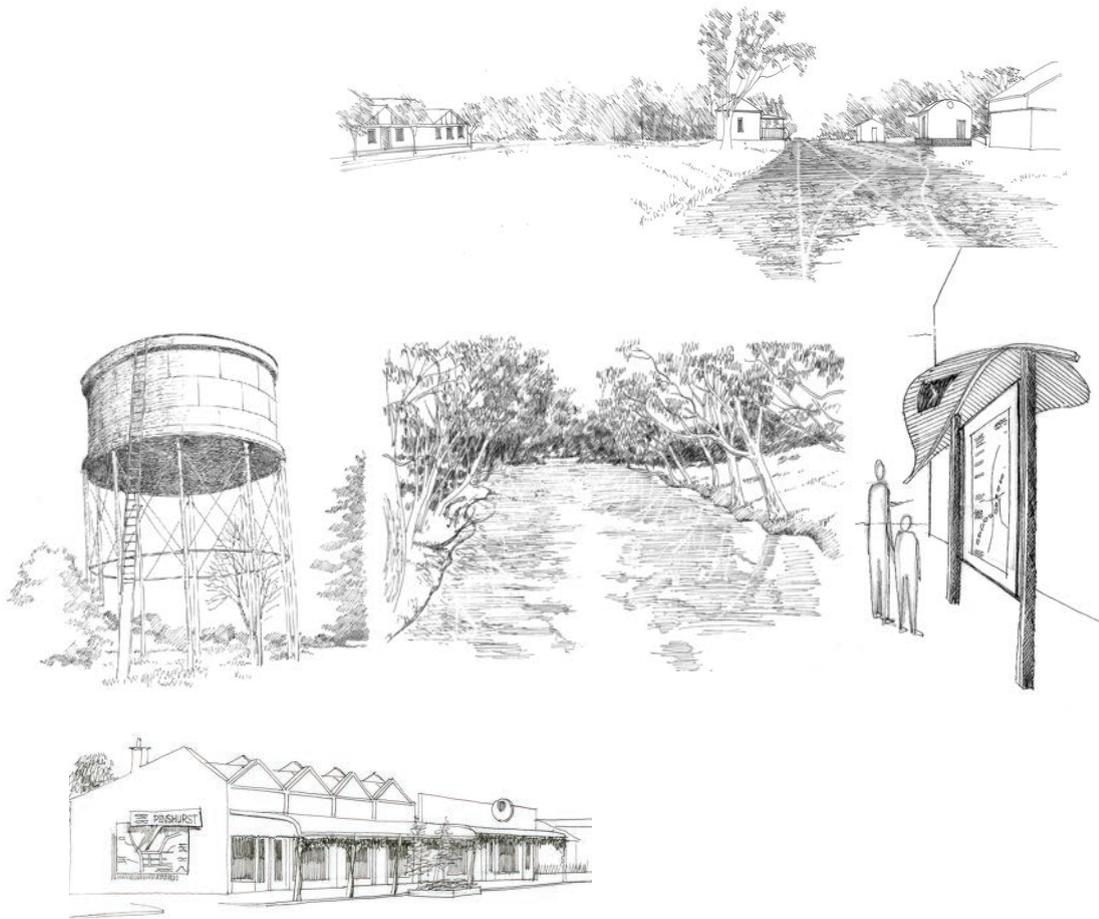


Balmoral  
Branxholme  
Byaduk  
Cavendish  
Glenthompson  
Penshurst  
Tarrington  
Wannon

## **Southern Grampians Shire**

### **Small Towns Urban Design Framework**



### **Volume One**

Background Report

David Lock Associates

PBAI

ADR

## Contents

<a href="#"><u>Introduction</u></a>	page 1
<a href="#"><u>Urban design</u></a>	page 6
<a href="#"><u>Economics and tourism</u></a>	page 8
<a href="#"><u>Transport</u></a>	page 12
<a href="#"><u>Implementation</u></a>	page 15

## Appendices

- 1 Urban Design Framework flier
- 2 Draft visions for each town
- 3 Issues Paper
- 4 Rural Living museum (UK)
- 5 Establishing a Co-operative (UK)

## Introduction

The eight towns covered in the study are blessed by a stunning landscape setting, a wealth of built assets, many layers of fascinating history and vigorous and friendly communities that are committed to their township.

This study seeks to identify how these assets can best be utilized to optimise the liveability of those townships.

The urban design framework for eight towns in the Southern Grampians (“the UDF”) is a strategic framework for achieving that goal. Specifically it seeks to achieve this by better equipping the towns to remain relevant to the needs of their residents. It provides a preferred vision for how the eight towns should look and feel and outlines what needs to be done to arrive at the desired future. The UDF embraces principles of environmental, social and economic sustainability and considers each of the eight towns individually and collectively as part of a larger region.

This report reflects the structure of the study and its three stages. Each stage sought to answer a key question that incrementally built up an insight into the towns and provided solid foundations for the next stage. The answer to these questions was established collaboratively between the community, the council and the consultant team.

The three questions the study answers can be summarized as;

- 1 what are the eight towns like now?
- 2 what sort of place would we like to see for each of the eight towns?
- 3 how can we make it happen?

Each stage involved a visit to each of the towns and a corresponding meeting with the steering committee.

Each stage has a corresponding output that was reported back to the community and steering group for review and “sign off” to build consensus and provide a visible expression of our commitment to an inclusive process.

## **Stage 1**

Stage 1 was an exploration of the issues that the study should address. Our experience suggests that this process is assisted when the communities were primed with a description of what a UDF is and what it could achieve. This explanation was tailored for each of the eight towns and is contained in appendix 1.

The issues were established through discussion with people in the 8 towns, discussion with Council stakeholders and between the third and fifth of September 2004 and the consultant teams observations.

## **Stage 2**

The findings of stage 1 were reported back to the community in stage 2 through a series of illustrated booklets outlining the towns' assets, concerns, issues and suggesting a sense of priorities for the town. These documents were called "setting a direction for ..." with the relevant town name inserted. Key features of the booklets were that they were written and drawn to be as accessible as possible, recognise peoples contribution in the process to date and linked proposals to the issue that it seeks to address. In effect they represent our commitment to the community about the things that the proposal needs to address as far as is possible.

The direction booklets were used to provide an agenda for discussion and the development of ideas in the second round of workshops. The booklet was amended accordingly and complete set of these documents can be found in appendix 2

The booklets were complemented by an exploration of the strategic issues that relate to an urban design framework in these towns. This is the "issues paper and vision" and is incorporated into appendix 3 of this study.

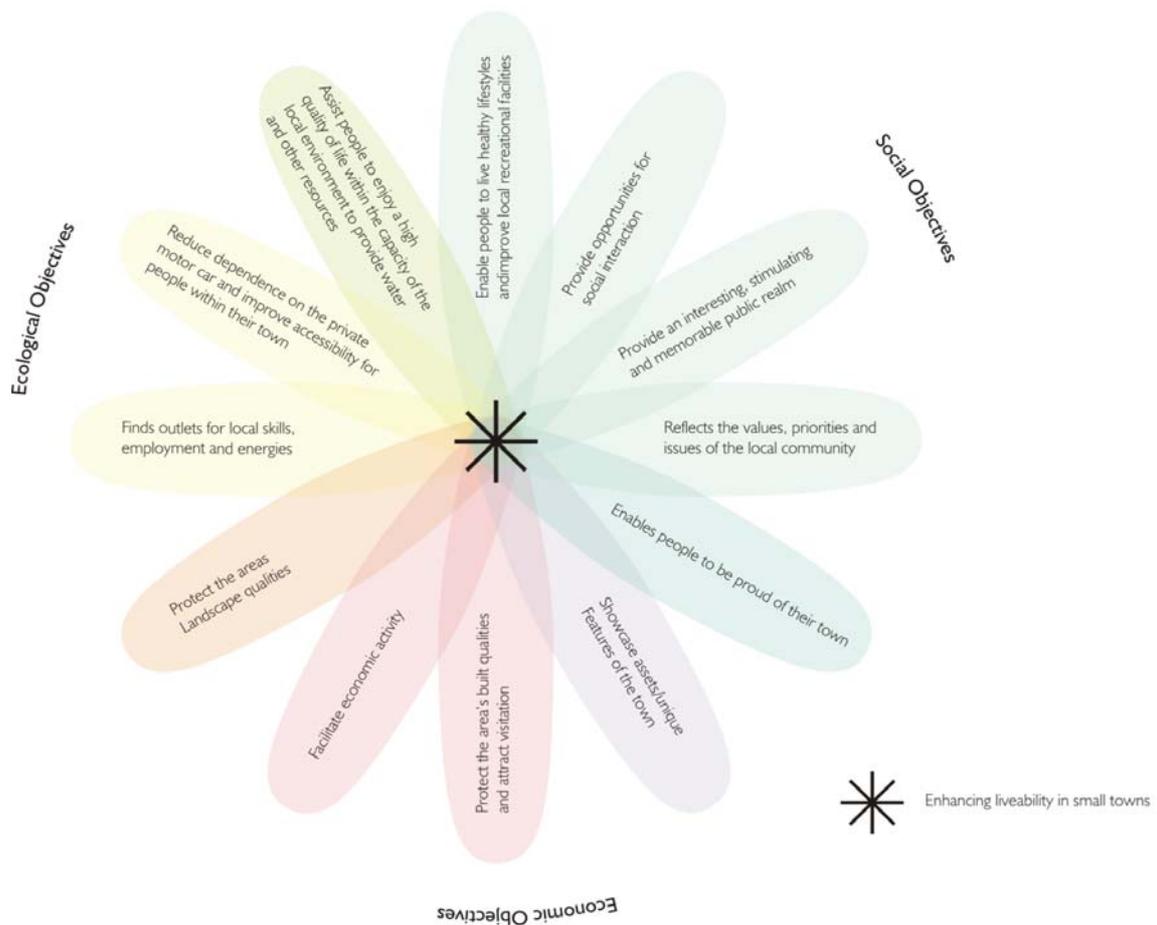
## **Stage 3**

The findings of stage 2 were reported back to the community in a series of illustrated documents outlining how the amended vision might be achieved and address the issues identified in the first and second workshop. These documents were called "an urban design framework for (town name)". They incorporate the amended vision and illustrate and explain a suite of proposals that can help realise that vision. Some of the proposals are generic to all eight towns, to address issues that are strategic in nature and some of which are unique to the town in question to address particular issues and themes that are relevant to that town. These two levels of proposals recognise that the

recommendations are best implemented on two levels, enhancing some things that the towns have in common and at the same time showcasing what makes them unique and special.

The balance of this report provides; a graphic statement that summarises how liveability can be enhanced in the towns, brief overviews of the urban design, economic and transport insights that underpin the proposals and an implementation section to realise these proposals.

## Enhancing liveability



The illustration expresses the “joined up” nature of the issues and objectives that effect liveability in the eight towns.

The study recognises the importance of integrating inputs from a number of perspectives and refining proposals to consider a wide range of insights.

### Urban design

The study has been undertaken from the philosophical perspective of subsidiarity, that is needs should always be met at the most local level possible. To this end the study found

that the built form of the townships better reflected historical uses and qualities and was often poorly equipped to meet current challenges. As a result there was a poor fit between the communities needs and the ability of the respective towns to meet these needs. Whilst this is in part due to fundamental changes in society, the economy and peoples expectations that mean that small townships just cannot meet all of the aspirations of the community there are a number of needs and qualities that could be met in the towns that weren't. The number and extent of these shortfalls varied from town to town. It is these gaps that the study focuses on to identify the qualities that fulfil these needs and as far as possible identifies what needs to happen to meet them within the towns.

Key features of the proposals include;

- Some design solutions are common to all eight towns but applied differently to each of the eight towns to establish a sense of each town being unique but sharing a collective identity
- They are promotional in nature, recognising that they will need further work before anything can be built but that this plan can play an important role in setting a direction and building consensus.
- They include bespoke solutions to capitalise on unique aspects of the town
- They contain ideas that provide a conduit for local insights, providing opportunities for people to tell their stories which not only provides a wonderful repository of insights into what sort of places the towns were but is also an end in itself that reassures people they have been heard and keeps these stories for posterity.
- They are extensively graphically illustrated – a picture is worth a thousand words and is often far more effective at capturing the imagination.
- They utilise local skills as far as possible
- They give the towns an icon that offers a visual identity for the town which will be immediately recognisable as part of a family of other icons, illustrating something about each town that can provide a focus for local pride and can collectively provide an effective tool for marketing the diversity of character and identity for each of the eight towns.

- They identify flagship proposals that when built will provide a “hero image/cover picture” wherever possible, recognising the potential of a photogenic and distinctive feature as a way of capturing the imagination of locals and potential visitors. Examples of such flagship proposals include the pergola at Cavendish, the vines and “time sculpture” at Penshurst, the 3-dimensional slab at Byaduk and the pavilion at Tarrington.

## **Economics and tourism**

The approach to commercial activity in the project, the provision of both goods and services, has been based on the concept of unity and diversity. Those activities that are common across a subset of the towns and generate a multiplier effect to each and those that are town specific, value adding to the existing infrastructure and/or commercial operation. In many instances the strategies are a combination of both aspects being a common theme with a specific application. It should be noted that these activities addressed below came from the consultation program explicitly or in a latent form, enlivened through the process and subsequent review and discussion among the consultant team.

When considered from a market perspective there are activities that focus on the towns people and the primary production based hinterland population, and those that cater to visitors to the town (specifically or as part of a wider region that may include other towns or associated/related activities). In summary the commercial activities are basically Economic (each towns traditional "rural service centre" role) and Tourism (visitor experience) based strategies.

While in many instances improvements in technology have impacted on negatively on the economies of these towns, these same technological improvements are providing an impetus for growth and regeneration. A trend that will be enhanced by innovation and enthusiasm at the local and regional level, albeit subject to vagaries of funding sources, and the allocation of both public and private resources.

## Strategic proposals

The major strategies are tourist (visitor) based, and predominantly are relevant to more than one town as follows;

Eight small towns: tourism components

	Aboriginal	Volcanic	Natural Environment	Recreation	Rail Based	Other Heritage	Cultural
Balmoral	#		#	#	#		#
Branxholme					#		
Byaduk	#	#	#				#
Cavendish		#	#		#	Timber	#
Glenthompson	#		#		#	Brickworks	
Penshurst	#	#				Mining	#
Tarrington							#
Wannon		#	#	#	#		#

Source; Community Consultation Program.

These components find expression as the Major Strategies in the Town Booklets, relating to a town focus and the provision of information and directions,

- Town Icon
- Tourist Information
- Stories, and
- Trail Markers.

While these were in most instances covered a subset of the eight towns; components specific to each town had to be identified to generate both a destination and entry point into the experience network. Thereby creating the marketing opportunity and the perception of the whole, being greater than the sum of the parts.

In the case of Volcanic Activity significant progress has been achieved (Interpretive Centre at Peshurst and signage at a number of features throughout the region) providing a base for future development. Other identified themes can either be linked to existing operation such as Natural Environment with the Grampians National Park/Parks Victoria, or will require assistance co-ordinated through the Southern Grampians Shire in both planning and development. Cultural Tourism both Aboriginal and European (particularly Railway Heritage) are areas that will require assistance from the Shire.

## **The traditional rural service centre role**

In a similar way the traditional provision of goods and services was common across the eight towns, subject to the size and location of each town relative to other towns in the regional hierarchy (including Hamilton), employment generators (particularly Iluka), and public transport. Here innovation will be important where limited scale precluded the application of traditional business models.

Innovation and creativity were present in each town as residents with an acute awareness of limited economic potential struggled to find ways of securing both their welfare and the livelihood of the town as a whole. It should be recognised that the Shire will be an important partner in the implementation of a number of these opportunities (particularly at Branxholme).

It was important to identify the history of each town and the changes that had taken place leading to the present day, these often generated the opportunities for updating an earlier offering or suggesting a new complimentary activity. More often than not additional/new activities will be geared to capture regional and visitor (tourist) expenditure to compliment the traditional role of the town.

## Transport

Each of the eight towns share certain transport characteristics: The car is identified as the main form of transport, especially for accessing distant services and activities; There is often either no public transport provision, or an infrequent public transport service to the nearby major centres (e.g. Hamilton); There is often a highway or other major roads identified as the main street either through or past the town, which leads to conflicting functions of the main street (e.g. a regional traffic carrying function to the detriment of other functions); and, the main street can also be a barrier to major pedestrian movement.

The Transport Strategy aspects of the UDF Plan therefore encompasses the management of traffic, pedestrians and public transport in order to improve accessibility, amenity and the quality of the streetscape within each town.

The community consultation stage of the study allowed community members to discuss the transport issues that that felt strongly about. These issues varied from town to town, and included the following:

- Pedestrian safety;
- School safety;
- Intersection safety (pedestrian and traffic);
- Speeding;
- Bridge safety;
- Traffic volumes / through traffic levels;
- Truck issues;
- Pedestrian connectivity issues;
- Public transport provision;
- Traffic signage;
- Street maintenance;
- Powerlines;
- Lighting;
- Parking;

- Cycling/Shared use paths.

Transport safety issues were normally highest on the community agenda. Specific issues included the need for improved or new pedestrian crossing facilities, the need to improve pedestrian and vehicle safety on road bridges, the need to improve intersection safety, requests for reduced speed limits, and issues with truck movements and truck stops within the towns.

There was general satisfaction with the road network and connectivity between the towns and other centres within the Southern Grampians. Although public transport provision was often identified as being poor in terms of frequency and level of service, there were few requests for improvements, which reflected the dominance of the private car as the main form of transport. School bus services were considered satisfactory in most cases.

Transport strategies have been proposed which best meet the objectives of the UDF, and address the community issues in each town. Key features of the strategies include:

- School crossing provision (Balmoral);
- Improved walking and cycling linkages (Balmoral, Tarrington);
- Bridge safety improvements (Balmoral, Cavendish, Wannon);
- Pedestrian crossing safety improvements (Branxholme, Glenthompson, Wannon);
- Intersection safety improvements (Balmoral, Branxholme, Glenthompson, Wannon);
- Public transport accessibility improvements (Glenthompson, Wannon)
- Street upgrades (Branxholme);
- New speed limits (Glenthompson, Wannon); and,
- Streetscape redesign (Glenthompson).

Each strategy has been designed to also complement the urban design, economic and tourism strategies, in order to meet the desired vision for the town.

## Implementation

The implementation of the actions contained in the urban design frameworks will give effect to the objectives of the study. The implementation program below identifies how these actions can be implemented, provides estimates of timing and priority based on both estimated cost and importance based on the rationale described below.

The implementation program is described in implementation tables for each town. The tables seek to explain that outline what the action is, where it applies to, provide a reference to the underlying issues that the action seeks to address, who will undertake the action, how it is to be achieved, its cost, priority, an indication of when it should be initiated and the outcome it will achieve.

### **Priorities Rationale**

A costing estimate exercise has been undertaken for each recommendation. Standard unit costs have been used for proposed items (e.g. new concrete footpath, signage, pedestrian crossing), and quantities have been estimated where necessary. A band rating has been used to differentiate between high cost, medium cost and low cost options:

- 5 \$0-\$10,000 = least resources required
- 4 \$10,000 - \$75,000
- 3 \$75,000 – \$100,000 = moderate resources
- 2 \$100,000 – \$250,000
- 1 \$250,000-\$1,000,000 = most resources required

These are only very broad brush and will require detail design to establish exact estimates.

### **Factor of Significance**

A factor of significance has been allocated to each recommendation to provide a purely 'needs' based weighting to the proposals. For instance, the construction of a safe and attractive alternative pedestrian route that avoids existing conflicts between pedestrians and cars (such as investigating installation of pedestrian paths on the bridge at Balmoral) has been given a factor of '5', as it will have the greatest benefit by making the environment safer.

### **Factor Recommendation Criteria**

- |  |                      |
|--|----------------------|
| 5 Enhance liveability for all by diminishing negatives i.e. improving safety and adding to the positives | Most important       |
| 4 Provide widespread benefits by providing new assets  |                      |
| 3 Address specific key issues for particular groups  | Moderately Important |
| 2 generally improves the environment for many people   |                      |
| 1 improves the walking environment for some people   | Least Important      |

### **Prioritisation Factor**

The Priority factor has been generally established based on a loose equation of the sum of the *cost factor* and the *factor of significance*. For example, if a proposal has been given a highest cost factor of 1, and a greatest factor of significance 5, results in a sum of 6 (out of 10). When the sum equals 1-3 the priority is considered low, 3-4 low-medium, 5-6 medium, 7-8 medium high and 9-10 is considered high (high value and low cost).

## BALMORAL

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Bal1	Pedestrian walkway onto the bridge	8	<p>1) Investigate the possibility of retro-fitting a pedestrian walkway onto the side of the bridge.</p> <p>2) Council and the community to continue pressure on VicRoads to prioritise these works on their agenda.</p>	2*	High	2005-2007	Safety will be greatly improved for pedestrians and cyclists. In particular people will be much less concerned about safety issues related to the Iluka trucks.
Bal2	School crossing	5	<p>1) Provide a school crossing along Balmoral-Harrow Road opposite the entry to the sports ground area.</p> <p>2) Extend the existing 60km speed limit area to include the area of the proposed crossing.</p>	3	High	2005-2007	This provides a safe crossing for school children, which will reduce the psychological barriers to walking and address the community concerns.
Bal3	Walking/cycling track	6	Improve the walking/cycling track from the bridge up to the school precinct incorporating the existing path from the school to the sports facilities.	5	High	2005-2007	Safety will be greatly improved for school children as this proposed route is more direct than the existing alternatives and avoids conflict with other road users.
Bal4	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town to showcase its principle assets. Provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Bal5	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will raise awareness of the many interesting features in and around the town.
Bal6	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to peoples recollections and will provide interpretive features that effectively describe the wonderful collection of stories in the town.
Bal7	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertised on the town map.	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.

Bal8	Avenue of Honour	7	Establish an Avenue of Honour by planting a exotic trees in accordance with Councils Street Tree Policy.	4	High-Medium	2007-2010	The Avenue of Honour acknowledges the members of the community that served in the armed forces and provides a striking and attractive entrance to the town.
Bal9	Warning signage	11	Install warning signage to encourage slow and careful manoeuvring of trucks around this key intersection.	5	High-Medium	2007-2010	This will improve the likelihood of safe turning and reduce the conflict between trucks and other road users. Advises other road users of potential conflicts with truck.
Bal10	Public rest stations	10	Investigate the possibility of installing public rest stations in the central part of town, at either Apex Park, adjacent to the proposed Information sign or at the BBQ area by Mathers Creek.	3	Medium	2010-2015	Ensure the rest stations and other proposed streetscape features are designed in a co-ordinated manner to provide a distinctive and attractive minor landmark for the town. Visible and accessible public toilets will attract visitors to stop in Balmoral and co-location with the map will encourage them to also visit the many attractions they see on the artistic Information board.
Bal11	Main Street landscaping	9	Implement Main Street landscaping improvements in conjunction with strategy 14. The tree species should be selected in accordance with Council's Street Policy and after consideration of potential cable bundling (Strat Bal15).	4	Medium	2010-2015	An attractive centre of town encourages people to stop, increases foot traffic past existing shops, and helps secure the future of existing and/or attracts new retail business.
Bal12	Outline Development Plan	12	Commission an outline development plan for the former school land.	5	Medium	2010-2015	This will facilitate the redevelopment of this serviced land for family housing to meet the expected demand with the opening of the Iluka Mine.
Bal13	Upgrade footpath link	14	Upgrade path along line of old railway and investigate establishment of footpath link between the train line and Harrow - Balmoral Road in the vicinity of the old station.	4	Medium	2010-2015	This will facilitate a safe walkway to DDA standards that will allow people with reduced mobility to enjoy the scenic trail.
Bal15	Bundling overhead power lines	13	Investigate bundling of overhead power lines in conjunction with strategy 10.	2	Medium-Low	2015-2020	This will reduce the visual impact of powerlines by hiding them in the trees that can then be grown around the cables.
Bal16	Truck stop facilities	15	Improving the truck stop facilities on the road to Cavendish by installing composting toilets and solar lights.		Medium-Low	2015-2020	Will minimise pressure on existing public toilet facilities and conflicts with truck parking.
Bal17	Car park sealing	16	Raise funds to assist in the sealing the supermarket car park.		Low	2020-2025	Will reduce the amount of dust blown around the retail area. Car park private land which may be a limiting factor

\* Vic Roads funding

## BRANXHOLME

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Bra1	Water supply study	14	Undertake a co-ordinated drainage and water supply study under the "Our Water Our Future" initiative.	3	High	2005-2007	This will assess the existing issues and recommend improvements that seek to use the existing supply more effectively and ensure more is available for both fire management and gardening.
Bra2	Sealing of streets	8	Prioritise the paving of Best and Wyndham Streets so that they grade out to the table drains. This ensures a safe walking environment throughout Branxholme and presents a significant and highly visible investment in infrastructure in the town.	3	High	2005-2007	This ensures a safe walking environment throughout Branxholme and presents a significant and highly visible investment in infrastructure in the town.
Bra3	Pedestrian crossing	12	Improve the pedestrian connection across the Henty Highway by providing warning signage for vehicles to slow down and investigate reducing speed limit through the town between Lynch and Cox streets to 70km/hr. In conjunction with the above, install a crossing median to be incorporated as part of a traffic right turn facility.	2	High	2005-2007	This will improve the safety for pedestrians' crossing over to the sports precinct (east side) at this prominent intersection, as well as the safety of turning trucks.
Bra4	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town to showcase its principle assets and provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Bra5	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will give value to peoples recollections and will raise awareness of the many interesting features in and around the town.
Bra6	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will provide interpretive features that effectively describe the wonderful collection of stories in the town.
Bra7	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertise on the town map (Strategy 2)	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.

Bra8	Public toilet improvements	9	Enhance usability of toilets at sporting facilities. This can be achieved either by repairing existing water tank which presently leaks or investigate the installation of composting toilets within the sports club precinct.	4	High-Medium	2007-2010	This improvement to the sports facilities will encourage more increased utilisation of the footy oval and newly sealed netball courts in particular, as well as opportunities to host regional competitions.
Bra9	Bush boulevard	10	Create a 'bush boulevard' outside town limits along this section of the Henty Highway, using indigenous canopy trees and shrubs.	3	Medium	2010-2015	This provides a definable gateway and entrance to the town as well as the emphasis Branhholme's 'sustainable' identity.
Bra10	Rural living museum	6	Provide opportunities to re-open the former bakery as a rural living museum to the public/regional tourist market to educate people about the lifestyle and products (such as baking) of past times and the relationship of the town to the railway.	4	Medium	2010-2015	This provides Branhholme with a destination that offers opportunities for visitors to interact with the historical buildings, settlement and interesting former uses, as well as develop an enhanced 'pride of place' within Branhholme. (see appendix 4)
Bra11	Additional BBQ	7	Provide an additional BBQ area at the 'Hook, Line & Sinker' Community Hall on the western side of the Henty Highway to complement the BBQ on the east side.	5	Medium	2010-2015	This enhances the already strong social 'glue' in Branhholme, as well as provides a perceived 'social centre' of the town as an identifiable space for gatherings that complements the BBQ across the highway.
Bra12	Tree removal and replacement	11	Remove the large Cypress trees and revegetate the area using indigenous planting species in keeping with those of the adjacent wetlands.	5	Medium	2010-2015	This will open up the views to the recreation reserve as well as provide sunlight to the scenic former swimming hole area.
Bra13	Improvements to swimming reservoir	5	Explore how the local swimming reservoir can be improved for locals by including a picnic area and indigenous tree planting for shade.	4	Medium	2010-2015	This improves the recreational facilities available to both children and adults.
Bra14	Develop business networks	16	Establish a relationship with potential outlets such as Tarrington's Catalpha café for Branhholme to provide specialty food products such as olives and quail eggs;	5	Medium	2010-2015	This will improve the employment opportunities within Branhholme.
Bra15	Small business workshops	15	Conduct a series of workshops in the town to facilitate small businesses to start up and utilise the areas potential (eg. olives, quail eggs)	5	Medium	2010-2015	This will improve the opportunities for people to start up or improve on existing local businesses within Branhholme.
Bra16	Bicycle track	13	Investigate the development of a parallel bicycle track alongside the railway line.	5	Medium-Low	2015-2020	This provides a wider range of recreational activities for young people in Branhholme and would help bring visitors to the town.

## BYADUK

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Bya1	Avenue of trees	6	Prioritise the establishment of an avenue of mature trees along Port Fairy Road, either side of the Byaduk - Peshurst Road Intersection. Species should be selected that flower in November during the Annual Flower Show in November.	3	High	2005-2007	Plant species should be chosen in accordance with councils Street Tree Policy. This creates a visible and physical identity to the community heart of Byaduk.
Bya2	Volcanic tourism guide	13	Produce a volcanic tourism guide for the Byaduk region, including Mt Napier, the 'tumuli', the Byaduk Caves and the stunning Harman's Valley lookout.	5	High	2005-2007	This will increase visitor awareness and accessibility to the many geological wonders in the region
Bya3	Industrial feasibility study	14	Investigate the feasibility of developing a wood mill in the area to make furniture from the Blue Gums wood, providing a local 'value added' use for the trees.	5	Medium	2005-2007	This could improve the opportunities for local employment for wood-turners and craftspeople.
Bya4	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High-Medium	2007-2010	Will provide an attractive and memorable entrance to the town, as well as tell people that they have arrived somewhere special.
Bya5	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High-Medium	2007-2010	Will inform people of the many interesting features in and around the town.
Bya6	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to peoples recollections and will provide interpretive features that effectively describe the wonderful collection of stories in the town.
Bya7	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertised on the town map.	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.

Bya8	Install benches at oval	8	Construct benches beside the Oval under the shade of the trees adjacent Byaduk-Penshurst Road. This will facilitate the local community with comfortable opportunities to support their team.	5	High-Medium	2007-2010	This will facilitate the local community with comfortable opportunities to support their team.
Bya9	Paint tank on stand	7	Illustrate on the water 'tank stand' the town's icon, together with the date of and an image that represents the Annual Flower Show.	5	Medium	2010-2015	This advertises this popular annual festival to passers by throughout the year, and reinforces the contribution of the flower show to the character of Byaduk.
Bya10	Path	9	Improve the path from Byaduk - Penshurst Road up to the Tennis courts.	5	Medium	2010-2015	These improvements will encourage more social interaction between tennis players and supporters between October - March.
Bya11	Interactive regional map on concrete slab	10	Use the 'concrete slab' behind the Recreation Reserve Pavilion as a map illustrating the attractions of the region.	4	Medium	2010-2015	An attractive 'walkable map' offers a innovative form of increasing awareness of all the interesting features of the area, in particular the areas geology because of the vertical and horizontal surfaces presented by the slab. Also the history of the old shop and old mill, and to the recent introduction of the Blue Gums and how to control the koala population.
Bya12	Community Co-op	11	Explore the feasibility of establishing a community co-op to run a small store, as used in many small towns in the UK. Such a co-op could take many forms depending on the level of capital and time the members of the community have available, the trading hours, types of stock traded and customer base.	4	Medium	2010-2015	The re-opening of the former shop as a community co-op will provide a social place for people to informally meet, as well as provide necessary goods and services for local residents and visitors. Ideally the farmer shop would be the best place to locate such a co-op. (see appendix 5)
Bya13	Remodel the swimming pool area	5	Remodel the swimming pool area by largely filling it in to with water from the weir above, and add lillies, fish and feature planting.	4	Medium-Low	2015-2020	This provides an attractive picnic spot beside the creek.
Bya14	Walking connection	12	Investigate the provision of 'public right of ways' to the swimming pool area and behind the oval.	5	Medium-Low	2015-2020	This completes the attractive circular walk as described in Strategy 4 and facilitates a choice of walking distances.

## CAVENDISH

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Cav1	Install pergola	5	Create a flowering pergola (flowering at the same time as the 'open gardens') to incorporate a footpath between the shop, pub and the public toilets, map and information board.	4	High	2005-2007	This provides an interesting and safe walkable environment from the local store/café along to the toilets (and proposed regional information board) as well as an attractive and interesting edge to the square to add its visual appeal.
Cav2	Main Street Beautification Project	7	Establish a Main Street Beautification Project that provides a coherent landscape strategy for the town. This would incorporate deciduous trees at the centre of the village, reflecting the areas European cultural heritage, moving to River Red Gums at the edges to reflect the transition to the bush habitat.	3	High	2005-2007	This will create a stunning sense of arrival at the 'centre' crossroads of Cavendish, as well as a shady walkable environment.
Cav3	Bridge improvements	9	1) Investigate the possibility of retro-fitting a pedestrian walkway onto the side of the bridge. 2) Council and the community to continue pressure on VicRoads to prioritise these works on their agenda.	1*	High	2005-2007	The footpath across the bridge is narrow and there is no protective barrier between the path and road, which is causing safety issues of crossing the bridge on foot or cycle.
Cav4	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town to showcase its principle assets and provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Cav5	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will raise awareness of the many interesting features in and around the town.
Cav6	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to peoples recollections and will provide interpretive features that effectively describe the wonderful collection of stories in the town.

Cav7	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertised on the town map.	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.
Cav8	Grampians ring road loop	14	Develop and promote the 'Grampians Ring road' tourist loop and a Regional Cycle Loop that encompasses a route along the Wannon River to Cavendish, up the Balmoral-Cavendish Road to Balmoral, east to the Rocklands Reservoir and south along the edge of the Grampians National Ranges, finishing at Dunkeld.	5	High-Medium	2007-2010	Will promote and encourage 'free independent travellers' to experience the attractions of many of the small towns in the region.
Cav9	Shared path link	8	Create a well defined shared path link from the recreational reserve (the old path has solid foundations but needs new asphalt), loop past the swimming holes (showing where the creek was crossed at various historic times) along Settlers Walk (how town developed by fresh water), to the café and gaol.	4	Medium	2010-2015	This will improve the pedestrian/cyclist connectivity to the sports precinct, as well as enhance the awareness of the interesting historical assets of Cavendish.
Cav10	Formalise Settlers Walk	10	Formalise Settlers Walk and ensure the pathway meets disability (DDA) standards.	4	Medium	2010-2015	This will improve the accessibility and safety of this highly popular trail, especially for those from the Hamilton Disabled Centre who visit Settlers Walk every three weeks.
Cav11	Land swap	12	Liase with the CFA regarding the possibility of a 'land swap' to the adjacent land.	5	Medium	2010-2015	This will protect the existing large stands of River Red Gums from possible future removal if the site is redeveloped.
Cav12	Illuminate the railway bridge.	6	Install uplights to illuminate the railway bridge when viewed from the road bridge.	4	Medium	2010-2015	This will provide a memorable and iconic view at night and optimise the bridges contribution to the character of the town.
Cav13	Static display/installation	11	Establish a 'static display/installation' of reclaimed old wool and saw mill machinery from the local area in the town square.	4	Medium-Low	2015-2020	This will protect as a register the link to the early European settlement and manufacturing way of life for visitors and younger local generations.
Cav14	Audio session/video projection	13	Investigate the installation of an audio session/video projection in the gaol.	5	Medium-Low	2015-2020	This will tell stories of how the bluestone gaol was build with two layers of protection, how women felt isolated during early times, how to make bush craft etc.

\* Vic Roads funded

## GLENTHOMPSON

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Gln1	Truck parking reconfiguration	13	Reconfigure truck parking area along the Glenelg Highway, west of Cameron Street, and establish a maximum 1 hour truck parking duration in the township zone.	2	High	2005-2007	This will improve the traffic management of the area and restore the balance between the needs of local residents, trucks, public transport users and local businesses.
Gln2	Overnight truck parking areas	14	Install lighting, toilet and rubbish disposal facilities of the overnight truck parking.	3	High	2005-2007	This will provide an attractive and safe area for overnight truck stop parking. This will reduce the disturbance on local residences from the livestock trucks parking outside overnight.
Gln3	Upgrade intersection	12	Upgrade the main Glenelg Highway/Cameron St/McLennon St intersection by providing better signage to this turnoff, enhanced lighting and physical improvements, especially to the northern turnoff.	2	High	2005-2007	This will improve the safety for pedestrians at the intersection and reduce the incidence of large truck manoeuvring 'U-turns' in the middle of the Glenelg Highway after they miss the turn-off to Ararat.
Gln4	Reduce speed limit	10	Rationalise the speed limits through the town by reducing the vehicle speed throughout the Glenthompson township zone to 50km/hr, except for the 40km/hr school zone.	5	High	2005-2007	This will improve the safety for pedestrians crossing the Glenelg Highway, especially for pupils at the primary school, where drivers often ignore the current school zone.
Gln5	New public space	9	Incorporate a small 'town square' in the redesign of the front of the new shop and Rural Transaction Centre.	5	High	2005-2007	This will provide a sheltered 'social space', serving as an outdoor eating/socialising space and memorable landmark on the journey.
Gln6	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town showcase its principle assets and provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Gln7	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will raise awareness of the many interesting features in and around the town.

Gln8	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to peoples recollections and will provide interpretive features that effectively describe the wonderful collection of stories in the town.
Gln9	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertised on the town map.	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.
Gln10	Public toilet improvements	8	Increase the capacity of the septic tank public toilet facilities at the western gateway and incorporate a sign saying additional toilets are located within the Lions Park.	4	High-Medium	2007-2010	This will improve many peoples experience of Glenthompson at this prime entry to the town.
Gln11	Creek walk	5	Construct a footpath along the Creek and regenerate/replant the creekside to the west of the post office as a 'wildlife walk' in partnership with the local Land Care Group.	5	Medium	2010-2015	This provides an attractive part of the circular walking route around Glenthompson.
Gln12	Viewing points at Brickworks	11	Investigate the possibility of a walking path and viewing points into the Brickworks around the periphery, as well as the development of a souvenir shop to promote the unique Glen Brick adjacent to the recently installed parking places.	4	Medium	2010-2015	This will create a visitor destination as well as reinforce the strong identity of Glenthompson as home of the unique 'pressed' Glen Brick.
Gln13	Footpath repairs	7	Upgrade and repair the paved footpaths, especially between the shops to the swimming pool, Lions Park and to the school crossing to the Primary School.	4	Medium	2010-2015	This will improve accessibility to key destinations.
Gln14	Main Street Landscape Improvement Program	6	Implement a Main Street Landscape Improvement Program to capitalise on the attractive War Memorial Gardens and the walkable environment along the main street.	4	Medium	2010-2015	A pleasant and enticing streetscape with a strong and memorable landscape character will encourage more visitors to stop and spend money locally, as well as encourage future economic investment.
Gln15	Wildlife talks	15	Establish a program of wildlife talks to groups including eco-tourists in conjunction with the opportunity to rehabilitate the Creek and water lillies in the Shire Dam to the west of the post office and 'The Den'.	5	Medium	2010-2015	This will further attract many national and international visitors to the town to experience Glenthompson's unique wildlife habitats.
Gln16	Welfare and web information improvements	16	Investigate opportunities to co-ordinate council service provision with those provided at 'The Den', community house, drop-in centre and wildlife rescue.	5	Medium	2010-2015	Making local and wider regional connections of this multi-functional facility raises the awareness and educational potential of this important community facility and social hub.

## PENSHURST

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Pen1	Install vines along shop verandas.	6	Install and train vines to grow along the shop verandas.	5	High-Medium	2007-2010	This will create a pleasant vista from street level, enhance the town's landscape character, divert the eye from some of the temporary vacant buildings and protect the window displays from sun-bleaching.
Pen2	Blue-glass hangings	7	Install landscape treatments, such as blue-glass hangings from feature trees, to provide interesting minor landmarks that pick up on the themes frequently used by Napier Waller.	4	High-Medium	2007-2010	This celebrates Penhurst's interesting social history, artistic spirit and talent of well known stain glass window artist Napier Waller.
Pen3	Time sculpture	12	Install a time sculpture at the quarry at the foothills of Mount Rouse.	3	High	2005-2007	This is an opportunity to provide an engaging and informative artistic sculpture as a show-piece of the areas unique and memorable geology
Pen4	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town showcase its principle assets and provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Pen5	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will raise awareness of the many interesting features in and around the town.
Pen6	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to peoples recollections and will provide interpretive features that effectively describe the wonderful collection of stories in the town.
Pen7	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertised on the town map.	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.

Pen8	Landmark feature	11	Improve the visibility of the Volcanic Discovery Centre from the main road by installing a landmark feature/sculpture in front of the bluestone building (which is set back from the road) to 'capture the visitor's eye' during the day.	4	Medium	2010-2015	This strategy, along side the creation of engaging interpretive signage, will enhance visitor awareness of the VDC, and consequently the many other attractions around the town.
Pen9	Appoint heritage architect.	5	Appoint heritage architect to prepare colour guidelines for heritage buildings and investigate ways of coordinating and resourcing painting of heritage or bluestone buildings to improve visual amenity.	5	Medium	2010-2015	There are many attractive heritage buildings in Peshurst, and this 'refresh' will encourage further economic investment and opportunities for the town.
Pen10	Improve camping facilities.	8	Upgrade camping facilities in the town.	4	Medium	2010-2015	This will provide opportunities for larger groups of visitors, such as school groups, to stay in Peshurst and gain an understanding of the fascinating volcanic geology and wetland systems in the area.
Pen11	Main Street Landscape Improvement Program	9	Implement a Main Street Landscape Improvement Program to create an even more pleasant streetscape, including the installation of a consistent avenue of trees and extension of footpaths to wetlands.	3	Medium	2010-2015	This will provide an enticing streetscape encourages informal social interaction, which will encourage more visitors to stop and spend money locally, as well as reduce the psychological distance barrier for pedestrians crossing the wide reserves along the Hamilton Highway and main roads.
Pen12	Overseas geology student	13	Explore feasibility of employing an overseas geology student to provide informal training to the staff and information to the visitors. This is very inexpensive and presents a good way for them to gain experience.	5	Medium	2010-2015	This will assist in the running and delivery of geological information to visitors in the Volcanic Discovery Centre.
Pen13	Tour buses	14	Explore and promote regular tourist bus tour Grampians/Great Ocean Road Grampians that take people around all the local attractions (and lunch at the tearoom) with a bus driver that provides running commentary along the way.	5	Medium	2010-2015	This will strengthen the connections and marketing networks between the Grampians and the Great Ocean Road, and benefit Peshurst as a town in between.
Pen14	Monthly social events	15	Promote the monthly social events to visitors including the Free Independent Traveller segment (FIT's) who travel along the coastal road to come inland and stay in Peshurst for a night.	5	Medium	2010-2015	This will encourage more tourist revenue and local employment into Peshurst.
Pen15	Outline Development Plan	10	Council to investigate the development of an Outline Development Plan to facilitate future residential growth and implement promotional guidelines to ensure new development and renovations retain and enhance the local character.	5	Medium-Low	2015-2020	This will provide guidance and expert advice relating to the potential residential pressure relating to the small arrival of Iluka Mine employees.

## TARRINGTON

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Tar1	Pavilion improvements	7	Construct new toilets and enlarge the verandah/function facilities at the Pavilion, to supplement those on the far side of the oval that are unable to cope with high demand.	3	High	2005-2007	An architecturally-inspiring social space will enhance the local pride within the community, as well as provide the necessary facilities to hold a wide range of festivals, markets and sporting events on the oval. This will complement the facilities offered at the church.
Tar2	Bundling of power lines	5	Council to investigate 'bundling' the power lines along the main street to facilitate the planting of street trees and prevent the need for radical pruning.	1	High	2005-2007	This will ensure the trees enhance their contribution to the townships character.
Tar3	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town showcase its principle assets and provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Tar4	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will raise awareness of the many interesting features in and around the town.
Tar5	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to people's recollections and will provide interpretive features which effectively describe the wonderful collection of stories in the town.
Tar6	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertised on the town map.	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.

Tar7	Planting of additional trees	6	Plant additional exotic street trees along the Hamilton Highway to provide an almost near-continuous canopy between the gateway features, described in Strategy 1.	4	High-Medium	2007-2010	This will reinforce the landscape character of Tarrington. Given part of the existing character comes from the diversity of planting along the Highway, exact tree species are not important as long as they provide adequate canopy and are of comparable height with other trees in the vicinity.
Tar8	Improvements to shared path to Hamilton	8	Improve the maintenance of the walking/cycling track by removing overhanging bushes, filling in potholes and ensuring the path is at least 1.5m wide. The link could be extended up to the Tarrington Winery (1km east) and beyond to Hochkirch Wines (5km east) as destinations for cyclists. Additionally construct regular rest stops/shaded seating areas every kilometre to Hamilton.	4	High-Medium	2007-2010	This provides opportunities for both locals and visitors to experience the wonderful natural landscape of the area, as well as view the interesting elements of German heritage.
Tar9	Drainage and water supply study	10	Undertake a co-ordinated drainage and water supply study under the "Our Water Our Future" initiative.	4	Medium	2010-2015	This will assess the existing issues and recommend improvements that seek to use the existing supply more effectively and ensure more is available for both fire management and gardening.
Tar10	Outline Development Plan and Urban Design Guidelines	9	Council to commission an Outline Development Plan and Urban Design Guidelines to guide future growth within the township. The guidelines can establish a very high standard of ecologically and socially responsible design and ensure that new development: Is highly water sensitive requires minimum artificial heating and cooling to maintain a high standard of amenity is attractive contributes to a distinctive Tarrington character.	4	Medium	2010-2015	This will ensure that sustainable and sensitive development is achieved and sets the standard for development elsewhere and makes Tarrington a flagship of good design.
Tar11	Promotional Brochure	11	Establish the development of Tarrington as a destination for overseas visitors initially via a Promotional Brochure to be distributed at the Hamilton Information Centre, as well an internet link on the tourist sites. The brochure to detail the 'connoisseur' activities in Tarrington; B&B accommodation, annual events, farmers' market dates, the wineries (one is Biodynamic) and cycling route. Consider adding the name "Hochkirch" to tourist information to encourage tourists to this Heritage component.	5	Medium-Low	2015-2020	This will encourage more tourist revenue and local employment into Tarrington.

Tar12	Promotion of Tarrington as a 'special destination'	12	Promote the route through Tarrington, in its heritage context as a German Settlement (Hochkirch), to the local Tourist Information Centres, as the "special destination" just 20km out of Hamilton.	5	Medium-Low	2015-2020	This will encourage European travellers in particular to visit the former town of strong German heritage.
Tar13	Education program	13	Apply for funding under the "Our Water Our Future" in conjunction with strategy 10 to implement an education program for grey water reuse and water recycling.	5	Medium-Low	2015-2020	This will improve the landscape character of gardens and streetscapes, as well as local pride within the town.

## WANNON

### Indicative cost band:

5 \$0-\$10,000 = least resources required

4 \$10,000 - \$75,000

3 \$75,000 – \$100,000 = moderate resources

2 \$100,000 – \$250,000

1 \$250,000-\$1,000,000 = most resources required

Priority Action	Proposal	Strategy No.	How	Cost band	Priority	When	Rationale
Wan1	Bridge improvements	11	Advocate to VicRoads to retro-fit the Highway Bridge by adding a pedestrian/cyclist walkway and barrier onto the side of this Bridge. In the short term, investigate better siting of school bus stops to minimise need for pupils to cross bridge.	1* (cost of upgrade ?)	High	2005-2007	This will provide an important link in the pedestrian network to improve the safety for pedestrians, including school children crossing the bridge to the school bus stop. It will additionally raise an awareness of this issue with VicRoads.
Wan2	Right turn facility	12	Advocate to VicRoads the construction of a right turn facility (and corresponding signage 500m up each side of the road for left-turns) into the Wannon Falls Reserve at the intersection with Brung Brung Road, as well as the intersection with the 'Boomerang Gates' that leads into the caravan, camping site and the Falls.	2 (cost of upgrade ?)	High	2005-2007	Early visibility of these key access points to Wannon's iconic features will reduce the incidence of visitors missing the turn-offs and undertaking 'u-turns' along the Glenelg Highway.
Wan3	Speed limit reduction	10	Investigate reducing the speed limit along the Glenelg Highway to 70km/hr through the township.	5	High	2005-2007	This will improve the safety for pedestrians, as well as slowing vehicles down to a speed where the local attractions can be better appreciated, and the reduced visibility on the bridge and bend can be anticipated.
Wan4	Pedestrian safe crossing facilities	8	Install drop kerbs, a pedestrian refuge island and warning signage for vehicles at the intersection of the Glenelg Highway with Falkenberg and McGregor Roads.	2	High	2005-2007	This will provide a safer crossing for walkers and cyclists that will enable them to better experience the township's qualities on either side of the road.
Wan5	Co-ordinated signage and icons for the towns	1	Council to install signage columns at the entrance to the town, subject to the detailed design guide in AUSTRROADS Guide to Traffic Engineering Practice Part 8.	2	High	2007-2010	Provide a graphic identity for the town showcase its principle assets and provide an attractive and memorable entrance and tell people that they have arrived somewhere special.
Wan6	Promotional maps for each town	2	Council to establish a freestanding structure to house the town map, and prepare both an adults and children's version of the 'tear-off' maps to be placed in shops.	3	High	2007-2010	Will raise awareness of the many interesting features in and around the town.
Wan7	Recording and telling the towns stories	3	Council to invite the local community to share their stories and historical insights. Council to then install interpretive features at the points revealed by the research.	4	High	2007-2010	Will give value to people's recollections and will provide interpretive features which effectively describe the wonderful collection of stories in the town.

Wan8	Proposed walking trails	4	Council to develop a town trail connecting the interesting features and advertise on the town map (Strategy 2)	5	High	2007-2010	Will provide a way of enabling interested people to engage in the qualities the town offers.
Wan9	Shared pathway	8	Construct a shared pathway network.	3	High-Medium	2007-2010	A well constructed and maintained shared network will provide both local and visitors a safe and pleasant walking/cycling route along the many interesting historic and landscape features of the areas.
Wan10	River crossing	9	Re-construct the stepping stone river crossing upstream from the Wannan Falls and install a near-by flying fox to facilitate crossing when river is high.	4	Medium	2010-2015	This provides a physical access point to the attractions in the north-east side of the River as well as strengthens the opportunities to experience the 'spirit of Wannan'.
Wan11	Wannan Falls signage	5	Ensure illustrative and visibly engaging signage at the both entrances to the Wannan Falls, as well as 'advisory signs' 3km east and west of the 'gateways' (Strategy 1) to the town, along the Glenelg Highway.	4	Medium	2010-2015	This provides motorists from Hamilton and Coleraine with an early awareness of the attractions of the Wannan Falls, the camping facilities and affordable accommodation at Platypus Park.
Wan12	Upgrade road to Thomas Clark viewing area	6	Clear the existing compacted-soil road (including a shared pathway for cyclists and walkers) to access the Thomas Clark Viewing Area from the Nigretta - Wannan Falls Road, including illustrative signage at this turn-off.	3	Medium	2010-2015	This will provide physical access to this stunning viewing platform to the Wannan Waterfall and surrounds.
Wan13	Develop a local co-op/store	13	Explore the feasibility of the development of a local co-op/store and /or café on the northern corner of the Glenelg Highway and Brung Brungle Road.	5	Medium	2010-2015	This will provide facilities for visitors, a social space for informal interaction for local residents and a defined 'centre' and identity for Wannan. (see appendix 5)
Wan14	Overall Development Plan and Urban Design Guidelines	14	Establish an Overall Development Plan and Urban Design Guidelines to guide possible future growth, control block sizes and land uses within the township. Encourage the development of a community co-op, general store and/or tearooms on a suitable site either on the northern triangular pocket (bound by the river) or south side (entrance to Falls Reserve) of the Brung Brungle Road and Glenelg Highway to re-create a 'centre' for Wannan.	5	Medium-Low	2015-2020	This will control and protect the existing lifestyles of potential future growth in the area.
Wan15	Promotion of the Platypus Park, cycling trails and heritage	15	Promote the awareness of the affordable and comfortable accommodation at the Platypus Park and proposed walking/cycling routes that pick up the interesting heritage sites of Wannan, as well as the popular Falls and Lookout.	5	Medium-Low	2015-2020	This will encourage visitation by sensitive eco-tourists who have the opportunity to cycle from Hamilton to Wannan and experience the stunning natural assets of the town.
Wan16	Establish a 'Ground Work Trust'	16	Explore the establishment of local 'Ground Work Trust' similar to UK model. This can provide a way of supplementing maintenance of walking tracks, clearing of bins, etc. and implementing strategies.	5	Medium-Low	2015-2020	Key features of such a ground work trust are that they are partnership of public, private and voluntary sector and their main objective is to improve the quality of local environments. Information on groundwork trust internationally and in the UK is available on <a href="http://www.groundwork.org.uk">www.groundwork.org.uk</a>

Vic Roads funding

**Appendix 1 Urban Design Framework flier**

# AN URBAN DESIGN FRAMEWORK FOR PENS HurST



'Shoptop' housing in Timboon



Example of Swale landscaping proposal on the Ballarine Peninsula



Mapping people's concerns in Rosedale

Southern Grampians Shire Council is committed to a process of working with the local community to prepare an urban design framework for your township.

An urban design framework (UDF) is a strategic plan that seeks to guide design and development in your township, based on your aspirations and concerns. A UDF does this by bringing together planning, urban design, landscape design, transport planning and economic specialists to work with you and the local council to identify how local problems can be addressed and local potential realised.

We need your input and within the next month we will be holding meetings within the township (or a nearby town if we cant find an appropriate venue) to work out a vision for Penshurst. If you are interested in taking part, or would like to know more, please contact

Jim Nolan at  
Council on  
5573 0456

## AN URBAN DESIGN FRAMEWORK CAN HELP SMALL TOWNS BY

Building on the unique features of a place

Overcoming infrastructure problems, such as poor drainage

Attracting more visitors

Encouraging Investment

Using informal assets (such as volunteers labour, local skills and resources)

Involving as many people as possible

Building capacity in your community - so you know how to get things done after the process is over

## **Appendix 2 Draft visions for each town**























# SETTING A DIRECTION FOR PENSHURST

Urban Design Framework for 8 Small Towns of the Southern Grampians Shire

## CONCLUSION

There are many layers to this town that are not immediately evident to the passer by, even if you stop to look like we did, we had to be told. Many assets are 'invisible' or at least not easily found. Making the most of the town requires us to unlock this latent potential and address the problems felt within the community.

Specifically, the urban design framework needs to make best use of the key assets;

- Proximity to Mount Rouse
- Volcanic Interpretive Centre
- Wetlands, Heritage buildings and Botanical Gardens

And address the problems;

- Lack of adequate signage to illustrate the key features of the area;
- The encouragement of more local jobs and entertainment opportunities , especially for young people.

## VISION

To make the most of the recreational and natural landscape features and make it;

- A place that the towns folk can be even more proud of
- A place that tells people (locals and visitors) of the interesting stories unique to the town
- A place that showcases its assets
- An (even) more attractive place to visit, both for the town and the attractions of its hinterland
- A place that people remember and want to come back to
- A place that gives people the best chance of making a living within their community
- A place that recognizes and expresses the contribution of the community
- A place that has adequate local employment for young people
- A place that introduces new elements which build upon those fo the past
- A place that is renowned for its horticultural, botanical and geological significance".

## SOME KEY OBJECTIVES

Capitalise on the Botanical Gardens and Wetland

Incorporate local artistic themes at key attractions to tell the story of the people and the events associated with the town

Capitalise on Mt Rouse and geological environs



Have we got it right?  
What do you think?

Series of horizontal lines for handwritten feedback.

When you have filled this brochure in, please return it to Jim Nolan at the Southern Grampians Shire Council, 1 Market Place, Hamilton, Melbourne 3300



# SETTING A DIRECTION FOR PENSHURST

Urban Design Framework for 8 Small Towns of the Southern Grampians Shire

## INTRODUCTION

Thank you for your time.

We have prepared this summary of your comments and our observations to check we have understood the issues in your town correctly. This allows us to understand what your town is like now and what sort of place you want it to be in the future. This is the first step in preparing a plan to protect and enhance what makes the town special to you and overcome its problems as far as possible.

This is your opportunity to tell us if we have got it right (or wrong!). We would be grateful if you could write your comments and observations in the places indicated with this leaflet.

The stunning views of Mt Rouse provide a stunning backdrop to the town



The central roundabout is well framed by feature buildings on the corners and the prominent War Memorial in the centre

Penshurst, "the township under the volcano" boasts wide boulevard-style streets with a prominent War Memorial structure and feature trees at the main intersection. The 'never failing spring', educational wetland and Botanical Gardens are renowned for their horticultural and educational significance. These water and geological themes are further celebrated by the modern Volcanic Interpretive Centre which is an interactive and highly informative asset to the tourism attraction of the town.











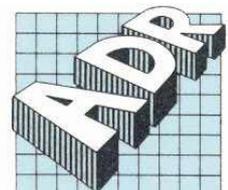
## Appendix 3 Issues Paper

## **8 Small Towns:**

Balmoral  
Branxholme  
Byaduk  
Cavendish  
Glenthompson  
Penshurst  
Tarrington  
Wannon

# **Southern Grampians Shire** *Draft Issues Paper and Vision*

2 October 2004



## Contents

01	Introduction	2
02	Methodology	3
03	Strategic Context	8
04	Planning Context	9
05	Economic Context	12
06	Transport Analysis	14
07	The Vision	16
08	Where to from here?	16

### *Appendices include:-*

- A *Summary of Observations and SWOT Analysis*
- B *Setting the Direction Brochures for 8 townships*

## 01 INTRODUCTION

This report sets out the key issues, assets and vision statements that will set the direction for the development of the Urban Design Frameworks for Balmoral, Branxholme, Byaduk, Cavendish, Glenthompson, Peshurst, Tarrington and Wannan. The first series of community consultation sessions provided us with an understanding of each town's current position, and where it would like to be in the future. The aim of this Issues Paper is to capture these aspirations and document all the issues so that strategic documents for each township can logically and inventively be developed. In order to make these visions happen, we have discussed, researched, observed and analysed the following aspects of each township, and incorporated into this document the following information:

- The strategic context and planning element for the project area
- The physical context through visual analysis
- The economic context of the project area
- The built form and social character within the project area
- The existing condition of the public domain within the project area
- A summary of Stakeholders concerns and aspirations in relation to their respective towns

### **The purpose of the Issues Report**

This report is an initial resource to equip each Township with a complete set of issues to be approved (and/or amended) in order to continue along the desired path for the development of the draft strategies.

Building up our knowledge of life in each of the towns, has allowed us to understand local variables and the trends that have (and will) influence the towns. By documenting this understanding we can build consensus about the appropriate agenda for the study and ensure that the people of the respective communities feel that the study is being done *for* them and not *to* them.

## 02 METHODOLOGY

The findings derive from an approach to research that has been characterised as “trigonometry” i.e. looking at phenomena from multiple perspectives to gain a more in depth understanding of it (Zeisel 1990). The perspectives used for this study were;

- Consultation meetings with representatives of each town,
- Guided tours of the towns
- The consultants own research summarised in the SWOT analysis, detailed in appendix A.

### **Council Meetings**

Four Steering Committee meetings have been proposed throughout the duration of the project. Current dates that have been set are:

Friday 3<sup>rd</sup> September 2004

Friday 8<sup>th</sup> October 2004

Early November 2004 – to be confirmed

Early December 2004 – to be confirmed

The staging and timeline for the project is described on the following page.

TIMELINE	STAGE & DESCRIPTION	COUNCIL INPUT	CONSULTANT INPUT	OUTPUTS	NOTES
<b>WEEKS 1-4</b> (12th August to Early September 2004)	<b>STAGE 1: INCEPTION</b> <i>Understanding the Context</i>	<ul style="list-style-type: none"> <li>• Past Planning Documents;</li> <li>• Stakeholder contacts details;</li> <li>• Provide contacts to schools, arts societies etc to facilitate exhibition/competition of local art works;</li> <li>• Arranging meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Research;</li> <li>• Consultation with key stakeholders;</li> <li>• Site audit;</li> <li>• SWOT Analysis</li> </ul>	<b>WORKPLAN</b> <ul style="list-style-type: none"> <li>• Preliminary actions;</li> <li>• Timeline of meetings, outputs and community consultation;</li> <li>• Poster for schools/art societies etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Meeting 1: Inception Meeting in Hamilton Friday 3rd Sept 2004 with Council Officers &amp; Steering Committee</li> <li>• Meeting 2: Consultation Meeting with key stakeholders, 4-5 Sept 2004.</li> </ul>
<b>WEEKS 5-8</b> (Early September to early October 2004)	<b>STAGE 2: AUDIT &amp; ANALYSIS</b> <i>Creating a Vision</i>	<ul style="list-style-type: none"> <li>• Feedback;</li> <li>• Arranging meetings</li> <li>• Further info as required;</li> <li>• Itinerary timetables and routes;</li> <li>• Cadastral map and Contour</li> <li>• Plan on CD and hard copy;</li> </ul>	<ul style="list-style-type: none"> <li>• Analysis of Stage 1;</li> <li>• Syntheses of these findings;</li> <li>• Ongoing consultation.</li> </ul>	<b>URBAN CONTEXT REPORT</b> Will describe the context within which the study takes place. It will include sections on: <ul style="list-style-type: none"> <li>• The local and regional context;</li> <li>• Social landscape &amp; local issues;</li> <li>• Policy analysis;</li> <li>• Findings of initial research.</li> </ul>	<ul style="list-style-type: none"> <li>• Meeting 3: Visioning workshop with Council and the Steering Committee.</li> </ul> <b>SUBMIT DRAFT VISION</b>
<b>Weeks 9-12</b> (Early October to Late October 2004)	<b>STAGE 3: DRAFT UDF</b> <i>Translating the Vision into Actions</i>	<ul style="list-style-type: none"> <li>• Analysis and collation of community feedback;</li> <li>• Arrange exhibition of community art works;</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of community feedback;</li> <li>• Prepare newspaper liftout</li> <li>• Arranged visit;</li> <li>• Define actions to achieve vision</li> </ul>	<b>PRELIMINARY DRAFT UDF</b> Will describe the initiatives/proposals that address the issues, and develop concept articles and design guidelines for future development.	Public Exhibition <b>SUBMIT PRELIMINARY DRAFT UDF PLAN (FOR EXHIBITION)</b>
<b>Weeks 13 - 16</b> (Early November to Late November 2004)	<b>STAGE 4: FINAL DRAFT UDF</b> <i>Refining the Actions</i>	<ul style="list-style-type: none"> <li>• Arrange meeting;</li> <li>• Complete feedback;</li> <li>• Arrange exhibition of community art works;</li> </ul>	<ul style="list-style-type: none"> <li>• Undertake meeting with Steering Committee and key stakeholders;</li> <li>• Revise strategies;</li> </ul>	<b>FINAL DRAFT UDF</b> This refined strategy will include the responses to the community consultation and final feedback from the key stakeholders.	<ul style="list-style-type: none"> <li>• Meeting 4: Meeting of Council officers with Steering Committee;</li> </ul> <b>SUBMIT FINAL DRAFT UDF PLAN</b>
<b>Weeks 17 - 21</b> (Early of December to End of December 2004)	<b>STAGE 5: FINAL UDF</b> <i>Ensuring the strategy can be achieved and is as broadly supported as possible</i>	<ul style="list-style-type: none"> <li>• Complete final feedback for consultants for preparation of Final UDF;</li> </ul>	<ul style="list-style-type: none"> <li>• Review and finalise Final UDF;</li> <li>• Redefine Implementation Strategy;</li> </ul>	<b>FINAL UDF</b> This will be completed after final feedback from Council and the Steering Committee.	<b>SUBMIT FINAL URBAN DESIGN FRAMEWORK PLAN</b>
		<b>INVOICE PERIOD 1: \$35,200 (Incl. GST) *</b>			
		<b>INVOICE PERIOD 2: \$35,200 (Incl. GST)</b>			
		<b>INVOICE PERIOD 3: \$17,600 (Incl. GST)</b>			

\* Suggested variation to the brief

## URBAN DESIGN FRAMEWORK PLAN FOR EIGHT SMALL TOWNS - STAGING & TIMELINE



DAVID LOCK ASSOCIATES  
URBAN DESIGN AND TOWN PLANNING

## Consultants

Jenny Donovan – Director, David Lock Associates

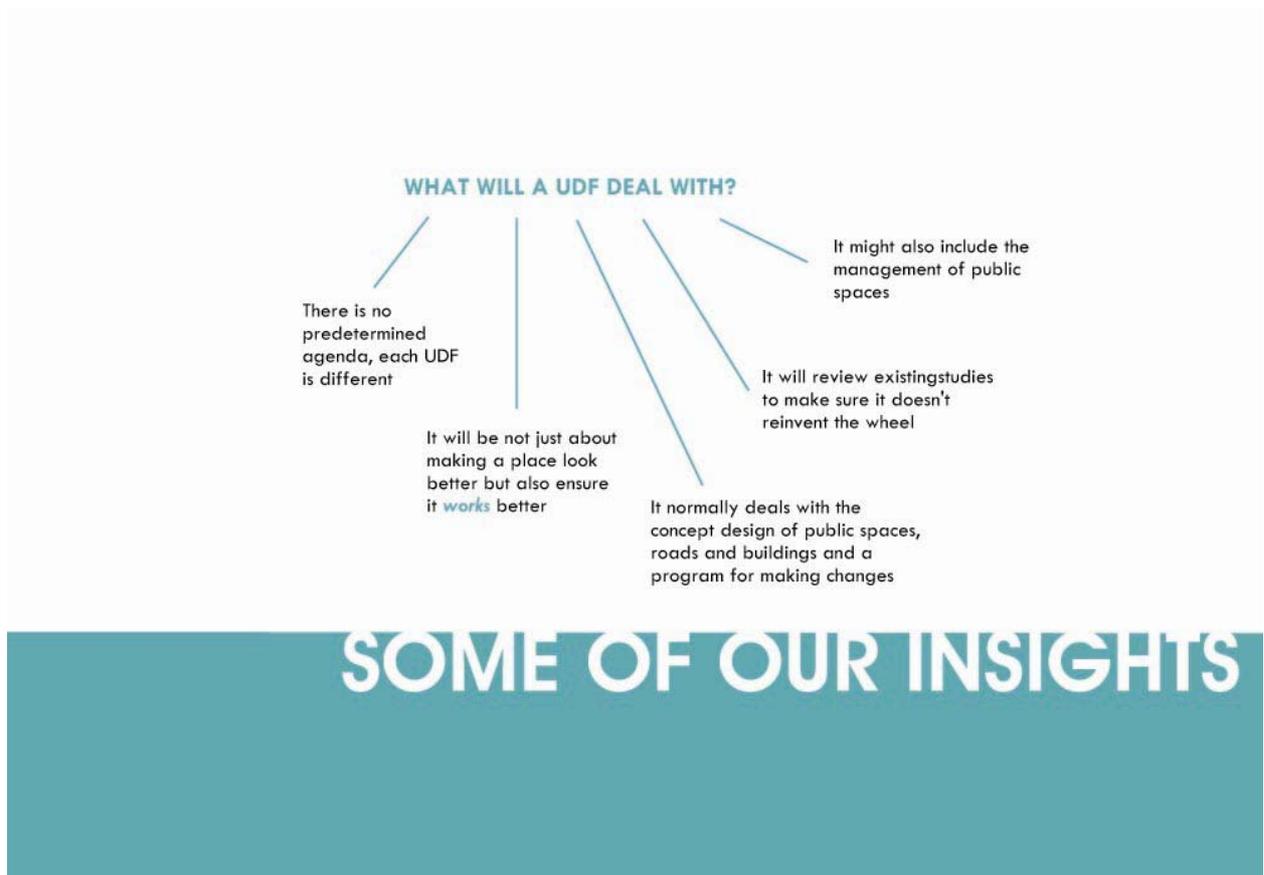
Nicola Williams – Senior Urban Designer, David Lock Associates

Peter Baker – Director, Applied Development Research

Alex Nicholson/Bryony Cooper – PBIA Australia (Traffic and Transport)

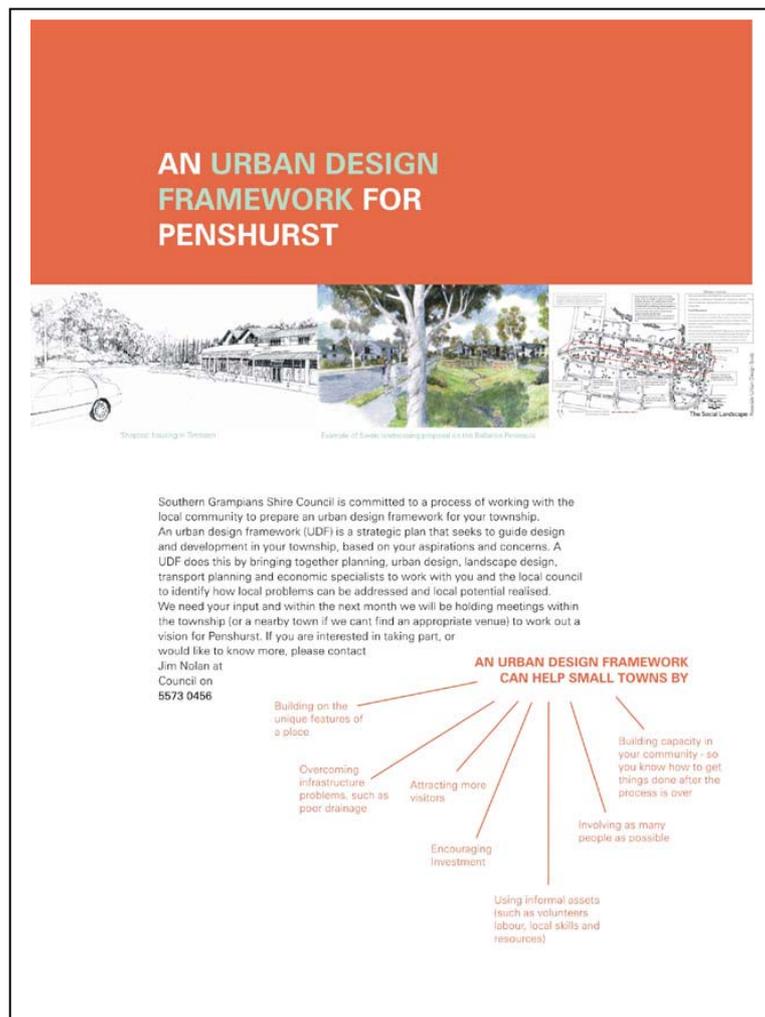
## UDF Paper

An A5 size booklet was sent through to all the townships prior to our first series of consultation to provide an outline of who we are, the key aspects of Urban Design in small towns, and a few of our insight from other UDF's we've completed in other rural areas.



## Urban Design Flier

Two of these fliers for each town (one laminated and one on card) were given to each community to pin-up in a visible place to inform the wider community of the project's objectives, an explanation of the process of Urban Design, and provide people with access to the process, and a point of contact.



## Call for Art Works for Exhibition

It was proposed to each community that they might be interested in organising one of the local schools/or local enthusiasts to collect a range of artwork, poetry and/or sculptures based on their feelings and visions for their town. The text was as follows:

*We are looking for art works in any medium (photographs, sketches, paintings, collage, poetry, prose or sculpture) that are inspired by your town to help us understand more about what your town means to you.*

*We need to do this so we get a better understanding of what are the sorts of things you value about your town- which might be the community, its history, the buildings and/or the landscape, it might be just one of these things, it might be all of these things or something else entirely. This is not a competition so its not about doing the best art work, everyone's contribution is welcome.*

*The only rules on the art work is that it can easily be transported, not fragile, ideally no more than a metre high and half a metre wide and is accompanied by a short statement which has a written explanation of what your artwork is about and who you are.*

*The artworks will help the Council (through the appointed Consultants) work with the community to come up with a vision for your town that protects the things you value whilst addressing its problems as much as possible. This process is called a Urban Design Framework (UDF)*

*The artworks will be exhibited in a venue in your town or a neighbouring town if there is no suitable venue their as part of a celebration of your community and presentation of the initial insights of the consultants.*

*Please give your artworks to...(name varies in each town).*

## Community Meetings

The first round of Community Meeting were held with Peshurst, Branxholme, Byaduk and Balmoral, on Saturday 4<sup>th</sup> September, 2004, and Cavendish, Glenthompson and Tarrington on Sunday 5<sup>th</sup> September. Site audits for each town were undertaken at the same time. There was no representative available in Wannan at the time, however a detailed site analysis was performed.

The second upcoming series of Consultation meetings will include a variety of representatives from Wannan on the Sunday night of the 11<sup>th</sup> October, 2004. On Friday the 8<sup>th</sup> October, we will visit Cavendish on the way up to Balmoral, and Saturday will include Cavendish (second visit to meet with those that are away on the Saturday), Tarrington, and Peshurst, and Sunday 10<sup>th</sup> October to visit Byaduk, Branxholme and Glenthompson.



Balmoral



Branxholme



Byaduk



Cavendish



Tarrington



Peshurst



Glenthompson

## Guided town tours

A big thank you goes out to all the community members who volunteered their time to meet with us and discuss the issues in their town. All of the townsfolk were exceptionally enthusiastic and drove us around their towns, pointing out the features and concerns, and stopping to let us take photos. They provided us with indispensable and informative stories and historic memories. One such fond memory was in Glenthompson, when in the times before refrigeration, when a large supply of ice cream would come into the local store, a bell would ring, and all the kids and adults would run from miles around to come and buy some!

### 03 STRATEGIC CONTEXT

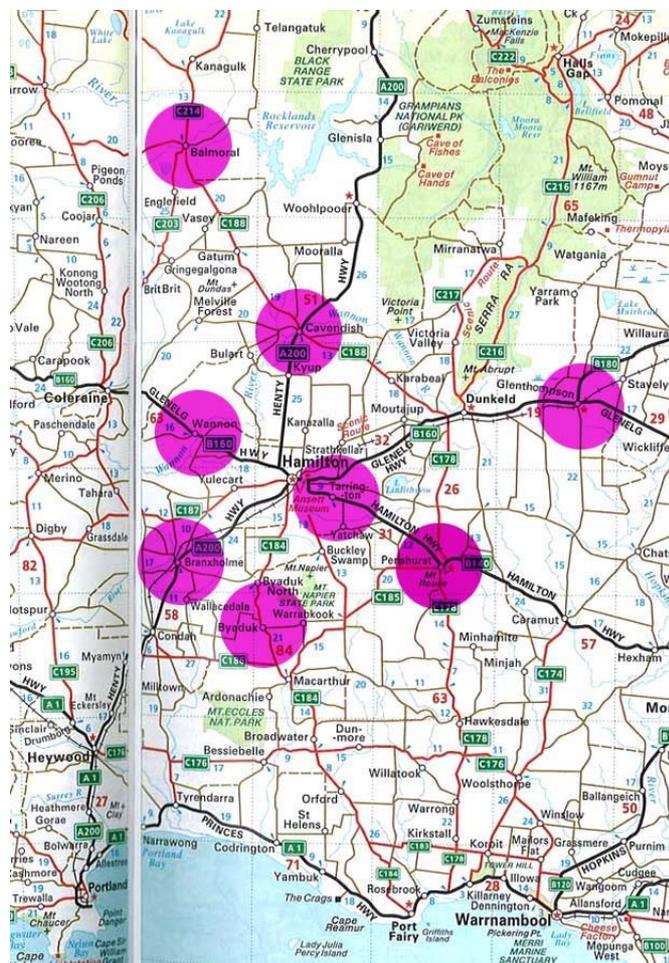
In 1836 Major Mitchell described the Grampians 'as presenting as bold and picturesque an outline as ever painter imagined'.

Like many small towns, the 8 towns of the study area have lost a lot of their traditional rural service centre functions. Although what remains of this service function remains critical to the vitality of the town, recent years have witnessed a search for new meaning and economic activity for the 8 towns.

The spectacular landform of the Grampians in Western Victoria has always been considered a special place by those who visited the area. Now a thriving tourist and recreation destination, this relatively new industry, has grown considerable since the area's declaration as a National Park in 1984. The unusual rock formations and diversity of unique flora, wildlife and indigenous animals, make this park one of Victoria's major tourist, and more recently, cultural attractions.

The strong relationship between the 8 small towns and the highly valued natural assets of the mountains, the Wannon and Nigretta Falls, Byaduk Caves, Rocklands Reservoir, Glenelg River, Volcanic flows and the geological wonders of the Grampians Ranges make these towns ideal centres for benefiting from tourism.

Each of the 8 towns has a different emphasis: Balmoral has redefined itself as 'The Western Gateway to the Grampians', Cavendish is a local service centre on the stunning Wannon River, Glenelg is well serviced for movement and is a major entry point to the Shire from Melbourne. Peshurst links to the coast and Warrnambool, Tarrington has a wonderfully rich history with an emerging 'connoisseur' culture emerging close to Hamilton. Byaduk is renowned for its unique caves, Branxholme has strong transport links to the deep water port at Portland, and Wannon is one of the Shire's most highly-valued tourist spots, combining both the Stunning Wannon and Nigretta falls with well serviced camping areas.



## 04 PLANNING CONTEXT

### **Southern Grampians Shire Corporate Plan 1995 - 2005**

With respect to 'Integrated Planning and Development', this plan is specifically aimed at promoting a "...planned (and) high quality rural and urban environment in accordance with the community's distinctive social, physical and economic needs".

The Shire must also seek to conserve and enhance the municipality's character, provide for the use and protection of the natural assets, ensure people feel a sense of belonging and pride in their community, and have access to essential services and employment.

### **Southern Grampians Shire Council Plan 2004 - 2008**

With a population of 17,000 the Southern Grampians covers an area of 6,907 square kilometres. Some of the Visions of this close knit community include the need to build upon "The peoples endeavour to maintain excellence in the key areas of: education, natural resources, built infrastructure, the beauty of the landscape and heritage and history". Additionally, "The people taking responsibility for their future by working together to create a stimulating environment that is a great region to live, work and visit" is of great importance.

The strategic objectives of the document are:

- Sustainability of the Environment
- Economic Prosperity
- Social, cultural and Community Development, and
- Council and Organisational Capability

### **Southern Grampians Planning Scheme**

Council's objectives for 'Other Townships' within the Southern Grampians Planning Scheme is to "strengthen the network of small service townships...in their capacity to meet the service needs of their local communities"... and "To provide and high quality living environment in the townships".

Associated strategies to ensure these objectives are achieved include:

- Support restoration programs on major heritage buildings;
- Enhance the presentation of the main streets and entrances;
- Provide facilities for visitors and interpretation of the heritage and natural assets;
- Provide a range of housing types and choices in serviced residential locations as infill development in the townships;
- Priorities should be given to Peshurst for improved water quality, and Branxholme and Balmoral for drainage improvements.

### **Southern Grampians Shire Social Development Plan**

The major issues confronting the Shire over the next 5-10 years include:

- A population decline in the small towns makes economic develop and progress difficult;
- There is a "sponge city" phenomenon of Hamilton on smaller towns, due tho the scale of farms increasing and fewer jobs in agriculture;

- A missing age bracket of 18-35 year olds equates to a loss of potential leaders and vibrant young adults;
- The short term emergence of forestry/timber plantations is providing good jobs for educated young people. However, due to outside investment, the profits do not always go back into the community;
- There are good sporting facilities and lifestyle assets within the Shire, but there is not much else to attract and keep professionals;
- Younger people are not joining local community clubs as their focus is on paying off the mortgage. As a consequence, mature age residents have 'volunteer fatigue' for all the work they do around the town;
- The demands of globalisation and international competitiveness are putting more pressure on communities to work more intensively, both in terms of farming and non-farming ventures.

### **Grampians Surround Strategy Discussion Paper (1991)**

This discussion paper is based on land use issues and strategies for the private land which fringes the Grampians National Park, Black Range National Park and the immediately surrounding public land.

The paper aims to maintain the long term viability of the areas primary economic resources, namely, agricultural production, the water catchment, tourism and recreation.

Key objectives include: encouraging land uses that will reduce the demand and impact on water supply systems, continue to reinforce and build infrastructure and community facilities in major towns, and focus tourism development in areas where there is existing infrastructure.

Specifically, the paper focuses on the Rocklands Reservoir as one of it's priorities, stating that an Outline Management Plan is needed. Of particular areas to improve are the foreshore, access roads and facilities to support camping, all of which will further the potential of visitor and tourist development.

### **Refreshing Peshurst: Peshurst Townscape Project (1996)**

This Townscape Project for the Southern Grampians Shire Council and Advance Peshurst has capitalised on the current community spirit and momentum to:

- Give new life to the existing town;
- Introduce new elements which build upon those of the past; and
- Reinforcing the importance and value of the 'long neglected' natural springs, which are truly unique to this area.

Economic regeneration is also a key theme and new opportunities for employment fro locals are to be investigated. The vision is for a thriving town where people from the wider district come to shop, as well as attracting the tourist dollar from further a-field.

The revitalisation of Bell Street and its intersection with Martin Street offer pertinent recommendations such as the improvement of the appearance of buildings and the War Memorial.

### **Master Plan for the Redevelopment of the Penshurst Botanical Gardens (1994)**

Then under the tutelage of the Mount Rouse Shire Council, the rehabilitation of the Penshurst Botanic Gardens provided the town with a monumental landscape asset to “usher in the 21<sup>st</sup> Century”. With its ‘never failing spring’, the park also provides an important regional facility for education in horticulture, land and water management, “as well as being renowned for its horticultural and botanical significance”.

The study also proposed the development of associated recreational facilities to attract regular visitors: Spring tank and pondage, swimming pool, bowling club, caravan park, public toilets and a Tennis Club.

### **Heritage Place: Balmoral, Branxholme, Byaduk, Cavendish, Glenthompson, Penshurst, Tarrington**

Seven of the eight towns in the 2004 UDF project have a detailed history, physical description of the township, list of ‘contributing buildings’, and statement of significance. Additionally, there are interesting thematic contexts such as ‘migrating to Australia (Tarrington in this example) to save or preserve a way of life’ and ‘educating people in remote places’.

### **Rocklands Revisited (1995)**

This captivating account of the history of the Rockland Reservoir depicts an era of pioneering engineering, special people and the optimism of post World War II.

From its development inception in 1948 until its completion in 1953, the story delves into the development of The Rocklands Township by the R.A.A.F, which even tho temporary, included everything from single men’s accommodation, schools, commercial businesses to recreational facilities and sporting events.

The personal accounts of life at Rocklands provide a lively rendition of the “fantastic dances that were regularly held at the Rocklands Hall” as well as tales described by some as “...the best six and a half years of their lives...”

### **Development Strategy for Balmoral (1997)**

Commissioned by the Development and Tourism Unit of the Southern Grampians Shire, this guiding document was formulated from the StreetLife Consultation Process.

Key visions include “To be a vibrant and proud community with lots of young people”, and “To attract and service visitors to Rocklands Reservoir”. These have been translated into a detailed list of actions and strategies which aim to maximise the tourist potential of the town, secure and expand the local business base and increase the employment opportunities for young people.

### **Parking for People with a Disability**

This guide provides clear and illustrated maps which detail the location of disabled toilets in the townships of Balmoral, Glenthompson and Penshurst.

## 05 ECONOMIC CONTEXT: delivering economic viability

Small Towns by definition are at the lower end of the size and functional hierarchies, and their sustainability, subject to their locational (and other) factors, may come at a price to other member/s of the hierarchy but to the benefit of the network as a whole. Each small town has its unique cyclical pattern of change, that impacts on its levels of economic viability and residential profile/amenity, and therefore changes that will maintain or enhance economic and residential sustainability may vary in terms of timing and scale. In many instances small towns will require external inputs (sometimes from larger towns/urban precincts within the hierarchy) to identify and implement changes that will maintain or enhance economic and residential sustainability.

Subject to the distance to its next largest town/city, a nearby small town may be purely “dormitory” in function, with no economic base of its own, while a more distant example may operate independently, still having potential enhancement and outside linkages that would benefit the wider network. In some instances a specific focus on activity can be common to a number of small towns providing a regional contribution, while often innovation or entrepreneurial activities are the catalyst for small town growth and sustainability.

Small towns offer a variety of activities and functions when considered from an economic context. However, as noted previously, in recent times small towns have been in decline, in response to technological advances particularly in transport (increased personal and product mobility), communication, the retail delivery of both goods and services, and the concentration of rural produce storage and processing. These changes have reduced the traditional rural service centre role of the small town, as larger towns with more facilities become the new “local focus” of commercial activity.

In an economic context, the issues of supply and demand still operate in small towns, but in many cases with reduced employment opportunities, an increasing focus on the town (rather than town and surrounding rural area), and a declining and aging population. The impact of these changes is a reduced market which supports fewer commercial outlets and less commercial activity. Consider the scenario, improved roads and improved motor vehicles mean people and produce can travel further by road in the same or less time, and the motor vehicle with its flexibility and convenience has impacted on the traditional rural reliance on rail transport for both people and produce. As a consequence the larger towns with more and larger retail centres, better medical, education and other facilities are prospering at the expense of small towns. Currently then while some small towns continue to meet the needs of their communities, increased proximity and accessibility to larger towns has impacted in many instances on the viability of even the local provision of day to day goods and services.

The issue of economic context in small towns is clouded by a further two significant factors. Firstly when the level of economic activity declines, employment opportunities reduce, young people move away, population declines, house prices fall and “urban blight” becomes a potential issue. Second the remaining (generally aging) population in many instances lacks the mobility or means to reach the larger towns yet still require the goods and services no longer locally available. These circumstances place an impost on the “system” to service these economically isolated populations.

Responses to the decline in economic activity vary with small town sustainability requiring the provision of employment along with the supply of consumables (goods and services) by other than the traditional rural service centre model. These responses include the following. Continuing and expanding current businesses with an economic

advantage, possibly a specialised product or service range to a larger market, promoting local craft and culture to a more technically oriented “outside” community (market) and “cultivating” alternative aspects of the surrounding rural hinterland. This latter response is to utilise the surrounding area, its physical environment and cultural overlays, as resources for a new market beyond the town. This needs to be achieved in ways that combine accessibility and consumers with the interest and resources to both demand and purchase packaged and value added recreational and educational experiences including tours, seminars, workshops, souvenirs, food services and accommodation (the tourist option but with an acknowledged commercial priority).

In addition to the above, the entrepreneurial spirit of merchants and traders will find ways of servicing small towns using innovative techniques including multi-functional single outlets and central depot operations. While others will service larger regional markets with specialist or lifestyle offerings from a small town location, taking advantage of cheaper real estate prices, plenty of parking and other competitive advantages.

Within the hierarchy these eight small towns operate at a number of levels and in many markets with issues in terms of where to start in the change/growth process and with each other providing/consuming goods and services, community and recreational activities, visitor/tourist programs and commercial opportunities. Of the 8 “towns” both Tarrington and Wannon are sufficiently close to Hamilton to serve as residential extensions though each with its own characteristics and opportunities, while in contrast Balmoral would initially appear to be independent and secure in a rural service centre role supported by a tourism focus. The remaining five towns range between these two positions of close proximity and independence, and while similar in many aspects are varied in terms of their economic context and future opportunities. Beyond each other, and though they vary, all the eight small towns interact with Hamilton providing/consuming goods and services (including higher order and specialist offerings), providing a labour market, employment, lifestyle residential opportunities and recreational and visitor/tourist destinations (in some instances to Melbourne and beyond).

Importantly, from an economic context perspective, it should be recognised that these inter town relationships are both dynamic and volatile, therefore their sustainability will benefit from both planning and monitoring to align with both fashions and trends in the local, regional, national and international marketplaces. These activities of planning and monitoring form another layer of linkages in the eight small town’s hierarchy.

## **06 TRANSPORT ANALYSIS : creating liveable places along well connected networks**

### **Transport Issues for Rural Towns**

One of the fundamental underlying issues affecting rural areas in Australia is that the threshold at which some essential services and commercial activities can economically occur is larger than the population base of many small towns. Consequently if people are not to be disadvantaged because of where they live they need to be able to access those services and facilities elsewhere. Parallel with this has been a general increase in the volume of traffic on roads generally with much greater volumes of through traffic than was envisaged when the towns and their infrastructure was laid out. Both of these issues are dealt with in more detail below.

### **Accessing distant services and activities**

For many higher order services people look to Hamilton and for the highest order services, such as specialist medical facilities or department stores, people might look as far a-field as Melbourne. Access to a private car in rural areas tends to be lower than in urban areas due to a higher proportion of those aged under 15 and over 70 years (i.e. unable to drive – *Census 2001, A profile of the Southern Grampians*). Additionally, those who do have cars in rural areas, have higher running costs because of generally greater distances between services and employment. This leads to issues of affordability as rural areas tend to have a lower overall income, (*Census 2001, A profile of the Southern Grampians*), car dependence, and inequity for those without access to a car.

Dependency on private cars is greater in rural areas than urban areas due to the lack of public transport, a more dispersed population and the longer distances travelled. Cars also cost more to run in rural areas due to the greater distances travelled, however, average incomes tend to be lower than in urban areas.

### **Public Transport**

Rural bus services tend to be less frequent and have lower coverage than in urban areas due to the dispersed and low density nature of the population, and are therefore less effective and efficient at moving people. For example, the daily bus from Branxholme to Hamilton leaves at 10am and returns at 2pm. This level of service does not meet commuter needs and is unlikely to serve shoppers. This level of service makes public transport unrealistic for many residents and it is certainly a less attractive option than the car. People without a car available are effectively denied access to many opportunities, services and facilities from which they might derive a better quality of life.

Consequently, limited public transport can lead to social exclusion for non car owners, such as the young, elderly, or those on low incomes, who will find it difficult to access the nearest rural town.

Walking and cycling are less common due in rural areas to the greater distances involved, however, walking is still an important part of all journeys, especially within the towns themselves and cycling can offer a viable option for travel within and between towns. Pedestrians and cyclists must therefore be catered for in planning local transport networks. Old railway reservations provide ideal and aesthetic movement corridors, which are often far safer than riding on busy roads and highways which may carry a relatively high proportion of trucks. For instance, in Balmoral, the old railway reserve which connects the town centre with the new school precinct is an ideal alternative to roads that will cater for the future increase of heavy vehicles from the Illuka Mine.

## Traffic

Often the main street of a small town is also the regional highway and as such has a mixed traffic function. The result is local and through traffic using the same road, with a high proportion of trucks passing through the centre.

Experience and research (NSW RTA) suggests that there are four critical issues which must be identified when understanding the conflicts between pedestrian and vehicles in such a main street:

1. Transport function,
2. Frontage function,
3. The road as a space, and
4. Traffic management.

One of the most important issues facing many small towns generally, and in particular those bisected by a highway, is the way the traffic carrying function of the main street may dominate to the detriment of the other functions. This is to the extent that these highways divide and fracture the towns they pass through. This is particularly bad if the road has been upgraded progressively to carry higher traffic volumes. Higher speeds and volumes, and a higher proportion of trucks, leads to pedestrian and cycling safety issues, difficulty crossing the road and an increased risk of collision. This is especially evident in Glenthompson, where volumes of local and visitor traffic and trucks on the way to Ararat, reduce the streetscape amenity and economic vitality of the town. Traffic noise and air quality issues also arise. This is evident in Byaduk where the noise from B-double trucks on the route through to Portland impacts on pedestrian amenity to the extent where a street side conversation is impossible. With the construction and opening of the Iluka mine the amount of heavy through traffic and the resulting conflicts with the other functions of the town will need careful consideration.

Activity on the main street frontage attracts pedestrians and increases potential conflict with vehicles, particularly where pedestrian activity is mixed in with drive-in vehicle orientated business such as service stations and bottle shops. The movement of pedestrians is delayed by traffic. Parking movements and vehicles searching for parking spaces can affect traffic flow, as does kerbside deliveries/pick ups. Parking provision and restrictions can also affect retail turnover where shops rely on passing trade.

The quality of the road space in terms of amenity, convenience and character can often be degraded by poor planning and traffic management and an approach to design that emphasizes the needs of through traffic. There is sometimes a misguided philosophy that making a town attractive to people is solely a matter of providing more parking and ensuring signs are visible to the detriment of architectural and landscape values. Often traffic flow and parking have been given priority, and the remaining pedestrian environment is unattractive. Bicycle facilities such as cycle ways or secure parking are also sometimes ignored.

Planning and traffic management within the main street must therefore take into account the safety of all road users, facilitate vehicle movements, crossing pedestrians, parking and deliveries, and recognize the needs of the town's population and economic activities.

The vision for each town must evolve as a strategy that embodies the aspirations of the community. This will set forth a sense of direction and common purpose that each member of each town can sign up to and work towards in the future. The vision, along with the issues, have been summarised into a series of issues brochures for each town entitled "Setting the Direction". A draft of which is included in Appendix A.

## **08 WHERE TO FROM HERE?**

At the second series of consultation workshops (8-10<sup>th</sup> October 2004), the Issues Brochures will be discussed and left with members of each Township for comments and feedback. Once the issues have been signed off (and/or amended), and the next stages of detailed site visits and consultation have been completed, the development of strategies to enhance the structure and character of each town can begin!

The Draft Urban Design Framework that will be produced for each town will:

- develop a vision, based on the aspirations and concerns of each town that are inspirational, easy to implement and economically-feasible;
- Identify specific initiatives that can be implemented in the short term for maximum visibility and 'runs on the board', as well as long term efforts which ensure the robustness of the town for the future; and
- Provide innovative urban design strategies which strengthen the distinctiveness and character of the local townships, and
- Harness and celebrate the intrinsic assets and resources of each township to create places of aspiration and pursuit.

APPENDIX A

*Summary of Observations and SWOT Analysis*

## 1. PENTHURST

### Description of town:

“Stunningly beautiful little town”. Warm, friendly people, parochial and pretty. Lovely wide streetscape – peppercorns, plain trees, wide streets. Magnificent Volcanic cones eg: Mount Rouse. “A township under the Volcano.”

<p><i>STRENGTHS:</i></p> <ul style="list-style-type: none"> <li>• Nursing Home (Small Hospital) has 4 beds</li> <li>• A lot of facilities for town of 500</li> <li>• Tourist future good with Volcanic Information Centre (got \$170K for it)</li> <li>• Isabella Dawson’s tribal photos of state significance.</li> <li>• Stunning beautiful little town – Madison’s store/cafe opened – kept old building</li> <li>• Extremely good wetlands and swamp out @ Sheffield Hills (private and owned by Bradleys) but road crappy – need viewing and parking area as great wildlife but people don’t know about it. Ritchie St → natural beauty.</li> </ul>	<p><i>WEAKNESSESS:</i></p> <ul style="list-style-type: none"> <li>• Cynicism in town as lots of consultants come through, reports shelved.</li> <li>• Current amalgamation too centralized and sense of momentum abandoned.</li> <li>• No recycling collection → it all goes in rubbish as not everyone has access to drive out to recycling depot in Hamilton. (especially older people)</li> <li>• High percentage of youth unemployment</li> <li>• Kangaroos and wallabies eat re-vegetation trees shoots on Mt Rouse.</li> <li>• No signage @ the Mt Rouse cone for the and 2 walking tracks (toilets there thought which is good).</li> </ul>
<p><i>OPPORTUNITIES:</i></p> <ul style="list-style-type: none"> <li>• “Napier Waller” (well known artist/sculptor) did the War Memorial stain glass windows. Get plaque @ entry town saying NW lived here + Patsy Adams lived here 3 years.</li> <li>• Want a paid person to do all the communication between council and the consultants, and a paid person once a week to ‘person’ the Volcanic Interpretive Centre.</li> <li>• Opportunity to develop tourist potential but need \$ from Council to support it (just need one day a week like they send to Dunkeld – an employee of Council)</li> <li>• Potential for interpretative Volcanic to attract more people – need signage at entry to town too!</li> <li>• Possible Mountain bike competition up Mt Rouse or 1.5hr walk up and down</li> <li>• Hey element to enhance is to tell story of geology/Quarry /Volcanoes in area</li> </ul>	<p><i>THREATS:</i></p> <ul style="list-style-type: none"> <li>• A lot of vehicles come through town (500- - 600 in summer) all stop Dunkeld/ Grampians → need more publicity than just the Volcanic I. Centre.</li> <li>• Growing elderly population (32% over 65 years)</li> <li>• “People waiting round for box” so little energy or enthusiasm left to do all the volunteer work they used too.</li> </ul>

<p><b>PENTHURST cont</b></p> <p><i>OBSERVATIONS: social landscape</i></p> <ul style="list-style-type: none"> <li>• Old population – apathy biggest problem</li> <li>• Council has to keep faith in communities as previous promises of tourist offices makes towns feel cheated (eg. no new jobs)</li> <li>• Volcanic Centre only open Fri/Sat &amp; Sunday</li> </ul>	<p><i>OBSERVATIONS: landscape</i></p> <ul style="list-style-type: none"> <li>• Amazing archaeological and aboriginal history → area never really explored</li> <li>• 1840's – Aboriginal protectorate of National significance</li> <li>• Very rich pastoral area/agricultural</li> <li>• Water spring that never runs dry</li> <li>• Wallabies/Kangaroos/Wedge tail eagles @ Mt Rouse – beautiful as walk up track</li> <li>• A lot of conservationists – swan wildlife</li> <li>• 30 thousand year old Lava flow/geology</li> <li>• 3-4 old quarries of scoria rock</li> </ul>
<p><i>OBSERVATIONS: built form (use)</i></p> <ul style="list-style-type: none"> <li>• Many attractive old buildings</li> <li>• Shop not fully utilised, some vacancies</li> </ul>	<p><i>OBSERVATIONS: movement/infrastructure</i></p> <ul style="list-style-type: none"> <li>• No-one here to call if drains get blocked, no one responsible for functions of towns, all volunteers @ Volcanic Interpretive Centre</li> </ul>
<p><i>COMMUNITY CONSULTATION: local issues</i></p> <ul style="list-style-type: none"> <li>• "Getting a new computer OK, but council can't provide a person to work for the Progress Association".</li> <li>• Suggestion: redefine 'capital works' to possibly include a paid volunteer to enhance tourism?</li> <li>• Suggestion: more \$ need to be spent on Mount Rouse as it's a real draw card.</li> <li>• Suggestion: Employ one person from Council to go around all the towns for tourist development ( 5 towns : Peshurst, Balmoral, Cavendish...)</li> <li>• Promote Peshurst website (ISDN) <a href="http://home.vicnet.net.au/~peshurst/">http://home.vicnet.net.au/~peshurst/</a></li> </ul>	<p><i>COMMUNITY CONSULTATION: key contacts</i></p> <ul style="list-style-type: none"> <li>• Ruth, Phil, Brian O'Brian c/- PO Advance Peshurst" PO Box 3289, Peshurst.</li> <li>• Lyse/Keith (driver) re-send A5 brochure</li> <li>• John (Historic society) – need a place to store things in Museum – no paid person to man or open to the public.</li> <li>• Penny would be a good curator (having her knee done) a local artist - paintings of Mount Rouse</li> <li>• Angela Kelley (Catholic school)</li> <li>• Chris Jehlbart (Peshurst primary)</li> </ul>

## 2. BYADUK

*Description of town:* Brilliant red street trees – “Brilliant claret ash like damask tablecloth”  
 “You give something – you get something” Very friendly community!

<p><b>STRENGTHS:</b></p> <ul style="list-style-type: none"> <li>• Active footy /cricket club</li> <li>• BBQ area run by Progress Assn. popular in summer for informal interaction</li> <li>• A lot of local talent – hand-skills</li> <li>• Pavilion bldg has bowls club &amp; works as community centre (next to BBQ)</li> <li>• The hall behind the Pavilion (facing Portland Hwy) will hold the 100 yr anniversary of the annual Flower Show here and people come from afar.</li> <li>• Flower Show run by local committee now since the Red Cross closed.</li> <li>• Committee raises \$1000 each year at Flower Show for asthma, MS, cystic, or diabetes etc.</li> <li>• Progress assn built BB &amp; now upgrading bridge and trying to open old swimming pool – well known Byaduk pools – used to all come from Hamilton – 2 pools ice cold from creek</li> </ul>	<p><b>WEAKNESSES:</b></p> <ul style="list-style-type: none"> <li>• Now shop closed, no reasons to ‘bump’ into new people informally so organizing ‘get-togethers’ at Pavilion</li> <li>• Existing Claret Ash lovely but need lots of maintenance</li> <li>• Old Pines taken out from Main Road (Portland Hwy) few years back – just stumps now, not very aesthetic or give sense of arrival</li> <li>• Silky Oaks taken out in 1960’s</li> <li>• We have infrastructure but no shops</li> </ul>
<p><b>OPPORTUNITIES:</b></p> <ul style="list-style-type: none"> <li>• Redo the concrete slab behind Hall but worth thinking about the safe play equipment --. Lots of liability now</li> <li>• Possible signs on early business ventures or one bigger sign for all</li> <li>• Possibility to replace silky oaks in main street extension</li> <li>• Develop more recreation focus (not commercial) eg grove walks, historic and natural beauty and sport</li> <li>• Illustrate pictures of history</li> <li>• Interpretation signs up at Harman’s Valley lookout and close to caves – nice to have trails from Mt Napier</li> <li>• Byaduk show 1<sup>st</sup> weekend in Nov</li> </ul>	<p><b>THREATS:</b></p> <ul style="list-style-type: none"> <li>• Population shift – less 100 people in district</li> <li>• A lot of people bypass Byaduk and go to Portland (45 mins) aka south Hamilton</li> <li>• Hard to generate local funds, so want to get their fare share of \$\$ for implementation of works</li> <li>• Pull of Portland ‘seaside town’ take Hamilton traffic</li> </ul>

<p><b>2. BYADUK cont</b></p> <p><i>OBSERVATIONS: social landscape</i></p> <ul style="list-style-type: none"> <li>• Small but active communities</li> <li>• Church congregation dwindling (Uniting)</li> <li>• Flower Show (annual ) well supported and ongoing since 1906 (night of full moon so horse cold see at night)</li> <li>• Boer War First- - first Australian killed were from Byaduk.</li> <li>• Concern that there was no focal point with the shop closed</li> </ul>	<p><i>OBSERVATIONS: landscape</i></p> <ul style="list-style-type: none"> <li>• Cricket Pitch well used (when not under water)</li> <li>• Volcanic history and Byaduk caves &amp; volcanic flow (Mt Napier) potential for recreation activity – neat cave trail</li> <li>• “tumuli” = bubbles that come out of Lava (Crusher rd ? wonderful rock feature)</li> <li>• Significant stone fences ( [pre 1892)</li> <li>• Old rifle club</li> <li>• Old football ground up behind Shirley’s</li> </ul>
<p><i>OBSERVATIONS: built form (use)</i></p> <ul style="list-style-type: none"> <li>• Mid 19 Century church celebrated 140 years but now questionable future</li> <li>• Store closed, 2001 – bought but to the future of Byaduk questionable.</li> <li>• Maintenance of church expensive</li> <li>• Facilities to cater for population of 500 people(?)</li> <li>• Back of Hall to be used as a cinema</li> </ul>	<p><i>OBSERVATIONS: movement/infrastructure</i></p> <ul style="list-style-type: none"> <li>• No shops (last closed 18 months ago)</li> <li>• Still mail delivery service ( but no PO)</li> <li>• Existing track from tennis courts up to old store – needs paving?</li> <li>• Attractive setting but derelict swimming pool</li> </ul>
<p><i>COMMUNITY CONSULTATION: local issues</i></p> <ul style="list-style-type: none"> <li>• History = butter factory, bakers, flour mill, school @ top mill closed – bluestone building</li> <li>• Strong sporting – old badminton &amp; currently indoor bowls in Hall (strong team)</li> <li>• Only 1 cricket team (c –grade)</li> <li>• Only Turf wicket in district (cricket)</li> <li>• One B&amp;B “Glen Eira”? still operate</li> </ul>	<p><i>COMMUNITY CONSULTATION: key contacts</i></p> <ul style="list-style-type: none"> <li>• Shirley Gibson – ex school ma’am</li> <li>• Bronwyn = enthusiasm for get-togethers @ end of Sept for football finals</li> <li>• Malcolm has a lot of historical stuff in his shed .--&gt; collectors</li> <li>• John – born /bred here → faithful</li> <li>• Coral = paintings of local towns “David Williams” works at Pastoral Museum in Hamilton,</li> </ul>

### 3. BRANXHOLME

*Description of town:* Leafy character, excellent area, lovely wide reserves, great place to walk and bring up kids.

<p><i>STRENGTHS:</i></p> <ul style="list-style-type: none"> <li>• Bus goes daily to Hamilton at 10, returning at 2pm, not well used though</li> <li>• BBQ area down by old pool. Trying to develop as highway park and hope to get two composting toilets</li> <li>• Area across the creek is one of the last stands of tea trees. Crown land now, but DSE trying to protect and get weeds out, Woody tea trees</li> <li>• Wheat and sheep pass through on trucks is busy road</li> <li>• We're on-top of tree planting around town</li> <li>• Safe place for kids and wide reserves to ride horses and new netball courts built</li> <li>• English oaks planted up main drag</li> <li>• A200 Hwy goes Portland to Mildura = great accessibility</li> </ul>	<p><i>WEAKNESSES:</i></p> <ul style="list-style-type: none"> <li>• Problems getting kids across to the Rec reserve, difficulty crossing with big trucks on main Hwy - trucks of grain and future mining projects Possible tunnel under road for peds?</li> <li>• Not allowed to use swimming pool as doesn't meet health regulations</li> <li>• Munroe Street should be widened as busy road passing each other one-lane bitumen – 2 VW's passing and lack of railway crossing signals at Monroe Street</li> <li>• Shop only been closed 4 months</li> <li>• Reeds are choking creek</li> <li>• No water discourages new residents, and town would be greener</li> </ul>
<p><i>OPPORTUNITIES:</i></p> <ul style="list-style-type: none"> <li>• See RMIT Urban D Framework – lots of suggestions (see Jim Nolan)</li> <li>• More gravel 4 Rec reserve to absorb all the water, Use pool as water resource</li> <li>• Reservoir for swimming</li> <li>• Only 20 mins from Hamilton &amp; close to the ports. On the main drag tourist area</li> <li>• Open old store as a 'community shop'</li> <li>• Lots of potential for new families and business</li> <li>• Strong artistic nature and enthusiasm</li> </ul>	<p><i>THREATS:</i></p> <ul style="list-style-type: none"> <li>• If fire came thru, wouldn't have a chance to dampen down</li> <li>• Population fluctuates from 22 – 108</li> <li>• Only Bowling Green in all Victoria to close</li> <li>• Very Narrow bitumen = potential for truck accidents</li> <li>• Loose bus if the timetables don't get upgraded to usable times e.g. early in morning to get to work and back at 5</li> <li>• Need signage from either end.</li> </ul>

<p><b>3 BRANXHOLME cont</b></p> <p><i>OBSERVATIONS: social landscape</i></p> <ul style="list-style-type: none"> <li>• Used to have 5 lines of railway</li> <li>• History of town gazetted to be on Highway side, but when railway came they all moved up the hill</li> <li>• Rd reserves and streets on other side of Hwy exist, but only used for stock runs</li> <li>• Reasonable local works rates</li> <li>• Good incentive to move here as block of land only 10K.&amp; 50K in Hamilton</li> </ul>	<p><i>OBSERVATIONS: landscape</i></p> <ul style="list-style-type: none"> <li>• Tale end of Condor swamp just been made Natural Heritage</li> <li>• Slushy landscape dangerous for kids, sinking in and smells and breeds mosquitoes</li> <li>• Wash ways all down the sides of roads</li> </ul>
<p><i>OBSERVATIONS: built form (use)</i></p> <ul style="list-style-type: none"> <li>• Kinder might fall over as no numbers for next year. Needs upgrade for kinder toilets with low windows in hall to view kids - will cost over \$50,000</li> <li>• Closure of Store hitting hard</li> <li>• "Jones" bldg classified under heritage</li> <li>• Some rental properties but none in Hamilton</li> </ul>	<p><i>OBSERVATIONS: movement/infrastructure</i></p> <ul style="list-style-type: none"> <li>• Finish drainage works that started years ago and left. Grey water shouldn't be in the street. They not even connected to it and yet there is stuff flowing past properties</li> <li>• Water supply from Glenelg – we don't have reticulated water. Glenelg Water can't find any grants to do it. All on tank water and some on boar water –illegal as not potable</li> <li>• Shoulders of road (off bitumen) is sloshy</li> </ul>
<p><i>COMMUNITY CONSULTATION: local issues</i></p> <ul style="list-style-type: none"> <li>• Branxholme → new mine Illuka is only 25 mins, versus 45 from Dunkeld side of Hamilton, so big potential for new residents from mines</li> <li>• Can get to Portland in 45 mins and getting new wind farm which creates new jobs</li> <li>• Trying to get Illuka minerals on the trains but got to get the same gauge as the towns up north – need Govt change.</li> <li>• No water = no kids= no kids for kinder.</li> </ul>	<p><i>COMMUNIITY CONSULTATION: key contacts</i></p> <ul style="list-style-type: none"> <li>• Gordon</li> <li>• Brian</li> <li>• Robyn</li> </ul>

#### 4. BALMORAL

*Description of town:* 'The smell of bush after rain is delicious with eucalyptus and sound of birdsong is very distinctive & a strong presence.' To help town manage change.  
*Maintaining the vibrant enthusiasm through the ages!*

<p><b>STRENGTHS:</b></p> <ul style="list-style-type: none"> <li>• Indoor netball /cricket centre \$340K - also used as community centre</li> <li>• Very picturesque oval – \$ been allocated to re-surface the tennis</li> <li>• 200-700 pop in three tiers of education Consolidated school (“Murraville Kinivah”?)</li> <li>• Golf course (1953) is a sand scrapes course with fully licensed club</li> <li>• Combined football in Harrow/Balmoral Club can tackle all → winning!</li> <li>• A lot of \$ to be made in property prices as lots of new people come in.</li> </ul>	<p><b>WEAKNESSES:</b></p> <ul style="list-style-type: none"> <li>• The different parts of the town are not linked by a footpath</li> <li>• Illuka mine start in 2005 wind will mean heavy trucks – 1 truck every 20 mins – both ways!</li> <li>• Possible parking needed adjacent to local park (opp creek) – trucks pull up and take four parks in front of shops</li> <li>• Smelly drains</li> <li>• Sealing car park behind supermarket on wish list as dusty bowl when cars turn</li> <li>• A perception that Council thinks of Balmoral as ‘self help’ community so can fend for themselves but older people cant get up early for all the volunteer work anymore</li> <li>• Needs something for late teens – IT, couches, cinema or activity nights</li> <li>• A lot of older people wont be able to handle change of future demographic</li> <li>• House prices go up as more \$\$ come into the town when mining begins.</li> </ul>
<p><b>OPPORTUNITIES:</b></p> <ul style="list-style-type: none"> <li>• Economic activity from mine</li> <li>• Enhance bird life &amp; real Australian landscape (River Red gums) A stunning drive from Coleraine -should be recommended from visitors, particularly in the evening when the low sun shadows are very memorable.</li> <li>• Water’s a big issue &amp; use of the Rocklands Reservoir water would help</li> <li>• Must help town handle change</li> <li>• Opportunity for new 50 residents to settle @ old school site on the main road (from Illuka mine-works)</li> <li>• Ensure that town retains its assets to the upcoming boom in Mining in 18months</li> </ul>	<p><b>THREATS:</b></p> <ul style="list-style-type: none"> <li>• Own septic tank on each property</li> <li>• Balmoral sometimes gets physically left off promo maps because they’re so far north (Perceptions that Hamilton Shire Council is an old Boys Club)</li> <li>• Wimmera/Mallee Water take water out of Rocklands Reservoir– leave at least 40% in there to keep rivers flowing and campers</li> <li>• The pipe line (Wimmera/Mallee Water) will all be paid for by taxpayers &amp; its going north to the Mallee, but Balmoral opposed to it as the Mallee means ‘dry’ and no amount of water could ever green it. And Balmoral ratepayers have to pay (some of it) for water to go north!</li> <li>• Extra traffic associated with the mine</li> </ul>

<p><b>4.BALMORAL CONT</b></p> <p><i>OBSERVATIONS: social landscape</i></p> <ul style="list-style-type: none"> <li>• Three churches – Uniting, Catholic &amp; Anglican</li> <li>• Bush nursing centre best outside of Melbourne</li> <li>• always a nurse on duty great reassurance to elderly</li> <li>• SES bldg has ambulance &amp; fire brigade</li> </ul>	<p><i>OBSERVATIONS: landscape</i></p> <ul style="list-style-type: none"> <li>• Lots of gum trees and native birds</li> <li>• Rocket pines came with Queen Victoria</li> <li>• Water – lilies in fjord</li> <li>• Lots of birds attract South Australian visitors</li> <li>• Red Laurels (parrot), 5 topknot pigeons, Willie wagtails, kookaburras, wattle birds, Cuckoos</li> </ul>
<p><i>OBSERVATIONS: built form (use)</i></p> <ul style="list-style-type: none"> <li>• IT centre in Town Hall (2001)</li> <li>• Parts of Balmoral disconnected -potential to connect thru trees and along the disused railway line up to the pools and new sports/Education precinct up the hill- a bit disjointed.</li> <li>• Sandstone gaol next to Police Stn</li> <li>• Swimming pool opened around 1967</li> <li>• 500 campers around Rockland reservoir/year = free camping (good attitude as don't leave a mess). But reservoir only 20% full and not as spectacular as before.</li> <li>• One end grew because rail line, other because of new school precinct and a block on entrance from Coleraine</li> </ul>	<p><i>OBSERVATIONS: movement/infrastructure</i></p> <ul style="list-style-type: none"> <li>• Broadband internet connection but cant use mobil phones</li> <li>• Supermarket car park paved so it doesn't mess up gets dusty in summer</li> <li>• People are the place – The publican lent her car to local shearer to get to work after car he borrowed had to be given back</li> </ul>
<p><i>COMMUNITY CONSULTATION: local issues</i></p> <ul style="list-style-type: none"> <li>• First house 1860 Georgian</li> <li>• Wool and beef farming &amp; niche rosemary farm on way to Cavendish. Biggest in Australia &amp; Olive plantation</li> <li>• Scottish settlers called Balmoral "Black Swamp" originally</li> <li>• 1920 Railway → 1940-50 Rockland's → Wool shearing mid 1950 → big farms subdivided into soldier Settlements Farms post WWI → Little holdings being consolidated into farms</li> </ul>	<p><i>COMMUNITY CONSULTATION: key contacts</i></p> <ul style="list-style-type: none"> <li>• Development Association</li> <li>• Shearing community around Victoria</li> <li>• Barry- Shearer</li> <li>• Alex &amp; Laurie</li> <li>• Betty Blackburn</li> <li>• Cathy Russell</li> </ul>

## 5 CAVENDISH

*Description of town: The River, the gums, and the Grandeur Gardens – the open gardens that attract busloads. The best things that differentiate (including 'Settlers Walk')*

<p><b>STRENGTHS:</b></p> <ul style="list-style-type: none"> <li>• 'Settlers Walk' a wonderful asset that used a lot. Could we develop it further (get it looped in) with the old rail trail</li> <li>• River red gums unique to the Western Area – stunning – would be great to get access to them</li> <li>• Lots of people (tourists) stop at local Park, go to the shop, then buy cup of tea or go to the pub</li> <li>• The healthy Pear trees in the town square grown up very well</li> </ul>	<p><b>WEAKNESSES:</b></p> <ul style="list-style-type: none"> <li>• Potential safety issue walking over the bridge b/ween recreation reserve area &amp; town centre</li> <li>• Need upgrading to seal footpaths with asphalt &amp; kerb and channel between public toilets and main strip (local shops) i.e. a good footpath to toilets</li> <li>• Need new 'Grampians' sign as looks a bit past it, &amp; its too small, cant see it</li> <li>• Lack of information (signage) on attractions in the area.</li> </ul>
<p><b>OPPORTUNITIES:</b></p> <ul style="list-style-type: none"> <li>• Better information signage @public toilets or native board with attractions</li> <li>• 300 – 500 visitors/yr @ Jill's cottages is worth \$5000-\$10,000 to the town more home stays from Melbourne – trade changed from families to people travelling with dogs, so send them to the river</li> <li>• Develop the tourist &amp; (used 2 be sheep farming)</li> <li>• New sign proposed with Aboriginal history of area and spectacular river. Locate sign @ toilets as well (CMA providing funding his sign)</li> <li>• Capture the tourist \$\$ @ toilets</li> <li>• Possible development of a 'Dunnie Park" (next to memorial Hall. Owned by Townscape Association &amp; have a historical display of old dunnies and CFA own the trees – Don't let CFA cut down these beautiful mature trees – do land swap with them.</li> </ul>	<p><b>THREATS:</b></p> <ul style="list-style-type: none"> <li>• Vic Roads wont pay for pedestrian hand- rail or protection across bridge</li> <li>• Threat of structured car parking – don't want it to look 'too marked and structured' as a lot of trailers go up to the Rocklands to camp – busy time @ shop during Easter as Rocklands dropped from 70% full (5 yrs ago) to 10 %, and camping and tourist \$ has dropped too.</li> </ul>

<p>CAVENDISH cont</p> <p><i>OBSERVATIONS: social landscape</i></p> <ul style="list-style-type: none"> <li>• The recreation ground has a function room which is good for young ones</li> <li>• Must have maintenance-free ideas as youngest members of town is 50</li> <li>• Three gardens (4-5 acres) are the max no. of gardens you can see in a day. Only 10Km from one end to other</li> <li>• Gardens are all sorts (lots of roses &amp; spring bulbs)</li> </ul>	<p><i>OBSERVATIONS: landscape</i></p> <ul style="list-style-type: none"> <li>• Many attractive stands of River Red Gums</li> <li>• Tourist Assoc trying to develop river as attraction &amp; historic cemetery</li> <li>• Applying for funds to develop frog pond area 'Highway Park' can be used for camping and use the footy toilets. Not calling it a camping ground as have to provide laundry facilities (too expensive) but need better signage.</li> <li>• Old Glenelg Water project closed but lots of old English ornamental trees (Lindons) left 30ft high -&gt; perfect for an avenue: SAVE THEM or they're going to get rid of them</li> </ul>
<p><i>OBSERVATIONS: built form (use)</i></p> <ul style="list-style-type: none"> <li>• Many attractive buildings</li> <li>• Four Basic entrances : Balmoral, Dunkeld, Hamilton &amp; Coleraine</li> <li>• Attractive buildings and a well kept streetscape</li> </ul>	<p><i>OBSERVATIONS: movement/infrastructure</i></p> <ul style="list-style-type: none"> <li>• Don't want \$ from UDF to be spent on Vic Roads project. Vic Roads say 'until you have someone in wheelchair, VR wont do something about the bridge railing)</li> <li>• Possible path to toilets → keep it informal &amp; not concrete – create the 'country' feel.</li> <li>• Melb – Adelaide Ansett Rally coming through Cavendish 23<sup>rd</sup> Sept (30 cars) will visit gardens and have lunch at Kays &amp; last weekend in Nov motorbike carnival. 400 people and 'The Wolverines' playing a concert in the Hwy Park Rec Reserve same weekend (last in Nov).</li> </ul>
<p><i>COMMUNITY CONSULTATION: local issues</i></p> <ul style="list-style-type: none"> <li>• Concern at the development of the vacant CFA site</li> <li>• Looking for pedestrian rail separation along main road → peds get air suction when trucks go past (triple deck V- doubles)</li> <li>• Want a fence on roadside of footpath, as young kids look behind to see truck and there is potential to fall onto road.</li> </ul>	<p><i>COMMUNITY CONULTATIONS: key contacts</i></p> <ul style="list-style-type: none"> <li>• Alan</li> <li>• Ron</li> <li>• Peter</li> <li>• Jill – Cavendish Tourism</li> </ul>

## 6 GLENTHOMPSON

*Description of town: Sense of community very strong, amidst loss of shop. Very responsive and supportive of up and downs – financially and physically. Everyone gets together and makes things happen.*

<p><b>STRENGTHS</b></p> <ul style="list-style-type: none"> <li>• Roadhouse service station RTC (Rural transaction Centre), supermarket, Centrelink and Medicare burnt down early September '04</li> <li>• Post office, Kinder on corner,</li> <li>• Community Sports</li> <li>• Memorial gardens → need upgrading</li> <li>• Brick Kiln and early business since early 1900's still make cricks in old machinery &amp; sell bricks to Melbourne</li> <li>• Old troughs for horses and water towers could be beautified</li> <li>• Shire Dam could have upgrade as public picnic space</li> <li>• Town Hall Rec reserve with tennis, footy, club swimming pool</li> <li>• History Centre in old railway station</li> <li>• Pretty primary school (24 pupils would like lots of babies in more)</li> <li>• Lots of babies in the last 12 months</li> </ul>	<p><b>WEAKNESSES</b></p> <ul style="list-style-type: none"> <li>• Problem with trucks parking at crossroads</li> <li>• Needs street trees → beautifying</li> <li>• Main Street needs upgrade – lighting on intersection, footpath and kerb &amp; channel</li> <li>• A-lot of traffic miss turnoff to Ararat and big trucks do a U-turn down middle of the road to get back to turn-off - Vic Roads responsibility.</li> </ul>
<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>• Great heritage resource in railway station</li> <li>• Rec. Oval, BBQ and toilets and pool could be upgraded with more shelter and better playground equipment (public liability &amp; expensive)</li> <li>• Once insurance comes thru from fire, Big Pond will put in internet/Telstra line.</li> <li>• Could have plaque like Dunkeld to illustrate what used to be there</li> <li>• Possible market day – get sausage sizzle and local fortune teller</li> <li>• Nov 7<sup>th</sup> is Open Day /country Day with artist, stalls → fun day with local band</li> <li>• Lovely vacant house for sale \$98K with large rooms to start up a B&amp;B</li> <li>• Old huts by railway good for bird watchers</li> </ul>	<p><b>THREATS</b></p> <ul style="list-style-type: none"> <li>• Possible accidents @ Ararat intersection</li> <li>• Young ones leaving to bigger town for jobs</li> <li>• Eastern Gateway to Grampians &amp; 1.5 km out, go is Menzies Lane &amp; get best view of Grampians in whole district!</li> <li>• Only one hour to Halls Gap &amp; Warrnambool, 1.5hrs to Portland, = good hub to many directions, 1.5 to Ballarat, &amp; 35- 40mins to Hamilton</li> <li>• Wirecut bricks reduced trade of G.T's presses pressed bricks at the brick factory.</li> </ul>

<p>GLENTHOMPSON cont</p> <p>OBSERVATIONS: social landscape</p> <ul style="list-style-type: none"> <li>• High school bus to Lake Bolak and Hamilton so lots of choice</li> <li>• 150 population and baby health centre</li> <li>• 3 churches, Methodist, Catholic &amp; Anglican- possibly combine two in future</li> <li>• V Line bus comes thru everyday to Melbourne and community bus and mobile library once a fortnight to Hamilton (4 medical services)</li> <li>• CFA &amp; Ambulance depot → can attend to accidents on Highway.</li> </ul>	<p>OBSERVATIONS: landscape</p> <ul style="list-style-type: none"> <li>• Just need something to give the town a lift</li> <li>• Lovely gardens → people used to stop @ spectacular flora but no gardener now &amp; roadside gardens and reserves slipped a bit</li> <li>• Existing street trees do not adequately break down the sense of the highway dominating and dividing the town</li> </ul>
<p>OBSERVATIONS: built form (use)</p> <ul style="list-style-type: none"> <li>• Used to have Butcher /Bank (Nat) and old brick building used to be used.</li> <li>• Four employees @ brickworks</li> <li>• lots of architects in Melbourne want to buy the pressed bricks as very strong and authentic</li> <li>• Two Supermarkets, Baker &amp; Blacksmith ( could be fascinating story)</li> <li>• Sheep Diary make cheese, dairy. Their daughter is an artist (in Portland) &amp; Dorothy Harrison a local artist</li> <li>• Local pub close to station, but no visibility form main road to pick up passers by</li> </ul>	<p>OBSERVATIONS: movement/infrastructure</p> <ul style="list-style-type: none"> <li>• Lack of clear signage for turnoff to Ararat</li> <li>• Train still used for goods – wheat trains come thru @ night to Portland</li> <li>• Roads now feeling the pinch with more and bigger trucks on the roads</li> <li>• 2 Petrol station, garages good mechanics &amp; stop 4 cars/food etc</li> <li>• Parking of trucks up whole street</li> </ul>
<p>COMMUNITY CONSULTATION: local issues</p> <ul style="list-style-type: none"> <li>• Post WWII Settlers had large families and farms and now small lots going back large land holdings</li> <li>• Open day in November – last year kids did artwork on ‘Watering the Environment’</li> <li>• Aust Day and Open Day celebrations big &amp; Santa in park in fire-truck and give parcels to all the oldies in fire truck (every year)</li> <li>• Had concert in four towns : Dunkeld, Cavendish, Glenthompson, Tarrington, Peshurst and raised \$1800 for school and \$12,000 for new shelter</li> </ul>	<p>COMMUNITY CONSULTATION: key contacts</p> <ul style="list-style-type: none"> <li>• Vic</li> <li>• Sue Giddens</li> <li>• Doris &amp; Rex (our tour driver)</li> </ul>

## 7. TARRINGTON

*Description of town: Its all here, its worthwhile attending! .Come and see something different. More unique than other towns as rich in history and complexity.*

<p><b>STRENGTHS</b></p> <ul style="list-style-type: none"> <li>• Unique settlement of settlement by form Lutherans &amp; Germans in 1800's.</li> <li>• Very rich soil for agriculture, Germans also settled in Penshurst</li> <li>• Originally settled in South Aust/Portland</li> <li>• Used to have a printing officer, two hotel, blacksmith</li> <li>• St Michael Lutheran church stunning landmark</li> <li>• Lovely antique store &amp; bluestone house</li> <li>• Great primary school</li> </ul>	<p><b>WEAKNESSES</b></p> <ul style="list-style-type: none"> <li>• Feel like the Southern suburb outside of Hamilton and not get a mention in local paper on UDF project</li> <li>• A sense that Cavendish, Penshurst &amp; Dunkeld all put first rather than Tarrington → doesn't do a lot for the moral of residents</li> <li>• Always too hard for Councils to get things done here.</li> <li>• Council (Hamilton) &amp; Councillors are a bit narrow-minded on the potential of the town</li> <li>• Can't hold decent –sized event here as no toilets Want to incorporate a memorial garden there too, but don't have facilities</li> <li>• Trying to get past the barriers of the church all events held in church hall which prevents some locals from attending.</li> <li>•</li> </ul>
<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>• Opportunity to extend tennis clubhouse on oval for disabled toilets – Council been difficult to respond. Toilets are on the other side of the ovals, so get a crowd of people for local matches and then the toilets don't work. Council put into too hard basket and then they (council) puts in Porta-loo for a day</li> <li>• Develop triangulation between restaurant /antique &amp; arts/church (tower)</li> <li>• Put brochures in front of people @ airports/motels and words of mouth</li> <li>• Need shire to back some 'Tarrington' based activities and help promote it</li> <li>• Tarrington has a nice composition/architectural blend to add character to town which should encourage holding functions there.</li> </ul>	<p><b>THREATS</b></p> <ul style="list-style-type: none"> <li>• Lutheran Church very powerful and been there since 1853.</li> <li>• Non-Lutheran residents (60) find they are sometimes left out the loop.</li> <li>• Even if Council organize something –they don't get all the township turning up as think its church based (from outsiders view), so a lot of people don't go as its on church property and don't want to step foot on it!</li> <li>• Need to change location of events centre</li> <li>• A lot of people here like to speak out – but no sweat equity put in.</li> </ul>
<p><i>OBSERVATIONS: social landscape</i></p> <p>Possible division in the community between Lutherans and non Lutherans Lack of communication and community effort Now that airfares have dropped off people are now flying to 'Sydney for the weekend for \$100, but some cost in petrol to Halls Gap, so tourists thru Dunkeld and Tarrington/Hamilton dropped off too Vibrant need creative Hamilton Councillors – "Mans" is the Lutheran Pastor Got own local land &amp; heated swimming pool Herrnhut first Australian commune</p>	<p><i>OBSERVATIONS: landscape</i></p> <ul style="list-style-type: none"> <li>• Picnic Hill &amp; views further up to Mt Napier</li> <li>• Cricket, tennis courts &amp; storage clubhouse</li> <li>• Oval used to be a swamp where Aborigines used to hunt there, then it was a swamp, now it's a racing and sports track.</li> </ul>

<p><i>OBSERVATIONS: built form (use)</i></p> <ul style="list-style-type: none"> <li>• Lots of lovely old buildings &amp; two landmarks (Church and water tower) dominate</li> <li>• Get broadband/ISDN @ Catalpha restaurant</li> <li>• Hochkirch means high church</li> <li>• Catalpha is a 30yr old mature tree</li> <li>• Need a venue with toilets/shower/kitchen to have a venue away from Church</li> <li>• division away and have major events and regional value there.</li> </ul>	<p><i>OBSERVATIONS: movement/infrastructure</i></p> <ul style="list-style-type: none"> <li>• Hamilton racing Club day to day, lots of floats pass thru Tarrington from Warrnambool.</li> <li>• Tarrington misses out on the people going to Hall's Gap but need Hamilton to take a key innovation &amp; future direction to help Tarrington</li> <li>• BBQ areas need eating benches</li> <li>• No football on oval</li> <li>• \$ granted to put up notice-board in new &amp; better location</li> </ul>
<p><i>COMMUNITY CONSULTATION: local issues</i></p> <ul style="list-style-type: none"> <li>• Ran a farmers market in March and quite successful</li> <li>• The Lantern Fest (part of German history) and the school gets subsidies from council for this.</li> <li>• Hamilton only exists on tree industry and future Illuka mines, not because of shire itself. Needs to be more forward thinking</li> <li>• Post WWI Lutherans, the Germans were socially persecuted. Current issue to push name back to Hochkirch, created a real division in the town and could conjure up all the bad memories again from the WWI victims.</li> </ul>	<p><i>COMMUNITY CONSULTATION: key contacts</i></p> <ul style="list-style-type: none"> <li>• Damien Meagher-Devt Progress Assn</li> <li>• Betty Huff – written interesting book on history. Betty's a worthwhile contact as she belongs to the Hamilton Historical society</li> <li>• Tarrington wants to be recognized as part of the Shire</li> <li>• Interesting Book: "Courage patience and Persistence" by Betty Huff, &amp; The Herrnhut (commune)</li> </ul>

## 8. WANNON

*Description of town: Outstanding visual and sublime beauty of the spectacular Wannon Falls. High amenity woodland and picnic area with good BBQ and toilet facilities.*

<p><b>STRENGTHS</b></p> <ul style="list-style-type: none"> <li>• Close to Hamilton, and located on Glenelg Hwy so highly accessible.</li> <li>• Wannon River runs through opposite direction of town from main road</li> <li>• Excellent fishing (wading) in River for Yellow-belly and redfin.</li> <li>• Spectacular Falls and viewing platform.</li> <li>• Good interpretive signage at Falls car park.</li> <li>• Leafy picnic and bird-watching area &amp; aesthetic environmental appeal along River</li> <li>• Attractive church building used as a hall.</li> <li>• Sedimentary phosphate deposits – Vivianite crystals from Wannon Falls</li> <li>• 'Platypus Park' is a holiday house/huts with a conference area.</li> </ul>	<p><b>WEAKNESSES</b></p> <ul style="list-style-type: none"> <li>• No discernable sense of there being a settlement.</li> <li>• Little evidence of appeal of the area from the Highway</li> <li>• No shops there, but there is a fire shed and parklands</li> </ul>
<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>• David Hawker MP, Member for Wannon</li> <li>• Large potential 'lifestyle' blocks that are not too far from Hamilton.</li> </ul>	<p><b>THREATS</b></p> <p>Low Density Rural Zone all over doesn't provide opportunities for any potential retail or commercial activities for tourists.</p>

## **Appendix 4 Rural Living museum (UK)**

# Apple Time

## Stranger than Fiction

Somerset Rural Life  
Museum, Glastonbury

Friday 29th October  
7-9pm



presents a traditional storytelling and musical performance celebrating apple harvest, potatoes and Halloween, that special time of year when the doors between this world and the other are open

for children 10+ and adults - please book in advance  
adults £5, accompanied children free

call: 01458 831197 web: [www.somerset.gov.uk/museums](http://www.somerset.gov.uk/museums)



## **Appendix 5 Establishing a Co-operative (UK)**

## **STARTING YOUR OWN COMMUNITY FOOD CO-OP**

### **WHAT IS A CO-OP?**

A co-operative is a group of people pursuing the same economic, social and cultural goals through a democratically controlled enterprise – which sounds a bit complicated, but isn't really.

Co-ops are the original peoples businesses – set up by the people for the people.

Co-ops are owned and controlled by their members, which makes them very different to other businesses. Instead of answering to shareholders or big city bankers, co-ops are accountable to their members. Every co-op has a committee made up of members.

To become a member of a co-op, you need to buy a share in it. It doesn't matter whether you have one share of fifty because **one member equals one vote.**

And, as a member, you are entitled to participate in the business. You can vote, attend meetings, stand for election to a committee or even the board of directors!. You can set the prices for your own co-op and decide what to stock.

Co-ops often offer their members other benefits too – like discounts and special offers. Co-ops rely on the involvement of their members – after all, they own the business and can influence the way in which it is run.

Co-ops across the world believe in self-help – and by setting up a community food co-op, that's just what many communities have done ... **helped themselves.**

But community food co-ops do a lot more than just provide affordable food.

Community food co-ops also play an important social role – for both the users and the volunteers.

Community food co-ops also provide a good place for people to meet, chat and get to know their neighbours – something which doesn't happen a lot this day and age. Meeting through a community food co-op twice a week can really make a difference to people who would otherwise be stuck

indoors with no one to talk to. For people in areas, which it is difficult to find a job, working in a food co-op can restore a bit of pride and self esteem.

Working in a community food co-op also helps to develop real skills and not just those involved in the day –to –day running of the shop, like book keeping or stock taking. Learning to deal with people – businesses call it customer care – it’s a very valuable skill.

*“ It’s a very social place ... You never come here when there is no-one in here. Coming here is like a social event for some folk” “Well I’d just be stuck in with the telly.*

## **GETTING STARTED**

Community food initiatives come in all shapes and sizes because they exist to address the NEED in their individual community.

For example, in a community where people feel it is difficult to buy good quality fruit and veg at low prices, the food project may take the form of a fruit and vegetable trolley.

The co-op programme – devised by Govan Healthy Eating Project – is a good way of looking at the different types of food co-ops and identifying which may be the best for your community.

The co-opportunity programme uses a stepladder like this.

Co-ops don’t have to climb the stepladder, they can ‘go in’ at any level or they can stay where they are. Food Co-ops are not ‘poor food for poor people’. They are all about providing good quality, fresh food at a reasonable price.

All our examples are from Scotland, where a lot of community food co-ops are located. One of the purposes of this package is to encourage the development of co-ops with out support – wherever they are.

Your need to consider how your organization will be structured. COM (the national federation of worker co-operatives) has model rules for unincorporated food buying co-ops.

But if you are handling large amounts of other people's money, it is wise to set p as an incorporated body – either as a Company Limited by Guarantee or an Industrial and Provident society.

This gives limited liability and helps protect your and your fellow co-operators if things go wrong. Contact ICOM direct for further information.

### **LEVEL ONE - COMMUNITY FRUIT AND VEGETABLE SERVICE.**

'The Fruit Barra', a community food service located in a community centre in the Govan area of Glasgow, was set up to provide good quality, fresh fruit and veg at low prices.

The Barra (barrow) – a plastic trolley with drawers, which can be filled with different types of fruit and veg – is staffed by volunteers, with all other support – the accounting, administration etc – done by the Govan Healthy Eating Project (GHEP)

This is a good example of small volunteers-based co-ops working in partnership with local authority projects. This means a lot of the hard behind-the-scenes, work is undertaken by professionals funded by the local authority. This removes some of the stresses and strains of running a food co-op whose volunteers do not have experience of bookkeeping and stocktaking.

#### **TIP**

*Linking up and working in partnership with local authority initiatives is ideal for level one co-ops. The work is shared between the volunteers and the authority employees while funding is less of a problem if the project contributes to an existing aim: in case encouraging healthy eating in Glasgow.*

At Govan, the stock (bought fresh from the local market) and equipment is delivered by GHEP and taken away the same day.

Members pay a one-off membership fee of \$1 and need a membership card to use the co-op.

The Fruit Barra's main benefit is its price promise to the local community – it sells fresh fruit and veg at cost price. Its main aim is to encourage healthy eating.

**“Scotland’s health problems are well known. In some areas of Glasgow, life expectancy is ten years less compared to affluent areas of the city. In one study, 30 per cent of children aged 12- 15 displayed symptoms of cardio-vascular problems already. Co-op projects have a vital role to play in tackling these health issues.”**

### **LEVEL ONE – FRUIT AND VEG SERVICE FACT FILE**

An almost at –cost fresh food service to provide the local community with good quality fruit and vegetables. Healthy eating is often the main aim of this kind of project.

Start –up costs are likely to be around £750 - £2,5000, so working in partnership with another organization, like a local authority health initiatives, help with and trained staff.

The only full-time paid employees are those employed by the partner organization. The rest of the staff are volunteers from the local community.

There are usually around 100 members and a small committee of volunteers.

Weekly turnover is between £50 - £500.

Projects like this do not have their own premises; they are usually based in a hall or community centre.

### **LEVEL TWO – PART TIME FOOD CO -OP**

Caldercruix food co-op in Lanarkshire was established in Spring 1997 and is part of the North Lanarkshire Federation of Food Co –ops.

Many people are unemployed in this former mining community and public transport is limited. There are a few shop[s] in the area, but the local people feel they are quite expensive.

The local community recognised the problem and formed a steering group to set up a community food co-op.

Start-up funds came from many different sources: a local councillor pitched in £400, an interim community grant was secured and groups which used the community centre contributed too.

At first, the co-op operated on Wednesday morning from the local community centre. Local people paid £1 each to become a member. But, as many small co-ops find, packing and unpacking a whole shop in one day was hard work. To develop, the co-op needed new premises. In March 1998, a local shop unit became available.

Caldercruix used money it had saved to clean the shop. The local health board provided £2,000, the chief executive's office gave £2,300 and local councillors raised £4000 for a chiller. CWA provided shelving tills and till roles, scales filing cabinets and tables – and £1,400 in community dividend.

The co-op now opens on Mondays and Wednesdays and turnover is over £600 a week. Volunteers make out the orders, which are collected from local cash n carries by North Lanarkshire Federation drivers. (Now the Federation is a corporate member of CWS, it can buy Co-op Brand goods)

TIP-

Caldercruix benefited from advice about grants and loans from the Summerlee Training Resource Centre and support from the local health promotion department. Other local organizations provided assistance with accounting, business planning and development. Training sessions were held and funded but the North Lanarkshire Federations of Food Co-ops. Local authorities, community enterprise organizations and Co-operative Development Agencies) are good places to get advice and information.

## **LEVEL TWO –PART-TIME FOOD CO-OP FACT FILE**

Level two co-ops often take the form of a part time shop, which relies on volunteers for support. They are usually only open for a few hours a week. A management committee takes charge of the running of the co-op.

Start up costs are usually between £1,500 - £3,000  
Weekly turnover is typically between £100 - £1,000.

There are usually 100+ members.

Co-ops like this do not usually have designated premises- many are run from the community centres or halls.

Some, Like Caldercruix , do eventually get their own premises, but the co-op still operates on a part-time basis without paid staff.

Small co-ops like this need to make a small amount of profit, if and when they acquire their own premises, as building incur regular costs like rent and rates.

The store sells more than just fresh fruit and veg. A reasonable range of fresh produce, dry goods and household products is typical.

#### **LEVEL FOUR – CO-OP COMMUNITY STORE**

Ollaberry is a tiny village in a rural area. In 1993, it was rumoured that the village was going to lose its only shop. The local people had two choices: buy premises and set up a community co-op or lose their shop altogether.

The community decided to set up its own community co-op and eight local people formed a steering committee.

The group approached their council to buy a plot of land near the local garage. To raise cash they needed to buy it, local people were asked to buy shares in the new co-op at £50 a time.

£12,000 was raised locally and matched pound for pound by Shetland Islands Council. Ollaberry was lucky because it was able to make use of local initiatives which look favourably upon community enterprises. Further funding came from the local council and another Shetland islands initiative called START (Shetland tele-centres and rural Training).

The shop was fitted out with shelves and fridges by CWS who also helped with the range of products.

Ollaberry is a corporate member of CWS, which means it can sell Co-op Brand products and make use of the CWS distribution system.

The shop, which employs several staff, opened in October 1995 and has been a rip-roaring success ever since; taking £370,000 last year.

#### **LEVEL FOUR - CO -OP COMMUNITY STORE FACT FILE**

This is a fully-fledged community business, which operates on a full time basis, and has full time paid staff. The volunteer management committee has overall responsibility for the development of the co-op and the members.

The shop is a proper store and may also be involved in food production and delivery services.

Stat-up costs are usually between £15,000 - £35,000.

Weekly turnover usually £3,000 = £5,000.

There are usually 200 – 500 members

There are dedicated premises with fixtures and fittings and a full range of goods is on offer to customers.

A formal business plan is essential at this level.