ELMORE STRUCTURE PLAN

Draft Plan



CITY OF GREATER BENDIGO

Acknowledgement of Traditional Owners

The City of Greater Bendigo is on Dja Dja Wurrung and Taungurung Country. We acknowledge and extend our appreciation to the Dja Dja Wurrung and Taungurung 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 and Taungurung 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.

Elmore is located on Dja Dja Wurrung Country.



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Executive Summary

The Elmore Structure Plan (the Plan) is a strategic document developed by the City of Greater Bendigo (the City) to guide the future growth and development of the town. It sets out a long-term vision, outlining key actions and advocacy activities to address changing community needs while preserving Elmore's rural character.

Developed through extensive community consultation including surveys, workshops, and stakeholder engagement, the Plan combines technical insights and aligns with State Government planning requirements. It recognises Elmore's appeal as a charming riverside town in Greater Bendigo, with strong physical infrastructure and a vibrant commercial hub. It also acknowledges how these aspects have supported the towns natural growth over the years. There is currently an opportunity to enhance these existing assets but also identify improvements for the benefit of the community.

Looking ahead to 2041, Elmore could potentially welcome up to 500 new residents and 250 additional dwellings. While growth will be modest compared to other areas of Greater Bendigo, careful planning is essential so that development aligns with community expectations. The Plan provides recommendations for managing growth through planning scheme changes and design guidelines that protect the town's heritage and character.

Key priorities identified in the Plan include:

- Supporting appropriate residential and commercial growth.
- Enhancing local infrastructure, particularly walking and cycling networks.
- Improving road safety and connectivity across the town.
- Increasing links between the town center and the Campaspe River.
- Balancing targeted infrastructure investments for maximum community benefit.
- Encouraging moderate growth on vacant land and under-developed large lots
- Encouraging incremental change to allow a range of different housing types to accommodate changing and smaller household sizes.

The Structure Plan acknowledges that while the City will be responsible for many actions, the implementation will depend on the alignment of landowner intentions, market conditions, and funding availability. However, with the community's support the Elmore Structure Plan serves as a roadmap to maintain and enhance Elmore as a thriving, well-connected, and sustainable town for generations to come.

PART ONE:
Introduction

1.1 Purpose

The Elmore Structure Plan is a City led document which sets out a long-term strategic vision until 2041. It aims to guide land use, built form and public space enhancements that together can achieve economic, social and environmental excellence. It also promotes diverse infill housing and investment in the commercial area and builds from recommendations from broader City of Greater Bendigo strategic work.

The Elmore Structure Plan is the second in a set of three documents which aims to detail how the town should change and grow.



1.2 Structure Plan Area

The Elmore Structure Plan study area is located along the edge of the City of Greater Bendigo municipal boundary which adjoins Campaspe Shire. It includes Elmore's residential area, commercial activity centre, train station, recreation reserve and the local cemetery.

This Plan acknowledges that the surrounding rural area plays a key role in the life of the town. However, for the purposes of this plan, the area of focus is the Elmore township as shown in the aerial map.



1.3 How will it be implemented?

If adopted by Council, the Plan will be used to guide the community, government decision makers, businesses and the development industry, about opportunities for change and growth.

The City will be responsible for preparing a planning scheme amendment to include certain Structure Plan recommendations into the Greater Bendigo Planning Scheme. The City will also be responsible for some of the actions through future forward public work programs. However, for many improvements there will be the need for additional external grant funding, community involvement and assistance or partnership from other State Government authorities. In these circumstances, the Plan can be used as an advocacy document for potential funding.

How is this plan different to a Community Plan?

A community plan is led and created collectively by community members. The community is responsible for achieving the actions and reaching the goals detailed within it. The actions of a community plan often include creating events for the town, opening new shops or heritage walks and public artwork.

The *Elmore Community Plan 2015-2020*, is currently under review. There may be an overlap between the Structure Plan and potential future community initiatives.

Project Process

STAGE 1 RESEARCH - **Complete**

> Background research and studies
> Initial community survey engagement
> Issues and Opportunities Paper
> Community information sessions held

STAGE 2: DRAFT DOCUMENTS - **Complete**

> Community Vision Workshop
> Consultants complete technical reports
> Prepare draft documents

STAGE 3: COMMUNITY CONSULTATION - **Current**

> Draft documents released for public comment
> Community information sessions held
> Submissions received and considered
> Changes to documents in response to feedback

STAGE 4: ADOPTION - Upcoming

> Councillors to consider adoption of final documents

STAGE 5: IMPLEMENTATION - Upcoming

> Recommendations can begin to be implemented
> Funding and budget bids can be sought
> Planning scheme amendment can commence

1.4 Traditional Owners

This Plan has been developed with respect to the *Dhelkunya Dja Country Plan* (2014-2034). The Country Plan provides direction for the Dja Dja Wurrung Clans Aboriginal Corporation (DJAARA) and the Traditional Owner Land Management Board. It 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 and represents the goals and priorities of DJAARA.

Continued engagement with DJAARA in the next stages will enable their values to be appropriately and respectfully embedded within the future plan for Elmore.

1.5 Community Consultation

Community consultation has been an important component in the preparation of the Structure Plan. It has helped understand the current issues within the area and capture the communities' aspirations for the towns future.

The first phase of engagement asked the community and stakeholders to express what they liked most about living in Elmore and where improvements could be made.

A total of 118 submissions were received between two surveys. The key themes which emerged from the surveys were:

- *Footpath and cycle path improvements*
- *Potential growth of retail and service options*
- *Public space improvements*
- *Road and traffic improvements*
- *Public transport options (increased frequency)*
- *Potential agricultural or industry growth*
- *Suitable residential growth*

Other community engagement included the City's Let's Talk website and social media, student walking tour, in person drop-in sessions and a community visioning workshop. Meetings with the Elmore Community Reference Group has also informed the Plan.

**Further detail regarding the community consultation can be found in the Elmore Background Report.*

This draft Elmore Structure Plan and accompanying documents has been prepared to seek further feedback from the community and key stakeholders. Submissions received during the next phase of consultation may result in changes to the documents.





Figure 3 and 4: Images from the Community Visioning workshop

PART TWO:
Context

2

2.1 Dja Dja Wurrung Country

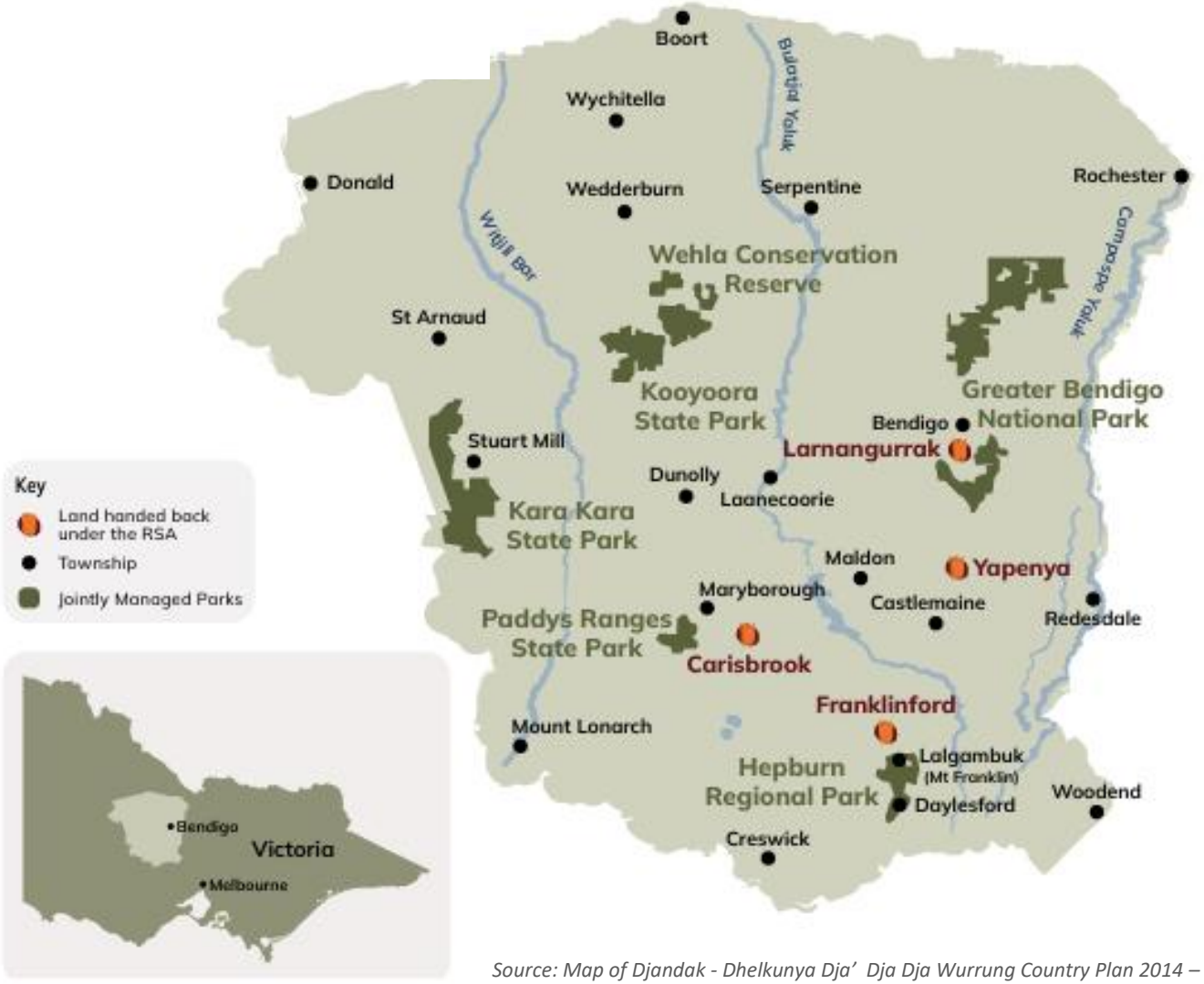
Dja Dja Wurrung People have lived on Elmore's traditional lands and cared for Country over many thousands of years.

Aboriginal culture has long been centralised around relationships to land and water. These relationships hold deep physical, social, environmental, and spiritual significance to Dja Dja Wurrung people. Water bodies like the Campaspe River, are considered to be the veins of the land. They provided food, medicine, and places for camping, hunting, and ceremonies.

Today, Dja Dja Wurrung's connection to Country is much greater than what is visible to the eye. Waterways remain central to their creation stories as they contain many cultural heritage places such as burial grounds, birthing sites and middens.

The Campaspe River boarder represents the traditional meeting point between Dja Dja Wurrung and Taungurung Country.

Dhelkunya Dja' Dja Dja Wurrung Country Plan 2014 – 2034 outlines priority goals and nine key themes to achieve the aspirations of the Dja Dja Wurrung people.



Source: Map of Djandak - Dhelkunya Dja' Dja Dja Wurrung Country Plan 2014 – 2034

2.2 Regional Context

Elmore is a small rural town with a population of 847 people. Located within the hinterland of Greater Bendigo, the town is 55 kilometres north-east of Bendigo's city centre, and 180 kilometres from Melbourne.

Elmore is connected by three major roadways including Midland Highway, Northern Highway and Elmore – Raywood Road. The town is also serviced by a passenger train line and bus service between Melbourne, Bendigo and Echuca. This regionally significant transport infrastructure makes Elmore highly connected to the surrounding area. It also helps support its tourism economy and local agricultural industry.

To the east of Elmore lies the Campaspe River and the Campaspe Shire. This land is significant to the town as it contains the Elmore Events Centre, which hosts a range of events including equestrian activities and the Elmore Field Days.

In addition, the town is well situated, being within a 35 minutes' drive from the Bendigo Airport. Currently, the airport offers direct flights to Sydney, New South Wales.

Elmore Field Days - Attracts 35,000 people each year and provides primary producers the opportunity to learn about the latest in farming.



2.3 Local Context

Elmore boasts a village character, flat walkable landscape and a range of businesses and services. These aspects are highly valued by the community and attract passing visitor trade. The town retains its original street layout and a range of historic commercial and residential buildings.

The Northern Highway (Railway Place) contains Elmore's main commercial area. It is mostly single sided and features a mix of single and two-storey buildings. The opposite side of the highway contains the Campaspe Run Discovery Centre and Miniature Railway tourism attraction. Progress Park and the Railway Station Village Green provide public open space, as well as a place for visitors to rest.

Cardwell Street (the original main street of Elmore) offers a complementary commercial setting away from the bustle of the highway. An established residential area with wide roads, well maintained houses, and established gardens, is a short walk from the centre of town. There are also two primary schools (57 enrollments combined) and a kindergarten (17 enrollments).

The Campaspe River is a well-recognised asset for the town and continues to be important for community recreation. The river and wider landscape also remain central to Dja Dja Wurrung people's cultural identity.
The river holds deep physical, social and spiritual significance and plays a key role in DJAARA goals for community and economic development.













2.4 Community Profile

Today, Elmore is warmly promoted as 'Small town, big heart'. The town is home to a population of 847 people with 753 of these people living within the Structure Plan focus area (ABS 2021).

Elmore's strong community spirit is reflected in its many community groups, sports clubs and community-led improvements around the town. The Elmore Progress Association in particular, has led many projects over the years.

Elmore has also achieved a very successful community plan. The *Elmore Community Plan 2015 - 2020* was led and created collectively by community members. It details a future vision for Elmore and includes goals under six key themes. The Plan is currently being updated by community members with help from officers at the City of Greater Bendigo to reflect new priorities and opportunities.

Data Source: Australian Bureau of Statistics 2021.

**The geographical area the data has been derived from Elmore Town SA1 and Urban Bendigo SA3.*

**The figures to the right reflect the large older population at retirement age. The figures may also be impacted due to the effects of Covid 19 Pandemic when the census data was collected .*



Current Population
847 People



Median Age
52 years of age
(compared to 39 in Urban Bendigo)



Median household income
$909 weekly
(compared to $1,398 in Urban Bendigo)



Older Community
Over 50% of people are 50+ years



First Nations
2.1% identify as indigenous
(compared to 2.4% in Urban Bendigo)



Mortgage Repayments
Average $1083 per month



Families
216 Families



Labour Force
93% of people available for work are employed
(compared to 96% in Urban Bendigo)



Average weekly rent
$220



Children
Average 1.7 children per family



Needs Assistance
9% due to age or disability



Homeowners
75% are homeowners, either outright or with a mortgage

2.5 Key Strategic Documents

Loddon Mallee South Regional Growth Plan 2014

The *Loddon Mallee South Regional Growth Plan* aims to guide regional development, targeting a population of 200,000 over the next 30 years. While Bendigo is expected to accommodate most growth, a key objective is to support small towns through economic investment and flexible zoning. Encouraging moderate growth in well-serviced towns like Elmore will help achieve the population goal while preserving Bendigo's surrounding forests and providing a lifestyle option with convenience in close proximity to employment and services.

Council Plan Mir wimbul 2025-2029

The *Council Plan* includes the Municipal Public Health and Wellbeing Plan and outlines strategic priorities for managing resources, including population growth, infrastructure and land use.

The Plan includes four themes including Responsible, Healthy, Thriving and Welcoming. Each theme has three goals, making 12 goals in total. Each goal has two to three priority action areas, making 34 priorities in total.

The Elmore Structure Plan aims to align with the Council Plan, particularly the goals around facilitating housing which meets different needs, creating a livable and vibrant town and encouraging a strong economy.

Managed Growth Strategy 2024

The *Managed Growth Strategy* (MGS) provides high level strategic direction for Greater Bendigo residential development over the next 30 years. The Strategy aims for 70 per cent of new residential development to occur in established areas near existing services and employment in inner urban Bendigo.

While there will not be a significant change in the proportion of the population living in towns and rural areas compared to urban Bendigo, it is expected some growth will occur. The City will need to plan for around 14,000 additional residents and 6,000 additional dwellings in these areas up to 2056. Therefore, townships like Elmore will continue to provide an alternative and complementary lifestyle offering. Elmore will play an important role in accommodating the municipality's residential growth.

Housing and Neighbourhood Character Strategy 2024

The *Housing and Neighbourhood Character Strategy 2024* identifies three change categories including minimal, incremental and substantial housing change. These categories will guide the future growth of residential areas and provide detail about how new development can respond to existing and preferred character.

Serviced towns like Elmore will likely experience minimal to incremental housing change suitable for their rural context.

*The Elmore Structure Plan has been developed in accordance with the planning policy framework as set out in the Greater Bendigo Planning Scheme. Important documents are shown in the infographic and further detailed throughout this report:

State or Regional Documents

- 'Dhelkunya' Dja Dja Wurrung Country Plan 2014-2034
- Reconciliation Plan, Barpangu 2021-2025
- Loddon Mallee South Regional Growth Plan 2014
- Loddon Campaspe Climate Projections 2019
- Loddon Campaspe Regional Economic Growth Strategy 2019

Municipal Documents

- Council Plan Mir wimbul 2025 – 2029
- Managed Growth Strategy 2024
- Housing and Neighborhood Character Strategy 2024
- Greater Bendigo Industrial Land Strategy 2024
- The Commercial Land and Activity Centre Strategy 2015
- Bendigo Freight Study 2017
- Walk, Cycle Greater Bendigo 2019
- Integrated Transport and Land Use Strategy 2015
- Greater Bendigo Public Space Plan 2019
- Greening Greater Bendigo 2020
- Climate Change and Environment Strategy 2021-26
- Biodiversity Strategy and Action Plan 2023 – 2033
- Greater Bendigo Active Living Census 2019
- Community Aquatic Facilities Strategy 2023
- Road Safety Action Plan 2023-2027
- A Stronger Greater Bendigo Economic Development Strategy 2020-2030
- Draft Former Shire of Huntly Heritage Study
  Draft Rural Areas Strategy

PART THREE:
The Vision



3.1 A thriving town

With its charming riverside location, historic buildings and well-maintained residential properties, Elmore is an attractive rural town. It has good physical infrastructure combined with limited environmental constraints. This combination has helped Elmore develop organically, offering a complementary lifestyle, in close proximity to larger regional centres like Bendigo and Echuca.

The long-term vision for Elmore is a rural hinterland township of 1,250 people built around a vibrant community town centre with a well serviced railway station and an outstanding public space network. Elmore has the potential to build on its vibrant community-based town centre. The township has the physical structure, services and amenity to be a highly liveable place, contributing to the City of Greater Bendigo's residential offerings.

The expected population growth combined with commercial consolidation and expansion is likely to create demand for additional services, houses and employment. This will result in incremental changes to urban form in Elmore. The limited area available for commercial expansion means further redevelopment on existing underutilised land within the town is likely to occur.

Elmore has many opportunities and can progressively develop as a well-planned country town. Future development will respond to bushfire and flooding risks, preserve environmental features, create a diverse range of housing options, and reinforce Elmore's character as a rural township.

Changes which may result from residential and commercial growth include:

- Additional health and community services
- Additional retail to service local needs
- Increase in the range of housing stock to respond to changes in household sizes and age profile of the town
- Increase in visitor services such as tourism, accommodation and public space amenities
- Increased development or redevelopment of existing residential and commercial areas

Rural Township

Throughout this Plan, Elmore is referred to as a rural township with a 'village like' character. This means that while the residential neighbourhood and commercial areas in Elmore has an increasingly urban character, rural land surrounds the town. Other aspects of this rural character include large expanses of public open space, river reserve, wide road reserves, heritage buildings and view lines to the surrounding farming land. While Elmore grows and changes with urban development, these aspects of a rural township will aim to be retained.

3.2 Vision Matrix

Elmore will be a thriving, compact and connected town that offers a range of commercial, retail, employment and recreation options, supported by a mix of housing choices in close proximity to quality public spaces

Aspirations	**Community** The local community will be healthy and connected with access to open spaces and services.	**Environment** Increased tree plantings for canopy coverage and water sensitive urban design treatments will improve urban streets and the Campaspe River Reserve biodiversity	**Housing** New housing in existing residential areas will maintain the compact town footprint while allowing for population growth and housing diversity	**Economy** Innovative and resilient businesses which adapt to changing commercial and activity centre trends to support growth and needs of residents and visitors	**Public Spaces** The greening of streets, targeted improvement to existing public realm, public open space and creation of informal gathering spaces will provide a network of local shared places.	**Movement** Improvements to the movement network particularly increased walking and cycling infrastructure will better connect people to key destinations and increase road safety
Strategic Guidance	Council Plan (Mir wimbul) 2025 - 2029 Community Plan 2015 - 2020 'Dhelkunya' Dja Dja Wurrung Country Plan 2014-2034	Climate and Environment Strategy 2021 - 2026 Biodiveristy Strategy and Action Plan 2023 - 2033	Managed Growth Strategy 2024 Housing and Neighbourhood Character Strategy 2024 Loddon Mallee Growth Strategy 2014	Destination Management Plan 2015 Commercial Landuse and Activity Centre Strategy 2015	Greening Greater Bendigo 2020 Public Open Space Plan 2018	Walk, Cycle Greater Bendigo Intergrated Transport and Land Use Strategy
Challenges	• Ageing population • Funding improvements to services and community facilities so they are adequate to support a changing and potentially growing community.	• Managing, drainage challenges • Increasing the biodiverity of an altered landscape • Mitgating the impacts of climate change such as increased urban heat and risk of flood and grassfire	• While theoretical capacity for housing growth exists, actual development is subject to various factors, including market conditions, landowner intentions, and economic viability of development. • Providing a mix of housing types which meet the needs of changing housholds	• Tourism and retail offerings appeal to mostly day travellers or people passing through. • Rural service industries in main street do not have opportunity to grow • Several commercial buildings have been converted to residential uses at ground level impacting streetscape activation.	• Open spaces are not linked up as well as they could be. • The City or Greater Bendigo own and manage limited public open space and community facilities in Elmore • Limited connection between train station, commercial activity and the Campaspe River Reserve	• There are several walking and cycling infrastrucutre gaps and some physical barriers which minimse access and movement. • There is minimal council budget for new walking and cylcing infrastructure across the municipality – additonal external funding will be required.
Opportunities	• Enhance Dja Dja Wurrung stories and connections within the town, particulalry the Campaspe River	• Opportuntities for targeted water sentive urban design treatments which can capture rainfall, reduce stormwater impacts in flood events, improve water quality and increase canopy cover of street trees. • Opportunity to improve river reserve interface with urban streets	• Expected growth can be accomodated within exisitng town boundaries on vacant or underutilised land. • Opportunity to implement design guidance into the planning scheme to help protect rural and preferred neighbourhood character	• Opportunities to improve public realm particularly Cardwell Street as an extension to the commercial strip. • Opportunities to support additional attractions and accomodation options which provide for a longer stay.	• Large recreation reserve which can be diversified, wide local road reserves and river reserve which can be greater connected and improved for locals and visitors • Town centre and entranceway improvements will improve sense of place, sense of arrival and wayfinding for visitors	• Identifying priority routes, implementing creative lower cost on exisitng wide streets and advocating for external funding. • Improving town entrances, speed and pedestrian crossings • Potential investigation into a local walking and cycling loop

PART FOUR:
The Framework



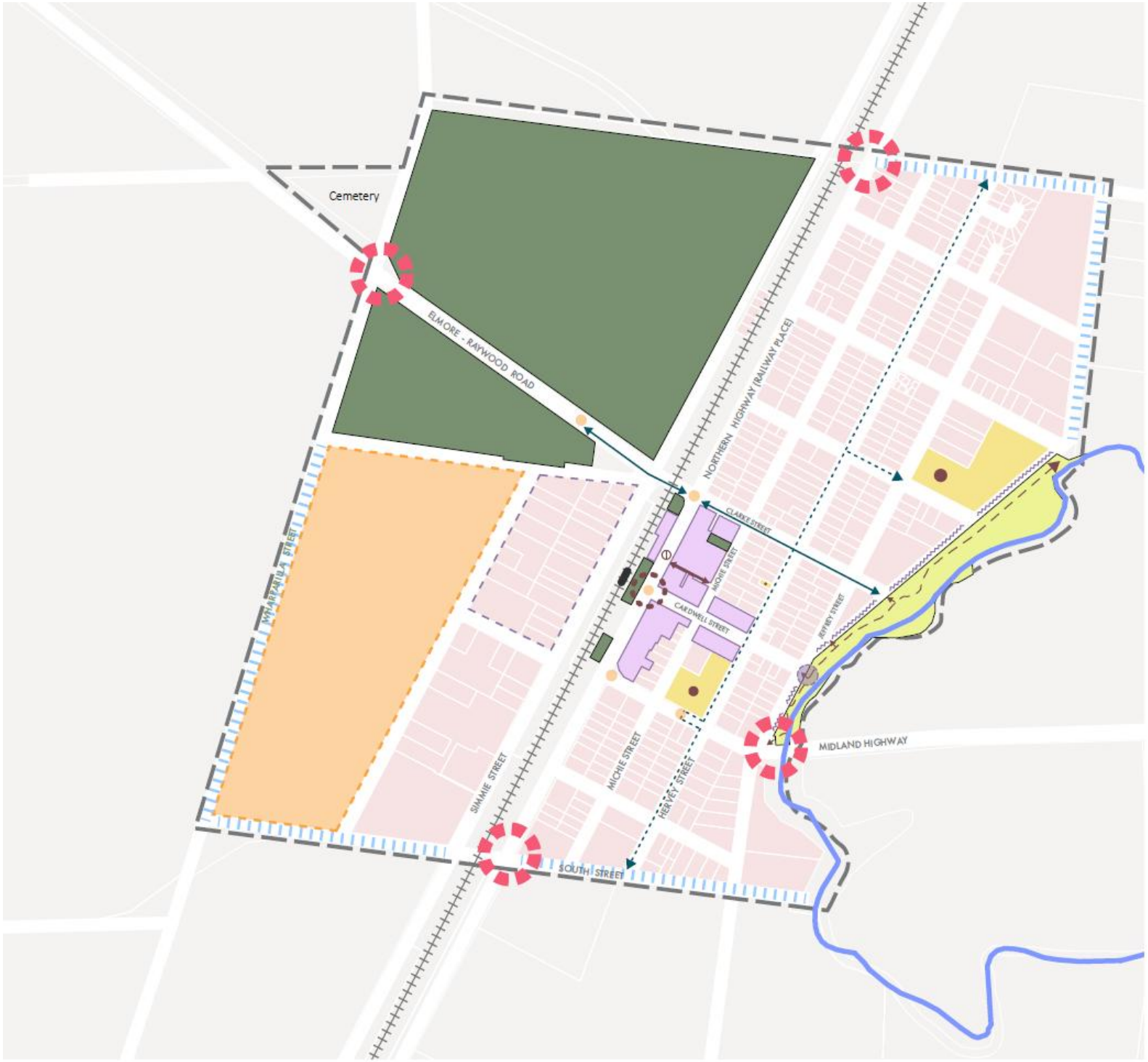
4.1 Strategic Response

The Elmore Structure Plan strategic response is grouped into themed sections drawn from the Background Report. Each of the themes is supported by long term objectives, strategies and actions to achieve the vision for Elmore.

Many actions are likely to be delivered following more detailed design work and investigation by key stakeholders, government departments and the private sector.

Design guidelines for the preferred character and future built form of the commercial area is included in the Urban Design Framework that accompanies this Plan.





ELMORE FRAMEWORK PLAN

- Elmore railway station
- Parks and recreation
- Campaspe river reserve
- Education
- Residential supply
- Future Residential Supply (subject to further investigation)
- Commercial Zone (Elmore Activity Centre)
- Future Non - Centre Commercial Supply (subject to further investigation)

- Town Centre
- Town Entrance
- Priority on road shared path
- Priority on road seperated cycling lane
- Unsealled shared path

- Potential State Government crossing upgrade
- Campaspe River project (DJAARA Partnership)
- Campaspe River interface treatment
- Rural interface treatment

Theme 1: Encourage respectful, complementary, and resilient growth

Housing

Current Residential Land

The *Managed Growth Strategy 2024,* identifies Elmore as a district town where 'moderate growth' is expected on land already zoned for residential uses. While data shows a lower demand for growth in Elmore compared to urban Bendigo, new dwellings are expected to be driven by changing demographics and an increasing desire for livability.

The *Greater Bendigo Housing Capacity Analysis* (Remplan 2024) identifies approximately 146 developable lots within Elmore's town boundaries that could provide up to 445 additional houses. This assumption is based on a median lot size of 600 square metres. It is acknowledged this size does not represent the majority of existing properties, but instead is recognised as the median size for new residential lots created over the past 5 years. The suitability of many larger lots with existing dwellings or vacant sites for further development means future growth can be contained within the existing township boundaries.

Looking ahead to 2041, if recent census data trends continue (0.47% annual growth rate), as well as new residential subdivisions (lots which can be further subdivided to create an additional 1 to 15 lots), Elmore could potentially welcome up to 500 new residents and 250 additional dwellings. This would equate to a population of 1,250 people and the need for around 16 new dwellings per year.

The *Housing and Neighbourhood Character Strategy 2024* believes the majority of Elmore can support 'Incremental Housing Change', with a maximum height of dwellings up to two storeys. Past housing growth has been mainly conventional density housing. However, new housing could be in the form of conventional density housing, townhouses or units. This type and height of development is already seen across the town.

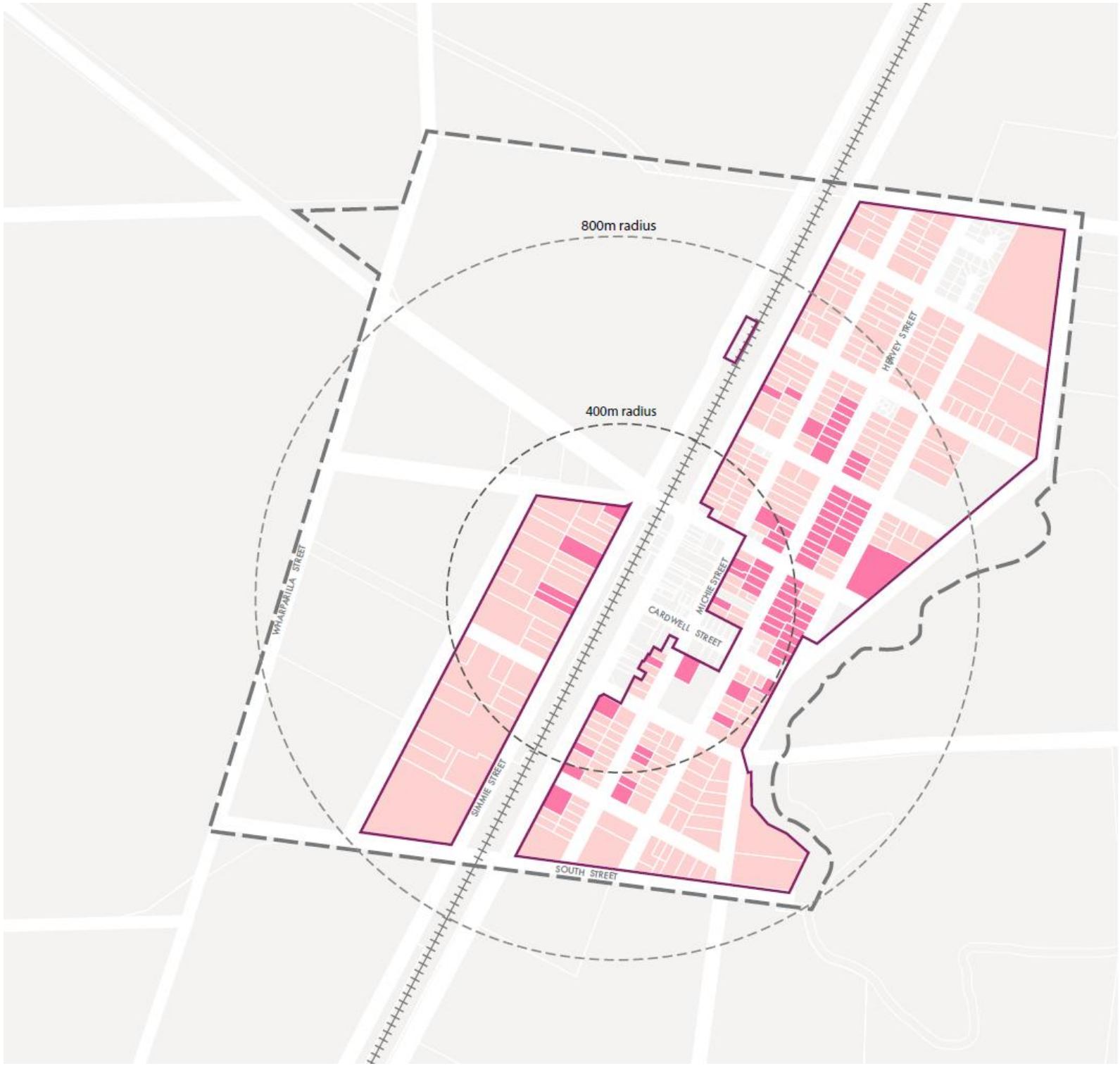
The draft *Former Shire of Huntly Heritage Study* recommends new Heritage Overlays for individual properties and precincts. Should these recommendations be adopted and included in the Greater Bendigo Planning Scheme, these areas of the town may be more suitable for 'Minimal Housing Change'. However, given the proximity of residential properties to the Elmore activity centre and the train station, most properties will be able to accommodate some change provided the City's Heritage Design Guidelines are followed.

The **Township Zone** applies to the majority of the town. It is no longer appropriate as this is more suitable for small towns with no specific structure of residential, commercial and industrial land uses. This is not the case in Elmore and so it is recommended that residential land in Elmore is rezoned to a specific residential zone. This approach will provide areas primarily for residential purposes and allow residential infill.

The **Neighbourhood Residential Zone** is suitable for areas where there is no anticipated change to the predominantly single and double storey character. The Neighbourhood Residential Zone can also allow some other uses compatible with residential development, such as medical centres, places of worship and education.

Minimal Housing Change
Should be applied to areas which need protection due to specific characteristics such as heritage, environmental or landscape characteristics.

Incremental Housing Change
Should be applied where housing growth can occur within the context of existing or preferred neighbourhood character. Areas where there is capacity for housing growth and more diverse types of housing should enable incremental change.



ELMORE CHANGE AREAS

- Elmore Railway Station
- Minimal housing change
- Incremental housing change
- Proposed Neighbourhood Residential Zone

Housing Stock

Current ABS census data shows a mismatch between housing stock, household size and the population profile. The town has an older community with over half the Elmore population aged 50 years or older. Most houses in Elmore are detached (separate) dwellings, on large lots with 3-4 bedrooms. Detached dwellings account for over 99% of all houses. However, on average there are only 2.1 people per dwelling with lone person households the most common making up 38% of households.

While the primary market will be for separate dwellings, current and projected demographic indicators point to the need to plan for two main age groups. These include an aging population, generally requiring smaller dwellings and younger generations such as young workforce adults wanting to secure property.

Providing other types of housing will allow more opportunities for first home buyers, downsizers and other future residents. These dwellings could be in the form of units or townhouses. Community engagement has revealed that this type of housing is supported and needed in Elmore however it must be of a good design and respectful of the town's character.

Housing Aspiration: *New housing in existing residential areas will maintain the compact town footprint while allowing for population growth and housing diversity*

Housing Definitions:

Conventional density housing – for the purposes of this plan is generally detached single houses or 8-15 dwellings per hectare (lots ranging from 500-1,000 square metres).

Medium density housing - for the purposes of this plan is generally 15-25 dwellings per hectare (lots ranging from 200-500 square metres). This could accommodate smaller household needs like detached single house, dual occupancies or townhouses.

Low density housing - for the purposes of this plan is housing is less than 8 dwellings per hectare (lots greater than 1,000 square metres).









Images (top to bottom):

1. Example of conventional density with new separate dwelling on single large lot
2. Example of medium density housing with a battle axe subdivision retaining front cottage and new side driveway with landscaping,
3. Showing multi-lot subdivision with two storey town houses with landscaping and two town houses with street frontage.
4. Conventional density example of single dwelling with two frontages, contextual front setback, low transparent fencing and landscaping.

Neighbourhood Character

The City's *Housing and Neighbourhood Character Strategy 2024* identifies four types of neighbourhood character types in Elmore and includes a preferred neighbourhood character statement for each of these. Further review undertaken through the structure plan process has consolidated the character types into the two preferred character types. Key characteristics include one to two storey built form, consistent front and side setbacks, garden settings and low and transparent front fencing.

As vacant lots and large underutilised lots within existing residential areas are further subdivided and developed it is important that these are designed to respect the preferred character of the area. A schedule to a residential zone can inform preferred development outcomes in the existing residential areas.

What is Neighbourhood Character?

Neighbourhood character is the relationship between both public and private areas. It is the combination of front and side setbacks, garden features and building design, form, scale and materials which together create a sense of place.

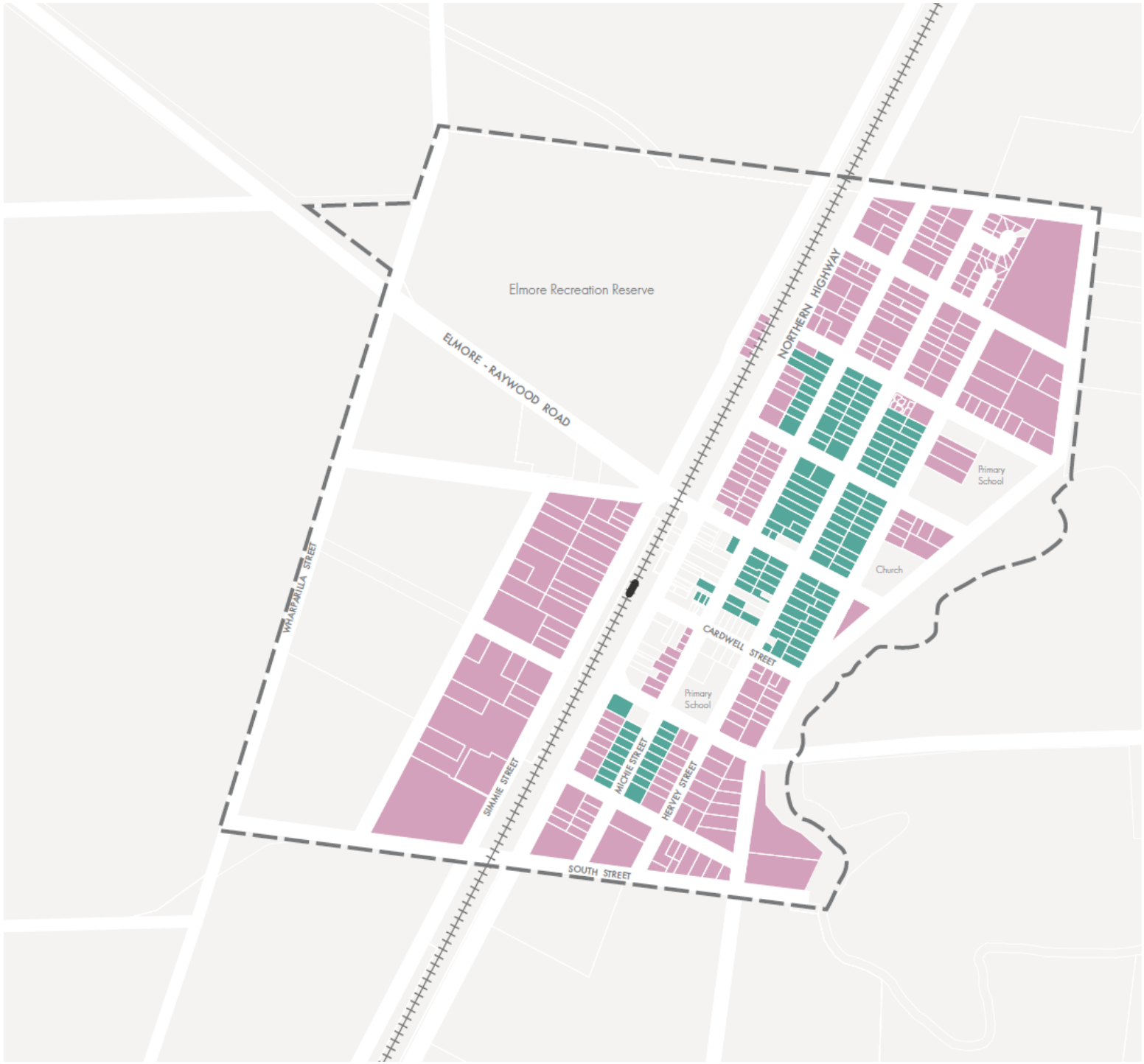
Neighbourhood character is constantly changing to allow newer development among established areas. It will be important to protect and enhance the valued 'rural village' character aspects as change occurs. Development should be enabled to fit within the preferred character and continue to allow view lines to the agricultural and river reserve land and historically significant buildings.



Image: Example of existing Township character type showing front and side setbacks, landscaping and low permeable fencing.

Preferred Neighbourhood Character Statement:

- *Dwellings will complement the historic qualities of the town and maintain a low 1 – 2 storey height.*
- *Careful attention to roof form and window placement will ensure that new dwellings and extensions respect the identified heritage qualities of the streetscape or adjoining buildings.*
- *A feeling of spaciousness will be maintained through the consistent spacing between buildings with setbacks on both sides.*
- *Front setbacks leaves generous space for trees and gardens. Retaining space in front and even in the rear (if appropriate) will ensure that large canopy trees can continue to frame the dwellings.*
- *Original front fencing appropriate to the period should be retained where possible. New low and transparent fencing will enable the connection between dwellings and the public realm.*
- *Garages and sheds are generally located either behind dwellings, or setback from the front façade of dwellings ensuring houses are visible from the street.*
- *Long driveways which service units or townhouses should be landscaped to soften hard surfaces and integrate with the general spacing and landscaping character.*



Elmore Neighbourhood Character Types:

Township – represent the early stages of development and strong grid subdivision pattern. Spacing between buildings, low permeable fencing and the strong visual presence of trees and vegetation give strong character to these areas.

Township Suburban – represents development between 1950s to now. Spacing between buildings and the strong visual presence of trees and vegetation give strong character to these areas. The use of kerbs and channels and the lack of footpaths and often wide grassy verges creates a more informal township feel.

OBJECTIVE 1: Facilitate respectful residential growth within the existing town boundaries

STRATEGY: To encourage new housing that respects the preferred neighbourhood character of Elmore.

STRATEGY: To encourage a range of housing types which are diverse in size, form and quantity which accommodate a range of households and changing community needs

STRATEGY: To encourage subdivision which fits with existing traditional street grid by including through roads which connect to established streets and by avoiding cul-de-sac designs.

STRATEGY: To direct medium density housing close to the train station and commercial area.

ACTION 1: Apply the Neighbourhood Residential Zone and schedule to residential land through a planning scheme amendment to guide preferred neighbourhood character outcomes and future housing.

Summary

Elmore has sufficient land within the township boundaries to accommodate a future population of approximately 1,250 people. The impact on the surrounding farmland and farming operations will be limited by containing future development within the existing town boundaries.

Protecting the valued 'rural village' feel is important as development integrates new and existing elements. Housing infill development in existing residential areas will be shaped by planning tools which aim to guide incremental growth and change.

Key Issues and Opportunities

- It is acknowledged that not every development opportunity will eventuate. Therefore, there needs to be a degree of flexibility about what is most likely to be developed. Actual development is subject to various factors, including market conditions, landowner intentions, and economic viability of development.

- Elmore is connected to a hybrid town sewage system known as Septic Tank Effluent Disposal (STED). The use of STED systems mean that a particular septic tank is still required on private properties as the sewer network is not designed to transport and treat solid waste. Lot sizes will need to ensure there is space for the system on site.

Key Strategies:

Loddon Mallee South Regional Growth Plan 2014
Managed Growth Strategy 2024
Housing and Neighbourhood Character Strategy 2024

Technical Reports:

Remplan Greater Bendigo Housing Capacity Analysis 2024

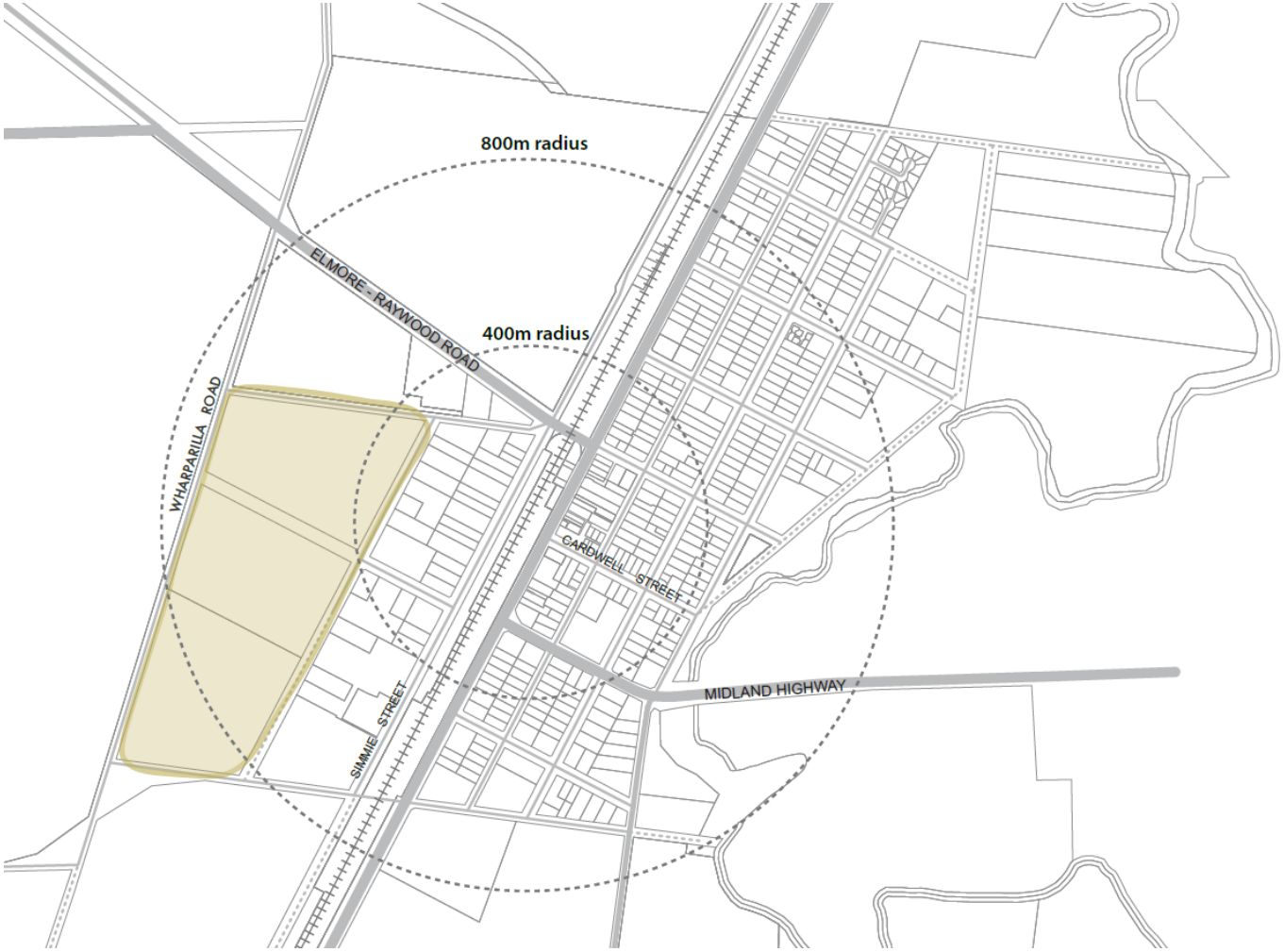
Future Residential Land

While there is preference for housing infill to be directed to existing residential areas the Wharparilla Road land is a strategic location for future residential development should the town need to expand. The Rural Living zoned land is currently used for agriculture (cropping) and cannot be further subdivided under the current zone. The land is also within the existing town boundaries just 800 metres from the town centre and train station, making it a highly walkable location.

The land is identified as a 'future urban investigation area' which could be rezoned to a residential zone, subject to further technical work that demonstrates that the land meets a shortfall in supply or residential land and/or is suitable for residential use and development.

As the land is in private ownership a **Development Plan Overlay** (DPO) or similar control should be applied to inform any future development. A DPO would provide guidance about the conditions and requirements for rezoning and developing the land. This must include consideration of Aboriginal cultural heritage, bushfire risk, biodiversity, infrastructure delivery, staging, movement and access, stormwater and drainage, neighbourhood character and open space to ensure that the land is planned holistically.

The investigation and potential rezoning of this land will be a planning scheme amendment led by a private proponent.



A **private planning scheme amendment is one initiated by a proponent or landowner. For a private amendment to be supported by the City it must demonstrate that it will create a community benefit and has strategic merit.*

OBJECTIVE 2: Provide opportunities for new residential development that does not impact on agricultural uses, minimises bushfire risk and protects biodiversity.

STRATEGY: To deliver sensitively designed residential development that incorporates an integrated open space and walking and cycling network which connects to the town centre and recreation reserve.

Strategy: To ensure that the size, density and location of new residential lots are in keeping with the existing rural village neighbourhood character of Elmore.

Strategy: To minimise hardstand areas and maximise the amount of permeable surfaces to allow for building setbacks and front, rear and side landscaping.

Strategy: To ensure that subdivision provides an attractive interface to rural land, orientating dwellings towards farmland and protecting view lines.

Strategy: To ensure subdivision and development retains large native trees and enhances understory on lots and road reserves with native species.

ACTION 2: Facilitate rezoning of Wharparilla Road land by working with a proponent through a privately led planning scheme amendment.

ACTION 3: Apply a Development Plan Overlay to Wharparilla Road land through a planning scheme amendment to inform future residential use and development considerations.

Development Principles:

Any future residential development should follow Managed Growth Strategy principles for growth areas:

Sustainability – Housing should be planned and designed to reduce its long-term environmental impact.

Safety – Housing should be directed to areas that have fewer environmental hazards.

Suitability – A diversity of housing should be delivered to meet different needs, be near services, be affordable and encourage quality of life

A Development Plan Overlay should guide:

- A layout that includes a range of residential lot sizes to encourage diversity of dwellings
- A site responsive design to enable remnant native vegetation to be retained and areas where native vegetation can be enhanced.
- Safe pedestrian and bicycle connections to the town centre and through block links.
- A layout that respects the existing street grid and by linking with existing road network and avoiding cul-de-sac designs.
- Connection and interface to rural farmland including view lines and dwellings orientated towards open farmland where possible.
- Larger residential and lifestyle lots on the fringe where sensitive rural or native vegetation interfaces exist.
- The identification of any sites of conservation, heritage or archaeological significance and the means by which they will be managed.

Heritage

Aboriginal Cultural Heritage

Aboriginal cultural artefacts are scattered across Dja Dja Wurrung Country and represent the rituals and practices of their ancestors. Elmore contains several mapped areas which identify known Aboriginal cultural heritage sites. Earthworks in mapped areas can often trigger the need for an Aboriginal Cultural Heritage Management Plan to be developed in case any artefacts or burial sites are revealed during construction.

Bigger developments and strategic projects require work upfront to inform design. An Aboriginal Cultural Values assessment prepared in consultation with DJAARA, prior to major rezoning and projects are recommended. 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 culture of the Dja Dja Wurrung people.

In Victoria, a Strategic Aboriginal Heritage Assessment (SAHA) pilot program is also underway, involving three Responsible Aboriginal Parties. The aim is to develop a framework for strategic heritage planning that can be used across the state. SAHA landscapes are different to existing Aboriginal Cultural Heritage mapping. The assessment intends to use knowledge of cultural heritage areas to inform site selection and early project design. This process also aims to manage development and works which can be avoided.

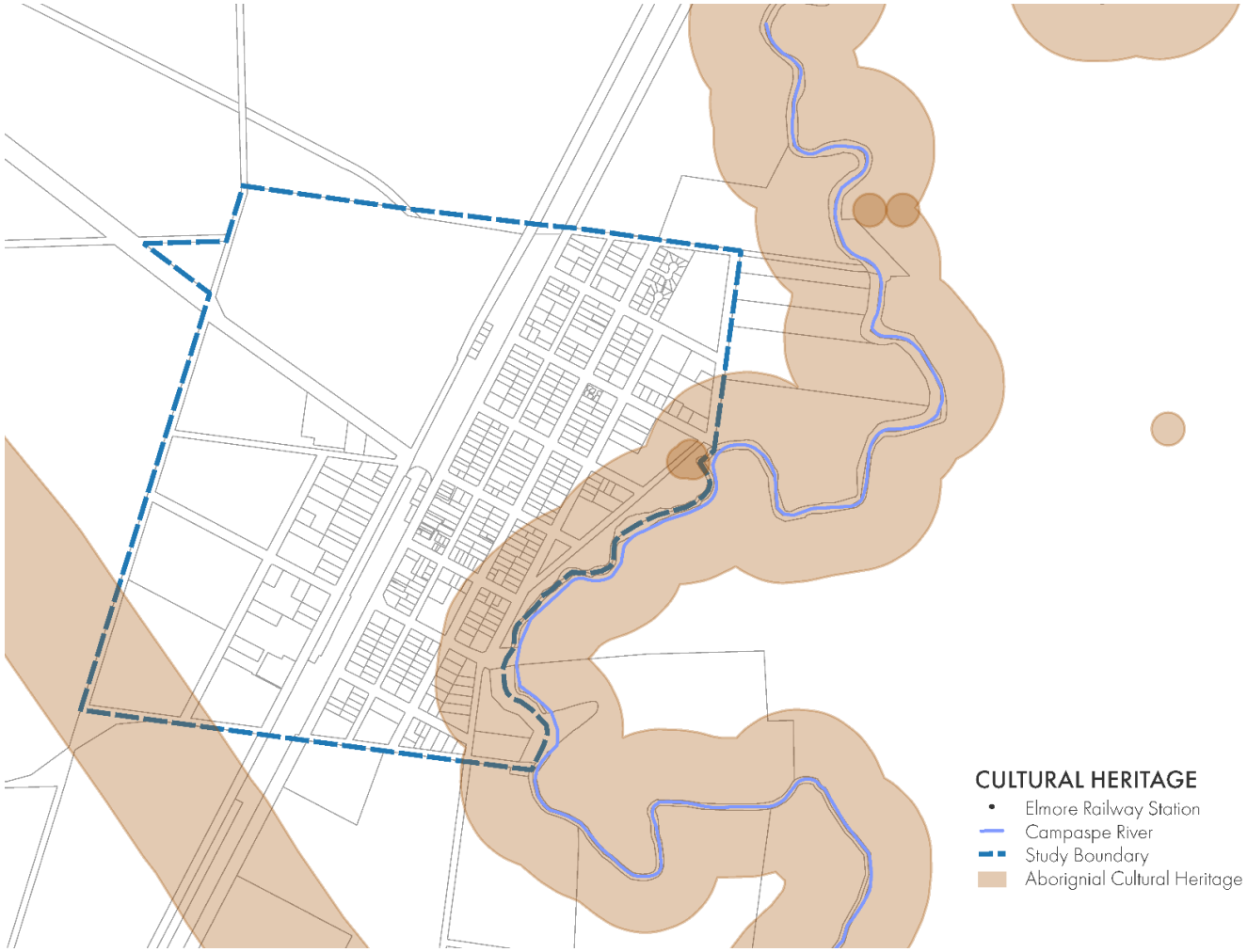


Image: Map showing Aboriginal Cultural Heritage mapped areas in Elmore. The largest cultural heritage significant areas are 200 metres either side of the Campaspe River and a north-west to south-east strip along the southern portion of the town. Scar trees are also evident in the area.

Post-contact heritage

Elmore has three existing Heritage Overlays which hold state significance. These include heritage landmarks including:

- Former Water Tower - HO416
- Memorial Hall / Atheneum Hall - HO417
- Elmore Railway Station buildings - HO418

There are also other places with potential heritage significance. The draft *Former Shire of Huntly Heritage Study* is the first comprehensive study for the area. The study identifies a number of individually significant sites and three significant heritage precincts recommended for a Heritage Overlay.

Future re-development or use of the identified buildings should be guided by the City of Greater Bendigo's Heritage Design Guidelines. Alternative uses to privately owned heritage buildings such as halls and churches is also supported. The best way for heritage places to be valued and preserved is for people to use them.

Please note: *The heritage study is a separate piece of work to the Elmore Structure Plan. The identified properties and precincts are going through a targeted consultation process with direct letters to property owners.*



OBJECTIVE 3: Recognise, protect and enhance cultural heritage

STRATEGY: To recognise and celebrate areas of Aboriginal cultural significance.

STRATEGY: To protect and enhance places and precincts with heritage significance.

ACTION 4: Require a cultural values assessment to be prepared early in the strategic planning process to inform future development of Wharparilla Road land.

ACTION 5: Support the application of the Heritage Overlay to places and precincts identified in the Former Shire of Huntly Heritage Study.

ACTION 6: Support private landowners to upgrade and redevelop heritage buildings, including adaptive reuse through application of the Victorian Heritage Restoration Fund.



Key Strategies:

Dhelkunya Dja' Dja Dja Wurrung Country Plan 2014 – 2034
Greater Bendigo Heritage Strategy and Action Plan 2024 -2028

Commercial

Activity centres are the focus for commercial growth now and into the future. They provide employment opportunities and shopping experiences and meet a range of other social and recreational needs.

Elmore's rural activity centre, operates on a local neighbourhood scale, providing convenience retail goods and services to residents, as well as servicing a larger rural catchment and passing visitor trade. This is further reiterated by Spendmapp data over the past 12 months which shows the bulk of Elmore's local spending has been driven by the visitor economy (Spendmapp by Geografia).

Currently, there are 4,730 square metres of used commercial floorspace in Elmore however, there is additional floor space available in the form of vacant or underutilised commercial buildings.

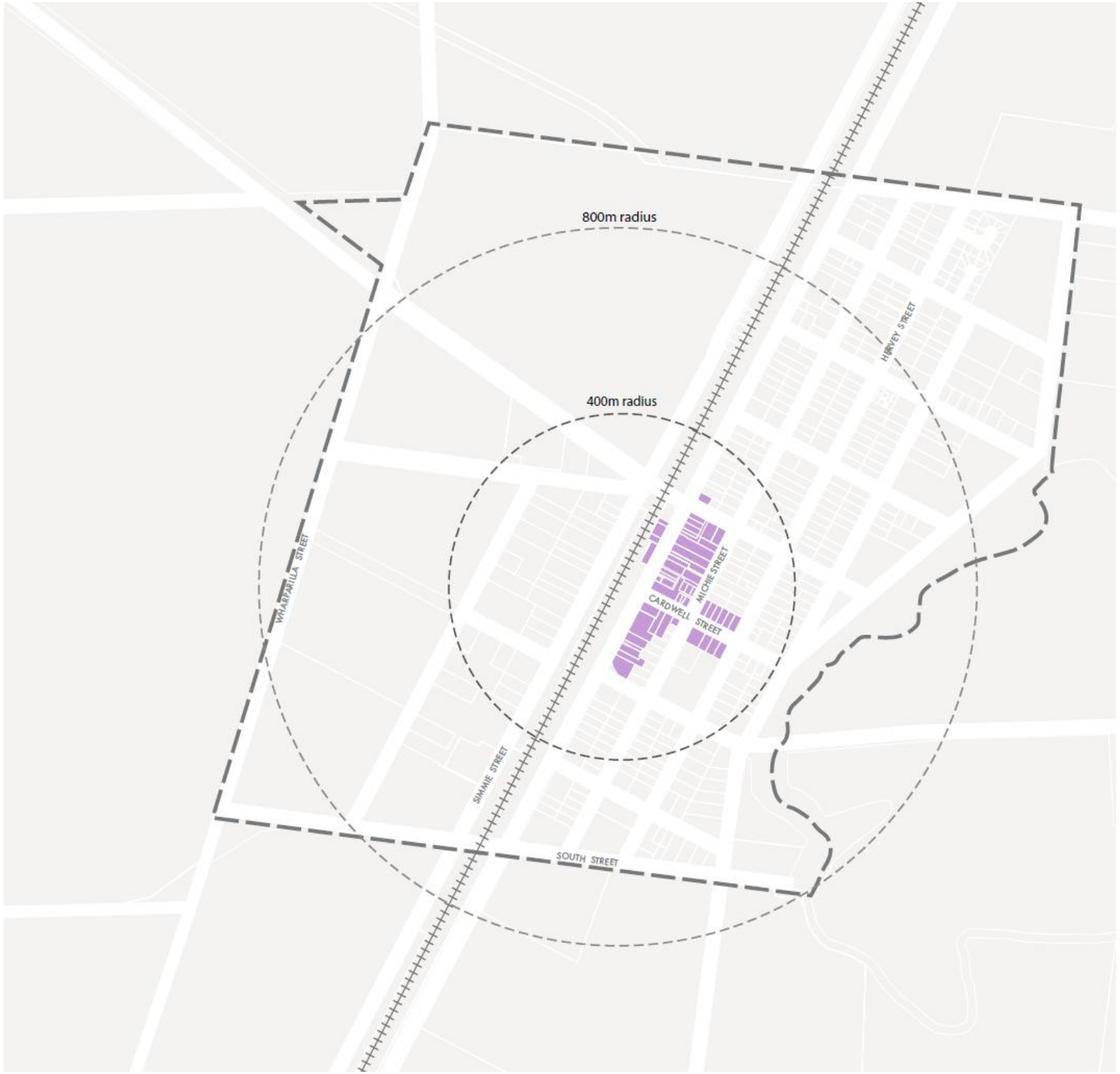
The commercial strip along Railway Place between Clarke and Margaret Street contains a range of businesses and vacant buildings. The recent conversion of some shops to residential uses particularly at ground level has impacted the diversity and vibrancy of the commercial area along Railway Place. Cardwell Street (the former main street) experiences a similar trend. At the same time, recent planning applications have proposed out of centre commercial uses (commercial uses not within the main commercial streets) in Elmore.

Looking to the future, there is an opportunity to better consolidate commercial uses in Elmore through rezoning land in the town centre from the Township Zone to a commercial zone. A commercial zone will also make it easier for businesses to open and operate as many uses do not require permit approval if certain requirements are met in the Planning Scheme (unlike the Township Zone).

Economy Aspiration: *Encourage innovative and resilient businesses which adapt to changing commercial and activity centre trends to support growth and needs of residents and visitors.*



Image: Railway Place commercial strip



ELMORE COMMERCIAL AREA

- Elmore Railway Station
- Elmore Commercial focus area

Future Demand

As Elmore's population grows there will be an increased demand for commercial and retail floorspace in Elmore. Recent economic analysis undertaken to inform the structure planning process projects a demand for an additional 1,429 square metres of commercial and retail floorspace by 2041, mainly:

- Hospitality = 965 square metres
- Services = 303 square metres

There is limited vacant land within the town centre (with the exception of a corner site at 102 Railway Place). Therefore vacant commercial buildings or underutilised sites will offer redevelopment opportunities for commercial growth. The expanse of undeveloped land at the rear of buildings fronting Railway Place, particularly those which go through to a second street frontage on Michie Street, will be key to meeting the future demand for commercial space and shop top housing or townhouses.

The reactivation of Cardwell Street as an extension to the commercial strip will also expand the commercial activity area and has potential to become an area for boutique retail and outdoor dining or even market or events space. The City can improve public spaces within the town centre through urban design initiatives and provide design guidance for private development. This should consider the user experience and comfortability of moving around the commercial area.

Activity Centre Trends

Emerging commercial and retail trends are influencing the types of businesses in the City of Greater Bendigo, where they locate and the ways they operate. Key trends include the continued growth of online retailing, the focus on retail as an experience. The City of Greater Bendigo council has little influence on these trends and market changes however, can assist with changes to planning controls and improvements to public realm in front of private businesses.

Current macro trends:

- Impact of online retailing
- Retail as an experience
- Growing role of café culture
- Desire for markets and events spaces
- Increased local sourcing of products

Residential Interface

The commercial zone will cover commercial properties which front Railway Place, Michie Street and Cardwell Street. The commercial zone will likely end mid block and adjoin properties with a residential zone and established residential use. Given this likely outcome, new commercial developments with sensitive residential interface should include suitable setbacks and design response to manage potential overlooking, overshadowing and building bulk.

*More information can be found in the Elmore Urban Design Framework.

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.

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

Commercial Definitions

Hospitality – *cafes, restaurants and other food and* beverage services.

Place based services - gyms and fitness centres, hairdressers, high street lawyers and local accountants, libraries, and bank branches

Non-Place Based Services - head offices, research and development facilities, and Government departments and agencies

Commercial Character

The Railway Place, the main commercial street of Elmore has two distinctive sections. The section between Clarke and Cardwell Street is intact and retains many elements required for a successful retail environment. The section between Cardwell Street and Margaret Street could be improved to increase weather protection (verandahs), street tree plantings and additional fine grain buildings in the future.

Cardwell Street has seen organic change over the years from original commercial buildings then converted to residential or accommodation, changing the use and feel of the streetscape. More recently there's been a return of some buildings to commercial uses, including a gallery, coffee van and the reopening of the Parsons Store offering antiques for sale. This change highlights the importance of identifying which buildings and elements of character should be enhanced and protected.

An opportunity exists to formally reactivate Cardwell Street as an extension to the commercial core. This would expand the town's commercial offering while being separate from the bustle of the highway. This street could also be closed to traffic at certain periods to enable its use for markets and events, with the charming heritage buildings as a backdrop.





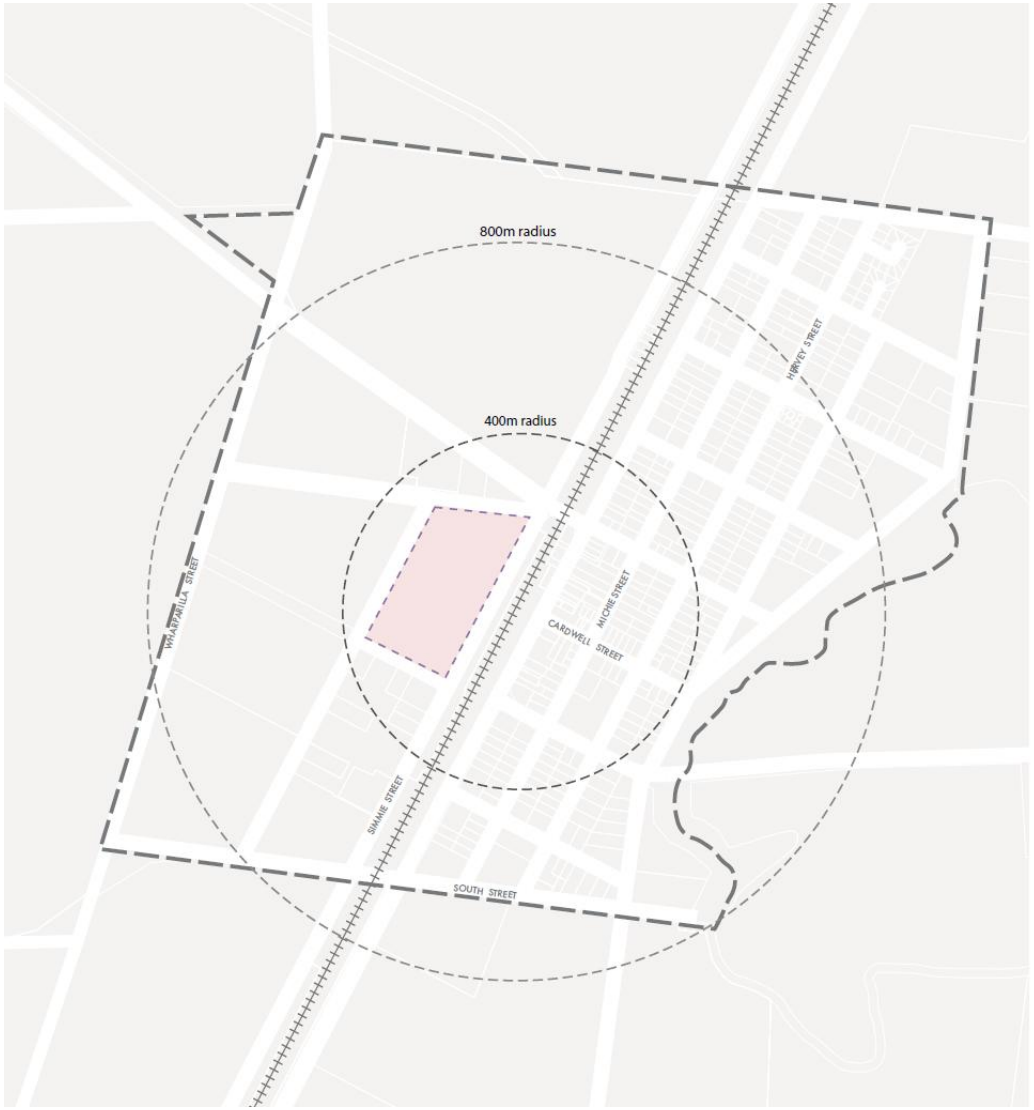
*The **Urban Design Framework** is a separate document that accompanies the Structure Plan and provides a detailed analysis, recommendations and design guidelines. It also provides more direction on targeted public realm improvements.

Future Commercial Investigation

Elmore supports a range of agricultural, rural supply and service industry businesses. Some are located on the main commercial street amongst other commercial businesses and to a lesser extent on Simmie Street. Others are located within the Farming Zone (outside of the Elmore Study Area). Some of the identified businesses include supply of sand and soil, grain, agricultural chemicals and machinery (predominantly wholesale), as well as mechanical repairs for large vehicles.

There is no current location suitable for new service industry, agricultural supply or bulky good businesses. These types of businesses are less reliant on foot traffic and visitor experience compared to other retail or food / drink premises so do not need to be located within the existing commercial area. Existing agricultural uses may also outgrow their current inner town location in the future and need to expand. Simmie Street may be a suitable investigation area as it already contains some service businesses and larger undeveloped lots.

It is recommended the upcoming *Commercial Land and Activity Centre Strategy* review investigate the commercial potential based on future needs. Should this need be identified, it is recommended that design guidance is provided prior to rezoning.



OBJECTIVE 4: Support development of retail services, hospitality, office, business, entertainment and community uses in the Elmore town centre.

STRATEGY: To reinforce the current commercial area within Railway Place and Cardwell Street.

STRATEGY: To encourage the redevelopment of underutilised or underdeveloped commercial land in accordance with the Elmore Urban Design Framework.

ACTION 7: Apply the Commercial 1 Zone through a planning scheme amendment to commercial areas within Railway Place and Cardwell Street.

ACTION 8: Incorporate the Elmore Urban Design Framework design guidelines into the Greater Bendigo Planning Scheme.

ACTION 9: Implement a Design and Development Overlay through a planning scheme amendment on commercial sections of Railway Place, Michie Street and Cardwell Street shown in the Elmore Urban Design Framework.

ACTION 10: Investigate demand and opportunities for the Commercial 2 Zone on Simmie Street for service industry, bulky goods and agricultural businesses in the upcoming Commercial, Land and Activity Centre Strategy review.

Summary

Elmore has sufficient commercial land and a range of everyday services to meet the needs of a growing population including an attractive, vibrant and people friendly town centre.

The commercial areas offers opportunities for revitalisation, with Cardwell Street identified as a potential extension of the town's business core and establishment of arts, markets, and events.

Key Issues and Considerations

While theoretical capacity for commercial growth exists, actual commercial growth is subject to various factors, including market conditions, landowner intentions, and economic viability of development.

Adjustments to planning controls and re-design of public spaces may be necessary to address emerging trends and challenges. However, these changes take time over many years and may need to be achieved as budget becomes available.

The UDF provides more detail about public realm works. The expensive nature of these works means additional funding or government grants and would likely need to occur over several years.

Key Strategies:

Loddon Mallee South Regional Growth Plan 2014
Commercial and Land Use Activity Centre Strategy 2015

Technical Reports:

SGS Economics and Planning: *Bendigo Commercial Land and Activity Centre Strategy Update 2023*

*The Elmore Urban Design Framework which accompanies this Plan provides more detailed design guidance for the commercial area around built form, setbacks, public realm improvements and movement.

Agriculture

Elmore's rural character is connected to the agricultural history of the area. Given this, the Structure Plan seeks to preserve the surrounding agricultural area and prevent further fragmentation or degradation of this land.

Protection can be achieved through maintaining the current Elmore township boundary and encouraging residential infill development within the existing residential areas. Planning for the residential interface with agricultural land will also assist in minimising land use conflict.

The City is currently undertaking an updated Rural Areas Strategy to understand the locations of productive or marginal agricultural land in the municipality to ensure its protection through planning controls. The Strategy's *Issues and Opportunities Paper 2024* recognises this need by identifying the risks to existing and future agricultural land, such as increased land values and conflicts between farming land and rural residential uses.



OBJECTIVE 5: Protect surrounding productive agricultural land.

STRATEGY: To protect surrounding Farming Zone land by retaining the existing town boundary.

STRATEGY: To direct residential development within the town boundary to avoid encroachment of development into the Farming Zone.

STRATEGY: To enhance the distinct interface and view lines between urban and rural land through the use of buffer planting or setbacks

STRATEGY: To require perimeter roads as part of residential subdivisions adjacent to rural areas to provide a buffer between residential and farming uses and minimise land use conflict.

ACTION 11: Implement the Elmore Structure Plan into the Greater Bendigo Planning Scheme with the defined town boundary.

ACTION 12: Support completion of the Rural Areas Strategy to provide further clarity and industry growth for Elmore's farming land.

Summary

Agricultural land is important to Elmore's identity and economy and will be protected by maintaining the existing township boundaries. In the case of Elmore, the growth and expansion of residential development is not to occur on land that is currently in the Farming Zone.

Key Issues and Considerations

- Planning for the residential interface with agricultural land will assist in minimising risks to the productive land but also through preservation of rural view lines.
- The Rural Areas Strategy may highlight opportunities to encourage economic diversification of local rural supply industries and new agri-tourism and eco-tourism businesses.

Key Strategies:

Rural Areas Strategy: Issues and Opportunities Paper 2024

Environment

Biodiversity

Elmore has seen historical vegetation clearing for agriculture. The remaining biodiversity-rich areas are located along the Campaspe River, railway reserve, golf course, racecourse, and Wharparilla Road reserve. These patches support native wildlife through large trees with hollows and nests.

The *Elmore Biodiversity Assessment 2025* recommends improving biodiversity and minimising impacts on vegetation in future development by preserving vegetation. Any future subdivision design should aim to:

- retain large trees on new and existing lots and within roundabouts on nature strips or reserves
- avoid further fragmenting existing biodiversity rich corridors and patches.
- enhance vegetation where appropriate and connectivity between vegetated areas.

Opportunity for a biolink along the railway reserve between Elmore and Goornong is also something which could be further investigated.

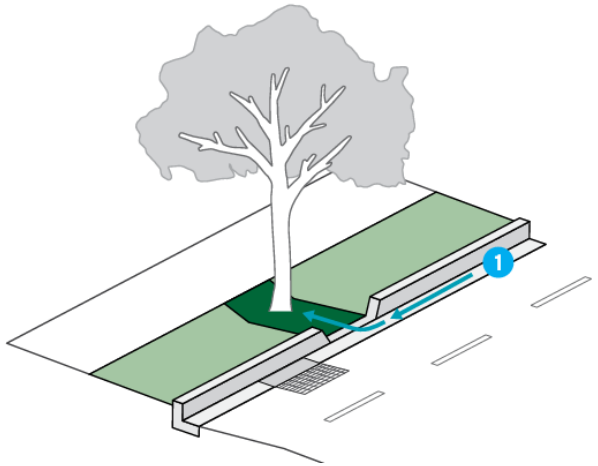
Environment Aspiration: *Increased tree plantings and water sensitive urban design treatments will increase canopy coverage and improve urban streets.*

Climate Change

Climate projections show the Loddon Campaspe region is expected to experience an increase in maximum daily temperatures. This could be an increase between 0.8 degrees and 1.7 degrees Celsius by the 2030s.

On a more localised level, current heat mapping shows Elmore is one of the hottest places in the Bendigo municipality. Street tree plantings in many areas are insufficient or inappropriate to mitigate exposure to weather conditions. Actions within *Greening Greater Bendigo 2020* have already begun with annual local priority tree planting to achieve greater tree coverage in Elmore. Maintaining an even 50/50 split of native and exotic tree planting with a preference for native grass and/or low growing indigenous plants in nature strip treatment will help enhance local streets.

The town also receives considerably less rainfall than other areas of Victoria with an average of 450mm per annum. Given the low rainfall, improvements through the use of Water Sensitive Urban Design treatments could enhance watering, promote tree canopy and enable tree growth. These improvements would likely not be for every street however could be considered in targeted locations around the town or when streetscape renewal works are planned.





Images showing example of large outstand raingarden treatment
Source - Designing for a cool city–Guidelines for passively irrigated landscapes 2020, Melbourne, Victoria.
and https://www.melbourne.vic.gov.au/large-outstand-raingarden

Bushfire

Fire risk is an important consideration for settlement planning and identifying future residential growth areas. To support the development of Elmore a Bushfire Assessment has been undertaken.

Elmore is classified as Bushfire Prone due to grassfire risk from surrounding farmland. Its overall bushfire risk is relatively low compared to other parts of Greater Bendigo which are more densely treed.

Longer, hotter, and drier summers will increase fire danger, with fast-moving grassfires being the primary threat which could become dangerous if flames or embers are able to reach more heavily treed crown land areas in the town. Key risk areas include the golf course, Campaspe River, and railway reserve.

Fire risk assessments on a site by site basis when development occurs will further enable suitable BAL construction ratings, perimeter roads, setbacks from vegetation and water supply for fire fighting purposes. Planned burns, with ongoing fire protection efforts and responsible land management will be essential in reducing risk.

Potential Contamination

There are a small number of sites in the Elmore study boundaries that may have contamination from historical uses such as old landfills, petrol stations, manufacturing and industrial sites.

The State planning system can trigger an investigation of land contamination when the use or planning zone is proposed to change. In the case of historical pollution, often the original polluter no longer exists or cannot be located, and the costs must be borne by another party such as the current landowner or developer. Potential contamination will therefore be best dealt with on a site by site basis depending on the proposed use and development. In most cases the land can be remediated when the land changes use.

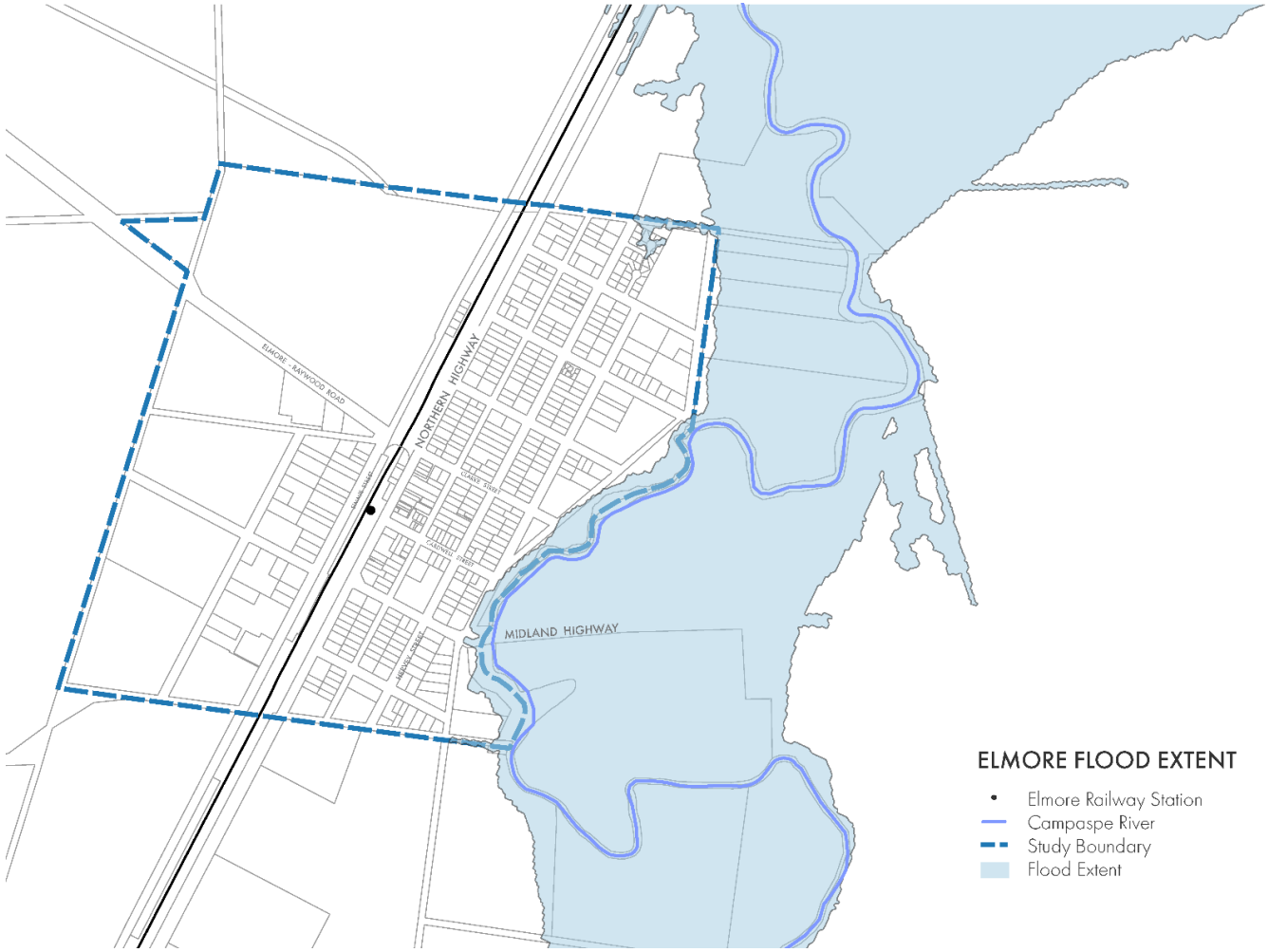


Flooding and Drainage

Elmore's flat topography means suitable drainage and flood mitigation infrastructure are important for enabling future development to occur and to address drainage issues for some established dwellings.

Elmore's stormwater drainage network is managed by the City of Greater Bendigo. The drainage network is predominantly open channel drains with some kerb and channel and underground stormwater drains. Storm water is currently dispersed into the Campaspe River and can cause challenges when the river floods. There is currently no formal stormwater treatment which removes pollutants before water enters the river. Potential treatment methods will be considered in a future City wide 'Integrated Water Management Plan'

Fortunately, Elmore is built on the higher side of the Campaspe River and when flooding has occurred, flood waters have mostly impacted farmland on the eastern side of the Campaspe River in the Campaspe Shire. The North Central Catchment Management Authority (NCCMA) recently completed the *Campaspe River Rapid Flood Risk Assessment 2023* (RFRA) for the Campaspe River downstream of Lake Eppalock. This assessment mapped the updated extent of flooding based on a 1 in 200 (or 0.5%AEP) flood event. It also included best practice climate change projections into the data. This data can be used for formal flood overlay mapping and planning decisions through a future planning scheme amendment.



OBJECTIVE 6: To create a sustainable and climate resilient town

STRATEGY: To direct new residential development to low bushfire and flood risk locations.

STRATEGY: To protect and enhance tree canopy cover.

STRATEGY: To retain and utilise stormwater to irrigate street tree plantings and existing public spaces through Water Sensitive Urban Design treatments (example tree pits to capture water)

STRATEGY: To provide permeable surfaces and less hard surfaces in new private residential and commercial development.

STRATEGY: To consider the impacts of climate change in decision-making processes

STRATEGY: Require the retention of large trees in future subdivision design by retaining trees within lots, roundabouts, nature strips or reserves.

STRATEGY: Support priority precinct tree planting and native grass and/or low growing indigenous plants for nature strip treatments in Elmore in line with Greening Greater Bendigo.

ACTION 13: Support the application of the Flood Overlay in accordance with North Central Catchment Management Authority Rapid Flood Study.

ACTION 14: Include potential Water Sensitive Urban Design treatment methods for Elmore in the upcoming Integrated Water Management Plan to enable tree growth, promote tree canopy and potentially improve stormwater quality.

ACTION 15: Support priority precinct tree planting and appropriate vegetation treatment for nature strips in Elmore in line with Greening Greater Bendigo

ACTION 16: Investigate the development of habitat corridors or biolinks on Burnewang Street and Wharparilla Road through appropriate street tree plantings and nature strip plantings, to connect high value vegetation as a part of the City's upcoming 'Habitat Connectivity Plan'.

Summary

Elmore experiences hotter heat and less rainfall than many areas in the Bendigo municipality with an average of 450mm per annum. Biodiversity has been altered in areas due to farming production however, bushfire risk is lower compared to other areas of Bendigo. With increased development, there is an opportunity to improve water quality and capture it for use around the town.

Key Strategies:

Loddon Campaspe Climate Projections 2019
Greening Greater Bendigo 2020
The Climate Change and Environment Strategy 2021 – 26
Greater Bendigo Biodiversity Strategy and Action Plan 2023-2033

Technical Documents

Biodiversity Assessment 2025 (DM Ecological)
Bushfire Risk Assessment Elmore Township 2025
(Culingaia Flora Environmental Consultancy)

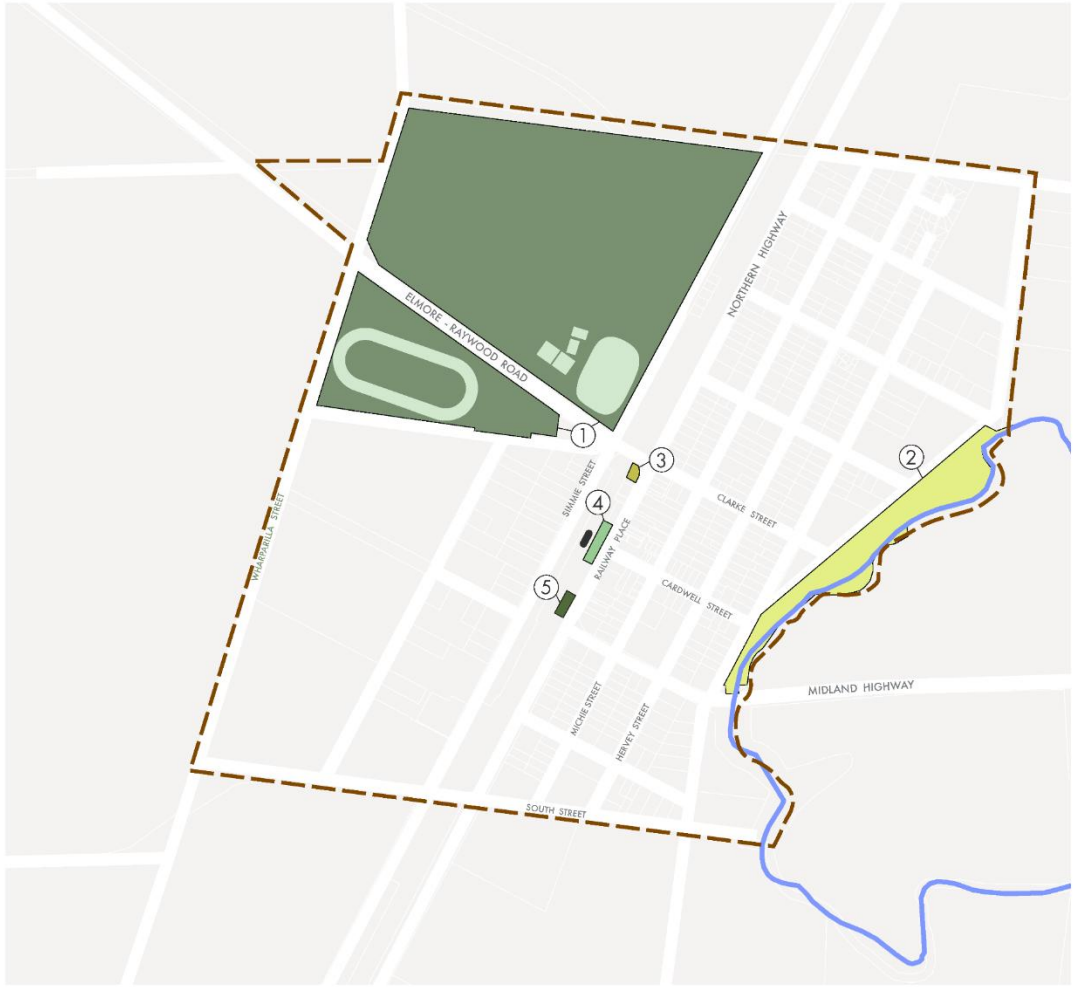
Theme 2: Connect and enhance green public open space and community facilities

Public Open Space

Public spaces, including streets, footpaths, public reserves, parks and playgrounds are an important part of the future livability and character of Elmore. The Structure Plan seeks to build on the aspirations of various existing City of Greater Bendigo policies and strategies and the needs of the community to improve dedicated public open space and the public realm.

While Elmore has a selection of public open spaces, reserves and wide streets with ample road reserve, there are currently gaps in the connection and accessibility of these places. Targeted streetscape plantings as a part of *Greening Greater Bendigo* and the development of walking and cycling infrastructure will significantly improve the way the community use and view streets. Incorporating street trees and water sensitive urban design treatments (where possible) to increase canopy coverage will also be key to establishing a connected network between public spaces.

Emphasis on informal gathering places outside of key buildings, landscaping, pavement and other streetscape treatments in commercial areas could also enhance the streetscape amenity and useable space for businesses.



ELMORE PUBLIC SPACE

- Elmore Railway Station
- ① Recreation Reserve
- ② Campaspe River Reserve
- ③ Progress Park
- ④ Railway Village Green
- ⑤ Apex Park

Public Open Space – includes green open space dedicated to informal gathering, recreation or play spaces.
Public Realm – is the streets, road reserves and places in between dedicated public open space and private properties.

River Frontage

The Campaspe River Reserve is a significant public space asset for the town. It contains not only views to the Campaspe River but also a one and half kilometer shared pathway and mature trees which line the banks of the watercourse.

Situated just under 500 metres from the main street, there are limited means within the town which inform visitors of the proximity to the river. There is a stark contrast between the edge of the river reserve and the beginning of the urban roads and residential area.

There is opportunity to better merge the two together through landscaping and tree planting (particularly native species) within the river reserve area and extending into the nearby streets to enhance the interface. The connection to the town can be better promoted visually through sightlines, wayfinding signage and improved accessibility. Increased usage will also help to increase need for additional amenities along the river reserve, including picnic seating and barbeques.

There is also opportunity to support or partner with DJAARA for a Dja Dja Wurrung-led cultural revitalisation project—e.g., language signage, truth-telling installations, joint naming of heritage places, or reinterpretation of colonial sites through First Peoples' lenses. Further details are documented the Elmore Urban Design Framework.

The Township Zone is currently applied to Campaspe River Reserve. With the removal of this zone to residential land there is an opportunity to apply different zoning to the Campaspe River land. The Public Recreation and Resource Zone is a more appropriate zoning for the Campaspe River Reserve land as it will allows small infrastructure to be built – seating without a planning permit.

The non accessible river frontage to the south of the town will also need be rezoned with removal of the township Zone. The Public Conservation and Resource Zone is considered most appropriate to care for its environmental importance.

More information on Proposed Zoning map page in the Appendix.







Image (from top clockwise): Example of amenities in Axedale which could be included in Elmore, Existing Campaspe River Reserve shared path and an example of DJAARA interpretive signage at the Mount Alexander Gold Fields Track (Source: https://djadjawurrung.com.au/goldfields-track/)

Recreation Reserve

The Elmore Recreation Reserve is the main recreational area for Elmore and includes a formal oval, netball courts, change rooms, lawn bowls, golf course, swimming pool, caravan park and harness racing track.

Given the scale of the Reserve, the extent of infrastructure and the range of community groups that use the area, an investigation into the land for would be beneficial. Thorough research and targeted consultation with the community would be required to understand the frequency of use, if the facilities are being used to their full potential and if there are opportunities for the reserve to provide for other uses, such as spaces for older children or teenagers. It could even inform is a Master Plan is required in the future.

There has also been community suggestions to build on the existing Campaspe River Reserve shared pathway and create an extended walking or cycling loop or circuit around the town. The Recreation Reserve could be an area where this idea could be formalised. This is supported by Walk, Cycle Greater Bendigo which encourages local walking or cycling loops for small towns.

*The Recreation Reserve Land is owned by the Crown and managed by a volunteer committee reporting directly to the Department of Energy, Environment and Climate Action.



RECREATION FACILITIES

1. Golfing range
2. Bowling / golf club
3. Bowling green
4. Netball courts
5. Cricket nets
6. Football and cricket oval
7. Football, netball and cricket clubrooms
8. Play space
9. Skate park
10. Swimming pool
11. Caravan park
12. Tennis Courts
13. Play space
14. Harness racing track

Play Spaces

Play spaces are essential elements of community infrastructure, providing opportunities for physical development at all stages of childhood.

Elmore currently has four play spaces in Elmore and a skate park. The local Michie Street Play space is very popular for families with young children. It is the only play space owned and managed by the City of Greater Bendigo within Elmore as most are located on other state government owned land. Michie Street Play space is currently up for renewal and so the retainment and enhancement of the play space is encouraged.

The *Greater Bendigo Public Space Plan 2019* recommends an assessment be carried out to evaluate the existing play spaces. Recommendations to potentially combine existing play space resources into a larger and more central location were detailed in the actions.

Given this overarching direction there is an opportunity to review the quality, use and condition of the current play spaces with an aim to combine resources and infrastructure into a single centrally located play space. There is also the potential to explore opportunities for a visitor play space.



Community Facilities

Social infrastructure includes the facilities, spaces, services and networks that support the quality of life and wellbeing of communities. Ensuring residents have access to a range of services and infrastructure in proximity to their homes is vital to the success and wellbeing of the community.

Elmore has several facilities, however not all are managed or owned by the City of Greater Bendigo. Many have volunteer community committee of management who provide a strong role to enable the provision of spaces for community to gather, host events, meetings, exercise and play sport.

In comparison to other small towns the diversity in social infrastructure and its location across the town provides for a well-serviced community. Due to the age of this infrastructure however, improvements may be needed to ensure their continued use into the future. Some facilities may be outdated and may need renewal in the future.

Further investigation should be undertaken to ensure the community is getting the best value from these facilities. Analysis should be undertaken to understand if all facilities are managed though good governance and the buildings are fit for purpose for the required uses. The City's Asset Policy and potential investment can be applied to non-City owned or managed community assets where an identified gap in service need can be demonstrated and addressed.







OBJECTIVE 6: To enhance and protect public open space and community facilities which meet the needs of the community.

STRATEGY: Enhance open spaces and connectivity between spaces across the town.

STRATEGY: Maximise opportunities for social interaction and comfortability through the provision of seating, drinking fountains, landscaping, paving and other infrastructure in the town centre.

STRATEGY: Provide attractive, accessible and safe public spaces for residents and visitors

STRATEGY: Increase shade and canopy coverage along streets and around public space

ACTION 17: Apply the Public Park and Recreation Zone to the Campaspe River Reserve through a planning scheme amendment.

ACTION 18: Apply the Public Conservation and Resource Zone to Campaspe River land to the south of Elmore through a planning scheme amendment.

ACTION 19: Implement staged and targeted landscaping, wayfinding signage, tree plantings and streetscape improvements in the town centre in accordance with Greening Greater Bendigo and the Elmore Urban Design Framework.

ACTION 20: Encourage the community to undertake a review of the Elmore Recreation Reserve including infrastructure, uses and user groups with support from the Department of Energy, Environment and Climate Action.

ACTION 21: Support the recommended assessment of existing Elmore play spaces in the Public Open Space Plan 2019 and investigate the potential for a new visitor township level play space at a safe, central and accessible location.

ACTION 22: Maintain and renew the local City of Greater Bendigo owned Michie Street Playground including secure fencing.

ACTION 23: Advocate for Department of Energy, Environment and Climate Action to install additional amenities along the Campaspe River Reserve.

ACTION 24: Implement the Greening Greater Bendigo Strategy 2020 precinct plan priority plantings in Elmore to increase connection and interface between the river and the adjoining residential streets.

ACTION 25: Undertake an analysis of City – owned community facilities in Elmore as a part of the upcoming Community Hubs and Precincts Strategy

ACTION 26: Investigate opportunities for non-City owned or managed community assets in Elmore if an identified gap in service need is identified as a part of the Community Hubs and Precincts Strategy.

Key Strategies:

Public Open Space Plan 2019

Theme 3: Increase connectivity across Elmore and wider area

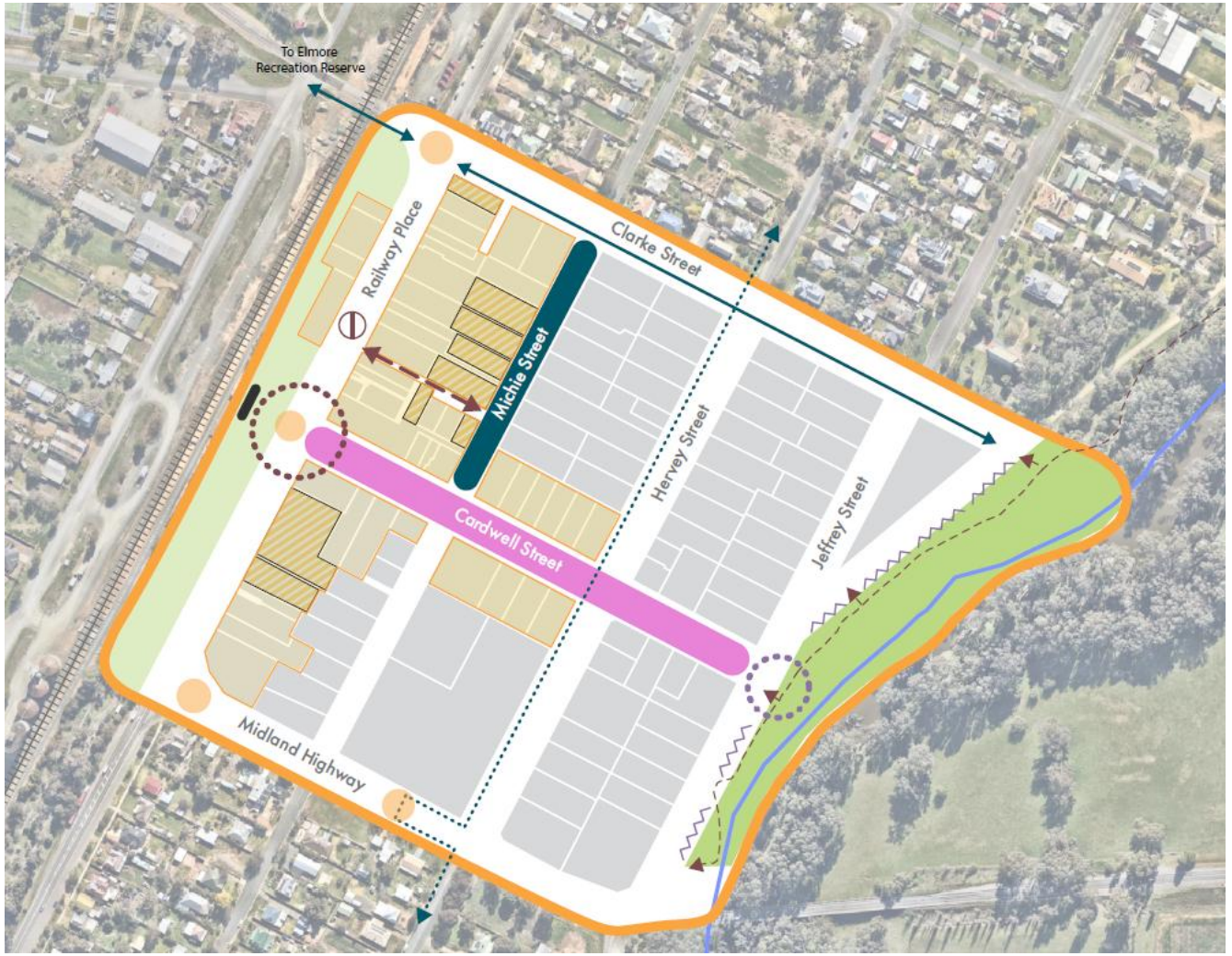
Movement and Access

Elmore is a compact town with most everyday needs and services located within walking distance for many residents. However, typical to many small towns, the main street has formed around a busy highway junction. It is important to point out that many streets in Elmore, are multi-dimensional. They move people and goods and are places for living, working and public life.

The Northern Highway for example is not only the location for the town centre, but also the main public setting that most passing travellers experience and identify with Elmore. The combination of different functions creates challenges for all modes of travel.

Not all streets can be popular destinations. Similarly, not all streets can prioritise vehicle movements. Sometimes streets and roads change functions several times along the way. Finding the right balance between movement and place on Elmore's roads is therefore fundamental to integrated transport planning for the town.

The Department of Transport and Planning's 'Movement and Place framework' has been applied to each of Elmore's streets. More details on proposed improvements the town centre can be found in the Urban Design Framework.



ELMORE URBAN DESIGN FRAMEWORK PLAN

- Town Centre enhancement
- Cardwell priority pedestrian and retail area
- Michie Street shared zone
- Priority pedestrian laneway
- Priority on road shared path
- Priority on road separated cycling connection
- Campaspe River entrance (DJAARA partnership)
- Campaspe River Reserve interface
- River Campaspe Reserve
- Proposed Commercial Zone / Development Design Overlay
- Potential infill development opportunity
- Potential State Government crossing upgrade
- Elmore Railway Station
- Existing signalised pedestrian crossing
- Existing unsealed shared path

Walking Infrastructure

Elmore's size and existing walking and cycling infrastructure places it in an ideal position to build from. It is important to note that given the cost, the construction of footpaths on every street is unlikely and such infrastructure would have the potential to detract from the rural character that visitors and residents value. There is however, a need to determine priority routes to key destinations and direct appropriate infrastructure to these areas.

One of the biggest differences the town can make is to create an environment where walking and cycling is the easiest and most inviting way to get around. The existing street grid already allows for a high level of walkability around the town. Therefore any changes should focus on improving the existing network by identifying and filling missing footpath links and improving key main road pedestrian crossings.

In addition to missing footpath links, public spaces and amenities are not as well linked as they could be. By providing more formalised walking connections at key locations, the separation between vehicles and pedestrians and cyclists could be improved.

Small infrastructure including seats, wayfinding and drinking fountains at 800m intervals along trails and walking circuits will also improve walking environments.

Cycling Infrastructure

Cycling in Elmore serves both as a means of transportation to work or school and as a recreational activity. The community has highlighted several challenges to cycling, including speed of traffic on highways and local roads, dangerous crossing points (particularly on weekends) and limited cycling infrastructure. Given these physical limitations, there are very few places to safely ride a bike. Elmore's only dedicated off-street cycling space is the Campaspe River Reserve shared path. The existing line marked bike lane along Northern Highway would be considered unsafe for the majority of riders due to angled car parking and heavy vehicle traffic.

Elmore has two primary schools where most children want to walk or cycle to school. Children are likely the largest group of cyclists in Elmore and often face difficulties accessing facilities at the Recreation Reserve. Most homes are on the eastern side of town where the highway presents a barrier for cyclists. Additionally, the absence of footpaths in some areas and the prevalence of bindi eye (weed with spikes sharp enough to puncture shoes and tyres) force children to ride on roads, further limiting safe cycling options.

Evidence shows shared paths and protected cycle lanes are the best treatment to encourage wider ridership. Therefore, any changes will ideally improve the existing network by identifying and filling missing footpath links and improving key main road pedestrian crossings.

***More information on walking and cycling improvements can be found in the Urban Design Framework.**

Movement Aspiration: *Improvements to the movement network particularly increased walking and cycling infrastructure will better connect people to key destinations and increase road safety*





PROPOSED WALKING AND CYCLING NETWORK

- Exisitng sealed footpath
- Exisitng unsealed shared path
- Proposed footpath link
- Proposed shared pathway
- Proposed local crossing improvement
- Potential State crossing improvement
- Potential shared area (Michie Street)
- Exisitng Sealed road
- Existing Unsealed road
- Exisitng Highway
- Elmore Railway Station
- Public Open Space
- Primary School

Public Transport

The 2021 Census shows neither the bus or train was used to commute to work. This was likely due to a combination of working from home during Covid 19 Pandemic and inadequate timetabling services.

Until more services are provided it is unlikely that this will change. However, as State Government is committed to improving the rail network coupled with reduced V/Line ticket prices behavioural change to commuting by public transport may start to occur.

Road Freight

Given the Northern Highway, Midland Highway and Elmore – Raywood Road are managed and controlled by the Department of Transport and Planning, much of the City of Greater Bendigo's role will be advocating for improvements to be undertaken by State Government. Some of the potential improvements include:

- Safety upgrades to key intersections
- Designated long vehicle parking areas
- Review of speed signs
- Alterations to pedestrian crossings
- Main gateway treatments to slow vehicles

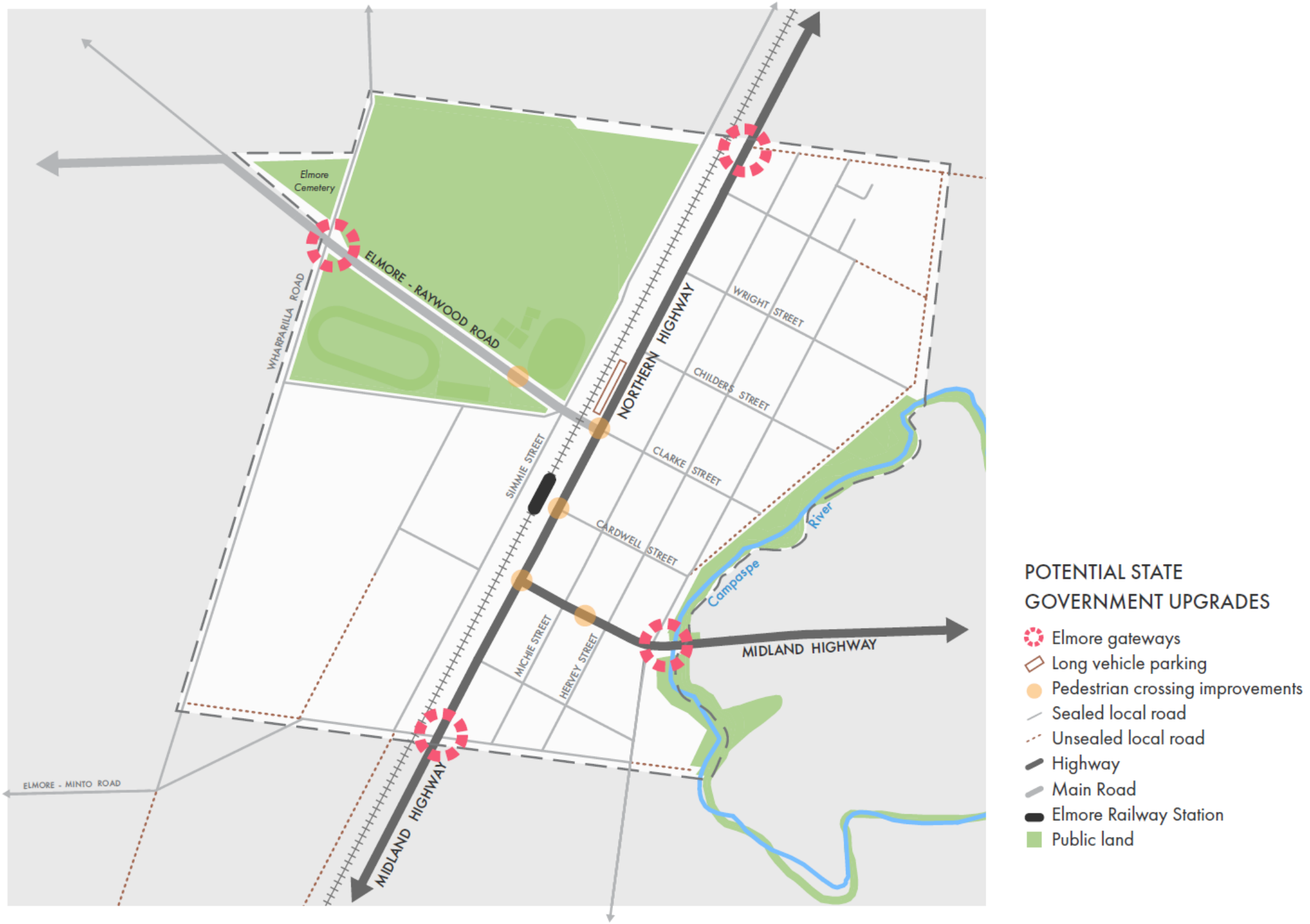
Both the Northern Highway, Midland Highway and Elmore – Raywood Road make a part of the regional road freight network and are essential for the distribution of goods.

Road safety for pedestrians is important on these roads, as is the safety of other road users. In the context of a major highway that traverses a town, the road environment is required to plan for the needs of the freight operators as well as those accessing or moving across the highway.

The road environment will need to be carefully managed in consultation with the State Government to ensure a safe road and functional network.

Long Vehicle Parking

Large trucks are often seen parked parallel within the cycle lane between the vehicle parking spaces and the driving lanes causing sight line impacts for parked and driving vehicles. Designated long vehicle parking is not specifically identified along this stretch of highway which limits the ability of drivers to easily park and access services. Specifically identifying long vehicle parking will continue to address this along the highway with Department of Transport and Planning.


Elmore Cemetery
ELMORE - RAYWOOD ROAD
WHARPARILLA ROAD
NORTHERN HIGHWAY
WRIGHT STREET
CHILDERS STREET
CLARKE STREET
CARDWELL STREET
SIMMIE STREET
MICHIE STREET
HERVEY STREET
River
Campaspe
MIDLAND HIGHWAY
MIDLAND HIGHWAY
ELMORE - MINTO ROAD
POTENTIAL STATE GOVERNMENT UPGRADES
Elmore gateways
Long vehicle parking
Pedestrian crossing improvements
Sealed local road
Unsealed local road
Highway
Main Road
Elmore Railway Station
Public land

Integrated Streetscapes

The City's *Integrated Transport and Land Use Strategy* notes the importance for roads to be suitable for active transport users as well as cars. This promotes health and wellbeing and provides people with a choice on how they move around their town.

Elmore's wide streets contain a large amount of potential public space to support walking, cycling, vehicles, tree plantings, stormwater and services. There is an opportunity to be creative and to use existing assets and infrastructure in achieving minimal cost but maximum benefit improvements. Lower cost improvements which claim back space for pedestrians and cyclists while maintaining the road function for cars could be implemented.

These improvements could be in the form of line marking or bollards within existing asphalt roads which provide separated walking and cycling areas. Mid-road landscaped refuges or curb build outs could also make crossing wide roads easier.

Recreational Travel

Community consultation and surveys revealed a desire for additional walking and cycling infrastructure for recreation. Of all the ideas considered, the most achievable and beneficial recreational option for the local community is incorporating a walking and cycling loop within the town. This approach is aligned with guidance from *Walk, Cycle Greater Bendigo 2019*, which promotes accessible and localised recreation routes for smaller towns. This loop could connect to the Campaspe River Reserve shared path and predominately use existing land at the Elmore Recreation Reserve. It offers the greatest potential for community benefit, community support, and use of current land and infrastructure.



OBJECTIVE 8: To create a network of high quality streets which improve the movement of pedestrians and cyclists

STRATEGY: Create integrated streetscapes on key identified streets which support, walking, cycling, vehicles, tree plantings, stormwater and services.

STRATEGY: Improve pedestrian and cyclist amenity and connectivity within the town centre

STRATEGY: Improve the connection between the Train Station and Campaspe River Reserve by providing a clear link for pedestrians and cyclists.

STRATEGY: Advocate for safe pedestrian crossing points across the Northern and Midland Highway.

STRATEGY: Support the growth of public transport opportunities.

ACTION 27: Implement staged and targeted walking, cycling infrastructure improvements in accordance with the Elmore Structure Plan Framework Plan and Urban Design Framework.

ACTION 28: Advocate to the Department of Transport and Planning to undertake key improvements along the Northern Highway and Midland Highway for pedestrian and cyclist safety.

ACTION 29: Advocate to Public Transport Victoria for additional commuter services to Bendigo and Echuca for the Elmore train station which align with work start and finish times.

ACTION 30: Seek funding to investigate and trial a safe active street concept along Clarke Street and Hervey Street with temporary measures.

Key Issues and Considerations

Public realm improvements are some of the most costly. Construction of footpaths on every street is unlikely and would have the potential to detract from the rural character that visitors and residents value.

is likely that many streets will remain as they are to maintain rural feel of the town. This will likely be where traffic is more limited to local residents. Some streets will also continue using existing wide road infrastructure but incorporate better space for shared walking, cycling and vehicle movements. Some streets may also be prioritised as key walking and cycling routes. This will encourage a north – south and east – west link for walking and cycling.

*More information and actions around walking and cycling improvements can be found in the Urban Design Framework.


STOP

Theme 4: Emphasise township gateways, key landmarks and identity

Town Identity

Town Gateways

Elmore's position at the junction of multiple highways continues to support the towns' tourist role and provides an accessible stop-over for passing traffic. The town has four key vehicle entrances, offering an opportunity to design gateways that create a sense of arrival while marking the transition from rural landscapes to an urban setting. These gateways can also visually indicate speed changes and reinforce the town's identity. Investigation into suitable landscaping, sculpture, signage or road treatment options should be investigated (with consideration given to local or state road legislation).

Carefully selected plantings, including flowering species that contrast with the surrounding bushland, can further enhance the town's presentation and make entry points more inviting. Thoughtful gateway design will help strengthen Elmore's character and create a more distinctive and welcoming experience for residents and visitors alike.

Views and Vistas

Elmore offers views of the Campaspe River and is entirely surrounded by productive farmland. The houses and land with interfaces to the surrounding farmland enjoy strategic sightlines towards grassland and land used for cropping. This connection to the landscape enhances Elmore's rural village character that the community value.

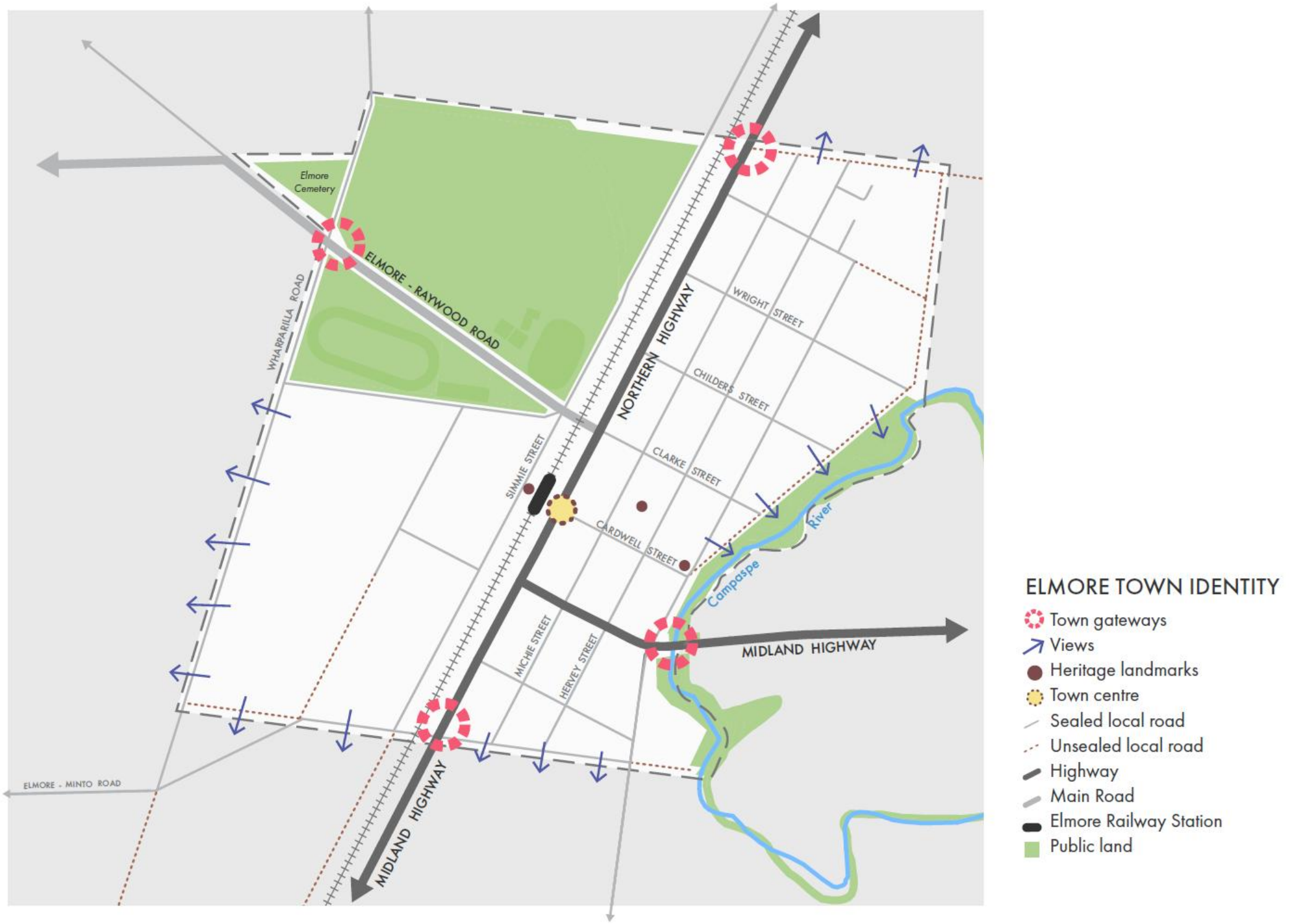
It is important that development adjoining or opposite farming areas or the river reserve provide suitable landscaping and design treatments to create a respectful and functional interface with these natural and agricultural areas.

Heritage Landmarks

Elmore has three existing Heritage Overlays which hold state significance. These include heritage landmarks including:

- Former Water Tower - HO416
- Memorial Hall / Atheneum Hall - HO417
- Elmore Railway Station buildings - HO418

These buildings are not only of state heritage significance however also provide an important wayfinding function. Viewlines to these landmarks should be protected and utilised in upcoming wayfinding signage.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HERVEY STREET
River
Campaspe
MIDLAND HIGHWAY
MIDLAND HIGHWAY
ELMORE - MINTO ROAD
ELMORE TOWN IDENTITY
Town gateways
Views
Heritage landmarks
Town centre
Sealed local road
Unsealed local road
Highway
Main Road
Elmore Railway Station
Public land

Tourism and Economy

Tourism plays an important role in Elmore, with passing visitor trade and annual events contributing significantly to the town's economy. Attractions such as the Campaspe Run Discovery Centre, the Miniature Train and the Elmore Bakery, make it a popular rest stop and day trip location. The Elmore Field Days is the largest event and draws 35,000 visitors annually, providing primary producers and manufacturers a platform for innovation.

The City's Tourism officers can provide access marketing support, networking opportunities and training and resources for businesses and attractions through membership of 'Destination Greater Bendigo Loddon'. However, shaping Elmore's tourism offering will rely on collaboration between private businesses, market conditions, and the community.

The town has an opportunity to develop unique products, highlight natural attractions and experiences, and host vibrant events that reflect its identity. There is also an opportunity to increase local attractions, retail and accommodation while leveraging from the surrounding region. These initiatives may be further explored through the current review of the Elmore Community Plan, with guidance from the City. Additional opportunities could also be pursued via inclusion in Greater Bendigo Tourism's promotional campaigns and advocating to Destination Greater Bendigo Loddon to consider Elmore's tourism potential in the upcoming Regional Destination Management Plan review.

Economic Growth officers are available to support local businesses by serving as a first point of contact and facilitating access to workshops, newsletters, and tailored initiatives. They can also coordinate resources such as the Business Victoria Bus and collaborate with Be.Bendigo—provided there is active local business engagement.



OBJECTIVE 9: To create a sense of arrival and create key landmarks and identity

STRATEGY: Investigate options to enhance town gateways at the main highway entrances to Elmore and enhance sense of arrival

STRATEGY: Consider strategic view corridors to rural or river reserve land in future development or subdivision planning

STRATEGY: Consider partnership with Dja Dja Wurrung Clans Aboriginal Corporation (DJAARA) and external stakeholders to undertake cultural revitalisation project (more information in the UDF)

ACTION 32: Advocate for Department of Transport and Planning to Identify long vehicle parking areas and provide treatments which discourage long vehicle parking in certain high traffic areas.

ACTION 33: Work with the Department of Transport and Planning and Engineering Department to improve town gateways and sense of arrival along the Northern Highway, Midland Highway and Elmore – Raywood Road.

ACTION 34: Define the town centre and connection between the train station and river reserve through staged and targeted artwork, landscaping and wayfinding in accordance with the Elmore Urban Design Framework.

ACTION 35: Advocate to Destination Greater Bendigo Loddon to consider Elmore's tourism potential in the upcoming Regional Destination Management Plan review.

ACTION 36: Encourage Elmore attractions and businesses to become a member of Destination Greater Bendigo Loddon to access marketing support, networking opportunity and training and resources for businesses and attractions

ACTION 37: Support new and existing local businesses grow through workshops, newsletters, business concierge service and other tailored initiatives the City and its partners offer.

Summary

Elmore has many opportunities to improve town entrances, increase visitor experience and length of stay and attractions within the town.

Key issues

While the City can assist with event support, marketing and promotional activities there is a need for private businesses, market conditions and the community to align to create the desired visitor experience and attractions.

PART SIX: Making it happen



Action Summary

Theme 1: Encourage respectful, complementary, and resilient growth		Responsibility	Timing
OBJECTIVE 1: To facilitate respectful residential growth within the existing town boundaries	ACTION 1: Apply the Neighbourhood Residential Zone and schedule to residential land through a planning scheme amendment to guide preferred neighbourhood character outcomes and future housing.	Strategic Planning	Short term 1 – 2 years
OBJECTIVE 2: To provide opportunities for new residential development that does not impact on agricultural uses, minimises bushfire risk and protects biodiversity.	ACTION 2: Facilitate rezoning of Wharparilla Road land by working with a proponent through a privately led planning scheme amendment.	Strategic Planning	Short term 1 – 2 years
	ACTION 3: Apply a Development Plan Overlay to Wharparilla Road land through a planning scheme amendment to inform future residential use and development considerations.	Strategic Planning	Short term 1 – 2 years
OBJECTIVE 3: To recognise, protect and enhance cultural heritage	ACTION 4: Require a cultural values assessment to be prepared early in the strategic planning process to inform future development of Wharparilla Road land.	Strategic Planning	Short term 1 – 2 years
	ACTION 5: Support the application of the Heritage Overlay to significant places and precincts identified in the Former Shire of Huntly Heritage Study.	Strategic Planning	Short term 1 – 2 years
	ACTION 6: Support private landowners to upgrade and redevelop heritage buildings, including adaptive reuse through application of the Victorian Heritage Restoration Fund.	Strategic Planning	Short term 1 – 2 years
OBJECTIVE 4: To support development of retail, services hospitality, office, business, entertainment and community uses in the Elmore town centre.	ACTION 7: Apply the Commercial 1 Zone through a planning scheme amendment to commercial areas within Railway Place and Cardwell Street.	Strategic Planning	Short term 1 – 2 years
	ACTION 8: Incorporate the Elmore Urban Design Framework design guidelines into the Greater Bendigo Planning Scheme.	Strategic Planning	Short term 1 – 2 years
	ACTION 9: Implement a Design and Development Overlay through a planning scheme amendment on commercial sections of Railway Place, Michie Street and Cardwell Street shown in the Elmore Urban Design Framework.	Strategic Planning	Short term 1 – 2 years
	Action 10: Investigate demand and opportunities for the Commercial 2 Zone on Simmie Street for service industry, bulky goods and agricultural businesses in the upcoming Commercial, Land and Activity Centre Strategy review.	Strategic Planning	Short term 1 – 2 years
OBJECTIVE 5: To protect surrounding productive agricultural land.	ACTION 11: Implement the Elmore Structure Plan into the Greater Bendigo Planning Scheme with the defined town boundary.	Strategic Planning	Short term 1 – 2 years
	ACTION 12: Support completion of the Rural Areas Strategy to provide further clarity and industry growth for Elmore's farming land.	Strategic Planning	Short term 1 – 2 years
OBJECTIVE 6: To create a sustainable and climate resilient town	ACTION 13: Support the application of the Flood Overlay in accordance with North Central Catchment Management Authority Rapid Flood Study.	Strategic Planning	Short term 1 – 2 years
	ACTION 14: Include potential Water Sensitive Urban Design treatment methods for Elmore in the upcoming Integrated Water Management Plan to enable tree growth, promote tree canopy and potentially improve stormwater quality.	Climate Change and Environment	Short term 1 – 2 years
	ACTION 15: Support priority precinct tree planting and appropriate vegetation treatment for nature strips in Elmore in line with Greening Greater Bendigo	Parks and Open Space	Short term 1 – 2 years
	ACTION 16: Investigate the development of habitat corridors or biolinks on Burnewang Street and Wharparilla Road through appropriate street tree plantings and nature strip plantings, to connect high value vegetation as a part of the City's upcoming 'Habitat Connectivity Plan'.	Climate Change and Environment	Medium Term 3 – 5 years

***Combined Action 1, 3, 7, 8, 9, 10, 11, 17 & 18:** *Undertake a planning scheme amendment to incorporate the proposed zoning and overlay controls into the planning scheme*

Action Summary

Theme 2: Connect and enhance green public open space and community facilities		Responsibility	Timing
OBJECTIVE 7: To enhance and protect public open space and community facilities which meet the needs of the community.	ACTION 17: Apply the Public Park and Recreation Zone to the Campaspe River Reserve through a planning scheme amendment.	Strategic Planning	Short term 1 – 2 years
	ACTION 18: Apply the Public Conservation and Resource Zone to Campaspe River land to the south of Elmore through a planning scheme amendment.	Strategic Planning	Short term 1 – 2 years
	ACTION 19: Encourage the community to undertake a review of the Elmore Recreation Reserve including infrastructure, uses and user groups with support from the Department of Energy, Environment and Climate Action.	Active and Healthy Environments	Medium Term 3 – 5 years
	ACTION 20: Implement staged and targeted landscaping, wayfinding signage, tree plantings and streetscape improvements in accordance with Greening Greater Bendigo and the Elmore Urban Design Framework.	Parks and Open Space	Long term 6 – 10 years
	ACTION 21: Support the recommended assessment of existing Elmore play spaces in the Public Open Space Plan 2019 and investigate the potential for a new visitor township level play space at a safe, central and accessible location.	Parks and Open Space	Medium Term 3 – 5 years
	ACTION 22: Maintain and renew the City of Greater Bendigo owned Michie Street Playground including secure fencing.	Parks and Open Space	Short term 1 – 2 years
	ACTION 23: Advocate for Department of Energy, Environment and Climate Action to install additional amenities along the Campaspe River Reserve	Parks and Open Space	Medium Term 3 – 5 years
	ACTION 24: Implement the Greening Greater Bendigo Strategy 2020 precinct plan priority plantings in Elmore to increase connection and interface between the river and the adjoining residential streets.	Parks and Open Space	Short term 1 – 2 years
	ACTION 25: Undertake an analysis of City owned community facilities in Elmore as a part of the upcoming Community Hubs and Precincts Strategy	Community Partnerships	Short term 1 – 2 years
	ACTION 26: Investigate opportunities for non-City owned or managed community assets in Elmore if a gap in service need is identified as a part of the Community Hubs and Precincts Strategy.	Community Partnerships	Short term 1 – 2 years

Action Summary

Theme 3: Increase connectivity across Elmore and wider area			
OBJECTIVE 8: To create a network of high quality streets which improve the movement of pedestrians and cyclists	ACTION 27: Implement staged and targeted walking, cycling infrastructure improvements in accordance with the Elmore Structure Plan Framework Plan and Urban Design Framework.	Active and Healthy Communities	Long Term 6 – 10 Years
	ACTION 28: Advocate to the Department of Transport and Planning to undertake key improvements along the Northern Highway and Midland Highway for pedestrian and cyclist safety.	Engineering Department	Medium Term 3 – 5 years
	ACTION 29: Advocate to Public Transport Victoria for additional commuter services to Bendigo and Echuca for the Elmore train station which align with work start and finish times.	Engineering Department	Medium Term 3 – 5 years
	ACTION 30: Support investigation of a rail trail link to Hunter and/or Lockington/Rochester in consultation with Campaspe Shire.	Active and Healthy Communities	Long Term 6 – 10 Years
	ACTION 31: Seek funding to investigate and trial a safe active street concept along Clarke Street and Hervey Street with temporary measures.	Active and Healthy Communities	Short term 1 – 2 years
	ACTION 32: Advocate for Department of Transport and Planning to Identify long vehicle parking areas and provide treatments which discourage long vehicle parking in certain high traffic areas.	Engineering Department	Short term 1 – 2 years

Theme 4: Emphasise township gateways, key landmarks and identity			
OBJECTIVE 9: To create a sense of arrival and create key landmarks and identity	ACTION 33: Work with the Department of Transport and Planning and Engineering Department to improve town gateways and sense of arrival along the Northern Highway, Midland Highway and Elmore – Raywood Road.	Parks and Open Space	Medium Term 3 – 5 years
	ACTION 34: Define the town centre and connection between the train station and river reserve through staged and targeted artwork, landscaping and wayfinding in accordance with the Elmore Urban Design Framework.	Parks and Open Space	Short term 1 – 2 years
	ACTION 35: Advocate to Destination Greater Bendigo Loddon to consider Elmore's tourism potential in the upcoming Regional Destination Management Plan review.	Economy and Experience	Short term 1 – 2 years
	ACTION 36: Encourage Elmore attractions and businesses to become a member of Destination Greater Bendigo Loddon to access marketing support, networking opportunity and training and resources for businesses and attractions	Economy and Experience	Short term 1 – 2 years
	ACTION 37: Support new and existing local businesses grow through workshops, newsletters, business concierge service and other tailored initiatives the City and its partners offer.	Economy and Experience	Short term 1 – 2 years

Implementation

Following community and stakeholder consultation, the final Elmore Structure Plan and Urban Design Framework will be presented to Council to consider for adoption.

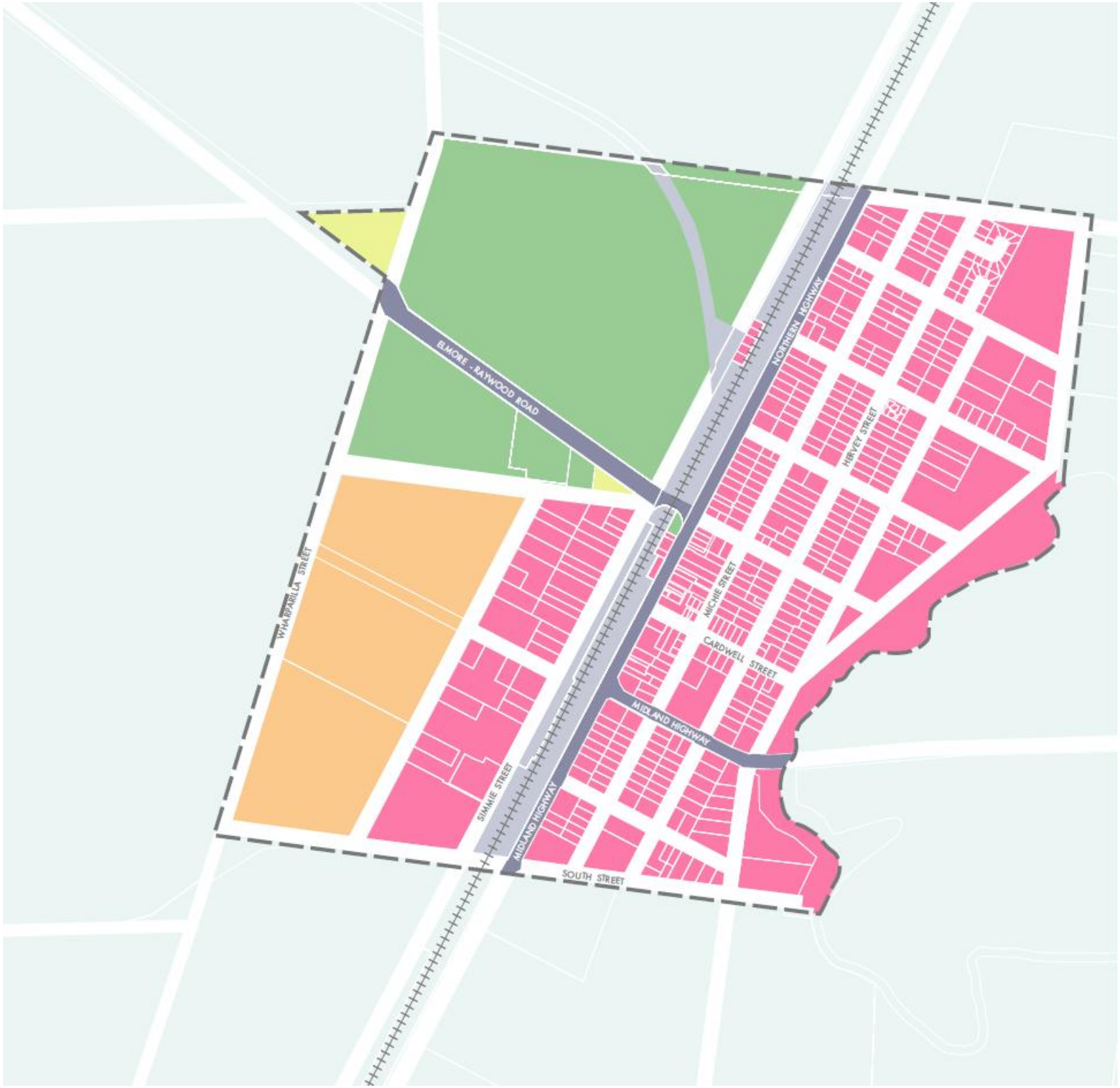
The implementation of the Plan will occur progressively over the coming 20–25-year period, subject to funding and resources.

Once the Elmore Structure Plan has been adopted by Councillors, a planning scheme amendment will be prepared for the Greater Bendigo Planning Scheme after the Structure Plan adopted. This amendment will reference the Structure Plan, amend planning zones and overlays for the existing township area and outline the requirements for rezoning and developing future growth areas in the township.

Monitoring and review

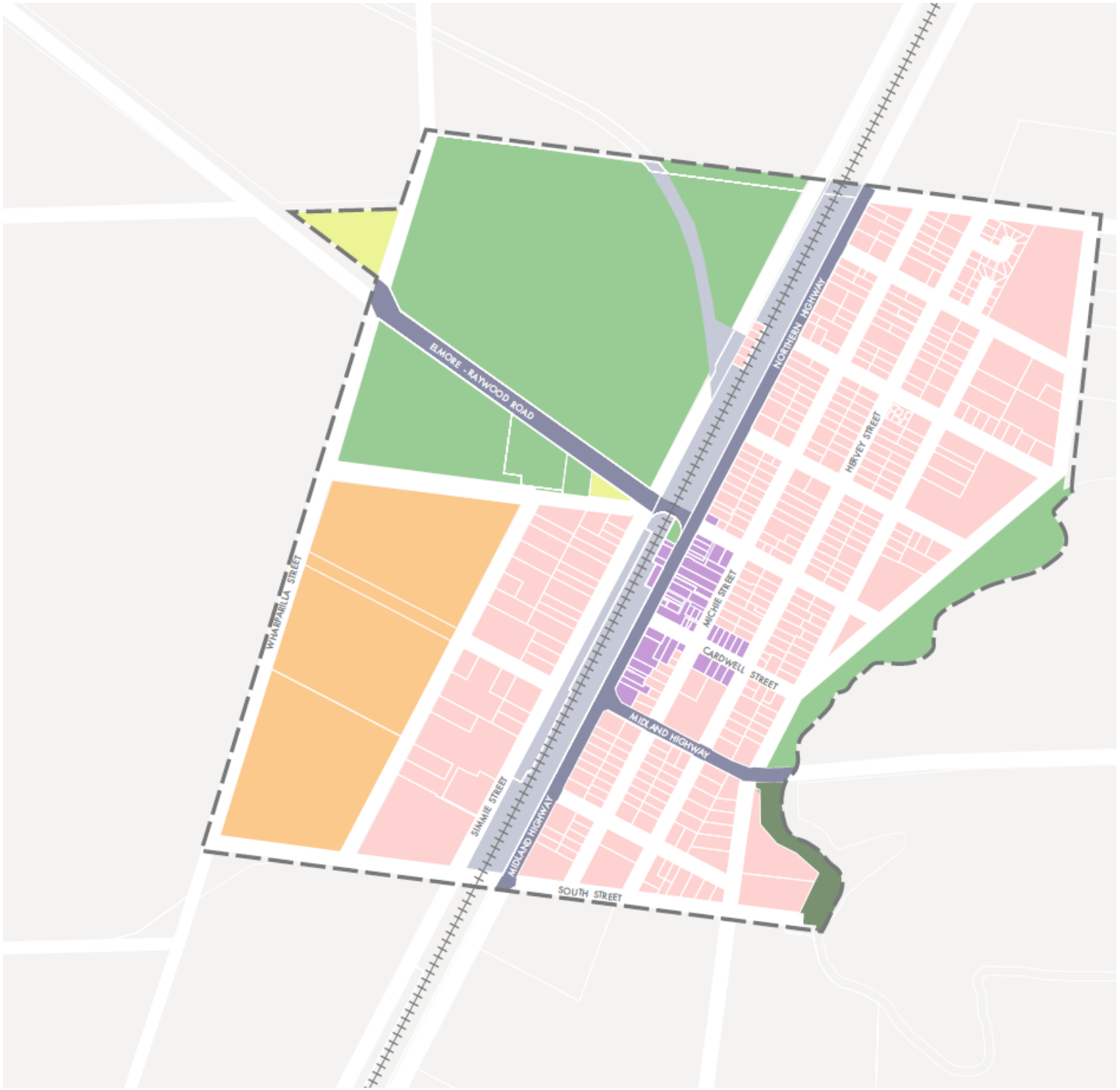
The City of Greater Bendigo will monitor the implementation of the Elmore Structure Plan. As part of this process, Council will continue to monitor population growth and the demand for and supply of residential and commercial land within Elmore.

Appendix



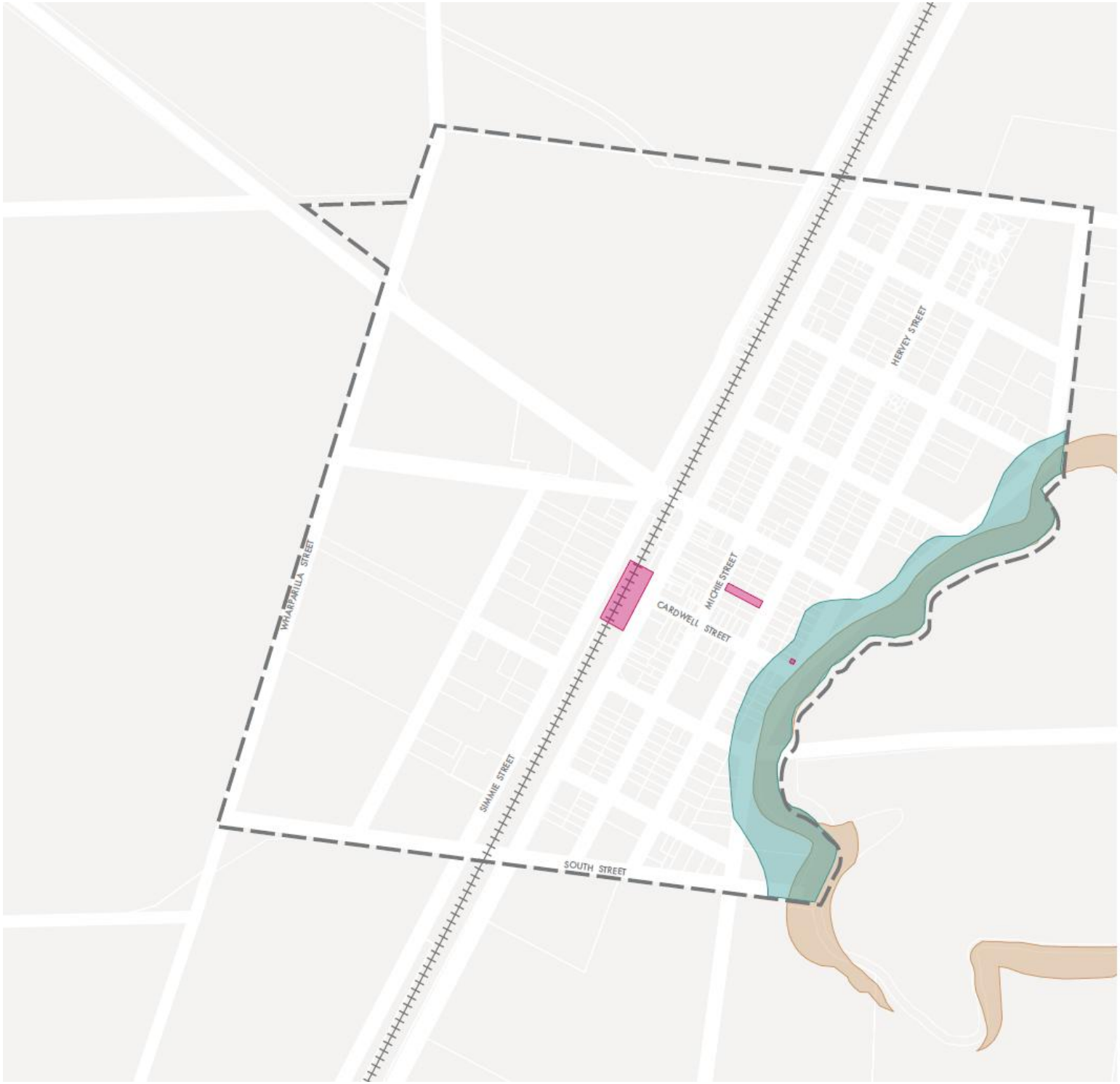
ELMORE EXISTING ZONES

- Elmore Railway Station
- Township Zone
- Rural Living Zone
- Public Park and Recreation Zone
- Public Use Zone
- Transport Zone 1 (State Transport)
- Transport Zone 2 (Principle Road Network)
- Farming Zone



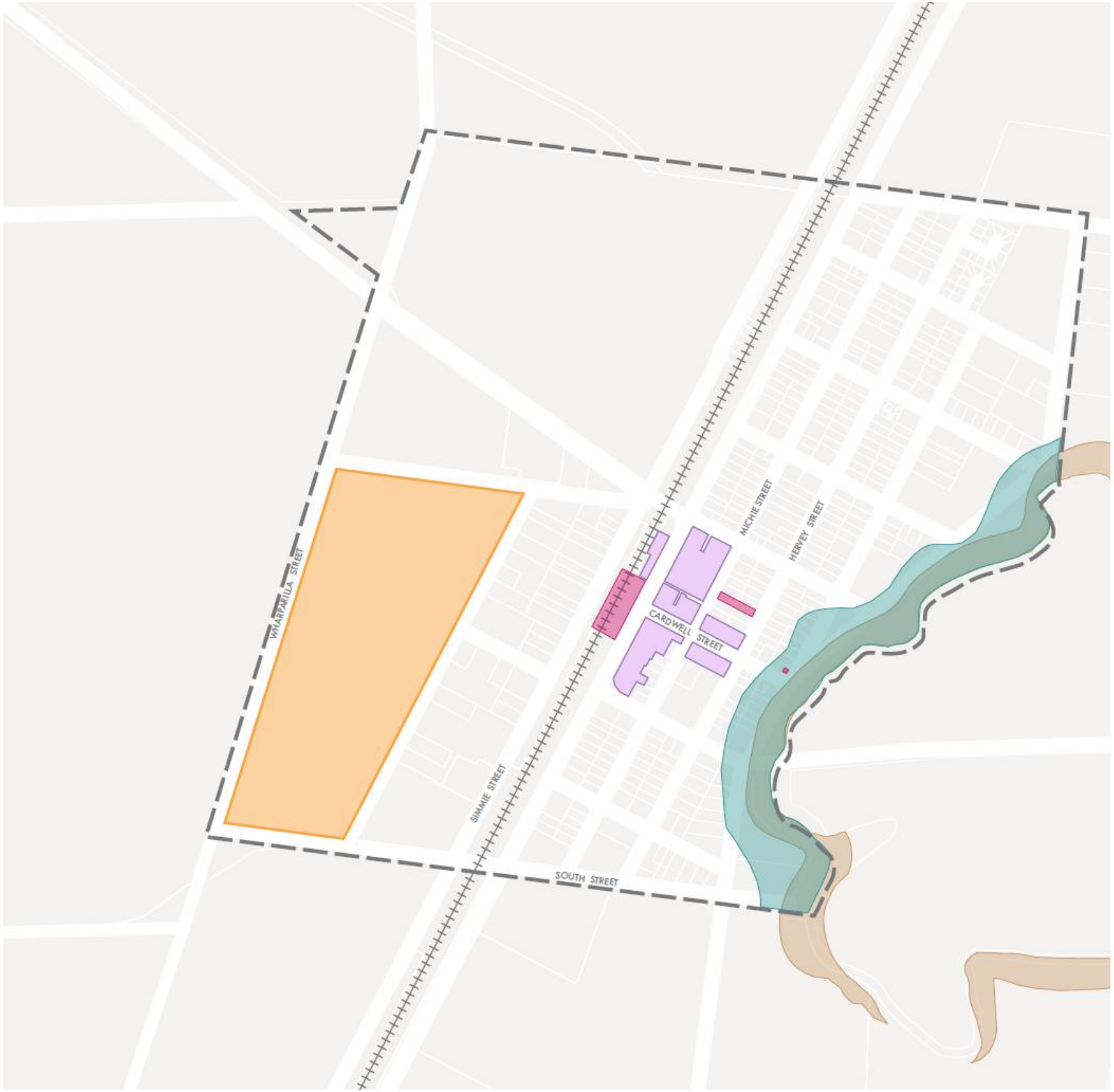
ELMORE PROPOSED ZONES

- Elmore Railway Station
- Neighbourhood Residential Zone
- Commercial Zone 1
- Rural Living Zone
- Public Park and Recreation Zone
- Public Conservation and Resource Zone
- Public Use Zone
- Transport Zone 1 (State Transport)
- Transport Zone 2 (Principle Road Network)



ELMORE EXISTING OVERLAYS

- Heritage Overlay
- Environmental Significance Overlay 1
- Vegetation Protection Overlay 2



ELMORE PROPOSED OVERLAYS

- Heritage Overlay
- Environmental Significance Overlay 1
- Vegetation Protection Overlay 2
- Design and Development Overlay
- Development Plan Overlay

Glossary

Assets - Buildings, roads, other infrastructure (like drains), equipment, resources and vehicles owned by Council.

Biolink (habitat corridor): geographical area that provides suitable conditions for animal and plant movement and dispersal through the landscape and is of sufficient area for species to live out their lifecycle.

Council - Your elected Councillors, nine Councillors in total.

City of Greater Bendigo (the City) - The staff who deliver the services of the Council.

Municipality - The area within the boundaries of the Local Government Area of Greater Bendigo.

Public Open Space – includes green open space dedicated to informal gathering, recreation or play spaces.

Public Realm – is the streets, road reserves and places in between dedicated public open space and private properties.

Traditional Owners - Are the original custodians of land and waters with unique roles in caring for Country and a deep spiritual connection to it. The term "Traditional Owner Group" is defined in section 3 of the Traditional Owner Settlement Act 2010 (Vic). In Greater Bendigo, the two Traditional Owner organisations are DJAARA (Dja Dja Wurrung Clans Aboriginal Corporation) and Taungurung Land and Waters Council.