

Maiden Gully Activity Centre Urban Design Framework

Draft August 2026

CITY OF GREATER BENDIGO

Acknowledgement of Traditional Owners

Maiden Gully is on Dja Dja Wurrung Country.

We acknowledge and extend our appreciation to the
Dja Dja Wurrung People, the Traditional Owners of the land.

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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1 INTRODUCTION + BACKGROUND

1.1 INTRODUCTION

In 2020, Council adopted the Maiden Gully Precinct Structure Plan (the PSP), establishing a vision for the area to "evolve and grow to meet the needs of the people in this community." The PSP recognised the town and activity centre as a key focal point, intended to accommodate a diversity of land uses that support job growth while serving as a hub for people, businesses, and community facilities. Further strategic work to inform this vision included the development of an Urban Design Framework (the UDF) for the main commercial precinct (See Figure 1 – Boundary of the UDF area and existing uses).

The availability of commercial land in Maiden Gully presents significant opportunities for future mixed-use development and economic growth. The UDF provides a clear vision and practical guidance to support this development, offering greater certainty for investors, businesses, and the community. Importantly, it supports the activity centre's evolution into not only a destination for business, but a lively and connected centre of community life.

1.2 PROCESS

The UDF was developed through extensive community engagement in 2023 with Maiden Gully residents. This included online surveys, an interactive social mapping tool hosted on the City of Greater Bendigo's *Let's Talk* platform, and three in-person drop-in sessions.



Overall, community feedback identified priorities relating to:

- Improved walking and cycling connectivity
- Safer movement for vehicles and pedestrians, including improved lighting and upgraded intersections
- A broader range of retail and services
- Facilities and indoor/outdoor spaces for social interaction
- Retention of the area's bushland character
- Inclusive and accessible infrastructure

The UDF has also been informed by consultation with internal Council departments and relevant external government authorities and organisations to address technical infrastructure and servicing requirements.

An Equity Impact Assessment was undertaken to identify and address potential impacts on diverse community groups especially those vulnerable to inequalities. Its key recommendations are noted in the Appendix.



Figure 1 – Boundary of the UDF area and existing uses

1.3 Structure of this report

This UDF report is organised into five sections and an appendix:

1. Introduction + background
2. Principles + strategies
3. Framework approach
4. Urban design guidelines
5. Implementation plan

Appendix

1.4 Planning policy

State Government policies and practice notes have informed the preparation of the UDF. A detailed list of these is included in the Appendix at Appendices 1.

The current zoning and overlays that apply to the UDF area include:

- Commercial 1 Zone (C1Z)
- Public Use Zone (PUZ)
- Design and Development Overlay – Schedule 10 (DDO10)
- Bushfire Management Overlay (BMO)

Further detail and mapping of their coverage can be found in the Appendix.

1.5 Current and future trends in retail and commercial uses

Consideration of future development within the activity centre should be informed by the key economic trends. These include the continued growth of online retailing, an increasing focus on experience-based retail, and a long-term trend of modest growth in retail expenditure.

Community consultation highlighted a strong desire for additional food and beverage offerings. Consistent with this, there is strong growth in retail formats that incorporate food, beverage, and grocery uses, particularly where centres provide public spaces and opportunities for social interaction. Al fresco dining and café culture continue to play an important role in enhancing centre vitality and creating a sense of place. Economic data in Bendigo does show a decline in spending for cafes and takeaway in recent times. Whilst market forces will regulate the mix of uses in response to demand, there is a significant deficit in hospitality offerings in Maiden Gully so there would appear to be capacity to improve this.

1.6 Housing Needs for Future Growth

According to the *Managed Growth Strategy 2024* (the MGS*)*, the future direction for housing growth across Bendigo is to deliver more housing in established areas with existing infrastructure, transport and facilities.

The City has set ambitious targets for increasing medium density housing from 8% to 15% over the next 15 years and Maiden Gully being a large activity centre, has a part to play in this. Increased densities within the activity centre will assist with targets for future housing growth in Maiden Gully and Bendigo overall.

Smaller housing typologies, and this includes smaller lot sizes, enables residents to stay in local areas as their housing needs change. Aging in place close to family and friends is limited in Maiden Gully due to the overwhelming predominance of conventional housing stock.

Encouraging medium density housing is a method of supporting both housing affordability and availability across the broader demographic. Adding to this is the predicted economic activity and worker population at the proposed Bendigo Regional Employment Precinct at nearby Marong which could provide 3000 new jobs when fully developed and will provide added housing pressures as people move to take up work opportunities.



Source: Outlines - Eltham Town Square – informal areas to sit amongst connected green spaces

1.7 EXISTING CONDITIONS

Land uses comprise a mix of single-function commercial buildings and vacant commercial land. A diagonal AusNet power easement limits development potential along part of the study area on McNamara Drive.

Vegetation within the centre is generally sparse, with most tree cover concentrated in a green spine between the highway and service road.

Built form is predominantly single-storey, unremarkable, standalone commercial buildings set well back from the street behind car parking areas.

The Coles complex provides tenancies and a carpark directly to the Calder Highway service road.

Pedestrian and cycling networks are fragmented, with some footpaths and informal cycling routes but limited connectivity beyond the site. Public transport is available via a bus route connecting the centre to Bendigo Station (See Figure 2 Existing Public and Private Movement).

Public assets include a local play space, community centre and public toilets.

The centre benefits from surrounding vegetated skylines and rural views to the north, which reinforce the bushland and semi-rural character of the area. (See Figure 3 showing key view lines to the surrounding area).



View of existing green spine that separates Calder Highway from the service road



View across McNamara Drive from the corner of Carolyn Way to the rear of Coles

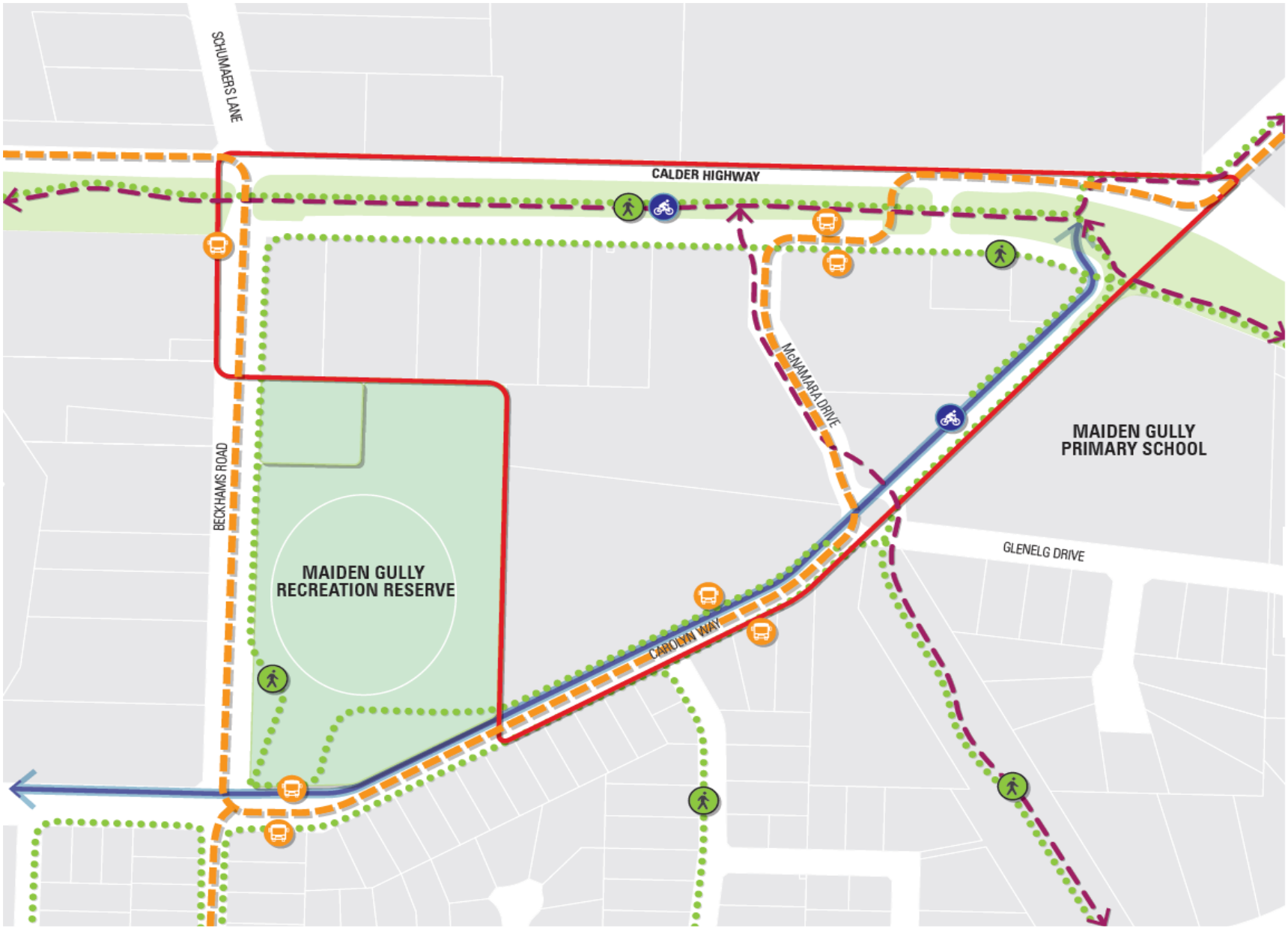


Figure 2 – Existing Public and Private Movement

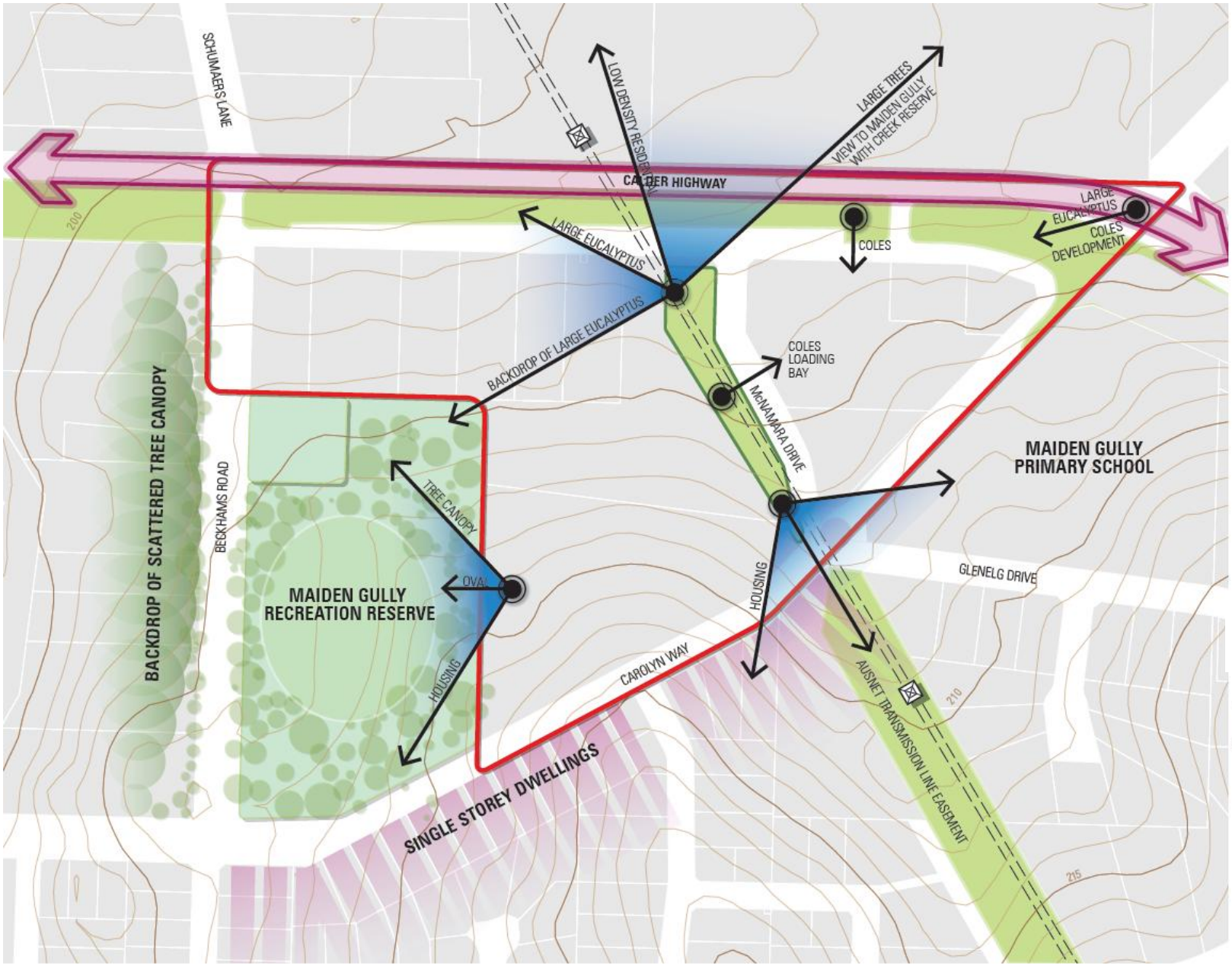


Figure 3 – Views to surrounding areas

1.8 Issues and Opportunities

1.8.1 Issues

- Car-centric urban form
- Poor quality streetscape presentation
- Poorly activated built form
- Poor pedestrian and cycling amenity
- Lack of centralised community outdoor space
- Dispersed and decentralised development
- Underutilised and vacant land
- Infrastructure constraints
- Traffic management issues

1.8.2 Opportunities

- Town centre consolidation and activation
- Public realm upgrades
- Improved connectivity
- Mixed-use and higher-density development
- Repurpose former play space reserve
- Lot consolidation to encourage better outcomes
- Landscape and character enhancement
- Environmental improvements



IGA land corner of McNamara Drive and Calder Highway service road – carparking within frontage presents poorly to the street



Poor streetscape amenity discourages movement

Significant vegetation with the existing green spine



2 PRINCIPLES + STRATEGIES

2.1 PRINCIPLES

The UDF will guide how the activity centre changes over time. It aims to create a place that is easy to get around, welcoming, and focused on community. It will support a mix of uses embedded in attractive streetscapes, new open spaces and green connections where people can move around, meet, work, shop, and spend time.

The Urban Design Framework is guided by five key urban design principles.

Principle 01

Sustainable growth

Achieving a sustainable activity centre will require a flexible, market-responsive approach that supports well-considered and future-focused development.

Given the limited range of housing options currently available, the activity centre presents an opportunity to accommodate medium-density housing by utilising underdeveloped land and some mixed-use development.



Increased housing densities and residents in the activity centre will provide more variety in housing stock and more demand for goods and services

Principle 02

People-Focused

Activation of the activity centre will place people at the forefront. A high-quality public realm will prioritise pedestrian movement, support everyday activity, encourage social interaction all within a safe and accessible environment.



Source : Outlines – Eltham Town Square

Principle 03

Integrated and connected

Stronger connections within and to the activity centre will support a safe, cohesive pedestrian and cycling network, encouraging use and reinforcing the centre's role as the civic heart of Maiden Gully.



Source: Outlines – Mallop Street Green Spine, Geelong

Principle 04

Cohesive, flexible and functional

New development should deliver innovative, high-quality design that creates a cohesive and engaging interface with the public realm of the activity centre. Flexible and adaptable floorplates will support changing commercial and retail market needs and help minimise future vacancy. Clear design expectations will provide greater certainty for built form outcomes, contributing to a cohesive environment that supports business viability and community appeal.



Source: Outlines – Eltham Town Square

Principle 05

Environmentally sustainable

The activity centre development will deliver sustainable design outcomes, incorporating urban cooling and greening measures to enhance user comfort. Walking and cycling will be prioritised to support active transport and reduce reliance on private vehicles.



Integration of trees to carparks for shade and cooling and water sensitive urban design



2.2 KEY STRATEGIES

The key strategies are guided by State and Local Planning Policies and the Design Principles. They are further informed by the outcomes of community consultation and the identified issues and opportunities for the study area.

Key Strategy 1 - Strengthen the Centre's Role and long-term sustainability

Initiatives:

- Rationalise commercial zoning to centralise and consolidate the activity centre core
- Optimise development potential within the commercial core through lot consolidation
- Encourage adaptable, some mixed-use development including residential uses to upper floors
- Reinforce the centre's community role
- Establish a Town Square as a central activity core
- Encourage land at 41 Carolyn Way to provide housing at increased densities
- Establish a strong local identity through cohesive urban design outcomes



Existing Community Centre provides opportunities to grow its usage

Key Strategy 2 - Improve Built Form Quality and Street Activation

Initiatives:

- Encourage well-designed built form and landscape outcomes that activate public areas and streetscapes
- Car parking on private land should be concealed to the rear or sides of buildings to bring forward development to the street.
- Promote fine-grain development to key public areas



Shaded areas encourage usage of public spaces

Key Strategy 3 - Enhance Public Realm and Landscape Networks

Initiatives:

- Protect and frame key view lines to reinforce the bushland setting
- Encourage the greening and shading of streetscapes, public and private spaces to continue the surrounding tree canopy into the activity centre
- Extend the green spine as a centre-wide asset for connection and activation as part of the central activity core
- Incorporate Water Sensitive Urban Design

Key Strategy 4 - Improve Connectivity for pedestrians and cyclists/all abilities

Initiatives:

- Strengthen pedestrian connections improving links to public spaces and parking areas
- Provide safe pedestrian and cycling crossings
- Provide dedicated bike paths in key public spaces
- Improve connections to surrounding neighbourhoods, the Maiden Gully Primary School and Maiden Gully Recreation Reserve

Key Strategy 5 - Manage Vehicle Access and Parking More Efficiently

Initiatives:

- Encourage a centralised carpark to the area west of McNamara Drive

3 FRAMEWORK APPROACH



Figure 4 – Land Use Framework Plan

3.1 URBAN FORM VISION

The Urban Form Vision provides a narrative to the aspirations of the Framework Plan at page 20 to build a clear picture of the use and development potential for the precincts. It is by no means complete or definitive but provides expectant outcomes for good and thoughtful design around appropriate use. The Land Use Framework Plan provides a clear roadmap of how the vision will interact to provide a modified town centre that is clear and cohesive in its intentions.

The Urban Form Vision is discussed as three distinct precincts to recognise that different areas will have different roles, land uses and zoning. The three precincts are shown in Figure 5 below.



Figure 5 - Precinct plan for the activity centre

Precinct 1 and 2 – Commercial Core

Commercial activity will be supported through the integration of mixed-use housing opportunities, medium-density and shop-top housing, retail and service industries, offices and community facilities. A resident population within the activity centre will enhance street activation, activate public spaces and broaden business and service opportunities within the town centre.

Lot consolidation

Lot consolidation is encouraged to achieve efficient use of land, coordinated development outcomes and increased opportunities for better pedestrian connectivity and public realm outcomes.

Height and massing

Precinct 1 building heights will embrace a potential building envelope of 3 storeys. The overall height of these buildings will be between 10.5 to 12 metres depending on roof articulation.

Upper floors to development along the green spine of McNamara Drive will be a maximum of 3 storeys and will provide late afternoon shading to the public spaces.

Precinct 2 will be restrained to 2 storeys to provide an appropriate transition to the primary school and residential area to the south.

Commercial and Mixed use

Buildings will replace carparks that front the Calder Highway service road. Precinct 1 will include a mix of commercial and residential

uses to Lots A, B, C and D as shown on the Land Use Framework Plan. Commercial activity will occupy the ground floor with the above storeys used for residential. Floorplans will be a mix of sizes to provide various living options. Parking will be provided to the side and or rear.

Development along McNamara Drive will see retail and hospitality uses at ground level and shop top housing in the above two storeys. An activated interface to McNamara Drive will overlook the green spine and town square area. These tenancies will be more fine grain with an eclectic mix of design. Parking and deliveries will enter through a well-connected street and accessway network to the rear. Ample parking is provided to the rear so that streetscapes are active and engaging and not cluttered with cars.

Together with the Coles development this will form the key retail core with good connectivity across McNamara Drive.

Precinct 2 will include commercial uses to both levels as a dedicated commercial tenancy. Hospitality could occupy some of the ground floor level with outdoor seating opening to the streetscape. Its presence at the corner of McNamara Drive will provide a sensitive interface of high-quality design.

Future use of 3 Beckhams Road (existing play space)

The future use of the site on the corner of Beckhams Road and the Calder Highway service road where the current play space is will be redeveloped for mixed use, commercial or emergency services. It will present an attractive two storey built form the street corner sitting comfortably within the existing bushland setting and adjacent residential area. Vehicle parking will be to the rear of the building.

Building setbacks

Within Precinct 1, front and side setbacks at ground level will be 0-3 metres to provide flexibility for an area to the front and/or side of tenancies for outdoor seating. First floor setbacks can cantilever over the setback below for the purpose of a balcony. Second floor front setbacks will be setback the height of the floor below to reduce the impact of upper floors to the surrounding area.

Precinct 2 will have a 3-metre setback to both road frontages to provide space for an appropriate landscape response to the residential area of Carolyn Way and the primary school.

High-quality design

Building frontages will be well presented with complimentary material and colour palettes to blend with the bushland setting of the wider area. Visual interest will be provided to the appearance of the buildings from all sides using a mix of materials, the use of windows and balconies to interrupt blank walls.

Rear entries from the centralised carpark will allow for some activated rear interfaces such as courtyard seating and direct access for residents. Centralised back off house facilities appropriately screened will assist to reduce visual clutter. Where interfaces are not activated through use, they will be well presented through materiality and public art.

Development on the corner of McNamara Drive and the Calder Highway service road will wrap the corner with activated frontages to both streets providing a strong street and book end presence. Streetscape treatments will reinforce this corner with a sense of arrival at the key public space area within the activity centre.

Two storey commercial development in Precinct 2 will present to both street frontages with an activated presence of windows and entrance way(s) and a mix of finishes to create an attractive presence on a prominent corner of the activity centre.

Green and vibrant streetscapes

Streetscape improvements will provide greenery and shade to streets and public spaces to reinforce the bushland setting and strengthen the visual connection of green space throughout the activity centre.

Internal carpark areas and spaces between buildings will include greenery and a tree canopy to provide shade and softening of built form and hardscape areas. Raised planters and places to sit will invite people to sit a while. Public art installations will add life to spaces and buildings.

The central green spine and town square will include mass plantings of native shrubs and grasses to create a sense of rooms within the space whilst also providing increased biodiversity outcomes. The use of water sensitive urban design throughout the green spine will capture runoff from paved areas to water plants and reduce the load on the stormwater system. Timber pergolas will provide shade and definition for areas to gather whilst meeting Ausnet restrictions for development below the transmission lines.

Green spine access and movement network

The proposed green spine along McNamara Drive will provide a safe north–south walking and cycling corridor integrated into the wider network through raised crossings. Dedicated pedestrian and cyclist pathways will ensure safe separation and accessibility for users of all abilities. This will safely link into the AusNet easement to the south and to the existing green spine along the Calder Highway service road providing a safer and more defined movement network into and through the activity centre.

Community engagement highlighted the need for greater connectivity from the Maiden Gully Recreation Reserve into the commercial area. Two new pedestrian and cycling links are proposed to the north-west side of the reserve connecting through to the proposed green spine along McNamara Drive and to the Calder Highway service road.

The Calder Highway service road streetscape upgrades will provide wider footpaths and raised crossings to link into the existing green spine.

Stronger links to the north of the Calder Highway will be strengthened through the future signalised intersection on the Calder Highway. Safe connections will allow for better connections through to Maiden Gully Road and Marist College. To the east of the signalised intersection will be the connection to the future Maiden Gully-Ironbark Shared User Path.

Centralised carpark

Vehicle connections will be increased from Carolyn Way to a central carpark that services the commercial area to the west of McNamara Drive. Accessways where vehicles share space with pedestrians and cyclists will connect into the broader road network.

The central carpark will provide ample shade and greenery through trees and lower plantings. Water sensitive urban design will reduce stormwater runoff into the local system. This will not just be a

carpark but also a flexible community space where events such as a car boot sale or farmers market could be held. This area will be well lit to enable safe movement after hours and the ability to hold evening events.

Parking along McNamara Drive

The width of the Ausnet easement provides ample opportunity to place angled or 90 degree parking strategically along McNamara Drive between pedestrian crossings. This will service the retail strip fronting onto the green spine and town square.

Precinct 3 – 41 Carolyn Way

Residential use

Precinct 3 will be developed for medium density housing.

Housing within the activity centre will provide more diverse options for living in Maiden Gully. As residents age and want to stay close to family and friends, townhouse living with a smaller footprint is appealing. The ability to walk to the supermarket, café, hairdresser and other daily needs builds community whilst reducing a dependence on vehicle usage.

Building height

Two storey townhouses will line the north side of Carolyn Way providing a suitable height transition to the single storey housing to the south.

Three storey development will occupy the precinct further to the north taking advantage of the more commercial interface to the activity centre.

Setbacks

Precinct 3 will have ground floor front setbacks to Carolyn Way that provide for an appropriate interface to the conventional housing opposite. Front setbacks will allow for landscaping and the provision of homes within a treed setting.

The second storey of development facing Carolyn Way will be setback a from the floor below to provide an appropriate transition from the predominantly single storey neighbourhood character to the south.

Dwellings facing the Maiden Gully Recreation Reserve will have generous balconies facing the reserve to reduce upper storey bulk and take advantage of the views into the reserve. Ground floor setbacks will allow for private open space facing the path and reserve.

High-quality design

Residential development on the corner of McNamara Drive and Carolyn Way will have an interface to the corner which provides an attractive presentation of built form and landscaping. These buildings will be rear loaded to maximise landscaping opportunities along Carolyn Way. Fencing will be low to keep sight lines clear but provide some delineation of the public and private realm.

Housing will be attractive and utilise contemporary design, materials and colours that fit well with the environment. Fenestration and materials will be creatively used to break up large expanses of wall and provide polite interfaces to the surrounding streets and neighbourhood.

Nuanced design will define each dwelling. Entries will be clear and defined. Energy efficiency will be integrated through site orientation and shading and other methods of passive house design.

Dwellings with an interface to the pedestrian/cycling path adjacent to the recreation reserve will overlook the path through fencing and balconies that have some transparency. Gates from private property will open onto the track to increase a sense of surveillance and safety.

Landscaping

Precinct 3 has existing vegetation that will be retained where possible and appropriate. The streets will be lined with native species to reinforce the adjacent bushland setting of the Maiden Gully Recreation Reserve and to increase biodiversity and reduce the urban heat island effect. Future residents will be encouraged to plant native and indigenous species for their value to the local landscape, biodiversity and water conservation.



Australian native plants promote biodiversity and reinforce the bushland setting of Maiden Gully



Native trees provide habitat for wildlife and reduce the urban heat island effect



Figure 6 - Artist's impression of potential development of the activity centre

Town square

Community engagement identified a strong demand for a formal outdoor space to host events such as markets. Currently, the activity centre lacks a dedicated public gathering space. The AusNet easement presents an opportunity to deliver a town-square style space that connects to a green spine along McNamara Drive. This would support safe walking and cycling connections, provide areas for rest, and accommodate hospitality uses along the easement edge, enabling opportunities for al fresco dining and activated public places.

Ideally the town square should be located centrally within the Ausnet easement/green spine to provide a buffer at either end of the green spine from passing traffic and noise from the Calder Highway. It should be well connected across McNamara Drive mid-way to provide convenient access to the Coles carpark and development. The overall design of the town square will incorporate storytelling and imagery informed by DJAARA in a codesign with Council. Car parking on McNamara Drive could be incorporated to reduce the width of the green spine for future management obligations.

The town square will be framed by retail frontages to the west. Hospitality offerings such as cafes, a tavern, restaurants will provide a vibrant and active built form edge that encourages locals and visitors to stop and engage with the public space and environment. Shop top housing above will provide a residential presence and activity after hours. Creative lighting will bring the space to life in the evening extending its usage for hospitality and events.



Bendigo Law Courts



Source: Outlines – Birmingham public space

Figure 7 - Artist's impression of town square area looking north



Entry treatments

The activity centre entry from the Calder Highway is currently understated and lacks definition. To strengthen visibility and identity, key entry points from Bendigo via the Calder Highway and from Marong at Beckham Drive will be clearly articulated through coordinated landscape and signage treatments consistent with the activity centre's overall design palette.



Figure 8 – Proposed entry point treatments shown within orange dashed lines

Future Zoning and Overlay

Precinct 1 – introduce a new Design and Development Overlay

Precinct 1 will continue its current zoning of Commercial 1 Zone bookended by the Public Use Zone for the play space area on the corner of Beckhams Road and the Community Centre on the service road adjacent to Coles. A new Design and Development Overlay (DDO) will introduce built form requirements to implement the urban design guidelines to cover the whole activity centre. *Clause 58 Apartment Developments* will apply to guide the residential component of the building.

Precinct 3 rezoning and new Design and Development Overlay

To facilitate medium density housing in Precinct 3 it is proposed to rezone this land to the General Residential Zone and apply the DDO to guide design outcomes. This zone encourages a diversity of housing types and growth in locations that are well serviced whilst responding to the neighbourhood character.

The default height is 11 metres and 3 storeys which will encourage an appropriate mix of 2 and 3 storey housing typologies to this location. Encouraging two storey development along Carolyn Way and a mix of 2 and 3 storeys to the northern section of this site will provide an appropriate transition to the commercial area to the north.

Clause 55 Two of more dwellings on a lot and residential buildings would apply to any proposed development of this site which provides design standards and objectives to meet desired amenity for future occupants and neighbouring properties. The UDF builds on clause 55 to provide a more guided response to the site and neighbourhood

4 URBAN DESIGN GUIDELINES

This section outlines the key urban design elements that collectively inform the future development of the Maiden Gully Activity Centre.

The Urban Design Framework is underpinned by the following urban design themes:

4.1 Land use

4.2 Built form

4.3 Public realm

4.4 Access and movement



Source: Outlines – Brimingham Park, Yarraville – connection and contemplation

4.1 Land use

The land use guidelines are intended to guide the development of the Maiden Gully town centre to meet the economic, social and cultural needs of the growing community. They aim to ensure the town centre supports residents' daily and weekly needs while providing opportunities for employment, social connection, cultural activities and economic development.



Figure 9 – Precinct Plan

Objectives

- Promote more intensive development of underutilised and vacant land, including sites currently used for parking.
- Support a vibrant mixed-use centre offering diverse employment and housing opportunities.
- Encourage active land uses that enhance the Calder Highway service road and McNamara Drive.
- Establish a central town square and additional opportunities for high-quality public open space.
- Provide a mix of residential uses at densities appropriate to the planned role and scale of the activity centre.
- Support the integration of community facilities and services.

Guidelines

Precinct 1 – Commercial Core

Precinct 2 – 11 Carolyn Way

Lot consolidation

4.1.1 Encourage lot consolidation to achieve highest and best use of land and optimal development outcomes.

4.1.2 Lot consolidation should consider proposed laneway connections and public realm outcomes.

Commercial uses

4.1.3 Encourage land uses that generate local employment opportunities.

4.1.4 Discourage development with drive through facilities on prominent sites, or near sensitive pedestrian areas, where the layout, access arrangements, signage or inactive frontages would undermine pedestrian safety, streetscape quality or residential amenity.

4.1.5 Support the development of a new anchor development on the Calder Highway service road, west of McNamara Drive.

4.1.6 Support a mix of commercial or community uses at ground level, such as offices and service-based activities within development to the western end of the Calder Highway service road and adjoining the Maiden Gully Recreation Reserve (Lots A, B, C and D as shown on the Land Use Framework Plan).

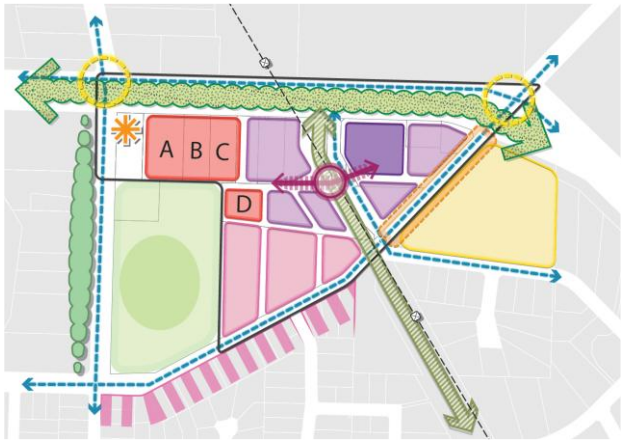
4.1.7 Encourage the consolidation of hospitality and retail uses at ground level near the town square.

Mixed use development

4.1.8 Encourage mixed-use development to Lots A, B, C and D (as shown on the Land Use Framework Plan) with residential to all levels above ground level.

4.1.9 Mixed-use buildings should be designed to accommodate the needs of different users, including the provision of separate and clearly defined access points.

4.1.10 The design and operation of mixed-use developments incorporating residential uses should appropriately manage residential amenity, including noise impacts.



Public places and adjoining uses

4.1.11 Establish a town square that promotes pedestrian activity and movement within the activity centre.

4.1.12 Design the town square to accommodate seasonal and temporary events.

4.1.13 Create a linear public place or green spine running north–south beneath and adjacent to the transmission lines.

4.1.14 Encourage cafés and restaurants to be located adjacent to the town square and green spine.

4.1.15 Discourage uses adjoining the town square that result in inactive frontages, blank walls and poor passive surveillance.

Car parking

4.1.16 Locate car parking primarily to the rear or side of development, with additional provision in a centralised car park within Precinct 1.

4.1.17 Large at-grade car parks should be sleeved wherever practicable to minimise their visual prominence within the public realm.

4.1.18 Encourage parking along McNamara Drive (west side) within the AusNet easement.

Community facilities

4.1.19 Integrate future community facilities within the town centre that provide for the multi-use of facilities by different groups within the community.

4.1.20 Encourage the continued use of the existing community hall for local events, markets, and social activities.

4.1.21 Investigate the long-term role of the existing play space reserve, including potential community, emergency services, mixed use or public open space functions.

4.1.22 Promote the integration of a centrally located Change Place within the activity centre, close to the proposed town square area.

4.1.23 Ensure any additional toilet and change facilities integrated with proposed or existing buildings are designed in accordance with Crime Prevention through Environmental Design (CPTED) principles and include gender neutral facilities.

Precinct 3 – 41 Carolyn Drive

4.1.24 Encourage medium-density housing within Precinct 3, integrated with the recreation reserve, retail precinct and McNamara Drive.

4.1.25 Ensure car parking is discreet, well-integrated with development, and supported by appropriate landscaping.

4.2 Built form

Built form addresses the physical characteristics of the proposed centre, including building orientation and siting, setbacks, streetscape presentation, building design, and interfaces with adjoining development, as well as potential impacts.

The built form should provide a high-quality public realm that supports a safe, vibrant, and well-connected activity centre. It should also contribute a cohesive and attractive visual character that complements the centre's canopy backdrop and surrounding landscape.

Objectives

- Encourage high-quality built form that is visually engaging and aesthetically refined.
- Promote development that responds sensitively to the centre's bushland context.
- Support development that enhances amenity for occupants, adjoining properties, surrounding streets, and the broader area.
- Ensure development activates public areas to promote safety and passive surveillance.
- Encourage adaptable and flexible building floor plates to support future market and use changes.
- Require best-practice Ecologically Sustainable Design to minimise energy consumption and maximise water capture and reuse.



A mix of materials and articulated façade creates a pleasing response to multi-level development



Mixed finishes create visual interest

Guidelines

Precinct 1 - Commercial Core

Precinct 2 – 11 Carolyn Way

Design quality

4.2.1 The built form should be of a high quality, delivering a visually engaging and welcoming development that positively responds to and enhances the surrounding context.

4.2.2 Shopfronts should incorporate variation through distinct yet complementary individual designs.

4.2.3 Building entrances should be clearly identifiable and articulated through appropriate architectural treatments that establish a strong sense of address.

4.2.4 Front and side facades should be well articulated through the use of windows, weather protection elements, varied materials, textures and colours, modulation of the building line, and both horizontal and vertical elements.

4.2.5 Avoid untreated tilt-slab concrete walls.

Building height

4.2.6 Encourage development of up to three storeys in Precinct 1 and up to two storeys in Precinct 2, where this supports the activity centre role and appropriately responds to site context, landscape character, pedestrian interfaces and nearby sensitive uses.

4.2.7 Upper levels should be designed to minimise visual prominence when viewed from adjoining properties and the wider area.

4.2.8 Building height and scale should provide a sensitive transition to adjoining development and the surrounding residential area.

4.2.9 Building heights should maintain and enhance key view lines.

Building mass

4.2.10 Development should minimise unreasonable overshadow of existing residential lot boundaries and proposed primary and public open space, particularly between 10 am and 3 pm on 22 September.

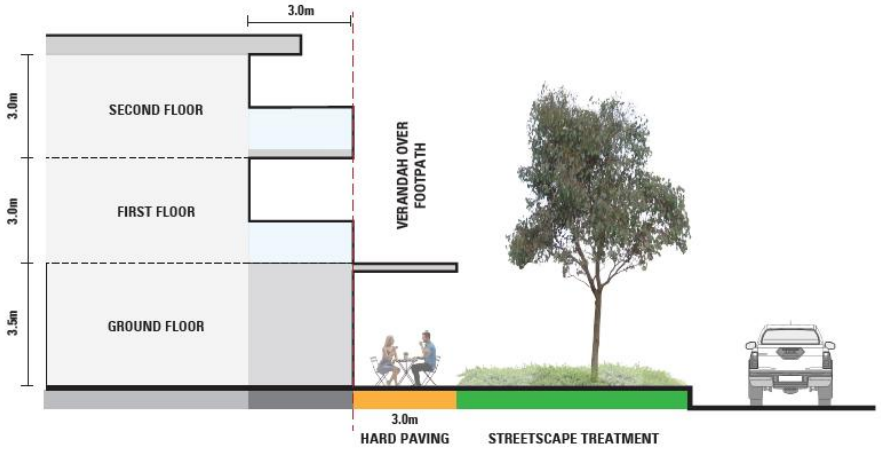
4.2.11 Building design and setbacks must manage overlooking, overshadowing and visual bulk impacts on residential uses.

Internal floor heights

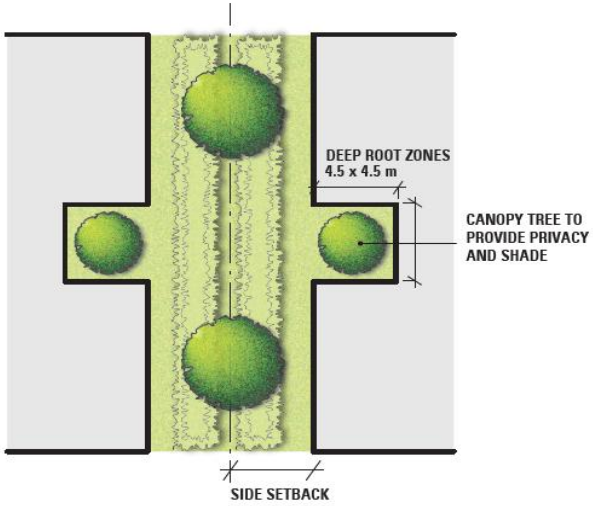
4.2.12 Development should allow adaptability for future change of use, with minimum floor-to-ceiling heights of 3.5 m at ground level and 3.0 m on upper levels.

Setbacks

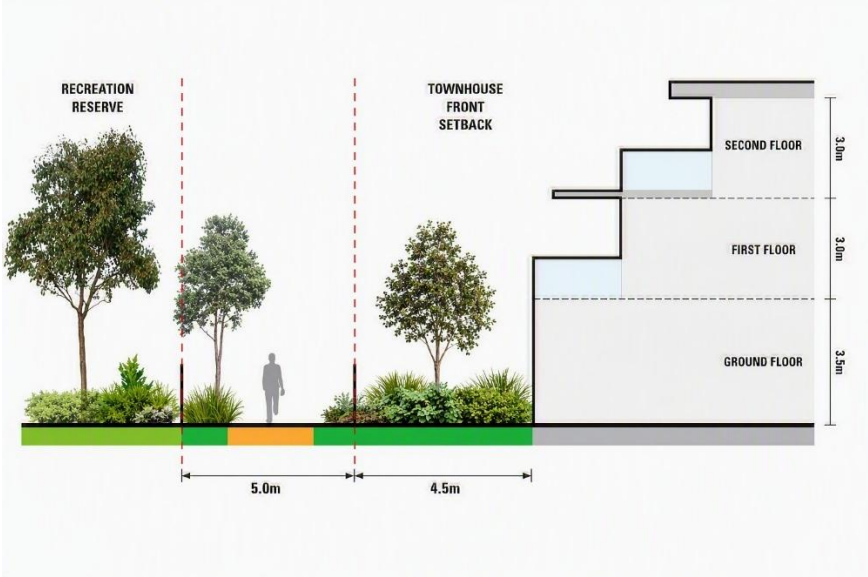
4.2.13 Development in Precinct 1 facing Calder Highway service road should provide front and side setbacks of 0-3 metres at ground level to provide opportunities for outdoor seating. First-floor cantilevers should be limited to balconies. Upper levels should be stepped back by at least the height of the level below.



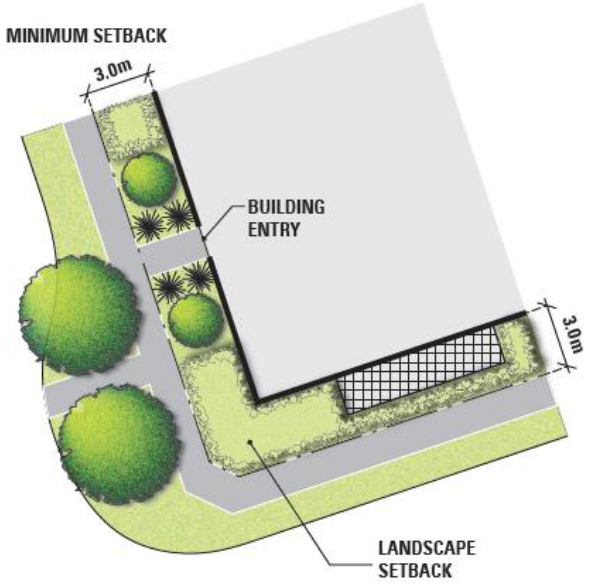
4.2.14 Stand-alone development in Precinct 1 should provide deep soil zones of at least 4.5 X 4.5 metres within the site layout to support canopy trees and solar access.



4.2.15 Development in Precinct 1 with an interface to the path along the east side of the Maiden Gully Recreation Reserve should be setback 4.5 metres at ground level. Upper floors should be setback by at least the height of the storey below. Balustrades and balcony screening should maintain at least 50% visual transparency.



4.2.16 Development in Precinct 2 fronting McNamara Drive and Carolyn Way should include a minimum 3-metre-wide landscaped setback to both streets to provide a suitable transition to the wider residential area and primary school.



4.2.17 Front and side setbacks in Precinct 2 may include seating, signage and bicycle facilities that do not obstruct pedestrian access. Paving should visually differentiate private areas from the public footpath.

4.2.18 Car parking should not be located within front setbacks in any precinct, to avoid vehicle-dominated frontages and support landscaping, pedestrian amenity and active street edges.

Interfaces

4.2.19 Encourage the location of fine-grain tenancies in front of anchor tenancies.

4.2.20 Ground-level built form should:

- Provide a minimum of 80% active frontage to streets and public open space
- Maximise opportunities for passive surveillance
- Articulate unavoidable blank walls through materials, wall articulation, screening or landscaping

4.2.21 Encourage pedestrian-oriented and interactive interfaces.

4.2.22 Anchor tenancies and associated car parking should be primarily accessed from the Calder Highway service road.

4.2.23 Development addressing key pedestrian areas should provide continuous verandas over footpaths, consistent with adjoining development where feasible.

4.2.24 Corner buildings should address both street frontages and have a strong presence.

4.2.25 Fencing should be visually permeable where practicable.

4.2.26 Lighting should enhance public safety and amenity.

4.2.27 Residential uses should address open space and key streets to support activity and passive surveillance.

4.2.28 Encourage rear-loaded residential development adjacent to public spaces and key streets to minimise garage dominance.

4.2.29 Loading, servicing and waste areas should be located to the side or rear of buildings and screened from view.

4.2.30 Plant and rooftop equipment should be concealed from the public realm.

Pedestrian and vehicle access

4.2.31 Building entries should be clear, safe and well-lit, and oriented to streets or public spaces.

4.2.32 Separate pedestrian and vehicle access where possible.

4.2.33 Avoid vehicle access across the Green Spine along McNamara Drive, except where required for emergency, maintenance or essential service access purposes.

4.2.34 Vehicle access to rear car parking in Precinct 1 should primarily access from the Calder Highway service road.

4.2.35 Provide safe, direct pedestrian connections from rear car parks to McNamara Drive and the Calder Highway service road with high levels of passive surveillance.

Signage

4.2.36 Signage should be complementary in scale and height to surrounding built form and context.

4.2.37 Integrate signage within parapets and architectural elements to avoid visual dominance.

4.2.38 Signage should be consolidated, discreet and limited to business identification.

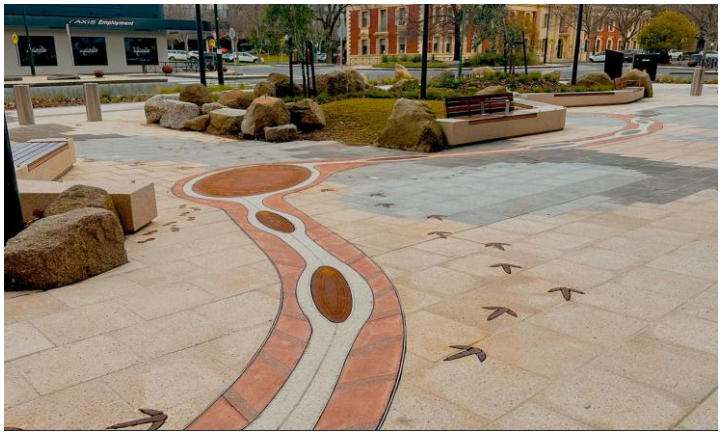
4.2.39 Avoid excessive corporate colours and visually dominant signage.

Landscaping

4.2.40 Integrate landscaping with building design whilst providing shade and Water Sensitive Urban Design solutions to enhance urban cooling.

4.2.41 Landscape plans should address:

- Existing vegetation
- Use of native and drought-tolerant species
- Planting that responds to built form scale and interfaces
- Screening of service areas
- Tree planting within car parks
- Street planting that maintains clear sightlines
- Water Sensitive Urban Design features to capture and use water for the plants and reduce pressures on the stormwater system eg. bioretention and tree pits.
- The requirements of the City of Greater Bendigo Landscape Design Guidelines for Subdivisions June 2024 where appropriate.



Bendigo Law Courts

Ecologically Sustainable Design (ESD)

4.2.42 Encourage development to achieve high ESD performance through passive solar design, high-performance glazing, effective shading and durable, low-heat-gain materials.

4.2.43 Provide permeable surfaces where feasible to reduce stormwater runoff.

4.2.44 Incorporate on-site water tanks for irrigation and building use.

4.2.45 Provide solar-powered infrastructure, including EV charging and lighting, where practicable.

4.2.46 Incorporate water-sensitive urban design into car parks and open spaces.

Precinct 3 – 41 Carolyn Way

Design quality

4.2.47 Development should be of high architectural quality and enhance the surrounding context.

4.2.48 Encourage varied but complementary frontage treatments.

4.2.49 Building entrances should be clearly identifiable and architecturally expressed.

4.2.50 Facades should be articulated through materials, glazing, shading, and variation in alignment and form.

4.2.51 Avoid untreated tilt-slab concrete walls.

Building height

4.2.52 Encourage a maximum of two storeys for development facing Carolyn Way.

4.2.53 Encourage a minimum two and three-storey built form to the northern area of precinct 3 to provide a transition to the core commercial area.

4.2.54 Upper storeys should minimise visual dominance.

4.2.55 Height and scale should transition sensitively to adjoining development and residential areas.

4.2.56 Building heights should protect and enhance key views.

Building mass

4.2.57 Development must not overshadow existing residential lot boundaries between 10 am and 3 pm on 22 September.

4.2.58 Development must not overshadow proposed primary or public open space between 11 am and 3 pm on 22 September.

4.2.59 Building design and setbacks must manage overlooking and visual bulk impacts on existing and proposed residential uses.

Setbacks

4.2.60 Residential development facing Carolyn Way should provide a minimum 5 metre ground-level setback. The upper level should be set back a minimum of 1.5 metres and incorporate a balcony with at least 50% transparency.

4.2.61 Garages and carports should be set back behind the building line a minimum of 1 metre.

4.2.62 Development should avoid presenting blank side elevations or side setbacks to Carolyn Way.

4.2.63 Setbacks to the path along the eastern side of the Maiden Gully Recreation Reserve and to the northern boundary should be a minimum of 4.5 metres at ground level. Upper floors should be setback the height of the floor below.

Interfaces

4.2.64 Fencing should be visually permeable where practicable.

4.2.65 Residential development should address open space and key streets to support activation and passive surveillance through habitable rooms, windows and balconies.

4.2.66 Encourage rear-loaded residential development adjacent to public spaces.

4.2.67 Bin storage, services and utilities should be screened and located away from street view.

Pedestrian and Vehicle Access

4.2.68 Entries should be clearly visible and well-lit.

4.2.69 Pedestrian and vehicle access should be separated where possible.

Landscaping

4.2.70 Integrate landscaping with development to provide shade, cooling and amenity.

4.2.71 Landscape design should incorporate native planting, appropriate screening, shaded car parking and safe street interfaces.

Ecologically Sustainable Design (ESD)

4.2.72 High-performance ESD principles are strongly encouraged including passive solar design, natural ventilation, efficient water use, WSUD, solar infrastructure, shade and urban heat mitigation.

4.2.73 Use permeable surfaces where feasible.

4.2.74 Provide on-site water storage for irrigation and building use.

4.2.75 Incorporate solar-powered infrastructure where possible.

4.2.76 Incorporate water-sensitive design into car parks and open space.



A mix of materials and plantings create welcoming spaces



Figure 9 – Proposed Heights and Setbacks Plan

4.3 Public realm

The network of public realm spaces within the activity centre, including streetscapes, pedestrian links and gathering places support community interaction and reflect Maiden Gully's natural and cultural heritage.

High-quality urban design promotes increased use and a strong sense of place, creating environments where people choose to spend time. Well-considered design enhances the urban setting, contributing to a more vibrant and appealing place to work, rest and recreate.

Objectives

- create a strong visual identity for the activity centre through integrated landscape and streetscape treatments that compliment built form design.
- deliver vibrant, safe and attractive streets and public places.
- integrate and encourage safe walking and cycling opportunities across the activity centre and into the wider residential area.
- spaces and facilities should be equitable and accessible for all abilities
- improve the presence of the township along the Calder Highway.



Bendigo Law Courts – codesign with DJAARA.



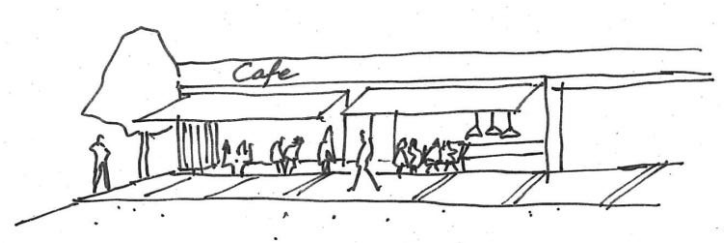
Bendigo TAFE – informal areas to gather

Guidelines

All areas

4.3.1 Landscaping should provide strong visual linkages to the surrounding area.

4.3.2 Provide high-quality private realm improvements within developments to encourage outdoor dining spaces, coffee windows and informal seating where appropriate.



4.3.3 Streetscape improvements should provide shade and weather protection at regular intervals through plantings and structures. Planting should align with *Greening Greater Bendigo,* having regard to canopy cover, climate resilience, biodiversity, maintenance and local site conditions.

4.3.4 Provide sufficient and suitable lighting to create safe and useable places after dark where appropriate.

4.3.5 Use transparent and low height fencing where fencing is required.

4.3.6 Install water fountains at strategic locations.

4.3.7 Support sustainable land management practices where possible including WSUD (Water Sensitive Urban Design) and stormwater harvesting and storage.

Town Square

4.3.8 Provide a new centrally located town square space along McNamara Drive with defined, urban edges that provides:

- intimate spaces for people whether alone or in groups
- spaces for markets and other events
- safe and convenient access through the proposed movement network
- connections into a new lineal green spine within the Ausnet easement from the south-west corner of McNamara Drive and Carolyn Way and to the north into the existing green spine along the Calder Highway service road
- accessible facilities for all abilities including seating, tables, mobility scooter parking and charging
- secure bicycle and scooter parking

4.3.9 Undertake a detailed co-design process for the town square and green spine in partnership with DJAARA to embed storytelling informed by local history, community narratives and Traditional Owner knowledge into landscape treatments, public art and structures.

4.3.10 New development fronting the square should provide active built-form edges that enhance its vitality, incorporating clear ground-floor glazing and opportunities for outdoor activation such as al-fresco dining or community spill-out spaces.

Calder Highway service road, McNamara Drive and Carolyn Way

4.3.11 Develop streetscape plans for the Calder Highway service road and McNamara Drive that integrate a coordinated street furniture palette and a strong planting theme across all public areas.

4.3.12 Investigate whether road reserve adjustments could improve pedestrian safety at key movement nodes, particularly where ethe green spines connect, while also improving landscaping opportunities and traffic calming.

4.3.13 Investigate placing powerlines along Calder Highway service road underground to allow for street tree planting to the southern side.

Calder Highway entry points

4.3.14 Create strong entry points into the activity centre from the Calder Highway with hard and soft landscaping and signage.

Carparking

4.3.15 Provide car parking to the rear or side of a building.

4.3.16 Integrate trees in car parking areas to provide shade, reduce heat island effects and enhance visual amenity. Tree planting should be incorporated into the layout though landscaped medians and end-of-row islands.

4.3.17 Ensure a minimum of 30% canopy coverage in the form of trees or shade structures.

4.3.18 Encourage passive irrigation of median and island areas through water sensitive urban design.

4.3.19 Encourage the integration of water sensitive urban design principles, such as rain gardens, swales and permeable pavements to manage stormwater and enhance water quality.

4.3.20 Avoid car park entrances that conflict with pedestrian movement or create unsafe crossing points.

4.3.21 Ensure car park layouts provide clear sightlines, dedicated pedestrian paths and safety measures such as bollards and/or zebra crossings.

4.3.22 Encourage the integration of electric vehicle charging stations.

***The costly nature of public place works will require external funding and allocations within capital works budgets that would likely need to occur over several years.*



Gardens of the Future – informal sitting area



Figure 10 – Public Realm Plan

4.4 Access and Movement

Enhancing the activity centre movement network—particularly active transport routes through improved walking and cycling infrastructure—will strengthen connections to key destinations and improve road safety.

Council policy documents highlight the importance of safe and convenient pedestrian and cycling access to the activity centre, as well as improved public transport accessibility, including increased bus service frequency.

Effective access and movement are critical to the success of the activity centre as a people-focused place. Encouraging walking and cycling will support street activity and contribute to safer, more inviting public spaces.

Existing bus frequency and routes are insufficient to meet the needs of the growing community, particularly for those without access to private vehicles. Improvements such as additional bus routes, increased frequency, and extended service hours could significantly enhance accessibility and connectivity for residents. Whilst improved bus services are not an urban design consideration, it is included as an advocacy action for Council in the Implementation Plan at page 53.



View from green spine along Calder Highway service road with opportunity to connect into McNamara Drive with formalised crossing



Figure 12 – Proposed Green Spine Access + Movement Connections

Objectives

- Integrate the wider residential area with the activity centre through improvements to the movement and access network including intersection upgrades.
- Provide greater connection between the Maiden Gully Recreation Reserve and the activity centre.
- Prioritise pedestrians and cyclists within the activity centre with the development of traffic calming measures and rationalisation of entries to carparks.
- Provide better pedestrian amenity for all abilities and modes of transport.
- Conceal parking behind or to the side of buildings to activate building frontages, the streetscape and public open spaces.
- Minimise the impacts of parking access on the safety and comfort of pedestrians and cyclists.
- Strengthen connections to the new Calder Highway and Maiden Gully intersection.

Guidelines

Public transport

4.4.1 Streetscape works should support public transport infrastructure including seating, shelter and accessible design where appropriate.

Calder Highway and Maiden Gully intersection

4.4.2 Ensure that pedestrian linkages into and out of the activity centre to the new intersection are connected and treated appropriately, particularly along the Calder Highway green spine.

Calder Highway service road, McNamara Drive and Carolyn Way

4.4.3 Improve the pedestrian network (within the existing road reserve) with wider footpaths (minimum 1.8 metres wide) to accommodate inclusive use.

4.4.4 Investigate a potential road space redesign to improve pedestrian priority, safety, landscaping and traffic calming.

4.4.5 Investigate sealing the parking area adjacent to the existing green spine along the Calder Highway service road and providing some allocated long bay parking.

Active transport

4**.4.6** New pedestrian and cycling connections should link to the future City of Greater Bendigo's proposed Protected Walking and Cycling Network linking Maiden Gully to Bendigo City Centre and surrounds.

4.4.7 Facilitate a street lighting audit and upgrades to improve safety in poorly lit areas.

4.4.8 Install secure bike parking at key destinations and locations.

4.4.9 Install pedestrian crossings at priority locations identified on the Access and Movement Plan.

4.4.10 Create safe and continuous connections into existing pedestrian paths beyond the activity centre and into the Maiden Gully Recreation Reserve.

4.4.11 A strip of land 3.5 metres wide should be set aside long the southern boundary adjoining Precinct 3 for a landscaped pedestrian link joining the Maiden Gully Recreation Reserve with the green spine along McNamara Drive.

4.4.12 A strip of land 5 metres wide should be set aside adjoining the Maiden Gully Recreation Reserve's eastern boundary for a pedestrian and cycling link.

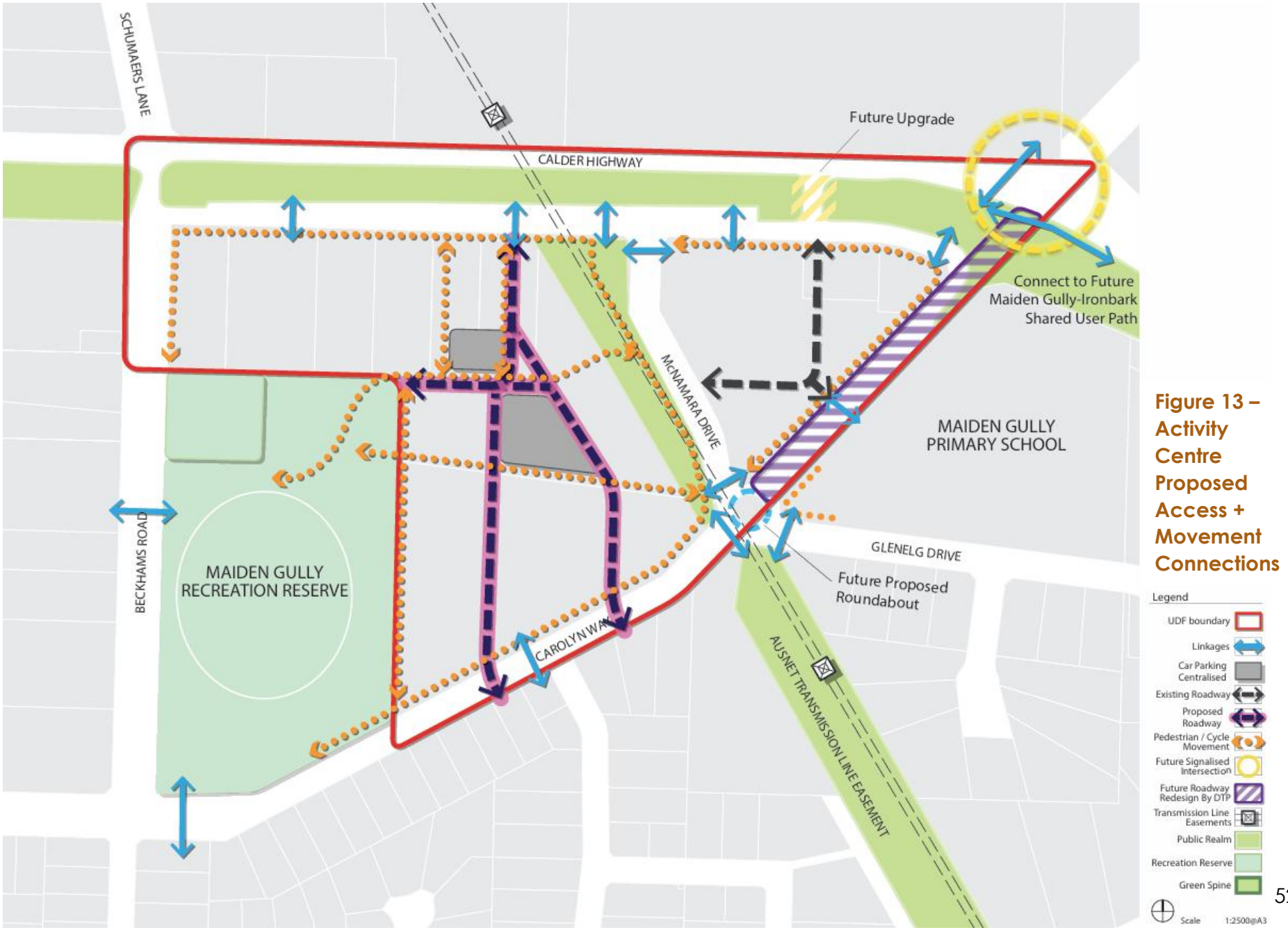


Figure 13 – Activity Centre Proposed Access + Movement Connections

5 Implementation Plan

Theme	Action	Responsibility	Timeframe
Land Use	Prepare and implement a planning scheme amendment to rezone 41 Carolyn Way from Commercial 1 Zone to General Residential Zone.	Strategic Planning	Short term
	Undertake regular reviews of the UDF and DDO schedule to ensure their efficiency and relevance.	Strategic Planning	ongoing
	Investigate future community facilities/community hub that could locate in the activity centre.	Community Partnerships / Property Services	Medium term
	Investigate whether the existing community centre meets current and future community facilities to inform whether future upgrades to the building are required.	Property Services	Long term
	Liaise with CFA as to future use of the Maiden Gully Community Park.	Community Partnerships	Short term
	Investigate the purchase of land along McNamara Drive to facilitate public open space.	Property Services	Medium term
	Investigate stormwater harvesting and storage within the activity centre.	Engineering/Climate Change and Environment	Medium term
Built Form	Prepare and implement a planning scheme amendment to remove the existing DDO10 and introduce a new DDO. The Maiden Gully Urban Design Framework to be incorporated into the Greater	Strategic Planning	Short to medium term

	Bendigo Planning Scheme as a background document to the DDO.		
Public Realm	Relocate the existing community play space to the Maiden Gully Recreation Reserve.	Parks and Open Space	Short term
	Prepare detailed designs for the town square and green spine areas in partnership with DJAARA.	Parks and Open Space	Medium term
	Prepare streetscape plans for the Calder Highway service road, McNamara Drive and treatment for key entry points.	Parks and Open Space	Medium term
	Investigate placing powerlines underground along Calder Highway service road.	Engineering	Medium term
	Facilitate a street lighting audit and upgrades.	Engineering	Medium term
	Include secure bike parking in future public realm design work.	Parks and Open Space/Engineering	Medium term
	Investigate increasing Calder Highway service road footpaths to minimum 1.8 metre width.	Engineering	Medium term
	Investigate traffic calming measures to the road network within the activity centre.	Engineering	Medium term

Advocacy	
Action	Responsibility
Advocate for the construction of the Maiden Gully-Ironbark Shared User Path	Community Partnerships
Advocate for increased bus services connecting Maiden Gully to Bendigo, Kangaroo Flat and surrounding areas	Engineering

**Acknowledging that the staging of outcomes in this document will be impacted by the readiness of developers and landowners and the funding from external sources and Council to undertake capital works projects and investigations.*

APPENDIX

Appendices 1 - Planning policy

A range of State Government and local planning policies and documents specific to activity centres and Urban Design Frameworks have informed the preparation of the UDF.

Key policies and documents include but are not limited to:

Clause 11.03-1L Activity centres - Greater Bendigo identifies Maiden Gully activity centre (future) and encourages a range of economic, social and some civic activities, together with goods and services to meet the daily and weekly needs of the catchment.

Clause 15.01 – Built Environment of the Greater Bendigo Planning Scheme provides strategies and objectives to support urban environments that are safe, healthy, functional and attractive, and that contribute to a strong sense of place and cultural identity. These objectives underpin the design principles of the UDF.

The **Urban Design Guidelines for Victoria**, referenced in Clause 15.01, provide overarching guidance for urban design across Victoria's towns and cities. The Guidelines inform the strategic and place-based approach adopted in the UDF.

Planning Practice Note 17: Urban Design Frameworks has informed both the content and structure of the UDF, particularly in relation to the articulation of vision, principles and implementation actions.

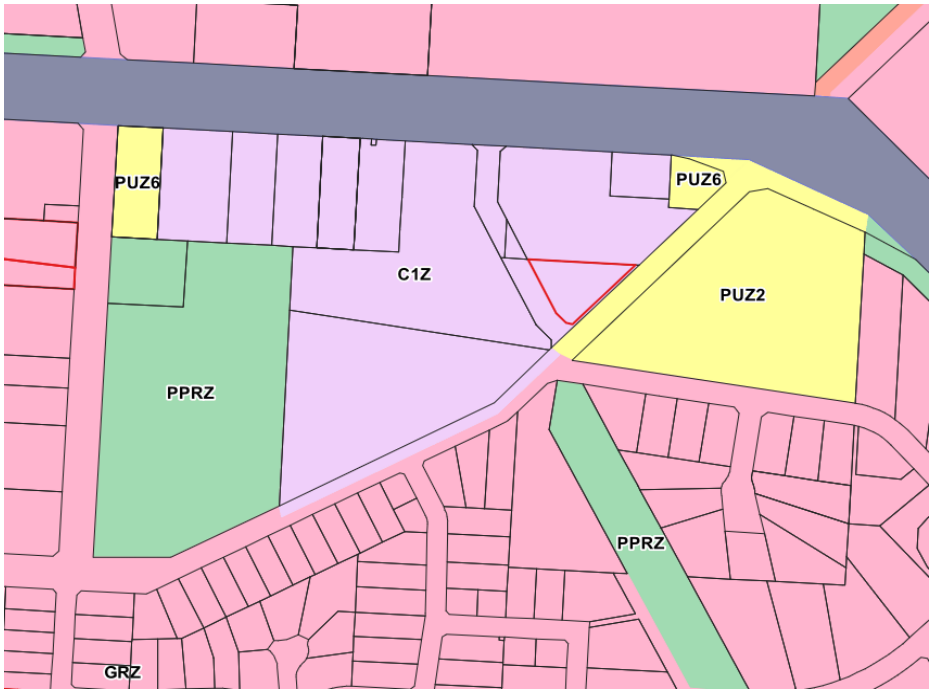
Current planning scheme controls

Commercial 1 Zone (C1Z)

Most of the activity centre is located within the Commercial 1 Zone. The zone supports vibrant, mixed-use centres for retail, office, business, entertainment and community uses and provides for residential development at densities complementary to the role and scale of the activity centre. *Clause 58 Apartment Developments* applies to apartment developments in the Commercial 1 Zone and provides statewide objectives and standards to be met by development.

Public Use Zone (PUZ)

The community centre and play space reserve are zoned Public Use Zone, recognising their role in public recreation and open space provision and supporting their function as key community assets.



Current zoning – C1Z and PUZ6

Design and Development Overlay – Schedule 10 (DDO10)

DDO10 currently applies to the activity centre; however, its provisions relate primarily to residential development and lot sizes and do not address the design outcomes intended for the activity centre.



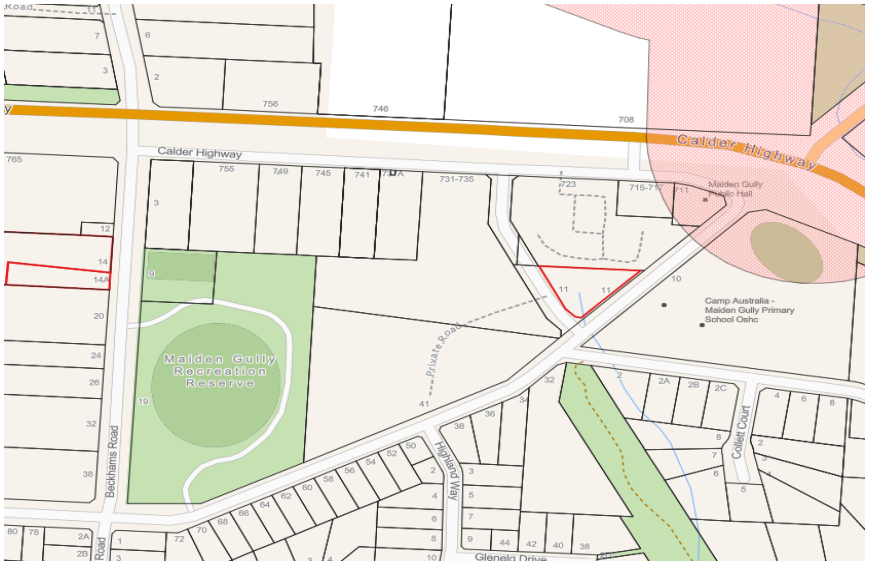
DDO10 shown as blue

Bushfire Management Overlay (BMO)

The Bushfire Management Overlay applies to a small portion of the activity centre at the corner of Carolyn Way and the Calder Highway (as shown on the map below in red). The **Bushfire Assessment of Potential Growth Areas (May 2024)** identifies the activity centre as being at low risk of bushfire hazard.

Bushfire Prone Area (BPA)

While not a planning control, the activity centre is located within a designated Bushfire Prone Area, which identifies areas potentially subject to ember attack and triggers specific requirements under the Victorian Building Regulations. Approximately 70 per cent of Victoria is within a BPA.



BMO area shown as red to the north-east corner

APPENDICES 2- STRATEGIC DOCUMENTS

The UDF has been informed by a range of adopted strategies and plans that guide land use, movement, public space design, sustainability, and community wellbeing.

Key documents include:

- **Land use and growth**
  - Maiden Gully Precinct Structure Plan (2020)
  - Managed Growth Strategy (2024)
  - Commercial Land and Activity Centre Strategy (2015)
- **Public space, environment and culture**
  - Greater Bendigo Public Space Plan (2018)
  - Greening Greater Bendigo (2020)
  - Greater Bendigo Landscape Design Guidelines for Subdivision (June 2024)
  - Greater Bendigo Public Art Plan (2023–2028)
  - Maiden Gully Recreation Reserve
  - Climate Change and Environment Strategy (2021-2026)
  - Biodiversity Strategy and Action Plan (2023-2033)
- **Transport and movement**
  - Integrated Transport and Land Use Strategy (2015)
  - Walk, Cycle Greater Bendigo (2019)
- **Community and Country**
  - Maiden Gully Community Plan (2018–2022)
  - Dhelkunya Dja, Dja Dja Wurrung Country Plan (2014–2034)

Both the *Commercial Land and Activity Centre Strategy 2017* and the *Integrated Transport and Land Use Strategy 2015* identified the need for a UDF to attract investment and to guide development.

Equity Impact Assessment

To ensure inclusivity and equitable outcomes, an Equity Impact Assessment was undertaken. The assessment identified opportunities to better meet the needs of diverse community groups, with key recommendations incorporated into the UDF, including:

- providing wider footpaths to support wheelchair and pram access beyond minimum standards
- delivering gender-neutral, accessible toilets and inclusive nappy change facilities
- incorporating clear, inclusive signage in universally recognised symbols and accessible formats for people with vision impairment
- improving lighting across public areas to enhance safety and amenity
- providing social spaces that are safe and accessible
- ensuring secure bicycle and scooter parking

In addition, a Transport Safety Masterclass was held in 2025 in response to community concerns regarding traffic congestion, pedestrian safety, and active travel. The outcomes of this process have informed the UDF, particularly in relation to traffic calming

measures, safer pedestrian and cycling networks, reduced reliance on private vehicles, and upgrades to high-risk intersections.

The intersection of Maiden Gully Road and the Calder Highway has received funding for a signalised intersection. This is currently being planned by the Department of Transport and Planning in conjunction with Council.

END OF DOCUMENT