

# Garfield Township Strategy



Adopted 19<sup>th</sup> August 2002

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## 1 INTRODUCTION

Cardinia Shire is located on the fringe of the Melbourne metropolitan area with Pakenham being the main urban centre interface located 55 kilometres south east of Melbourne. The municipal boundaries encompass an area of 1,280 square kilometres and contain a diverse physical land form and environment. Cardinia combines a unique mix of residential and rural land including areas of special environmental significance.

There are three distinct zones in the Shire. One comprises of the northern part of the Shire which is set in the foothills of the Dandenong Ranges and is an area with significant environmental values. The second is the Princes Highway corridor which runs east west through the centre of the municipality and the Pakenham Township, and provides a demarcation between the hills in the northern part and the alluvial plains to the south. The third distinct zone is the Kooweerup swamp and Westernport Bay. The Kooweerup swamp is generally flat alluvial plains of high quality agricultural soils where a large percentage of the Shire's agricultural output is grown. Westernport Bay is recognised as an internationally significant environmental system, and the northern coastline of this area and the swamp are significant features of this municipality.

Cardinia Shire Council has 19 townships and a number of rural localities, each with a distinct identity, character and role. Of the 19 townships, three are located in the South Eastern Growth Corridor being Beaconsfield, Officer and Pakenham. The northern zone of the Shire contains seven townships, Emerald, Cockatoo, Upper Beaconsfield, Avonsleigh, Clematis, Pakenham Upper and Maryknoll. The southern zone of the Shire contains Kooweerup, Lang Lang, Bunyip, Garfield, Bayles Cardinia Nar Nar Goon and Tynong.

Council activities are driven by its Vision for the future of the Municipality which seeks sustainability of land form, environment and community.

*The Vision for Cardinia Shire is:*

***To provide an improving environmentally sustainable lifestyle that promotes opportunity, celebrates diversity and provides citizens with the climate to fulfil their potential.***

The vision for the strategic development of the municipality is set out in the Municipal Strategic Statement of the Cardinia Planning Scheme as follows:

*“To foster the sustained wellbeing of the community and environment in the Cardinia Shire through:*

- ◇ *Developing a strong economic base;*
- ◇ *Recognising and protecting the diverse and significant environmental values in the municipality;*
- ◇ *Providing opportunities to create and maintain a cohesive and robust community;*
- ◇ *Enhancing the experience of people who live, work and visit the municipality.”*

Building on this vision the objective for each of the townships within the municipality is:

*“To provide for the sustainable development of townships within the Cardinia Shire having regard to the maintenance of the distinct character of the townships, environmental and servicing constraints, and the economic provision of commercial and community services.”*

The Municipal Strategic Statement recognises Garfield as a large rural township that has the potential for substantial further growth. This growth should be concentrated around the existing urban core and will be constrained by the environmental sensitivities and servicing constraints of the area.

Both the Corporate Plan and the Municipal Strategic Statement recognise the need for the preparation and implementation of a Township Strategy for each of the townships as one key means of implementing the objectives identified for the townships and the overall vision for the municipality.

The Township Strategies provide a strategic policy framework for the future development of each township for a period of 7-10 years. Each strategy provides clear direction in key areas of Residential Development, Economic Development, Community Development, Environment, Urban Design, Traffic Management and Physical Infrastructure. Each strategy contains an implementation plan that sets out priorities in key areas. Council, with the assistance of Township Committees, local community groups and other government agencies will play a critical role in implementing the actions set out in this strategy.

## **1.1 Vision**

The vision for the Garfield Township is:

**Ensure the long term sustainability of the township, retain its identity as a rural rail town and an attractive place in which to live. Provide for a basic level of commercial and community service provision and build on the heritage values of the township to promote tourism opportunities.**

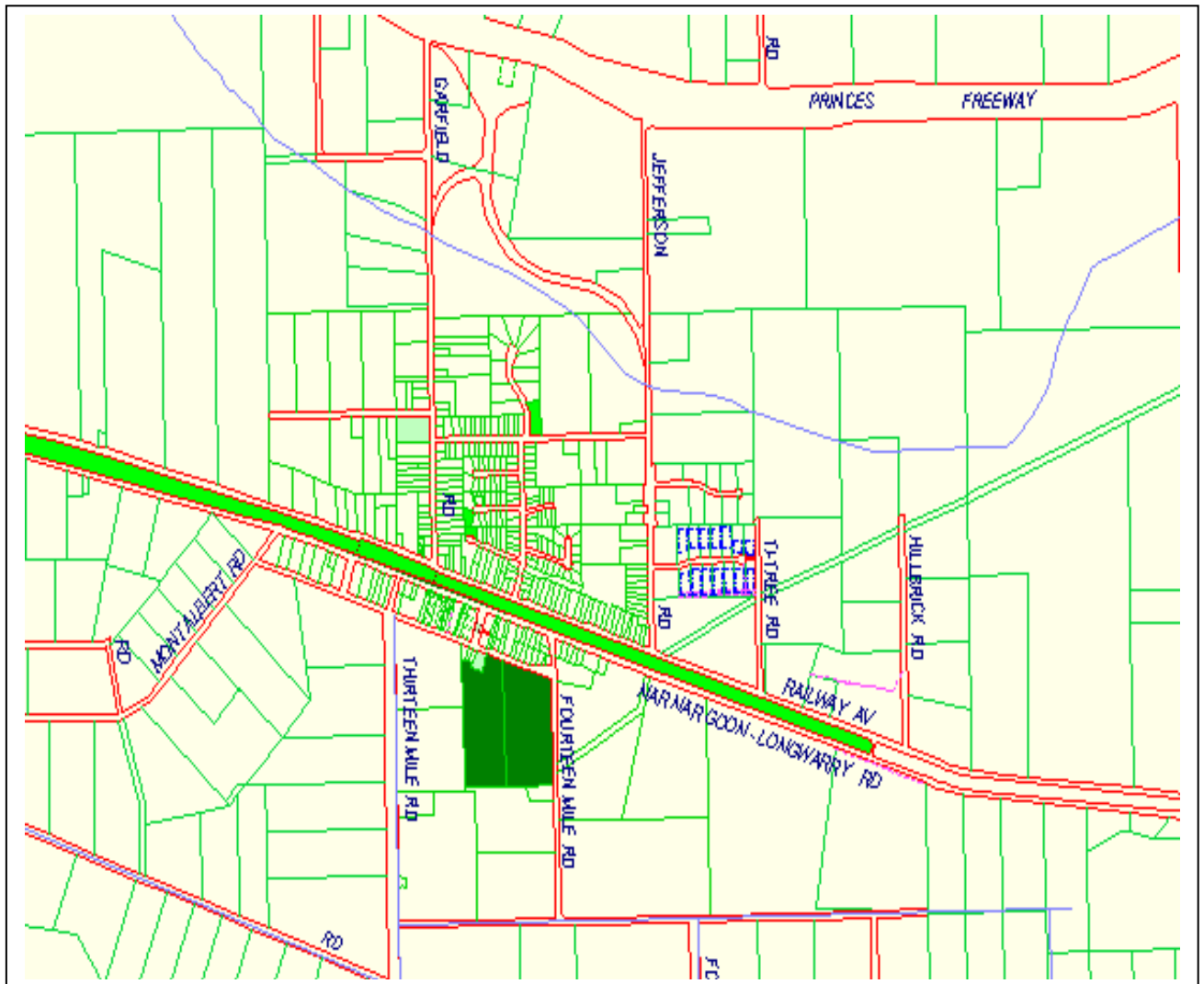
The objectives of the Garfield Township Strategy are to:

- Ensure the long term sustainability of the township.
- Retain the intrinsic rural character of Garfield by defining the township boundaries and guiding future development through development controls.
- Provide growth opportunities and plan for an ultimate population of around 1,850 persons.
- Promote and facilitate a variety of housing styles and tenures that offer alternative lifestyle opportunities.
- Encourage the renewal and revitalisation of the existing commercial precinct on a long term viability basis and encourage sustainable business investment that provides for job creating opportunities;
- Foster community development and promote social integration and interaction by encouraging participation in locally based organisations, committees and sporting clubs.
- Ensure that the existing community and recreation facilities provide for a range of recreation needs and user groups.
- Promote an identifiable character through improved gateway statements, building design, streetscape and landscaping.
- Protect and enhance the heritage values of the commercial precinct and promote tourism opportunities.
- Protect and enhance the natural environment.
- Build collaborative partnerships with neighbouring townships, particularly Bunyip Township.

## 1.2 Strategy Area

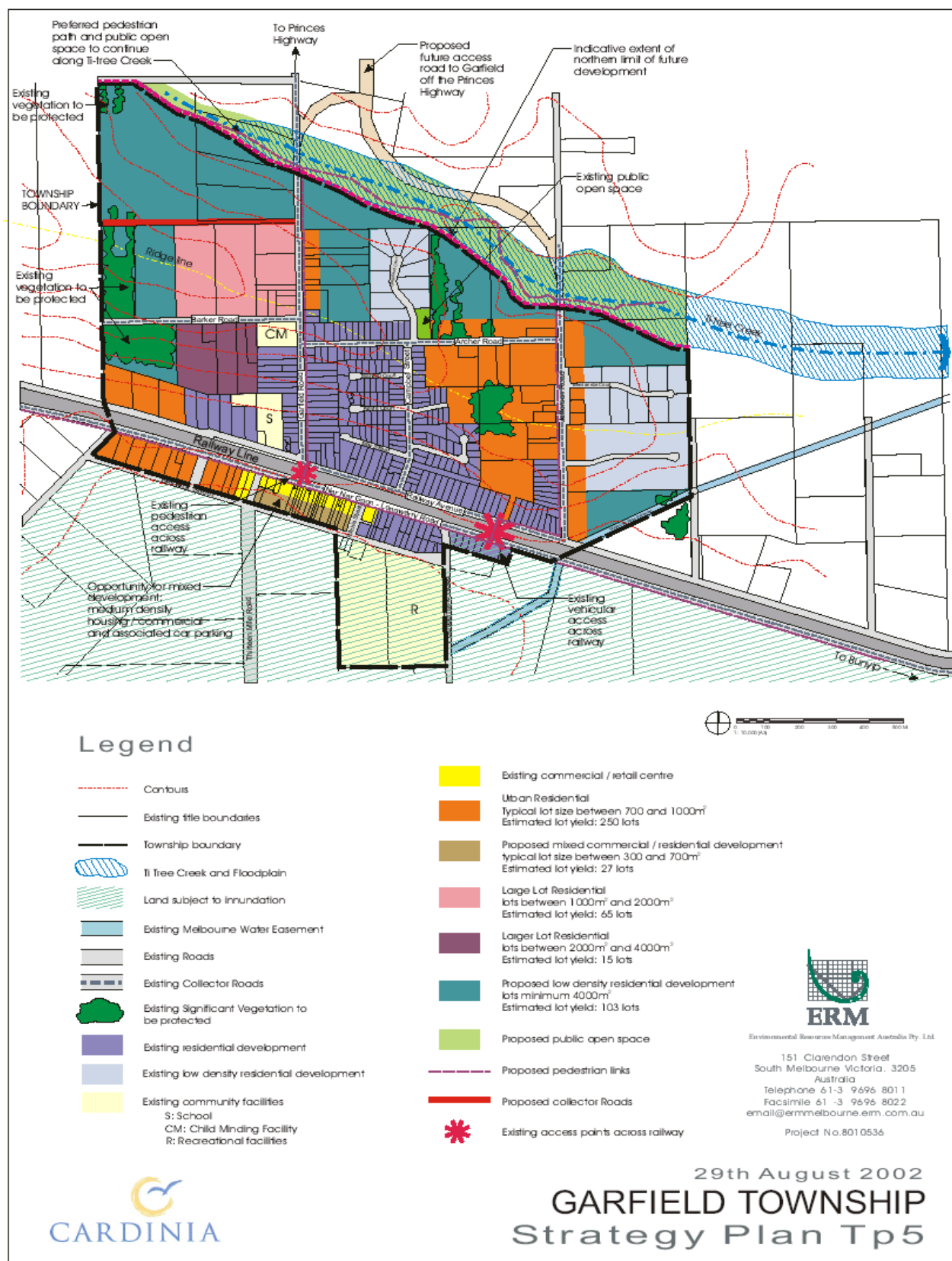
The study area is generally bounded by Ti Tree Creek to the north, recreation reserve to the south, Hillbrick Road to the east and Barker Road to the west.

The study area is shown in Figure 1 below.



### 1.3 Strategy Plan

The future development of the Garfield Township is shown in the strategic framework plan below.



## **2      SNAPSHOT OF GARFIELD TOWNSHIP**

The township of Garfield is located approximately 75 kilometres from the Melbourne CBD, and approximately 14 kilometres east of Pakenham.

The town has direct access to Melbourne via the Princes Highway and also has convenient access to the nearby townships of Bunyip, Longwarry, Tynong and Nar Nar Goon, via the Nar Nar Goon – Longwarry Road.

Garfield is located on the Melbourne to Bairnsdale Railway line and train services between Melbourne and Garfield operate every few hours during the week and on weekends.

The majority of the residential development in the town, in addition to the primary school and the child minding centre, is located on the north side of the railway line.

On the south side of the railway line is the retail/commercial precinct of Garfield, in addition to a recreational facility and some limited residential development. The existing Garfield shops are considered to be of heritage value as is a former cinema located at the eastern edge of the retail precinct.

Vehicular access across the railway line is provided by an overpass, located to the east of the retail/commercial precinct. A pedestrian underpass is provided in proximity to the railway station providing direct access to the retail/commercial strip.

The land on the north side of the railway line is elevated and provides excellent views to the south. The land on the south side of the railway line is relatively flat and flood prone.

The only waterway of significance in the area is Ti Tree Creek which runs in an east-west direction to the north of the established residential area.

Garfield has an existing population of around 700 persons, with a significant proportion of the population aged between 30 and 45 years (26 per cent) and 0 and 18 years (36 per cent) reflecting a high proportion of families in the town. (ABS 2001)



*Key Issues*

- Sense of identity as a rural town
- A sustainable community
- Opportunities for growth
- Type of residential development
- Viability of the existing commercial centre
- Business investment, employment growth and opportunities, new industries.
- Sense of community, social integration and wellbeing
- Flood plain and salinity management, protection of Ti Tree Creek and pockets of the existing vegetation.
- Traffic and transport management.
- Provision of physical infrastructure.
- Upgrading and maintenance of community facilities, public open space and recreation.
- Linkages to other townships and Metropolitan Melbourne.

### 3 RESIDENTIAL DEVELOPMENT

#### 3.1 Population

Garfield Township has a resident population of 701 people accommodated in 269 households with an average household size of 2.6 persons as at the 2001 census. The postcode area of Garfield also includes the farming localities of Garfield North, located north of the Princes Highway and Cora Lynn, located to the south of the Garfield Township. This expanded area based on postcode boundaries has a resident population of 2,052 persons, however, people from Garfield North and Cora Lynn would not generally draw on the commercial and professional facilities in the Garfield Township proper. Refer to Table 3.1 for more details on population profiles for Garfield, Pakenham and Cardinia.

**Table 3.1 Population Profile for Garfield and Cardinia**

age group	Garfield Township	as % of total township Population	Garfield Postcode	as % of total postcode Population	CARDINIA	as % of Shire's total population
0-4	59	8%	153	7%	3,527	8%
5-9	69	10%	185	9%	4,157	9%
10-14	73	10%	189	9%	4,025	9%
15-19	55	8%	149	7%	3,380	7%
20-24	34	5%	83	4%	2,342	5%
25-29	28	4%	92	4%	2,648	6%
30-34	59	8%	148	7%	3,523	8%
35-39	62	9%	191	9%	3,772	8%
40-44	62	9%	170	8%	3,727	8%
45-49	44	6%	148	7%	3,281	7%
50-54	38	5%	145	7%	2,941	6%
55-59	37	5%	121	6%	2,247	5%
60-64	20	3%	70	3%	1,614	4%
65-69	19	3%	59	3%	1,177	3%
70-74	15	2%	61	3%	1,098	2%
75-79	10	1%	49	2%	837	2%
80-84	12	2%	22	1%	567	1%
85-89	5	1%	10	0%	288	1%
90 yrs plus	0	0%	-	0%	154	0%
<b>Total</b>	<b>701</b>	<b>100%</b>	<b>2,045</b>	<b>100%</b>	<b>45,305</b>	<b>100%</b>

The population profile of Garfield township is predominantly families with dependent children under 15yrs or dependent students 15-24 yrs - 87% of all families. Consistent with this profile:

- 36% of residents in Garfield township are under the age of 19 years, which is higher than the Shire (33%) and significantly higher than Victoria (28 %)
- The township has 26% of adults between ages of 30-44 years, which is slightly higher than both the Shire (24%) and Victoria (23%)
- Households are relatively large in Garfield township compared with Victoria with the average household size being 2.6 compared with Victoria at 2.3. Large household sizes are characteristic of Cardinia – the Shire has an average household size of 2.7 persons.

Garfield has only a small ageing population with only 9% of residents in the township aged 65 yrs. or more. This is lower than for Victoria at 13%.

*(ABS Census 2001)*

This socio-demographic profile is reflective of many smaller rural towns:

- the elderly migrate closer into metropolitan Melbourne for proximity to health and support services; and
- young people migrate closer into metropolitan Melbourne in search of employment and social opportunities or proximity to higher education facilities.

### **Existing pattern of development**

As can be expected, based on the population characteristics, the single detached dwelling dominates residential development within the Garfield Township. As at the 2001 census there were 269 private dwellings with a 6% vacancy rate.

Urban style residential development is the main form of all residential development within the township. This form of residential development is generally located on the eastern side of Garfield Road through to Jefferson Road between Railway Avenue and just north of Archer Road, and a small pocket of residential development south of the rail line. On the edge of the existing urban residential core pockets of low density residential development are located, more particularly to the east of Jefferson Road, north of Archer Road and west of Garfield Road.

At present the township, as shown in the study area, comprises around 400 lots that provide a diversity in lot size and lifestyle. The table below provides a breakdown of the typical lot sizes.

<b>Lot Size</b>	<b>Percentage</b>
Less than 500m <sup>2</sup>	5%
500m <sup>2</sup> to 800m <sup>2</sup>	6%
800m <sup>2</sup> to 1000m <sup>2</sup>	28%
1000m <sup>2</sup> to 1500m <sup>2</sup>	18%
1500m <sup>2</sup> to 2000m <sup>2</sup>	7%
2000m <sup>2</sup> plus	36%
	100%

As can be seen nearly 40% of all residential lots are less than 1000m<sup>2</sup> and more than half of all residential lots are less than 1500m<sup>2</sup>. While there is 36% of all lots over 2000m<sup>2</sup> the majority of these lots are currently within a zone other than a residential zone and therefore limits their current subdivision potential. The majority of these lots are located within the Low Density Residential Zone that requires a minimum lot size of 0.4 hectare.

Housing type and quality is fairly homogenous within the township and again generally is a reflection of the population characteristics as residential stock generally comprises of single detached dwellings. There is a small core of older dwellings along Garfield Road with newer housing stock generally located to the east of Garfield Road within the more recently subdivided areas.

### 3.2 Population Growth

The population of Garfield township has been growing slowly over the last twenty years 1981-2001, with a net increase of 184 persons over that time. This represents an average annual increase of 1.8%. Table 2 below demonstrates that major growth occurred in the 1986-1991 period.

**Table 2: Population growth in the Garfield township**

<b>Garfield Township</b>	<b>1981</b>	<b>1986</b>	<b>1991</b>	<b>1996</b>	<b>2001</b>
<b>Total population</b>	517	577	674	658	701
<b>Average annual growth in population</b>		2.2%	3.2%	-0.5%	1.3%
<b>Number of dwellings</b>	<b>183</b>	<b>+22 = 205</b>	<b>+44 = 249</b>	<b>+1 = 250</b>	<b>+19 = 269</b>

Source: Department of Infrastructure, "Towns in Time" 1999 and ABS 2001 Census of Population & Housing

Although the population of Garfield township stabilised through the 1990's, some population growth has occurred as a result of the release of a number of small residential subdivisions, including Greenland Court (north side of Archer Road), Bendanelle Court and Silky Oak Court both situated on the east side of Jefferson Road. These subdivisions are of a low density nature with lot sizes greater than 4000m<sup>2</sup>.

Future population levels will be largely influenced by the type of residential development that may occur in the years to come. Recently there has been a trend towards the lower density type of development, this is evident in the more recent subdivisions occurring on the edge of the existing residential core, more particularly on the east side of Jefferson Road. If this preference for low density prevails, then the town's population may be lower than if conventional subdivision were to be promoted.

### **3.3 Residential Development**

One of the key principles is to ensure the long term sustainability of Garfield and that Garfield retains its “rural township” character, retaining its own individual identity as distinct from neighbouring rural townships while recognising its relationship and interdependence of facilities located within neighbouring Bunyip and Pakenham.

A second key principle in designating residential growth boundaries is the sustainability of a small viable commercial centre primarily for convenience day to day local shopping needs and, thirdly the protection of the sensitive environmental aspects of Garfield including the undulating slopes to the west, Ti Tree Creek and the rural land to the east and south beyond the rail line.

It is important to retain the rural outlook, vista and environmental qualities of the land between the Princes Highway and Ti Tree Creek as this provides an effective rural buffer between the highway and town. Therefore, no residential development should occur north of Ti Tree Creek.

Further capacity for residential development was identified in the Small Towns Study of 1992. The study recommended that minor growth should be allowed to occur to the north, west and east of the existing town centre subject to the provision of sewerage with the aim of providing for a population base of between 2500-3000 persons.

Land has been designated for future residential development as identified in the framework plan, see Figure 2, based on the principles of environmental, economic and social sustainability. This framework plan is largely consistent with the 1992 Small Towns Study.

Any significant residential growth for Garfield Township should be contained to the area generally south of Ti Tree Creek, east of Jefferson Road, west to the end of Barkers Road where the slopes are moderate and to the south of the rail line within existing zoned areas. Where there is significant vegetation within this area, this should be protected through development controls and larger residential lot sizes.

Currently there are development opportunities within the existing residential zoned areas, particularly in the area bounded by Campbell Street, Archer Road, Jefferson Road and Railway Avenue where there are a number of larger parcels of land that have potential for residential development.

It is estimated that within the above area there is the potential to create around 150 urban sized allotments, based on a conservative lot yield of 10 lots per hectare, with an average lot size of between 700-1000m<sup>2</sup>. This has the potential to attract an additional population of around 450 persons at an occupancy rate of 2.9 persons per household. This would provide for an overall township population capacity of around 1,100 persons.

Urban development potential is identified for the area west of Garfield Road between Railway Avenue extending beyond Barker Road to the north to a proposed collector road. To the north of Barker Road there is a prominent ridgeline that should be protected by ensuring that residential development is appropriately designed and sited and of a scale that does not detract from the landscape quality of this area.

Within this development precinct there are two lots that contain significant vegetation which will need to be protected. Development on these lots should be limited to a lower density of development to ensure that there is minimal loss of existing vegetation.

The land to the north of Barker Road should accommodate lot ranging in size between 1000m and 2000m, with the larger lots being located to the north of the ridgeline. With this in mind it is estimated that this area has the potential to generate in the order of 65 lots with an estimated population of 169 persons.

Urban development is proposed to be concentrated along the frontage of Garfield Road (north of Archer Road), along the frontage of Archer Road and Jefferson Road. Land beyond this to Ti Tree Creek and Ti Tree Road should only be developed for low density residential development.

New development should seek to maintain the rural township character of Garfield, both in terms of the configuration of new lots and the siting of dwellings and associated buildings on these lots. The following design guidelines should be utilised to assist in maintaining the rural township character.

	<b>Urban Residential</b>	<b>Large Lot Residential</b>	<b>Larger Lot Residential</b>
Lot size range	700-1000m <sup>2</sup>	1000-2000m <sup>2</sup>	2000-4000 m <sup>2</sup>
Lot width (minimum)	18m, & frontage to depth ratio not to exceed 1:2.5	20m, & frontage to depth ratio not to exceed 1:2.5	30m, & frontage to depth ratio not to exceed 1:2.5
Minimum frontage setback	7m	10m	10m
Maximum site coverage	50%	40%	40%
Tree retention	Lot layout to maximise retention of existing trees	Lot layout to maximise retention of existing trees	Lot layout to maximise retention of existing trees

Low density development is proposed for the area between the proposed collector road Ti Tree Creek on the east side of Garfield Road. A significant corpse of vegetation has been identified in this area near Ti Tree Creek. This area has been identified as a recharge site and will be required to be protected and revegetated.

Medium density development is proposed to the south of the existing commercial precinct along Beswick Street as part of a mixed use commercial/residential precinct to maximise the density of development around the town centre. The vacant land at the rear of the existing commercial properties is well located for medium density development given the proximity to the existing commercial precinct, the railway station and the established recreational facilities of the town.

The development of medium density housing in this location will also ensure that a greater diversity of housing stock is available in Garfield in the future, to accommodate smaller households for an ageing population. The existing low density area to the west of the commercial precinct has been identified for urban development and it is anticipated that combined these two areas have the potential to generate in the order of an additional 40 lots.

Urban development is not supported south Beswick Street, as beyond the rail way line, there is an extensive area of land which is flood prone and subject to the 1 in 100 year flood identified by Melbourne Water. Council will work with Melbourne Water to review the boundary of the flood prone area and refine the boundary where appropriate.

The impacts on the existing flood plain along Ti Tree Creek and the land south of the rail line is a critical factor when determining the extent of residential growth for Garfield as any further additional growth should not intensify the impacts of flooding. Storm water run-off from additional residential development will be able to be catered for through the implementation of Melbourne Water's drainage strategy.

### **3.4 Forecast Growth**

This strategy defines the township boundaries for Garfield and provides for some additional urban growth that should provide for an ultimate population of around 1,850 persons as identified in Figure 2 – Framework Plan.

Based on the framework plan there is the potential to create an additional 445 lots with an additional estimated population of 1,157 persons. This would provide for an ultimate population of around 1,850 persons as outlined in Table 3.4 below.

**Table 3.4 – Existing and future development opportunities based on  
Figure 2 – Framework plan proposed**

	2001 Census	Proposed Urban Residential	Proposed Medium Density	Proposed Large Lot Residential	Proposed Larger Lot Residential	Proposed Low Density	Total
Dwellings	269	250	27	65	15	103	714
Persons	701	650	70	169	39	268	1856

Garfield's rate of growth has varied over the 16 year period between 1981-1996 (refer to Table 3.2) seeing a total increase in the number of dwellings from 183 to 250. With the exception of one dwelling, all of this building activity occurred between 1981 and 1991.

This building activity correlates with the release of residential subdivisions in the early 1980's of Mansell Court, Kevis Court and Greenland Court. Both Mansell and Kevis Court are conventional urban development with allotment sizes averaging around 800m<sup>2</sup> while Greenland Court is low density residential development with lots sizes in the order of 4000m<sup>2</sup>. No further residential subdivision occurred until 2000 which explains the slow growth rate between 1991 and 1996 as land supply for residential development had been fully taken up by 1991. Since 2000 four residential subdivisions have been released providing both conventional and low density form of residential development. Both forms of residential development have been equally attractive with the majority of lots in these estates being sold. Most of the land available for residential development in Garfield has once again been taken up.

Based on available data the following population profiles and projections have been prepared.

Table 3.5 provides a summary of the residential building activity for Garfield between 1998-2001.

**Table 3.5 – Residential Building Activity within Garfield Township 1998-2001**

<b>Type of permit issued</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<i>av. per annum</i>
Building permits	6	11	8	22	12
Certificates of Occupancy	1	5	10	9	6

*Source: Building and Planning Department Cardinia Shire Council, 2002*

By using certificates of occupancy as the key indicator of new households, the growth in the Garfield Township, since 1996 has been 30 new dwellings to 2001 or 2.72% increase per annum. This growth rate has been called the "current growth scenario" and has been applied to the population data from 1996 to forecast increase in Garfield's population to 2006. Refer to Table 3.6 below.



**Table 3.6 – Population growth profiles for Garfield Township from 1996 to 2006**

Age groups:	2001 census		Forecast for 2006 #		expected population change over next 5 years
		%		%	
0 - 4 years	44	6.31%	43	5.38%	-1
5 - 9 years	57	8.14%	52	6.55%	-5
10 - 19 years	124	17.73%	134	16.83%	10
20 - 29 years	68	9.67%	86	10.83%	19
30 - 49 years	233	33.21%	250	31.35%	17
50 - 69 years	139	19.81%	195	24.47%	56
70 years +	37	5.32%	42	5.29%	5
<b>Total pop</b>	<b>702</b>		<b>798</b>		96

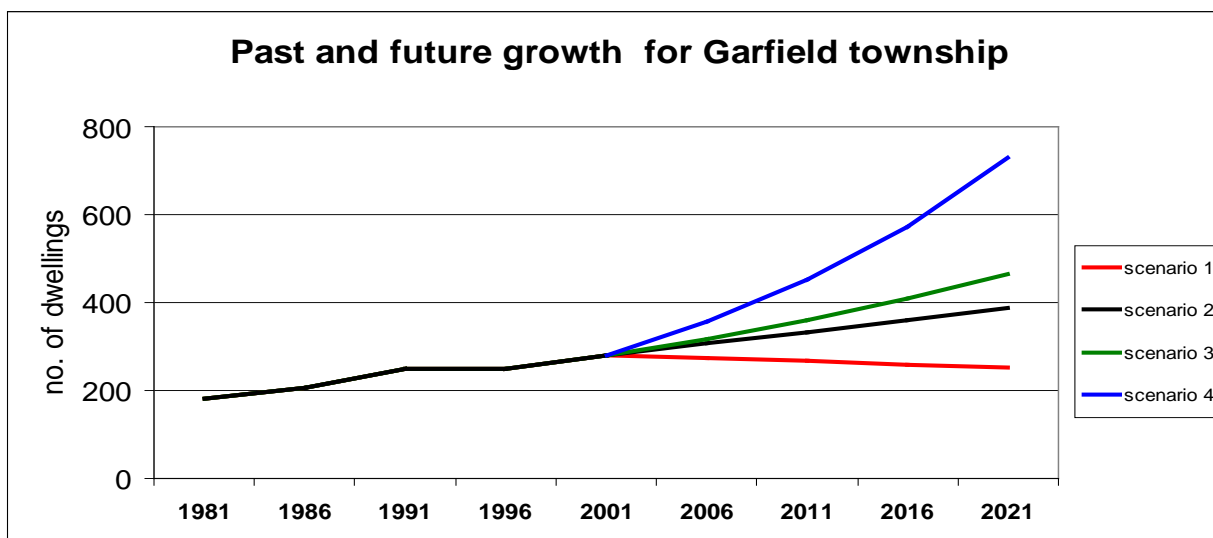
# Calculation of the no's of persons in each age group is based on percentages set down in research by State Department of Infrastructure DoI, 2000 (for Statistical Local Area of Cardinia North)

LABOUR MARKET INFO: not yet available for 2001 census

**Table 3.7 – Growth forecast 1996, 2001, 2006 and 2011**

Garfield Township				
	1996 Census	2001 Census	2006* forecast	2011* forecast
<b>Number dwellings</b>	221	269	306	347
<b>Total population</b>	658	702	798	906

\* **Note:** Forecasts for dwellings based on the **current growth scenario of 2.72% per annum** growth in dwellings for township (determined by certificates of occupancy to end 2001).  
Forecast for population applies the 2001 av household size, of 2.6 persons per household, to the no. of dwellings, to determine the **total population**.



The graph above outlines four possible growth scenarios for Garfield. As previously discussed growth rates since 1981 have varied substantially. The variability between the growth rates is largely attributable to the availability of land for residential development.

Scenario 1 is based on a negative growth rate of -0.5% which was experienced between 1991-96 when there was no land available for residential development. With this scenario the population of Garfield will decline over the next 20 years.

Scenario 2 is based on the growth rate of 1.6% being average annual growth rate experienced over the 16 year period between 1981-96. With this scenario the population will stabilise.

Scenario 3 is based on the current growth rate of 2.72% being the rate of growth experienced between 1996-01. This current rate of growth is largely attributable to the release of the two rural residential estates east of Jefferson Road and the take up of land in the existing residential core. With the scenario the population will increase gradually over the next 20 years.

Scenario 4 is based on a growth rate of 5%, double the rate of growth currently being experienced by Garfield. This is still a fairly modest to slow rate of growth when compared to other townships in the South Eastern Growth Corridor including Pakenham which currently has a growth rate of 12% and Beaconsfield which has a growth rate of around 23%.

Garfield's future growth rate will be influenced by a number of factors including the desire of existing landowners to develop their land, provision of physical infrastructure, the sequencing of growth and the co-ordination of development between different landowners, particularly the smaller parcels of land.

Garfield has become a popular destination for families who are seeking to locate from the suburbs of Melbourne to a small rural town and it is expected that this trend will continue providing there is a supply of land for residential development. However, it is expected that due to the factors outlined above that growth will continue to be gradual.

### ***Key Issues***

- Dormitory township
- Township boundaries
- Form of urban development
- Rate of growth
- Protection of Ti Tree Creek and the flood plain south of the railway line.
- Sense of “rural” character of township
- Retain independent identity as township

### ***Objectives***

*The Residential objectives for Garfield are:*

- Ensure that the long term residential capacity and township boundaries are clearly defined.
- Ensure the long term sustainability of the community by providing residential development for a range of lifestyle opportunities.
- Ensure that infill residential development is integrated and respects the existing character of the township
- Ensure that new residential development is environmental, economically and socially sustainable.

### ***Strategies/Actions***

- Promote the integration of residential subdivisions through the preparation of a Development Plan Overlay for the land east of Garfield Road.
- Promote the integration of infill residential sites through the identification of key roads, pedestrian linkages and work in a collaborative manner with developers.
- Promote the creation and development of residential lots based on the following design guidelines

	Urban Residential	Large Lot Residential	Larger Lot Residential
Lot size range	700-1000m <sup>2</sup>	1000-2000m <sup>2</sup>	2000-4000 m <sup>2</sup>
Lot width (minimum)	18m, & frontage to depth ratio not to exceed 1:2.5	20m, & frontage to depth ratio not to exceed 1:2.5	30m, & frontage to depth ratio not to exceed 1:2.5
Minimum frontage setback	7m	10m	10m
Maximum site coverage	50%	40%	40%
Tree retention	Lot layout to maximise retention of existing trees	Lot layout to maximise retention of existing trees	Lot layout to maximise retention of existing trees

- Protection of ridgelines through the preparation of Siting and Design Guidelines for residential development in Cardinia.
- Protect existing pockets of vegetation identified in the Framework Plan by supporting larger lot sizes and sensitive siting of dwellings.
- Encourage medium density residential development behind the existing commercial precinct as part of a mixed use commercial/residential precinct.
- All residential development, including low density development should be connected to reticulated sewerage.
- Enhance and protect Ti Tree Creek environs through the creation of a reserve, revegetation and water quality management in conjunction with existing landowners and Melbourne Water.
- Promote street and lot layout that maximises potential solar orientation of residential dwellings.
- Promote pedestrian permeability throughout the town by linking existing and proposed pedestrian pathways.

## **4 ECONOMIC DEVELOPMENT**

### **4.1 Retail**

Garfield's commercial centre is located on the southern side of the rail line west of Ritchie Street and extends for a distance of around 300 metres. Access to this centre from the residential areas north of the rail line is via the overpass situated just east of Fourteen Mile Road or via a pedestrian underpass located diagonally opposite Ritchie Street.

Garfield's commercial centre is relative small providing only convenience or day to day shopping for local residents.

The centre as a whole has around 1000m<sup>2</sup> of retail floorspace, of which only 50% is occupied. This comprises of a total of seven occupied shops, including a milk bar, butcher, fruit and vegetables, pizza, hairdresser, chemist and newsagent. The remaining seven shops in this commercial strip are vacant.

In addition to the above activities, there are several other businesses in the town centre and these comprise of a motor vehicle workshop, a hotel, office, ANZ bank, a vet and a rural supplies outlet.

The former Garfield Picture Theatre is also located in this strip, although it does not operate for this purpose.

A complete list of local business is provided in the table below.

<b>Business</b>	<b>Address</b>	<b>Category</b>
ANZ Banking Group	79 Main Street, Garfield	Bank
Chordettes Dance Band	155 Gunn Road, Garfield	Entertainment
Country Style Meats	89 Main Street, Garfield	Butchers
De Gooyer, FJ & BM Builders Pty Ltd	48 Garfield Road, Garfield	Building Construction
Garfield Golf Club Inc	Thirteen Mile Road, Garfield	Recreation
Garfield Hotel	95 Main Street, Garfield	Hotel
Garfield Milk Bar & Take away	69 Main Street, Garfield	Food and drink premises
Garfield Newsagency	77 Main Street, Garfield	Newsagency
Garfield Picture Framing	750 Nar Nar Goon-Longwarry Road, Garfield	Retail
H & M Caines Investments	90 Wright Road, Garfield North	Bookkeeping Services
L & J Motors Larmax Trading Pty Ltd	Princes Highway, Garfield	Agricultural Machinery

<b>Business</b>	<b>Address</b>	<b>Category</b>
Locks Off Salon	91 Main Street, Garfield	Hairdressers – unisex
March, FJB Plumbers Pty Ltd	PO Box 21, Garfield	Plumbers
Maywood Lodge	635 Railway Venue, Garfield	Horse Riding
NRG Promotions	4 Hillbrick Road, Garfield	Clothing Manufacturer
Simcock's Bus Service	17 O'Sullivan Street, Pakenham	Transport Services
Taylor's Resident Pharmacy	87 Main Street, Garfield	Pharmacy
Towts Drive in Fruit Supply	Princes Highway, Garfield	Fruit & Vegetables
Water Enterprises	42 Railway Avenue, Garfield	Tool Sharpening Services

Residents of Garfield source higher order goods or comparison goods such as clothing, housewares or hardware from much larger centres like Pakenham or other shopping centres nearby to where residents commute to work.

Much of the built development within the commercial strip is old and would benefit from some refurbishment, while many of the buildings are listed as having heritage significance in the Cardinia Planning Scheme.

#### **4.2 Labour force**

The employment statistics for Garfield generally confirm the dormitory nature of the town as it is estimated that the 15 or so local businesses provide local jobs for around 40 to 50 people.

Based on ABS census data for 1996, 62% (270 persons) of the Garfield population are in the labour force which is a similar rate to Victoria as a whole.

Around 10% (28 persons) are employed in agricultural, while more than 45% are employed in the manufacturing and wholesale/retail trades and 15% employed in Community Services, refer to Table 4.2 for further information. Of those 270 persons employed, around 200 or approximately 75% of employed residents commute reasonable distances to places of employment.

**Table 4.2: Industry Sectors of Employed Resident Labour Force for Garfield, Cardinia, MSD**

Industry	Garfield	Cardinia		MSD	
		No.	%	No.	%
Employed persons by Industry					
Agriculture, forestry, fishing	28	10.3	1,616	8.9	0.9
Mining	10	03.8	82	0.4	0.2
Manufacturing	61	22.6	3,375	18.5	17.3
Electricity, gas & Water	0	0.0	95	0.5	0.5
Construction	16	5.9	1,625	8.9	5.8
Wholesale & retail trade	61	22.6	3,811	20.9	20.2
Transport & storage	12	4.3	799	4.4	4.1
Communication	0	0.0	393	2.2	2.5
Finance, property & business	6.3	3.8	1,728	9.5	16.0
Public administration & defence	14	5.1	415	2.3	3.7
Community services	40	14.8	1,259	6.9	9.1
Recreation, personal & other	19	6.9	889	4.8	6.7
<b>Total employed</b>	<b>269</b>	<b>100.0</b>	<b>18,243</b>	<b>100.0</b>	<b>100.0</b>

Source: ABS Population Census 1996 (updated data not available as of July 2002)

This characteristic has a profound impact on the local shopping centre as most commuters undertake their regular shopping in the larger activity centres that are in close proximity to where they are employed. This deprives the local businesses of much needed clientele and revenue.

Another consideration in this context is that although Garfield's town centre is located in relative proximity to the Princes Freeway, it does not attract passing trade, nor any tourism traffic that would support the local business community.

### 4.3 Industry

Garfield Abattoir is the only major industry in the area and more recently downsized its operations. Garfield Abattoir closed its doors in 2001 for a period of time which saw the loss of 80 or so jobs to the area, however, it has recently re-opened but on a much smaller scale than the original operation. Most of those employed at the abattoir are not from the Garfield community.

Garfield does not have a dedicated industrial precinct, however, there are a number of home based businesses in the area, in the construction trades and service industries and a number of owner/drivers of large articulated vehicles.

Demand for industrial land is unquantified at present, although Garfield is well positioned to support light, service and rural industries given its proximity to urban and regional centres, availability of physical infrastructure and a local skilled workforce.

Council in conjunction with the Garfield Township Committee have been successful in obtaining a grant to develop a business plan for Garfield which will investigate the feasibility of stimulating economic development through the creation of a light industrial zone on the outskirts of the township; and the development and upgrade of the commercial precinct. This grant will provide funding to employ a Consultant to prepare a Business Plan that will include strategies to create between 50-70 new local jobs, attract investment and tourism, increase the scope of services in the commercial precinct to include arts/crafts shops, cafes and restaurants and speciality shops to attract tourism. There will be a need to determine the feasibility of the location of an industrial precinct in context with the future township development as shown in the Framework Plan and the natural constraints of the area if the demand for one is established.

#### **4.4 Economic Assessment**

Essential Economics Pty Ltd were engaged to undertake an economic assessment of the existing retail and commercial facilities in the town and ascertain their viability in context of existing population levels and trends.

The report prepared by Essential Economics Pty Ltd, “Garfield Town Centre Economic Overview” provides a detailed analysis of the existing retail situation, forecast of available spending, retail floorspace provision and sales, retail sales as share of residents’ available spending, business opportunities and employment effects.

It was found that as a large percentage of the resident population of Garfield commute to work in other localities and there is a high level of escape expenditure. Somewhere in the order of 83% of all available spending is being lost to other larger commercial centres, leaving only around 17% being captured by local businesses in Garfield. Given this characteristic of the labour forces, it would be difficult for local businesses to capture a greater percentage of all available spending.

Essential Economics suggest that to attract new retailers to Garfield the estimated average turnover of \$1 million for the existing retailers would need to be tripled based on the existing level of capture of available spending of local residents to support a retail centre of 1000m floorspace. However, a turnover of this magnitude would not be achievable on the current population base. Therefore, existing retailers are constrained in their trading levels by a small catchment population.

The viability of existing businesses and the ability to attract new businesses can only be greatly improved with access to a larger local population catchment. Attracting large numbers of tourists is not seen as likely unless Garfield gains several “land mark” businesses and some tourist accommodation.



Essential Economics suggest that ideally a population of around 3,000 persons would be required to support a reasonable range of retail and other businesses in a commercially viable way. This would include, for example, a small supermarket or general store and a range of convenience shops and personal services. This population threshold figure has been an accepted benchmark for small towns around Victoria and elsewhere. Refer to Study of Small Towns in Victoria (DARA, 1987 – John Henshall, Study Director).

A population base of around 2,200 persons is required to support the existing available retail floorspace of 1000m<sup>2</sup> in the commercial precinct and ensure the long term viability of the existing and future businesses.

The flow on effect of securing long term viability for existing and future retailers is the opportunity to generate additional local employment. It is estimated that a fully occupied retail floor area of 1000m<sup>2</sup> would generate in the order of 30 or so local jobs and with the multiplier effect could indirectly generate in the order of a total of 45 or so new jobs. In addition, growth in the retail centre will also generate and support growth in other businesses wishing to locate in the town centre. This could include professional services, including Accountant, Lawyer, Medical and business services like Real Estate Agent, Computer Services as well as growth in community services.

Garfield's population will need to increase appreciably over the coming years to ensure that retailers will be able to continue trading in a commercially viable manner. That means that Garfield needs a base population of around 2,200 to ensure the long term viability of the existing business and to attract new business investment into the commercial precinct. This represents a significant increase in the existing population levels and will require in the order of 500 additional lots in the township to be created for residential development to ensure this population benchmark is achievable.

#### **4.5      Tourism**

For small rural towns tourism can play a significant role in sustaining a township and many rural towns throughout Victoria have been successful by promoting and marketing a local feature. Garfield is well placed to stimulate tourism based on its local heritage. The commercial precinct contains a number of locally and regionally significant buildings largely intact. The commercial precinct is centrally located in relation to the Garfield train station and a short drive from the Princes Freeway. The commercial precinct once presented an image of a charming country rail town that served a booming timber industry. Many of the existing buildings were built in the 1920's of Edwardian architecture. While the streetscape is largely intact most of the buildings in the commercial precinct are in poor condition and vacant land is interspersed between the shops. Currently there are no businesses to attract tourists and with 50% of the shopfronts vacant, the commercial precinct provides only the most basic of services for its local resident community.

The Garfield Streetscape Renewal Project currently under way will assist in creating an attractive environment for the local community and visitors. Although, to enable Garfield to capture a share of the tourist market there will need to be other attractions to bring tourism to the town. Garfield has the foundations on which to harness a share of tourist market by promoting the heritage significance of the town. Restoration of the commercial centre to its former origins of the 1920's is seen as a positive step towards the revitalisation of the centre and a key incentive in attracting tourism type activities including arts and crafts, shops, cafes and restaurants, to name a few.

### ***Key Issues***

- Level of escape expenditure
- Local employment opportunities.
- Population level
- Provision of suitable land base for industrial development
- Viability and attractiveness of commercial precinct
- Tourism
- Accessibility of services
- Dormitory township

### ***Objectives***

*The Economic Development objectives for Garfield are to:*

- Ensure the long term viability and sustainability of the commercial precinct by providing a population of around 1,850 persons.
- Increase the level of investment, reduce the level of escape expenditure and create local employment opportunities.
- Ensure an adequate level of retail and professional services for the local community.
- Promote opportunities to capture a share of the tourist market.

### ***Strategies***

- Encourage the re-vitalisation and renewal of the commercial precinct and promote the heritage aspect of the centre.
- Promote business investment, tourism and local employment opportunities
- Ensure that the commercial precinct continues to project a pedestrian friendly rural village atmosphere.
- Develop co-operative links with neighbouring rail towns.
- Promote a stable, viable population base of around 1,850 persons.

### *Actions*

- Rezone land in accordance with the strategic framework plan to provide for development to achieve a population of around 1,850 persons.
- In consultation with the community prepare and implement a “Streetscape” plan for the commercial precinct.
- In consultation with the Township Committee and Business community prepare a Business Plan for Garfield to encourage economic investment to the town.
- Investigate the feasibility of establishing an industrial precinct for light industry type activities south of the rail line.
- Encourage the establishment of “boutique” businesses such as Arts/Craft Shop, Cafes and Restaurants, specialty shops, etc.
- Lobby VicRoads for the install traffic management devices along Nar Nar Goon-Longwarry Road in the area of the commercial precinct.
- Build on the heritage significance of the commercial precinct through restoration works and identification of the heritage buildings in the Main Street
- In consultation with the Business community explore innovate ways in which to increase local community consumption spending within the town.
- Encourage the entry of the town into the “Tidy Towns” Competition.
- Build on and promote the heritage value for tourism.
- Erect a Garfield civic guide location map.
- Promote and market places of interest, including Mt Cannibal.



*Garfield's commercial precinct*

<b>5</b>	<b>COMMUNITY DEVELOPMENT</b>
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The residents of Garfield display a strong sense of pride, commitment and involvement in their community. This is demonstrated by the commitment of many of the residents on various sporting and community committees. In particular, the Garfield Township Committee plays an important role for the community as a strong advocate representing the views of the community at various forums. The Garfield Township Committee acts as a conduit for information between key stakeholders and the community and can also play an important role in welcoming and integrating new residents to the community. The Township Committee also distributes a regular community newsletter to the community which provides valuable information on current events.

In the initial stages in the preparation of this strategy the Township Committee canvassed the views of the community by conducting a community survey. A survey form was distributed to all households in the Garfield postcode area (575) and around 172 forms were returned. The survey contained 14 questions that covered a range of local issues. The majority of opinion from those surveyed indicated that they particularly liked the quiet, safe and friendly environment that Garfield currently has and in particular the range of sporting and recreational facilities. Those who were surveyed generally expressed a view that they would like Garfield Township to remain as a rural town much as it is today but expressed a desire for improvements in the way of commercial facilities identifying that there was a lack of shops in Garfield; and more localised employment opportunities.

As with many rural towns, local residents display a keen interest in local sporting and recreation opportunities. Equally important to the residents are also the educational, child care and aged care facilities and services available.

Garfield's community is generally well catered for in terms of existing community and recreational facilities. As Garfield grows and the population profile changes, there will be a need to monitor growth trends to ensure that the existing recreational and community facilities and services meet the needs of the community and provide a range of opportunities for various interest groups.

Fostering a co-operative partnership with neighbouring townships, like Bunyip will provide opportunities for the joint use of some specialist community services and facilities and a greater leverage as a basis for funding grant applications.

### **5.1 Community Facilities and Services**

As Garfield grows and the population profile changes that may be an increased demand on children services, particularly Pre-school and Maternal and Child Health Centres and primary education. Garfield also has a growing teenage population and therefore the need to access youth services and activities, higher education and employment within the region will increase. As the population profile changes there will be an

increased presence of aged persons who will need to be able to access a range of aged services, including aged care, senior citizens facilities, etc.

Garfield currently has a range of community facilities located within the township. The local primary school and pre-school are situated in Garfield Road with a Playgroup operating from the pre-school centre once a week. The Pre-school currently caters for 26 four year old pre-schoolers and 18 three year olds. The Pre-school can accommodate another group of up to 27 four year olds.

Enrolments recorded so far for the next two years are detailed below:

Year	4 yr old enrolments	3 yr old enrolments
2002	26	18
2003	19	7
2004	7	3

The primary school currently has around 100 pupils enrolled for 2002. A portion of primary school aged children access schooling facilities outside of Garfield in neighbouring towns and all secondary aged school children must travel to nearby townships including Pakenham, Bunyip or Kooweerup to access secondary education as the existing population base is not sufficient to support a secondary educational facility in Garfield. As Garfield experiences growth there will be a need to monitor the growth pattern and population profile to ensure that the existing facilities can accommodate any significant increased demand on services. However, it is expected that any increase in demand on services will be gradual over time.

Other community facilities orientated more towards the senior sector of the community include the Garfield and Bunyip Senior Citizens, Garfield Community Centre and Garfield Bowling Club which are all located in Beswick Street and cater for a range of social activities.

While the senior sector of the community is well catered for in terms of community services and facilities there is a lack of suitable residential accommodation. There are very few units and no 'aged care' facility in Garfield. As the population of Garfield ages there will be an increased need for the provision of this type of housing in order to retain the older generation in Garfield.

Although there is a good level of community services in Garfield, Garfield does not have a local doctor and is currently under threat of losing the local chemist in the commercial precinct which only offers a reduced level of service to the community. Under the present economic conditions it is difficult to attract a Pharmacist to Garfield to invest in a business venture. In order to access medical services, such as a doctor, the community of Garfield must commute to nearby Bunyip or Pakenham, with the nearest hospital being located at Warragul. There is also a lack of Police presence in Garfield with the nearest Police Station being Bunyip.

One of the challenges facing rural communities is the retention of services, particularly as there is a current trend towards regionalisation of service provision both by the corporate world, State and Federal Government levels. This places increasing social pressures on a local rural community and increases the need for mobility placing a greater reliance on public transport provision.

Regionalisation of services and loss of employment opportunities can impact on the young and lead to isolation, social dysfunction and social anti-behaviour.

Rural communities need support and strategies on how to manage and address these issues. Council's Community Health Plan 2001-2006 explores these and other issues in more detail and identifies various strategies and goals to respond to these health issues. Some of the more pressing matters prioritised for action in 2002 include the development of a Public Transport Study which will include developing specific transport strategies to better meet the needs of young people; addressing critical gaps in primary health services including the shortages of General Practitioners in the rural areas. Strategies for building community spirit and social participation, supporting families with children and caring for elderly residents.

### ***Objectives***

*The Community Development objectives for Garfield are:*

- Ensure that the existing level of community infrastructure will cater for existing and future demands.
- Ensure that there are a range of services and facilities to meet a variety of user groups.
- Foster partnerships with neighbouring townships, in particular Bunyip promoting the use of joint facilities.

### ***Strategies***

- Develop improved means of communicating with residents, particularly new residents about available services and key contact points.
- Develop programs to promote a sense of community to minimise levels of social isolation.
- Collaborate with other service providers, community groups and local representatives, including the business community to expand opportunities for establishing new services or programs which meet identified needs.

### ***Actions***

- Liase with the Education Department to ensure that facilities are adequate to meet existing and future demands.
- In co-operation with the Township Committee develop a local residents kit for distribution to new families.

- Improve leisure options for youth by working in partnership with Council's Youth Worker to provide organised youth related activities, including discos, music events, cinema outings, etc.
- Liaise with the local police to increase the level of surveillance and police presence in Garfield.
- In partnership with Garfield primary school introduce community educational/interest programs.
- Investigate funding opportunities for the expansion of the Garfield Community Computer facility at the Garfield primary school.

## **5.2 Recreation Facilities**

Passive and active recreational opportunities are seen by the Garfield community as a high priority as they provide local residents with the opportunity to participate in a variety of different recreational, sporting and cultural activities and help to create social cohesion and wellbeing throughout the community.

Council's draft Recreation Plan 2001 Review provides an assessment of existing recreation facilities, an assessment of community needs and a priority and action plan for existing and proposed identified facilities. Council's Recreational Open Space Strategy 2000 provides an assessment of existing and future recreation open space needs on a regional, district and local level. Both documents contain specific recommendations in relation to Garfield.

Garfield has an extensive range of recreational facilities most located south of the rail line and include an 18 hole golf course that is open to the public and has licensed facilities, located just south of the township on Thirteen Mile Road. The Garfield and District Swimming Pool, an outdoor swimming complex comprising of a 33 metre pool, 8m x 10m learners pool and toddlers pool, located in Beswick Street. The Garfield Recreation Reserve contains the community centre, one lawn bowling green and club rooms, two netball courts, six tennis courts, oval for cricket and football including club rooms.

In addition to the formal recreation facilities Garfield has a number of playground reserves located within the residential development north of the rail line and nature reserves located further afield.

Further passive recreation opportunities were identified by the community as a priority, particularly the linking of the residential estates to the commercial centre and recreation facilities to the south, provision of a circular multi user trail around the township and incorporating the environs of the Ti Tree Creek north of the rail line and a linear regional multi user trail along the Nar Nar Goon-Longwarry Road, linking Pakenham in the longer term to Bunyip and beyond. Refer to Figure 3.

The establishment of a linear trail along Ti-tree Creek is a long term proposal, given that the land is currently held by a number of landowners. Further detailed investigation of the open space and trail along Ti-tree Creek is required including ownership, acquisition/compensation arrangements and access.

Some improvements and ongoing works are required for the swimming pool complex and recreation reserve. A feasibility study has recently been undertaken in relation to the swimming pool with a number of recommendations for the upgrading and improvement of the complex. Preparation of a long term master plan for the recreation reserve, in consultation with the community, should be undertaken to provide for the future direction and improvement of the facilities within the reserve and provide a basis for future funding submissions.

### ***Objectives***

*The Recreation and Open Space objectives for Garfield are:*

- Ensure the long term viability of the existing level of infrastructure by promoting increased patronage.
- Ensure that the existing infrastructure is upgraded in a timely fashion and managed so that it offers a variety of opportunities for people to participate in different recreational, sporting and cultural activities, catering for a range of community needs.
- Establish a network that will link the residential areas to existing facilities and focal points.
- Encourage a sense of ownership by the community for open space/recreation management.

### ***Strategies***

- Commit to a schedule for provision of upgrading existing facilities that will form the basis of capital works planning, budgeting, and negotiations with funding bodies.
- Advocate for fiscal assistance from the Federal and State Governments for the provision and upgrading of local facilities.



### *Actions*

- Provision of a minimum of 8% cash public open space contribution.
- Upgrade Garfield Aquatic Complex including the construction of new change rooms/multipurpose rooms, office and kiosk.
- Prepare a master plan for the Garfield Recreation Reserve that includes:
  - Expansion and upgrading of Sports and Social Club Rooms
  - Upgrading of the entrance and car parking facilities.
- Prepare a mobility plan that includes a program of projects, timing and costing and includes the following identified multi user linkages:
  - Between 13 Mile Road and Mont Albert Road;
  - Garfield to Bunyip along Longwarry-Tynong Road, in the longer term from Pakenham;
  - Between 13 Mile Road from main Road to golf club;
  - A circular track around the northern residential development including Garfield Road and Jefferson Road.
- Investigate the establishment of an open space corridor and trail along Ti-tree Creek.
- Investigate the feasibility of a skate board ramp or access to a mobile skate board ramp.



*Garfield Recreation Reserve*

<b>6</b>	<b>TRAFFIC MANAGEMENT AND PUBLIC TRANSPORT</b>
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Garfield township is located in the key transportation corridor between Melbourne, the Latrobe Valley and Gippsland. The Princes Freeway is the principle road transportation route from Melbourne to East Gippsland and is located to the north of Garfield Township. The Princes Freeway is currently a four lane divided road with an at grade intersection at Garfield Road, the main access route into Garfield Township. In the longer term, VicRoads plans to upgrade the Princes Freeway which will include a grade separated intersection located just east of the existing Garfield Road intersection. Provision of the new intersection will involve the truncation of the northern sections of Garfield Road and Jefferson Road. Access to both these roads will be provided from the upgraded intersection with the connecting road branching just north of Ti Tree Creek. Jefferson Road will become the primary access route into the Garfield Township with Garfield Road will then performing a secondary role in the local road network. VicRoads have already acquired the land to facilitate the upgrade of the road network.

Alternate access to Garfield Township is provided south of the Princes Freeway by the Nar Nar Goon-Longwarry Road which is a sealed declared main road that runs parallel to and on the south side of the railway line. The Nar Nar Goon-Longwarry Road connects Garfield with the Pakenham Township via Bald Hill Road, to the west and Bunyip to the east. The Nar Nar Goon-Longwarry Road plays an important role in the road hierarchy as it links the rail towns and the farming area south of the rail line to the larger regional townships.

The Nar Nar Goon-Longwarry Road also plays an important local role for the residents of Garfield due to the historical pattern of development wherein the bulk of the residential development of the township is effectively located to the north of the rail line running east west while the commercial strip shopping centre and recreational facilities are located along and to the south of Nar Nar Goon-Longwarry Road. A single overpass situated just west of Jefferson Road provides vehicular access to the south and a pedestrian underpass situated near Ritchie Street provides access to the train station and Railway Avenue to the north. Given the significance of Nar Nar Goon-Longwarry Road as the “main” street providing access to the commercial and transport hub, it is important that residents can circulate within this area in a relatively safe and pleasant manner. Much of the traffic using this road is generally larger articulated vehicles and farming vehicles which create significant noise pollution as the pass through this area. There is a need to address this issue and increase the level of safety for pedestrians within this area. This maybe achieved by a reduction in the speed limit within this area, although the speed limit is currently 60 kph or by further traffic management treatment of this section of the road.

Some of local roads in Garfield are currently unsealed with limited underground drainage and no formalised footpaths. There is a need to upgrade the existing road network where traffic volumes exceed 300 vpd to reduce the impact of traffic on adjoining residential properties. Where there is the potential for further subdivision on land that has abuttal to unsealed roads, a contribution by the developer for upgrading

of such roads should be required as part of the development process or alternately a special charge scheme could be established to facilitate the upgrading of key local roads in Garfield, like Jefferson Road which would include the construction of underground drainage and footpaths. This would also assist in facilitating a pedestrian network throughout the township. The table below provides information regarding the volume of traffic movements on the local road network based on the most recent counts undertaken.

Road	VPD	Date
Nar Nar Goon-Longwarry Road (Bunyip-Modella Road to overpass)	1109	April 19 96
Nar Nar Goon-Longwarry Road (Overpass to Thirteen Mile Road)	1371	June 1996
Nar Nar Goon-Longwarry Road (Thirteen Mile Road to Tynong Road)	1055	2001
Railway Avenue (overpass to Garfield Road)	816	July 1996
Garfield Road (Railway Road to Princes Freeway)	704	July 2002
Jefferson Road (Railway Avenue to Archer Road)	156	July 2002
Jefferson Road (North of Archer Road)	94	July 2002
Thirteen Mile Road (north of Brownbill Road)	849	March 1995
Archer Road (Jefferson Road to Campbell Street)	55	April 1998
Archer Road (Campbell Street to Garfield Road)	295	July 1998
Beswick Street (Fourteen Mile Road to Ritchie Street)	199	September 1994
Beswick Street (Ritchie Street to Thirteen Mile Road)	193	June 1993
Lone Pine Road (Thirteen Mile Road to Mont Albert Road)	69	June 1989
Mont Albert Road (Lone Pine Road to Finlay Road)	42	February 1999
Mont Albert Road (Finlay Road to Nar Nar Goon-Longwarry Road)	118	September 1996

Garfield Township straddles the Melbourne to Gippsland rail line and is serviced by a country rail and bus service operated by V-Line, as well as a local school bus service. Minimal service delivery is provided which does not always meet the needs of the local community. There appears to be a gap in the level of night and weekend services and timetables do not always match user needs. This is a particularly important issue for the youth and single car households who are reliant on public transport for mobility and access to other townships. Council and the community should continue to liaise with public transport service providers to ensure that transport services are better co-ordinated and provide an adequate level of service to meet the needs of the local community.

The regional fast train service is also proposed to separate along the Gippsland railway line through Garfield and further consultation will be required between Vic Track and Council in relation to the implications for the section of the line through Garfield. Opportunities to improve carparking at the Garfield Railway Station should also be explored with Vic Track and the rail transport service provider.

The rail line is a dominate feature of the Garfield Township and the commercial streetscape and presents an opportunity to enhance the physical appearance and enjoyment of local residents and visitors to this area. Funding has been secured for the Garfield Streetscape Renewal Project that will include the refurbishment of the existing rail underpass and road crossing, further tree planting, the creation of a town square with a focus on a rotunda and war memorial, upgrading of paving, street furniture and

lighting in the shopping precinct, improvements to pedestrian access and restoration of shopfronts and verandahs to a consistent heritage theme.

### *Objectives*

*The Traffic Management and Public Transport objectives for Garfield are:*

- Promote and facilitate a road network that provides effective and safe commuter use for the community.
- Ensure that public transport services are of a level that will encourage increased patronage.

### *Strategies*

- Ensure the provision of a high quality road network that will cater for existing and future volumes of traffic.
- Ensure a high standard of amenity and permeability for pedestrians and motorists around the town.
- Ensure that the amenity of the commercial precinct is improved.

### *Actions*

- Continue to lobby public transport providers for appropriate service provision to meet the needs of the Garfield community.
- Liaise with Vic Track in relation to the implications of the regional fast rail service on the section of the railway line through Garfield.
- Reduce the speed limit along Nar Nar Goon-Longwarry Road (between Mont Albert Road and just east of Fourteen Road) to 50 kph and lobby VicRoads for traffic management works to reduce the speed of passing traffic through the shopping precinct.
- Review existing speed limits on main access roads into Garfield and reduce to 50 kph in residential areas.
- Investigate the possibility of a controlled pedestrian crossing in Nar Nar Goon-Longwarry Road or alternatively extending the “manning” period of the existing school crossing.
- Prepare Special Charge Schemes for the purpose of upgrading Jefferson Road, Beswick Street and Archer Road.
- Through planning controls ensure that developers are required to make a contribution for physical infrastructure.
- Provide for the long term upgrading of the Nar Nar Goon-Longwarry Road/Fourteen Mile Road intersection.
- Prepare a capital works program that includes the following identified projects, timing and costing:

- Upgrade of the Recreation Reserve carpark and entrance to a sealed pavement.
  - Provision of a footpath along Campbell Street.
  - Upgrade and provision of footpath along Garfield Road from just north of Barker Street.
  - Construction of outfall drainage from the Jefferson Road/Ti Tree Road catchment.
  - Construction of outfall and easement drainage from Beswick Street properties through to recreation reserve.
  - Construction of drain in front of scout hall.
- 
- Implement the Garfield Streetscape Renewal Project in collaboration with community.
  - Continue to seek funding for further streetscape improvement works.
  - Investigate with Vic Track and the rail transport service provider the opportunity to develop parking for railway patrons on the north side of station.
  - Development of a school “drop off/pick up” area Railway Avenue/railway land – Garfield Primary School.



*Garfield Railway Station*

<b>7</b>	<b>PHYSICAL INFRASTRUCTURE</b>
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### **7.1 Sewerage and Water facilities**

South East Water are the servicing authority governing the provision of sewerage and water facilities to the Garfield Township. Garfield is serviced by reticulated water and the system can be augmented to accommodate additional growth in the township.

The Tarago-Westernport pipeline extends across the south east corner of the township crossing the rail line at the junction of Jefferson Road, then running in a south-westerly direction along the base of the recreation reserve and beyond. The pipeline is contained within a 20 metre Melbourne Water easement.

Garfield township is provided with reticulated sewerage facilities that services both residential and commercial development with approximately 170 properties currently connected to this system.

The existing system is serviced by a temporary pumping station at Jefferson Road and the main pumping station located at Thirteen Mile Road which discharges the effluent to the Longwarry Sewerage Treatment Plant.

The existing sewerage system has been designed to cater for the existing unserved residential area and has sufficient spare capacity to accommodate development within the defined sewerage catchment area. Development occurring on the fringe of the catchment boundary may be accommodated by the existing sewerage system subject to a specific hydraulic assessment of the system at the location of the development. Development outside of the existing catchment area can be catered for through system extensions and minor augmentation works. These may include the duplication of the existing 150 mm diameter rising main from Thirteen Mile Road PS to Bunyip with a 225 mm diameter RM and replacement of existing pumps with a higher capacity ones.

All new urban residential development will be required to connect to sewer in accordance with the State Environment Protection Policy (Waters of Victoria). This may also include any low density development on the fringe of the township unless it can be demonstrated to the satisfaction of the South East Water and Council that the lots are capable of on site waste retention. In the longer term, emphasis should be placed on the connection of all residential properties located within township boundaries being connected to the sewer, including low density lots.

### **7.2 Drainage**

Melbourne Water are the responsible drainage authority for this area and have been investigating a drainage scheme strategy for Garfield to ensure that adequate drainage facilities are constructed that would accommodate future development of Garfield and ensure that there is no downstream flooding of properties or loss of water quality.

The drainage scheme will require both drainage works and the provision of contributions at the time of the development of land for its implementation. Melbourne Water has advised that the works required will include an on line retarding basin along Ti Tree Creek and two retarding basins within the township. At present Melbourne Water are investigating the feasibility of constructing a retarding basin along Ti Tree Creek upstream of Hope Street Bunyip, that would provide sufficient capacity to cater for the drainage requirements of Garfield, north side of the rail way line. To ensure that there is no increase in flooding on downstream properties it will be necessary to provide retarding basins with a storage capacity of around 900 cubic metres per hectare of development. The drainage system should include measures to prevent the discharge of sediment and pollution into watercourse.

The land to the south of the railway line beyond the strip shopping centre is low lying and flood prone and affected by the 1 in 100 year flood with the flood level being around 28.5 AHD. This area, therefore, is unsuitable for urban development. The extent of the area subject to flooding is identified in the Land Subject of Inundation Overlay in the Cardinia Planning Scheme, which will be reviewed, and where appropriate, refined in conjunction with Melbourne Water.

Detailed survey plans have been prepared showing preliminary flood levels along Ti Tree Creek that indicate that some areas adjacent to the creek are within the floodplain and affected by flooding from Ti Tree Creek for a storm event with a 1% chance of occurrence in any one year. Melbourne Water and Council are currently in the process of defining the extent of the floodplain with the intent to include this area in a Land Subject to Inundation Overlay in the Cardinia Planning Scheme for the future protection of the creek and environs. Melbourne Water requires that a minimum of 20 metres drainage reserve is provided either side of the creek to protect the creek from future development.

### **7.3 Other services**

TXU is responsible for the provision of reticulated electricity supply to the Garfield Township. Any additional infrastructure required to service new subdivisions within the township should be required to be underground cabling.

Where existing overhead reticulated electricity supply is provided throughout the town consideration should be given to improving the streetscape where appropriate by upgrading the existing infrastructure with underground cabling or the use of aerial bundle cables. Funding sources to facilitate this should be explored jointly by Council and the community.

The Longford to Dandenong Gas Transmission pipeline runs through Garfield Township with two 750 mm gas transmission pipelines being contained in a 24.38 metre wide easement. These pipelines are operated by GPU Gas Net and there are restrictions in relation to development close or within the easements, therefore, any proposals should be referred to GPU Gas Net for consideration and comment.

Telecommunication facilities are available and can be extended to cater for further development.

### ***Objectives***

*The Infrastructure objectives for Garfield are:*

- Encourage and facilitate the provision of physical infrastructure to support the future growth of the township in an environmentally sensitive manner.
- Encourage and promote the provision of physical infrastructure on a cost effective basis.

### ***Strategies***

- Ensure the protection of Westernport Bay and Kooweerup flood plains from the pressure of residential and commercial development.
- Work in partnership with other servicing authorities in the management and enhancement of waterways and floodplain management.

### ***Actions***

- Define the extent of the floodplain for Ti Tree Creek and include in the Land Subject to Inundation Overlay in the Cardinia Planning Scheme.
- Review the area affected by the land subject to inundation overlay south of the railway line in conjunction with Melbourne Water.
- Restrict any development along the Ti Tree Creek to allow for a minimum of 20 metres set back from the creek bank.
- Melbourne Water to prepare a Drainage Scheme Strategy for Garfield based on urban boundaries defined in the Framework Plan.
- Council and community explore future funding opportunities to upgrade existing electricity infrastructure to aerial bundle cabling or underground cabling.
- Council to liaise with VicRoads in relation to the future interchange upgrade with the view to ensuring the protection and enhancement of the Ti Creek environs and the provision of a suitable site for the retarding basin, if required.
- Ensure that all new residential properties are connected to reticulated sewer including low density lots.



<b>8 ENVIRONMENT</b>
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### **8.1 Landscape and watercourses**

Garfield township is set in a picturesque landscape setting of undulating topography that is traversed by Ti Tree Creek north of the ridge line with pockets of remnant vegetation scattered around the edges of township and along the roadsides. Roadside vegetation supplies significant amount of flora and fauna values.

Most of the residential development is located to the north of the rail line extending to the ridge line. Due to the elevation of the land north of the rail line attractive views of the floodplain to the south are available. From the ridgeline there is also an attractive vista to the north across Ti Tree Creek to the Princes Freeway.

Ti Tree Creek is a significant watercourse that is a tributary of Cannibal Creek and flows into the Bunyip River to the north of Bunyip Township. Ti Tree Creek is located in the valley on the north side of the ridge and provides a natural boundary to the township. The separation from the highway to Garfield further enhances that sense of rural identity of the township. Ti Tree Creek generally traverses land that is currently in private ownership and many of these landowners are involved in Land Care Projects with a view to fence from stock and revegetate the environs of the watercourse. Land adjacent to Ti Tree Creek is relatively flat and forms part of a small floodplain as identified and surveyed by Melbourne Water. This is some existing native vegetation along the creek which are mainly melaleucas as well as some large patches of blackberries. Ti Tree Creek contains salinity indicator plants and some patches of indigenous vegetation which show signs of die back.

### **8.2 Salinity and Vegetation**

Salinity is becoming an issue across the Westernport Catchment. Salinity is an issue to the south of Garfield towards the railway line and beyond in the low lying rural land. Use of native vegetation should be encouraged by landowners in this area with the aim of reducing the water tables. Salinity readings have been found in discharge areas along the Ti Tree Creek and areas below the railway line to the south of Garfield. Salinity can be addressed by protecting and increasing any remnant vegetation in recharge areas above the discharge sites and by planting and regenerating the discharge sites.

There are a number of pockets of vegetation scattered around the township and along the roadsides and this vegetation is shown as being of very high priority for retention in the Port Phillip and Westernport Native Vegetation Plan. The high priority shows that on a regional scale very little of this vegetation type is protected in reserves and/or remains on private property. Of particular importance is the area located at the end of and to the north and south of Barker Road, and an area on Archer Road to the east of Greenland Court. These areas contain a mature canopy of eucalypts although there is very little middle layer and there are some noxious and environmental weeds present.

These areas should be noted as significant and any future development must ensure the long term protection and enhancement of these areas as well as along the roadsides and Ti Tree Creek. This may be achieved through development controls in the planning scheme or inclusion of some of the areas in public open space reserves.

### **8.3 Nature Reserves**

The Mount Cannibal Flora and Fauna Reserve is located on the north side of the Princes Freeway in North Garfield Road, Garfield. It is a large nature reserve that contains a picnic area with BBQ's, playground equipment, information shelter and toilet facilities. The reserve also contains a number of walking trails that lead to "lookouts" which provide views of Koo Wee Rup Swamp and Western Port Bay. There are local conservation groups that assist Council in the preservation of the flora and fauna values of the reserve through weed control, maintenance of walking tracks and the holding of information days for the public. The reserve is of State botanical significance.

Cannibal Creek Reserve, also located off the Garfield North Road contains significant areas of native vegetation with significant flora and fauna values.

### **8.4 Land Capability**

A land capability study for the Cardinia Shire was completed in February 1997 which provides information in relation to landform and soil types in the municipality. The soils of Garfield area are either of Quaternary alluvial or Devonian granitic origin. The soils of Quaternary alluvial occur south of the railway line and along the floodplains associated with Ti Tree Creek. The soils of Devonian granitic origin occur on the steeper undulating land to the north of the railway line where the majority of development has occurred in the Garfield Township. These soils have limitations in terms of the capacity for on site disposal of wastewater. In addition, the soils of Devonian Granitic origin are subject to erosion on moderate to steep slopes, and therefore careful site management is required to minimise the potential for erosion.

### ***Objectives***

*The Environmental objectives for Garfield are:*

- Promote the connectivity of waterways, remnant vegetation, open space and community facilities through the development linkages.
- Ensure that urban development is designed to protect and enhance the natural environment.
- Ensure that there is no net loss of native vegetation and promote revegetation of watercourses, public and private land through community and government programs.

### *Strategies*

- Encourage and support community based environmental groups in the protection and enhancement of waterways and public open spaces.
- Ensure that urban development is properly managed to avoid any reduction of existing native vegetation.

### *Actions*

- Prepare a salinity management plan for Garfield.
- Developers be required to assess the land for saline discharge sites, if saline discharge sites are found restrictions should be placed on locations and materials used in building construction.
- Ti Tree Creek floodplain be included in the Land Subject of Inundation Overlay and a minimum setback of 20 metres from the creek bank or edge of floodplain be required for any development.
- Limit the removal of “deep rooted” vegetation including Pine trees.
- Encourage landowners to apply for funding grants for the revegetation and removal of noxious and environmental weeds on private property.
- Support and encourage the initiatives of the local Land Care Groups.
- Acknowledge the importance of Ti Tree Creek as a significant habitat and wildlife corridor and as a long term opportunity for provision as a passive public open space link.
- Advocate for the preparation of a Drainage Strategy for Garfield by Melbourne Water that potentially includes the discharge areas along Ti Tree Creek in a wetlands area.
- Encourage the protection and re-establishment of indigenous vegetation along the Princes Highway Corridor and along the roadsides.
- Protect the rural landscape along the Princes Freeway corridor by restricting any future urban and commercial development to the south of Ti Tree Creek for Garfield.
- Increase the water quality of Ti Tree Creek and the water flowing into Bunyip through the provision of wetlands and sediment control measures.
- Encourage the revegetation of rural land to the south of the rail line.
- Require the connection of all urban and low density residential lots to reticulated sewer.

<b>9</b>	<b>URBAN DESIGN AND HERITAGE</b>
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Garfield's character is dominated by a sense of heritage revolving around that of a small rural rail town of the early 1920's. Originally Cannibal Creek Siding was built in 1877 to serve the booming timber industry when the railway line was laid from Dandenong to Bunyip. The district was latter renamed Garfield after of an American President. The earliest settlements were in Mont Albert Road on the drier land and the flats were covered in thick tea tree scrub. The school was first built near the highway, then on the hill between the highway and the railway and finally where it is today in Railway Avenue. The London Bank, shops and businesses were on the north side of the railway, but fires were frequent and eventually the shops were built on the south side.

Much of Garfield's built heritage today is located in the strip shopping centre along the Nar Nar Goon-Longwarry Road. A Heritage Study was undertaken for the Cardinia Shire Council and has identified sites of heritage significance in Garfield which are included in the Heritage Overlay in the Cardinia Planning Scheme.

Protection of sites of heritage and cultural significance helps to retain the intrinsic character of the town and can become a major asset if managed properly for tourism. Due to the relative intactness of the existing buildings Garfield has a wonderful opportunity of recreating the origins of the 1920's era through the refurbishment of the existing heritage buildings and thus creating an opportunity to attach tourists to the area. The Garfield Picture Theatre, while privately owned, has the potential to build on its historical roots by re-establishing it as an operating theatre. Efforts should be made to investigate the feasibility of establishing a regional theatre group that would conduct live plays or hold picture shows on a regular basis from the theatre.

### **9.1 Garfield Commercial Precinct**

The Garfield Commercial Precinct is of Regional Significance to Cardinia Shire because of its associations with the development of the Garfield area from the 1920s which in turn was a result of more intense settlement of the farming districts around the town. Following the completion of the Swamp drainage scheme in the first decade of this century, Garfield became a prosperous farming and orcharding district, coupled with the growth of an associated shopping and business centre. The character of the precinct is created by the key buildings such as the remaining bakery and residence, the former ES&A Bank and the former Garfield Picture Theatre, one of only two surviving picture theatres in the shire.

This precinct is a combination of brick and stucco commercial mainly one storey buildings from the period c1920-30 with major structures including the picture theatre and hotel. The Garfield commercial strip is one-sided and faces the train line being indicative of its origins. Most of the elements in this streetscape are in externally near original condition.

The buildings included in this precinct are listed below:

- Garfield War Memorial, Nar Nar Goon-Longwarry Road
- Garfield Picture Theatre, 51 Nar Nar Goon-Longwarry Road
- J & ME Lowndes Bakery and Residence, 41 Nar Nar Goon-Longwarry Road
- Butcher, 55 Nar Nar Goon-Longwarry Road
- Fleecy Fabric; Wool & Craft, 57-59 Nar Nar Goon-Longwarry Road
- Glenise Gifts, 61 Nar Nar Goon-Longwarry Road
- Garfield Milk Bar, 69 Nar Nar Goon-Longwarry Road
- Videos, 71 Nar Nar Goon-Longwarry Road
- Pizza, 73-75 Nar Nar Goon-Longwarry Road
- Garfield Newsagency, 77 Nar Nar Goon-Longwarry Road
- ANZ Bank, 79 Nar Nar Goon-Longwarry Road
- Shop, 81-83 Nar Nar Goon-Longwarry Road
- Shop 87 Nar Nar Goon-Longwarry Road
- Country Style Meats 89 Nar Nar Goon-Longwarry Road
- Store, rear L&J Motors, 101-103 Nar Nar Goon Longwarry Road
- 105 Nar Nar Goon-Longwarry Road

Any redevelopment of lots within the commercial precinct must be compatible with and reflect the principle historical elements of the existing Edwardian built form including buildings built to the front boundary with verandahs protruding over the footpath.

A summary of the significant sites is provided in the heritage report prepared by Graeme Butler & Associates which includes recommendations for restoration works for these heritage buildings appended to this section. The report commences at Thirteen Mile Road, the start of the Heritage Overlay in the Cardinia Planning Scheme, heading in an easterly direction.

In addition to the above, there are two sites that are identified as having significant gardens. The first is on the north side of the Princes Freeway located at 265 Old Sale Road, Garfield North known as Mikado Park and the second is Garfield Primary School at 84 Railway Avenue.

*Garfield Primary School*



Their gardens are noted to have the following species:

Mikado Park	Garfield Primary School
<i>Waterhousea spp.</i>	Remnant garden in front of main building
<i>Cupressus macrocarpa</i>	<i>Cotoneaster spp.</i>
<i>Shinus molle</i>	<i>Acmena smithii</i>
<i>Araucaria cunninghamii</i>	<i>Pittosporum spp.</i>
2 <i>Corymbia ficifolia</i>	<i>Photinia spp.</i>
Pear	<i>Robinisa spp.</i>
<i>Prunus serrulata</i>	<i>Prunus laurocerasus</i>
	<i>Quercus palustris</i>

Given the historical significance of Garfield's commercial centre it is important that any streetscape works undertaken in this precinct enhance the heritage significance of this area's origin. Particular care should be taken in selection of street furniture, paving and planting, etc. so that the historical theme is maintained in this precinct. In particular, any restoration works undertaken on the buildings as noted above should comply with the corresponding recommendations as outlined.

Announcing a sense of arrival at a township is an important urban design feature and there is the opportunity for Garfield to capitalise on the heritage theme through well designed entry statements that may comprise of creative signage, planting, paving, etc. Entry statements should be established at main entry points into the township including east and west of shopping precinct on Nar Nar Goon-Longwarry Road, on Garfield Road in the short term down from the Princes Freeway. In the longer term, an entry statement should be planned for the new interchange at the Freeway and should include amongst other things avenue planting from the Freeway along the main access route into the town centre. Appropriate directional signage identifying the location of the commercial centre should be placed at the junction of Garfield Road and Railway Avenue and also along Railway Avenue near Jefferson Road and the overpass.

### ***Objectives***

*The Urban Design objectives for Garfield are:*

- Create a sense of identity and place for the community through the application of specific urban design principles based on the heritage values of the town.
- Promote pedestrian permeability around the commercial precinct and beyond through the creation of visual links between public spaces and town centre.

### *Strategies*

- Recognise, protect and build on the heritage value of the commercial centre.
- Identify main entry points and main pedestrian and vehicular pathways through the town.
- Ensure development is designed to incorporate Community Safety as a key planning principle for all improvements works, residential, industrial, retail and recreational development.

### *Actions*

- Ensure that streetscape improvements reflect the heritage significance of the commercial precinct.
- In collaboration with landowners seek funding from Heritage Victoria, or other State or Federal organisations for the restorations works to the Heritage buildings as identified in the report prepared by Graeme Butler, Heritage Consultant.
- Promote the establishment of creative entry statements including avenue planting to identify preferred routes throughout the township.



*ANZ bank in Main Street, Garfield*

*Iona Hotel in Main Street, Garfield*



## HERITAGE REPORT PREPARED BY GRAEME BUTLER -

### Appendix to Urban Design Guidelines

#### Garfield Commercial Area Heritage Report



Start of heritage overlay, going east : as vacant lot, fence with related period fencing (square-top timber picket 1.2m)



Edwardian-era weatherboard house: restore verandah to bullnose profile with turned posts; chemically remove paint from chimney bricks.



LJ Motors: consider removal of added brick and A/C front facade, revert to earlier corrugated iron cladding and timber framed display windows?



Iona Hotel- well preserved, repaint joinery in period trim colours, rebuild ci fence, with capping.

Graeme Butler & Associates, 2002: 1



## Garfield Commercial Area Heritage Report



Infill building, some relationship with form and materials of heritage overlay but setback of shop and verandah unrelated.



Inter-war shop, fair preservation, with recessed shopfront entry. Rationalize or reduce signs for more effective advertising.



Inter-war shop with well preserved shopfront and tapestry brick facade, plus verandah: chemically remove paint from brick upper parapet, repaint trim with period colours. Remove downpipe from verandah post, use pop outlet to gutter as desired, instead.



Modernist bank with own merit although not related to heritage overlay - paint should be chemically removed from blockwork

Garfield Commercial Area Heritage Report



Inter-war shop, Spanish style with original verandah and shopfront: conserve and use verandah as model for any other verandah reconstructions for inter-war shops. Repaint in period colours.



Bank: individually significant, well preserved - repaint trim in period colours; repaint cement/render bands as natural render (warm matt grey)



Inter-war shop, with shopfront and verandah: conserve; repaint trim in period colours, polish metal shopfront sections.



Inter-war shops (3) with early shopfront but recently rebuilt verandah uses wrong framing (see below) and stirrups exposed, chemically remove paint from parapet brickwork and tiles; ensure authentic **future** verandah construction.



New framing



Original framing

Graeme Butler & Associates, 2002: 3

Garfield Commercial Area Heritage Report



Inter-war shop with new unrelated verandah but part early shopfronts: chemically remove paint from parapet face brickwork and tiles; repaint trim in period colours. Rebuild verandah using original post-supported verandah as model.



Inter-war shop with early shopfront and verandah: conserve. Repaint trim in period colours



Weatherboard residence ( Edwardian-era ?) to shop-verandah and windows changed. Rebuild verandah in skillion post supported form, rebuild fence with corrugated iron capped fence; repaint trim in period colours



Edwardian-era (?) shop, some changes; repaint trim in period colours.



## Garfield Commercial Area Heritage Report



Inter-war shops, eastern has early shopfront (painted over), western has 1950s shopfront, both have early verandahs. Chemically remove paint from tiles, parapet brickwork and repaint trim in period colours.



Inter-war shop, shopfront changed and built-in- rebuild shopfronts as traditional with timber frame, plinth, transom lights, and recessed entries; chemically remove paint from tiles, parapet brickwork.

Fence adjoining vacant block with ripple or corrugated iron, with capping.



Theatre: Original cantilever verandah to be reconstructed in place of reproduction Edwardian-era type.

## General works:

Chemically remove all paint from face brick, shopfront tiles, glazing and metal shopfront sections and refurbish shopfront glazing and frame.

Use simple post supported street verandahs, with framing as illustrated (stirrups houses or concealed) for reconstruction, maintain original cantilever verandahs.

Use National Trust technical bulletin on external paint colours and *Our Inter-war Houses* as guides for repainting, plus paint sampling where available (typical wall colours- stone shades i.e. Limestone, sandstone or natural render or similar; typical trim colours- deep Brunswick or olive greens, deep browns, deep maroon, or deep shades of chosen wall colour).

Graeme Butler & Associates, 2002: 5

## Garfield Commercial Area Heritage Report



Old sign on verandah end boarding.



Inter-war shopfront with glazed plinth tiling and Brooks Robinson moulded metal shopfront frame- notable. Some of these sections have been over painted- pain should be chemically removed and repairs carried out by Economic Industries of Fitzroy.



Quarry tiling to entry recess should be preserved and refurbished- replacement tiles available at shops such as Period Details or Schots.



Typical early verandah framing.

Graeme Butler & Associates, 2002: 6

<b>10</b>	<b>ACTION PLAN</b>
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Action	Related Authority/Group	Timing
Rezone land to Residential 1 Zone with a Development Plan Overlay	Council	2002
Preparation of Siting and Design Guidelines for residential development in Cardinia	Council	2002
Finalise and implement Garfield Renewal Streetscape Project.	Council/Township Committee/Community	2002
Prepare a Business Plan for Garfield	Council/Township Committee/Business community	2002
Investigate the feasibility of a light industrial precinct for Garfield.	Council/Township Committee/Business Community	2002
Advocate for the upgrading of Nar Nar Goon-Longwarry Road with VicRoads.	Council/VicRoads	2002
Develop a local “new residents” kit for new families..	Township Committee/Council	2003
Upgrade Garfield Aquatic Complex as recommended in the feasibility study.	Council	2002/4
Prepare and implement a master plan for Garfield Recreation Reserve	Council	2002/4
Prepare a mobility/pedestrian network plan for Garfield	Council/Community	2003/4
Prepare and implement a special charge scheme for upgrading of Jefferson Road, Beswick Street and Archer Road.	Council	2002
Prepare capital works program that includes footpath and drainage upgrades.	Council	2003
Prepare and implement a Heritage Renewal Project based on Graeme Butlers Heritage Report and explore various funding sources.	Council/Township Committee/Business Community	2003/4
Prepare an amendment to the Cardinia Planning Scheme to include the floodplain of Ti	Council/Melbourne Water	2002

Action	Related Authority/Group	Timing
Tree Creek into Land Subject to Inundation Overlay		
Prepare a Drainage Scheme Strategy for Garfield	Melbourne Water	2002/3
Prepare and implement a Salinity Management Plan for Garfield	Council	2003/4

While Council will use its best endeavours to meet the above program, achievement of the key actions, as always, is contingent upon resources being available from Council, as well as other government agencies.

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