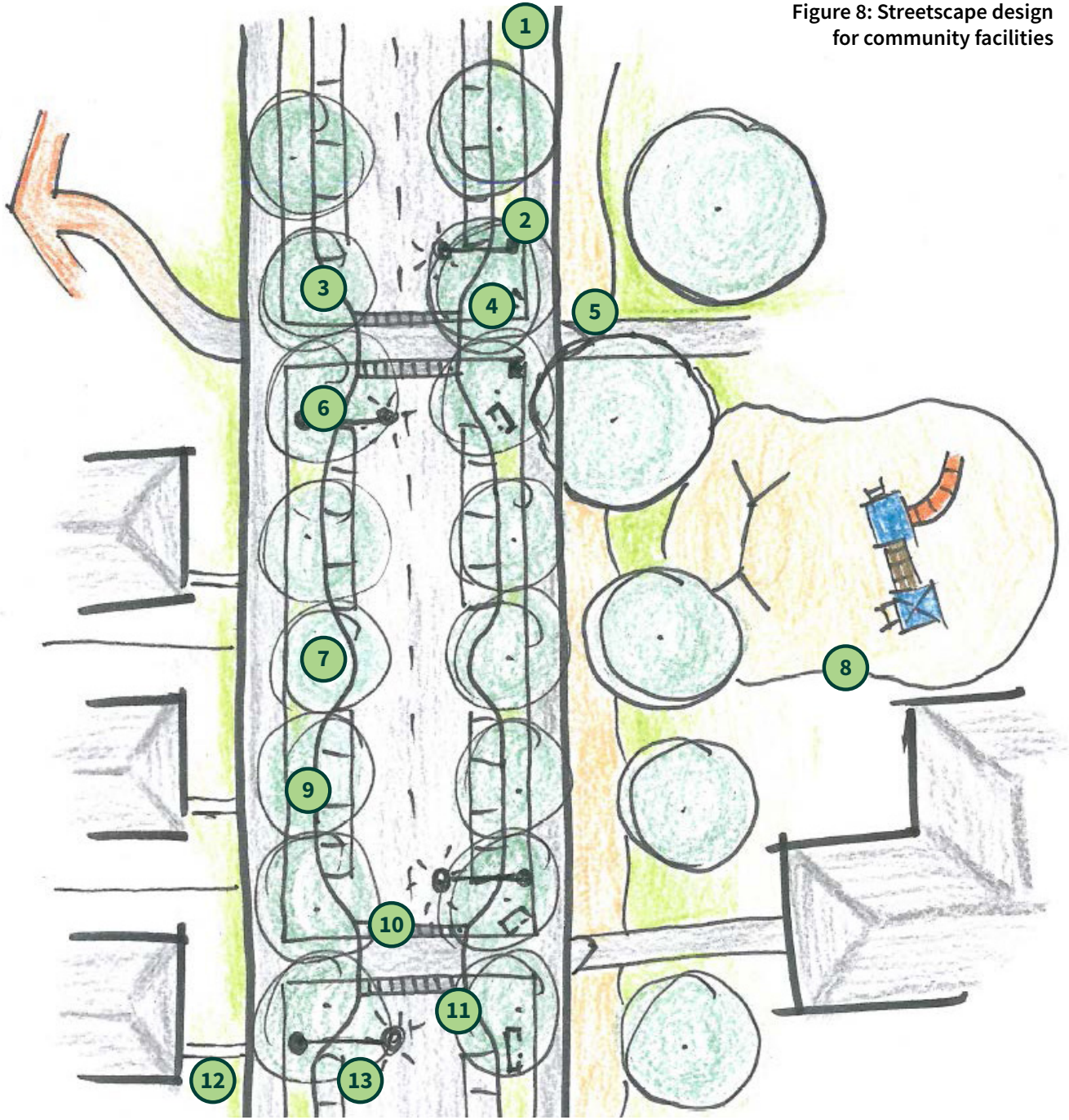


Figure 8: Streetscape design for community facilities

Township infrastructure plan and development staging



Guiding principles

Development staging is coordinated with the delivery of key local and state infrastructure.

Key issues and considerations

Development needs to be staged in accordance with the TSP to ensure an efficient and timely delivery of identified infrastructure.

Essential infrastructure will need to be delivered collaboratively by development proponents, Council and state government agencies and departments.

Organised sequencing of development will help retain Marong's unique character as a compact, self contained township.

Infrastructure delivery (subdivision works by developers)

Requirements

R58 - Subdivision of land within the township, including the growth areas, must progressively deliver each of the following applicable infrastructure items, except those included in the infrastructure plan, to adequately service new areas:

- Local streets and collector roads, including footpaths
- Local bus stop infrastructure
- Landscaping of all existing and future roads and local streets
- Intersection works and traffic management measures along roads
- Secondary shared paths including bridges and crossing points
- Bicycle parking
- Appropriately scaled lighting along all roads, major shared paths, and traversing public open space
- Local drainage system
- Local street crossings of waterways
- Infrastructure as required by utility service providers including water, sewerage, drainage, electricity, gas and telecommunications

R59 - All public open space (where not otherwise provided via a Development Contributions Framework or separate agreement) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:

- Removal of all existing disused structures, foundations, pipelines, stockpiles and soil contamination
- Clearing of rubbish, environmental weeds and rocks, and levelling, topsoiling and sowing with warm climate grass
- Trees and other plantings
- Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points
- Construction of pedestrian paths to a minimum of 2.5 metres wide circulating the perimeter of the public space and connecting to the surrounding path network
- Installation of park furniture

Township infrastructure plan

ID	Infrastructure category	Title	Project description	Lead responsibility	Indicative timing	Proposed Inclusion in Development Contributions Framework
RD 1	Roads	Salvarezza Road	Boulevard collector road: two lane collector road, 34 metre road reserve width, including land	City	M	Yes
RD 2	Roads	Hills Road (widening)	Widening: 8 metre widening to accommodate collector road	City	M	No
RD 3	Roads	East collector road	Boulevard collector road: two lane collector road, 34 metre road reserve width, including land	City	L	Yes
RD 4	Arterial road	Alternative freight routes	Re-routing of two highways: land and construction of bypass highways to the west and north of Marong (ultimate standard)	DTP*	L	No
BR 1	Bridges/structures	Salvarezza Road bridge	Construction of collector road bridge over Bullock Creek at Salvarezza Road (RD 1), including land	City	M	Yes
BR 2	Bridges/structures	Bullock Creek Trail underpass	Construction of Bullock Creek Trail (SP 1) underpass at Calder Highway (17m)	City	S	Yes
IT 1	Intersections	Landry Lane and Wimmera Highway	New intersection: Construction of four way intersection, including land	City	S	Yes
IT 2	Intersections	Wimmera Highway and Calder Alternative Highway	Intersection upgrade: Construction of four way intersection, including land (ultimate standard)	DTP *	S	Yes
IT 3	Intersections	Calder Highway and Calder Alternative Highway	Intersection upgrade: Construction of four way signalised intersection	DTP *	S M	Interim - Yes Ultimate - No
IT 4	Intersections	Goldie Street and Calder Highway	Intersection upgrade: Construction of four way roundabout, including land	City	S	Yes
IT 5	Intersections	Allies Road and Calder Highway	Intersection Upgrade: Construction of three way signalised intersection, including land	DTP *	M	No
IT 6	Intersections	New east collector road (RD 3) and Calder Highway	New intersection: Construction of three way signalised intersection, including land	City	M	Yes
IT 7	Intersections	Hills Road (RD 2) and new east collector road (RD 3)	New intersection: Construction of three way roundabout, including land	City	L	Yes
IT 8	Intersections	Landry Road/railway crossing	Level crossing upgrade: Landry Road/railway crossing	City VicTrack	M	Yes

** All future State Government projects are subject to an approved business case and project funding. ^ Utility projects are not referenced on Plan 14.*
 # These projects are subject to ultimate land use following investigation as part of BREP.

Continued on next page >

ID	Infrastructure category	Title	Project description	Lead responsibility	Indicative timing	Proposed Inclusion in Development Contributions Framework
IT 9	Intersections	Potential second collector road intersection with Calder Highway	Potential new Intersection: purchase of additional land surrounding intersection and construction of T-intersection	City	M	Yes
IT 10	Intersections	Calder Highway and Hills Road - Intersection augmentation	Intersection works: Augment the current intersection to limit the use of this intersection, and mange potential conflicts with future railway level crossing	City	M - L	Yes
PT 1	Railway station	Construction of platform, station building, car parking and associated track upgrades	Construction of platform, station building, car parking and associated track upgrades.	DTP * VicTrack *	L	No
SP 1a	Paths/trails	Bullock Creek Trail - Stage 1 (middle)	Bullock Creek Trail - Stage 1 (Middle - Salvarezza Road to Calder Highway) - District level shared path. Construction of 3.5 metre wide shared path along existing creek reserve and floodplain land (PS 7)	City	S	Yes
SP 1b	Paths/trails	Bullock Creek Trail - Stage 2 (south)	Bullock Creek Trail - Stage 2 (South - Salvarezza Road to southern boundary) - District level shared path. Construction of 3.5 metre wide shared path along existing creek reserve and floodplain land (PS 7)	City	M	Yes
SP 1c	Paths/trails	Bullock Creek Trail - Stage 3 (north)	Bullock Creek Trail - Stage 3 (North - Caler Highway to northern boundary) - District level shared path. Construction of 3.5 metre wide shared path along existing creek reserve and floodplain land (PS 7)	City	M	Partially
SP 2	Paths/trails	Marong to Bendigo Trail (Salvarezza Road) - From Bullock Creek east towards Maiden Gully	Bullock Creek east towards Maiden Gully: Marong to Bendigo Trail (Salvarezza Road) -District level shared path. Construction of 3.5 metre wide shared path along existing road reserves	City	M	Partially
RB 1a	Drainage/waterways	Northern Precinct 1 retarding basin	Retarding basin west of Precinct 1. Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	S	Yes
RB 1b	Drainage/waterways	Pump station - outfall drainage	Potential stormwater pump station to manage Precinct 1 stormwater outfall discharge	City	S	Yes

** All future State Government projects are subject to an approved business case and project funding. ^ Utility projects are not referenced on Plan 14.*
 # These projects are subject to ultimate land use following investigation as part of BREP.

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ID	Infrastructure category	Title	Project description	Lead responsibility	Indicative timing	Proposed Inclusion in Development Contributions Framework
RB 2	Drainage/waterways	Central Precinct 1 retarding basin	Retarding basin adjoining neighbourhood park (PS 1). Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	S	Yes
RB 3	Drainage/waterways	Southern Precinct 1 retarding basin	Retarding basin west of Precinct 1. Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	S	Yes
RB 4 #	Drainage/waterways	North-western Precinct 2 retarding basin	Retarding basin adjoining neighbourhood park (PS 2). Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	S	Yes
RB 5	Drainage/waterways	Eastern Precinct 2 retarding basin	Retarding basin adjoining floodplain land (PS 7). Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	S	Yes
RB 6	Drainage/waterways	Western Precinct 3 retarding basin	Retarding basin adjoining floodplain land and neighbourhood park (PS 3, PS 7). Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	M	Yes
RB 7	Drainage/waterways	Eastern Precinct 3 retarding basin	Retarding basin adjoining Salvarezza Road and Sterry Road intersection. Construction of basin and construction of piped drains connecting basin to discharge point, including land	City	M	Yes
RB 8	Drainage/waterways	Precinct 4 retarding basin and pump	Water harvesting basin adjoining primary school and neighbourhood sports facility (CF 2, PS 5). Construction of basin, construction of piped drains connecting basin to discharge point and construction of pump and water tanks to serve neighbourhood sports facility (PS 5), including land	City	L	Yes
UT 1 ^	Potable water and wastewater	Augmentation works	Upsizing of potable water and sewer infrastructure to serve existing development	Coliban Water	S	No
UT 2 ^	Potable water and wastewater	Augmentation works	Upgrade of potable water and sewer infrastructure to serve development above the 195 metre contour line up to 200 metres	Coliban Water	M	No
C 1	Community facilities	Community hub	Community hub integrating kindergarten, maternal child health and general community spaces in the town centre. Construction of facility in two stages	City	S M	Stage 1 - No Stage 2 - Yes

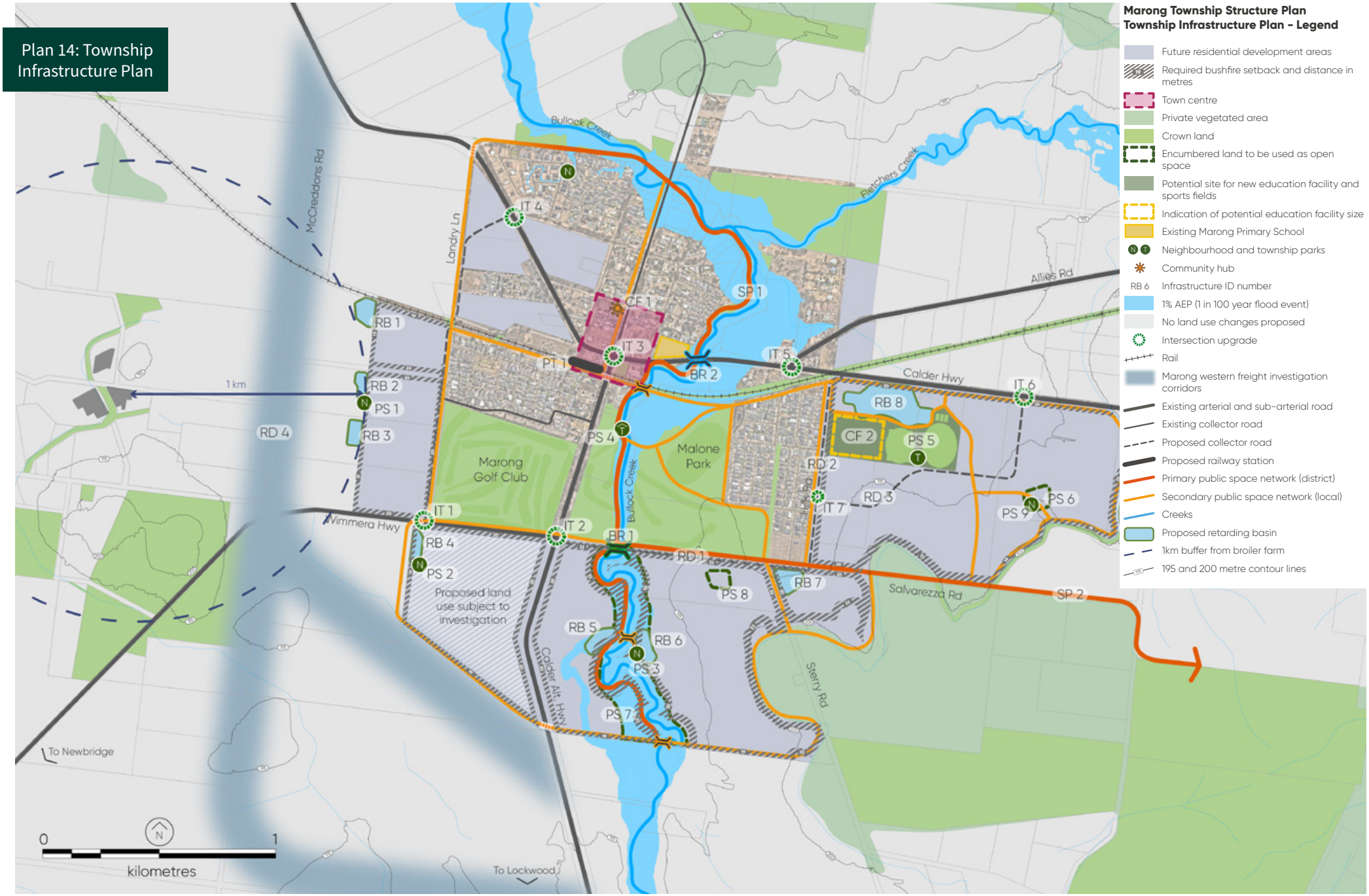
** All future State Government projects are subject to an approved business case and project funding. ^ Utility projects are not referenced on Plan 14.*
 # These projects are subject to ultimate land use following investigation as part of BREP.

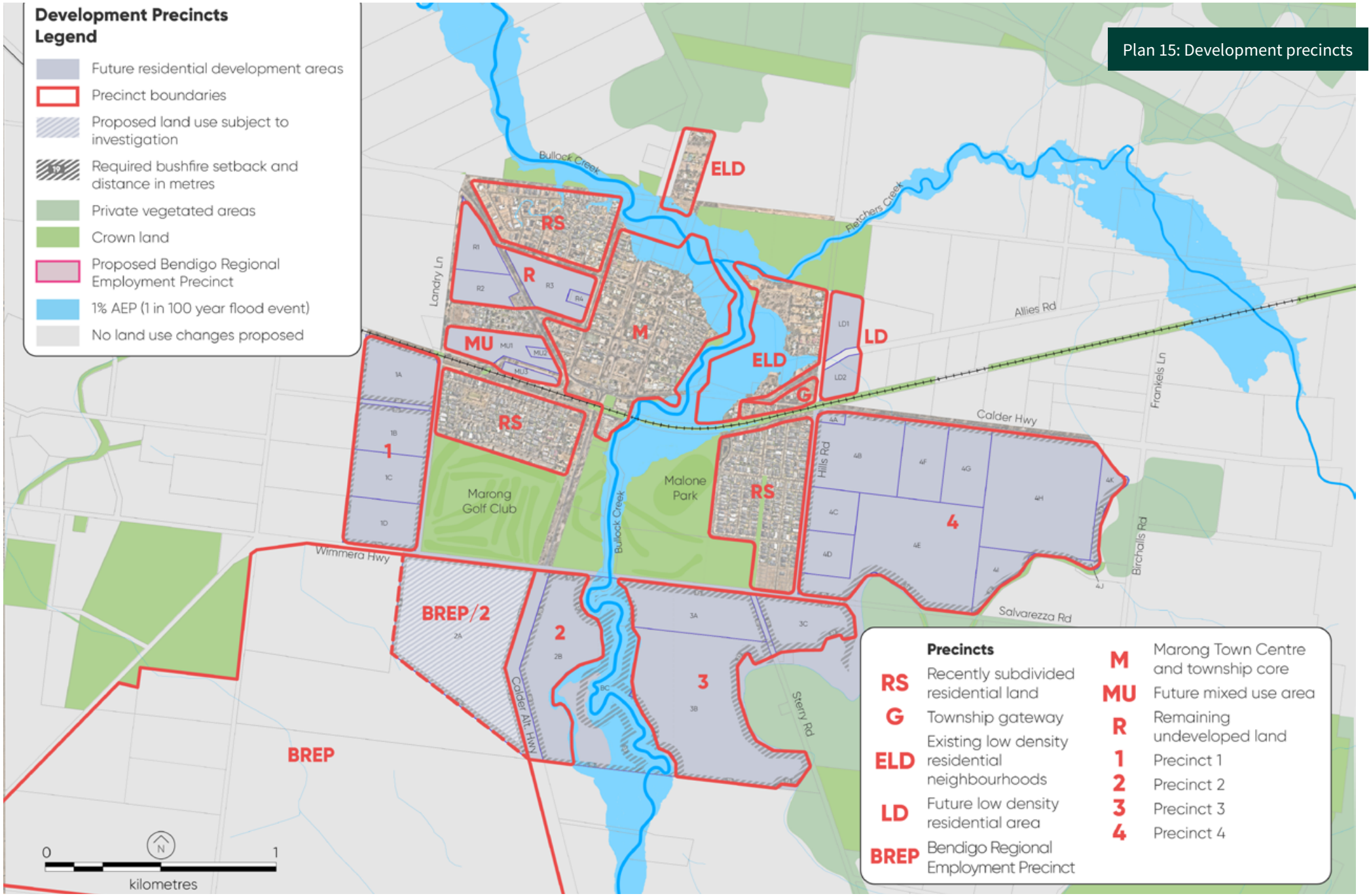
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ID	Infrastructure category	Title	Project description	Lead responsibility	Indicative timing	Proposed Inclusion in Development Contributions Framework
C 2	Education facility	Education facility	Education facility co-located with neighbourhood sports facility (PS 5). Construction of school and associated infrastructure, including land	DET * Private *	M	No
PS 1	Open space	Neighbourhood park (Precinct 1)	Neighbourhood level park and play space adjoining retarding basin (RB 2). Construction of park and play space, including land	City	S	Yes
PS 2 #	Open space	Neighbourhood park (Precinct 2)	Neighbourhood level park and play space adjoining retarding basin (RB 4). Construction of park and play space, including land	City	S	Yes
PS 3	Open space	Neighbourhood park (Precinct 3)	Neighbourhood level park and play space located in floodplain land (PS 7) and adjoining Bullock Creek Trail and retarding basin (SP 1, RB 6). Construction of park, basketball half court and natural play space features and installation of fitness equipment, including land	City	M	Yes
PS 4	Open space	Upgraded existing neighbourhood park to township level	Township level park located in Malone Park. Construction of play space and associated infrastructure.	City	M	No
PS 5 a	Open space	Neighbourhood sports facility	Neighbourhood sports facility co-located to primary school (CF 2). Construction of ovals, courts, pavilion, car parking and other associated infrastructure, including land	City	M	Yes
PS 5 b	Open space	Neighbourhood park (within sports reserve)	Neighbourhood park (within sports reserve)	City	M	Yes
PS 6	Encumbered open space	Encumbered open space (Precinct 4)	Public space with remnant native vegetation.	City	L	No
PS 7	Encumbered open space	Encumbered open space (Bullock Creek floodplain)	Public space in Bullock Creek floodplain adjoining retarding basins (RB 5, RB 6), ultimately facilitating delivery of Bullock Creek Trail (SP 1) and neighbourhood park PS 3), including land	City	M	No
PS 8	Encumbered open space	Encumbered open space (Precinct 3)	Public space in Bullock Creek floodplain adjoining retarding basins (RB 5, RB 6), ultimately facilitating delivery of Bullock Creek Trail (SP 1) and neighbourhood park PS 3), including land	City	M	No
PS 9	Open space	Neighbourhood park (Precinct 4)	Neighbourhood level park and play space adjoining encumbered open space (PS 6), including land	City	M-L	Yes

** All future State Government projects are subject to an approved business case and project funding. ^ Utility projects are not referenced on Plan 14.*
 # These projects are subject to ultimate land use following investigation as part of BREP.

Plan 14: Township Infrastructure Plan




Development Precincts Legend
Future residential development areas
Precinct boundaries
Proposed land use subject to investigation
Required bushfire setback and distance in metres
Private vegetated areas
Crown land
Proposed Bendigo Regional Employment Precinct
1% AEP (1 in 100 year flood event)
No land use changes proposed
Plan 15: Development precincts
Bullock Creek
Fletchers Creek
Landry Ln
Allies Rd
Calder Hwy
Frankels Ln
Hills Rd
Birchalls Rd
Salvarezza Rd
Wimmera Hwy
Calder Alt Hwy
Sterry Rd
Marong Golf Club
Malone Park
ELD
RS
R
MU
M
LD
G
1
2
3
4
BREP/2
BREP
0
1
kilometres
Precincts
RS Recently subdivided residential land
G Township gateway
ELD Existing low density residential neighbourhoods
LD Future low density residential area
BREP Bendigo Regional Employment Precinct
M Marong Town Centre and township core
MU Future mixed use area
R Remaining undeveloped land
1 Precinct 1
2 Precinct 2
3 Precinct 3
4 Precinct 4

Development precincts

Precincts 1-4 (future residential growth areas)

Preferred character/land use outcome

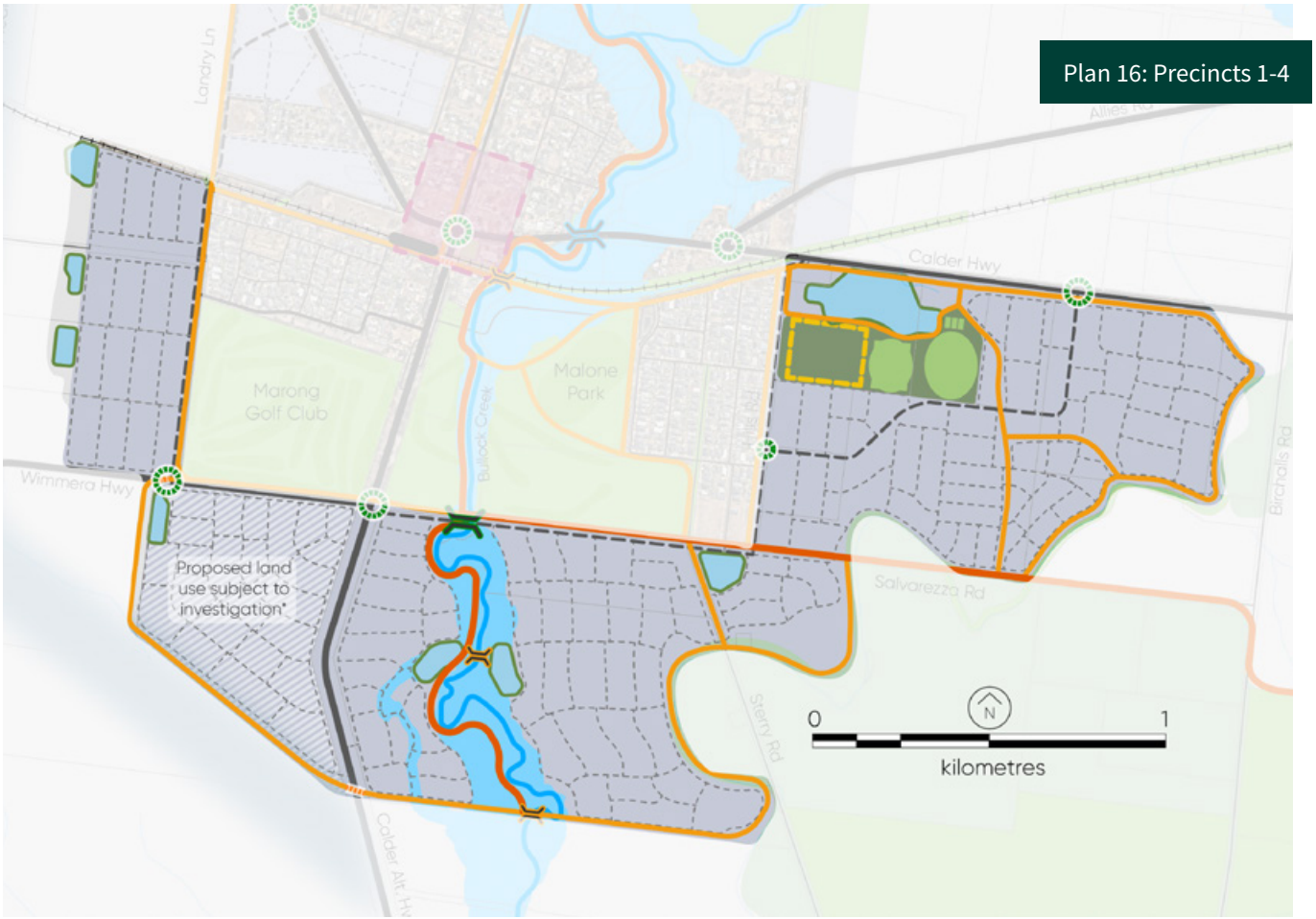
Precincts 1-4 currently comprises of 19 largely undeveloped/rural parcels of land zoned Farming Zone. The Township Structure Plan (TSP) seeks to establish new residential neighbourhood precincts that will accommodate the majority of population growth in Marong.

The neighbourhoods will be primarily developed at a conventional density; however small areas of medium density residential development will be encouraged in interface areas with public open spaces and community facilities.

Precincts will be based on an inter-connected local street network that responds to the topography and key site and amenity features.

Marong's extensive public open space network will be extended, creating new public open space along the Bullock Creek floodplain separating Precincts 2 and 3, and the construction of a township scale sporting facility.

Plan 16: Precincts 1-4



Legend

- Future residential development areas
- Land use subject to further investigation of the Bendigo Regional Employment Precinct and the Marong western freight corridor
- Potential site for new education facility and sports fields
- Potential site for new education facility and sports fields
- Indication of potential education facility size
- 1% AEP (1 in 100 year flood event)
- Intersection upgrade
- Rail
- Existing arterial road
- Proposed collector road
- Potential local roads
- Proposed road bridge
- Proposed pedestrian/cycle bridge
- Primary public space network (district)
- Secondary public space network (local)
- Creeks
- Proposed retarding basin

Amendments

AM1 - Apply the Land Subject to Inundation Overlay to affected areas on Plan 6 (see page 24).

AM2 - Apply the Heritage Overlay to places of heritage significance as shown on Plan 7 (see page 27).

AM3 - Apply the Vegetation Protection Overlay as shown on Plan 8 (see page 29) to roadside vegetation and areas where further assessment has confirmed retention of vegetation is required.

AM4 - Amend the local policy in the Greater Bendigo Planning Scheme referencing the Marong Township Structure Plan which outlines requirements for developing in these areas.

AM5 - Progressively rezone future growth precincts to the Neighbourhood Residential Zone, apply a Development Plan Overlay and apply a Design and Development Overlay.

Requirements - Rezoning

R60 - Relevant retarding basins (RB 1, RB 2, RB 3) must be constructed in the first stages of a development plan for Precinct 1.

R61 - Upgraded intersection (IT 1) must be constructed in the early stages of a development plan for Precinct 2.

R62 - Subject to ultimate land use following investigation as part of BREP, retarding basin (RB4) must be constructed in the first stages of a development for Precinct 2A.

R63 - Upgraded intersection (IT 2) must be constructed in the first stages of a development plan for Precinct 2B.

R64 - Retarding basin (RB 5) must be constructed in the first stages of a development plan for Precinct 2B.

R65 - Bridge (BR 1) must be constructed in the early stages of a development plan for Precinct 3.

R66 - Potable water and wastewater augmentation works (UT 2) must be completed prior to the development of any land in Precinct 3 or 4 that is above the 195 metre contour line (or as agreed with Coliban Water).

R67 - Retarding basins (RB 6, RB 7) must be constructed in the first stages of a development plan for the relevant areas of Precinct 3.

R68 - Retarding basin (RB 8) must be constructed in the first stages of a development plan for Precinct 4.

R69 - Hills Road (RD 2) must be upgraded in the first stages of a development plan for Precinct 4.

R70 - Prior to rezoning Precinct 4, a land capability assessment must be prepared for the land identified in Plan 3 (see page 14), which shows that the land is suitable for residential development.

R71 - Prior to rezoning land for general residential purposes, the proponent must prepare a Development Plan for the entire precinct which responds to the design and development guidance contained in the objectives, requirements, guidelines and Township infrastructure plan of the Marong Township Structure Plan.

R72 - New residential areas and growth areas are required to progressively deliver required infrastructure to adequately service new development areas.

R73 - A Native Vegetation Precinct Plan must be prepared and approved as part of the rezoning of any precinct.

Note: Rezoning requirements R60-R69 (inclusive) area requirements that will be incorporated into the relevant planning controls for each future residential growth area (eg. the requirement will be specified in a Development Plan Overlay Schedule).

Requirements - Subdivision and development

R74 - An application to rezone land for a sensitive use (residential use, child care centre, pre-school centre or primary school) must be accompanied by an environmental site assessment of the land by a suitably qualified environmental professional to the satisfaction of the responsible authority which takes into account the 'Planning Practice Note: Potentially Contaminated Land' and provides information including:

- Further detailed assessment of potential contaminants on the relevant land
- Clear advice on whether the environmental condition of the land is suitable for the proposed use/s and whether an environmental audit of all, or part, of the land is recommended
- Further detailed assessment of surface and subsurface water conditions and geotechnical characteristics on the relevant land and the potential impacts on the proposed development including any measures required to mitigate the impacts of groundwater conditions and geology on the development and the impact of the development on surface and subsurface water
- Recommended remediation actions for any potentially contaminated land

R75 - Any development in Precinct 4 must not compromise the delivery of the education facility (CF 2) and neighbourhood sports facility (PS 5).

Guidelines - Rezoning

G44 - The Marong Western Freight Investigation Corridor (RD 4) should be completed so that the alignment is confirmed prior to rezoning Precinct 1 or the Precinct 2 (west of Calder Alternative Highway).

G45 - Upgraded intersection (IT 6) should be constructed or included in the first stage of a development plan prior to rezoning Precinct 4 subject to satisfaction of the Department of Transport.

G46 - Prior to rezoning, an Aboriginal Cultural Values Assessment must be prepared in consultation with DJAARA. The assessment should include identification of sensitive cultural places, Indigenous heritage values, places and vegetation for protection, and where there may be opportunities to share Dja Dja Wurrung culture.

Precinct R (remaining undeveloped land)

Preferred character/land use outcome

Precinct R currently comprises of four parcels of land, three of which are primarily undeveloped. They are currently zoned Township Zone.

The TSP encourages the completion of development within the existing township boundary. Development in this precinct will be primarily conventional density residential neighbourhoods.

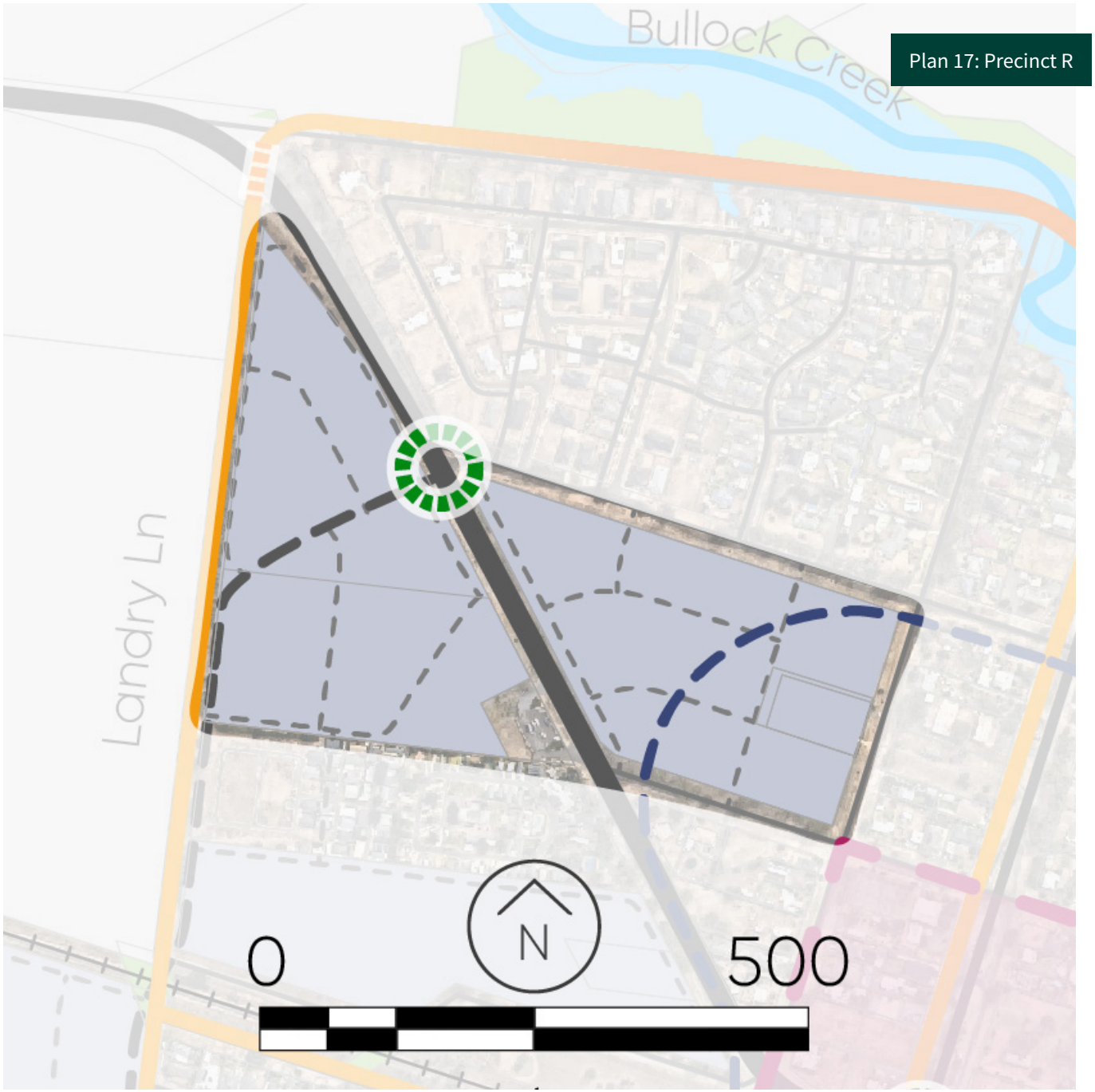
Other uses may be supported on a case by case basis, as this precinct straddles the Calder Highway and abuts the Marong Town Centre.

Amendments - Precinct R

AM6 - Apply the Neighbourhood Residential Zone to the land, replacing the Township Zone.

AM7 - Apply a Development Plan Overlay to the precinct.

AM8 - Apply a Design and Development Overlay to the precinct.



Plan 17: Precinct R

Legend

- Future residential development areas
- Intersection upgrade
- Existing arterial road
- Proposed collector road
- Potential local roads
- Secondary public space network (local)
- Areas appropriate for medium density residential development

Precinct MU (future mixed use area)

Preferred character/land use outcome

Precinct MU currently comprises of three primarily undeveloped parcels of land in a mixture of Industrial 3 Zone and Township Zone.

No industrial uses have been recorded on this land.

The precinct abuts the Marong Town Centre and land for the proposed Marong Railway Station.

The TSP seeks to establish a mixed use precinct with a combination of medium density housing and office land uses. Medium density housing will need to satisfy requirements R23-R25.

New buildings should be a mixture of semi- detached and apartments/units, while providing an appropriate scale for Marong. New buildings should provide active frontages to streets and public spaces.

Heavy industrial uses and conventional density residential development will not be supported in this precinct.

Amendments - Precinct MU

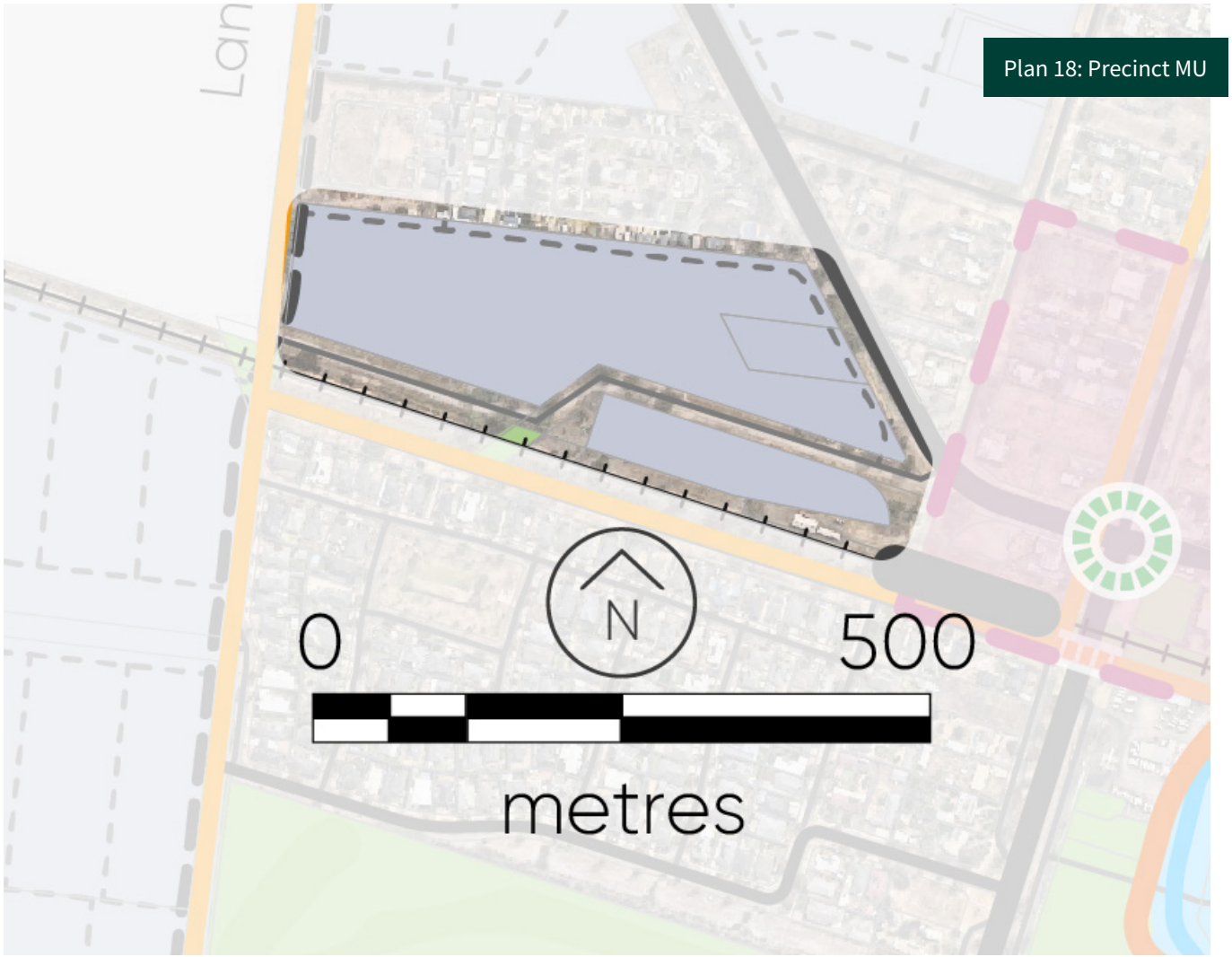
AM9 - Apply the Mixed Use Zone to the land, replacing the Industrial 3 Zone and Township Zone. Include a schedule with specific direction to this precinct, including the preferred character and land use outcomes.

AM10 - Apply the Vegetation Protection Overlay as shown on Plan 8 (see page 29) to roadside vegetation areas.

Requirements - Subdivision and development, Precincts MU

R76 - New residential development must reach a development density of at least 15 dwellings per hectare.

Plan 18: Precinct MU



Legend

- Future residential development areas
- Existing arterial road
- Proposed collector road
- Existing local roads
- Potential local roads
- Rail
- Proposed railway station
- Secondary public space network (local)

Precinct M (Marong town centre and township core)

Preferred character/land use outcome

Precinct M has historically been the core of the Marong township, where the majority of services and older homes are located. The precinct has a strong diversity of land uses, including retail, office commercial, community services, education, recreation, health services and residential at a variety of densities.

The precinct features a large block grid street network that was included in the original surveyed plan of Marong, which includes a 60 metre wide road reservation where High Street is situated.

The precinct is currently zoned Township Zone for the most part, and others:

- Commercial 1 Zone on the four corners of the intersection of Adams and High Streets
- Commercial 2 Zone for the commercial uses south of the railway
- Public Use Zone 2 on the Marong Primary School land
- Rural Living Zone on the parcel at 7 Adams Street

The TSP seeks to encourage the diversity of land uses in this precinct, while focusing retail development within a compact town centre, encourage medium density residential development, and retain places of heritage significance.

Land at 36-40 Adams Street and 27-31 High Street is a key strategic development site. Any future development here must provide a supermarket and buildings of scale suitable for such a prominent location - at least two storeys and the integration of landmark architecture at the corner of Adams and High Streets.

Creating a more walkable area should be a focus for this precinct; mid-block connections for pedestrian movement will be encouraged.

Plan 19: Precinct M



There will be a specific emphasis on design for the blocks either side of the High Street corridor. It is important that development fronts the street, provides active frontages and the streetscape is not dominated by fences and garage doors.

Retention of existing native vegetation and further planting will be encouraged to contribute to the existing character. The planting of more palms to create a symmetrical layout around the intersection of Adams and High Streets will also be encouraged.

Amendments - Precinct M

AM11 - Extend the Commercial 1 Zone to provide sufficient land for retail and commercial land uses to be consistent with the Marong Township Retail Land Needs Assessment.

AM12 - Rezone the remainder of the Township Zone to Neighbourhood Residential Zone.

AM13 - Apply the Heritage Overlay to places of heritage significance as shown on Plan 7 (see page 27).

AM14 - Apply the Design and Development Overlay to the blocks either side of High Street to guide specific design outcomes.

AM15 - Remove the Development Plan Overlay as there is no opportunity for larger scale developments that should require a Development Plan prepared.

AM16 - Apply the Land Subject to Inundation Overlay to affected areas on Plan 6 (see page 24).

Precinct LD (future low density residential area)

Preferred character/land use outcome

Precinct LD currently comprises of two primarily undeveloped parcels of land in the Farming Zone.

Given the proximity to an existing low density residential neighbourhood, an opportunity has presented itself to extend the precinct to the east to mirror the style of existing development.

New development must satisfy the requirement for low density residential developments (R22 in the Marong TSP).

New buildings on Fletchers Creek Road should be setback at similar distances to the opposite development.

The creation of new access points from Allies Road will be discouraged.

The planting of native trees will be encouraged as this precinct develops.

Amendments - Precinct LD

AM17 - Apply the Low Density Residential Zone to replace the Farming Zone.

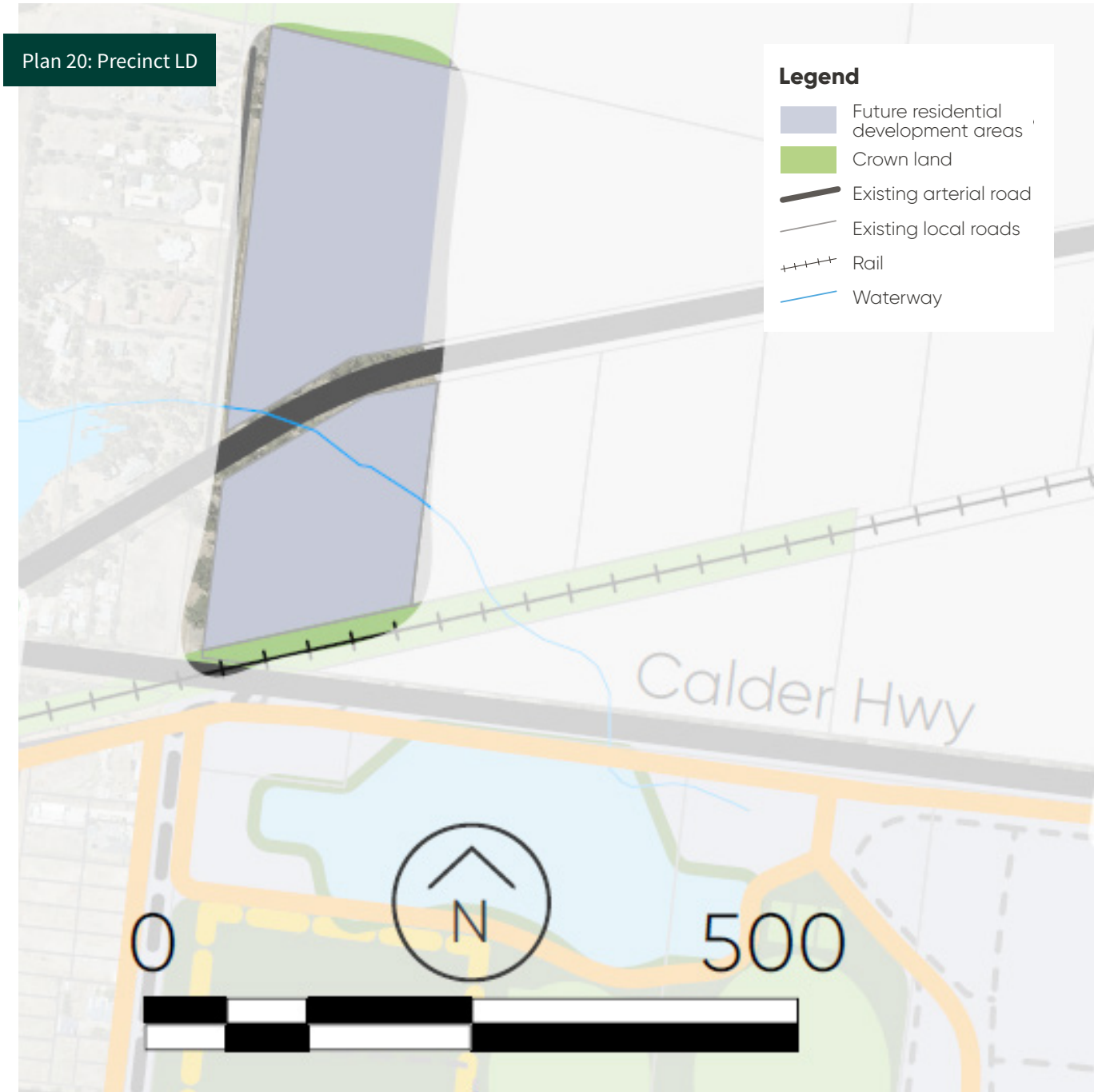
AM18 - Apply the Vegetation Protection Overlay as shown on Plan 8 (see page 29) to roadside vegetation areas.

AM19 - Apply a Design and Development Overlay to the precinct.

Guidelines - Development, Precinct LD

G47 - Dwellings fronting Fletchers Creek Road should be setback between 20-25 metres from the road reserve.

Plan 20: Precinct LD



ELD Precincts (existing low density residential neighbourhoods)

Preferred character/land use outcome

ELD Precincts currently comprise of existing low density residential neighbourhoods, which are currently zoned Township Zone.

There are limited development opportunities in these precincts as much of the land is highly fragmented and in the Bullock Creek floodplain.

The TSP encourages the retention of the existing character of these precincts, including the retention of the large river red gums and focus on the Bullock Creek and Fletchers Creek corridors.

New development must satisfy the requirement for low density residential developments (R22 in the Marong TSP).

Amendments - ELD Precincts

AM20 - Apply the Low Density Residential Zone, replacing the Township Zone.

AM21 - Apply the Land Subject to Inundation Overlay to affected areas on Plan 6 (see page 24).

Legend

- 1% AEP (1 in 100 year flood event)
- Crown land
- Intersection upgrade
- Existing arterial road
- Existing local roads
- Proposed underpass
- Rail
- Creeks



Plan 21: ELD Precincts

Precinct G (township gateway)

Preferred character/land use outcome

Precinct G is a small area comprising of six parcels of land straddling the Calder Highway on the eastern approach of Marong. Parcels north of the highway are currently in the Township Zone, and parcels to the south are in the Rural Living Zone.

The precinct features several existing dwellings and associated buildings, some of which are of local heritage significance. These typically have minimal setbacks to the road reserve.

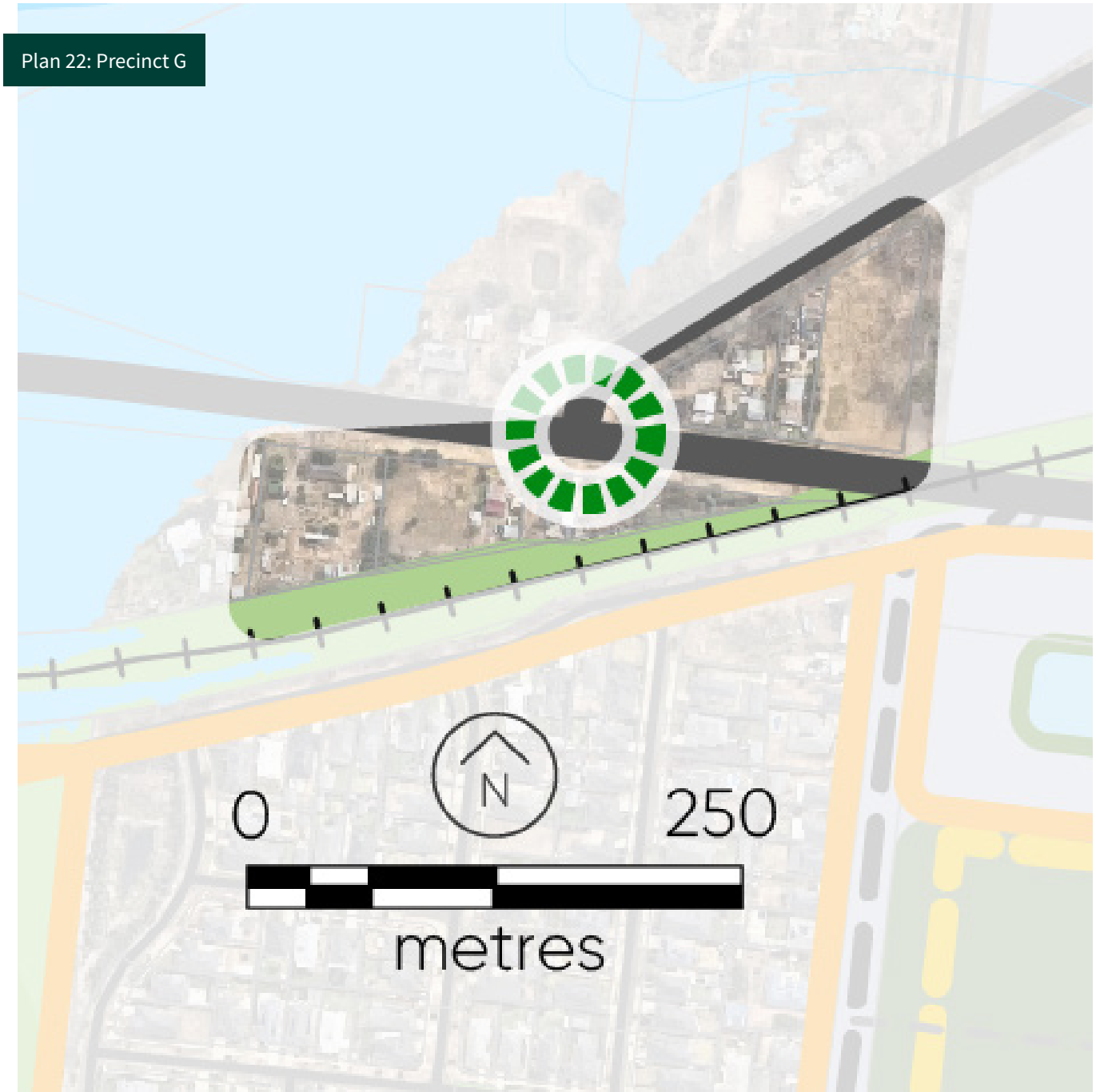
The TSP encourages the retention of the existing character of this precinct, which includes the large eucalypts that flank the Calder Highway.

The precinct is at risk by being dominated from highway traffic and freight movements using the intersection to access Allies Road. Any future development in this precinct will need to consider a design response to this issue.

Amendments - Precinct G

AM22 - Apply the Neighbourhood Residential Zone to replace the Township Zone and Rural Living Zone.

Plan 22: Precinct G



Legend

- 1% AEP (1 in 100 year flood event)
- Crown land
- Intersection upgrade
- Existing arterial road
- Rail

RS Precincts (recently subdivided residential land)

Preferred character/land use outcome

RS Precincts currently comprise of existing and developing conventional density residential neighbourhoods, which are currently zoned Township Zone.

The TSP encourages the retention of the existing character and land uses in these precincts.

Amendments - RS Precincts

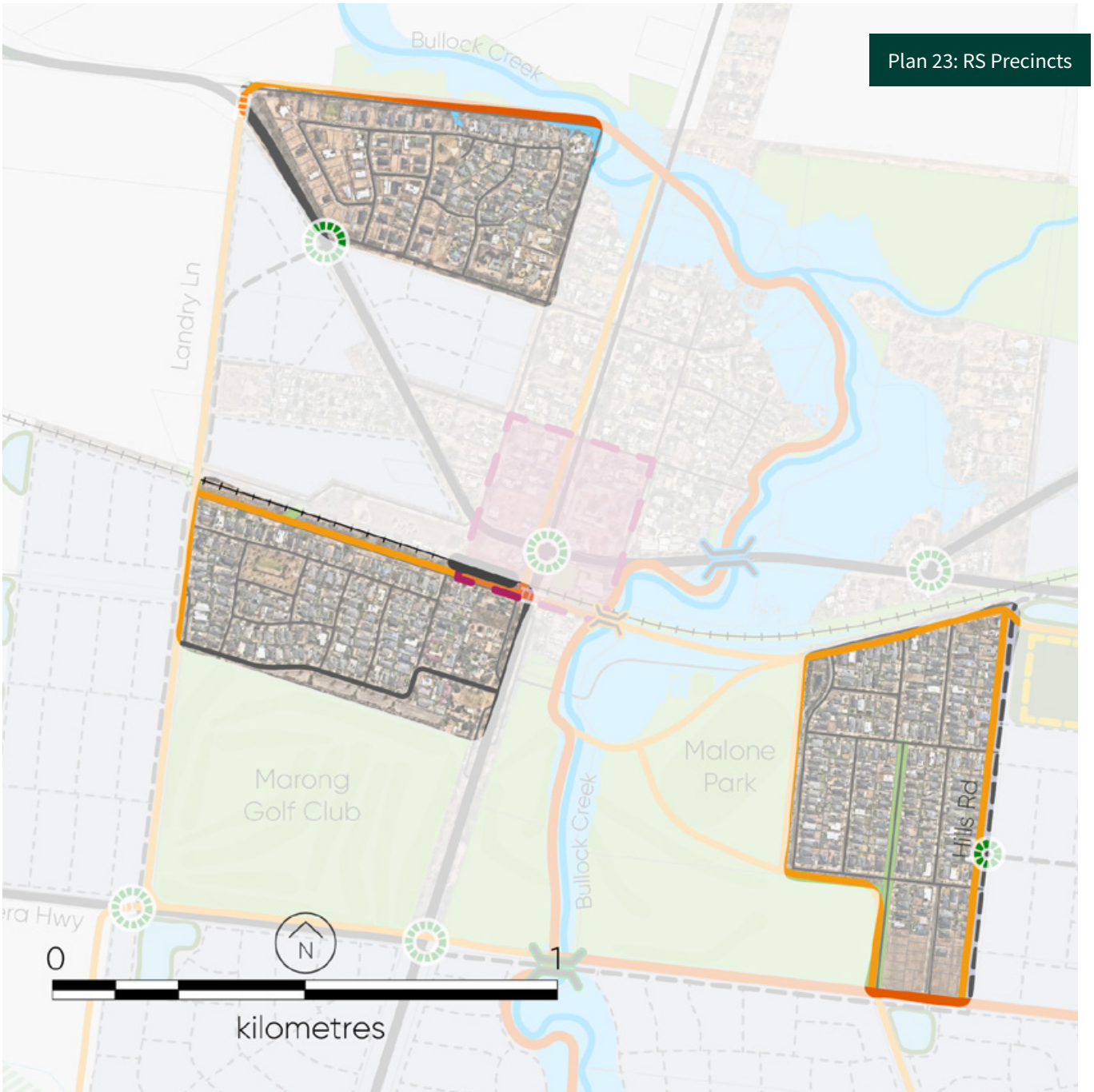
AM23 - Apply the Neighbourhood Residential Zone, replacing the Township Zone.

AM24 - Remove the Development Plan Overlay as relevant Development Plans have been recently approved.

AM25 - Apply the Vegetation Protection Overlay as shown on Plan 8 (see page 29) to vegetation areas.

Legend

- 1% AEP (1 in 100 year flood event)
- Crown land
- Intersection upgrade
- Existing arterial road
- Proposed collector road
- Existing collector road
- Existing local roads
- Rail
- Proposed railway station
- Primary public space network (district)
- Secondary public space network (local)



Plan 23: RS Precincts

Bendigo Regional Employment Precinct

Preferred character/land use outcome

Bendigo Regional Employment Precinct is a large area south of Marong situated between the Wimmera and Calder Alternative Highways and adjacent to the proposed Western Bypass Investigation Corridor. The precinct is currently in the Farming Zone.

The precinct features a small number of existing dwellings and associated buildings, and the site of a water tank business in the north-west corner of the precinct.

The precinct has a rural character, comprised of mostly cleared land used for livestock grazing, with three clusters of native vegetation and a north-south spine of remnant roadside vegetation along O'Sullivans Road.

Given its proximity to the Marong township, access to two state highways, limited constraints and land ownership pattern, this precinct should be subject to a detailed investigation regarding its future use as an industrial employment area.

The Precinct could be expected of accommodate between 2,000 – 3,000 new jobs for the Greater Bendigo area and provide local employment opportunities the growing Marong township.

A mix of industrial land uses should be accommodated in this precinct, with a particular opportunity for land uses that require larger parcels of land that cannot be situated elsewhere in the City.

In areas that interface with highways and the Potential Marong Western Freight Corridor, a sensitive design response is needed. The design response should focus on achieving a smooth transition of rural to urban character into the Marong township. Larger setbacks, service roads or internal perimeter roads, and land uses that compliment highway and township activity can assist in achieving this.

Plan 24: Precinct BREP



Amendments - Precinct BREP

AM26 - Any future planning scheme amendments for BREP will be subject to a separate planning process upon further investigation.

AM27 - Apply an appropriate planning overlay to protect existing significant vegetation.

AM28 - Apply the Development Contributions Overlay to facilitate critical infrastructure funding (if applicable).

Legend

- Future development areas
- Land use subject to further investigation of the Bendigo Regional Employment Precinct and the Marong western freight corridor
- Potential Marong western freight corridor
- Crown land
- Intersection upgrade
- Existing arterial road
- Existing local roads
- Waterways
- Proposed retarding basin

Planning zones and overlays

Plans 25-28 (see pages 72-75) outline both the current and proposed planning zones and overlays.

The proposed planning zones and overlays in this section reflect the changes that will be made as part of the first stage of the planning scheme amendment. Further rezoning and the application of overlays will be included in future proponent-led planning scheme amendments.

The following planning zones and overlays are used/ proposed in Marong:

Planning zones

C1Z - Commercial 1 Zone

C2Z - Commercial 2 Zone

CDZ - Comprehensive Development Zone

FZ - Farming Zone

IN3Z - Industrial 3 Zone

LDRZ - Low Density Residential Zone

MUZ - Mixed Use Zone

NRZ - Neighbourhood Residential Zone

PCRZ - Public Conservation and Resource Zone

PUZ - Public Use Zone

PPRZ - Public Park and Recreation Zone

RDZ1 - Road Zone 1

RDZ2 - Road Zone 2

RLZ - Rural Living Zone

SUZ - Special Use Zone

TZ - Township Zone

Planning overlays

BMO - Bushfire Management Overlay

DCPO - Development Contributions Plan Overlay

DDO - Design and Development Overlay

DPO - Development Plan Overlay

ESO - Environmental Significance Overlay

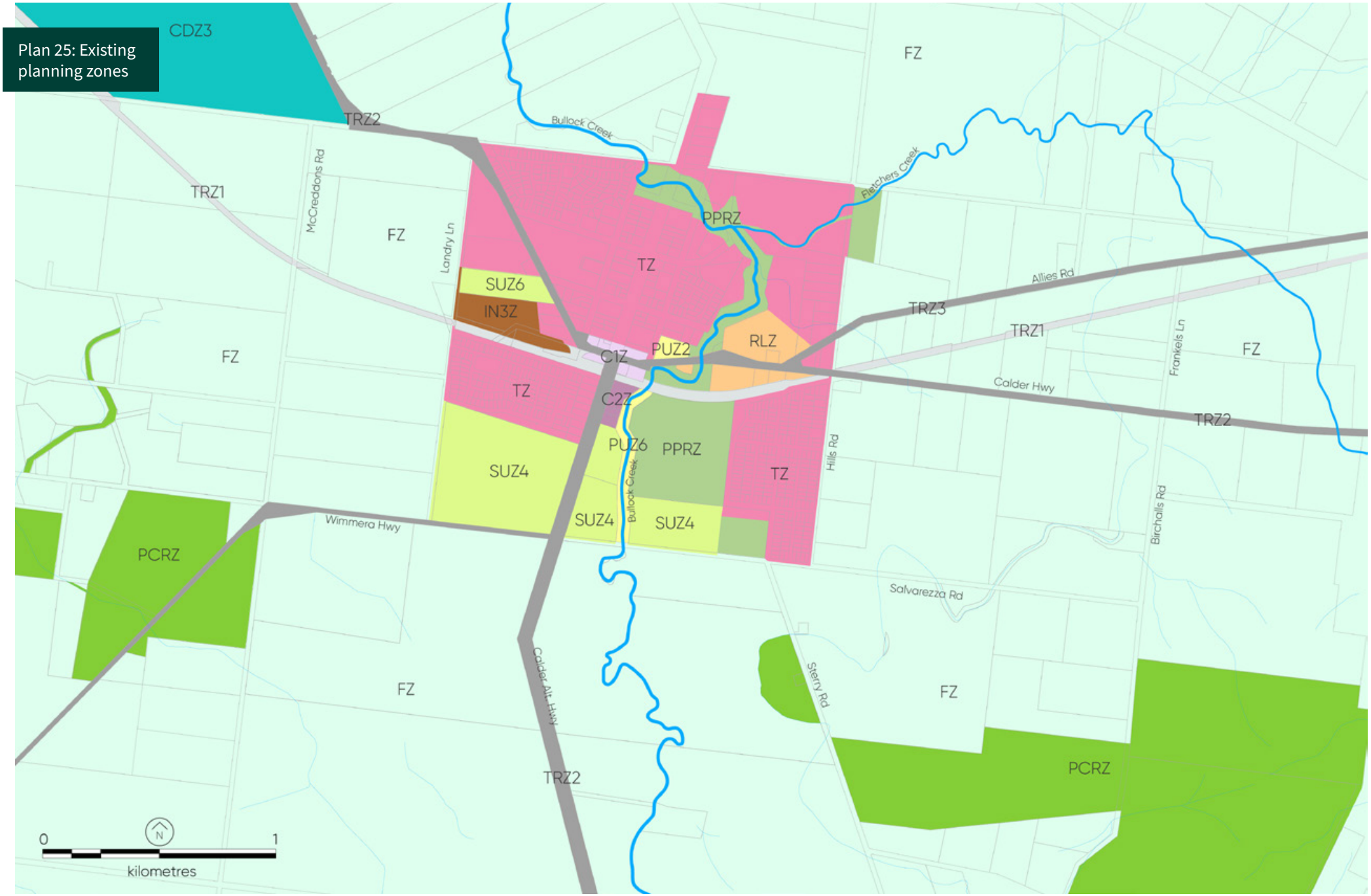
HO - Heritage Overlay

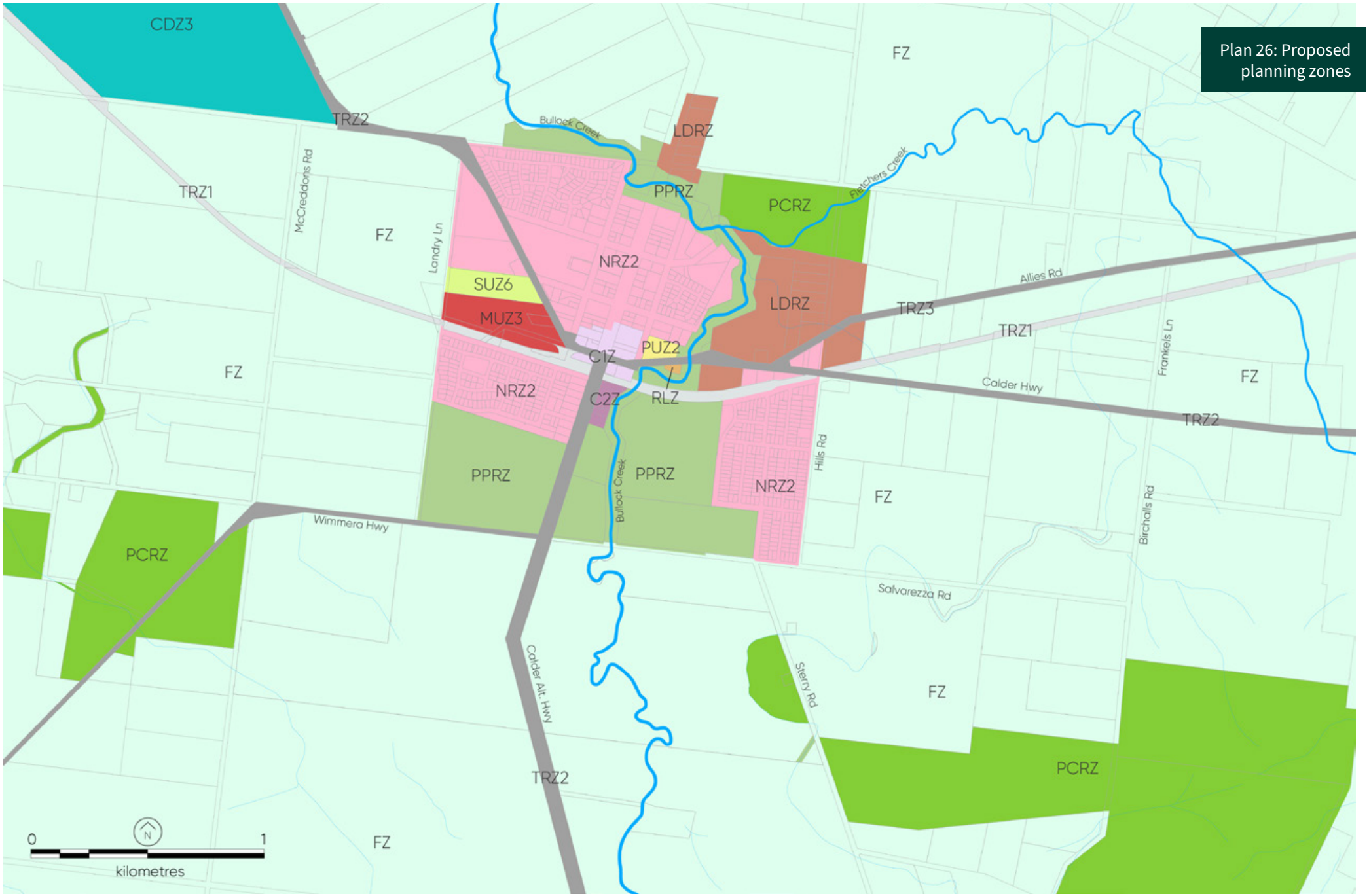
LSIO - Land Subject to Inundation Overlay

VPO - Vegetation Protection Overlay



Plan 25: Existing planning zones

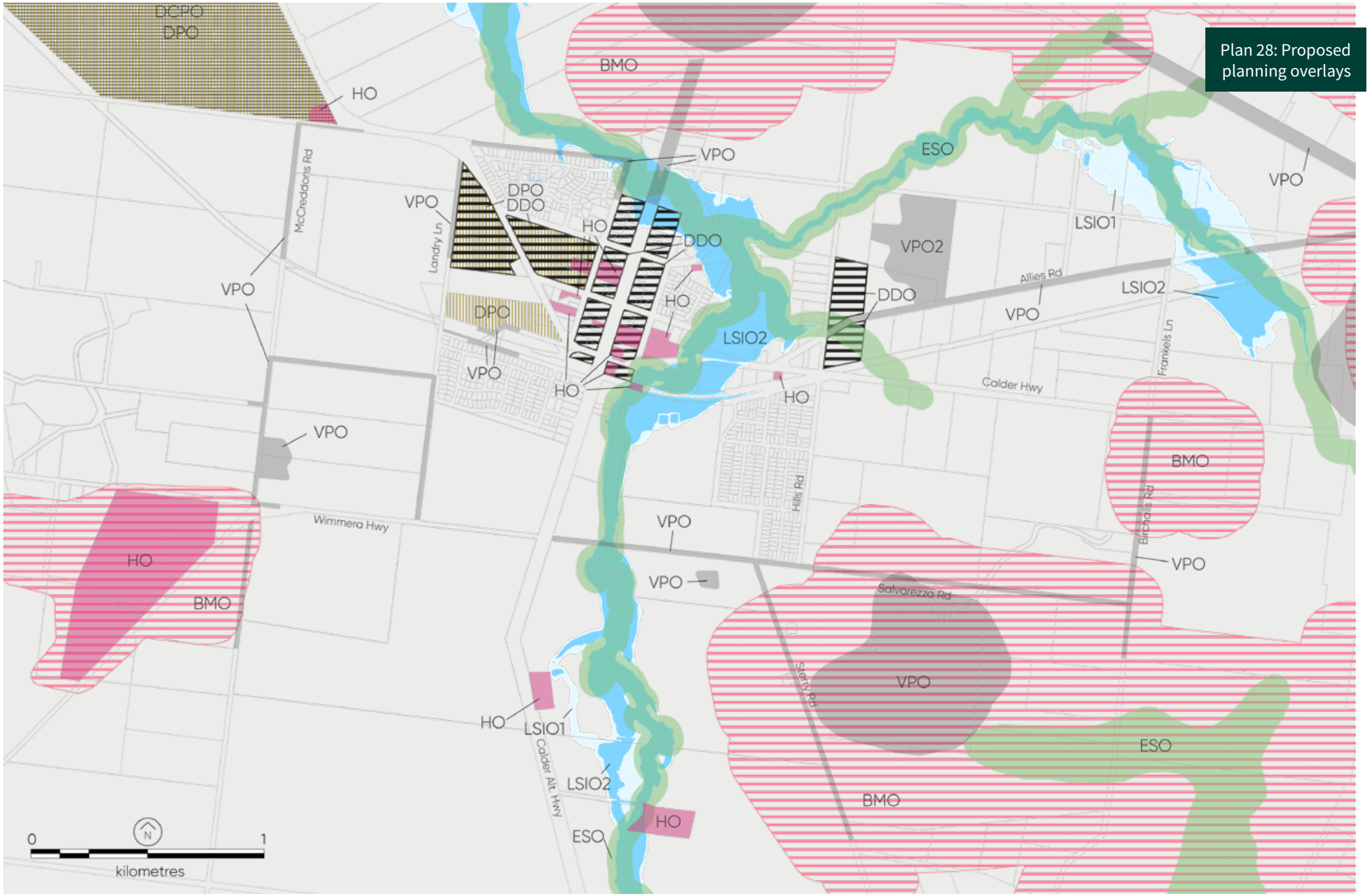




Plan 26: Proposed planning zones

Plan 27: Existing planning overlays





Plan 28: Proposed planning overlays

Action Implementation Plan

The following table sets out the Action Implementation Plan for the actions identified in the Township Structure Plan. Each action is categorised by:

- The type of action (in terms of the City of Greater Bendigo's role in facilitating the action)
- The resources required to undertake the action
- The timeframe in which the action should be implemented

A general indication of costs is provided to assist in the allocation of funds.

Type of action	
Council collaboration	Actions where the City works with other stakeholders, such as landholders, proponents and Government agencies
Council advocacy	Actions where the City influences others to act
Resources	
OT	Officer time. The City has existing resources to complete the action within the identified timeframe
$	Limited. The City can readily fund the action within the identified timeframe
$$	Moderate. The City will require and plan for additional funds to complete the action within the identified timeframes
$$$	Significant. Council will require substantial planning to complete actions and likely require other funding sources
Timeframe	
Immediate	Within the next year, most likely as part of implementation of the Township Structure Plan
Short	Within the next 1-2 years
Medium	Within the next 2-5 years
Long	5+ years
Ongoing	Actions that will continue over time

	Action	Type of action	Lead responsibility	Internal partners	External partners	Timeframe	Resources
A1	Prepare and implement an amendment to the Greater Bendigo Planning Scheme which: • References the Marong Township Structure Plan and outlines the requirements for rezoning and developing future growth areas • Applies the Land Subject to Inundation Overlay in accordance with Plan 6 (see page 24) in the TSP and the Bullock Creek Flood Study 2018 • Applies the Neighbourhood Residential Zone, replacing the Township Zone in accordance with Plans 17, 19, 22 and 23 (see pages 63, 65, 68 and 69) • Applies the Mixed Use Zone, replacing the Township Zone and Industrial 3 Zone in accordance with Plan 18 (see page 64) • Applies the Commercial 1 Zone, replacing the Township Zone in accordance with the Marong Township Retail Needs Assessment 2019 and Plan 19 (see page 65) • Applies the Design and Development Overlay in accordance with Plans 17 and 19 (see pages 63 and 65) • Applies the Heritage Overlay in accordance with Plan 7 (see page 27) to the following properties in Marong: - 13 Cathcart Street - 19 Cathcart Street - 25 High Street - Bills horse trough, Calder Highway in front of the Marong Family Hotel - Adams Street palms, Calder Highway - Marong railway trestle bridge, Eaglehawk to Inglewood railway Bullock Creek bridge - 12 Leslie Street - 82 Goldie Street - 1329 Calder Highway - 1320 Calder Highway - 1318 Calder Highway - Former Argyle Inn Stables, 1880 Calder Alternative Highway Marong • Removes the Development Plan Overlay in accordance with Plans 19 and 23 (see pages 65 and 69) • Applies the Low Density Residential Zone in accordance with Plans 20 and 21 (see pages 66 and 67)	Council collaboration	Strategic Planning	• Active and Healthy Lifestyles • Community Partnerships • Engineering • Financial Strategy • Parks and Open Spaces • Property Services • Statutory Planning	• Coliban Water • Country Fire Authority • Department of Education and Training • Department of Energy, Environment and Climate Action • Department of Transport and Planning • Development and Planning Industry Forum • Marong Community Action Group • North Central Catchment Management Authority • Parks Victoria • Powercor	Immediate	OT + $

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	Action	Type of action	Lead responsibility	Internal partners	External partners	Timeframe	Resources
A2	Finalise Master Plan for Malone Park.	Council collaboration	Active and Healthy Lifestyles	• Community Partnerships • Engineering • Parks and Open Spaces	• Malone Park User Groups Association • Marong Community Action Group • North Central Catchment Management Authority	Short	OT + $$
A3	Continue to advocate for the provision of a new education facility in a suitable location.	Council advocacy	Strategic Planning	• Active and Healthy Lifestyles • Community Partnerships • Statutory Planning	• Department of Education and Training • Marong Community Action Group • Marong Primary School	Ongoing	OT
A4	Complete Investigation and planning for Proposed Bendigo Regional Employment Precinct, including: • Prepare background studies for the Industrial Employment Precinct Investigation Area • Continue working with the Department of Transport and Planning to confirm Marong Western Freight Corridor and specific design requirements • Prepare a Framework Plan for the Precinct to confirm industrial development opportunities and address areas of potential land use conflict / transition • Prepare an infrastructure funding framework, including a Development Contributions Plan (if required) • Rezone land for industrial development • Facilitate early stages of the Precinct's development via government and private sector partnership(s)	Council collaboration	Victorian Planning Authority	• Engineering • Statutory Planning	• Coliban Water • Department of Energy, Environment and Climate Action • Department of Jobs, Precincts and Regions • Department of Transport and Planning	Short	OT + $$$
A5	Continue to advocate for quality additional public transport services, including bus and rail.	Council advocacy	Strategic Planning		• Department of Transport and Planning • Marong Community Action Group • V/Line • VicTrack	Ongoing	OT

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	Action	Type of action	Lead responsibility	Internal partners	External partners	Timeframe	Resources
A6	Undertake further investigations to apply relevant statutory controls to protect significant trees and landscapes along arterial roads, particularly around key township entrances.	Council collaboration	Parks and Open Spaces	• Strategic Planning • Statutory Planning	• Department of Energy, Environment and Climate Action • Department of Transport and Planning	Short	OT + $
A7	Prepare and implement an Urban Design Framework for the Marong Town Centre including streetscape improvements in High and Adams Streets and a town centre drainage scheme.	Council collaboration	• Engineering • Parks and Open Spaces • Strategic Planning	• Active and Healthy Lifestyles • Strategic Planning • Property Services	• Bike Bendigo • Department of Transport and Planning • Marong Community Action Group	Short-Medium	OT + $$$
A8	Plan and implement a Bullock Creek Improvement Project, which features actions that will: • Undertake vegetation improvements on the southern section of Bullock Creek to improve water quality and streamside condition • Identify and protect Aboriginal cultural sensitive places • Provide opportunities to share Dja Dja Wurrung culture • Investigate opportunities to remove or relocate Phoenix canariensis (palms) • Deliver a Bullock Creek trail, including an underpass of the Calder Highway	Council collaboration	Project team consisting of: • Active and Healthy Lifestyles • Engineering • Parks and Open Spaces	• Strategic Planning	• Bike Bendigo • Department of Energy, Environment and Climate Action • Department of Transport and Planning • Dja Dja Wurrung Clans Aboriginal Corporation • Malone Park User Groups Association, including Marong Golf Club • Marong Community Action Group • North Central Catchment Management Authority • Parks Victoria • VicTrack	Medium-Long	OT + $$$
A9	Plan and construct a Marong to Bendigo (via Maiden Gully) shared path connection to be linked in with the wider regional network of paths.	Council collaboration	• Active and Healthy Lifestyles (planning) • Engineering (construction)	• Parks and Open Spaces • Strategic Planning	• Bike Bendigo • Department of Energy, Environment and Climate Action • Department of Transport and Planning • Dja Dja Wurrung Clans Aboriginal Corporation • Marong Community Action Group • North Central Catchment Management Authority	Medium-Long	OT+$$$

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	Action	Type of action	Lead responsibility	Internal partners	External partners	Timeframe	Resources
A10	Acquire 7 Adams Street and consolidate the land with the Bullock Creek Reserve.	Council collaboration	Property	• Active and Healthy Lifestyles • Parks and Open Spaces • Strategic Planning • Statutory Planning	• Department of Energy, Environment and Climate Action • Dja Dja Wurrung Clans Aboriginal Corporation • Department of Transport and Planning • Marong Community Action Group • North Central Catchment Management Authority	Long	OT + $$
A11	Apply the Vegetation Protection Overlay in accordance with Plan 8 (see page 29).	Council collaboration	Strategic Planning	Engineering	• DEECA • DTP	Short	OT + $
A12	Continue to monitor and consider whether the boundaries of Precinct 1 can be extended to include the balance of parcels 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of: • The alignment of the potential Marong Western Freight Investigation Corridor and interface with the Bendigo Regional Employment Precinct • The completion of an odour risk assessment to the satisfaction of Council and the EPA, which Assess the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development • Infrastructure and servicing constraints, bushfire management and drainage	Council collaboration	Strategic Planning	Engineering	• Coliban Water • CFA • DEECA • DTP • NCCMA • Powercor	Ongoing	OT + $
A13	Continue to monitor and consider whether the boundaries of Precinct 4 can be extended to include the balance of parcel 4I (to Salvarezza Road and Birchalls Road) and Precincts 4K and 4J (to Birchalls Road) having regard to resolution of: • Biodiversity values within the property and abutting road reserves • Infrastructure and servicing constraints, bushfire management and drainage	Council collaboration	Strategic Planning	Engineering	• Coliban Water • CFA • DEECA • DTP • NCCMA • Powercor	Ongoing	OT + $

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	Action	Type of action	Lead responsibility	Internal partners	External partners	Timeframe	Resources
A14	Continue to monitor land supply and take up of residential land within Marong, including within Precinct 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate: • Sufficient demand for additional residential development in Marong • The suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage • That the development of the land would not conflict with a potential Marong Western Freight Investigation Corridor, the operations of the broiler farm at 74 Barnes Road, Marong, the Marong Business Park, the Calder Highway and the Eaglehawk - Inglewood railway line	Council collaboration	Strategic Planning	Engineering	• EPA • Coliban Water • CFA • DEECA • DTP • NCCMA • Powercor	Long	OT + $

Contact

Strategic Planning,
City of Greater Bendigo

P: 1300 002 642

E: strategic.planning@bendigo.vic.gov.au

W: www.bendigo.vic.gov.au

MARONG
OUR PLAN

CITY OF GREATER
BENDIGO

List of changes to Amendment C263gben and Marong Township Structure Plan throughout the Amendment process

Updates to the Greater Bendigo Planning Scheme

Updates current as at 02/05/2024

Amendment	Gazettal	Relevant change
VC252 Amendment VC252 changes the VPP and 64 planning schemes in Victoria by correcting obvious or technical errors and by making consequential changes to local schedules to align with Amendment VC243 and Amendment VC253.	26/04/24	Minor changes to Use table for NRZ. No changes to C263gben schedules.
VC261 The amendment expands the operation of the existing Development Facilitation Program (DFP) planning provisions that fast-track the assessment of significant economic development by enabling an application for renewable energy facility, utility installation and associated subdivision to be assessed.	04/04/24	N/A
VC259 The amendment changes the VPP and all planning schemes in Victoria by extending the transitional arrangements for a dependent persons unit for a period of 12 months.	28/03/24	N/A
GC222 The amendment removes reference to the superseded incorporated document titled Goulburn-Murray Water Native Vegetation Code of Practice (February 2011) from the Schedule to Clause 72.04 of 26 planning schemes.	27/03/24	Updates Clause 72.04 schedule Documents incorporated in this Planning scheme.
VC256 General omnibus amendment	15/03/24	Various minor changes including NRZ, IN1Z, PPRZ, TZ, CDZ.
VC254 The amendment makes changes the Victoria Planning Provisions and all planning schemes related to Birrarung-Bolin Framework Plan, Proof of continuous use, signs in the Transport Zone and State projects.	12/02/24	N/A
VC249 The amendment changes the Victoria Planning Provisions and all planning schemes in Victoria by exempting development for a small second dwelling from Development Contributions Plan requirements and correcting typographical errors related to small second dwellings.	15/01/24	Minor changes to NRZ parent clause regarding small second dwellings.
C247 The amendment implements recommendations of the Greater Bendigo Planning Scheme Review (2019); rezones land in accordance with the Greater Bendigo Public Space Plan (2019) and Commercial Land and Activity Centre Strategy (2015); corrects mapping and ordinance	11/01/24	Updates schedules to LDRZ which requires renumbering of the proposed schedule in Amendment C263gben (will be LDRZ6) and the changes across municipality maps for LDRZ are no longer required in C263gben.

Amendment	Gazettal	Relevant change
anomalies, inconsistencies and errors; removes overlays which are outdated or have been identified by relevant agencies as no longer required; and updates the Greater Bendigo Planning Scheme to be consistent with the Ministerial Direction Form and Content of Planning Schemes, including updating schedule maps into a consistent GIS format.		Updates and changes to schedules to Clauses 72.03, 72.08, and 74.02.
VC250 The amendment supports Victorias Gas Substitution Roadmap (Victorian Government, 2022) by prohibiting new gas connections for new dwellings, apartments and residential subdivisions where a planning permit is required.	01/01/24	N/A
VC253 Amendment VC253 introduces a new land use term and siting, design and amenity requirements for a small second dwelling into the Victoria Planning Provisions (VPP) and all planning schemes to implement Victoria's Housing Statement: The decade ahead 2024-2034 by making it easier to build a small second dwelling.	14/12/23	Changes most parent zone use table including NRZ, MUZ, LDRZ. No changes to C263gben schedules.
VC217 The amendment changes the Victoria Planning Provisions (VPP) and all planning schemes to implement the decriminalisation of sex work.	1/12/23	N/A
C269gben Rezones land at 15 and 21 Pratts Park Road, Strathdale from Low Density Residential Zone to Neighbourhood Residential Zone, deletes the Development Plan Overlay, Schedule 4 from the land and inserts Clause 32.09 (Neighbourhood Residential Zone) and a new Schedule 1 to Clause 32.09 into the Greater Bendigo Planning Scheme. The permit is for a multi lot subdivision of the land including the creation of a drainage basin and the removal of native vegetation on land at 21 Pratts Park Road, Strathdale.	17/11/23	Introduced the Neighbourhood Residential Zone and Schedule 1 to the Greater Bendigo Planning Scheme. C263gben schedule will require re-numbering.
VC241 The amendment removes prohibitions for specified sign types for a Freeway service centre, Service station and Open sports ground in a zone where Category 4 - Sensitive areas sign controls apply.	17/10/23	N/A
VC247 Amendment VC247 extends planning exemptions under clauses 52.07 (Emergency recovery) and 52.18 (Coronavirus (COVID 19) pandemic and recovery exemptions) and makes corrections to ordinance introduced in VC246 related to Container deposit scheme centres.	6/10/23	N/A
VC246 Amendment VC246 introduces new land use controls in the Victoria Planning Provisions and all planning schemes to improve facilitation of Victoria's Container Deposit Scheme. The amendment introduces a new land use term, Container deposit scheme centre, nested under Transfer station. The amendment also makes	26/9/23	Ensures minimum garden area requirement at Clause 32.09-4 applies for Vicsmart applications of lots less than 300sqm for NRZ.

Amendment	Gazettal	Relevant change
corrections to ordinance.		
VC243 Amendment VC243 makes changes the Victoria Planning Provisions (VPP) and all planning schemes to codify residential development standards, implement the Future Homes project across Victoria, remove permit requirements for single dwellings on lots of 300 square metres or more and introduce VicSmart permits for single dwellings on lots less than 300 square metres. These changes support the delivery of housing in Victoria.	22/09/23	Changes to NRZ and MUZ to remove permit requirements for single dwellings on lots of 300sqm and introduce VicSmart permit for same.
VC242 Amendment VC242 makes changes to the Victoria Planning Provisions (VPP) and all planning schemes by introducing two new particular provisions to facilitate significant residential development and significant economic development.	20/09/23	Changes to Section 2 permit required uses to allow Office (other than Medical Centre) and Retail premises (other than specified) when conditions met for Clause 53.23 (significant residential development with affordable housing)
C283gben Implements Section 56 of the Heritage Act 2017 to ensure that places in the Planning Scheme are consistently identified with places in the Victorian Heritage Register.	14/09/23	Updates Heritage Overlay Schedule
VC236 The amendment supports renewable hydrogen gas production and distribution and makes the Minister for Planning the responsible authority for large-scale production of hydrogen gas.	14/08/23	N/A
VC238 Amendment VC238 changes the Victoria Planning Provisions and all planning schemes by amending clause 52.13, Victorias container deposit scheme. The amendment changes the permit exemption threshold in clause 52.13 to enable an automated collection point to occupy 5 car spaces instead of 4 if the land contains 50 or more car spaces.	03/08/23	N/A
VC234 The amendment clarifies noise requirements for wind energy facilities and the responsible authority for enforcement matters.	04/07/23	N/A
C281gben The amendment applies the Specific Controls Overlay - Schedule 8 (SCO8) and introduces an Incorporated Document titled 'Lakeshore Camping and Caravan Park, Knowsley, March 2023, to facilitate the redevelopment of the Lakeshore camping and caravan grounds.	08/06/23	Updates 72.03 schedule What does the Planning Scheme consist of and 72.04 schedule Documents incorporated in this Planning scheme
VC231 Amendment VC231 amends existing planning permit exemption thresholds for dwelling extensions, out-buildings and buildings used for agriculture in clauses 35.03 (Rural Living Zone), 35.07 (Farming Zone) and 35.08 (Rural Activity Zone).	06/04/23	N/A

Amendment C263gben, Marong

Authorisation

Authorisation was received 31 October 2022

Exhibition

Exhibition was undertaken 25 May – 7 July 2023 the following changes were made to meet Authorisation conditions and enable exhibition.

	Condition of Authorisation	Change made
1.	Amend the Explanatory Report to: a. Correctly identify all zoning changes in the description of 'What the amendment does', e.g. some of the affected land forming part of the Malone Park Recreation Reserve is currently zoned Township Zone but this is not reflected in the description. b. Identify that zone and overlay changes also affect land within road reservations in the description of 'What the amendment does', where appropriate. c. Clarify the likely biodiversity effects associated with the proposed amendment, in particular the amount of native vegetation that may potentially be removed and why a VPO has not been applied to some areas containing native vegetation with high biodiversity values, particularly private land at risk from potential development in Areas 2, 4,5, 6, part of 8, part of 13, part of 14 and part of 16. In addition, clarify why VPO5 has been applied to an area in future residential growth precinct 4 that appears to not be identified in biodiversity assessment. d. Address all of the key policy considerations in Clause 13.02-1S (Bushfire planning) of the Planning Policy Framework. The proposed explanatory report needs to recognise the Broader Landscape Type 3 (high risk) locations in the wider landscape, address alternative locations for development and discuss the availability of no and low fuel areas.	a. 33 Malone Park Road is developed as a retarding basin and does not form part of the recreation reserve. It is correctly identified as being rezoned to NRZ. In relation to the area south of subdivision and Pembroke Drive, the description was altered in this section. b. Zone and overlay changes that also affect land within road reservations were added where appropriate. c. Two patches in the new growth areas were applied in error. A breakdown of the rationale for application of the VPO was provided separately and to DELWP forest and fire on the 15 February 2023 as requested as part of this authorisation. d. New DDO35 has been prepared and is proposed to apply to areas that will require setbacks for bushfire and are being rezoned as part of this Amendment, which are not already in a DDO or DPO. DDO31 and 32 along with DPO31 were amended to add similar wording to DDO35 regarding setbacks. DDO31 was applied to northern lots in the LDRZ. e. Reference to additional policy added in strategic justification for the Amendment. f. Reference to Ministerial Direction 1 added. g. References to Plan Melbourne removed. h. Wording inserted relating to the FO was included, including with regard to the Practice Note. It has been clarified

	Condition of Authorisation	Change made
	e. Identify how the proposed amendment supports or implements Clause 18.01-3S (Sustainable personal transport), Clause 18.01-3L (Sustainable personal transport – Greater Bendigo), Clause 19.02-2L (Open Space – Greater Bendigo) and Clause 19.03-2L (Infrastructure planning, design and provision – Greater Bendigo). f. Clearly state that the planning authority is satisfied that all of the land proposed to be rezoned including the Low Density Residential Zone, Public Park and Recreation Zone and Public Conservation and Resource Zone is not likely to be contaminated to a level that would pose a significant risk to the environment or human health and that no further assessment is required as per Ministerial Direction No.1 Potentially Contaminated Land. g. Clarify the outcome, directions and policies in Plan Melbourne 2017-2050 that the proposed amendment is consistent with. h. Acknowledge that the application of Floodway Overlay, Schedule 1 is a departure from the recommendation of the Marong Flood Study (NCCMA, November 2018), and articulate why the recommendation has not been followed and identify when the Marong Flood Study was adopted by the Council. i. Clarify how the amendment addresses the views of any relevant agency that has been consulted.	that the Flood Study has not been adopted by Council. i. Paragraphs relating to consulting with various agencies inserted.
2.	That the proposal to amend Clause 02.04 (Strategic framework plans) of the Municipal Planning Strategy (MPS) to insert Marong into the Bendigo urban growth boundary should be removed from the amendment. This proposal appears to be inconsistent with established policy, including the Loddon Mallee South Regional Growth Plan. It is also noted that Marong continues to be identified in the Marong Township Structure Plan as a satellite, semi-rural township.	Clause 02.04 amended to remove the proposed Urban Growth Boundary around Marong.
3.	That the draft Instruction Sheet be amended to accurately reference the PPF affected by the proposed amendment, e.g. Clause 11.01 should be Clause 11.01-1L-	Instruction Sheet amended to address formatting and to remove reference the VPO Schedule and maps.

	Condition of Authorisation	Change made
	01 etc.	
4.	That the defendable space setbacks in proposed Clause 11.03-6L-4 (Marong) be deleted and the defendable space setbacks for land proposed to be rezoned in this amendment be relocated to a proposed control, i.e. DDO or DPO, or a section 173 agreement.	Clause 11.03-6L-4 (Marong) amended to remove the bushfire setbacks and Urban Growth Boundary from maps. New DDO35 prepared to address bushfire setback distances for buildings and works, and subdivision.
5.	That Council reviews the Explanatory Report to clarify the links between existing characteristics of the existing residential areas, key issues, key elements to be retained, the proposed changes to the residential zones and schedules and the reasons for the changes be prepared to support the proposed amendment. It is recommended that the information either be clarified in the Marong TSP or via a brief supporting document (i.e. a tabular form would be acceptable).	Suggested table was prepared and inserted.
6.	That Schedules 4 and 5 to Clause 42.02 (VPO) be redrafted to reflect the significance of the native vegetation as outlined in the biodiversity assessment. Once redrafted, copies of the schedules must be submitted to DELWP Planning and Forest Fire and Regions Group for review prior to exhibition of the amendment.	Application of the VPO removed from the Amendment under delegation on 3 May 2023.
7.	That Schedule 31 to Clause 43.04 (DPO) be revised to ensure the requirements respond more specifically to the opportunities and constraints of the land within the mixed-use precinct.	New requirements for development including bushfire setback requirements inserted.
8.	That the planning authority consider whether to amend Clause 13.03-1L (Floodplain management – Greater Bendigo) to insert a new reference to the Schedule 1 to the Floodway Overlay.	Clause 13.02-1L (Floodplain Management – Greater Bendigo) amended to include reference to the FO1.
9.	That the planning authority consider whether to amend Schedule 1 to Clause 44.03 (FO1) to insert a statement of risk, application requirements and decision guidelines.	FO1 amended to include application requirements and decision guidelines.
10.	That Schedule 1 to Clause 44.04 (LSIO1) be amended to insert a reference to the Marong Local Floodplain Development Plan, June 2021.	LSIO1 amended to include references to Marong Local Development Floodplain and insert new permit requirements.
11.	That notice be given to DELWP Forest Fire and Regions Group, the Country Fire Authority, the Victorian Planning Authority, and the North Central Catchment Management Authority.	Notice of the Amendment was provided to these authorities during the exhibition period commencing 25 May 2023.
12.	That notice be given to the Dja Dja Wurrung Aboriginal Corporation given that the proposed amendment affects agreement land, i.e. all public land, as defined in the	Notice of the Amendment was provided to the Dja Dja Wurrung Aboriginal Corporation during the exhibition period commencing

	Condition of Authorisation	Change made
	Land Use Activity Agreement under the Traditional Owner Settlement Act 2010.	25 May 2023.

Post Exhibition and during Panel

Exhibited Clause	Post-exhibition change	Comment
Clause 11.03-6L-04 – Marong	Amendment to wording under heading 'Policy application'	Post exhibition administrative change. Removes the plural as only one map proposed.
	Objective amended to include the word 'approximately' in relation to the population of 8,000 for Marong.	Administrative change. Added to confirm that anticipated growth is approximate.
	Objective amended to correct the spelling of the word 'significant'	Post exhibition administrative change to rectify spelling error.
	In 'Housing strategies' remove the word 'across' from the first strategy and remove 'residential' from second strategy.	Administrative change to clarify drafting and operation of clause.
	In 'Housing strategies' change reference 'proposed School…' to 'proposed education…'.	Response to submission #29.
	In 'Housing strategies' add comma and 'including:' to second dot point	Clarifying this drafting to apply to 'Housing strategies' generally, by reference to the map and list, also allows a duplicate strategy to be deleted in the 'New development precinct strategies' section below. Council considers that as redrafted, this guidance for medium density housing applies to both established areas and new development areas.
	Amend subheading from 'New growth precinct strategies' to 'New development precinct strategies'	"Growth" amended to "development" for consistency with the title "Marong development map"
	In 'New development precinct strategies' change reference to the 'South Marong Industrial Investigation Precinct' to 'the Bendigo Regional Employment Precinct' and remove word 'residential' when describing the map.	Since adoption of the Structure Plan, the relevant area has been defined and a new name recognised. The map title has also been amended as an administrative change.

Exhibited Clause	Post-exhibition change	Comment
Clause 11.03-6L-04 – Marong	In ‘New development precinct strategies’ first dot point, add ‘investigation area’ to ‘Bendigo Regional Employment Precinct investigation area’	Change to add the words "investigation area"
	In ‘New development precinct strategies’ change reference to the ‘Marong infrastructure map’ in the second strategy to ‘Marong development map’.	Response to submission #18 and to reflect the title of the map retained within clause 11.03-6L.
	In ‘New development precinct strategies’ insert the following new dot point to the second strategy: ‘Ensure service and public infrastructure is planned for and delivered in a timely and orderly manner’.	General strategy included for additional guidance on delivery of infrastructure, in response to submission #18.
	In ‘New development precinct strategies’ insert the following additional wording to the dot point to the second strategy: ‘Support residential development in appropriate locations identified in the Marong Township Structure Plan (City of Greater Bendigo, 2023).’	Change for clarity to provide this as a general strategy, relevant to all new growth precincts, with direct reference to MTSP.
	In ‘New development precinct strategies’, in ‘plan new development precincts by’ last dot point (sixth) replace ‘growth’ with ‘development’.	"Growth" amended to "development" for consistency with the title "Marong development map"
	In ‘New development precinct strategies’, under the heading for ‘Precinct 1’ delete the strategy to ‘Support residential development’ as this has now been included in the overarching strategy ‘New Growth Precinct Strategies’, as set out above.	Change for consistency with other drafting changes
Clause 11.03-6L-04 – Marong	In ‘New development precinct strategies’, under the heading for ‘Precinct 1’ insert a new strategy to ‘Ensure the development of land in Precinct 1 does not conflict with a potential Marong Western Freight Corridor’.	Included to ensure consistency across all precincts which are proximate to the future potential freight corridor. It is noted that the wording adopted is consistent with that included in relation to Precinct 2.

Exhibited Clause	Post-exhibition change	Comment
	In 'New development precinct strategies', under the heading for 'Precinct 2', in strategy 1: • Delete reference to 'South Marong Industrial Investigation Precinct' and replace with 'Bendigo Regional Employment Precinct'. • Add …and 'development' does not …. • Delete reference to 'Western bypass route' and replace with 'Marong Western Freight Corridor'.	Administrative change, sentence structure
	In 'New development precinct strategies', under the heading for 'Precinct 2' delete second strategy.	Now covered by the overarching objective regarding medium density housing above, rather than specified in relation to each precinct.

Exhibited Clause	Post-exhibition change	Comment
	In 'New development precinct strategies', under the heading for 'Precinct 3', delete first strategy.	Now covered by the overarching objective regarding medium density housing above, rather than specified in relation to each precinct.
	In 'New development precinct strategies', under the heading for 'Precinct 4', in strategy 1 delete reference to 'government primary school' and replace with 'education facility' and change reference to the 'Marong residential development map' in the to 'Marong development map'.	In response to submission #29 and administrative change to clarify operation of strategy.
	In 'New development precinct strategies', under the heading for 'Precinct 4' delete strategy to 'Support medium density development along Hills Road and the interface with the primary school/sports facility'	Now covered by the overarching objective regarding medium density housing above, rather than specified in relation to each precinct.
	In 'New development precinct strategies', under the heading for 'Precinct 4', delete second strategy.	Now covered by the overarching objective regarding medium density housing above, rather than specified in relation to each precinct.

	In ‘New development precinct strategies’, under the heading for ‘Precinct 4’, amend typo in the word ‘transition’.	Administrative change.
	Map: ▪ Update heading to ‘Marong development map’. ▪ Add preferred location for future Marong railway station ▪ Update legend to refer to Bendigo Regional Employment Precinct and Education Facility. ▪ Insert Marong Business Park on map and show crown and public land. ▪ Remove ‘proposed medium density residential’ designation shown within the 'Area for Investigation' given it is part of a broader precinct subject to further investigation. ▪ Precinct 2A to be provided with label "2" ▪ Precinct 2B to be amended with label "2" ▪ Extension of Blue Colour across Precinct 2A to be consistent with Day 1 proposed changes to the MTSP ▪ Amend label title for "South Marong Industrial Investigation Precinct" to "Bendigo Regional Employment Precinct Investigation Area" ▪ Amend label title for "Area for Investigation" to "Proposed land use subject to investigation" for consistency with the MTSP ▪ Remove title embedded at the bottom of the image "Marong Local Area Plan: Residential Development"	Consequential changes resulting from changes to Amendment documentation in response to submissions.
	Insert new heading ‘Policy documents’ and include the *Marong Township Structure Plan (City of Greater Bendigo, 2023)*.	Administrative change.

Exhibited Clause	Post-exhibition change	Comment
	Delete the Marong infrastructure map.	In response to submission #18.
Schedule 1 to Clause 32.09 – Neighbourhood Residential Zone (**NRZ1**)	Update schedule number from Schedule 1 to Schedule 2 (**NRZ2**).	Administrative change in light of Amendment C269gben, gazetted on 17 November 2023.
	Delete table in clause 3.0 relating to permit requirements for the construction or extension of one dwelling or a fence associated with a dwelling on a lot.	Deleted in light of VC243 and the standardised permit requirements for lots of particular size.
	In 'Decision guidelines' insert the word 'appropriately' in the second and final dot points.	Administrative change.
Schedule 1 to Clause 32.03 – Low Density Residential Zone (**LDRZ1**)	Delete identification of land and area in Table 1.0 relating to subdivision requirements.	Administrative change in light of Amendment C247gben gazetted on 11 January 2024.
Schedule 2 to Clause 32.03 – Low Density Residential Zone (**LDRZ2**)	Update schedule number from Schedule 2 to Schedule 6 (**LDRZ6**).	Administrative change in light of Amendment C247gben gazetted on 11 January 2024.
Schedule to clause 43.01 – Heritage Overlay	Update reference to Statement of Significance for proposed HO940 from 'September 2020' to 'October 2023'.	Statement of Significance was updated after exhibition.
Schedules 31, 32 and 35 to Clause 43.03 – Design and Development Overlay (**DDO31**, **DDO32** and **DDO35**) Schedule 31 to Clause 43.03 – Design and Development Overlay (**DDO31**)	In buildings and works requirements at clause 2.0, correct typo in 'permeability'.	Administrative change.
	In buildings and works requirements at clause 2.0, delete the words 'are to' in the final paragraph and replace with the word 'should'.	In response to Submissions #1, #3 and #4
	In buildings and works requirements at clause 2.0, insert the words 'be able to' after the word 'must'.	Drafting change to improve readability.

Exhibited Clause	Post-exhibition change	Comment
Schedules 31, 32 and 35 to Clause 43.03 – Design and Development Overlay (**DDO31**, **DDO32** and **DDO35**) Schedule 31 to Clause 43.03 – Design and Development Overlay (**DDO31**)	In subdivision requirements at clause 3.0, delete the word 'must' and replace with the word 'should'.	In response to Submissions #1, #3 and #4
	In subdivision requirements at clause 3.0, insert the words 'must be able to achieve' after the words '*Table 1 Setback distances for bushfire* and'	Drafting change to improve readability and confirm this is a mandatory requirement.
	New application requirement inserted at clause 5.0 requiring that: 'An application for buildings and works or for subdivision of land, which seeks to reduce the setback distances specified in Table 1 must be accompanied by a report prepared by a suitably qualified professional demonstrating the proposal achieves bushfire exposure levels of no more than 12.5 kilowatts per square metre under AS3959-2018 Construction of buildings in bushfire prone areas (Standards Australia, 2018).'	Inserted in response to submissions #1, #3 and #4.
	Amend the permit not required provisions as follows: "A permit is not required to construct a building or construct or carry out works, <u>excluding a fence</u>, if the building is setback equal to, or more than 20 metres from the Fletcher Creek Road reserve <u>and if the Setback distances for bushfire in Table 1 are met</u>."	Clarify application of clause
Schedule 31 to clause 43.04 – Development Plan Overlay (**DPO31**)	In conditions and requirements for permits at clause 3.0, delete the words 'are to' in the first dot point and replace with the word 'should'.	Amended for consistency with DDO schedules in response to submissions #1, #3 and #4
	In conditions and requirements for permits at clause 3.0, insert the words 'or a reduced setback as demonstrated by an accompanied report prepared by a suitably qualified professional' into the first dot point.	Inserted for consistency with DDO schedules, in response to submissions #1, #3 and #4.
	In conditions and requirements for permits at clause 3.0, insert the words 'or a reduced setback as demonstrated by an accompanied report prepared by a suitably qualified professional' into the second dot point.	Inserted for consistency with DDO schedules, in response to submissions #1, #3 and #4.
Schedule to Clause 72.03 – What does this planning scheme consist of?	Insert reference to the following map '35SCO (Amendment C281gben)'.	Administrative change in light of Amendment C281gben which was gazetted on 8 June 2023

Exhibited Clause	Post-exhibition change	Comment
Schedule to Clause 72.04 – Incorporated Documents	Insert reference to 'Lakeshore Camping and Caravan Park, Knowsley, Incorporated Document, March 2023'.	Administrative change. Inclusion of reference to a new incorporated document, introduced by Amendment C281gben, which was gazetted on 8 June 2023
Schedule to Clause 74.02 – Further Strategic Work	Delete reference to 'plan' in the dot point that reads 'A development contributions plan for Marong' and replace with the word 'framework'.	Council no longer proposes to prepare Development Contributions Plan for Marong. Rather, Council is preparing a Development Contributions Framework which is currently being developed.
Statement of Significance 1329 Calder Highway Marong November 2023	The property has been renovated. The Statement of Significance was updated as follows: Revised 'What is significant' section to include current photo, and what elements are significant, contributory and non-contributory. In 'How is it significant' delete reference to outbuilding and is a rare example of its type in Marong. In 'Why is it significant' amend second paragraph to specify weatherboard house at 1329 Calder Highway only.	Revision and updated by Minerva Heritage in response to submission #3
Heritage Citation, Minerva Heritage, 1329 Calder Highway, Marong, November 2023	The property has been renovated. The Citation for the site was updated as follows: New photographs and inspection date Updated 'Description' and 'Intactness' sections. Insert response in 'Place' regarding whether the building had evidence to support being moved to the site (as suggested by owners/submitter) Revision of the Statement of significance as above.	Revision and updated by Minerva Heritage in response to submission #3

Panel recommendations:

Panel recommendation No.	Clause	Comment
1	Amend Clause 11.03-6L-04 as shown in Appendix F: In 'Housing strategies', second dot point add as follows: ….as shown on the Marong…. In 'New development precinct strategies' first dot point amend as follows: Provide for new development ~~precincts~~ as demonstrated by land supply demand ~~for~~ in Precincts 1-4 (west, south, east) and for the Bendigo Regional Employment Precinct investigation area as shown on the Marong development map and consistent with the Marong Township Structure Plan (City of Greater Bendigo, [insert final date]). In 'New development precinct strategies' second dot point, first sub dot point, add as follows: ….as shown on the Marong…. In 'New development precinct strategies', second dot point, second sub dot point at to end of sentence: …orderly manner and consistent with the Marong Township Structure Plan (City of Greater Bendigo, [insert final date]). In 'New development precinct strategies', second dot point, fifth sub dot point amend as follows: Supporting residential development including medium density housing in appropriate locations ~~identified in~~ and consistent with the objectives, guidelines and requirements in the Marong Township Structure Plan (City of Greater Bendigo, [insert final date]) In 'New development precinct strategies', 'Precinct 1' add to end of sentence as follows: ……Freight Corridor and includes a managed interface with the proposed Bendigo Regional Employment Precinct. Insert revised map as per City of Greater Bendigo changes. In 'Policy documents' replace date of document with the final adoption date.	Changes by Panel as underlined to the final Part C version submitted by City of Greater Bendigo. Changes supported, noting that reference in strategies to a background document does not meet form and content requirements.
2	Amend Design and Development Overlay Schedules 31, 32 and 35 and Development Plan Overlay Schedule 31 as specified in Appendix D	Changes match as proposed by City of Greater Bendigo above.
3	Amend the Clause 72.04 Schedule as specified in Appendix D	Changes match as proposed by City of Greater Bendigo above.
4	Deleted, repeat of No. 3	-
5	Amend the Statement of Significance: 1329 Calder Highway, Marong, September 2020 as shown in Appendix E.	Minor changes by Panel to SoS submitted by City of Greater Bendigo above.

Panel recommendation No.	Clause	Comment
	In 'What is significant' amend second sentence as follows: The house at 1329 Calder Highway, built circa ~~1870s-1890s~~ 1900-1905 is significant. Correct spelling of 'Colourbond' to 'Colorbond'	
7	Amend the Marong Heritage Citations (Minerva Heritage, 2018) to include the amended citation for 1329 Calder Highway, Marong with any further changes to ensure consistency with the Statement of Significance in Appendix E.	

Marong Township Structure Plan

Adoption and Exhibition

16 September 2020

Post Exhibition – consideration of submissions

23 October 2023 (attached to Council report)

Change	Page No.	Comment
Update references to 'South Marong Industrial Investigation Precinct' to '*Bendigo Regional Employment Precinct*'	9 (plan 2); 14 (Plan 3); 15; 16; 17 (plan 4); 36; 37 (plan 9); 51 (plan 12); 72 (plan 15); 73; 90	Since adoption the area has been defined and a new name recognised.
Update references to 'bypass of Marong/western bypass' to '*Marong Western Freight Corridor'*.	44; 59; 74; 82; 90	Since adoption the name has been refined.
Update references to 'new government primary school' with '*education facility'*	13; 20; 24; 36; 49; 50; 52; 56; 70; 73; 74; 89	Identified in the submission from the department of Education that this should refer to 'proposed school' and officers consider it appropriate to use the terminology '*proposed education facility*'
Update references to 'Development Contributions Plan' with '*Development Contributions Framework'* and make changes to infrastructure content accordingly.	5; 11; 16; 67	Since adoption, it has been determined that a DCF and a Shared Infrastructure Funding Plans Framework should be prepared for Marong in place of a DCP.
Update to include notes regarding State infrastructure projects being subject to future approval, insert reference to Movement and Place guidelines and include Action relating to the Marong township transport planning project and the confirmation of a western freight corridor alignment as a short term outcome.	60; 68-70; 80	As requested by Department of Transport and Planning – Transport.

To Panel, by City of Greater Bendigo

Change	Page No.	Comment
In 'Monitoring and review' add the following as underlined. *The City of Greater Bendigo will monitor the implementation of the TSP. Its effectiveness will be evaluated regularly, at least every five years. As part of this process, Council will continue to monitor population growth and the demand for and supply of residential land within the Marong township and future residential development areas in Marong.*	6	In response to submission #30

Change	Page No.	Comment
The TSP may be revised and updated following review.		
Change reference of “Municipal Strategic Statement” to “Municipal Planning Strategy”.	11	To reflect the implementation of the MPS as part of C256gben that was approved after the MTSP was adopted by Council.
Employment (new text) Regional employment land is critical for the success of Marong, the City of Greater Bendigo, and the broader region. The Bendigo Regional Employment Precinct is located south-west of the township along the Wimmera Hwy. It is 294ha in size and is being master planned by the Victorian Planning Authority. It will provide additional industrial land in the short-medium term. The Marong Business Park is located north-west of the township along the Calder Hwy. It is 311ha in size, is in a Comprehensive Development Zone, and has its own Development Contributions Plan. The site was rezoned in 2017 and as at the date of this document, remains undeveloped farmland. It will provide additional industrial land in the long term. **Movement and Access (amended text)** New and upgraded transport infrastructure is to be provided to support a town of 8,000 people. As part of this transport infrastructure, a freight network is also to be provided to support the success of the Bendigo Regional Employment Precinct. The freight network is currently being considered and planned by the Department of Transport and Planning, as part of the Freight Alignment and Multi-modal Connections Assessment for the Bendigo Regional Employment Precinct.	13	Add text regarding BREP, MBP, Broiler Farm and Freight Corridor in response to submissions on these issues and to better reflect principles that are guiding and shaping the growth of the Marong township.
Delete ‘Major drainage investigation site’ from BREP precinct	14 (Plan 3) and 15	In response to submission #30
Update land use budget	16	New land use budget to respond to submissions, reflect minor updates and to improve the readability and provide greater clarity in the table.
Delete the paragraph “i" entitled *Encumbered land* Delete the following paragraph:	16	Paragraph entitled “Encumbered land” is no longer required in light of clarity provided in updated Land Use Budget table.

Change	Page No.	Comment
Parcels 2A and IE4 form the same title but have been listed separately in the land use budget because they are two separate precincts. And replace with following text with an * that is applied to Property 2A: *Parcel 2A forms part of the BREP and will be master planned by the VPA. This process will determine appropriate land use response for the entire precinct, having regard to the Marong Western Freight Corridor alignment.*		In response to submission #30.
Add BREP border and shown BREP land in pink colour (consistent with balance of the Structure Plan) and delete the "IE" references Amend the 'Land Use Budget Summary' table to clarify what the total population will be (e.g. existing + new = 8,000) and clarify that it applies to "Total <u>new</u> dwellings"	17 (Plan 4)	In response to submission #30. To improve clarity of the document.
In the 'Marong Township Structure Plan Existing Vegetation – Legend', amend the label which currently reads "Vegetation retention is required" (maroon line) to read as follows: Vegetation which will be further assessed for retention	30	In response to submission #13
In R17 amend reference to the "the dwelling" to "a building"	32	In response to the Panel's question, the objective of this requirement is to deliver better entry treatments for the township, as well as amenity outcomes that retain the semi-rural feel referred to in the objectives to this section of the Structure Plan. It is therefore considered appropriate for this requirement to refer generally to a building.
At the end of the section titled '**Township context**' add the following additional text: An existing broiler farm, located west of the township, has been in operation since 1992. New residential development must be located an appropriate distance from the broiler farm, having regard to the relevant legislation and Environment Protection guidelines, to ensure the broiler farm operations are not impacted by future	35	

Change	Page No.	Comment
residential land.		
Delete inclusion of 'Areas appropriate for medium density residential development' dashed lines from Property 2A Delete 'Investigation area' label from Precinct 4	37	In response to submission #30 Corrects error
R21 refers to objective O27, this should be O17	38	Typographical error
Amend reference to the Primary School reaching capacity to stating that the State government will continue to monitor enrolments	49	Reflects the submission of the Department of Education (Submission #29)
G32 – Amend reference to the 'industrial employment investigation area' to 'Bendigo Regional Employment Precinct'	50	Naming change
Add * to CF2 with the accompanying notation: *Subject to ultimate land use following investigation as part of BREP*	52	In response to submission #30
Under '**Guiding principle'** amend the text as follows (consistent with change made on page 13): *New and upgraded transport infrastructure is to be provided to support a town of 8,000 people. As part of this transport infrastructure, a freight network is also to be provided to support the success of the Bendigo Regional Employment Precinct.* *The freight network is currently being considered and planned by the Department of Transport and Planning, as part of the Freight Alignment and Multi-modal Connections Assessment for the Bendigo Regional Employment Precinct.* Under "**Township context**", change the reference to 7,500 vehicle movements to 16,300 vehicle movements	55	Corrects error
Amend the map as it relates to Precinct 2A to refer to land being subject to investigation, consistent with this notation elsewhere in the MTSP (eg Plan 9, page 37 and Plan 12, page 51)	57	Change to ensure consistency across the MTSP and recognises that the BREP project will ultimately make recommendations in relation to the Precinct 2A land.
Update infrastructure table	68-70	Updated to align with proposed DCF, including adding infrastructure category in table, removal of reference to roundabout or signalisation for intersections

Change	Page No.	Comment
Amend AM3 to read as follows (changes shown in underline): Apply the Vegetation Protection Overlay as shown on Plan 8 (page 31) to roadside vegetation and areas where <u>further assessments have confirmed</u> retention of vegetation is required.	73	In response to submission #13
Delete 'Future residential development areas' from the legend because it does not appear in the map on page 77	77	Change to correct error.
AM26 – Replace exhibited text with the following words: *Any future planning scheme amendments for BREP will be subject to a separate planning process upon further investigation.*	82	In response to submission #30
Amend references to 'NRZ1' with 'NRZ2'	85	Change schedule number due to gazetted amendments.
Delete references to VPO2 and VPO3	87	Change to accord with conditions of Ministerial Authorisation
Action A1, delete reference to 'Applies the Vegetation Protection Overlay in accordance with Plan 8 (page 31) in the TSP' and create a new Action which includes this text, identified as a 'Short' timeframe, to be led by Council in consultation with DEECA.	89	Change to accord with condition of Ministerial Authorisation
Action A4, refer to the Victorian Planning Authority as having lead responsibility for the BREP project.	90	Reflects the VPA as Planning Authority for the project.
Insert new Action A11 Continue to monitor whether the boundaries of Precinct 1 can be extended to include the balance of Precincts 1A, 1B, 1C, 1D (to McCreddons Road) having regard to resolution of: • the alignment of the potential Marong Western Freight Corridor; • the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and • infrastructure and servicing constraints, bushfire management and drainage. A Council Collaborations, City of Greater Bendigo Strategic Planning as Lead responsibility, Internal partner Engineering; External partners EPA, Coliban Water, CFA, DEECA, DTP, NCCMA, Powercor; ongoing	91	

Change	Page No.	Comment
timeframe and OT +$ Resources		
Insert new Action A12 Continue to monitor and consider whether the boundaries of Precinct 4 can be extended to include the balance of Precinct 4I (to Salvarezza Road and Birchalls Road) and Precincts 4K and 4J (to Birchalls Road) having regard to resolution of: • biodiversity values within the property and abutting road reserves; and • infrastructure and servicing constraints, bushfire management and drainage. A Council Collaborations, City of Greater Bendigo Strategic Planning as Lead responsibility, Internal partner Engineering; External partners EPA, Coliban Water, CFA, DEECA, DTP, NCCMA, Powercor; ongoing timeframe and OT +$ Resources	91	
Insert new Action A13 Continue to monitor land supply and take up of residential land within Marong, including within Precincts 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate: • sufficient demand for additional residential development in Marong; • the suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage; and • that the development of the land would not conflict with a potential Marong Western Freight Corridor or the operations of the broiler farm at 74 Barnes Road, Marong. A Council Collaborations, City of Greater Bendigo Strategic Planning as Lead responsibility, Internal partner Engineering; External partners EPA, Coliban Water, CFA, DEECA, DTP, NCCMA, Powercor; ongoing timeframe and OT +$ Resources	91	
In relation to the BREP area, including Property 2A: • Add border to identify BREP and extend pink colour applied to BREP to the entire areas within boarder. • Ensure that where hatching is applied to Property 2A in the maps, this hatching is shown in the relevant legend with notation 'Proposed land use subject to further investigation'.	14 (Plan 3) 15, 17 (Plan 4), 20, 21 (Plan 5), 36, 37 (Plan 9), 50, 70, 71 (Plan 14), 72 (Plan 15), 73, 82	In response to submission #30 and to ensure consistency across the Structure Plan.

Change	Page No.	Comment
• Remove dashed lines from within Property 2A (e.g. shown on Plan 13 and Page 73)		
Amend references in the legend to 'Private forest' to 'Private vegetated areas'	20, 24, 28, 30, 50, 56, 70	Administrative change to more accurately reflect the areas referred to in this notation.
Add 'Comprehensive Development Zone' label.	17 (Plan 4), 37 (Plan 9), 51 (Plan 12)	In response to submission #18
Consolidate the symbols used for traffic signals and roundabouts into a single symbol for 'intersection upgrade'	Throughout document	To avoid pre-empting the ultimate intersection treatments.

Panel recommendations and changes

Change	Page No.	Comment
Insert in Land to which the Township Structure Plan applies: Marong is located on Dja Dja Wurrung Country. The box ironbark forests, regionally significant flora and fauna, Bullock and Fletchers Creeks contribute to the tangible cultural heritage of the Dja Dja Wurrung people.	5	Panel recommendation 6 a) regarding Aboriginal cultural heritage. Additional commentary in the context section.
Insert in the regional and township context: Amend first sentence as underlined: Marong is located on Dja Dja Wurrung Country and the western edge… In the fifth paragraph: Bullock Creek is a significant place for the Dja Dja Wurrung people. The creek flows from…. Last sentence: The protection, health and accessibility of the Bullock Creek environs to the Dja Dja Wurrung people remains and important connection to Country.	7	Panel recommendation 6 a) regarding Aboriginal cultural heritage. Additional commentary in the context section.
Amend heading; State and Regional Context Add new heading and text: **Dhelkunya Dja Country Plan (2014-2034)** The Country Plan provides direction for the Dja Dja Wurrung Clans Aboriginal Corporation and the Traditional Owner Land Management Board, and outlines goals based on nine key themes to achieve the aspirations of the Dja Dja Wurrung people. It provides direction to those with responsibility for managing Djandak; it represents the goals and priorities of DJAARA.	10	Panel recommendation 6 a) regarding Aboriginal cultural heritage.
Add new subheading and text: **Aboriginal Cultural Heritage**	13	Panel recommendation 6 a) regarding Aboriginal cultural heritage.

Change	Page No.	Comment
Future development is designed to protect and respect Aboriginal cultural heritage places and values. Consider Aboriginal cultural values in the design of new development.		Identification as a guiding principle to inform a more integrated approach to imbedding and reflecting Aboriginal cultural heritage values in the next planning phases.
At Integrated water management, add new **guiding principle**: Protection of Aboriginal cultural heritage places along Bullock and Fletchers Creeks. Add text as 2nd paragraph to **Key issues/considerations:** Bullock and Fletchers Creeks are significant areas of Aboriginal cultural heritage. Future planning and development must have regard to this. Add text to **Township Context**: Insert as 2nd paragraph: The Bullock and Fletchers Creek waterways remain central to the cultural identity of the Dja Dja Wurrung people. "Today, the land and its waterways remain central to our cultural identity and aspirations for community and economic development. Our rivers are the veins of Country, and provide food and medicine, and places to camp, hunt, fish, swim and hold ceremonies. They are places that are central to our creation stories, and many of our cultural heritage sites are associated with waterways – burial sites, birthing sites and middens. Our waterways are places that we connect with our ancestors and pass traditional knowledge on to our children and grandchildren." Page 20 of the Dja Dja Wurrung Country Plan 2014-2024	23	Panel recommendation 6 a) regarding Aboriginal cultural heritage. Inclusion of guideline/s or through 'information' content in at least the integrated water management, image and character and vegetation sections to express how cultural heritage is to be protected or celebrated
Add new **Objective**: To recognise, celebrate and protect areas of Aboriginal cultural significance. Add new **Requirement**: Require a cultural values assessment be prepared early in strategic planning processes that has regard to waterways and their cultural heritage significance to inform future land use and development.	24	Panel recommendation 6 a) regarding Aboriginal cultural heritage. Inclusion of guideline/s or through 'information' content in at least the integrated water management, image and character and vegetation sections to express how cultural heritage is to be protected or celebrated
At Image and Character add new **guiding principle**: Box Ironbark forests and the natural landscape of Marong in public reserves and	27	Panel recommendation 6 a) regarding Aboriginal cultural heritage.

Change	Page No.	Comment
forests are valued and contain Aboriginal cultural heritage places. Add text to **Key issues/considerations:** Forested and vegetated areas, including the Bullock and Fletchers Creeks are culturally significant areas. Future planning and development must have regard to this to ensure the protection of Aboriginal cultural heritage places. Amend text to 2nd dot point in **Township Context**: ... These not only contribute to an attractive streetscape but tell a story of the history of the place, including their importance to the Dja Dja Wurrung people,		Inclusion of guideline/s or through 'information' content in at least the integrated water management, image and character and vegetation sections to express how cultural heritage is to be protected or celebrated
At Vegetation add new **Objective**: To protect Aboriginal cultural heritage significant places and vegetation. Add new **Requirement**: Require a cultural values assessment be prepared early in strategic planning processes that has regard to vegetation and its cultural heritage significance to inform future land use and development. Add new **guideline**: Road reserves, public and private vegetated areas should retain vegetation that has Aboriginal cultural heritage significance.	30	Panel recommendation 6 a) regarding Aboriginal cultural heritage. Inclusion of guideline/s or through 'information' content in at least the integrated water management, image and character and vegetation sections to express how cultural heritage is to be protected or celebrated
At Interface areas add dot point to **Objective**, O13: • Collaborate with DJAARA to identify and protect sensitive cultural places as well as providing opportunities to share the stories of the Dja Dja Wurrung people. Amend **Requirement** R13 as follows: …rural areas, should retain and protect Aboriginal culturally significant places and vegetation. Additionally they must be orientated to face…. Amend **Requirement** R14 as follows: ….conservation area, Aboriginal cultural heritage and maximise the safe …..	32	Panel recommendation 6 a) regarding Aboriginal cultural heritage. Inclusion of guideline/s or through 'information' content in at least the integrated water management, image and character and vegetation sections to express how cultural heritage is to be protected or celebrated

Change	Page No.	Comment
At Medium density residential development; add dot point to **Objective** O16: • <u>in other areas as approved during the detailed development stages</u>	38	Panel recommendation 6 b) to include an additional objective under 'Medium density residential development' that allows for the development plan process for new residential development precincts to identify additional opportunities for medium density housing in appropriate locations.
Addition of 'AM' action not supported as the assessment will inform the Amendment control. Refer to below for alternative	73	Panel recommendation 6 a) regarding Aboriginal cultural heritage. The early preparation of a cultural values assessment and engagement with the DJAARA as an 'AM' directions to inform the preparation of development plans.
In **Rezoning requirements- Precincts 1-4** add new requirement: <u>Rxx: Prior to rezoning, an Aboriginal Cultural Values Assessment must be prepared in consultation with DJAARA. The assessment should include identification of sensitive cultural places, Indigenous heritage values, places and vegetation for protection, and where there may be opportunities to share Dja Dja Wurrung culture.</u>	74	Panel recommendation 6 a) regarding Aboriginal cultural heritage. The early preparation of a cultural values assessment and engagement with the DJAARA as an 'AM' directions to inform the preparation of development plans. – Alternative proposal
In **Rezoning guidelines – Precincts 1-4** replace G42 as panel recommends: <u>The planning for the Marong Western Freight Investigation Corridor (RD 4) should be completed so that the alignment is confirmed prior to rezoning Precinct 1 or the Precinct 2 (west of Calder Alternative Highway).</u>	74	Panel recommendation 6 c) amend guideline G42 to read as follows (or similar): *The planning for the Marong Western Freight Investigation Corridor (RD 4) should be completed so that the alignment is confirmed prior to rezoning Precinct 1 or the Precinct 2 (west of Calder Alternative Highway).*
Add dot points to A8 (direct link to O13 page 32): • <u>identify and protect Aboriginal cultural sensitive places;</u> • <u>provide opportunities to share Dja Dja Wurrung culture.</u>	91	Panel recommendation 6 a) regarding Aboriginal cultural heritage.
Amend new Action A11 (as underlined) Continue to monitor whether the boundaries of Precinct 1 can be extended to include the balance of Precincts 1A, 1B, 1C, 1D (to	91	Panel recommendation 6 d) Include the following additional actions in the Action Implementation Plan, and retain

Change	Page No.	Comment
McCreddons Road) having regard to resolution of: • the alignment of the potential Marong Western Freight Investigation Corridor and interface with the Bendigo Regional Employment Precinct; • the completion of an odour risk assessment to the satisfaction of Council and the EPA, which assesses the operations of the broiler farm at 74 Barnes Road, Marong and which demonstrates there is additional land suitable for residential development; and • infrastructure and servicing constraints, bushfire management and drainage. A Council Collaborations, City of Greater Bendigo Strategic Planning as Lead responsibility, Internal partner Engineering; External partners EPA, Coliban Water, CFA, DEECA, DTP, NCCMA, Powercor; ongoing timeframe and OT +$ Resources		the lead responsibility, partners and timeframes identified by the City.
Amend new Action A12 (as underlined) Continue to monitor and consider whether the boundaries of Precinct 4 can be extended to include the balance of parcel 4I (to Salvarezza Road and Birchalls Road) and Precincts 4K and 4J (to Birchalls Road) having regard to resolution of: • biodiversity values within the property and abutting road reserves; and • infrastructure and servicing constraints, bushfire management and drainage. A Council Collaborations, City of Greater Bendigo Strategic Planning as Lead responsibility, Internal partner Engineering; External partners EPA, Coliban Water, CFA, DEECA, DTP, NCCMA, Powercor; ongoing timeframe and OT +$ Resources	91	Panel recommendation 6 d) Include the following additional actions in the Action Implementation Plan, and retain the lead responsibility, partners and timeframes identified by the City.
Amend new Action A13 (as underlined) Continue to monitor land supply and take up of residential land within Marong, including within Precincts 1-4 of the TSP. Any additional future residential development areas considered for growth beyond Precincts 1-4 will prioritise the land to the immediate west of the existing township, south of Calder Highway and east of McCreddons Road, and must demonstrate: • sufficient demand for additional residential development in Marong; • the suitability of the land for development, including the resolution of infrastructure and servicing constraints, bushfire management and drainage; and • that the development of the land would	91	Panel recommendation 6 d) Include the following additional actions in the Action Implementation Plan, and retain the lead responsibility, partners and timeframes identified by the City.

Change	Page No.	Comment
not conflict with a potential Marong Western Freight Investigation Corridor, ~~or~~ the operations of the broiler farm at 74 Barnes Road, Marong, the Marong Business Park, the Calder Highway and the Eaglehawk to Inglewood railway line. A Council Collaborations, City of Greater Bendigo Strategic Planning as Lead responsibility, Internal partner Engineering; External partners EPA, Coliban Water, CFA, DEECA, DTP, NCCMA, Powercor; ongoing timeframe and OT +$ Resources		

GREATER BENDIGO PLANNING SCHEME

AMENDMENT C263GBEN

MARONG LOCAL FLOODPLAIN DEVELOPMENT PLAN

INCORPORATED DOCUMENT

JUNE 2021

This document is an incorporated document in the Greater Bendigo Planning Scheme pursuant to Section 6(2)(j) of the *Planning and Environment Act 1987*.

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This document is an incorporated document in the Greater Bendigo Planning Scheme pursuant to Section 6(2)(j) of the *Planning and Environment Act 1987*.

1.0 Application

This local floodplain development plan establishes performance-based criteria for the assessment of planning permit applications on all land affected by the Land Subject to Inundation Overlay (LSIO1) and Floodway Overlay (FO) in the Greater Bendigo Planning Scheme.

The area affected by this local floodplain development plan is the land affected by the Marong Flood Study (2018), as shown in Figure 1 (below). This area is located in the catchment of Bullock Creek.

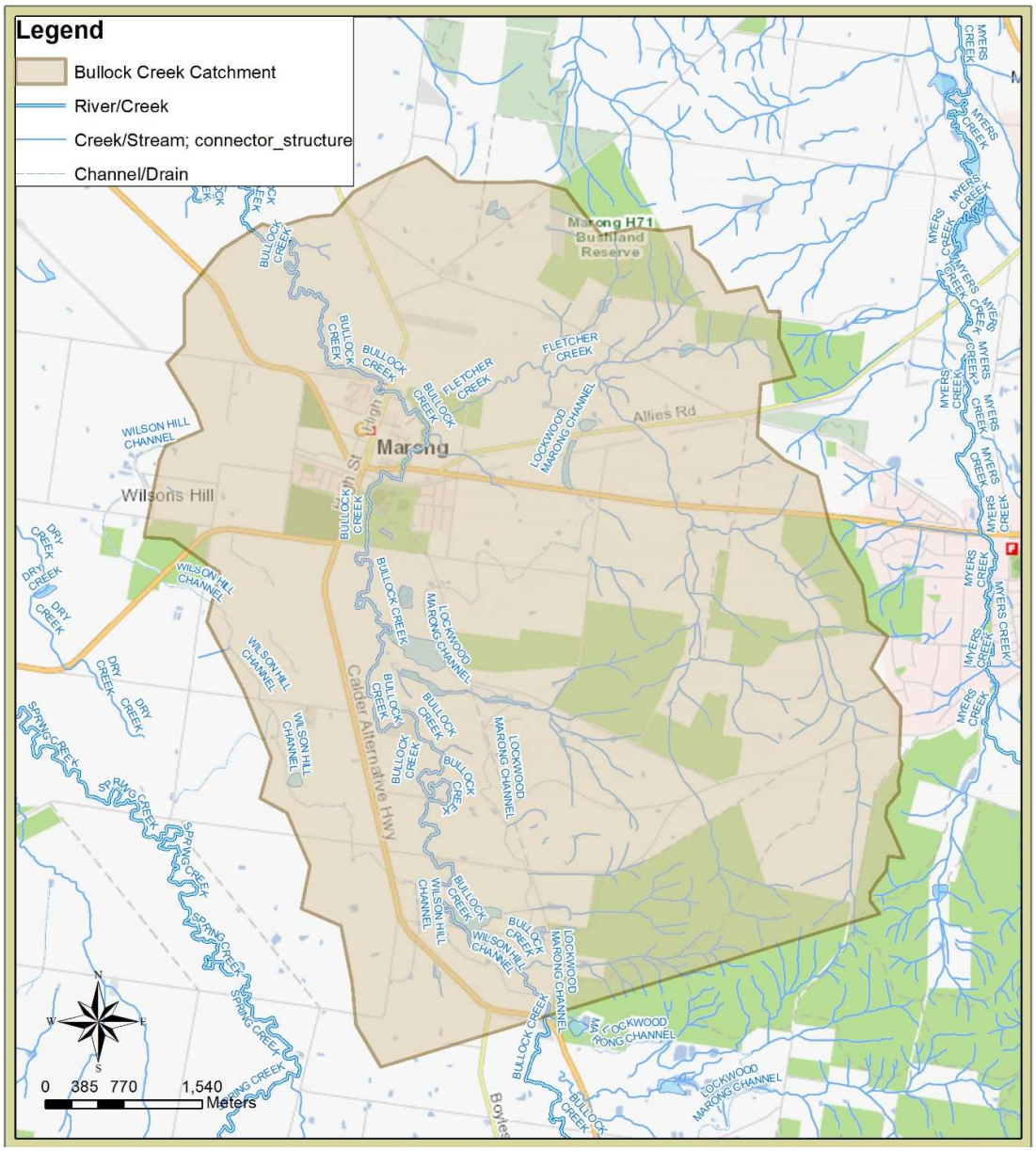


Figure One: Area affected by the Marong Local Floodplain Development Plan

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An application for a planning permit on land affected by the LSIO and FO must demonstrate compliance with the performance criteria established by this local floodplain development plan.

For the purpose of this incorporated document, a term or abbreviation listed in the first column of Table 1 (below) has the meaning set out beside that term or abbreviation in the second column:

Table 1: Meaning of words

AEP	Annual Exceedance Probability (AEP) - The probability or risk of a flood of a given size occurring or being exceeded in any given year. A 90 per cent AEP flood has a high probability of occurring or being exceeded; it would occur quite often and would be relatively small. A 1 per cent AEP flood has a low probability of occurrence or being exceeded; it would be fairly rare, but it would be a relatively large event. A 1 per cent AEP event has a 1 per cent chance of occurring in any year.
Design flood event	A probabilistic or statistical estimate of flood magnitude generally based on some form of probability analysis of flood and/or rainfall data. An AEP is attributed to the estimate.
Floodplain Management Authority	The floodplain management authority function is assigned in Victoria under the *Water Act 1989.*
Freeboard	A factor of safety above design flood levels typically used in relation to the setting of floor levels. It is usually expressed as a height above the level of the design flood event.
Major residential subdivision	Where a subdivision has all of the following attributes: -16 or more lots in one or more stage -Creates a new public road or extends an existing public road -Contains lot sizes that are, on average, less than 1,000 square metres in size.
Non habitable building	A building not used for accommodation as defined in the Victoria Planning Provisions. The term does not include outbuildings normal to a dwelling unless otherwise stated.
NFPL	Nominal Flood Protection Level (NFPL) – The level above the 1 per cent AEP flood level that includes freeboard. For the purposes of this local floodplain development plan the NFPL is 300 millimetres above the 1 per cent AEP flood level.
Performance Criteria	Statements that specify what is to be assessed and what is the required level of performance.
VxD	The product of depth (metres) and velocity of flow (metres per second), also referred to as square metres per second, is an indicator of flood hazard. This factor provides for consideration of circumstances where flood depth may be relatively low, but floodwater is hazardous due to the speed of water flow.

The relevant floodplain management authority is the North Central Catchment Management Authority (NCCMA).

In some cases, consultation with the NCCMA may be required to obtain technical information before an application is lodged with the responsible authority. This will ensure that the responsible authority can properly assess the application against the relevant performance criteria.

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2.0 Flood History

Bullock Creek through Marong has a long history of flooding, with major floods recorded in 1870, 1974, 1978, 1983, 1992, 1995, 2010, 2011 and 2016. The largest flood in recent history occurred during January 2011.

Documented evidence was collected during the during the January 2011 and September 2016 flood events. This evidence along with community knowledge was used to inform the modelling that was undertaken for the Marong Flood Study (2018). The design flows from the Study indicate that the 2011 and 2016 flood events were estimated to be approximately 1 per cent AEP and 5 per cent AEP flood events respectively.

3.0 Flood Information

The extent and likely impacts of flooding have been determined by the Marong Flood Study, 2018. This study involved hydrological and hydraulic modelling for Bullock Creek and Fletchers Creek through Marong. This plan shows flood extents as determined by the model.

4.0 Flood Impacts

Floods have historically caused little damage to infrastructure and buildings in Marong due to development primarily occurring outside the floodplain. While flooding from the creek is deep and extensive, there are very few existing dwellings that are affected by flooding. There are a number of properties that are affected by flooding in the township and a considerable number of rural lots to the south of the township also partially flood. High flows from the creek can lead to flooding over the Calder Highway and Marong-Serperntine Road, which can affect access to some properties.

5.0 Development Requirements

Section 6 of this local floodplain development plan set out the performance criteria for applications under the LSIO and FO.

An application should meet all the relevant performance criteria of all relevant sections. A failure to meet one criterion will usually mean that the application will not be supported. For example, a proposed dwelling may meet the floor level criteria for a new dwelling. If, however, earthworks are required to achieve this floor level that do not meet the performance criteria for earthworks, the application is unlikely to be supported.

It is expected that all applications will meet all the relevant performance criteria. In exceptional circumstances, an alternative proposal which has written support of the floodplain management authority will be considered.

6.0 Performance Criteria – LSIO1 and FO1

When deciding on an application to construct a building or to construct or carry out works or to subdivide land in areas affected by the LSIO and FO, the responsible authority must apply the performance criteria set out in Sections 6.1 to 6.5.

In exceptional circumstances, the performance criteria may be varied with the written consent of the floodplain management authority.

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6.1 Subdivision

6.1.1 All Subdivisions

- Earthworks should be designed and constructed to minimise the likely effects of flooding.
- Earthworks should not divert or impede the flow of floodwater.
- Earthworks should result in a negligible reduction in floodplain storage and should not impact on downstream properties.
- Any excess excavated material should be removed off site, or stored away from land within the LSIO or FO.

6.1.2 Major residential subdivisions

A major residential subdivision (as defined in this plan) should meet the following additional performance criteria:

- All lots should be filled to at least 300 millimetres above the 1 per cent AEP flood level.
- A balance of cut and fill should be achieved on the site. Any cut and fill of a site should be undertaken at a ratio of 1.3 cubic metres of cut to 1.0 cubic metres of fill.
- Excavated areas to achieve the balance of cut and fill should:
  - be located on the development site.
  - be naturally self-draining so that the area of cut is actively available for storage during a flood event.
  - be located in areas which are subject to flooding for the full range of flood events expected to affect the site being filled.
- The depth of flooding along the road access to each lot should not exceed 300 millimetres in a 1 per cent AEP flood.
- The product of depth and velocity along the road access to each lot should not exceed 0.3 metres squared per second in a 1 per cent AEP flood.
- All new lots and new road reserves should be set back a minimum of 30 metres from any waterway.

6.1.3 Subdivisions in a residential zone (excluding major residential subdivisions)

Subdivisions in a residential zone must not create new lots wholly within the 1 per cent AEP flood extent, unless it can be demonstrated that:

- Each new lot contains an existing dwelling.

or

- There is an adequate building envelope on each lot where all of the following performance criteria are met:
  - the 1 per cent AEP flood depth is less than 500 millimetres.

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- access to the building envelope does not traverse land where the 1 per cent AEP flood depth exceeds 350 millimetres.
- the product of depth and velocity at the building envelope and across the road access to it does not exceed 0.3 metres squared per second in a 1 per cent AEP flood.
- no filling of land is needed to satisfy the above performance criteria.

6.1.4 Subdivisions in the Low Density Residential Zone or Rural Living Zone

All subdivisions in the Low Density Residential Zone (LDRZ) or Rural Living Zone (RLZ) must meet the following performance criteria:

- An adequately sized building envelope must be provided on each lot (which must be formally defined on the plan of subdivision), which;
  - must not exceed 1000 square metres.
  - is sited on land where the 1 per cent AEP flood depth is less than 500 millimetres. Access to the building envelope must not traverse land where the 1 per cent AEP flood depth exceeds 350 millimetres.
- Each lot must demonstrate it is capable of containing an appropriate effluent disposal field, unless the lots will be connected to reticulated sewerage.
- All building envelopes must be setback a minimum of 30 metres from any waterway.

Note – the performance criteria for subdivisions also apply to boundary realignments that create a lot with potential for a new dwelling.

6.2 All Buildings

An application to construct a new or replacement building, regardless of type and location, must satisfy the following performance criteria:

- The building must be sited on the highest available natural ground, unless it can be demonstrated that this is impracticable.
- The building must be sited on land where the 1 per cent AEP flood depth is less than 500 millimetres. Access to the building must not traverse land where the 1 per cent AEP flood depth exceeds 500 millimetres.
- The building must be constructed to minimise potential for disrupting flood water flow.
- The building must be aligned with the longest wall parallel to the direction of flood flow, unless it can be demonstrated that this cannot be practically achieved.
- The building must use water resistant building materials from ground level up to the 1 per cent AEP flood level.

6.2.1 Dwellings and outbuildings

6.2.1.1 New or replacement dwellings or outbuildings

Applications for new or replacement dwellings and outbuildings must satisfy the following performance criteria, as appropriate:

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- Dwellings must have a finished floor level at least 300 millimetres above the 1 per cent AEP flood level, or a higher level as determined by the relevant floodplain management authority.
- Outbuildings associated with a new or existing dwelling, including sheds and garages must have a finished floor level at least 150 millimetres above the 1 per cent AEP flood level, unless it can be demonstrated that this cannot be practically achieved.
- Replacement buildings within the Floodway Overlay must be located in the same location as the existing building and must not increase the building footprint by more than 20 metres squared.

6.2.1.2 Extensions to existing dwellings and outbuildings

Applications for extensions to existing buildings and outbuildings must satisfy the following performance criteria:

- Extensions must be constructed to minimise the potential for disrupting flood water flow.
- Extensions within the Floodway Overlay must not increase the building footprint by more than 20 metres squared.
- The finished floor level of the extension must be set to at least the level determined in the following table:

Size of dwelling extension	For existing floor levels below the 1% AEP flood level. If the difference is		For existing floor levels above the 1% AEP flood level. If the difference is	
	300 mm or more	Between 0 and 300 mm	Between 0 and 300 mm	Greater than 300 mm
	Set the floor level of the extension at:			
Up to 20 m^2	Existing floor level	Existing floor level	Existing floor level	Existing floor level
20 to 40 m^2	1% AEP plus freeboard	Existing floor level	Existing floor level	Existing floor level
40 to 80 m^2	1% AEP plus freeboard	1% AEP plus freeboard	Existing floor level	Existing floor level
Greater than 80 m^2	1% AEP plus freeboard	1% AEP plus freeboard	1% AEP plus freeboard	Existing floor level

Note, if earthworks or fill pads are proposed, the performance criteria in Section 6.4 (Earthworks and fill pads) will apply in addition to the above criteria.

6.2.2 Commercial, industrial or other non-habitable buildings

6.2.2.1 New or replacement buildings

Applications for new or replacement non-habitable buildings must satisfy the following performance criteria:

- Buildings must have a floor level finished at least 300 millimetres above the 1 per cent AEP flood level unless it can be demonstrated that this cannot be practically achieved or would result in an inappropriate design outcome.

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6.2.2.2 Extensions

Applications for extensions to existing non-habitable buildings must satisfy the following performance criteria:

- Extensions must be constructed to minimise the potential for disruption of flood water flow, unless it can be demonstrated that this criterion cannot be practically achieved and the relevant floodplain management authority is satisfied that the extension will not cause detrimental flood affects to adjacent properties.
- Extensions must have a floor level finished at least 300 millimetres above the 1 per cent AEP flood level, unless it can be demonstrated that this cannot be practically achieved or would result in an inappropriate design outcome.
- Extensions within the Floodway Overlay must not increase the building footprint by more than 20 metres squared.

Note, if earthworks or fill pads are proposed, the performance criteria in Section 6.4 (Earthworks and fill pads) will apply in addition to the above criteria.

6.2.2.4 Information requirements

In addition to the information requirement set out in the Schedule 1 to the LSIO and Schedule 1 to the FO, an application to reduce the floor level under Section 6.2.2 must be accompanied by the following information, as appropriate:

- A statement of the relationship of the proposed building floor level to the floor levels of adjoining buildings, accessways (vehicle and pedestrian) and street and footpath levels, which demonstrate transport and pedestrian access into the proposed building as impractical. Submitted survey levels must be to metres AHD.
- Plans and elevation drawings of the building and surrounding areas showing maximum allowable ramping grades to meet relevant Australian Standards and Building Regulation and Codes, which achieve the highest possible floor level.
- Plans showing and specifying flood proofing arrangements up to the NFPL.
- Plans showing and specifying electrical fitting located at least to the NFPL.
- Plans showing adequate storage areas and shelving above the NFPL for the storage of valuable goods and hazardous materials.
- A site-specific flood emergency plan, which sets out procedures and actions to minimise flood damage, risk to occupants, and demands on emergency services.

6.3 Fences

A fence must be designed and constructed to minimise the obstruction of floodwaters.

When assessing an application for the construction of a fence on land with FO or LSIO, the responsible authority must consider (as appropriate):

- Whether the proposed fence design is consistent with NCCMA's *Guidelines for Fencing in Flood-prone areas (2020).*

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6.4 Earthworks and fill pads

An application to construct or carry out earthworks or construct fill pads must meet the following performance criteria:

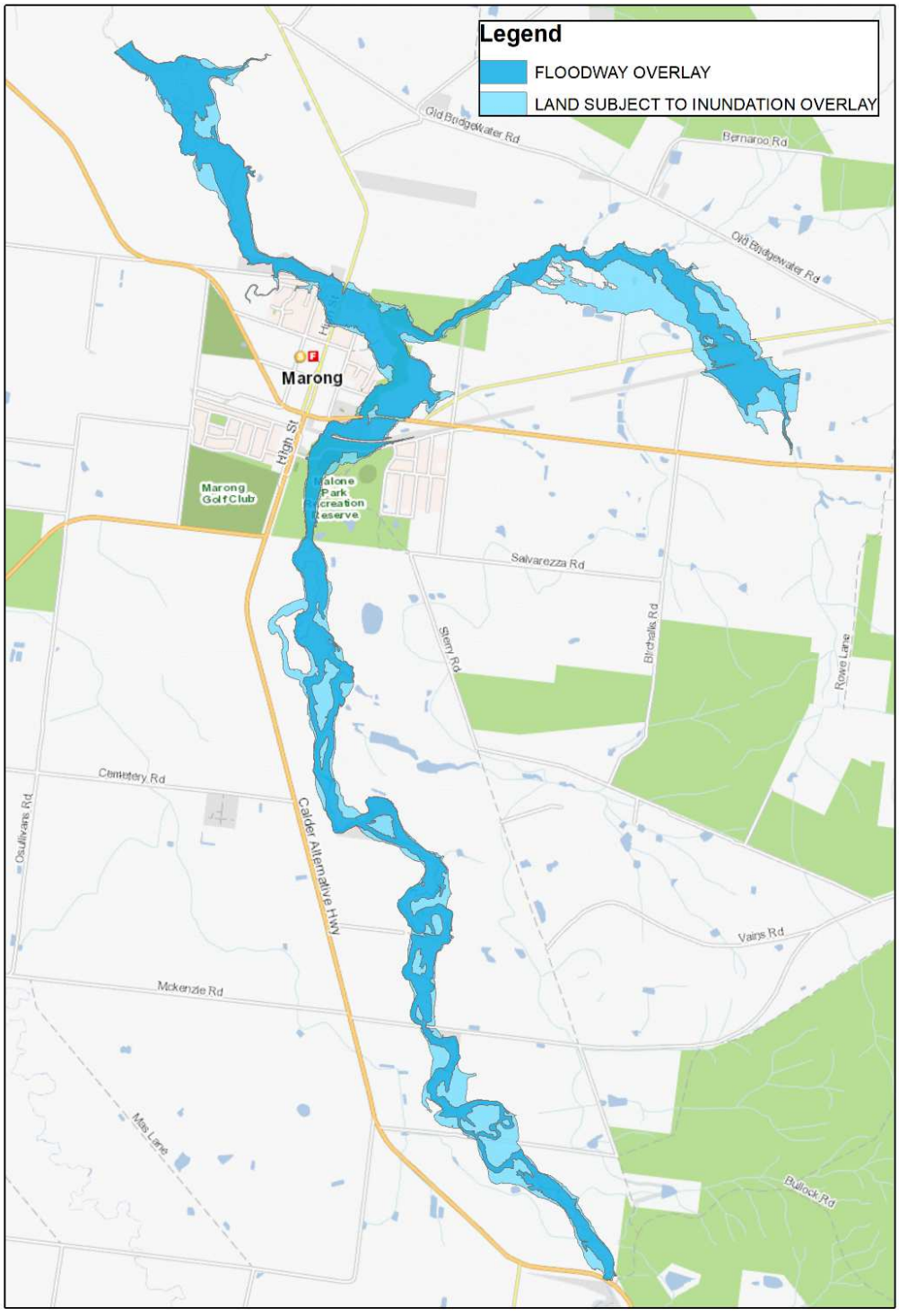
- Earthworks must be designed and constructed to minimise the likely effects of flooding.
- Fill must not divert or impede the flow of floodwater.
- Any excess excavated material must be removed off site or stored away from land within the LSIO or FO.

6.5 Water tanks

A water tank exceeding 4500 litres capacity must be raised on a stump and bearer tank stand to a height of at least 300 millimetres above the 1 per cent AEP flood level to prevent floatation and transport downstream.

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7.0 Location of Floodway Overlay and Land Subject to Inundation Overlay



Notes

- This plan shows flood information in the 1 per cent AEP flood event based on a model developed during the Marong Flood Study (2018).
- The plan has been included for reference purposes only. The information is available at the property level from the City of Greater Bendigo.

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STATEMENT OF SIGNIFICANCE: 12 LESLIE STREET, MARONG, SEPTEMBER 2020

Heritage Place: Former Cocks' Dairy, 12 Leslie Street, Marong **PS ref no:** HO945



Figure 1- 12 Leslie Street, Marong (Source: Minerva Heritage January 2018)

What is significant?

The original form of the property at 12 Leslie Street, Marong is significant to the City of Greater Bendigo. The current verandah, including the enclosed northern section are not significant.

How is it significant?

12 Leslie Street, Marong is of historical significance to the City of Greater Bendigo. It is also significant due to its rarity in the local community.

Why is it significant?

The property at 12 Leslie Street, built by William Holland in 1905, is of historical significance to the City of Greater Bendigo as an example of a modest miner's cottage. It is also historically significant for its connection to the young George Holland who served in Gallipoli, Egypt and France in WWI and received the Military Medal in 1918. He was granted the CBE in 1938 and knighted in 1953. During the 1920s and 30s William and Christina Cocks operated a township dairy from the property. (Criterion A)

It is also significant as one of the very few remaining miners' cottages from the early 20th century when Marong's population was at its peak with significant numbers of townsfolk engaged in mining activities, and as a rare example of a small town dairy supplying fresh produce to the community. (Criterion B)

Primary Source

12 Leslie St, Marong; Heritage Citation by Minerva Heritage January 2018

STATEMENT OF SIGNIFICANCE: 13 CATHCART STREET, MARONG, SEPTEMBER 2020

Heritage Place: Miners' Cottage, 13 Cathcart Street, Marong **PS ref no:** HO941



Figure 1. 13 Cathcart Street, Marong (Source: Minerva Heritage January 2018)

What is significant?

The property at 13 Cathcart Street, Marong with its double gable roofed small miners' cottage and outbuilding built for Frederick William Rae in 1910 is significant.

How is it significant?

The dwelling at 13 Cathcart Street is of local historical significance, rarity and representative significance to the City of Greater Bendigo.

Why is it significant?

The miners' cottage at 13 Cathcart Street is historically significant for its ties with the mining era in Marong. The dominant mining precinct in the area was located to the south west of Marong at Wilsons Hill. Most local miners lived close to the mines with a few residing in Marong township. Small miners' cottages such as this example remind us of the lives of turn of the century mines who, on relatively low wages, raised large families in small affordable cottages. (Criterion A)

The dwelling at 13 Cathcart Street is one of few extant miners' cottages left in Marong. Marong, and the surrounding district was a thriving mining centre in the early part of the 20th Century with a population of 578 people in 1911. Most of the original miners' cottages have since been demolished or moved. (Criterion B)

13 Cathcart Street is, with the exception of its later concrete verandah floor, an intact representative example of a turn of the century miners' cottage located on a sizable block of land. (Criterion D)

Primary Source

13 Cathcart St, Marong; Heritage Citation by Minerva Heritage January 2018

STATEMENT OF SIGNIFICANCE: 19 CATHCART STREET, MARONG, SEPTEMBER 2020

Heritage Place: Miners' Cottage, 19 Cathcart Street, Marong **PS ref no:** HO942



Figure 1. 19 Cathcart Street, Marong (Source: Minerva Heritage January 2018)

What is significant?

The property at 19 Cathcart Street Marong with its hip and valley style roofed small miners' cottage is significant.

How is it significant?

The dwelling at 19 Cathcart Street is of historical significance, rarity and representative significance to the City of Greater Bendigo.

Why is it significant?

The hip and valley style corrugated iron roofed miners' cottage with its skillion extension to the rear at 19 Cathcart Street is of historical significance as a miner's residence. The dominant mining precinct in the area was located to the west of Marong at Wilsons Hill. Most local miners lived close to the mines with a few residing in Marong township. Small miners' cottages such as this example remind us of the lives of turn of the century mines who, on relatively low wages, raised large families in small affordable cottages. (Criterion A)

The miner's cottage at 19 Cathcart Street is significant as one of few extant cottages of the type left in Marong. Marong, and the surrounding district, was a thriving mining centre in the early part of the 20th Century with a population of 578 people recorded in the 1911 census. Most of the original miners' cottages have since been demolished or moved. (Criterion B)

19 Cathcart Street is, with the exception of its later concrete verandah floor, an intact representative example of a turn of the century miners' cottage located on a sizable block of land. (Criterion D)

Primary Source

19 Cathcart St, Marong; Heritage Citation by Minerva Heritage January 2018

STATEMENT OF SIGNIFICANCE: 82 GOLDIE STREET, MARONG, SEPTEMBER 2020

Heritage Place: Goldie Cottage, 82 Goldie Street, Marong **PS ref no:** HO944



Figure 1. 82 Goldie Street, Marong (Source: Minerva Heritage January 2018)

What is significant?

The property at 82 Goldie Street, Marong with its single gable roofed cottage, built in 1899 for Dan Hollingsworth is significant.

How is it significant?

82 Goldie Street is of historical significance rarity and representative significance to the City of Greater Bendigo.

Why is it significant?

Goldie Cottage is significant for its links with mining activity in Marong. Most local miners lived close to the mines with a smaller number residing in Marong township. Small miners' style cottages such as this example remind us of the lives of turn of the century miners and others who raised large families in small affordable cottages. (Criterion A)

The single gable corrugated iron roofed cottage with its skillion extension to the rear at 82 Goldie Street is the last known example of its type remaining in Marong. Most of these cottages would have been in the dominant mining precinct in the area to the west of Marong at Wilsons Hill, of which none survive. (Criterion B)

82 Goldie Street is an intact and good representative example of late 19th and early 20th century single gable roofed cottages in Marong. (Criterion D)

Primary Source

82 Goldie St, Marong; Heritage Citation by Minerva Heritage January 2018

STATEMENT OF SIGNIFICANCE: 1329 CALDER HIGHWAY, MARONG, June 2024

Heritage Place: Residence, 1329 Calder Highway, Marong	**PS ref no:** HO940



Figure 1. 1329 Calder Highway, Marong (Source: Minerva Heritage October 2023)

What is significant?

The original form and elements of the weatherboard hip and valley roofed house.
The house at 1329 Calder Highway, built circa 1900-1905 is significant
Significant elements include:

- the original built and roof forms and chimney;
- the external original weatherboard cladding;
- the verandah, including the timber posts, cast iron brackets and frieze;
- the pattern of fenestration, timber window and door frames, sidelights and transom; and
- the decorative fascia.

Contributory elements include:

- the setting and generous front and side setbacks.

Non-contributory elements include:

- the modern rear extension;
- the replacement Colorbond roof cladding; and
- the Colorbond fence.

How is it significant?
The dwelling at 1329 Calder Highway Marong is of historical significance to the City of Greater Bendigo and is a stylistically rare example of its type in Marong.

Why is it significant?
The dwelling at 1329 Calder Highway is among the oldest extant houses in Marong and is associated with the township's early inhabitants and development. It was constructed on a Crown Land Residency Area Right, and finally converted to Torrens Title in 1938. (Criterion A).

The hip and valley style corrugated iron roofed weatherboard house at 1329 Calder Highway is the only known example of its type remaining in Marong (Criterion B).

Primary Source

1329 Calder Highway, Marong; Heritage Citation by Minerva Heritage June 2024.

STATEMENT OF SIGNIFICANCE: 1880 CALDER ALTERNATE HIGHWAY, MARONG, SEPTEMBER 2020

Heritage Place: Former Argyle Inn Stables, 1880 Calder Alternate Highway, Marong

PS ref no: HO943



Figure 1- 1880 Calder Alternate Highway, Marong (Source: Minerva Heritage April 2018)



Figure 2 - curtilage extent (Source: Minerva Heritage, April 2018)

What is significant?

The triple brick rectangular stable building with its corrugated galvanised iron gable roof and any associated original fabric is significant. Due to the high potential for archaeology associated with the operation of the stables, inn and other contemporary structures an extended curtilage, as per Figure 2 is also significant.

How is it significant?

The brick stable block associated with the Argyle Inn Marong is significant to the City of Greater Bendigo for its historical significance, its rarity, its potential for future research, representative as a type of structure, technical significance and its association with early travel in Victoria and the opening up of the interior to pastoral settlement.

Why is it significant?

The former Argyle Inn brick stable building at Marong is of historical significance as a reminder of early transport in Victoria. The Argyle Inn was an important resting place for man and beast when traveling to a number of pre-goldrush pastoral runs on the Loddon and Murray Rivers. Following the discovery of gold in Bendigo the Inn and stables provided a service to those traveling to and from the diggings. (Criterion A)

The stable at 1880 Calder Highway is a rare surviving example of a large 1840s brick stable. (Criterion B)

Though the Argyle Inn and its associated garden have long disappeared from 1880 Calder Highway, the property has remained as a productive farm with little disturbance to the surrounding ground. This indicates a high potential for significant archaeology that could provide insight into the daily life and activities of early travellers and farmers in the area (Criterion C).

The large stables at 1880 Calder Highway, and their now missing holding yards, are representative of the need for a large number of animals, both horses and bullocks, to transport the needs of early settlers and workers located in small and often isolated communities and pastoral runs throughout what became Victoria in 1851. (Criterion D)

It's the modern technical design of the former Argyle Inn stable, shown in its use of triple brick walls to provide additional insulation and protection to the animals inside, and also harness and vehicles, was a technical advance on most stables of that era that were commonly constructed of timber or double brick at best. (Criterion F)

The site is associated with the pre-goldrush pastoralists who ventured out to new undeveloped rural areas and with the influx of miners who flocked to the new Victorian goldfields. (Criterion H)

Primary Source

Former Argyle Inn Brick Stables; Heritage Citation by Minerva Heritage April 2018

STATEMENT OF SIGNIFICANCE: ADAMS STREET PALMS, MARONG, SEPTEMBER 2020

Heritage Place: Adams Street Palms, Marong **PS ref no:** HO938



Figure 1. Adams Street Palms, Marong (Source: Minerva Heritage January 2018)

What is significant?

The row of six mature palms consisting of three Canary Island Palms (*Phoenix canariensis sy. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*) planted alternately, along the south side of the Marong Hotel, in Adams St, Marong are significant.

How is it significant?

The planting of the row of three Canary Island Palms (*Phoenix canariensis syn. P. macrocarpa*) and three Mexican Fan Palms (*Washingtonia robusta*) planted alternately is historically significant. It is also a rare example of this type of planting and is aesthetically significant to the City of Greater Bendigo.

Why is it significant?

The Adams Street palms are were planted by George Knight, a well known Bendigo identity who served on the Bendigo City Council and was a Territorial Magistrate for Victoria for over 45 years. George Knight was a successful nurseryman with extensive horticultural knowledge who distributed plants throughout Victoria. He employed his own collectors of plants and specialised in Palms, the seed of some collected from the slopes of Mt Vesuvius. He wore

many hats during his life including those of a railway engineer, mining and land surveyor, architect, nurseryman, viticulturalist, botanist and florist. (Criterion A).

While both species are well represented individually in the Greater Bendigo area the particularly alternate planting arrangement is rare with only one other example in the district at St Kilians Church Bendigo. (Criterion B)

The alternating row of three Canary Island Palms (Phoenix canariensis syn. P. macrocarpa) and three Mexican Fan Palms (Washingtonia robusta), planted in 1914 in front of the newly constructed Marong Hotel, provide an aesthetically pleasing entry to the town centre, particularly from the south (Criterion E).

Primary Source

Adams Street Palms, Marong; Heritage Citation by Minerva Heritage January 2018

STATEMENT OF SIGNIFICANCE: RAILWAY BRIDGE OVER BULLOCK CREEK, MARONG, SEPTEMBER 2020

Heritage Place: Railway bridge over Bullock Creek, Marong. (off Adams Street)

PS ref no: HO946



Figure 1. Railway bridge over Bullock Creek, Marong (Source: Minerva Heritage February 2018)

What is significant?

The rail bridge over Bullock Creek at Marong comprising 12 freestanding timber trestles set at 4.6metres (15feet) centres comprising both stay pile and four pile piers and supporting a single track with timber gravel beams and transverse decking on steel RSJ (Rolled Steel Joist) beams and cross heads, in its entirety including abutments is significant.

How is it significant?

The Timber Trestle Rail Bridge over the Bullock Creek at Marong is of historical, rarity, aesthetic and technical significance to the City of Greater Bendigo.

Why is it significant?

The Timber Trestle Rail Bridge over Bullock Creek at Marong is of historical significance as a reminder of the expansion of rural rail lines. It was constructed to a Victorian Railways plan in 1922 and regularly maintained showing the importance of the line to the transport of local produce until its closure circa 2011 (Criterion A).

The railway bridge over Bullock Creek is possessed of uncommon or rare significance as the only known example of an historic railway bridge with 12, 15 feet span rolled steel joist beams marked 'Gorman Long & Co, Middlesbrough, England', and the only known example constructed to the 1922 design by W. Bromby for Victorian Railways (Criterion B).

The railway bridge over Bullock Creek is of aesthetic significance for its intactness and accessibility in the picturesque locality set in the Bullock Creek reserve (Criterion E).

The Bullock Creek bridge is a notable surviving example of a timber trestle bridge using both four pile and stay pile piers, and steel longitudinal girders supporting a timber rail deck. This demonstrates a distinctive and now rarely used construction method that utilises native bush timbers. All original blueprints and condition reports and records of maintenance for this bridge are extant and held by VicTrack (Criterion F).

Primary Source

Railway bridge over Bullock Creek, Marong; Heritage Citation by Minerva Heritage February 2018