

Buxton

Description of the Town

LOCATION & LANDSCAPE SETTING

Buxton is located on the Maroondah Highway approximately 15 kilometres north west of Marysville. The town is located in a valley surrounded by mountains and is the point where the Steavenson River meets the Acheron River. The town is nestled in the valley below the Cathedral Range.

DEVELOPMENT PATTERN

The town has developed around the Maroondah Highway, which passes through the centre of the town. The Main Activity Area is located near the intersection of the Maroondah Highway and the Buxton-Marysville Road.

Businesses in the Main Activity Area include a general store/cafe, hotel and real estate agent. Community facilities located in the Main Activity Area include the Primary School and Hall. Further to the south, a trout farm, CFA depot and a garage/service station have been established along the Highway.

The most densely populated part of the town is the Main Activity Area comprising Mareeba Avenue, Ballina Court and Aroona Drive. These streets have been developed along the Steavenson River. There are approximately 80 allotments in this area between 2000m² and 4000m² (one acre) in size.

ROLE & LOCAL ECONOMY

The role of the town is as the focus of community activities for residents of the district. The town is a popular stopping point on the Maroondah Highway and the Hotel in particular is popular with motorcyclists.

The natural attractions in the Buxton district are popular with tourists. The main attractions are the rivers and the Cathedral Range State Park, which is situated between Taggerty and Buxton. The Park is popular for rock climbing, bush walking and camping.

Trout farming and processing is a significant industry for Buxton.

POPULATION & COMMUNITY STRUCTURE

The population of Buxton is 226 (2001 Census). There are 34 children enrolled at the Primary School. An estimated 30% of the population comprises weekenders and holiday-home owners. The district is a popular retirement destination, with many people attracted by the quiet, rural atmosphere of the town and natural beauty of the rivers and ranges. Buxton has a number of active community groups including the Buxton Progress Association, CFA and Reserve Committee.

SERVICES

The town is not sewered but has its own reticulated water supply, which is supplied through a pipeline from Marysville.

Policy & Strategy Context

The Urban Design Framework for Buxton needs to be consistent with existing Council policies and strategies that relate to the town. The key strategies and policies have been identified below.

MUNICIPAL STRATEGIC STATEMENT

The MSS states that there should be no extension of Buxton township until problems of effluent treatment and servicing have been resolved (Clause 21.09-3).

The general strategies and objectives outlined in Clause 21-09-4 of the MSS are relevant to Buxton. These include the need to prevent the expansion of areas for residential development until servicing has been adequately addressed and to provide reticulated sewerage and water services to unsewered settlements based on priority. The MSS also identifies the need to minimise environmental impacts resulting from the growth of unserviced settlements.

COMMUNITY PLAN

Council's Community plan identifies the construction of the Little Steavenson River pedestrian bridge in Buxton (2.2.5) as an action for 2003-2008.

RURAL RESIDENTIAL STUDY

Council's Rural Residential Study (July 2003) provides an assessment of the land supply and land take-up rates in the Rural Living Zone (RLZ) and Low Density Residential Zone (LDRZ) in Buxton. The strategy found that there are 160 lots in the LDRZ of which around half are occupied. In terms of late take-up rates, 27 dwellings have been constructed in the LDRZ over the last 10 years, indicating that lot consumption is 2-3 lots per annum. There are seven lots in the RLZ, with construction data indicating a take-up rate over the past 10 years of less than one lot per annum.

RURAL RESIDENTIAL DEVELOPMENT (AMENDMENT C14)

Council has prepared Amendment C14 to the Murrindindi Planning Scheme. The amendment proposes to:

- rezone land in Dyes Lane from RUZ to LDRZ;
- rezone land south of Buxton on the west side of the Maroondah Highway from RUZ to RLZ1;
- rezone land north of Buxton on either side of the Maroondah Highway and Patagorang Road from RUZ to RLZ1.

UPPER GOULBURN RECREATIONAL WATERWAY STRATEGY

The Goulburn Broken Catchment Management Authority (GBCMA) has undertaken an analysis of the Meeting of the Waters Reserve in Buxton as part of the Upper Goulburn Recreational and Waterway Strategy. The following actions are identified in the study:

Action A.5 – Creation and management of fishing zones and installation of signage in these areas (Lead agency – DNRE (Fisheries)/VR Fish, medium priority).

Action A.7 – Provide suitable signs for walking trails (Lead agency Local Govt/GBCMA/DNRE, medium priority).

Action A.8 - Erection of signs directing users to the nearest toilets (Lead agency – Local Government, medium priority).

Action A.11 – Provide picnic tables (Lead agency – GBCMA/DNRE, high priority).

ZONING & OVERLAYS

Most of the land in central Buxton is zoned Township Zone (TZ), including the Main Activity Area. The land on both sides of the Maroondah Highway at the northern gateway to the town is zoned Low Density Residential Zone (LDRZ). There are two areas zoned Rural Living in the town: an area to the east of Buxton Rise and a small area on the west side of Dyes Lane.

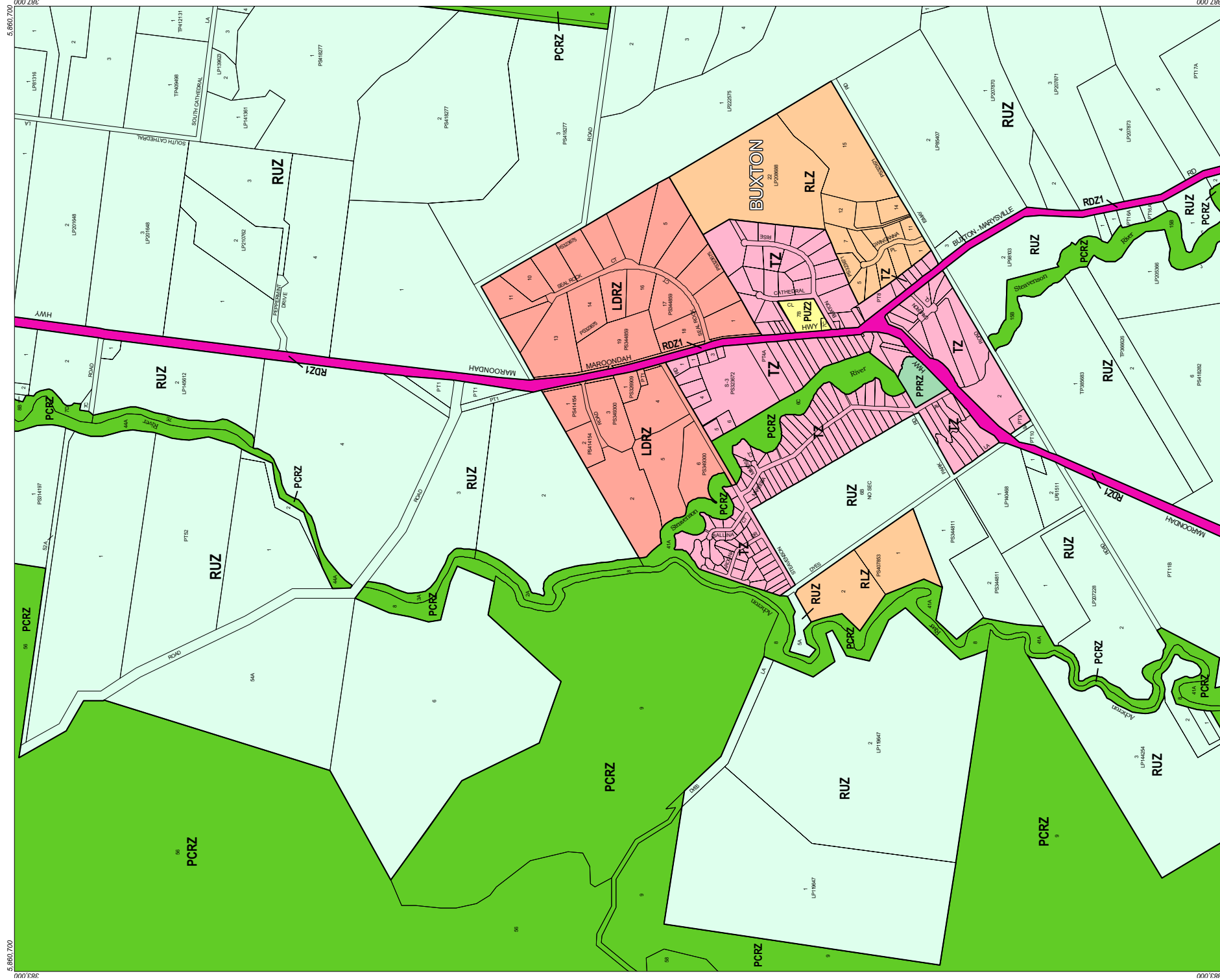
The Significant Landscape Overlay (SLO1) applies to a large area of land on the east side of the town between the Maroondah Highway and the Cathedral Range Park. The purpose of this overlay is to identify, conserve and enhance significant landscapes. This Overlay refers specifically to the Cathedral Range, recognising it as a dominant land mass that is classified by the National Trust. This overlay aims to protect the nature of the Cathedral Range in terms of visual intrusion and inappropriate development. A town planning permit is required for most buildings and works.

The Floodway Overlay (FO) and Land Subject to Inundation Overlay (LSIO) apply to the land along the Acheron and Steavenson Rivers. In addition, the LSIO applies to most of the residential properties in Mareeba Avenue and the Buxton Reserve.

The Wildfire Management Overlay (WMO) applies to extensive areas surrounding Buxton in the Rural Zone and PCRZ.

A zone map for Buxton is displayed on the following page.

MURRINDINDI PLANNING SCHEME - LOCAL PROVISION



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This map should be read in conjunction with the following Planning Overlay Map: **Proposed Local Provisions for the MURRINDINDI LPPS**

INDEX TO ADDITIONAL MAP SERIES MAP

AUSTRALIAN MAP GRID ZONE 55

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Amendment C11
Printed: 8/2023

Victoria
The Place To Be

Public Land
 - Conservation and Recreation Zone
 - Public Park and Recreation Zone
 - Public Use Zone Education
 - Road Zone Category 1
 - Residential Use (Density Residential Zone)
 - Township Zone
 - Rural Living Zone

Rural Living Zone

ZONES

MAP No 24

Issues & Opportunities

VISION FOR THE TOWN

An Urban Design Framework can play an important role in defining the future vision for a town. Once a preferred vision for a town has been established, the Urban Design Framework can help set directions for particular sites and the town as a whole. These directions influence capital budgets and town planning guidelines and controls.

The residents of Buxton perceive the town as a desirable location for people to live in a quiet rural environment. A popular view amongst residents is that Buxton might be better described as a "hamlet", rather than a "town".

The residents of Buxton also recognise the importance of tourism in the district and the role of the town as a stopping point along the Maroondah Highway.

ZONING

The Main Activity Area of Buxton is located in the Township Zone. The land use controls in the Township Zone are reasonably flexible, and allow for motor mechanic, car sales and service stations, subject to a planning permit.

The flexibility of uses in the zone recently became an issue when Council granted town planning approval for a 24 hour towing business and wrecking yard at the northern entrance to town. At the time, residents were concerned that the business would detract from the appearance of this gateway to the town.

There is a need to discourage non-tourist related commercial uses along the Maroondah Highway through statutory measures in the planning scheme. There is also a need to ensure that commercial development does not detract from the key streetscapes within the town, particularly the Maroondah Highway.

The strategies used to achieve this objective will depend on whether there is a need to control the use of the land (eg service station) or the development of land (eg siting, setbacks, appearance). Land use is primarily determined by the zoning of the land, however, the design and appearance of developments are most effectively controlled by overlay controls.

TOWN ENTRANCES

The northern entrance to the town is characterised by views to low-density residential development on both sides of the Maroondah Highway. There are few trees on the east side of the Highway in this area, which means that there are uninhibited views to houses in the Low Density Residential Zone (LDRZ). There is an opportunity to soften the visual effect of developments in the foreground of the Cathedral Range Park by retaining existing trees in new subdivisions.

The eastern entrance to the town is from the Marysville Buxton Road. This meets the Maroondah Highway in the centre of the town. The triangular piece of land in the middle of the intersection at the Marysville turnoff presents an opportunity for planting or feature landscaping.

The southern entrance to the town is relatively anonymous, indicated primarily by a general increase in residential buildings around Dyes Lane. The realisation that one has actually arrived at Buxton is made by on passing the Recreation Reserve, and crossing the Steavenson River, by which time the most populated part of the town, located around Mareeba Avenue has been passed.

MAIN ACTIVITY AREA

The Main Activity Area contains a range of retail and service businesses, including the General Store, Hotel, Historic Guest House and Maroondah Outdoor Equipment. Whilst basic goods can be purchased at these stores, locals tend to shop at the supermarkets in Alexandra, Healesville and Lilydale.

The buildings in the Main Activity Area exhibit a range of building styles, although none is particularly striking or noteworthy architecturally. The community hall, which is used for church services and meetings, needs upgrading.

The town's location on the Maroondah Highway means that substantial numbers of people pass through the town on the way to the natural attractions in the region, including Lake Eildon, the Cathedral Ranges, the High Country and Lake Mountain. There is the potential to increase the number of tourism related businesses in the town to capitalise on the passing trade such as accommodation establishments or cafes and restaurants. There are a number of sites within the town centre that could be re-developed for tourist related uses, including the site occupied by the Peppermint Hill Joinery.

RESIDENTIAL AREAS

As identified earlier, Buxton is a popular residential location for people seeking a relaxed, rural lifestyle. Although the MSS states that there should be no further development of the township until servicing issues have been addressed, there is a need to evaluate whether there is sufficient supply of land available for residential development within the existing township.

Building approvals data indicates that six building permits were issued for new dwellings in the Buxton district between May 2003 and May 2004. Only one of the dwelling approvals was in the Township Zone and the remaining five were in the rural areas surrounding the town.

An analysis of vacant land in the Township Zone indicates that there are approximately:

- 10 vacant allotments in Ballina Court, Aroona Drive and Steavenson Road;
- 6 vacant allotments in Mareeba Avenue;
- 5 vacant allotments in Cameron Close;
- 2 vacant allotments in Buxton Rise and Cathedral Rise.

Assuming a land take-up rate in of one dwelling per year in the Township Zone, there is approximately 20 years supply of residential land in the town, however a more detailed investigation is required to determine whether all allotments have development potential. It should be noted that analysis of land supply and take up rates in the RLZ and LDRZ zones are outside the scope of this study.

TRAILS

The rivers and open space in Buxton are key strengths of the town, although few trails have been established that allow people to fully appreciate these areas.

The Progress Association and Council have recently been involved in building a trail from the Main Activity Area, through the Recreation Reserve and along Mareeba Avenue. As part of this trail, the Progress Association is currently constructing a footbridge over the Little Steavenson River at Steavenson Road.

The potential exists for a trail connection linking the main residential areas of the town with the Main Activity Area and Primary School via Church Lane. This would require the construction of an additional footbridge over the Steavenson River. An ideal location for the bridge would be in the unmade road reservation that extends Steavenson Road to connect with Church Lane.

An ultimate connection of these town paths with the walking track that extends along the ridge line north of the Dyes Lane bridge over the Acheron River would offer further walking opportunities for locals and visitors.

It is worth noting that the existing footbridge over the Steavenson River, adjacent to the Highway, is too narrow and does not meet the relevant standards for a shared cycle/pedestrian path. This problem should be avoided in the future.

RECREATION RESERVE

The Recreation Reserve is the main active open space in the town comprising play equipment, tennis courts, oval, BBQs and shelters. The only public toilets in the town are located at the Reserve, which is managed by a Committee of Management (Buxton Progress Association).

Whilst the Recreation Reserve is a popular area for visitors and residents there is a need to restrict car access within the Reserve. In the past, damage has been caused to the park surface by vehicles accessing the BBQ area and rotunda.

According to local residents, helicopters have used the Recreation Reserve as a landing area in emergency situations as this is the only area in the town that can be used for this purpose.

While the Recreation Reserve is a clearly a very important focus, both for visitors and residents, it lacks a strong and identifiable landscape character. In addition, the amenities that are located within the Reserve (toilets, barbecues, playground) are not well integrated with each. We have identified a number of elements that would make it a more effective town park. These include:

- a recognisable and memorable landscape character;
- a strong definition of spaces and uses;
- an integrated range of facilities and amenities.

The greatest potential for the Recreation Reserve to develop a stronger landscape character is to develop its relationship with the Steavenson River, on its eastern edge. At present the River seems almost incidental to the functioning of the Reserve.

There is also potential to reinstate the open space at the end of Dye's Lane, with a general tidy-up and the provision of picnic facilities. This would provide a valuable open space asset for any future rural residential development in the area as well as existing residents.

MEETING OF THE WATERS RESERVE

The Meeting of the Waters Reserve is a popular area for swimming, fishing and picnics, however, there are no facilities in the Reserve and it has been degraded over time. There are ongoing problems with litter, vandalism and inappropriate vehicle access. Over time, this has resulted in the loss of vegetation and degradation of the river banks (weeds, erosion).

There is a need to restrict vehicle access to the southern part of the site, in conjunction with the establishment of a car parking area. The Reserve can then be landscaped and facilities established including shelter, picnic tables, BBQs and rubbish bins. These opportunities have also been identified in the *Upper Goulburn Recreational Waterway Strategy*.

TRAFFIC

Several traffic-related problems have been identified in the town. In the Main Activity Area, vehicle turning movements adjacent to the general store/café can be dangerous due to the lack of visibility for vehicles travelling along Maroondah Highway. The potential of modifying the current highway intersection with the Marysville Road to reduce highway through speeds would have safety benefits for vehicle manoeuvres at the store and is further explored in this report.

There are a number of traffic problems in the vicinity of Mareeba Avenue. One relates to the Mareeba Avenue intersection with the Highway being located in the higher speed 80 km/h zone. As the CFA building, Trout Farm and garage are all located outside the existing 60 km/h zone, there are grounds for a review of this zone limit to incorporate these local traffic generators in an extension of the lower speed environment.

Speeding traffic is also a problem in Mareeba Avenue itself, which is the entry point to the Meeting of the Waters Reserve. Some of the speed problems are being generated by visitors to the Meeting of the Waters Reserve who are inappropriately using their vehicles in the Reserve. More effective management of vehicle access in the reserve could therefore reduce the traffic problems in Mareeba Avenue.

Some time ago, Council discussed the possibility of installing traffic control devices (speed humps) with local residents but this idea did not receive a high level of local acceptance. There is a possibility that alternative traffic calming devices could be investigated if speeding traffic continues to be problem.

STREET LIGHTING

Local residents have identified a number of locations within the town that are poorly lit and require additional street lighting. These include the intersection of Mareeba Avenue and the Highway, the Dyes Lane and Maroondah Highway intersection and in Church Lane and Buxton Rise. Improved lighting at the Mareeba Avenue intersection would also assist in its night time definition, which has been raised as a traffic safety issue by local residents.

COMMUNITY SURVEY

A local consulting firm, The Urban Transport Institute (TUTI), conducted a survey of Buxton residents in May and June 2004 as a voluntary contribution to the UDF process. The purpose of the survey was to gather demographic information about residents of the district and obtain views about various planning-related matters.

The survey consisted of open-ended questions about the strengths, weakness, opportunities and threats in the Buxton district. The survey did not reveal any significant planning issues and opportunities that were not identified on the town walks. Nevertheless, the survey results reinforce the views expressed by community representatives about the importance of the quiet, rural atmosphere of Buxton and the need to protect the elements that contribute to this atmosphere from inappropriate development. The survey also indicates that there is a lack of retail services in the township and that there is a need to create more jobs in the Buxton district.

According to the Survey Report (TUTI, 2004), the survey was distributed to 290 known residential addresses in Buxton based on a definition of the district sourced from DSE. Valid responses were obtained from 67 households, giving a response rate of 23%. The comments for each question were categorised by TUTI. The top categories for each question have been summarised below in order of frequency of comment:

Strengths:

- Nature (eg natural beauty, views, scenery).
- Lifestyle (eg quietness, country lifestyle).
- Access (eg access to Melbourne, access to other towns - Alexandra, Marysville).

Weaknesses:

- Lack of facilities and services (eg limited services / cafes / shops i.e. banking, medical services, chemist).
- Appearances (eg unattractive retail district and streetscapes).
- Planning issues (eg lack of management of parkland, residential subdivisions).

Opportunities:

- Facilities & services development (eg developing walking trails in and between towns).
- Planning issues (sensible growth, limited and controlled development, keep small to medium community, improved development controls).
- Business & economic development (eg more small businesses, shops, supermarket, parking, services & repair, medical, increase employment opportunities).

Threats:

- Development issues (eg developments/subdivisions in country side/prime farmland, ugly, loss of rural feel).
- Environmental issues (eg damage to waterways, decrease in water quality).
- Inadequate planning (eg lack of planning guidelines).

Summary of Issues**Land Use & Development**

- Absence of water and sewerage infrastructure limits further expansion of the town for residential purposes.
- Lack of direction in the planning scheme regarding where commercial activities should be located.
- Strong demand for rural residential development in the rural district surrounding Buxton.
- Land take up rate of approximately two dwellings per year in the town.
- More than 10 years supply of residential land in the township based on historical take-up rates.
- Loss of remnant native vegetation in new land subdivisions.

Landscape, Views & Vistas

- Northern gateway along Maroondah Highway requires stronger identification.
- Southern gateway along Maroondah Highway requires stronger identification and correlation with speed restriction signs and town signage.
- River crossings (Steavenson and Little Steavenson) lack a strong presence in Maroondah Highway streetscape.
- Poor street lighting in a number of locations.

The Built Environment

- Lack of consistency in buildings in the Main Activity Area.

- Shops in the Main Activity Area face away from the north-bound traffic.
- The community hall requires upgrading.
- Lack of street furniture outside shops and general store.

Pedestrian Circulation & Amenity

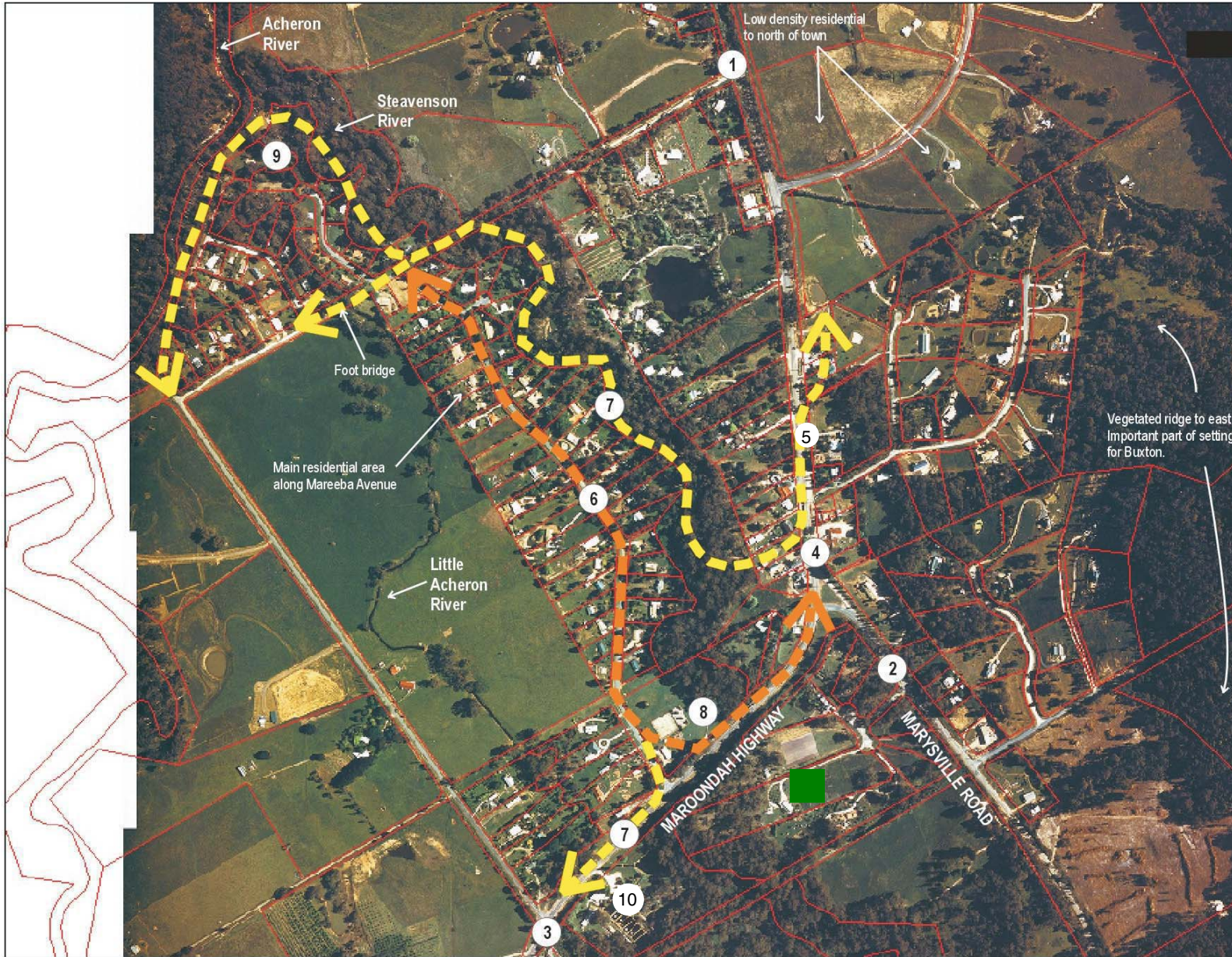
- Lack of connectivity for pedestrian movements across Steavenson River.
- Lack of walking circuits throughout the town.

Open Space & Recreation Areas

- Inappropriate car access to Buxton Reserve.
- Amenities in Buxton Reserve are not well integrated.
- Meeting of the Waters Reserve has been degraded and lacks facilities.

Traffic

- Vulnerability of vehicle turning movements adjacent to the general store.
- Speed zoning along the Maroondah Highway at the south entry to Buxton.
- High vehicle speed along the Highway within the township area.
- Definition of the Highway intersection with Mareeba Avenue.
- Traffic speeds in Mareeba Avenue.



KEY LEGEND

- ① Northern Entry - needs stronger identification.
- ② Eastern Entry - needs stronger identification.
- ③ Southern Entry - needs stronger identification and correlation with speed limits & signage.
- ④ Highlight Commercial Precinct - potential to increase tourism business and create more defined character.
- ⑤ Community Hall - used for a variety of functions & requires upgrade.
- ⑥ Existing Trail - links Mareeba Avenue, Rec. Reserve and commercial area.
- ⑦ Trails - focusing on Stevenson River.
- ⑧ Recreation Reserve - improve landscape quality as "Town Park" - restrict vehicle access.
- ⑨ Meeting of the Waters Reserve - lack of facilities - vandalism - inappropriate vehicle access.
- ⑩ Trout Farm

Urban Design Framework

This section of the report identifies concepts to address issues and to realise opportunities in Buxton over the next 20 years. It outlines the preferred vision and objectives for the town, and provides detail about the recommended strategies and actions that have been identified to achieve the vision and objectives.

VISION

The vision provides a guide for the sort of development that will be encouraged in the future to preserve, enhance and capitalise upon key local characteristics.

Buxton will be recognised as a village in a high quality landscape setting, nestled in the valley below the Cathedral Range where the Steavenson River meets the Acheron River.

The town's development will be characterised by low impact and pedestrian friendly infrastructure and urban development that protects the village feel and preserves the forested landscape adjoining the town and along the rivers.

Tourism development will be the primary focus, capitalising on the high numbers of tourists who pass through the district. The town will act as a base for people who are exploring the natural attractions in the area, including Marysville, Lake Mountain and the Cathedral Range.

Whilst the township will not expand beyond its current boundaries unless servicing issues are addressed, there will be further rural residential development on the fringes of the town to cater for people seeking a relaxed rural lifestyle.

Key Objectives

Land Use & Development

- To discourage industrial land use and development that will have an adverse impact on residential amenity and the appearance of streetscapes in the town.
- No extension of the existing township until servicing issues have been addressed.

Landscape, Views & Vistas

- To protect and enhance the vegetation, streetscapes and riverbanks that contribute to the landscape character of Buxton.
- To improve the "sense of arrival" in Buxton.

The Built Environment

- To maintain Buxton's low density, village townscape.
- To improve the function and presentation of the Main Activity Area.

Pedestrian Circulation & Amenity

- To strengthen the pedestrian links between key places within the town.

Open Space & Recreation Areas

- To protect and enhance the character and setting of Buxton's open spaces and parkland.

Traffic

- To reduce the speed of highway through traffic.

- To improve traffic amenity at Mareeba Avenue intersection and in the vicinity of the store.

Tourism & Economic Development

- To encourage tourism uses in the town that will create employment and strengthen the local economy.

Specific Strategies and Actions

LAND USE & DEVELOPMENT

Strategy U1: Amend the Planning Scheme with policy statements regarding the vision for the town and the preferred type of land use and development.

- Action a) Include the following statements in Clause 21 of the MSS relating to Buxton:
- The vision statement for the town.
 - Direct all commercial and community land use and development to the Main Activity Area in the town.
 - Encourage the establishment of tourist-related uses on the Maroondah Highway and Buxton-Marysville Road within the Main Activity Area such as restaurants, cafes and accommodation establishments.
 - Ensure that use or development adjacent to existing open space links and public parkland, including the Little Steavenson and Acheron Rivers and Buxton Reserve does not damage its character or landscape setting.

- Ensure that use or development does not have an adverse impact on existing vistas, views and landmarks including views from the Maroondah Highway to the surrounding ranges and the Acheron and Steavenson Rivers.

LANDSCAPE, VIEWS & VISTAS

Strategy L1: Improve the identification of gateways to the town, ensuring that these coincide with the speed restriction signs to 60 km/h (refer Traffic Movement Strategy 2 below).

Actions to achieve this strategy will include:

- Action a) Plant "theme" trees at each gateway, extending the strengthened planting character to the Main Activity Area associated with the general store.
- Action b) Install a common signage scheme at each gateway, integrated with the layout of proposed tree planting.
- Action c) Align the location of gateway treatments with the location of the speed restriction signs.

Strategy L2: Create a stronger and more distinct landscape character between the town's gateways.

- Action a) Establish new deciduous tree plantings along Maroondah Highway, particularly around the retail area, to create a unifying visual character between the southern and northern gateways to the town.
- Action b) Plant appropriate indigenous trees and shrubs adjacent to Maroondah Highway where it crosses the rivers to highlight and strengthen the river landscape as a key element of the township character.

Action c) Initiate an ongoing replacement program for existing mature trees.

Strategy L3: Improve facilities in the vicinity of the shops and general store.

Action a) Install seats, bins and improved street lighting in the vicinity of the general store utilising a consistent design approach.

Strategy L4: Install or upgrade street lighting at the following locations.

Action a) Mareeba Avenue, including the intersection with Maroondah Highway; the intersection of Dyes Lane with Maroondah Highway; Church Lane and Buxton Rise.

THE BUILT ENVIRONMENT

Strategy B1: Encourage greater consistency of built form within the Main Activity Area. New development should be sited and designed in accordance with the following design principles.

- Generally new development should be single storey in height and of a scale consistent with adjoining properties.
- Larger developments should integrate with the modest scale and form of the existing streetscape along the west side of the Maroondah Highway.
- Developments on street frontages should provide a continuous built edge.

- Place business identification and advertising signage on buildings or within built elements to reduce visual clutter. Freestanding signage should be discouraged and sandwich board signage should be restricted to footpath areas.
- Encourage retail shop frontages to provide a greater percentage of window area, promoting window displays that add variety and interest to the street environment and interaction with passers-by.
- Require corner blocks to provide two street addresses and "turn the corner" in terms of their frontages and active building edges.
- Generally encourage on-street car parking to be provided. Off-street car parking should be shared, where possible, with community and recreation uses.

PEDESTRIAN CIRCULATION & AMENITY

Strategy P1: Provide linkages from the proposed new river path.

- Action a) Construct a pedestrian/cycle bridge over the Steavenson River to connect Steavenson Road and Church Lane.
- Action b) Construct path linkages to the Meeting of Waters Reserve, Mareeba Avenue path and Church Lane path to create walking circuits.

OPEN SPACE & RECREATION AREAS**Strategy O1: Improve the amenity, function and visual character of Buxton Reserve.**

- Action a) Prepare a landscape masterplan for the Reserve, with community consultation. The masterplan should focus on the development of a “park-like” character through planting of additional trees and shrubs and installation of paths and park amenities such as seats and picnic facilities and improved recreation facilities of appropriate scale.
- Action b) Undertake the staged implementation of the masterplan, through funding grants and co-ordinated community involvement.

Strategy O2: Implement the existing Meeting of the Waters plan.

- Action a) In consultation with the community, verify support for the current community plan for the Meeting of the Waters Reserve and identify any refinements.
- Action b) Develop a detailed landscape plan for the Reserve to guide community activity in developing Reserve.
- Action c) Apply for community grants to assist in the development of the Reserve.

TRAFFIC**Strategy T1: Seek an extension of the current 60 km/h speed zone to the south.**

- Action a) Undertake a speed zone assessment in accordance with VicRoads guidelines.
- Action b) Prepare a submission for speed zoning review by VicRoads, Victoria Police and the Shire.

Strategy T2: Reduce highway traffic speeds in the Main Activity Area in the vicinity of the general store.

- Action a) Modify the layout of the highway intersection with Marysville Road. Investigate a roundabout option.

Strategy T3: Improve the definition of the highway intersection with Mareeba Avenue & Dyes Lane.

- Action a) Install a splitter island and improved signing at the Mareeba Avenue intersection.
- Action b) Install an additional streetlight on the north-west corner of the Mareeba Avenue intersection for night time definition.
- Action c) Install a street light at the intersection of Dyes Lane for better night time definition.

Strategy T4: Reduce traffic speeds along Mareeba Avenue.

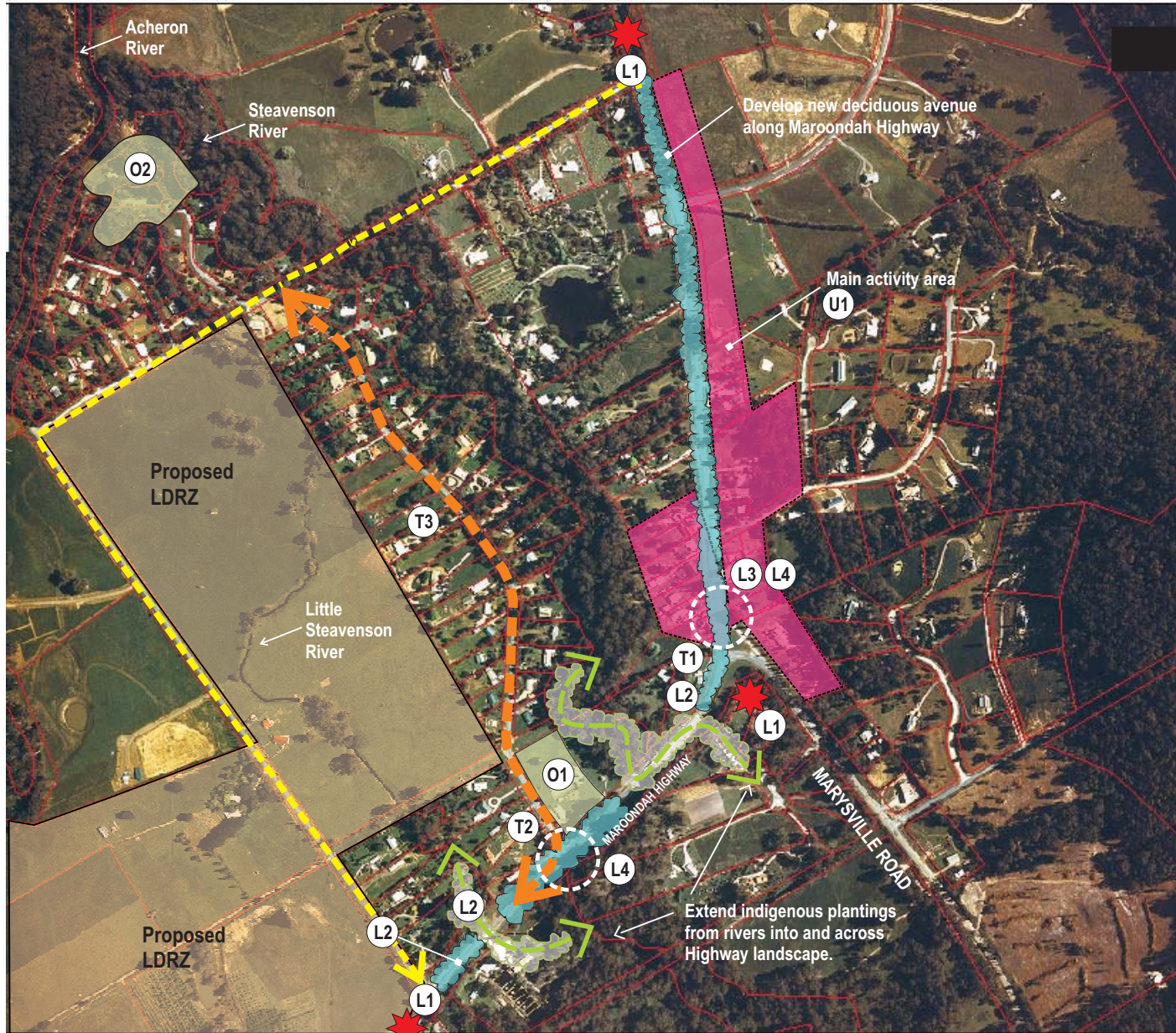
- Action a) Identify traffic-calming options for consideration by the community.
- Action b) Implement the agreed strategy.

DEVELOPMENT CONTRIBUTIONS

Strategy D1: Levy development contributions from new residential subdivisions in the district to fund the development of new trails.

- Action a) Require a contribution from new subdivisions in the proposed LDRZ east of Dyes Lane and north of Park Road, for the provision of pathways and the pedestrian/cycle bridge outlined in Strategies P1 and P2.
- Action b) Prepare a Development Contributions Plan to enable a levy to be imposed.

KEY LEGEND



- L1. Northern Entry - Identify through:**
 - Tree planting.
 - Signage.
 - Speed restrictions.
 - L1. Eastern Entry - Identify through:**
 - Tree planting.
 - Signage.
 - Speed restriction.
 - L1. Southern Entry - Identify through**
 - Tree planting.
 - Signage.
 - Speed restrictions.
 - L2. Create a stronger landscape character between the gateways:**
 - Establish deciduous tree avenue along Maroondah Highway.
 - Extend indigenous planting into Maroondah Highway streetscape where the rivers cross the Highway.
 - L3. Improve amenity in the area around the general store, through installation of seats, bins etc.**
 - L4. Improve street lighting.**
 - O1. Buxton Reserve - improve amenity, function and visual character.**
 - O2. Meeting of the Waters Reserve - implement existing community plan, focusing on controlling access and improving amenity.**
 - T1. Investigate redesign of highway intersection with Marysville Road to reduce traffic speeds and improve safety.**
 - T2. Modify highway intersection with Mareeba Avenue to improve sight lines and control traffic movement.**
 - T3. Investigate traffic calming along Mareeba Avenue.**
 - U1. Direct all commercial and community land use and development to the main activity area in the town**
- — — Proposed pedestrian trail

NOTE: Plan must be read in conjunction with detailed strategies and actions outlined in the Urban Design Framework report.

URBAN DESIGN FRAMEWORK Buxton Township KEY STRATEGIES AND ACTIONS



Prepared for Murrumbidgee Shire Council by
Land Design Partnership Pty Ltd and Team
September 2004

Urban Design Framework Plan

Priorities for Implementation

Based on consultation with the community, the following priority strategies and actions have been identified for Buxton. Implementation may not necessarily take place in this order and timing will usually be determined by the availability of funding. Strategies and actions that do not appear in this list may become priority actions if circumstances change or funding becomes available.

Action T2a)	Modify the layout of the highway intersection with Marysville Road (investigate a roundabout option).	\$500,000	Years 5-10
Action T3a)	Improve the layout of the highway intersection with Mareeba Avenue with splitter island	\$10,000	Year 5
Action D1	Levy development contributions on new subdivisions	n/a	Year 1-2

Strategy / Action	Estimated Cost	Timeframe
Action U1a) Update Clause 21 of the MSS relating to Buxton Township.	n/a	Year 1
Action L1a) Plant "theme" trees at each gateway, extending the strengthened planting character to the Main Activity Area associated with the general store.	\$10,000 – 15,000	Year 1
Action L1b) Install a common signage scheme at each gateway, integrated with the layout of proposed tree planting.	\$10,000	Year 2
Action L4 Install or upgrade street lighting at selected locations	\$2,000	Year 1-2
Action T1a) Undertake speed zone assessment in accordance with VicRoads guidelines.	\$500	Year 1