

# Molesworth

## Description of the Settlement

### LOCATION & LANDSCAPE SETTING

Molesworth is a small rural settlement located on the Goulburn Valley Highway, approximately 10 kilometres north east of Yea. It is located in the valley of the Goulburn River, which runs to the north of the main activity area of the district where community facilities and a number of businesses are located.

The landscape setting of the Molesworth district is defined by the steep, rolling hills to the north and south and fertile floodplain in the valley floor. The floodplain is characterised by grazing land interspersed with stands of mature River Red Gum and other native trees. The Goulburn Valley Highway, as it runs through core of the district, contrasts with this landscape setting by being mainly characterised by deciduous trees (Oaks, Ashes and Elms)

### HISTORY

According to a history of the town *Molesworth 1824 - 1994*, the aboriginal inhabitants of the district were of the Taungurong tribe (Jones, 1994). Hume and Hovell passed through the area in 1824 and by 1840 extensive squatting runs were established in the Molesworth area. The Pig and Whistle gold mine opened in 1868 and the first bridge over the Goulburn River opened in 1874 (Jones, 1994).

The opening of the extension of the Yea-Tallarook railway line to Molesworth in 1889 stimulated business activity in the town. The railway line closed in 1979. The former rail reserve is located on the south side of the Highway and several visible reminders of the track exist today, including a station siding, railway quarry and a number of railway bridges over the Goulburn River.

### DEVELOPMENT PATTERN

The development of the main activity area within Molesworth has been constrained by natural and man-made features. To the north of the Highway, development has been constrained by the lagoon and the floodplain of the river. To the south of the Highway, development has been constrained by the former railway line and station. This has caused development to occur in a ribbon like fashion along the Goulburn Valley Highway.

The main activity area itself comprises a Hotel/Motel, General Store, Community Hall, CFA building and a number of houses that front the Highway. There are only two established roads that intersect with the Highway in this area, the road leading to the Caravan Park and Recreation Reserve and Hood Street, which leads to the new CFA building.

## ROLE & LOCAL ECONOMY

Molesworth is a stopping point for people driving to the snowfields, High Country and Lake Eildon. The Highway is consequently very busy, especially on weekends and during the snow season. Molesworth is also a service centre for people in the district and visitors who use the camping grounds that line the Goulburn River. It is well known as a fishing and camping destination.

## POPULATION & COMMUNITY STRUCTURE

The population of Molesworth cannot be accurately determined from Census data. This is because the Census Collector District that includes Molesworth covers a large area outside the district and includes other small settlements.

Molesworth is the focal point for a community of people who live several kilometres from the town in the surrounding rural district. Local residents estimate that the Molesworth district has a population of approximately 150 and most of these people live permanently in the area.

Molesworth has a number of active community groups including the Hall Committee, Recreation Reserve Committee, Landcare group and the Easter Bazaar Committee.

## ACTIVITIES & EVENTS

The Easter Bazaar is the most important community event in Molesworth. It is run by a local committee and is attended by local families and other people associated with the district. The profits from the event (around \$10,000 per year) are used to maintain the Hall and support the local CFA Brigades. Funds are also donated to local community organisations such as the Alexandra Hospital.

## SERVICES

There is no reticulated sewerage in Molesworth, although reticulated water is available from the Goulburn River. According to Goulburn Valley Water the water is a non-potable water supply and it is not viable to install a treatment system to make the water fit for human consumption.

## Policy & Strategy Context

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

## RECREATION, RESERVES & PLAY STRATEGY

This report makes the following comments and recommendations:

### Key Issues

- *The lack of pedestrian cycle trails (listed in the bike strategy) along Goulburn Valley Highway.*
- *Opportunities to promote more short trip campers to the Recreation/Camping reserve in conjunction with local services.*

### Priorities

- *Upgrade the signage to the Recreation/Camping Reserve and Wildlife Reserve.*
- *Implement the Rail Trail plan over time and as resources permit.*
- *Promote the camping ground to people with a disability once the accessible toilet has been constructed, and for short term camping.*

### UPPER GOULBURN RECREATIONAL WATERWAY STRATEGY

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

*Action G.2 – Concentrate high impact recreation activity in zones where the quality of the vegetation is low (no understorey) and not a high priority for protection (Lead agency – GBCMA, high priority).*

*Action G.9 – Provide signs advising users of their legal responsibility to take rubbish with them (Lead agency - Local Government, high priority).*

*Action G.14 – Increase the size of car parks in strategic areas (Lead agency – Local Govt/Land Manager, high priority).*

*Action G.16 – Provide picnic facilities (Lead agency – Parks Victoria, high priority).*

### MURRINDINDI SHIRE LAND CAPABILITY ANALYSIS AND ENVIRONMENTAL VALUES

This Study, carried out by DNRE in 2002, identifies the land around Molesworth as ranging from Moderate to Very High in agricultural quality.

### ZONING & OVERLAYS

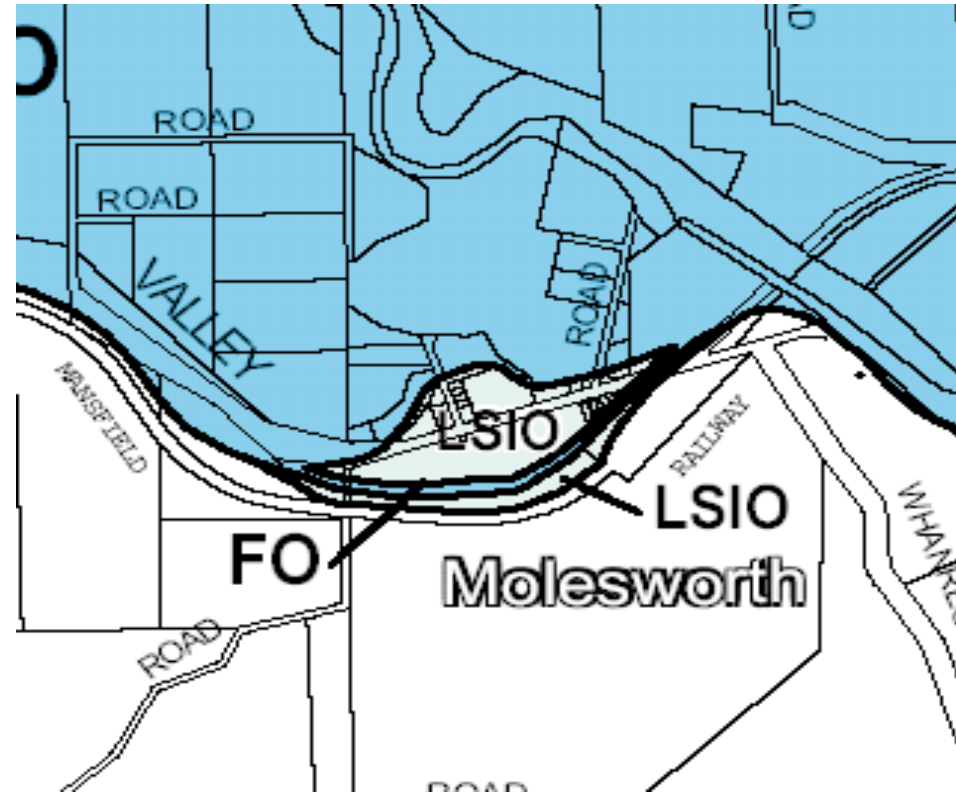
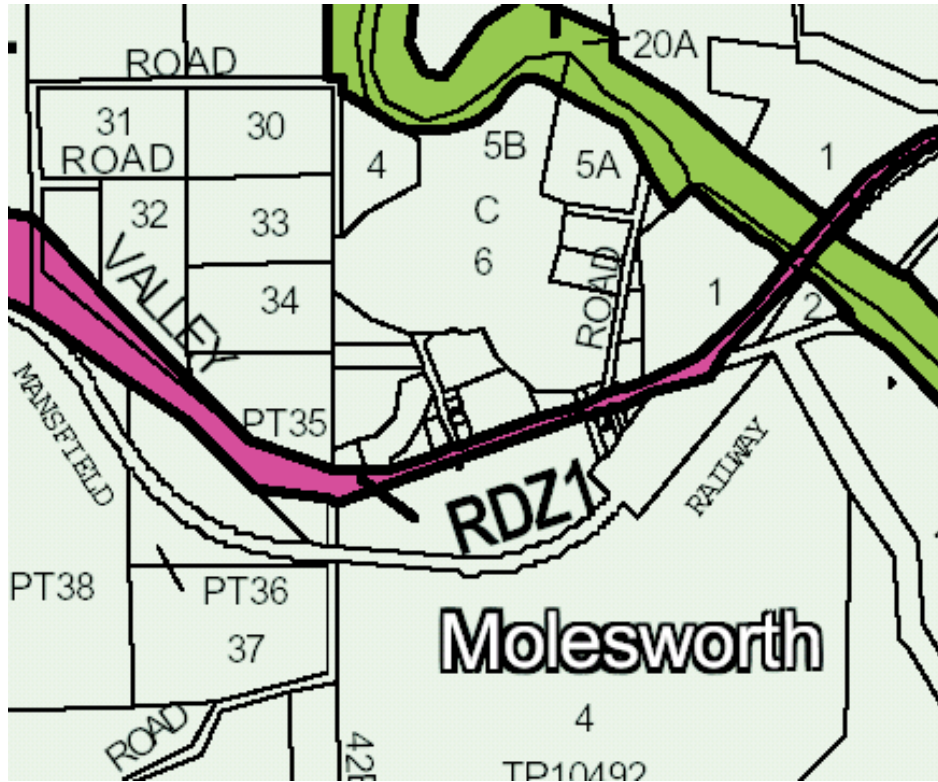
The entire Molesworth district is located in the Rural Zone, including the retail businesses (shop, hotel/motel) and community facilities in the main activity area.

The Floodway Overlay (FO) applies to the land adjoining the Goulburn River, including the Caravan Park and Wildlife Reserve and the Goulburn Valley Highway to the east of the main activity area. The Land Subject to Inundation Overlay (LSIO) applies to the Main Activity Area.

The Environmental Significant Overlay (ESO1) applies to the rural land in Molesworth to the north of the Goulburn Valley Highway. The purpose of this Overlay is to identify and protect high quality agricultural land.

Zone and overlay maps of Molesworth are displayed on the following page.

# ZONE MAP OF MOLESWORTH



## Land Use Zones

Public Land		Overlays	
	PCRZ Public Conservation And Resource Zone		FO Floodway Overlay
	PPRZ Public Park And Recreation Zone		LSIO Land Subject To Inundation Overlay
	RDZ1 Road Zone Category 1		
Residential			
	TZ Township Zone		
Rural			
	RLZ Rural Zone		

## Issues & Opportunities

### VISION FOR THE SETTLEMENT

An Urban Design Framework can play an important role in defining the future vision for a town or place. 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 main activity area in Molesworth is the focal point for community activities in the district. Residents believe that there is a strong sense of "community" in the district and that is one of the defining characteristics of Molesworth. Residents are concerned that the gradual loss of services in the main activity area is affecting their 'sense of place'. One example is the loss of the Australia Post agency in the town.

### ZONING

The retail businesses and community facilities in Molesworth are located in the Rural Zone, including the hotel, shop, CFA and Hall.

The new rural zones, which will be introduced into the Murrindindi Planning Scheme as part of the next three-year review of the Municipal Strategic Statement, will place greater restrictions on land uses that do not relate to agriculture (eg, cafes, shops, offices). Feedback from the community indicates that it is important to allow the existing businesses to expand or diversify in the future.

The available zone options are the Farming Zone, the Rural Living Zone, the Rural Activity Zone or the Township Zone (refer to Appendix B for detailed provisions relating to each zone).

The **Farming Zone** would be the most restrictive zone. Industry, warehouses, offices and most retail uses including a convenience store and a tavern are prohibited. Under this zone, the existing commercial uses may be restricted from redeveloping or expanding, although they would have "existing use" rights. New retail or service businesses not conducted in conjunction with agriculture would be prohibited.

The **Rural Living Zone** is reasonably restrictive, but allows for a range of commercial and tourist-related uses subject to planning approval. These include hotel, small convenience shops, service station, restaurant and accommodation. Under this zone, the existing commercial uses would be able to expand or redevelop, subject to planning approval.

The **Rural Activity Zone** allows for a range of tourism, recreation and commercial uses, subject to planning approval. The 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 function centres, restaurants, hotels and taverns). Under this zone, most of the existing commercial uses would be able to expand or redevelop, subject to planning approval.

The **Township Zone** applies to small, unsewered settlements. The controls affecting land use in this zone are more flexible than the rural zones. Dwellings do not require a permit, but many other uses are allowed in the zone subject to planning approval, including Accommodation (eg camping and caravan park), Motor Repairs (eg mechanic, motor vehicle sales), Trade Supplies (eg automotive goods, landscape garden supplies), Medical Centre and Shop (supermarket, bottle shop, convenience store). Under this zone, the existing commercial uses would be able to expand or redevelop, subject to planning approval.

## ENTRANCES

The Highway entrances to Molesworth are particularly important for the town because it is located in a valley and there are no other major entry points to the town. The entrances to the township are marked by both natural features (river) and man-made features such as speed signs and bends in the Highway.

According to local residents, the town has both an outer and inner entry on both the east and west approaches. To the east, the outer entrance to the town is Home Creek, while the outer western entrance is Cottons Pinch, a distance of approximately 10 kilometres from the town itself. The inner entry from the east is defined by the crossing of bridges over the Goulburn River. These entries are described in more detail below.

For the visitor arriving from Yea, after passing Cotton's Pinch, the first real indication of an approaching settlement is the bend in the Highway, which is followed by glimpses of the 80km/h speed limit signs, the avenue of trees and buildings.

At the eastern entrance to Molesworth, the Goulburn River is the most prominent landscape feature. The River flows under a major bridge on the Highway, emphasising that this is an important landmark at this entry to the main activity area of Molesworth.

During the town walks, local residents identified a number of issues and opportunities associated with Sheepwash Lagoon, which is a popular picnic spot located at the western entrance to the town. The area requires improvement with picnic facilities, weeds removed, rubbish bins and the installation of "no camping" signs.

## COMMUNITY AND MAIN ACTIVITY AREA

The arrival in the Main Activity Area is marked by the avenue of large deciduous trees on the north side of the Highway. This avenue extends through the town, and comprises stands of ash, oak and elm trees. According to local residents, these trees not only make an important contribution to the character of the town, they also provide shade in summer, including shaded car parking areas. Residents feel strongly that the trees should be retained if possible, however ongoing maintenance and pruning is required. Residents also favour the use of the existing species for any ongoing tree replacement program.

Given the contribution that the tree avenue makes to the streetscape in Molesworth, further tree plantings along the Highway would be desirable. Unfortunately, the power lines on the south side of the Highway would restrict plantings in this area, as would the narrow width of the road verge along the Highway.

The buildings in Molesworth are modest, single storey structures, with the exception being the Hotel/Motel on the north side of the Highway, which is the largest building in the town. The community buildings are clustered on the south side of the Highway. The Molesworth Hall, which recently celebrated its centenary, is used for community meetings and social events. This building is in good condition, having recently been refurbished. Residents have identified the need for a streetlight outside the Hall to improve safety and visibility for people waiting for the V/Line bus in this location. The aggregation of these uses (Hall, Bus Stop) as well as the general store in close proximity defines this area as a local community precinct, which could be further identified and strengthened by a careful design approach to pavements, furniture, lighting and signage.

The car parking arrangements on the Highway in the Main Activity Area are not well defined. One option would be to narrow the road formation using kerb outstands, although members of the community feel that the existing arrangements are preferred because vehicles can easily enter and exit the parking area.

### **RESIDENTIAL DEVELOPMENT**

There are approximately six dwellings within the core area of Molesworth, including Hood Street. Council building approvals data and visual inspections indicate that there has been little development activity in the district in recent times.

Although the demand for residential land in Molesworth is unknown, an analysis of aerial photography of the area indicates that there are approximately 12 vacant allotments north of the Goulburn Valley Highway, including land that is currently used for rural purposes. All of the land in Molesworth is zoned Rural, which prevents the subdivision of land for lots less than 40 hectares.

More investigation is required to determine the development potential of the existing allotments, however this may be limited under the siting requirements of the Floodway Overlay. This requires further investigation and is outside the scope of this study.

### **WILDLIFE RESERVE & CARAVAN PARK PRECINCT**

The Goulburn River flows approximately 400 metres to the north of the Main Activity Area. Although the River is not visible from within Molesworth, it is the most important natural feature of the district and local residents have a strong association with the River and the native bushland that lines its banks.

There is only one main access point to the River from the Main Activity Area, which is through the Caravan Park and Recreation Reserve. Both of these areas are popular with locals and visitors. The Caravan Park is full at peak times with 70-80 sites occupied. It generates operating profits that are used to maintain the Recreation Reserve and camping area. Australia Day, Easter and Labour Day are the busiest times. The Recreation Reserve Oval is where the popular Easter Bazaar is held. It is an attractive, secluded oval that is lined with large native trees.

The Wildlife Reserve is an extensive area of native bush located adjacent to the Recreation Reserve that is managed by Parks Victoria. The Wildlife Reserve contains significant trees and vegetation, however maintenance (including weed control and fire hazard reduction) is not regularly undertaken. There are walking tracks through the Wildlife Reserve that link with the Highway via Hood Street to the east of the Main Activity Area. These trails are a key recreational asset of the district but require further improvement. Improved maintenance of the tracks is also required.

While the River is the most important attraction in the district, signage to the River from the Highway is poor. There is currently only one sign on the Highway indicating the location of the Recreation Reserve, however it is positioned on the north side of the Highway at the entrance to the Caravan Park and is not visible to west bound motorists. There is an opportunity to improve signage to the River and Recreation Reserve from the Highway.

One possibility is that a directional sign could be attached to the electricity pole opposite the driveway, which would be visible to motorists travelling along the Highway in both directions. Improved signage could also be incorporated into the entry, eg refurbish and reinstate the gantry sign that was positioned over the Recreation Reserve driveway to act as a gateway to these facilities. Alternatively, entrance signage could be incorporated into new feature walling or fencing to highlight the entry.



The fact that the entry to the Recreation Reserve and River are directly opposite the Community Hall / Milk Bar further suggests treating this area as a single unit, with integrated design treatments.

## SERVICES & FACILITIES

Molesworth, like many settlements of its size, has experienced a gradual decline in the range of services available in the district, such as the recent closure of the Australia Post agency.

The lack of a regular rubbish collection service in Whanregarwen Road was one issue raised by residents on the town walk. Possible solutions are to include the town in the regular Council rubbish collection run or to establish a community rubbish bin in Molesworth.

A further issue was raised regarding access by the local CFA to a reliable source of water. The local CFA, which has recently purchased its own fire truck, used to fill from Sheepwash Lagoon, but this has almost dried up. The CFA has recently made an application to construct a gravel ramp to access water from the Goulburn River.

Molesworth is serviced by a V/Line bus between Mansfield and Melbourne (that replaced the railway). The bus stop in front of the Hall requires a streetlight and shelter for users.

## TRAFFIC

Local residents have expressed concerns about the speed of traffic and traffic noise through the Main Activity Area. Despite the presence of buildings and speed restriction signs, the visibility along the Highway through Molesworth is very good and the road is straight, which is not conducive to lower travel speeds.

Whilst there was general acceptance by residents that further signed speed reductions would not have credibility, one suggested strategy to address the speed issue is to relocate the 80 km/h signs at the western entrance of the Molesworth to a point west of the bend so they can be seen by drivers on the long straight approach.

Other identified traffic problems include:

- The school bus shelter at the Whanregarwen Road intersection, which should be moved to the other side of the road. The current location at the back of a curve in the Highway is considered to be unsafe.
- The bend at the intersection of Whanregarwen Road with the Highway where visibility can be a problem, especially in fog. Improved signing and a traffic island are suggested treatments at this location.
- Lack of pavement widening to facilitate right turning manoeuvres from the Highway into Native Dog Road and Pig & Whistle Lane.



## Summary of Issues

### Land Use & Development

- Absence of reticulated sewerage limits further development of Molesworth for residential purposes.
- Existing commercial businesses are located in the Rural Zone, which could restrict expansion or diversification in the future.
- The Floodway Overlay prevents new subdivisions and restricts more intensive land use and development north of the Goulburn Valley Highway
- The LSIO restricts more intensive land use and development in the Main Activity Area.
- No recent development activity in the district.
- Few vacant allotments available for residential development.

### Pedestrian Circulation & Amenity

- Existing pedestrian paths through the Wildlife Reserve do not provide a linked walking circuit.

### Open Space & Recreation Areas

- The Recreation Reserve, while an integral part of the life of the Molesworth community, is virtually anonymous from the Goulburn Valley Highway.
- Facilities at Sheepwash Lagoon require improvement.
- The former railway reserve is a public asset, but is currently not used by the community.

### Traffic

- Identified deficiencies at Whanregarwen Road intersection with the Highway.
- High traffic speeds at the Yea entrance to the Molesworth.
- Car parking arrangements in the Main Activity Area are not well defined.
- Lack of facilities at the V/Line bus stop.
- Concerns over safety at several rural intersections.

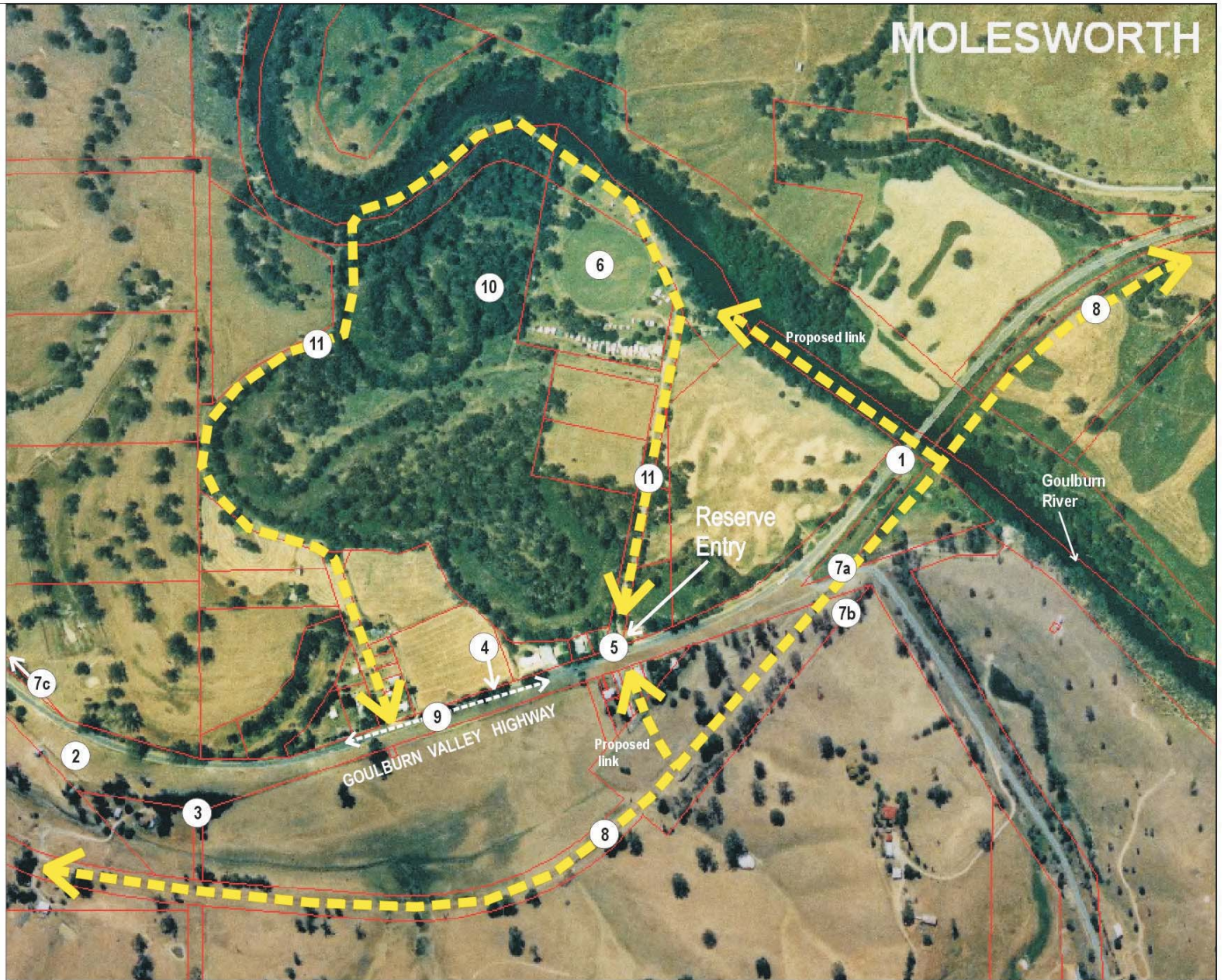
### Infrastructure & Services

- Lack of essential services in the Molesworth such as rubbish collection and Post Office agency.

# KEY LEGEND

- 1 Eastern Town Entrance
- 2 Western Town Entrance
- 3 Sheep Wash Lagoon  
- potential to improve as picnic location.
- 4 Deciduous Trees  
- visually prominent within town
- 5 Hall, CFA, General Store, Bus Stop  
- forming community focus area
- 6 Recreation Reserve  
- entry poorly signed
- 7a Traffic Issue  
- unsafe school bus shelter location
- 7b Traffic Issue  
- visibility at Whanregarwen Road intersection
- 7c Traffic Issue  
- right turning manoeuvres from the Highway into Native Dog Road and Pig & Whistle Lane
- 8 Potential Future Rail Trail  
- connection to general store and recreation reserve
- 9 Excessive speeds along highway through town
- 10 Wildlife Reserve
- 11 Existing Reserve Trail

**Note:** township currently located within rural zone.





## Urban Design Framework

This section of the report identifies concepts to address issues and to realise opportunities in Molesworth over the next 20 years. It outlines the preferred vision and objectives for Molesworth, 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.

*Molesworth will be recognised for its strategic location on the Goulburn River and on the key transit route of the Goulburn Valley Highway. Molesworth will continue to be an attractive rural settlement that will be the focal point for community activities for residents of the surrounding rural district.*

*Tourism development will be the primary focus, capitalising on the popularity of the Goulburn River for fishing, camping and canoeing. In particular, the further development of the Rail Trail and open space linkages along the Goulburn River will support further tourism use.*

*Development of the area will proceed in ways that protect the environmental features that make a significant contribution to the character of Molesworth. These include the ridgelines surrounding the town, the significant stands of native trees on rural land and the Goulburn River and Wildlife Reserve.*

*Whilst Molesworth will not accommodate significant new residential or commercial development because of flood controls and servicing issues, the development of existing allotments should be encouraged to sustain the population and economy of town.*

## Key Objectives

### Land Use & Development

- To ensure that the existing businesses within the Main Activity Area can expand or redevelop if required.

### Landscape, Views & Vistas

- To preserve and enhance the elements that contribute to the character of Molesworth.
- To improve the “sense of arrival” in Molesworth from the key entry points along Goulburn Valley Highway.

### Pedestrian Circulation & Amenity

- To improve pedestrian connections between key places in Molesworth including the River, Main Activity Area and former railway station precinct.
- To encourage the development of the Rail Trail as a tourist attraction.

### Open Space & Recreation Areas

- To increase visitor awareness of the recreational attractions in the area, including the Wildlife Reserve and Goulburn River.

### Traffic

- To improve safety at the Whanregarwen Road intersection.
- To reduce traffic speed through Molesworth by improving the “sense of arrival” for motorists.
- To upgrade facilities at the V/Line bus stop.

- To lobby VicRoads to address traffic safety issues at two rural intersections.

**Infrastructure & Services**

- To improve the provision of basic services in Molesworth, including waste collection services.

**Tourism & Economic Development**

- To encourage the development of the Rail Trail as a tourist attraction.
- To promote tourism related uses in the Main Activity Area.

Specific Strategies and Actions

**LAND USE & DEVELOPMENT**

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

- Action a) Include the following statements in Clause 21 of the MSS relating to Molesworth:
- The Vision statement for Molesworth.
  - Direct all commercial and community land use and development to the Main Activity Area in Molesworth.
  - Encourage the establishment of tourist-related uses within the Main Activity Area such as restaurants, cafes and accommodation.

- Ensure that use or development does not have an adverse impact on existing vistas, views and landmarks including views to the surrounding ridgelines and the Goulburn River.

**Strategy U2: Ensure that existing businesses are able to expand and redevelop and that new tourist related businesses can establish in the Main Activity Area of Molesworth.**

- Action a) Rezone the Main Activity Area to Rural Living Zone.

**Strategy U3: Encourage the development of the Tallarook to Alexandra Rail Trail as a tourism asset for Molesworth**

**LANDSCAPE, VIEWS & VISTAS**

**Strategy L1: Create a stronger sense of arrival at Molesworth, through clear identification of "gateways", (on crossing of Goulburn River to the east and passing of Sheepwash Lagoon to the west).**

- Action a) Install a common signage scheme at each gateway.
- Action b) Establish feature plantings of indigenous vegetation, appropriate to the natural features that define each gateway. This needs to have regard to topographic constraints.
- Action c) Investigate the possibility of landscaping on Whanregarwen Road.

**Strategy L2: Create a central community focus.**

Action a) Prepare a design concept for the Main Activity Area of Molesworth encompassing the community hall, former CFA site, General Store, Bus Stop and Recreation Reserve entry. The concept should identify the following in order to consolidate these uses into an identifiable precinct:

- pavement treatments;
- plantings & Reserve entry treatment;
- street furniture styles and locations;
- public lighting (refer also Traffic Movement Strategy T3);
- bus shelter type and location (refer also Traffic Movement Strategy T3);

Action b) Undertake community consultation in relation to the concept.

Action c) Seek grant funding to enable implementation of the agreed concept, on a staged basis.

**Strategy L3: Create a stronger and more consistent streetscape along Goulburn Valley Highway through Molesworth.**

Action a) Identify detailed opportunities to extend the row of deciduous trees, which defines the landscape character of the centre of Molesworth, including opportunities to continue the plantings on private land.

Action b) Provide a formal footpath along the northern side of the Goulburn Valley Highway.

**PEDESTRIAN CIRCULATION & AMENITY****Strategy P1: Provide links in the path network.**

Action a) Construct a footpath along the northern highway nature strip to connect Hood Street and the Recreation/Camping Reserve entrance.

Action b) Upgrade the path connection between the north end of Hood Street and the path within the Reserve.

Action c) Provide a path connection from the northern end of Hood Street to the Recreation Reserve entry to complete an alternative wetland circuit. This link is over private land, extending to the river and can only be provided through agreement between the Council and the land owner.

**OPEN SPACE & RECREATION AREAS****Strategy O1: Increase the prominence and presentation of the Recreation Reserve and Sheepwash Lagoon.**

Action a) Improve directional and information signage at the entry to the Recreation Reserve from the Goulburn Valley Highway and install a landscaped entry treatment (eg walling, planting).

Action b) Seal the initial section of the access road leading from Goulburn Valley Highway entry into the Reserve.

Action c) Develop, as a joint community/council project, a landscape masterplan and management plan for Sheepwash Lagoon, focussing on improved biodiversity values, landscape presentation and low-key visitor amenities (seats, bins).

Action d) Encourage formation of a local committee to oversee management and improvement of Sheepwash Lagoon.

**Strategy O3: Improve management and presentation of 100 Acre Reserve.**

Action a) Encourage Parks Victoria to prepare and implement a management plan for the Reserve.

**Strategy O4: Utilise the former railway reserve into future open space development for Molesworth.**

Action a) Encourage development of stop-over facilities at the former railway station site in Molesworth (shelter, toilets, BBQ/picnic facilities) as part of the development of the Rail Trail.

Action b) Develop cycle/pedestrian connections between the Rail Trail and the commercial establishments in the Main Activity Area (general store, hotel/motel, camping reserve).

**TRAFFIC**

**Strategy T1: Address identified deficiencies at Whanregarwen Road intersection.**

Action a) Install additional signing, rumble strips and tree planting to improve definition of the curve south of the intersection and to better control approach speeds when Whanregarwen Road is used as a flood bypass route.

Action b) Relocate the existing school bus shelter to a less vulnerable location clear of potential errant highway traffic.

Action c) Erect a streetlight at the intersection to improve night time operational safety.

**Strategy T2: Provide motorists approaching from the west with more advance notice of Molesworth.**

Action a) Extend the existing 80 km/h speed zone by 300 metres and enlarge signs to enhance prominence along the straight on the west approach.

Action b) Improve signing at entrances to Molesworth to strengthen the "gateway" treatments.

Action c) Undertake tree plantings to reinforce gateway treatments.

**Strategy T3: Improve facilities for users of the V/Line bus service.**

Action a) Provide a street light at the bus stop.

Action b) Construct a bus shelter along the south side of the Highway, near the hall frontage. Community feedback has indicated this action has a lower priority than the installation of a streetlight.

Action c) 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 Main Activity Area).

**Strategy T4: Lobby VicRoads to upgrade identified rural intersections with the Highway.**

- Action a) Provide Type "A" Sealed Shoulder treatment opposite Native Dog Road connection with the Highway west of Molesworth.
- Action b) Widen the sealed shoulder opposite Pig & Whistle Lane junction with the Highway east of Molesworth to facilitate passing manoeuvres by through traffic.

**INFRASTRUCTURE & SERVICES**

**Strategy I1: Investigate options for improved rubbish collection services in the district.**

- Action a) Investigate possibility of including Whanregarwen Road on Council's rubbish collection route.
- Action b) Conduct further consultation with the community regarding an appropriate location for a community rubbish bin.





## KEY LEGEND

- L1. Eastern Gateway  
Identify through:
  - Signage.
  - Indigenous planting themes, utilising vegetation of the Goulburn River.
- L1. Western Gateway  
Identify through:
  - Signage.
  - Indigenous planting, utilising vegetation appropriate to the billabong setting of Sheepwash lagoon.
  - Extension of speed restriction zones.
- L2. Develop stronger landscape character along the Goulburn Valley Highway through:
  - Extension of the deciduous avenue through central Molesworth.
  - Development of an indigenous avenue linking the Main Activity Area to the gateways.
- L3. Create central community focus through a unifying design treatment for the central area encompassing the community hall, general store, old CFA, bus stop and recreation reserve entry. This could include planting, pavements, a new bus stop, and an improved pedestrian crossing.
- P1. Construct links in the existing path network:
  - Along the highway on the northern edge.
  - Along the southern edge of the wetland reserve.
- O1. Increase the prominence of the recreation reserve entry:
  - Entry treatment (eg. entry walls, landscape, signage)
  - Road sealing at entry.
- O4. Develop rail trail along former railway line, including future amenities on the old station site.
- T1. Undertake road works (including new lighting) to improve intersection safety.
- U1. Direct all commercial and community land use and development to the main activity area in the town
- U2. Rezone the main activity area to Rural Living Zone

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



## URBAN DESIGN FRAMEWORK Molesworth 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 Molesworth. Implementation may not necessarily take place in this order and timing will be 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	Estimated Cost	Timeframe
Action U1a) Update Clause 21 of the MSS relating to Molesworth.	N/a	Year 1
Action U2a) Rezone the Main Activity Area to Rural Living Zone.	N/a	Year 1
Action T1a) Install. additional signing, rumble strips and tree planting at the approach to the curve south of the intersection	\$10,000	Year 2
Action O1a) Improve directional and information signage at the entry to the Recreation Reserve from the Goulburn Valley Highway and install landscape treatment.	\$ 10,000	Years 1-3
Action T2a) Extend the existing 80 km/h speed zone by 300m and enlarge signs on west approach.	\$500	Year 1

Action	Estimated Cost	Timeframe
Action T1b) Relocate the existing school bus shelter to a less vulnerable location clear of potential errant highway traffic.	\$1,000	Year 1
Action T3a) Install street light at V/Line bus stop in front of hall.	\$1,000	Year 1