

Glenburn

Description of the District Location & Landscape Setting

Glenburn is a rural district located along the Melba Highway approximately five kilometres north of the Kinglake National Park. Its location to the north of the Great Dividing Range makes it a gateway to Murrindindi Shire and the region.

The Glenburn district is located in the valley of the Yea River and is characterised by rolling hills and productive grazing land. It is this context, particularly the surrounding ranges, which makes the biggest contribution to the character of Glenburn. In fact the ranges provide a feeling of enclosure, particularly on the north, south and east, which is the major element providing Glenburn with a “sense of place”. The ranges within Kinglake National Park and Toolangi State Park are also a popular location for overnight camping, 4 wheel drive/motor cycles and bushwalking.

History & Development Pattern

Glenburn was settled in the early 1840s as a pastoral district. In the past it has been a grazing district for sheep and dairying, but is now mainly a cattle district.

Although Glenburn does not have the structure of a traditional township, there is an area of community and commercial activity on the Melba Highway, comprising the Hotel at the intersection with Break O’Day Road, former primary school (now a community facility), CFA, Community Hall and Roadhouse (referred to in this report as the “Activity Area”).

Role & Local Economy

The Activity Area in Glenburn is the focal point for community activity in the predominantly pastoral district and is a place where people passing through or camping in the area can purchase convenience goods.

Residents of the district generally shop in Yea and in other areas outside Murrindindi Shire such as Yarra Glen, Lilydale and Chirnside Park and Melbourne. Yea is 20 minutes by car and is the location of higher order community facilities, including schools.

Most local residents who earn income from activities other than farming and tourism, do so outside the Shire.

Population & Community Structure

Whilst the Activity Area of Glenburn is the focal point for people who live on rural properties across a wide area, the population of the district cannot be accurately determined from Census Data. This is because the Census Collector District that includes Glenburn covers a large area outside the district incorporating other small settlements. Local people estimate that there are approximately 200 residents in the district and a sizeable proportion of these do not live permanently in the district.

Community groups have traditionally played an important role in maintaining a sense of place in Glenburn, although this has weakened since the local primary school closed 10 years ago. In the past, Glenburn had a number of sporting clubs, including tennis, cricket and football, however these no longer exist. Today, Glenburn's active community groups include the Glenburn Hall & Progress Association Inc, the Glenburn Rural Fire Brigade, Neighbourhood Watch (Mur 2) and the Glenburn Gardeners' Group.

The community events held in the district each year include an Australia Day celebration, Anzac Day service and a Christmas party.

Services

There is no reticulated water or sewerage available in Glenburn.

Policy & Strategy Context

The Urban Design Framework for Glenburn 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 and Play Strategy 2004

This report recommends that old play equipment associated with the former school be removed on safety grounds and that the demand for a new playground, and the capacity to maintain one, be assessed. If demand does exist, the type of playground should also be carefully considered.

Murrindindi Shire Economic Development Strategy, 2003-2008

Management of Significant Landscapes in Murrindindi and Baw Baw 2005

Rural Residential Study, Murrindindi Shire, March 2004

Although the *Rural Residential Study, Murrindindi Shire, March 2004* discussed the potential for Rural Living zoning at Glenburn and an area of Rural Living Zone was exhibited under Amendment C14, Murrindindi Shire Council resolved not to proceed with this rezoning. Many local residents feel strongly that Glenburn is an inappropriate location for rural residential development, the key reasons being:

- it would detract from the rural nature of the area;
- the distance from services makes the area inappropriate for higher residential population;
- small rural lots are unsuitable from a land management and agricultural point of view.
- rural living will result in the subdivision of lots that are of the minimum size specified for the zone, rather than have regard to the characteristics and capability of the land
- rural residential development will impact on the role of Glenburn and its “character”

The independent panel subsequently supported these expressed community views and the position of Murrindindi Shire Council. The amendment was subsequently adopted and approved without any rezoning of land in the Glenburn area.

Zoning & Overlays

The land in Glenburn is zoned Rural Zone (RUZ). The Land Subject to Inundation Overlay (LSIO) applies to the land adjoining the Yea River. The report *Management of Significant Landscapes in Murrindindi and Baw Baw 2005* notes the Melba Highway environs in the Glenburn area as a ‘landscape potentially visible in the foreground of key touring routes’. The report recommends that the Significant Landscape Overlay be applied to this Melba Highway area (both eastern and western sides). The application of this overlay will be considered and undertaken in conjunction with the proposed Rural Land Study.

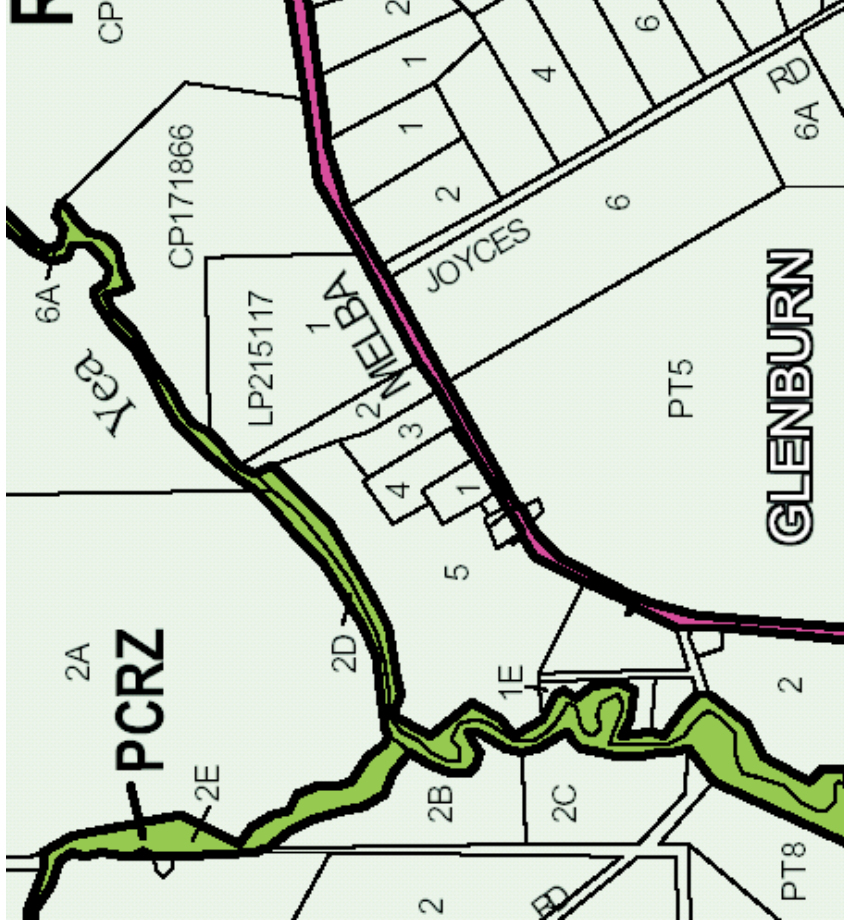
The independent panel report for Amendment C14 recommended that the Rural Living Zone not be applied to any land in Glenburn. The panel also recommended that :

'the Planning Authority review the zoning of existing smaller lots on the west side of the Melba Highway, in Joyce's and Burns Roads and in Break O'Day Road, as part of the Rural Zones Review, with consideration given to the appropriateness of the Rural Activity Zone for lots in the area.

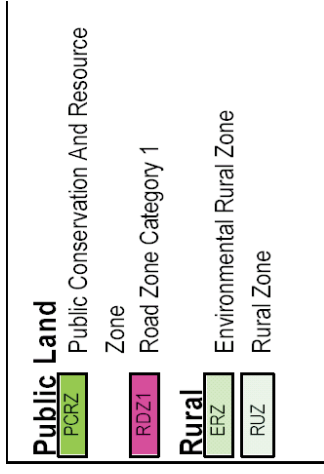
A zone map of Glenburn is displayed on the following page.

Figure 1. Zone map of Glenburn

ZONE MAP OF GLENBURN



Land Use Zones



Issues and Opportunities

Vision for the District

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

The “rural beauty” of Glenburn’s landscape setting is highly prized by the local community, who would not like to see its impact diminished. Indeed, local residents perceive Glenburn to be a rural district and do not think of it as a “town”. They recognise that Glenburn is located at the gateway to the region and that this makes it a convenient stopping point along the Melba Highway. Local residents believe that this may create the potential for tourist related development in the district.

Zoning

All land in the Glenburn area including the retail businesses (roadhouse and hotel) and community facilities in the Activity Area is currently zoned Rural. In the forthcoming study of the Shire’s rural areas, the Activity area will be considered for more appropriate zoning to better reflect the commercial uses of the roadhouse, hotel and the public use of the community complex.

Community Facilities

The Glenburn hall is located on the east side of the Highway, opposite the CFA building and former primary school. According to residents, the hall is used for social events but is under-utilised and requires upgrading. There are also safety issues with vehicle ingress and egress directly on to the Highway.

The Glenburn hall is the only building on the east side of the Highway, which means that it is disconnected from the cluster of community facilities and the roadhouse on the west side of the Highway. If the community decides there is a need, there is an opportunity to either relocate the hall building or rebuild a new hall on the west side of the road which would consolidate the community infrastructure in this location and eliminate the traffic and road safety issues associated with the existing hall site.

Community opinion about the future location of the hall appears to be divided.

Further community consultation is required to analyse the costs and benefits of the future location of the hall. One possible location for the hall is beside or behind the school. This would facilitate joint usage of the hall and former school buildings and would assist with more effective management of both facilities. The co-location of both facilities in the same vicinity would make a positive contribution to the development of a functioning “joint-use community complex” for the people of Glenburn and the surrounding district. There is also interest in developing the garden around the former school, and landscaping the entrance/parking on the west side of the highway. This would strengthen the role of the site as a centre for community activity. As the hall is under-utilised, there is a question as to whether the cost of upgrading/maintaining the building can be justified.

An alternative strategy for the long-term is to establish a new hall and community complex on the western side of the Highway, with joint use by the Rural Fire Brigade. There are likely to be significant costs associated with this proposal.

The land on which the hall stands was donated by the late Gus Muller to the community. The Muller family's express wish is that if the hall is removed, the brick toilet block should remain, and the area of the northern tennis court be used by the community as a passive reserve, picnic area.

The former school building, which is owned by Council, is currently used for meetings and needs renovation.

It is noted that the Community complex in Glenburn is currently managed by committees. The Glenburn Hall is community-owned and managed by the Glenburn Hall and Progress Association as an Incorporated Body. The Association also manages the Glenburn Community Centre (i.e. former school building) under Section 86 of the Local Government Act.

Other potential future public activities should be explored for the Activity Area, such as a visitor servicing area, wetland and a travel stop.

Tree Avenue

The avenue of mature English oak trees along the east and west sides of the Melba Highway is a War Memorial, however this is not immediately obvious to motorists travelling along the Highway. There is an opportunity to provide signage that would recognise its historical significance, including the TWO poplar trees planted in honour of the Gill Brothers who died in service during World War 1.

While the oak avenue is an important element of the landscape character of Glenburn, and appears to be very important to the people of the district, it is relatively short, and certainly does not extend to the entry points of the Activity Area. The district has no recognisable landscape theme beyond the avenue, with trees along the Melba Highway consisting mainly of mixed Acacia and Eucalyptus species. It is possible that the avenue could be extended to better define the boundaries of the Activity Area of Glenburn. The potential may also exist to extend the tree avenue on the western side of the Highway, although this could be restricted by power lines. Further tree plantings would also need to have regard to any potential widening of the Highway.

Residents noted that an earlier approach to VicRoads under the "Adopt A Highway" scheme included a request for VicRoads to assist with road reserve tidying and the removal of some pine trees/stumps on the western side, in preparation for the establishment of an avenue planting.

Trails

Local residents highlighted the fact that the community facilities on the west side of the Highway are poorly linked. A section of old road offers the possibility of linking the Hotel with the CFA shed and former school buildings with a service road/shared path. However, the lack of available width in the highway reservation between the former school and the roadhouse prevents the extension of such a service road without land acquisition. As an alternative, a pedestrian and cycle path could be constructed with attractive landscaping between the hotel and roadhouse to conveniently link these facilities.

A further issue raised during the community consultation walk was that children who live in Glenburn are relatively isolated from each other and that this could be addressed through the development of a trail network extending beyond the Activity Area.

From a preliminary analysis of the Glenburn district, there does not appear to be any existing trail networks that could be further developed. The development of new trails is likely to be difficult due to the large area encompassed by the Glenburn district, and lack of public land that could be developed for this purpose.

One suggestion made by residents is that a cycle/equestrian pathway could be established to link Murrindindi Road in the north with Break O'Day Road and the community facilities in the south, a distance of approximately seven kilometres. It is unclear at this stage where such a trail could be located, although the Yea River reserve could be investigated as a possible location given that it follows the general route of the Highway. This may also have the additional benefit of increasing interaction with the Yea River and as an open space resource for the people of the district.

Traffic

Glenburn is dominated by the Melba Highway, which is one lane in each direction through the district with localised widening for turns at the Break O'Day Road intersection and roadhouse access. The Highway follows a sweeping bend through the Activity Area.

The intersection with Break O'Day Road has been identified as a problem because southbound motorists believe that the turning lane is the start of the overtaking lane that is located some 300m further south. Improved line marking is needed at the intersection to dispel this misconception.

The Highway speed limit is reduced through the Activity Area from 100 km/h to 80 km/h to allow for the slower vehicle manoeuvres at the intersection and Roadhouse entrances. Many motorists do not observe this limit because of the general lack of abutting development and off-road activity and the further development of the avenue of trees to create a "sense of arrival" may assist in creating a slower speed environment. The general consensus of residents was that further signed speed reductions would not have credibility and would be widely ignored.

The Break O'Day Road intersection is located on the outside of the highway camber through the curve and the turn-off can be difficult to locate at night. Improved delineation and direction signing at the intersection and perhaps improved street lighting would improve its definition.

Given the number of direct access points onto the Melba Highway, there may be opportunities for a service road or shared access points onto the highway.

Summary of Issues

Land Use & Development

- Absence of reticulated sewerage limits development of Glenburn for residential purposes.
- Need for further consideration of zoning under the Murrindindi Planning Scheme to reflect current land uses and not restrict possible future expansion of the existing businesses in the Activity Area.

Landscape, Views & Vistas

- Gateways to the Glenburn district are not well defined and require improvement.
- Need for connection between the southern gateway and the Activity Area.

The Built Environment

- Under-usage of the Community Hall and lack of focus in the Activity Area.

Pedestrian Circulation & Amenity

- Lack of connectivity between various facilities in Glenburn.
- Lack of planned landscaping and car parking at the entrance to the Community facilities.
- Need for open space and recreation areas, e.g. sporting facilities.
- Lack of community open space.

Traffic

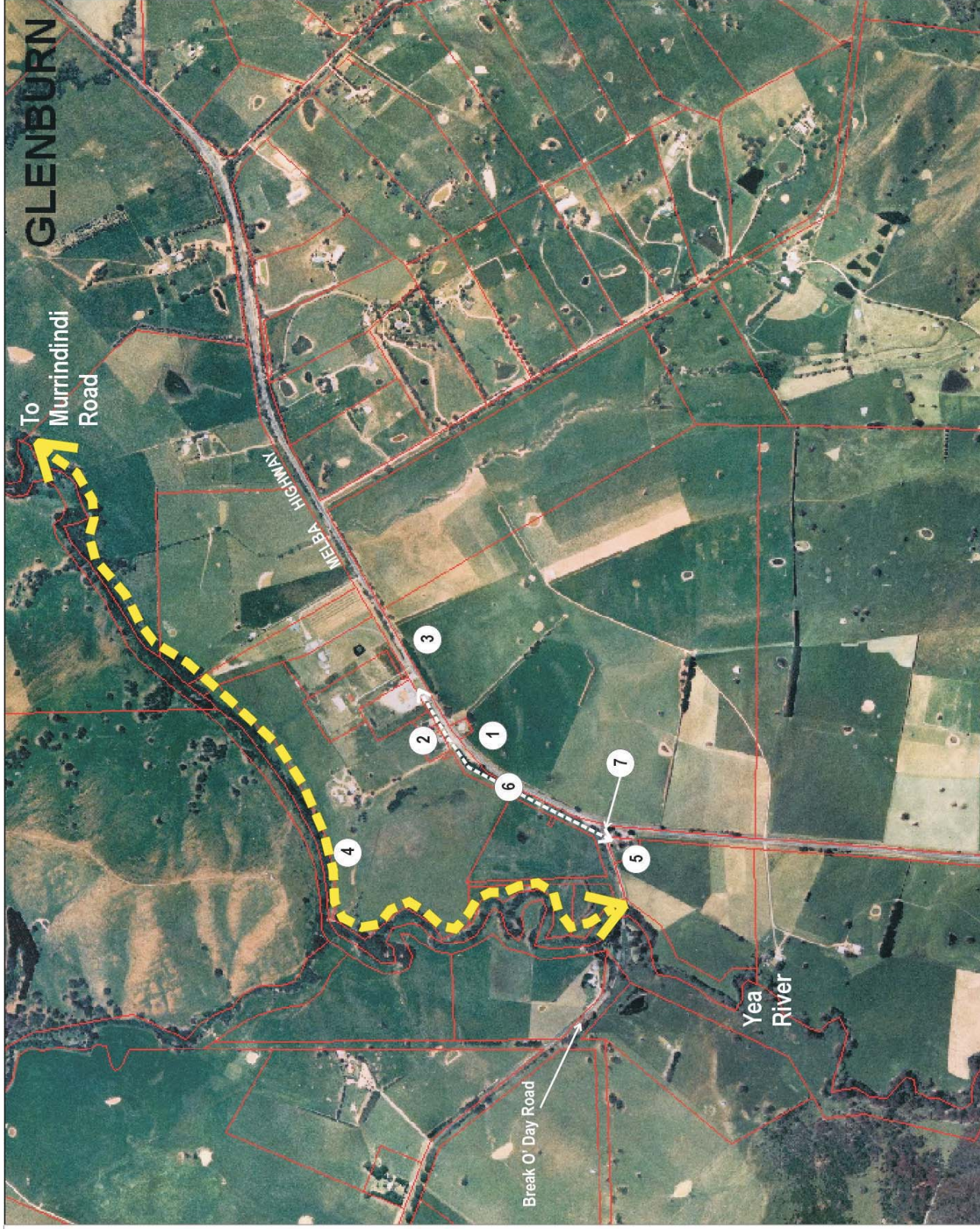
- Speed of traffic through the Activity Area.
- Driver misconceptions about lane markings at the intersection of the Melba Highway and Break O'Day Road.
- Improve intersection definition, particularly at night.

Analysis Plan

KEY LEGEND

- 1 Community Hall
 - underutilised
 - potential to relocate to west of the highway, adjacent to highway.
- 2 Former Primary School
 - potential for further use as community focus.
- 3 Existing Oak Avenue
 - potential to extend along highway to create stronger landscape image.
- 4 Potential Trail Link
 - Murrindindi Road to Break O' Day Road
- 5 Hotel
- 6 Ped/Cycle link
 - between hotel and roadhouse.
- 7 Traffic issue
 - Break O' day Road / Melba Highway intersection.

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 Glenburn over the next 20 years. It outlines the preferred vision and objectives for the district 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:

The Vision for Glenburn will be recognised for its strategic location on the Melba Highway as the gateway to Murrindindi Shire and the Region.

Glenburn will continue as an attractive rural district with the Activity Area as the focal point for community activities for residents of the surrounding rural district.

The development of tourism related to agriculture and the environment will be the primary focus for the Activity Area in the future, capitalising on the high numbers of tourists who pass through the district.

Development of the area will proceed in ways that protect the environmental features that make a significant contribution to the rural character of Glenburn. These include the ridgelines in the district, Yea River and open, pastoral landscape.

Whilst the district will not support a significantly higher population, any future developments will require sensitive planning.

Key Objectives

Land Use & Development

- To ensure that the existing businesses within the Activity Area can expand.

Landscape, Views & Vistas

- To preserve the elements that contribute to Glenburn's rural character, the open grazing land and rolling hills.
- To improve the "sense of arrival" in Glenburn from the key entry points along the Melba Highway.
- To promote Glenburn as a gateway to Murrindindi Shire.

The Built Environment

- To consolidate community and commercial activities within the existing Activity Area to create a greater "focus".
- To relocate the hall building or rebuild a new hall on the western side of the road.
- To protect the character of the Activity Area by ensuring consistency of new buildings.

Pedestrian Circulation & Amenity

- To improve pedestrian movements in the Activity Area of Glenburn.
- To improve the landscaping/car parking at the Community Complex.
- To improve connections between various parts of the Glenburn district.

Open Space & Recreation Areas

- To create community open space in the Activity Area and in the vicinity of the Yea River.

Traffic

- To improve the safe operation of the Break O'Day Road intersection.

Tourism & Economic Development

- To promote tourism related uses in Glenburn that have links with agriculture, including cellar door and farm gate enterprises.

Specific Strategies and Actions

Land Use & Development

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

- Action a) Include the following statements in Clause 21.09 of the MSS relating to Glenburn:
- The Vision statement for Glenburn
 - Contain all commercial and community land use and development to the Activity Area.
 - Ensure that use or development does not have an adverse impact on existing vistas, views and landmarks, including views to the surrounding hills.
- Action b) Further consider zoning in the Activity Area under the Murrindindi Planning Scheme to reflect appropriate land uses.

Landscape, Views & Vistas

Strategy L1: Develop a stronger landscape character between the gateways.

- Action a) Extend the existing historical English Oak avenue north and south to Break O'Day Road. The detailed planting arrangement of this avenue should recognise that the primary landscape character of Glenburn is its rural setting and surrounding hills. The avenue should therefore be planted to complement and not obscure this. The detailed planting design might also use other species to create the avenue, such as Blackwoods and not rely solely on Oaks.

Strategy L2: Create a stronger sense of arrival at Glenburn. (1.2km south of Break O'Day Road and 2.2km north of Break O'Day Road).

- Action a) Install "low key" common signage theme at each entrance, once defined, and integrated with the proposed extension of the English Oak Avenue.
- Action b) Install a formal feature avenue of Blackwood trees leading up to and contrasting with the proposed extension of the English Oak Avenue. Other areas should feature native trees in informal arrangements, reflecting the rural character of Glenburn.
- Action c) Encourage the future redevelopment and planning of the Activity Area for passive recreation.

The Built Environment

Strategy B1: Create a central community focus.

- Action a) Investigate the relocation/rebuilding of the Community Hall to the former school site and develop a joint-use facility.
- Action b) Develop an overall master plan for the consolidation of the community facilities - former school, new hall and CFA, including landscaping and car parking.
- Action c) Consider the purchase of additional adjoining land for community use.
- Action d) Discuss with VicRoads any future duplication of the Melba Highway and the need for a service road between the CFA and the roadhouse.
- Action e) Reserve land along the west side of the Melba Highway for a possible future service road.
- Action f) Renovate former school buildings (incl. lunch shed)
- Action g) Prepare Management Plan for former school buildings

Pedestrian Circulation & Amenity

Strategy P1: Use available width in highway reservation to provide connecting paths.

- Action a) Construct shared pedestrian/cycle path along the west side of the highway reservation linking the hotel, the CFA, the former School and the Roadhouse.
- Action b) Extend the pedestrian/cycle path from the Hotel along Break O'Day Road to the (Yea River) nature reserve.

Open Space & Recreation Areas

Strategy O1: Develop nature reserve west of Hotel (currently used by CFA for truck filling) as informal community open space.

- Action a) Undertake focussed community consultation to verify and develop support for an extensive wetland area.
- Action b) Prepare detailed landscape and maintenance management plan.

Strategy O2: Develop trail links between Break O' Day Road and Murrindindi Road along the Yea River.

- Action a) Investigate demand amongst community for trail links. This will include specific consultation with adjoining landowners in order to identify all potential interface issues.

- Action b) Determine feasible route for trail links, including connections to Activity Area. This should include the identification of a staged approach to construction of the trails, focussing on a first stage that links the Hotel, the River and the Community Complex.
- Action c) Seek grants for the design and construction of proposed trail links.
- Action d) Undertake construction of trails on a staged basis.

Traffic

Strategy T1: Modify highway line marking on the north approach to prevent overtaking manoeuvres.

- Action a) Install a Type “C” protected turn lane treatment that clarifies that the existing widening is designed to cater for the safety of right turns by vehicles from the Highway into Break O’Day Road.

Strategy T2: Improve intersection definition.

- Action a) Install a splitter island with associated signing in the Break O’Day Road leg thereby better defining the entry point for traffic turning right from the Highway.
- Action b) Install a two-way chevron hazard marker and direction sign at the southwest corner of the intersection to further define the entry point to Break O’Day Road from the Highway.
- Action c) Improve street lighting to provide night time definition of the intersection.
- Action d) Formalise parking along Break O’Day Road adjacent to the hotel.

Strategy T3: Transport Links.

- Action a) Investigate improved transport services, particularly to Yea.
- Action b) Consider installing a bus shelter in the vicinity of the Roadhouse.
- Action c) Consider installing a mail box for an improved mail service.

Urban Design Framework Plan - Priorities for Implementation

Based on consultation with the community, the following priority of actions have been identified for Glenburn (in order of priority). 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.

Strategy / Action	Timeframe	Action By
1. Update Clause 21.09 of the MSS relating to Glenburn. (Action U1a)	Immediate	Council
2. Renovate former school building (Action B1f)	Immediate	Council
3. Discuss future duplication of Melba H/Way and need for a service road between the CFA and Roadhouse with VicRoads. (Action B1d)	Immediate	Council
4. Investigate the relocation / rebuilding of the Hall to the former school site (Action B1b).	Immediate	Council
5. Prepare Management Plan for former school building (Action B1g)	Immediate	Council
6. Prepare a Master Plan of Community Complex & surrounds (Action B1b)	Immediate	Council
7. Maintenance plan for (Yea River) Nature Reserve as informal community open space	Short Term	Council/ Community
8. Extend the existing Oak avenue north and south to Break O'Day Road. (Action L1a)	Short Term	Council/ Community
9. Extend the pedestrian / cycle path from the Hotel along Break O'Day Road to the (Yea River) nature reserve. (Action P1b)	Short Term	Council/ Community
7. Formalise parking along Break O'Day Road adjacent to the hotel. (Action T2d)	Short Term	Council
10. Investigate improved transport services (Action T3a)	Short Term	Council
11. Install "low key" signage theme at each entrance (Action L2a)	Short Term	Council
12. Consider the purchase of additional adjoining land for community use (Action B1c)	Short Term	Council / Community
13. Undertake focused community consultation to determine support for extensive wetland area (Action O1a)	Short Term	Council / Community
14. Prepare detailed landscape and maintenance management plan (Action O1b)	Short Term	Council / Community
15. Consider installing a bus shelter in the vicinity of the Roadhouse (Action T3b)	Short Term	Council
16. Improve landscaping of entrance/ parking on the western side of the highway.	Short Term	Council/ Community

Strategy / Action	Timeframe	Action By
17. Construct shared pedestrian/cycle path along the west side of the Highway reservation linking the Hotel, the CFA, former school and Roadhouse. (Action P1a)	Medium Term	Council
10. Install formal feature avenue of Blackwood trees leading up to and contrasting with the proposed extension of the English Oak Avenue. (Action L2b)	Medium Term	Community
18. Install a Type "C" protected turn lane treatment at Break O'Day Road. (Action T1a)	Medium Term	Council
19. Improve Intersection definition at Break O'Day Road/Melba H/Way (Action T2a) splitter island, T2b) hazard marker, T2c) lighting	Medium Term	Council
20. Encourage future redevelopment & planning of Activity Area for passive recreation (Action L2c)	Medium Term	Council
21. Further consider zoning in the Activity Area under Murrinindindi Planning Scheme to reflect appropriate land uses (Action U1b)	Medium Term	Council
22. Investigate demand amongst community for trail links (Action O2a)	Medium Term	Council / Community
23. Determine feasible routes for trail links, including connections to Activity Area (Action O2b)	Medium Term	Council / Community
24. Consider installing a mail box for an improved mail service (Action T3c)	Medium Term	Community / Aust Post
25. Investigate the links along the Yea River	Long Term	Council
26. Seek grants for the design & construction of proposed trail links (Action O2c)	Long Term	Council / Community
27. Undertake construction of trails on a staged basis (Action O2d)	Long Term	Council / Community