

# Appendices

## **Appendix A. Photographs**

# Buxton



Photograph 1. Many residential properties in Buxton back on to rivers.



Photograph 3. The mature native trees lining the Acheron and Steavenson Rivers make an important contribution to the landscape character of Buxton.



Photograph 5. Intersection of Maroondah Highway and Marysville Road. Dangerous turning movements in this area due to lack of visibility along the Highway.



Photograph 2. The ranges surrounding Buxton are part of the landscape setting of the town.



Photograph 4. The Buxton Recreation Reserve is an important focus in the town, but its landscape character needs to be strengthened.



Photograph 6. The Meeting of the Waters Reserve is a popular recreation area that has become degraded over time.



# Thornton



Photograph 1. The western entry to Thornton has a wide, grassy road reserve and large trees which give the impression of an attractive rural town.



Photograph 3. There is a lack of consistency in the built form of the main activity area and unattractive signage.



Photograph 5. The Goulburn River is one of the town's strengths, however pedestrian access and the Thornton Beach River Reserve require improvement.



Photograph 2. The landscape character and presentation of the centre of town is poor in comparison to the approaches.



Photograph 4. The Recreation Reserve on the Taggerty Thornton Rd is a community focal point, however its appearance and facilities could be improved.



Photograph 6. The Back Eildon Road carries significant local and visitor traffic, however there is no means for pedestrians to safely cross the Goulburn River.



# Taggerty



Photograph 1. Taggerty is located in the scenic Acheron Valley and is surrounded by rolling hills and pastures.



Photograph 3. The southern highway entry to Taggerty is characterised by dwellings hidden by large trees and indigenous vegetation along the highway and rivers.



Photograph 5. The Cathedral Range is the dominant landscape feature in the district. Protecting ridgelines and views is important to the local community.



Photograph 2. Taggerty's character is distinguished by its location at the confluence of the Acheron & Little Rivers and by the native riverside vegetation.



Photograph 4. Several cafes and restaurants allow patrons to enjoy the river setting of Taggerty and views to the surrounding ranges.



Photograph 6. Businesses in the main activity area are dislocated. There is the potential to consolidate community and commercial uses in this area.



# Strath Creek



Photograph 1. The main activity area on the Broadford-Flowerdale Road comprises the general store and hotel.



Photograph 3. The Common has a number of attractive features, however it does not appear as an integrated landscape space.



Photograph 5. The unmade road reservation adjacent to the Pioneer Reserve contains a large stand of remnant native trees.



Photograph 2. The intersection of the Broadford-Flowerdale Road and King Parrot Creek Road – poor intersection layout requires improvement.



Photograph 4. The Pioneer Reserve is a central element in the life of the local community but has potential for improvement.



Photograph 6. The Strath Creek district is known as the "Valley of a Thousand Hills". The protection of ridgelines is important to the local community.



# Narbethong



Photograph 1. Narbethong is located to the north of the Black Spur making it a gateway to Murrindindi Shire and the Region.



Photograph 3. The mill marks the northern entrance to St Fillans and is a reminder of the town's timber heritage.



Photograph 5. The Narbethong Forest Reserve is a possible location for new public toilets.



Photograph 2. The rural land between the Black Spur and St Fillans makes an important contribution to the character of Narbethong.



Photograph 4. The Narbethong hall is relatively isolated from the core of St Fillans and requires upgrading.



Photograph 6. Tudor style buildings are a link to the early development of the town.



# Molesworth



Photograph 1. The main activity area is marked by deciduous trees that make an important contribution to the town's character and provide shade in summer.



Photograph 3. Community facilities including the Molesworth Hall, bus stop and CFA are clustered on the south side of the Goulburn Valley Highway.



Photograph 5. The Goulburn Valley Highway in Molesworth is straight and clear, which is not conducive to lower travel speeds.



Photograph 2. The Goulburn River is an important natural attraction Molesworth and is popular for camping, fishing and canoeing.



Photograph 4. The Recreation Reserve, while an integral part of life in the Molesworth community, is virtually anonymous from the Goulburn Valley Highway.



Photograph 6. There are problems with visibility, traffic movements and the location of the bus stop at the intersection of the Highway and Whanregarwen Road.



# Glenburn



Photograph 1. Rolling hills and rich grazing land make the biggest contribution to the character of Glenburn.



Photograph 3. The oak avenue is important to residents of the district but is relatively short and does not extend to the entry points of Glenburn.



Photograph 5. The section of old road in the highway reservation presents an opportunity to construct a pedestrian and cycle path to link key facilities.



Photograph 2. The Hall is disconnected from the community and commercial facilities on the west side of the Melba Highway.



Photograph 4. Intersection of the Melba Highway and Break 'O' Day Road. Many motorists incorrectly believe that the turning lane is the start of an overtaking lane.



Photograph 6. The old school building is a key community facility but is under-utilised and requires upgrading.



# Yarck



Photograph 1. Yarck main street circa 1890 showing avenue tree plantings and timber buildings (source: Yarck Hall Trustee Committee).



Photograph 3. The Recreation Reserve is popular with local groups but lacks a cohesive landscape theme. Parking facilities also require improvement in this area.



Photograph 5. The hall is a focal point of the community and contributes to the consistent character of the built form in the main activity area.



Photograph 2. The lack of any significant features at the entrances to town (eg rivers, bends) means that the entrances are not well defined.



Photograph 4. The consistency of the built form within the main activity area is a key part of the town's character and heritage.



Photograph 6. The service road provides motorists with a safe and convenient parking area, however its appearance and function could be improved.



**Appendix B. Land Use & Development  
Controls in the New Rural  
Zones**

# New Zones for Rural Victoria

## FARMING ZONE

### Houses

No permit is required for a house on a lot greater than 40 hectares or the minimum lot size set by the council.

A landowner may apply for a permit for a house on a lot smaller than 40 hectares or the minimum lot size set by the council.

A landowner may apply for a permit for additional houses on a lot.

A permit application for a house must include a written statement that addresses certain decision guidelines in the zone.

### Agricultural uses

Most agricultural uses do not need a permit.

Intensive animal industries (such as broiler farms and piggeries) require a permit.

### Other uses

A landowner may apply for a permit for small-scale tourist uses associated with agriculture (such as host farms, bed and breakfast, restaurant, motel and up to 6 self-contained cabins); Uses that support and service agriculture (such as rural industry, rural store, manufacturing sales, primary produce sales, utility installation and sale/yard) may also be permitted. Industry, warehouses, offices and most retail uses are prohibited.

### Subdivision

A permit is required to subdivide land. The minimum lot size is 40 hectares or the lot size set by the council.

**House lot excisions** A landowner may apply for a permit to excise a small lot for one existing house, subject to conditions to prevent further house lot excisions.

### Exempt minor buildings

Additional exemptions have been included in the zone so that a permit is not required to alter or extend:

- An existing house if the additional floor area is less than 50 square metres or the floor area set by the council.
- An existing farm building if the additional floor area is less than 100 square metres or the floor area set by the council.

## RURAL ACTIVITY ZONE

### Houses

No permit is required for a house on a lot greater than the minimum lot size set by the council.

A landowner may apply for a permit for a house on a lot smaller than the minimum lot size set by the council.

A landowner may also apply for a permit for additional houses on a lot.

### Agricultural uses

Most agricultural uses do not need a permit.

Intensive animal industries (such as broiler farms and piggeries) require a permit.

### Other uses

A landowner may apply for a permit for a range of tourism, recreation and commercial uses in the zone. This zone gives councils the flexibility to consider a diverse range of proposals that are not necessarily related to agriculture, but which can co-exist with agriculture (such as tourist accommodation, function centres, restaurants, hotels and taverns). Industry, warehouses, offices and transport terminals are prohibited.

### Subdivision

A permit is required to subdivide land. The council needs to set the minimum lot size.

**House lot excisions** A landowner may apply for a permit to excise a small lot for one existing house, subject to conditions to prevent further house lot excisions.

### Exempt minor buildings

Additional exemptions have been included in the zone so that a permit is not required to alter or extend:

- An existing house if the additional floor area is less than 50 square metres or the floor area set by the council.
- An existing farm building if the additional floor area is less than 100 square metres or the floor area set by the council.

## RURAL LIVING ZONE

### Houses

No permit is required for a house on a lot greater than 8 hectares or the minimum lot size set by the council.

A landowner may apply for a permit for a house on a lot smaller than 8 hectares or the minimum lot size set by the council.

A landowner may apply for a permit for additional houses on a lot.

### Agricultural uses

All agricultural uses need a permit.

Intensive animal industries (such as broiler farms and piggeries) are prohibited.

### Other uses

A landowner may apply for a permit for a range of accommodation, tourism, recreation and commercial uses in the zone. Industry, warehouses, offices, transport terminals, take away food places and convenience restaurants are prohibited.

### Subdivision

A permit is required to subdivide land. The minimum lot size is 8 hectares or the lot size set by the council.

**House lot excisions** As is the case now, house lot excisions are prohibited.

**Exempt minor buildings** Additional exemptions have been included in the zone so that a permit is not required to alter or extend an existing house if the additional floor area is less than 50 square metres or the floor area set by the council.

## RURAL CONSERVATION ZONE

### Houses

A landowner may apply for a permit for one house on a lot. There is no requirement for the lot to be a certain size.

### Agricultural uses

All agricultural uses need a permit.

Intensive animal industries (such as broiler farms and piggeries) are prohibited.

### Other uses

A landowner may apply for a permit for a limited range of tourism uses.

Industry, education centres, warehouses, offices, transport terminals and most retail uses are prohibited.

### Subdivision

A permit is required to subdivide land. The minimum lot size is 40 hectares or the lot size set by the council.

**House lot excisions** As is the case now, house lot excisions are prohibited.

**Exempt minor buildings** Additional exemptions have been included in the zone so that a permit is not required to alter or extend an existing house or an existing farm building if the additional floor area is less than 50 square metres or the floor area set by the council.



**Appendix C. Proposed Schedules to the  
Design & Development  
Overlay**

## Schedule to the Design and Development Overlay

### Maroondah Highway, Taggerty

#### **DESIGN OBJECTIVES**

- To protect and enhance the specific environmental and landscape character of the Maroondah Highway streetscape between Southam Drive and the Acheron River.
- To ensure that any future development on properties along Maroondah Highway is compatible with the specific landscape qualities of the Maroondah Highway streetscape.
- To maintain significant views and sight lines to the Cathedral Range.
- To conserve indigenous vegetation.
- To encourage the planting of additional indigenous vegetation appropriate to the character of Maroondah Highway.
- To discourage inappropriate signage that would detract from the character of this town entrance.

#### **BUILDINGS AND WORKS**

A permit is not required for emergency works, minor works and repairs and routine maintenance to existing buildings and works if the buildings and works do not decrease the existing building setback. A permit is required to construct a fence.

#### **Requirements for building setbacks**

New buildings must be set back from Maroondah Highway in accordance with the setback of existing residential properties, in order to preserve both the sense of space along the Highway and the generally vegetated nature of the streetscape. The appropriateness of the proposed setbacks must be assessed based on the site context and should be demonstrated with a simple site analysis plan supplied by the proponent as part of the permit application.

#### **Requirements for building height**

All dwellings must have a height of no more than two storeys.

#### **Requirements for building materials**

All buildings must be constructed from brick or other materials to the satisfaction of the Responsible Authority. The colours and materials of proposed buildings must be muted and recessive, promoting the visual impact of existing and proposed indigenous vegetation as the primary landscape character of the Maroondah Highway corridor, rather than visual impact of built form.

#### **Requirements for landscaping**

Setbacks between new buildings and the Maroondah Highway must be planted with indigenous trees and shrubs in order to enhance the existing character of the Maroondah Highway Streetscape. Planting must be in accordance with an approved landscape plan to the satisfaction of the Responsible Authority.

#### **Requirements for vegetation removal**

A permit is required to remove any vegetation that is native to the local area in the area covered by the DDO.



### **Requirements for fences**

Fences must not be greater than 1 metre in height and must be not be of a solid construction.

### **ADVERTISING SIGNAGE**

A permit is required for a sign in accordance with the requirements of Clause 52.05 (Category 3). The scale and design of advertising signs should not intrude on the natural and cultural elements of this streetscape.

### **DECISION GUIDELINES**

In making decisions on applications for development in this area the Responsible Authority should consider:

- Whether the location, bulk and external appearance of any proposed building or works will be in keeping with the character and appearance of the Maroondah Highway.
- Whether the proposal will preserve trees, natural bushland and native plants.
- Whether proposed landscaping or planting of trees, shrubs and gardens will be in keeping with the character and appearance of the Maroondah Highway.
- The need to maintain significant sight lines and views to the Cathedral Range.
- The tourism values associated with the Taggerty area.
- The objectives and recommendations of the Murrindindi Small Towns Urban Design Framework.

## Schedule to the Design and Development Overlay

### Commercial & Community Area, Yarck

#### **DESIGN OBJECTIVES**

- To preserve and enhance the characteristic visual character and consistency of the built form along Maroondah Highway.
- To maintain the characteristic bulk, form, and exterior finishes that form the key visual image of this area.
- To encourage the extension of the character formed by these elements.

#### **BUILDINGS AND WORKS**

A permit is not required for emergency works, minor works and repairs and routine maintenance to existing buildings and works if the buildings and works do not decrease the existing building setback.

#### **Requirements for building setbacks**

New buildings must be set back from Maroondah Highway in accordance with the setback of existing buildings adjacent to the subject property.

#### **Requirements for building height**

Buildings fronting Maroondah Highway must be single storey.

#### **Requirements for building materials**

Buildings must be timber clad or other materials to the satisfaction of the Responsible Authority, with form and line reflecting neighbouring buildings.

Roof forms may be either hip or gable, providing roof pitches match those of adjacent buildings, and must be of corrugated colourbond steel or a similar material to the satisfaction of the Responsible Authority.

Buildings fronting Maroondah Highway must have skillion-form verandahs, with corrugated colourbond steel roofing.

The colours of proposed buildings must be muted and recessive, reflecting the colours of important existing buildings such as the churches and community hall.

#### **ADVERTISING SIGNAGE**

A permit is required for a sign in accordance with the requirements of Clause 52.05 (Category 3). The scale and design of advertising signs should not intrude on the natural and cultural elements of this streetscape.

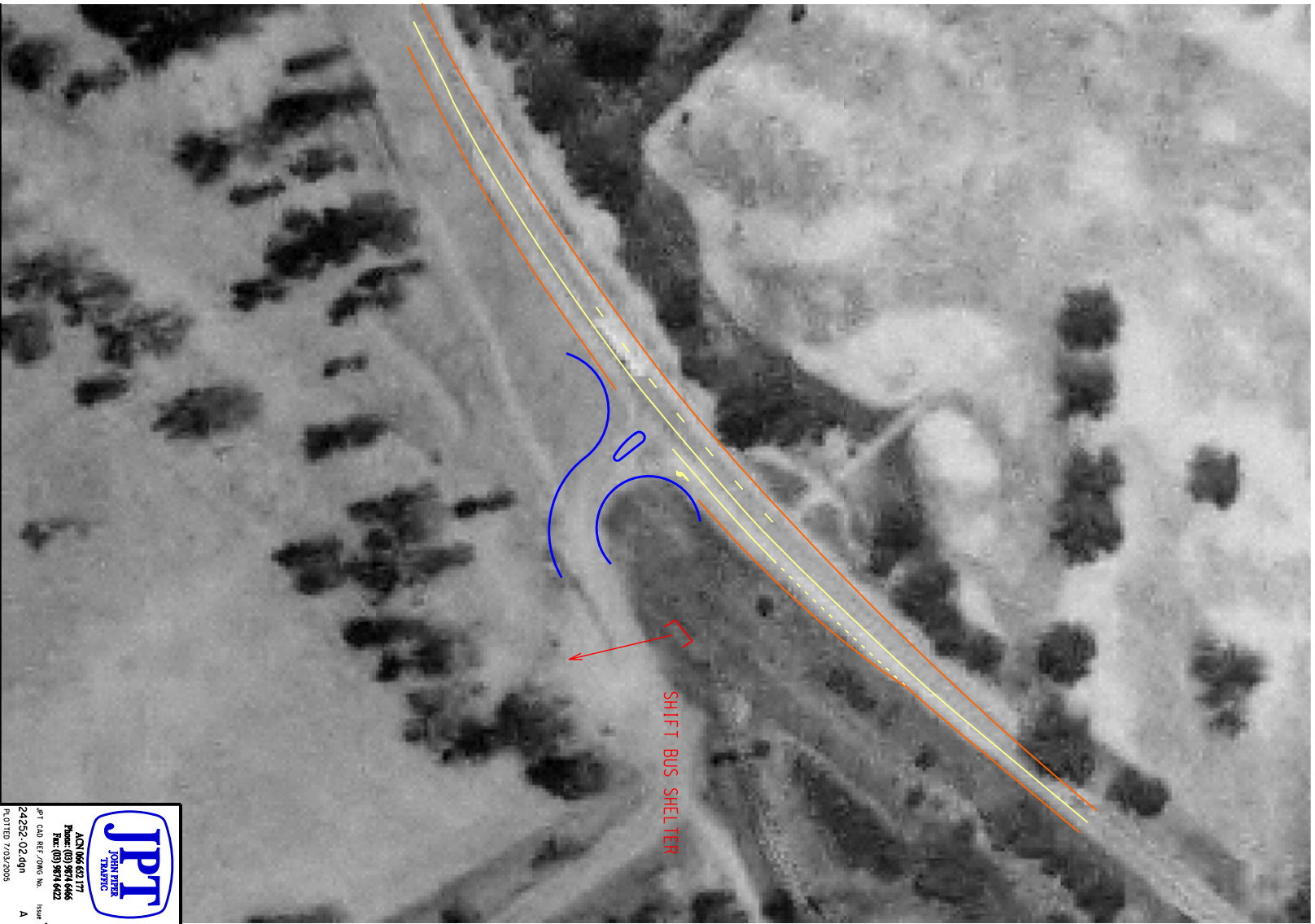
#### **DECISION GUIDELINES**

In making decisions on applications for development in this area the Responsible Authority should consider:

- Whether the location, bulk and external appearance of any proposed building or works will be in keeping with the character and appearance of the built form along the Maroondah Highway.
- The need to maintain sight lines and views to the surrounding ranges.
- The need to protect significant historical monuments.
- The need to preserve the low-density structure of Yarck.
- The objectives and recommendations of the Murrindindi Small Towns Urban Design Framework.



## **Appendix D. Traffic Layout Plans**

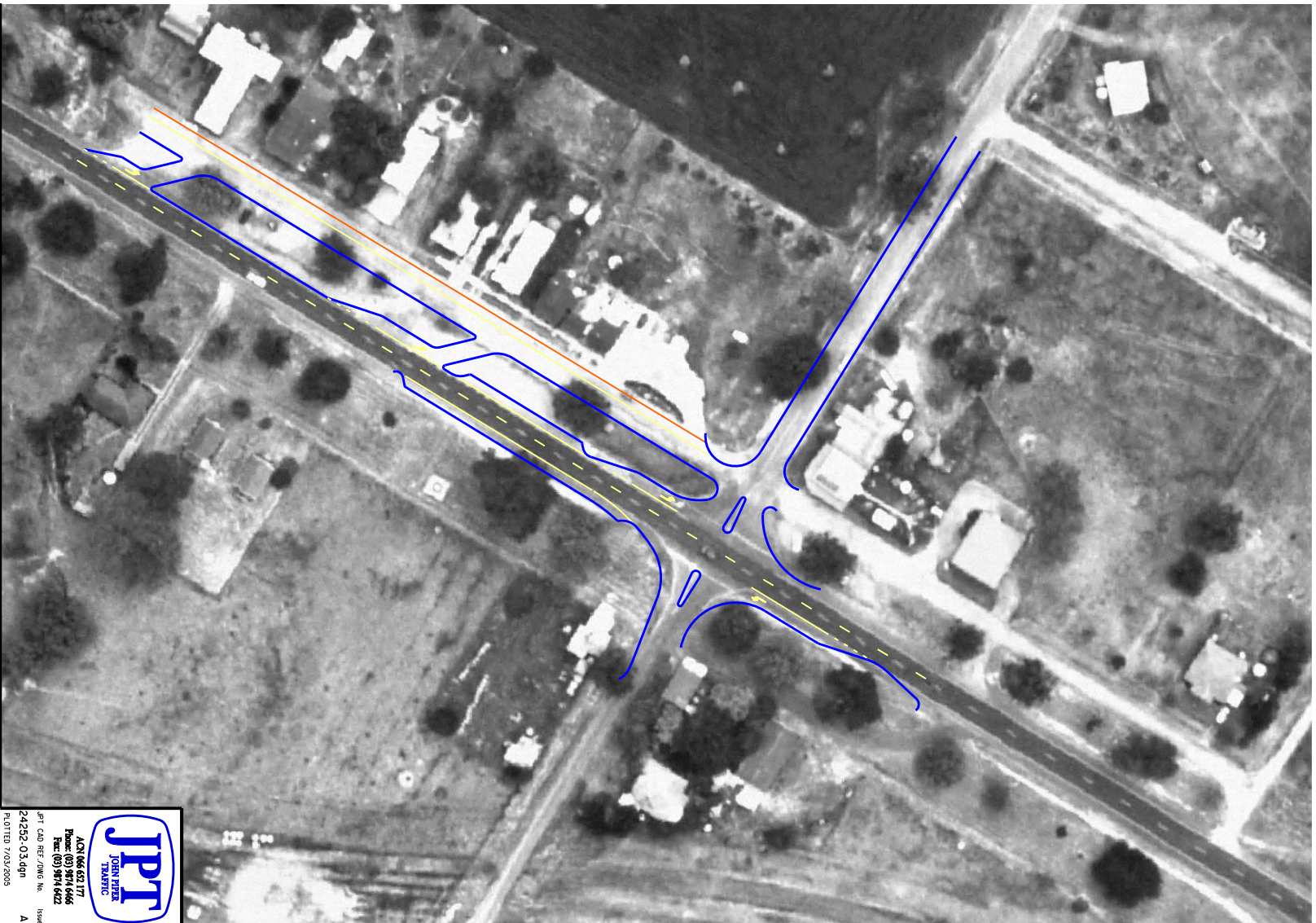


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24292-02.dgn A  
PLOTED 7/03/2006

Molesworth - Intersection of Goulburn Valley Highway with Whanagarwen Road



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24252-03.dgn A  
PLOTTED 7/03/2009

Yarck - Proposed Layout Improvements along MaroonDAH Highway





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Issue: A

**Strath Creek - Proposed Intersection and Parking Improvements**



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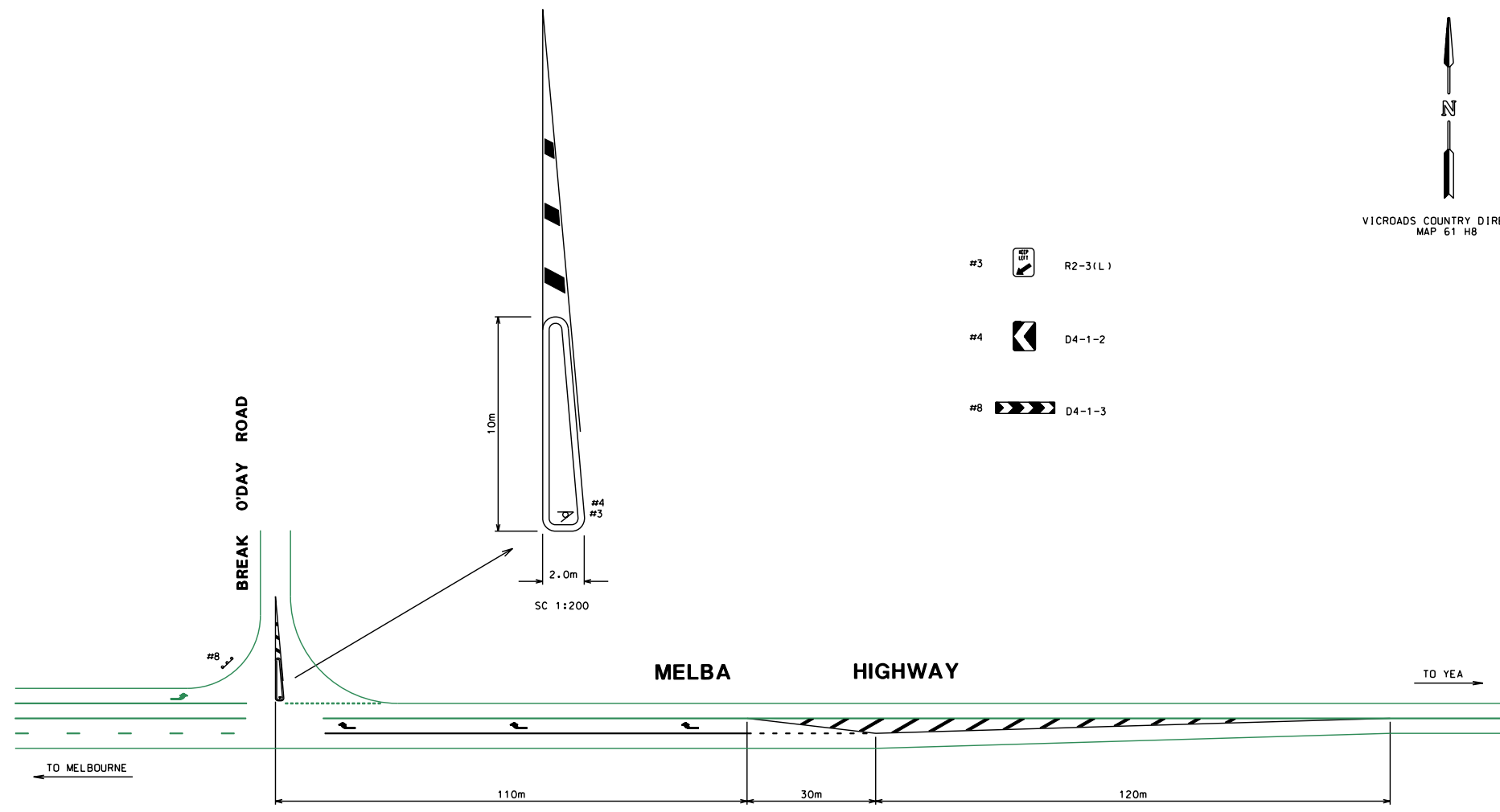
JPT CAD REF/DWG No. Issue  
24252-05.dgn A  
PLOTTED 7/03/2009

Buxton - Potetial Roundabout at Marroondah Highway and Marysville Road Junction



VICROADS COUNTRY DIRECTORY  
MAP 61 HB

- #3  R2-3(L)
- #4  D4-1-2
- #8  D4-1-3




<b>PRELIMINARY PLAN</b> FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	<b>WARNING</b> BEWARE OF UNDERGROUND SERVICES THE LOCATIONS OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE
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E			
D			
C			
B			
A	02.09.04	INITIAL ISSUE FOR COMMENT	
ISSUE	APPROVED	DATE	AMENDMENTS

GENERAL NOTES

SIGNATURE IN THE CHECKED BOX IS EVIDENCE THAT THE DESIGN AND DRAWINGS HAVE BEEN VERIFIED BY J.P.T. AS CONFORMING WITH THE REQUIREMENTS OF THE CLIENT BRIEF

JPT CHECKED



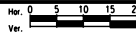
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JPT CAD REF./DWG No. 19348  
24252-01.dwg A

PLOTTED: 09/09/2004

CLIENT	
JPT DESIGNED R.STEWART	CLIENT ENGINEER
JPT CHECKED	CLIENT APPROVED

SCALE OF METRES  
Ver. 

<b>MELBA HWY &amp; BREAK O'DAY RD GLENBURN</b>	
<b>SHIRE OF MURRINDINDI</b>	
<b>PROP.L/MARK &amp; ISLAND TREATMENT</b>	
CONTRACT NO.	SHEET NO.
DRAWING NO.	ISSUE
24252-01	A



**Appendix E. Feedback From Public Exhibition  
Stage**

## BUXTON

### COMMUNITY FEEDBACK

Council received four written submissions and 26 questionnaires during the public exhibition period. There was general acceptance with all of the recommendations of the report, with the exception of the following strategies and actions:

Strategy / Action		Response
P1a):	Provide path(s) along the Steavenson River to the north of the Highway.	This action was removed due to lack of community support.
L1c)	Develop a strong planting feature in the large open "triangle" at the Marysville Rd gateway.	This action was removed due to lack of community support.
O2	Implement current Meeting of the Waters plan.	This action was retained. . The Meeting of the Waters plan is a community generated plan that recognizes access to the rivers as an important component of local informal recreation and responds to local community concerns in relation to management and access. It is therefore supported although a local community review of the plan may be beneficial if there are any concerns within the local community regarding then plan
T3	Improve the definition of the highway intersection with Mareeba Avenue.	As the nature of the disagreement in the feedback was not clear, this action has been retained in response to the strong indication of need for improvements at the community consultation meetings.

T4	Reduce traffic speeds along Mareeba Avenue.	This action has been retained, with the intention of the Council addressing any disagreements during the recommended community consultation phase.
D1	Levy development contributions from new residential subdivisions in the district to fund the development new trails.	This action has been retained because the residents of any new residential developments will benefit from an expanded trail network in the town. It is considered that levying development contributions is an appropriate means of raising funds for these trails, as it will ensure that they are provided in a planned manner when the community needs them.

## GLENBURN

### COMMUNITY FEEDBACK

Council received five written submissions and 15 questionnaires during the public exhibition period. The results of the survey were mixed and there was evidently some confusion between the recommendations of the report and proposed Amendment C14 relating to rural residential development that affected the integrity of the survey results.

Strategy / Action		Response
L1	Develop a stronger landscape character between the gateways.	These strategies and actions have been retained. It is recognized that the central Glenburn area lacks a distinct landscape character, other than the existing Oak Avenue which is prized

		by the majority of the community. The purpose of these strategies and actions is to create a highway landscape of similar strength throughout the central area, without necessarily using only Oak species.
L2	Create a stronger sense of arrival at Glenburn, through clear identification of “gateways”	These strategies and actions have been retained. Community feedback recognizes the positive impact of identifying gateways to Glenburn, but expresses concern as to the form these gateways will take. The community seems to prefer a low-key “non-urban” approach to the design of the gateways, and this approach should be supported.
P1	Use available width in highway reservation to provide connecting paths.	These strategies and actions have been retained. Easily used physical connections between the key activity sites within Glenburn will be an important means of integrating these sites and further encouraging their use.
T2a)	Install a splitter island with associated signing in the Break O’Day Road	Particular attention will be given during detailed design of this treatment to the need for the layout to accommodate turns by trucks
O2	Develop trail links between Break O’ Day Road and Murrindindi Road along the Yea River.	These strategies and actions have been retained, although it is recommended that a staged approach be taken, subject to local demand. There was community concern as to the impact of such trails on adjacent landowners, and so consultation with landowners will be essential prior to developing a detailed plan. It is recommended that the first stage focus on trails linking the hotel the

		river and the community centre, in order to encourage activity between these areas.
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## MOLESWORTH

### COMMUNITY FEEDBACK

Council received 11 questionnaires during the public exhibition period. There was general acceptance with all of the recommendations of the report, with the exception of the following strategies and actions:

Strategy / Action		Response
U3 &	Encourage the development of the Tallarook to Alexandra Rail Trail as a tourism asset for Molesworth	This strategy has been retained. From an economic development point of view, the proposed rail trail will be an important tourist facility in the region and has the potential to provide economic benefits for businesses in Molesworth. For these reasons, it was felt that the strategy should be retained as a statement of planning policy.
P1d)	Provide a path connection from the Highway crossing of the Goulburn River to the Recreation Reserve oval.	This link is over private land that extends to the river. Unless suitable agreement can be made between Council and the landowner, the action should be abandoned, despite its strategic validity.
O4	Include old railway reserve in future development plans for the town.	This strategy should be retained since the rail reserve provides the potential for an important trail link with adjoining areas beyond the immediate township, and so has a wider strategic importance. In relation to the immediate township area, the former station site provides future potential for a local open space node along a future rail trail, which would create a direct linkage into the central township area and the recreation reserve.

T1a)	Construct splitter island and install signing at Whanregarwen Road	Further investigation indicates that a splitter island could not be accommodated at this intersection and had little public support. This action has been amended to comprise a treatment to better delineate the sharp curve at the south approach to this intersection.
T3a)	Construct a bus shelter along the south side of the Highway, near the hall frontage.	This action has been retained, but as a lower priority than the provision of a street light at the bus stop.
T3c)	Consider constructing a pair of kerb extensions between the camping reserve entrance and hall frontage to facilitate pedestrian crossing movements (and create a traffic calming effect in the middle of the township).	Community feedback considered that the proposed kerb extensions would inhibit the ease of parking. It is considered that this aspect of the streetscape improvements could be deferred until a pedestrian link with the rail trail facilities needs to be strengthened.

## NARBETHONG

### COMMUNITY FEEDBACK

Council received six questionnaires during the public exhibition period. There was general acceptance with all of the recommendations of the report, with the exception of Action B1a) in relation to the possible relocation of the Hall. This action has been modified in the final report to more accurately reflect the views of the community. A number of other minor alterations to other actions were made to the report following comments by the community.

There was a suggestion that the land on the north side of Anderson Road could be rezoned to Township Zone. This could allow for the further subdivision of these allotments for residential purposes. This suggestion is not supported because further residential development of these allotments would have the potential to threaten the operations of the mill, which requires a buffer distance of 500 metres to land in a Township Zone.

## STRATH CREEK

### **COMMUNITY FEEDBACK**

Council received 10 questionnaires during the public exhibition period. There was general acceptance of all of the recommendations of the report, with the exception of Action T3 where there was some disagreement with the proposal to incorporate the Road Reserve into the Pioneer Reserve. It is recommended that this Action be retained due to the physical benefits which the road reserve land provides to the function of the reserve (such as access and car parking) and the negative impacts which could result from any proposal to construct the road in the future along this edge of the reserve (such as tree removal, traffic impacts etc.)

## TAGGERTY

### **COMMUNITY FEEDBACK**

Council received two written submissions and 11 questionnaires during the public exhibition period. There was general acceptance with all of the recommendations of the report, however, there was general disagreement with content of the discussions about the proposed Golf Resort. A large section of this discussion has been removed in accordance with comments made by the submitters.

Several submitters identified the possibility of creating a trail linkage along the Little River between the Cathedral Range and Taggerty Township. This action is supported and has been added to the UDF report.

## THORNTON

### **COMMUNITY FEEDBACK**

Council received three questionnaires during the public exhibition period. There was general acceptance with all of the recommendations of the report, however, a number of suggestions were made that have been incorporated into the report:

- The need for more prominent directional signage to the public toilets at the main intersection in the town and at the southern gateway.
- The opportunity to relocate the netball courts to a more prominent part of the Reserve and improve lighting around the football oval.
- The need to elevate the actions relating to the Recreation Reserve in the priority list.

## YARCK

### **COMMUNITY FEEDBACK**

Council received seven questionnaires and one written submission during the public exhibition period. There was general acceptance of all of the recommendations of the report. However, there was some disagreement with Action T1 (a), which proposes to restrict access to northern service road. It is suspected that, in the absence of an indicative layout plan, this disagreement resulted from a misunderstanding of the proposals that envisaged access restrictions to the service road northeast of Gobur Road (in the vicinity of the hotel). It is suggested that further community consultation relating to this strategy be undertaken following the preparation of indicative layout proposals for the service road improvements.



# References

Murrindindi Shire Council *Rural Residential Study*, July 2003, prepared by Habitat Planning

The Urban Transport Institute, July 2004, *Taggerty Community Survey Report (Draft)*

The Urban Transport Institute, July 2004, *Buxton Community Survey Report (Draft)*

Jones, G.P & N.E, 1994, *Molesworth 1824-1994*, Australian Print Group, Maryborough

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Department of Sustainability and Environment, 2004, *New Zones for Rural Victoria, Final Package Brochure*

Murrindindi Shire Council, *Economic Development Strategy for Agriculture, Forestry and Tourism Sectors 2003-2008*, prepared by Nexus Consulting and Urban Enterprise

Australian Bureau of Statistics, Census Data 2001

Murrindindi Shire Council, *Recreation, Reserves and Play Strategy*, prepared by @Leisure and Mary Jeavons Landscape Architects

Murrindindi Planning Scheme

Department of Sustainability and Environment, *Know Your Area*  
[www.dse.vic.gov.au](http://www.dse.vic.gov.au)