

# Planning Report

Clarkefield Development Plan  
2022

## DOCUMENT VERSION

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## Planning Report March 2022

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## NOMENCLATURE

Term/Abbreviation	Definition or Description
<b>Council</b>	Macedon Ranges Shire Council
<b>CFA</b>	Country Fire Authority
<b>DPO10</b>	Development Plan Overlay – Schedule 10 - Clarkefield
<b>Development Plan</b>	Clarkefield Development Plan
<b>EVCs</b>	Ecological Vegetation Classes
<b>EPBC Act</b>	Environment Protection & Biodiversity Conservation Act 1999
<b>NTGVVP</b>	Natural Temperate Grassland of the Victorian Volcanic Plain
<b>P&amp;E Act</b>	Planning and Environment Act 1987
<b>PG</b>	Plains Grassland
<b>PGW</b>	Plains Grassy Woodland
<b>RGP</b>	Regional Growth Plan
<b>The Statement</b>	Macedon Ranges Statement of Planning Policy
<b>Settlement Strategy</b>	Macedon Ranges Settlement Strategy
<b>TZ</b>	Township Zone
<b>VPPs</b>	Victoria Planning Provisions

## 1 INTRODUCTION

Bunjil Planning has been appointed by Clarkefield Development Pty Ltd and APD Project Pty Ltd to prepare the following Planning Report to accompany the Clarkefield Development Plan.

The Planning Report supports the request to Macedon Ranges Shire Council (Council) for the approval of the Clarkefield Development Plan in accordance with the Macedon Ranges Planning Scheme, specifically the Township Zone and the Development Plan Overlay 10 – Clarkefield.

The preparation of the Development Plan and the application request to Council includes:

- Planning Report (this document):
- Clarkefield Development Plan:
- Background Reports - Expert Technical Impact Assessments.

The preparation of the Development Plan has been informed by Background Reports - expert technical assessment including:

- Ecological Assessment, Ecology and Heritage Partners, March 2022;
- Cultural Heritage Management Plan, Ecology and Heritage Partners, 2021;
- Environmental Site Assessment, Atma Environmental, August 2020;
- Bushfire Risk Assessment, Ecology and Heritage Partners, March 2022;
- Infrastructure Servicing Strategy Report, Spiire, 18 March 2022;
- Housing and Demographics, Urban Enterprises, 2020;
- Traffic Management Report, Traffix, March 2022;
- Macedon Ranges Housing & Demographic Profile, Urban Enterprise, November 2020
- Retail Assessment, Urban Enterprise, March 2022;
- Social Infrastructure Assessment, ASR Research, March 2022;
- Community Engagement Report, Capire, August 2021;
- Macedon Ranges Demand & Supply Assessment, Research 4, 2021.

Furthermore, the Development Plan has been prepared to respond to Greater Western Water's confirmation that within the Servicing Feasibility Study for Clarkefield township, that an acceptable solution to provide potable water, recycled water and sewer to the township exists.

Greater Western Water's letter of confirmation is provided in the Background documents.

## 2 CLARKEFIELD AND ITS LOCATION

Clarkefield is located on the south eastern tip of the Macedon Ranges Shire Council (Council). Its location is one of the key gateways into the municipality with direct undulating views to Mount Macedon and its rural surrounds. The location is shown in Figure 1.

Figure 1 Location of Clarkefield



The location of Clarkefield is described as:

- 50km north west of Melbourne CBD;
- 45 minutes train ride from Southern Cross Station (15 trips a day) on the Bendigo train line;
- 70 minutes to Bendigo Station;
- 5 minutes' drive to Riddells Creek and Sunbury;
- Adjacent to highway C325, Melbourne - Lancefield Road;

The current township of Clarkefield is a small hamlet known for its train station, hotel and gradual population decline. Once prosperous enough to accommodate a primary school and sporting facilities, the population has declined significantly leaving a handful of remaining dwellings.

The current township of Clarkefield is best described as:

- One main road without formalised curb and channel and footpaths accessing the Clarkefield Train Station and car park;
- A hamlet of a handful of aging or abandoned suburban dwellings;
- Generally flat topography surrounded by agricultural land use (cropping and grazing);
- Confined within the lineal boundaries of the Melbourne – Bendigo Rail line and the Melbourne Lancefield Road;
- Adjacent to a dormant Government primary school site; and
- Without reticulated sewer or water infrastructure.



It contains:

- The now closed Clarkefield Hotel of European heritage significance as shown in Figure 2.
- The Municipal Recreation Reserve consisting of a full sized sporting oval, cricket nets, club change rooms and pavilion for hire;
- A Community Hall (picnic table, community toilets, domestic kitchen, performance stage);
- A CFA Station.



*Figure 2 Photo: Former Clarkefield Hotel*



*Figure 3- Photo: Clarkefield Reserve*

### 3 CONTEXT

The following Planning Report has been prepared in response to the Macedon Ranges Planning Scheme land use controls which zone 26ha of land abutting the Clarkefield Railway Station within the Township Zone and a Development Plan Overlay. Specifically, the application provides the preparation of a Development Plan as outlined in Section 1.

In addition to the subject application, Clarkefield Development Pty Ltd and APD Project Pty Ltd have outlined their visions and principles for the future broader development of Clarkefield beyond the land contained within the Township Zone. The consideration and planning for a broader Clarkefield beyond the currently zoned land is critical to the success of a future Clarkefield as a well-planned, highly liveable sustainable community. Dialog has commenced with the Authorities and the community on planning for a broader Clarkefield with the aim of working with Council to commence the strategic planning work on an Urban Expansion Strategy for Clarkefield as outlined within the Planning Scheme and the Statement of Planning Policy.

## 4 COMMUNITY ENGAGEMENT

Extensive engagement with the local community and community and stakeholder groups has occurred to inform the preparation of the Development Plan. Capire has prepared a Community Engagement Report, Shape Clarkefield which is attached to the Background Reports of the Development Plan.

A comprehensive Community Engagement Strategy was designed to inform the future Clarkefield Town Centre as part of the Development Plan.

The Shape Clarkefield Community Engagement objectives were:

- To promote a broad awareness about the vision, merits and value of the proposed development, build excitement and gauge the level of support for the project as a demonstration of how developments should be done in the future applying sustainability principles.
- To identify key issues and opportunities by the community and key stakeholder groups prior to the formal application
- To strengthen and nurture relationships with Council, residents and other key stakeholders through the project engagement
- To seek community views and understand the wider stakeholder or community's aspirations for development in the area to adequately cater for the current and future needs of the community. These views will inform further refinement of the development.
- Determine the opportunities, functionality and integration of community spaces and infrastructure needed.
- To use the insights to inform the preparation of the Town centre development plan application, make suitable changes or additions to maximise support and probability of success.

Importantly, the engagement ensured that all landowners within the Development Plan area were given the opportunity to participate and comment on the preparation of the Development Plan.

A variety of engagement activities were undertaken to ensure the program effectively reached many relevant community groups and residents. An outline of the activities are detailed within the Community Engagement Report.

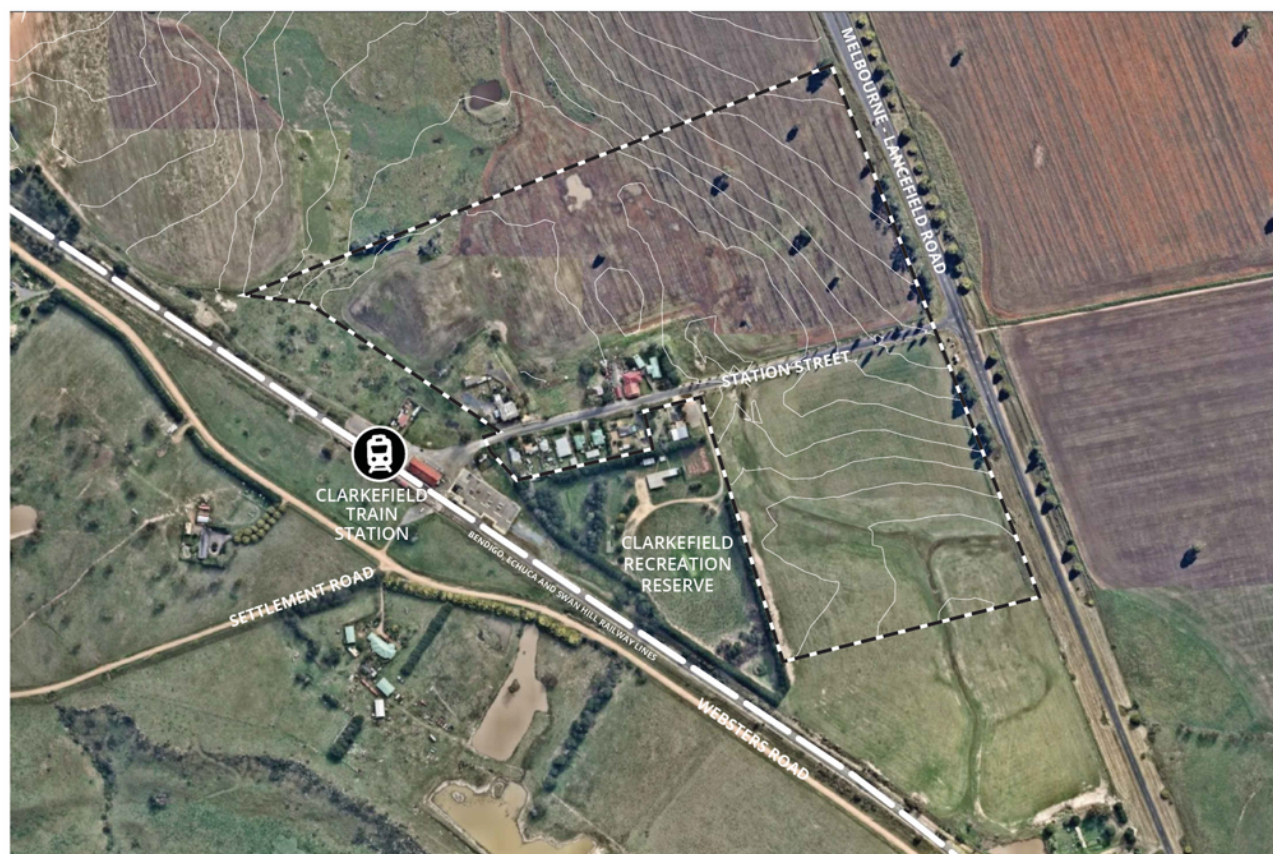
Overall outcomes of the community engagement process was very positive. There was a high level of agreement with 88% of survey respondents strongly agreeing or agreeing with the five place pillars detailed in Section 4.2 of the Planning Report.

## 5 PROPOSAL

### 5.1 The land to which the Development Plan applies

The Clarkefield Development Plan applies to all of the land contained within the Township Zone and Development Plan Overlay 10 – Clarkefield (DPO10). The land is 26ha in area and is shown in **Error!** Reference source not found.

Figure 4 Development Plan Area



The Clarkefield Development Plan is located directly west of Melbourne - Lancefield Road (C325) and east of the Melbourne - Bendigo train line and Clarkefield Train Station.

The Development Plan applies to all of the privately owned titles abutting Station Street and extends 270 metres north to the northern boundary of the adjacent agricultural lot. The relevant titles references are included in Table 1. The southern boundary of the Development Plan area follows the southern boundaries of the privately owned lots abutting Station Street, then extends south following the perimeter of the Clarkefield Recreation Reserve to include a further two agricultural titles.

Table 1 Land Titles within DPO10

Address of Land	Land Title Detail	Plan of Subdivision	Area (ha)	Proprietor
1227 Melb/Lancefield Road	Vol 10606 Folio 878	Lot 1 on POS 442971V	4.36	Melbourne Lancefield Road Investments Pty Ltd
1227 Melb/Lancefield Road	Vol 10606 Folio 879	Lot 2 on POS 442971V	4.36	Melbourne Lancefield Road Investments Pty Ltd
1227 Melb/Lancefield Road	Vol 11027 Folio 966	Lot 1 on TP914006E	9.335	Melbourne Lancefield Road Investments Pty Ltd



1227 Melb/Lancefield Road	Vol 09958 Fol 317	LP219482Y	4.64	Melbourne Lancefield Road Investments Pty Ltd
29 Station Street, Clarkefield (Country Fire Authority)	Vol V1103 Fol T497	PS5332200	0.18	Macedon Ranges Shire Council
35 Station Street, Clarkefield	Vol 8906 Fol 350	TP578830	0.22	Melbourne Lancefield Road Investments Pty Ltd
39 Station Street, Clarkefield	Vol 9822 Fol 906	TP578830	0.08	Timothy Healy
41 Station Street, Clarkefield	Vol 9822 Fol 905	TP578830	0.08	William Krammer
43 Station Street Clarkefield	Vol 9822 Fol 904	TP578830	0.08	Herbert Mueller
47 Station Street Clarkefield	Vol 11823 Fol 652	TP578830	0.08	Eric Wrigley
49 Station Street Clarkefield	Vol 9819 Fol 886		0.08	Keiren Burns
51 Station Street Clarkefield	Vol 9197 Fol 845	TP744442	0.1	Stephen & Jeanetta Rodwell
32 Station Street, Clarkefield	Vol 9958 Fol 316	LP219482		Carlie Gauci & Patricia Turner
36 Station Street Clarkefield	Vol 8820 Fol 630	LP37436	0.12	Keiren Burns & Susan Armour
38 Station Street Clarkefield	Vol 8841 Fol 377	LP37436	0.12	Aimact Pty Ltd
50 Station Street Clarkefield (Hotel)			1	Aimact Pty Ltd

Importantly, both the DPO10 schedule and the Development Plan area exclude all public land owned by VicTrack surrounding the station area and Council owned land accommodating the Clarkefield Recreation Reserve and community facilities. Whilst the established mix of public facilities and services within the current township are not within the Development Plan area they will ultimately contribute significantly to the future functionality of the entire area.

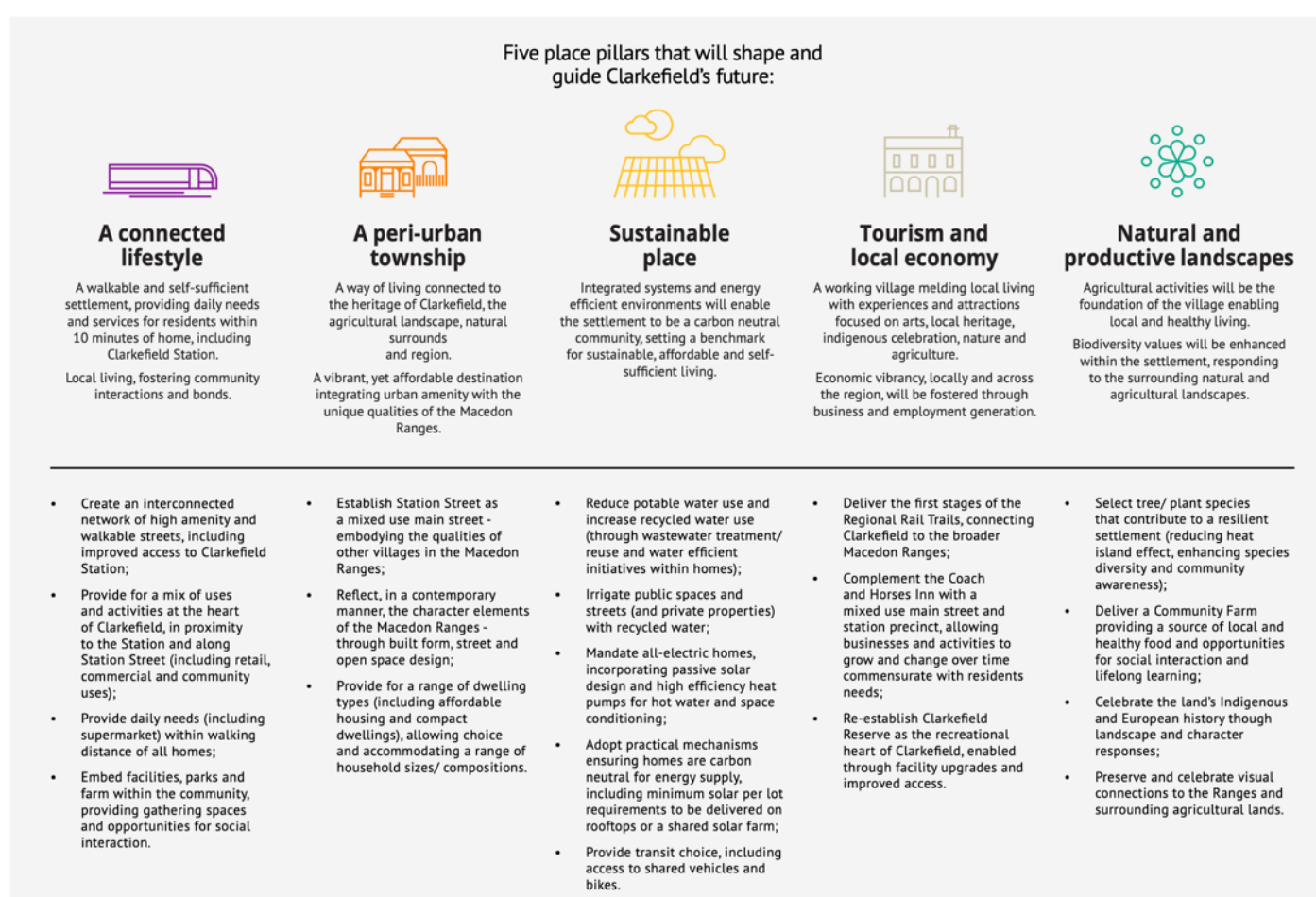
## 5.2 Development Plan Vision & Principles

Clarkefield Developments Pty Ltd submits the Clarkefield Development Plan to Macedon Ranges Shire Council (Council) in accordance with the provisions of DPO10 with the objective of creating a 10 minute self-contained township integrating the principles of transit orientated planning, low carbon living and affordable housing.

The vision for Clarkefield is wholistic, aiming to achieve a well planned functioning regional township which offers a mix of housing typologies set amongst a character aesthetic typical of that found within the Macedon Ranges Shire. The Clarkefield township will integrate comprehensive Ecological Sustainable Development (ESD) principles to significantly reduce the embodied energy associated with the construction of the township. High standards of energy efficient dwelling designs will be required via the use of Design Guidelines associated with the purchase of land.

Figure 5 articulates the five place pillars identified as the foundations which will shape and guide Clarkefield's future.

Figure 5 Clarkefield Vision & Principles

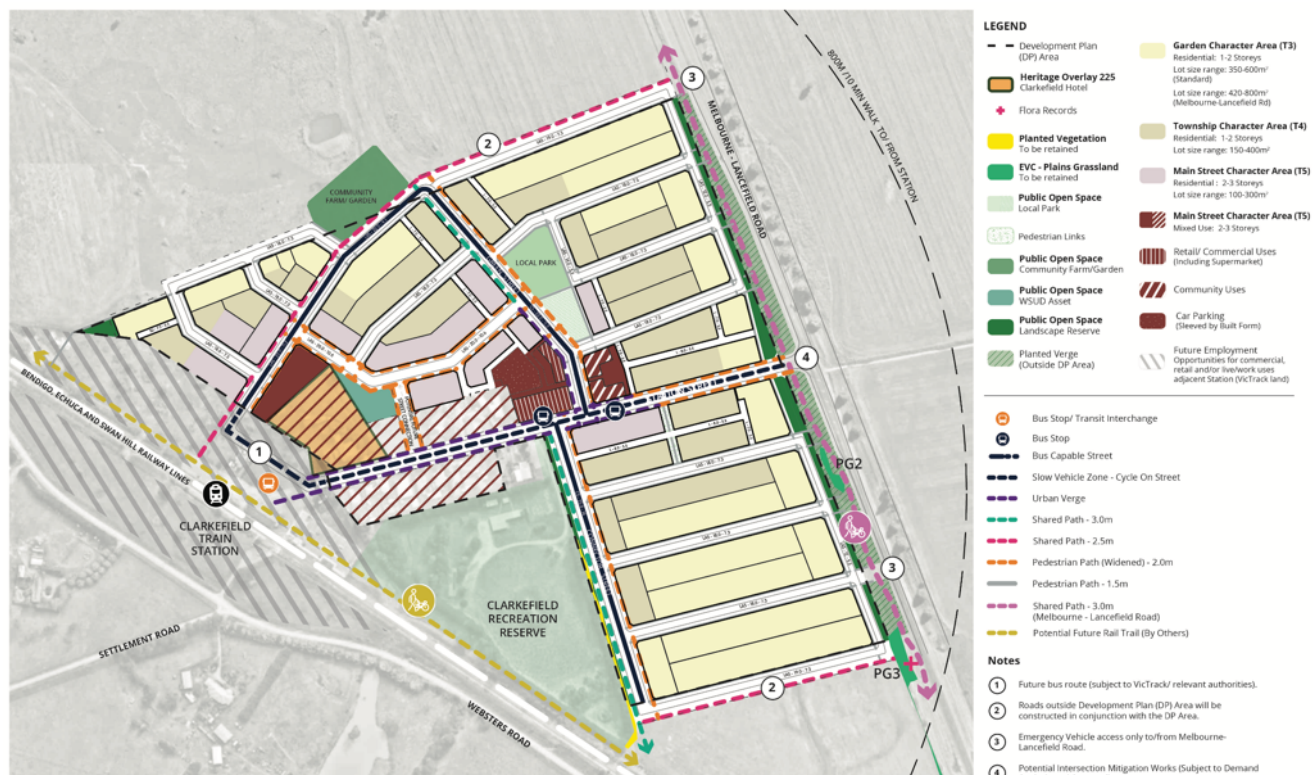


### 5.3 The Development Plan

The Clarkefield Development Plan is a comprehensive plan designed in response to the requirements of the Macedon Ranges Planning Scheme whilst also incorporating the five place pillars of: 1. A Connected lifestyle, 2. A Peri Urban Township, 3. A Sustainable Place, 4. Tourism and Local Economy and 5. Natural and Productive Landscapes (Figure 5).

The Development Plan document should be read in its entirety to inform the actual Development Plan shown in Figure 6.

Figure 6 The Development Plan



In summary the Development Plan provides for:

- Approximately 350 lots made up of three character areas:
  - Main Street Character Area (shown as T5) within a 200 to 400 metre (two and a half to five minute walk)
  - Township Character Area (T4), within a 300 to 450 metre walk; and
  - Garden Character Area (T3) beyond 400 metres/ a five minute walk
- Development proximate to the Clarkefield Train Station
- Walking and cycling paths and infrastructure
- An integrated road network
- Public open space and landscaped reserve
- Retail, mixed use and community spaces
- A landscape vision for the civic realm and public open space
- A sustainable place with integrated systems and energy efficient environments.
- An Infrastructure and servicing strategy.

The Development Plan provides a broad framework for development of Clarkefield which is further complemented by Design Guidelines which provide comprehensive direction for purchasers and designers in relation to dwelling layout and character.

## 6 MACEDON RANGES PLANNING SCHEME

The Development Plan is submitted to Council as per the requirements of DPO10.

This section outlines the relevant planning provisions relevant to understanding and assessing the Development Plan.

### 6.1 Development Plan Overlay Schedule 10

Clarkefield is covered by a Development Plan Overlay 10 – Clarkefield (DPO10). The Purpose of the DPO is:

*To implement the Municipal Planning Strategy and the Planning Policy Framework.*

*To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*

*To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.*

Pursuant to Clause 43.04-2 Requirement before a permit is granted:

*A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.*

*This does not apply if a schedule to this overlay specifically states that a permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority.*

*A permit granted must:*

- *Be generally in accordance with the development plan.*
- *Include any conditions or requirements specified in a schedule to this overlay.*

Clause 43.04-4 outlines the requirements for the preparation of the Development Plan as follows:

*The development plan may consist of plans or other documents and may, with the agreement of the responsible authority, be prepared and implemented in stages.*

*A development plan that provides for residential subdivision in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone, Township Zone, Comprehensive Development Zone and Priority Development Zone must meet the requirements of Clause 56 as specified in the zone.*

*The development plan must describe:*

- *The land to which the plan applies.*
- *The proposed use and development of each part of the land.*
- *Any other requirements specified for the plan in a schedule to this overlay.*

*The development plan may be amended to the satisfaction of the responsible authority.*

Schedule 10 of the DPO – Clarkefield outlines at 3.0 the Requirements for development plan:

*The development plan must show:*

- *The location, dimensions and areas of all lots.*
- *Building envelopes and effluent disposal areas for all lots.*
- *The existing and proposed roads, bicycle paths and pedestrian routes.*
- *The location of existing and proposed open space including open space linkages.*
- *The location of existing and proposed landscaping.*
- *The location of existing habitat values and heritage places.*
- *The location of existing dwellings and associated buildings.*
- *The location of major infrastructure services and drainage lines.*
- *The location of existing and proposed community facilities.*
- *The staging of development.*



## 6.2 Heritage Overlay

The Clarkefield Hotel and Stables located on Station Street within the Development Plan is a registered historical heritage place and covered by the Heritage Overlay (HO225).

The Hotel is also listed on the National Trust of Australia (Victoria) Register.

The Australia Heritage Database list the place as a non-statutory archive on the Register of the National Estate and provides the following description:

*The Clarkefield hotel was erected 1856-57 and once served as the first Cobb and Co coaching stop outside Melbourne on the way to the goldfields. The two-storey bluestone structure has a chamfered corner form with quoin-work around the corners and openings. Wide windows open on to the public rooms on the ground floor. There is a two storey rear wing with two tier verandah, single storey rear wing and an extensive isolated bluestone stained block.*

The Statement of Significance:

*This is a fine example of provincial hotel architecture and survives from early times. The hotel's association with coaching is notable and manifested by the extensive stable block. The stone construction and intact nature of the whole complex is important. The buildings stand as virtually the sole survivor of what must have once been a sizable community. They are typically composed and detailed.*

## 6.3 Township Zone

The subject land is zoned Township within the Macedon Ranges Planning Scheme. The purpose of the Township Zone is:

*To implement the Municipal Planning Strategy and the Planning Policy Framework.*

*To provide for residential development and a range of commercial, industrial and other uses in small towns.*

*To encourage development that respects the neighbourhood character of the area.*

*To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 32.05- 5 Subdivision, a permit is required to subdivide land.

The subject land directly abuts a Road Zone Category 1 affecting the Melbourne Lancefield Road which provides direct vehicle access to the Development Plan land.

The subject land directly abuts the Public Use Zone 4 – Transport on its western boundary on land for the Clarkefield Train Station and Bendigo – Melbourne train line.

## 6.4 Planning and Environment Act 1987 (Vic)

### 6.4.1 The objectives of planning in Victoria

Planning Schemes in Victoria must seek to achieve the objectives of planning in Victoria as set out in Section 4(1) of the P & E Act. These objectives are:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*

- *To facilitate development in accordance with the objectives set out in the points above.*
- *To balance the present and future interests of all Victorians.*

## 6.5 Planning Policy Framework

The Planning Policy Framework of the Victoria Planning Provisions (VPPs) outline the purposes of the Macedon Ranges Planning Scheme, which state:

- *To provide a clear and consistent framework within which decisions about the use and development of land can be made.*
- *To express state, regional, local and community expectations for areas and land uses.*
- *To provide for the implementation of State, regional and local policies affecting land use and development.*

The specific relevant clauses of the Planning Policy Framework relating to the assessment of the Clarkefield Development Plan are outlined as follows:

### **Clause 11.01-1R Settlement – Loddon Mallee South**

The Loddon Mallee South settlement strategies relevant to Clarkefield are:

*Maintain non-urban breaks between settlements.*

The Loddon Mallee Regional Growth Plan does not specifically acknowledge Clarkefield other than to broadly designate the area of Clarkefield as having rail connectivity and:

*Areas containing high value terrestrial habitat; and  
Facilitate ongoing agricultural productivity and new opportunities that respond to climate change through ongoing adaption and flexibility.*

The Loddon Mallee South Regional Growth Plan Settlement Hierarchy is shown in **Error! Reference source not found.**

### **Clause 11.02-1S Supply of urban land**

#### **Objective**

*To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

#### **Strategies**

*Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.*

*Ensure that sufficient land is available to meet forecast demand.*

*Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*

*Planning for urban growth should consider:*

- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
- *Neighbourhood character and landscape considerations.*
- *The limits of land capability and natural hazards and environmental quality.*
- *Service limitations and the costs of providing infrastructure.*

*Monitor development trends and land supply and demand for housing and industry.*

*Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.*

*Restrict rural residential development that would compromise future development at higher densities.*

### ***Policy Guidelines***

*Consider the Victorian Government population projections and land supply estimates.*

#### **Clause 11.02-2S Structure Planning**

##### ***Objective***

*To facilitate the orderly development of urban areas.*

##### ***Strategies***

*Ensure effective planning and management of the land use and development of an area through the preparation of relevant plans.*

*Undertake comprehensive planning for new areas as sustainable communities that offer high-quality, frequent and safe local and regional public transport and a range of local activities for living, working and recreation.*

*Facilitate the preparation of a hierarchy of structure plans or precinct structure plans that:*

- *Take into account the strategic and physical context of the location.*
- *Provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts, where appropriate.*
- *Provide for the development of sustainable and liveable urban areas in an integrated manner.*
- *Assist the development of walkable neighbourhoods.*
- *Facilitate the logical and efficient provision of infrastructure.*
- *Facilitate the use of existing infrastructure and services.*

#### **Clause 11.03-3S Peri – urban areas**

##### ***Objective***

*To manage growth in peri urban areas to protect and enhance their identified valued attributes.*

##### ***Strategies***

*Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.*

*Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.*

*Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.*

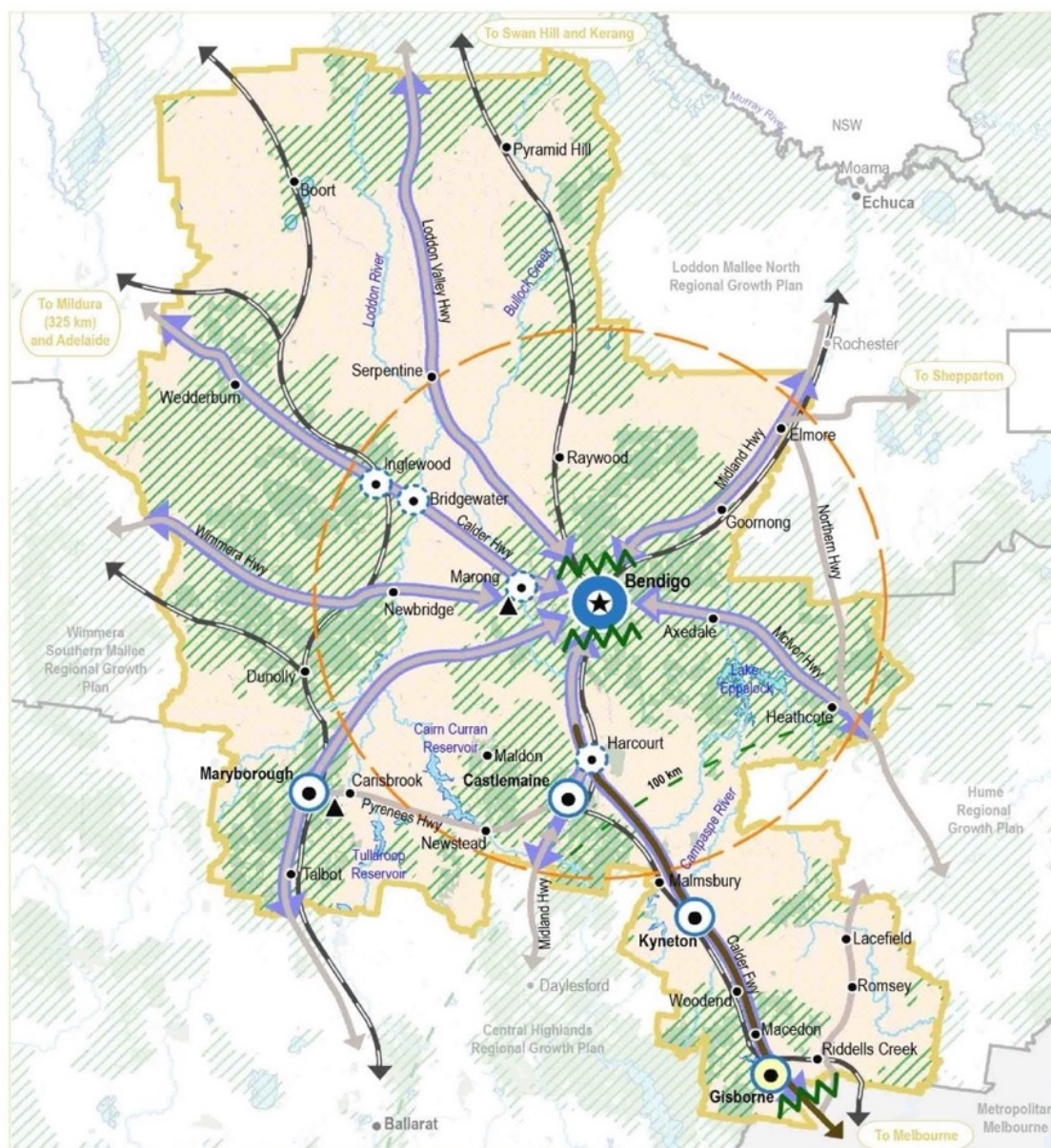
*Enhance the character, identity, attractiveness and amenity of peri-urban towns.*

*Prevent dispersed settlement and provide for non-urban breaks between urban areas.*

*Ensure development is linked to the timely and viable provision of physical and social infrastructure. Improve connections to regional and metropolitan transport services.*



Figure 7 Loddon Mallee South Regional Growth Plan - settlement hierarchy



#### SETTLEMENT NETWORK

- Bendigo - Regional city - Major growth
- Regional centres/towns - Manage and support growth
- Encourage sustainable growth in Bendigo's hinterland towns

- Designated identified growth centre in Plan Melbourne<sup>(1)</sup>
- Towns and rural centres
- Maintain settlement break
- Areas within 100 km of central Melbourne
- Bendigo hinterland

#### CONNECTIVITY

- Key transport corridor
- Opportunity for freight-related activities
- Freeway
- Road
- Rail

#### ECONOMIC

- Facilitate ongoing agricultural productivity and new opportunities that respond to climate change through ongoing adaptation and flexibility.

#### ENVIRONMENT

- Areas containing high value terrestrial habitat
- Public land
- Lakes
- Rivers

(1) Plan Melbourne (Chapter 6 – State of Cities) identifies Gisborne as a peri-urban town with potential to attract housing and population growth out of Melbourne

### **Clause 11.03-5S Distinctive areas and landscapes**

#### **Objective**

*To protect and enhance the valued attributes of identified distinctive areas and landscapes.*

#### **Strategies**

*Recognise the unique features and special characteristics of these areas and landscapes.*

*Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.*

*Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.*

*Recognise the important role these areas play in the state as tourist destinations. Protect the identified key values and activities of these areas.*

*Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.*

*Support use and development where it enhances the valued characteristics of these areas.*

*Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.*

*Protect areas that are important for food production.*

### **Clause 12.01-1S Protection of Biodiversity**

#### **Objective**

*To assist the protection and conservation of Victoria's biodiversity.*

### **Clause 12.05-1S Environmentally sensitive areas**

#### **Objective**

*To protect and conserve environmentally sensitive areas.*

#### **Strategies**

*Protect environmentally sensitive areas with significant recreational value from development that would diminish their environmental conservation or recreational values. These areas include the Dandenong and Macedon Ranges, the Upper Yarra Valley, Western Port and Port Phillip Bay and their foreshores, the Mornington Peninsula, the Yarra and Maribyrnong Rivers and the Merri Creek, the Grampians, the Gippsland Lakes and its foreshore, the coastal areas and their foreshores, Alpine areas and nominated urban conservation areas, historic buildings and precincts.*

### **Clause 12.05-2S Landscapes**

#### **Objective**

*To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.*

#### **Strategies**

*Ensure significant landscape areas such as forests, the bays and coastlines are protected. Ensure development does not detract from the natural qualities of significant landscape areas.*

*Improve the landscape qualities, open space linkages and environmental performance in significant landscapes and open spaces, including green wedges, conservation areas and non-urban areas.*

*Recognise the natural landscape for its aesthetic value and as a fully functioning system. Ensure important natural features are protected and enhanced.*

### **Clause 15.01-1S Urban Design**

#### **Objective**

*To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

### **Clause 15.01-2S Building Design**

#### **Objective**

*To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

### **Clause 15.01-3S Subdivision Design**

#### **Objective**

*To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.*

### **Clause 15.01-4S Healthy Neighbourhoods**

#### **Objective**

*To achieve neighbourhoods that foster healthy and active living and community wellbeing.*

### **Clause 15.01-5S Neighbourhood Character**

#### **Objective**

*To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

### **Clause 15.01-6S Design for rural areas**

#### **Objective**

*To ensure development respects valued areas of rural character.*

### **Clause 15.02-1S Energy and resource efficiency**

#### **Objective**

*To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

### **Clause 15.03-1S Heritage conservation**

#### **Objective**

*To ensure the conservation of places of heritage significance.*

### **Clause 16 Housing**

*Planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure.*

*Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.*

*Planning for housing should include the provision of land for affordable housing.*

### **Clause 16.01-1S Housing supply**

#### **Objective**

*To facilitate well-located, integrated and diverse housing that meets community needs.*



## **Clause 16.01-2S Housing affordability**

### **Objective**

*To deliver more affordable housing closer to jobs, transport and services.*

## **6.6 Local Planning Policy Framework**

The Local Planning Policy Framework and sets out the Municipal Strategic Statement (MSS) and Local Planning Policies which apply to the Macedon Ranges. The following identifies the strategic framework relevant to Clarkefield and the Clarkefield Development Plan.

### **Clause 21.01 Municipal Profile – Housing**

*Macedon Ranges Shire has little diversity in the housing stock. Ninety-five per cent of dwellings are detached houses, yet 54 per cent of households are just one or two persons (ABS Census 2011).*

### **Clause 21.02 Key Issues and Influences**

*Macedon Ranges Statement of Planning Policy*

*The Macedon Ranges Statement of Planning Policy, 2019 provides the basis for strategic planning of the Macedon Ranges declared area in accordance with Part 3AAB - Distinctive Areas and Landscapes of the Planning and Environment Act 1987.*

*This Statement of Planning Policy recognises the national and state significance of the Macedon Ranges region, and in particular, prioritises the significant landscapes that define the declared area as represented in the Landscape domain, the Biodiversity and environment domain, and the Water catchments and supply domain. It sets out a long-term vision, strategic planning policies and a declared area framework with protected settlement boundaries to ensure the significant values of the area are protected and enhanced.*

### **Clause 21.02-5 Housing**

*The key influences include:*

- *Requirement for enhanced housing diversity, affordability and proximity to town centres.*
- *Respect for landscape values, such that housing is submissive to the environment*
- *Sustainable development encompassing water and energy use minimisation, as well as proximity to existing infrastructure and services.*
- *Small household size (one or two people) is a large and growing proportion of all households in the Shire. Nearly half the Shire's 13,596 households were small households at the 2006 Census, and this is expected to rise in the future as the population ages, people delay childbirth, form partnerships later in life, or divorce.*

### **Clause 21.02-8 Community Development and Infrastructure**

*The key influences include:*

- *By 2026 it is expected that the number of people over 64 in the Shire's population will more than double. Growth is particularly strong in the 70 years and over age group with many of these currently living in rural parts of the Shire.*
- *The provision of reticulated town water, gas and sewerage will provide increased opportunities for urban development.*

### **Clause 21.03-3 Strategic framework plans**

The Macedon Ranges strategic framework plan interprets the land use vision and identifies the vision's key elements influencing land use planning up to 2036. Clarkefield falls within the settlement hierarchy definition of Hamlet/ locality as follows:

*A cluster of houses on smaller than average rural sized allotments in a non-urban zone (population less than 100). Reticulated water and/or sewer are generally not available.*

The Strategic Framework Plan is shown in Figure 8.

### **Clause 21.09-1 Housing in towns**

#### **Objective 1**

*To provide for responsive and affordable housing and a diversity of lot sizes and styles to meet the requirements of all age groups, household types, lifestyles and preference.*

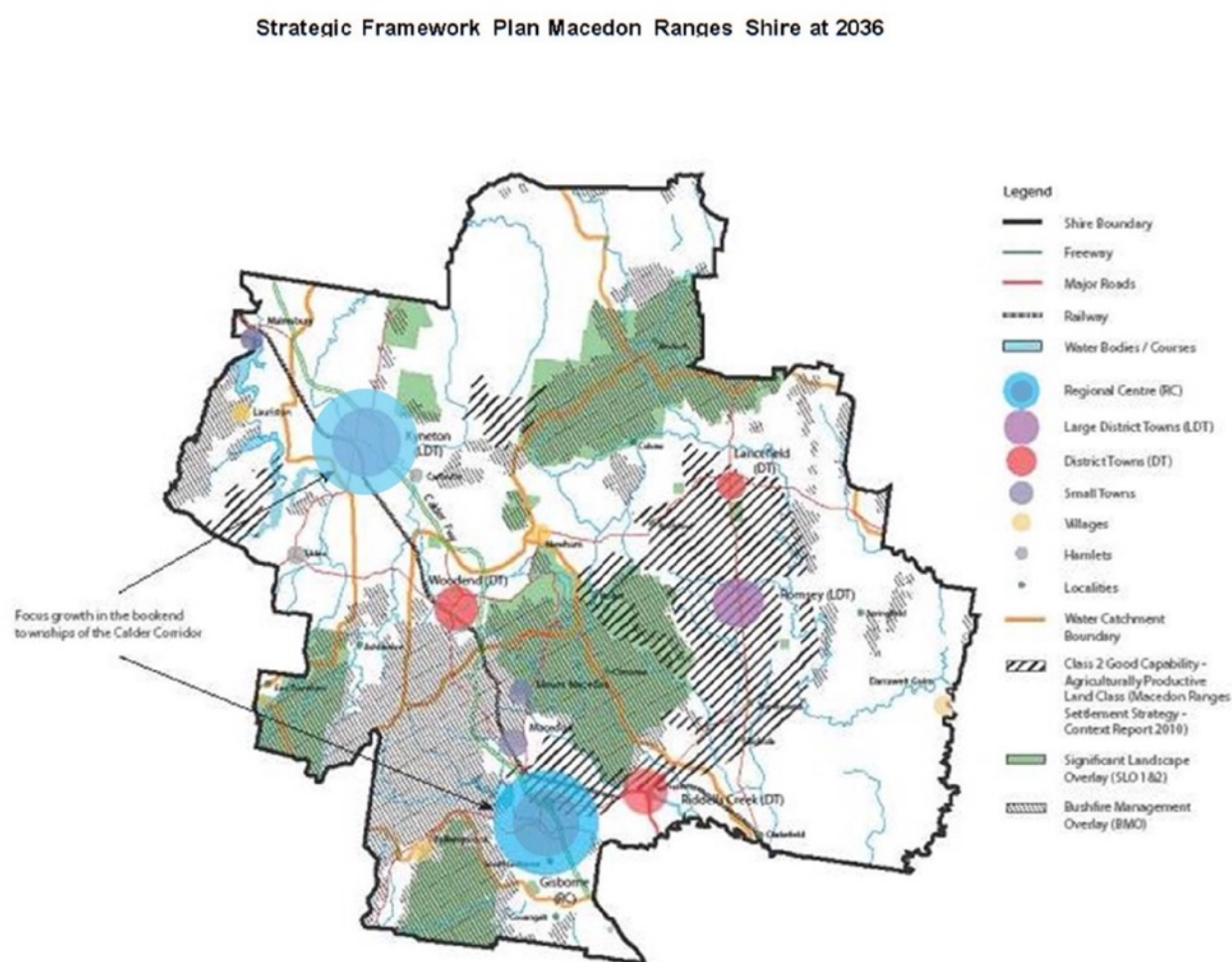
#### **Objective 2**

*To ensure housing development is considerate of its environment and local servicing capacities.*

#### **Objective 3**

*To encourage housing development to be environmentally sustainable.*

Figure 8 Strategic Framework Plan



### **Clause 21.13-12 Clarkefield**

#### **Objective 1**

*To ensure allowable development does not compromise the long-term potential for a positive urban outcome at Clarkefield.*

#### **Strategies**

- 1.1 *Ensure the development of Clarkefield on existing zoned land provides for a high quality town centre with appropriate retail and community services and a walkable village community.*



- 1.2 *Consider urban expansion in Clarkefield beyond that currently provided in the planning scheme in the future. This would need to be carefully considered in terms of the role of the settlement, provision of suitable infrastructure and appropriate urban design.*

## 6.7 The Macedon Ranges Statement of Planning Policy

In 2017, the Victorian State Governments Distinctive Areas and Landscape Bill declared Macedon Ranges Shire Council as a ‘distinctive area’ with the aim of strengthening planning controls to protect the region from inappropriate development.

In partnership with the Minister for Planning, Council prepared the Macedon Ranges Statement of Planning Policy (The Statement).

The purpose of the Statement is to:

*...Provide a framework to ensure the outstanding landscapes, layers of settlement history, impressive landforms, and diverse natural environment of the Macedon Ranges are protected and conserved and continue to be of special significance to the people of Victoria.*

The Statement designates Clarkefield as a Locality/ Hamlet within the projected hierarchy of settlements with the note which states:

*\*Note: The current status of Clarkefield has been included in the settlement hierarchy to 2036 until such time as the long-term role of Clarkefield is determined. The Macedon Ranges Planning Scheme seeks to ensure that allowable development does not compromise the long-term potential for a positive urban outcome, and a strategy that urban expansion in Clarkefield be considered in the future. Such decision-making would need to be carefully considered in terms of the role of Clarkefield within the settlement hierarchy, including the provision of suitable infrastructure, services and land capability.*

Unlike for other townships, the Statement does not nominate a settlement boundary for Clarkefield.

## 6.8 Macedon Ranges Settlement Strategy

In 2011, Council released the Macedon Ranges Settlement Strategy (Settlement Strategy) for the townships of the municipality.

The Strategy:

*... identifies the need for an integrated long term plan to manage the growth and development of the Shire.*

*The Strategy provides the overall direction for urban growth – consistent with environmental constraints, community aspirations and government policy – until 2036.*

As part of its ‘Town Specific Recommendations’ for Clarkefield, the Settlement Strategy noted:

*Clarkefield currently has a very small population but has a range of existing attributes including a hotel, primary school, sport facilities and most notably a railway station.*

*There is approximately 24 hectares of vacant land at Clarkefield in the Township Zone. This land is currently subject to a Development Plan Overlay which requires integrated development planning for the area. Reticulated sewerage is not currently available in Clarkefield, so unless this could be provided, any development in the Township Zone would need to treat wastewater on-site. Given the soil types in the area, this could be expected to require lot sizes in the order of 1 hectare, resulting in approximately 24 dwellings. If reticulated sewer was made available, potentially 240-300 dwellings could be expected, accommodating approximately 670-840 people within the existing Township Zone land.*

*Urban expansion at Clarkefield beyond that currently provided in the Planning Scheme may be appropriate in the very long term. This would need to be carefully considered in terms of the role of the Settlement, provision of suitable infrastructure and appropriate urban design. Table 2 below is*

Table 3 from the Settlement Strategy showing the recommended population growth to 2036 for smaller settlements and the rural balance of Macedon Ranges Shire.

The recommended population growth of 50 people for Clarkefield is justified on the assumption that the land is developed without wastewater servicing.

Table 2 Recommended population growth to 2036 for Smaller Localities (Settlement Strategy – Table 3)

		2006 Popn	Recommended popn 2036	Justification
Rural localities	Ashbourne	320	320	In Rural Conservation Zone
	Benloch	430	430	In Rural Conservation Zone
	Bullengarook	710	710	In Rural Conservation Zone
	Carlsruhe	460	460	No growth, un-sewered land within a proclaimed water supply catchment.
	Clarkefield	n/a	50	Grow to capacity of zoned land. Assuming land is developed without wastewater servicing.
	Darraweit Guim	700	720	Grow to capacity of zoned land
	Tylden	360	500	Growth at average annual growth rate for regional Victoria.
	Newham	590	600	Grow to capacity of zoned land
	Lauriston	560	560	No growth, un-sewered land within a proclaimed water supply catchment.
Non Urban Areas		4,770	4,770	Hold constant to consolidate growth in existing settlements

Furthermore, the Supply Analysis outlined within the Settlements Strategy's Table 5a (See Table 2 Recommended population growth to 2036 for Smaller Localities (Settlement Strategy – Table 3) Table 2) is based on the population growth of 50 people to 2036 on a supply of 20 unserviced lots. Table 3 shows the Supply Analysis as shown in the Settlement Strategy for towns in the Macedon Ranges Shire.

Table 3 Supply Analysis (Settlement Strategy - Table 5a)

		2006 Population	Recommended population 2036	Increase in population 2006 to 2036	Est. lot supply required to accommodate 2036 population	Theoretical vacant lot supply (lower)	Estimated vacant lot supply (lower) @ 85% take-up	Estimated vacant lot supply (upper)	Estimated vacant lot supply (upper) @ 85% take-up
Larger Settlements & Surrounds	Gisborne	8,900	14,700	5,800	2,200	3,910	3,320	4,920	4,180
	Kyneton	5,700	8,600	2,900	1,310	1,540	1,310	2,210	1,880
	Lancefield	2,000	3,000	1,000	480	700	590	1,160	990
	Macedon	1,400	1,400	0	0	4	n/a	150	120
	Malmsbury	700	900	200	90	270	230	350	290
	Mt Macedon	1,100	1,100	0	n/a	n/a	n/a	n/a	n/a
	Riddells Creek	3,500	6,100	2,600	950	610	520	1,590	1,350
	Romsey	4,100	6,000	1,900	760	890	760	1,510	1,240
	Woodend	3,700	5,000	1,300	530	610	520	1,450	1,230
Rural Settlements	Ashbourne	320	320	0	0	0	0		
	Benloch	430	430	0	0	0	0		
	Bullengarook	710	710	0	n/a	n/a	n/a		
	Carlsruhe	460	460	0	n/a	n/a	n/a		
	Clarkefield	0	50	50	20	na	20		
	Darraweit Guim	700	720	20	10	10	10		
	Tylden	360	500	140	60	60	60		
	Newham	590	600	10	5	5	5		
	Lauriston	560	560	0	0	0	0		
	Balance	4,770	4,770	0	0	0	0		
	Total	40,000	56,020	16,020	6,455	8,610	7,345		

Note: Numbers subject to rounding

## 6.9 Plan Melbourne

Plan Melbourne 2017-2050 is the State’s metropolitan planning strategy and is the primary blueprint for city wide growth and development.

Plan Melbourne is a long-term plan to accommodate Melbourne’s future growth in population and employment. The Plan states that:

*Melbourne requires another 1.6 million homes by 2050.*

*More affordability and choice of housing delivered in the right place closer to jobs and public transport.*

The Clarkefield Development Plan aligns with many of the key vision principles of Plan Melbourne, specifically:

- *Principle 1: A distinctive Melbourne - ... preserving heritage while the next generation of growth is planned to complement existing communities and create attractive new neighbourhoods;*
- *Principle 2: A globally connected and competitive city - ...employment, research, retail, cultural and sporting precincts will also be supported to ensure Melbourne remains attractive and liveable;*
- *Principle 3: A city of centres linked to regional Victoria - ... The central city will remain the focus for global business and knowledge-intensive industries linked to an extensive network of clusters, centres, precincts and gateways.*
- *Principle 4: Environmental resilience and sustainability - ... There is an urgent need for Melbourne to adapt to climate change and make the transition to a low-carbon city.*
- *Principle 5 Living locally—20-minute neighbourhoods - Creating accessible, safe and attractive local areas where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip, will make Melbourne healthier and more inclusive. Due to the specialised and diverse nature of work, many people will still need to travel outside of this 20-minute neighbourhood for their jobs.*
- *Principle 6: Social and economic participation - Social mobility is essential for social cohesion. Victoria’s challenge is to make it easier for every citizen—regardless of their race, gender, age, sexuality or ability—to attain the skills they need to fully participate in the life and economy of the city and state*
- *Principle 7: Strong and healthy communities - To remain a city of diverse, healthy and inclusive communities, Melbourne needs to ensure its neighbourhoods and suburbs are safe and walkable. Strong communities need affordable, accessible housing; local health, education and community services; access to recreation spaces; and healthy food.*
- *Principle 8: Infrastructure investment that supports balanced city growth - Smart infrastructure investment and better utilisation of existing infrastructure is the key to creating new jobs and driving population growth in the right places. It is also vital for the social, economic and environmental wellbeing of the city.*
- *Principle 9: Leadership and partnership - Melbourne’s growth relies on effective governance, strong leadership and collaborative partnerships.*

## 6.10 Clause 56

Clause 56 relates to subdivision and includes provisions regarding lot layout, road, community and other infrastructure. The provisions require that the site context and design response plans are prepared to inform the lot layout.

An application for subdivision of 60 or more lots must also describe in relation to the surrounding area:

- Location, distance and type of any nearby public open space and recreational facilities.
- Direction and distances to local shops and community facilities.
- Directions and walking distances to public transport routes and stops.
- Direction and walking distances to existing neighbourhood, major and principal activity centres and major employment areas
- Existing transport routes, including freeways, arterial roads and streets connecting neighbourhoods.
- Local street network including potential connections to adjacent subdivisions.
- Traffic volumes and movements on adjacent roads and streets.
- Pedestrian, bicycle and shared paths identifying whether their primary role is neighbourhood or regional access.
- Any places of cultural significance.
- Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
- Proximity of any fire threats.
- Pattern of ownership of adjoining lots.

An application for subdivision of 60 or more lots must also include a plan that meets the requirements of Standard C2.

The plan must also show the:

- Proposed uses of each part of the site.  
Natural features of the site and identify any features proposed to be altered. Proposed integrated water management system.  
Proposed staging of the subdivision.

Standard C2 states:

A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.

- An application for subdivision must include a plan of the layout of the subdivision that: Meets the objectives (if relevant to the class of subdivision specified in the zone) of:
  - Clause 56.03-2 Activity centres
  - Clause 56.03-3 Planning for community facilities
  - Clause 56.04-1 Lot diversity and distribution
  - Clause 56.06-2 Walking and cycling network
  - Clause 56.06-3 Public transport network
  - Clause 56.06-4 Neighbourhood street network
- Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances.
- Shows the layout of the subdivision in relation to the surrounding area.
- Is designed to be accessible for people with disabilities.

## 7 PLANNING ASSESSMENT

The submitted Development Plan and its supporting background reports demonstrates that the proposal is consistent with the *Planning and Environment Act 1987*, State Planning Policy, Macedon Ranges Planning Scheme, Macedon Ranges Statement of Planning Policy and the Macedon Ranges Settlement Strategy.

The following planning assessment responds to the:

- Requirements outlined within the Development Plan Overlay (Section 5.1)
- Clarkefield's Strategic Planning Context (Section 5.2); and
- Remaining Planning Considerations.

### 7.1 Development Plan requirements

The Development Plan contains the information required by DPO10.

*Table 4 Development Plan requirements*

DPO10 Requirement	Location in Development Plan
The location, dimensions and areas of all lots.	Figure 15 Indicative Subdivision Design and Dwelling Typologies Plan
Building envelopes and effluent disposal areas for all lots.	Building envelopes are provided for example lots in Section 6.4 of the Development Plan.  Note: Effluent disposal areas are not required as the development will be serviced by reticulated sewer.
The existing and proposed roads, bicycle paths and pedestrian routes.	Figure 12 Development Plan. Figure 30 Pedestrian and Cycle Plan. Figure 31 Thoroughfare Plan Figure 32 Traffic Management Plan & Access Movement from Figures 32 to 44.
The location of existing and proposed landscaping.	Figure 45 Landscape Masterplan. Section 6.4, 6.5, 6.6.
The location of existing habitat values and heritage places.	Figure 10 Existing Conditions Plan. Sections 4.3, 4.4, 4.5, 4.6.
The location of existing dwellings and associated buildings.	Figure 10 Existing Conditions Plan. Figure 11 Existing Character Aerial.
The location of major infrastructure services and drainage lines.	Figure 10 Existing Conditions Plan. Figure 49 Servicing Plan.
The location of existing and proposed community facilities.	Figure 50 Indicative Staging & Community Infrastructure Plan Table 4 Community Infrastructure Table. Section 7.1.
The staging of development.	Figure 50 Indicative Staging & Community Infrastructure Plan Section 7.3.

The Development Plan provides the information required by DPO10. The Development Plan provides for a comprehensive vision for the development of Clarkefield. The following sections explain how the Development Plan meets the provisions of the DPO10.



### 7.1.1 Site context and design response

Any development needs to be grounded in a comprehensive site analysis and design response.

The Development Plan for the Clarkefield Town Centre is founded on the following design principles:

- The celebration of the historically significant Clarkefield Hotel and Stables, as well as the existing Train Station and Clarkefield Reserve, as the centerpieces of the Town Centre;
- Maintaining Station Street as the primary access point to Clarkefield, reimagining this thoroughfare as a mixed-use main street reminiscent of many of the Macedon Ranges Villages;
- Creating a permeable, grid like street network that provides for ease of walking and cycling, as well as distribution of vehicles movements within the Town Centre;
- Aligning higher order pedestrian/ cycle orientated thoroughfares (Green Streets) north-south, capturing views of the Macedon Ranges and rural landscapes, and connecting recreational destinations with the Town Centre;
- Orientating local streets east-west in response to the existing landform and to create direct connections and localised views to amenity/ landscaped areas (including the Local Park, Clarkefield Recreation Reserve and planted verge with Melbourne-Lancefield Road reservation);
- Terminating north-south streets within the Town Centre with prominent buildings to Station Street, reinforcing a sense of arrival and place;
- Ensuring all homes/ future residents are within 200 metres (a 2.5 minute walk) of open space (being a local park or recreational reserve), fostering a high standard of liveability;
- Protecting and enhancing the indigenous vegetation communities within the Melbourne-Lancefield Road reservation, creating a landscaped interface/ transition to this higher order road and rural edge;
- Locating daily needs (retail, community, open space) at the heart of the Town Centre, ensuring equitable and convenient access for all residents as well as encouraging patronage by others living within the broader Clarkefield locality;
- A robust urban structure that provides for a range of housing typologies responsive to market needs and ensures the mix of uses and buildings at the very heart of the Town Centre and Station Street can evolve over time;
- Providing an appropriate interface to existing homes, uses and landholdings within/ adjoining the Development Plan Area ensuring future development opportunities are not compromised.

### 7.1.2 Location, dimensions and area of all lots

The Development Plan includes Figure 15 which is an Indicative Subdivision Design and Dwelling Typologies Plan. A range of lots sizes and dwelling typologies are proposed within the Clarkefield Town Centre and are shown in Table 5 Clarkefield Town Centre Lot Mix

The range in lot sizes responds to the particular character areas, with lots of greater sizes located on the periphery of the development and higher density lots located in the central main street.

A diverse mix of lot sizes is proposed to allow for a variety of dwelling sizes and configurations to provide a mix of housing choice. A range of lot sizes within each character area is proposed as outlined in Table 5.

Table 5 Clarkefield Town Centre Lot Mix

Character Area	<div> <div>Garden</div> <div>Township</div> <div>Main Street</div> </div>				
Lot Size Range (m <sup>2</sup> )	100 - 200	200 - 300	300 - 400	400 - 500	500 +
%	5 - 15%	15 - 25%	20 - 30%	25 - 35%	10 - 20%

The subdivision layout has had regard to the site context, the provisions of Clause 56 and the ESD principles for the development.

An assessment of the proposal against Clause 56 of the Macedon Ranges Planning Scheme is included in Appendix A.

### 7.1.3 Building Envelopes

The DPO10 requirement for building envelopes is captured with the need to respond to effluent disposal areas. This is often a requirement where effluent is disposed of onsite to ensure that adequate area within lots is made available to safely accommodate onsite treatment and disposal of effluent whilst ensuring adequate area remains to accommodate a dwelling. Noting that on site effluent disposal is not required due to the provision of reticulated sewer, the Development Plan provides various examples building envelopes within each character area to address the requirement.

Building envelopes are also a requirement of Clause 56 Subdivision in order to demonstrate that a lot is appropriately sized to accommodate a dwelling. Example building envelopes are shown in Section 6.4 of the Development Plan and include examples from each character area to illustrate the likely extent of built area on lots. Examples building envelopes are shown for:

- T3 – Garden Character Area (Front loaded, over 300m<sup>2</sup>)
- T3 – Garden Character Area (Rear loaded, over 300m<sup>2</sup>)
- T4 – Township Character Area (Front loaded, over 300m<sup>2</sup>)
- T4 – Township Character Area (Front loaded, under 300m<sup>2</sup>)
- T4 – Township Character Area (Rear loaded, under 300m<sup>2</sup>)
- T5 – Main Street Character Area (Front loaded, under 300m<sup>2</sup>)
- T5 – Main Street Character Area (Rear loaded, under 300m<sup>2</sup>)

These examples demonstrate that envelopes of 10m x 15m are achievable for lots over 300m<sup>2</sup> in area.

### 7.1.4 Proposed roads, bicycle paths and pedestrian routes

The street layout and hierarchy is logical, capable of accommodating anticipated traffic volumes and will allow for the provision of appropriate bus and cycling/pedestrian facilities.

The connected street layout provides high functionality of vehicle movement whilst prioritising the ability to move on foot safely. The use of laneways and dedicated spaces for rear loaded car parking ensures that street frontages are available for landscaping and pedestrians. At grade parking is provided to service the mixed use area in particular the future retail uses servicing the township.

### 7.1.5 Landscaping

The landscape vision created for the civic realm and public open space is articulated in Section 6.6 the Development Plan. The landscape character vision for Clarkefield includes:

- High amenity, quality landscape elements creating a strong sense of place to the local context. A considered landscape approach is derived from the site conditions, landscape character, cultural heritage and natural values of the area;
- A focus on indigenous and native plantings along parks and streetscapes that also supports the community's value of the place in which they live;
- A landscape that connects the community to each other and to the region in which they live by celebrating the local condition in the site's past, present and its future;
- A comprehensive network of public open spaces and recreational facilities that provide multiple layers of activity for all generations

These visions are further realised in the objectives of the town centre Design Guidelines which have been prepared to assist homeowners to design new homes consistent with the design objectives. The landscaping objectives are:

- To create a high amenity and green Township, through all seasons;
- To establish a considered and co-ordinated Township character that complements the design and urban qualities of the built form;
- To establish a diverse and richly textured landscape that adds to the canopy cover and character of Clarkefield and the broader Macedon Ranges region;
- To ensure that driveways and servicing (e.g. meters) do not dominate front gardens and streetscapes;
- To define the front boundary of the lot and entry to the home;
- To echo the pastoral heritage and landscape character of the site/ Macedon Ranges through plant species and colour palettes

The Landscape Character for Clarkefield is an important feature in achieving Clarkefield's ultimate township aesthetic. It will be a defining element in picking up on the themes of surrounding Macedon Ranges towns defining its place within regional Victoria.

Significant consideration has been given to both the landscape character within the township and its interface with the surrounding landscape. Each interface has a particular landscape and design treatment to transition the built form via the use of Character areas and streetscape aesthetics.

The Development Plan area has interface with existing surrounding rural land (in the Farming and Rural Living Zones). To reflect this, the majority of lots with direct interface are located in the Garden Character Area which is the most informal of the character areas consisting of the lowest densities. The largest lots within the Garden Character area will be 800m<sup>2</sup> with dwellings surrounded by generous and landscaped front/side open space with permeable fencing. This will provide a planted landscaped transition to the adjoining rural landscape. The northern rural and community garden interface in Green Street (the central Collector Street) will provide a pedestrian and cyclist priority thoroughfare and will be the only rural interface to locate within the Township Character Area.

Dwellings at these key interfaces within the Garden Character Area will typically:

- Be detached homes, setback from their primary and secondary boundaries, as well as their neighbours.
- Have informally landscaped front yards with post and wire, fencing, providing a vegetated/soft interface and trees contributing canopy cover.
- Be low-scale residential forms with simple roof lines and limited second storey building footprints.
- Address their primary and secondary frontages (where located on corners), with particular care taken in the design of homes adjacent Melbourne-Lancefield Road and Station Street.



- Engage with their street frontages, with well-considered windows and opening in the façade design in addition to meaningful verandahs, encouraging residents to engage with the street and passers-by.
- Incorporate simple colour and material palettes, contributing to the overall sense of place and character of the town centre and reflective of the agricultural landscape and surrounds.

Landscape/conservation reserves along Melbourne–Lancefield Road form the eastern boundary of the township and will provide a vegetated buffer to minimise the impact of the adjoining road.

The inclusion of a Community Garden will not only provide a direct visual green interface it will also encourage an active community space dedicated to the growing of plants.

#### 7.1.6 Existing Dwellings and Buildings

A handful of detached dwellings exist along Station Street, some of which are abandoned. These combined with the Clarkefield Hotel represent all of the existing dwellings and buildings found within DPO10. The location of these is detailed on Figure 10 – Existing Conditions Plan of the Development Plan.

The central location of the buildings along Station Street have been designed within the T5 Main Street Character Area.

#### 7.1.7 Provision of Reticulated Services

The Development Plan outlines the current servicing status at Clarkefield and outlines the proposal to service the township with both reticulated water and sewer. In addition to this, the Development Plan highlights the location of the Riddells Creek Waste Water Treatment Plant (WWTP) located 4 km north of Clarkefield which currently treats all effluent and waste water from the township of Riddells Creek.

Spiire has prepared an Infrastructure Servicing Strategy Report, which demonstrates that the proposed development of Clarkefield articulated in the Development Plan can be serviced without having a negative impact on existing networks. Spiire’s Servicing Strategy has found:

*... that while there is currently no water and sewer connections directly available to Clarkefield it can be made available via the Gisborne-Macedon-Riddells Creek (GMCR) networks without having a significant impact on existing users.*

*Wastewater can be pumped and treated to Class A recycled water at the Riddells Creek WWTP with appropriate argumentation in place.*

The Development Plan outlines the proposal to provide reticulated water and sewer to Clarkefield. The Development Plan is in accordance with Greater Western Water’s Master Plan in providing mains water and the Gisborne – Macedon – Riddells Creek sewer model specifically the Riddells Creek WWTP for the provision of sewer.

APD Projects has been working closely with Greater Western Water for some years in preparing the reticulation strategy for Clarkefield. Greater Western Water supports the proposed strategy to service Clarkefield and has provided a letter detailing their support. An agreement will be made with Greater Western Water in relation to providing the required infrastructure to Clarkefield including the requirement payment for its construction.

In addition to this the Servicing Strategy outlines:

*Furthermore, stormwater runoff from the upstream rural catchment (to the north) which flow through the site can be managed and conveyed via a bypass stormwater pipe through the development and to existing culverts under the Bendigo-Melbourne Train line. Two Water Sensitive Urban Design (WSUD) asset locations are also proposed for the development to effectively treat stormwater runoff to best practice objectives.*

The Infrastructure Servicing Report and letter from Greater Western Water are background report to the Development Plan.

### 7.1.8 Major Infrastructure and Drainage Lines

The existing drainage lines have been mapped and are outlined on Figure 10 Existing Conditions Plan of the Development Plan. The implementation and delivery of infrastructure and servicing are outlined within Section 7.1 of the Development and reflect the comments within Section 7.1.7 of the Planning Report.

Other infrastructure to service the development includes electricity and telecommunications.

Jemena is the responsible authority for electrical reticulation in the area and the subject land. Preliminary advice indicates that supply can be made available with an upgrade to existing infrastructure. The upgrade needs to come from the nearest 3 phase supply with a suitable conductor, which is circa 5 km south on Melbourne-Lancefield Road. The development will require the overhead line to be replaced with new conductors and poles. The works are in Jemena's plans and will be undertaken prior to the completion of Stage 1. Due to the size of the development a number of electrical substations will be required on the site each within an electrical reserve (6.2 m x 8.0 m) and vested in Jemena services.

The project has several high-speed internet assets within the immediate area with Telstra, Optus and VicTrack all maintaining connections in the area. The provision of fast speed internet is in advanced discussions with several providers. The intention is to provide a work from home hub and deliver smart community infrastructure.

### 7.1.9 Existing and proposed community facilities

The Development Plan will cater to a variety of lot sizes within the central mixed use area to encourage a dynamic centre encouraging social interaction while reducing dependency on car based travel. The central hub is planned to consist of:

- A supermarket
- Restaurant and cafes
- General retail
- Childhood Early Learning
- Community meeting spaces
- Passive and active open space

The Development Plan ensures that the configuration and location of proposed uses provides multiple safe links to accessing and integrating with the Clarkefield Train Station and Recreation Reserve.

A Social Infrastructure Assessment was prepared by ASR Research which includes:

*an audit of the existing and planned supply of social infrastructure within the subject site and the surrounding area (i.e. the Riddells Creek District) and indicative estimates of demand and / or supply requirements for each form of social infrastructure.*

The assessment focuses on the following main community infrastructure categories:

- Open space;
- Early years services;
- Community meeting spaces, libraries and learning centres;
- Recreation facilities;
- Education facilities;
- Aged and disability services including residential aged care;
- Health facilities; and
- Police and emergency services

A copy of the report is attached to the Background reports to the Development Plan.

The Social Infrastructure Assessment has informed the incorporation of a variety of community, social and recreational infrastructure uses throughout the development to meet the needs of the future

community. The proposed community facilities and infrastructure are outline at Table 4 of the Development Plan and are provided in the following Table 6 Proposed Community Infrastructure.

Table 6 Proposed Community Infrastructure

Item	Proposed Social Infrastructure	Delivery Mechanism	Funding of Service	Timing of Service	Land/ Construction	Service to be Delivered
1	Early Childhood Learning	Privately run facility	Private	Delivered with Stage	To be owned/ managed by private operator.	Subject to future consultation/ agreement.
2	Community Farm/ Garden	Developer	Owners Corporation	Delivered with adjoining Stage	Land/ construction	388m2
3	Planted Verge (Melbourne-Lancefield Road)	Developer	Developer	Delivered with Stage	Construction	664m
					Land/ construction	4600m2
4	Local Park	Developer	Developer	Delivered with Stage	Land/ construction	5000m2
5	WSUD Asset 1	Developer	Developer	Delivered with Stage	Land/ construction	1778m2
6	Flexible Community Meeting Space	Owners Corporation	Develop/ Owners Corporation	By 100 lots	To be owned/ managed by private operator	Subject to future consultation/ agreement.
7	Shared Path Network - 3m (Melbourne - Lancefield Road)	Developer	Developer	Delivered with Stage	Construction	664m
8	Shared Path Network - 3m	Developer	Developer	Delivered with Stage	Land/ construction	524m
9	Shared Path Network - 2.5m	Developer	Developer	Delivered with Stage	Land/ construction	893m
10	Station Street Upgrade	Developer	Developer/ VicTrack	Staged	Construction	510m
11	Upgrade of existing Oval at Recreation Reserve	Developer	Developer	By 200 lots	Construction	Subject to future consultation/ agreement.
					Land/ construction	1400m2

#### 7.1.10 Staging

Due to the small area of the Clarkefield Development Plan it is not envisaged that its 26ha will be broken down into small stages. However, further resolution of the detail of the subdivision will be provided in the planning permit application for the subdivision of the land.

The Development Plan provides for high level precinct staging as follows:

- Stage 1 includes land south of Station Street;
- Stage 2 includes land to the north east of the DPO and;
- Stage 3 includes the remaining western land adjoining the train station.

The indicative staging plan is detailed in Figure 50 Indicative Staging and Community Infrastructure Plan of the Development Plan.

#### 7.1.11 Conclusion

The Development Plan addresses all the matters requested by the provisions of DPO10.

## 7.2 Strategic Planning Context

This section addresses the broader strategic planning context within which Clarkefield is proposed to be developed.

### 7.2.1 Housing Diversity & Affordability

The Development Plan for Clarkefield has the potential to ensure that its future township responds to the housing need of the Macedon Ranges Community. The DPO10 provides no guidance on the type of future housing for Clarkefield and therefore the residential planning for Clarkefield has been informed by the strategic direction of the Macedon Ranges Planning Scheme and the expert assessment contained within the Development Plan background reports.

In planning for a future community at Clarkefield it was important to analyse the demographic and housing make up in Macedon Ranges. The purpose of this was to understand if Macedon Ranges current planning framework is delivering appropriate and adequate housing and if there are any gaps in its housing mix which are not being met.

Urban Enterprises undertook a Housing Profile Assessment for Macedon Ranges which found:

- Strong population growth, which is projected to increase by over 17,000 residents by 2036, adding 880 residents each year requiring 7,900 new dwellings or 395 per annum(pa);
- A theoretical maximum supply of 5,342 residential lots which equates to approximately 16 years of housing supply;
- A 104% increase in the median house price, increasing from approximately \$300,000 in 2008 to \$610,000 in 2018. This is much higher than the Victorian average of 82%;
- 94% of private dwelling stock is single detached dwellings with 87% of this consisting of dwellings with three or more bedrooms;
- 77.8% owner occupier housing compared to Metropolitan Melbourne at 63.3%;
- A significant shortfall in rental accommodation with only 14% of housing stock available for rent compared to the Melbourne average of 28.8% and regional average of 23.9%;
- A 73% increase in residents aged 60+ years over the next 15 years;
- A decrease in the average household size from 2.64 people to 2.51 people by 2036.

In summary, Urban Enterprise found that Macedon Ranges has an overabundance of large owner occupied private dwellings which have rapidly increased in price. The result of this is that the majority of current housing stock is not affordable and is not diverse enough to meet the needs of first home buyers, its aging population and declining household size.

This highlights that more diverse and affordable housing is required to meet the needs of the community and to make it easier for young working families to remain in the Shire. As there is significant limitation in where new housing can locate and a lack of diversity of stock when provided, Clarkefield provides an opportunity to respond to some of Macedon Ranges housing challenges.

### 7.2.2 Housing Supply and Demand

Research 4 have prepared a Demand and Supply Assessment of Macedon Ranges Housing which is a current assessment of housing demand including housing data experienced during the COVID pandemic (Background report to Development Plan).

In summary the key findings are:

- The Macedon Ranges has experienced a significant lift in average expressed housing demand since 2017.
- From 2018 through to 2021, the average take-up rate has been 32 lots per month, compared to an average take-up rate of 17 per month from 2010 through to 2017. Between these two periods the average expressed demand has lifted by 88 percent.

- The MRSC has adopted a forecast demand metric that averages 26 lots per month for Greenfield or detached housing across the market. The adopted forecast rate is less than the actual recorded take up rate from the past 10 years.
- Applying the Macedon Ranges own conservative pre COVID average demand metrics, the supply balance of 4,929 lots is equal to 15.6 years of future demand.
- It is suggested that the average demand metrics employed by the Macedon Ranges in determining the volume of zoned land required will be out of date.
- That the Forecast ID forecast used for the Macedon Ranges of 26 lots per month needs to be lifted by 130% to reflect the “new real” market setting. The 130% uplift is the average of the seven market examples (which we can provide).
- The suggested new real market demand metric for the Macedon Ranges that should be employed to assess the volume of zone land over the coming 15 years is 60 lots per month.
- The current volume of zoned land can address 6.8 years of demand based on a demand metric of 60 lots per month.

This latest research highlights a growing need to provide housing within the municipality to ensure adequate housing supply. The Development Plan proposes to supply 350 new residential lots at Clarkefield which whilst small in number, will provide new housing which will be diverse in housing type and size and provide for affordable rental accommodation as well as smaller sized homes to cater for single person households to ensure the delivery of a variety of price points.

### 7.2.3 Hierarchy of Township

Council’s established strategic planning direction for Clarkefield is distinctively contemplated in two separate ways depending on whether Clarkefield is developed with or without reticulated water and sewer.

In the scenario where no reticulation of services is made available at the time of development (and the preparation of the Development Plan) at Clarkefield, Macedon Ranges Settlement Strategy (Settlement Strategy) states:

*Reticulated sewerage is not currently available in Clarkefield, so unless this could be provided, any development in the Township Zone would need to treat wastewater on-site. Given the soil types in the area, this could be expected to require lot sizes in the order of 1 hectare, resulting in approximately 24 dwellings.*

Table 3 of the Settlement Strategy (reproduced in this report at Table 2) outlines that Clarkefield has a recommended 2036 population of 50 people justified on the basis that:

*Clarkefield will grow to capacity of zoned land. Assuming land is developed without wastewater servicing.*

The Settlement Strategy acknowledges that there is land at Clarkefield zoned for residential development with the existence of the Township Zone, however, in this section, assumes that no reticulated water and sewer servicing can be made available at the time of the development of the Township Zoned land.

On the basis of the information outline in Table 1, the Settlement Strategy outlines a Supply Analysis in Table 5a (reproduced in this report at Table 3) states an estimated lot supply of 20 unserviced lots being required to accommodate the 2036 population of 50 people.

It is apparent that the Settlement Strategy did not fully contemplate the detailed growth scenario of Clarkefield if serviced with reticulated infrastructure as it clearly assumes in Table 2 that the growth capacity of zoned land is without wastewater servicing.



Clause 21.03-3 Strategic Framework Plans of the Macedon Ranges Planning Scheme (reproduced in this report in Table 7 Macedon Ranges Settlement Hierarchy) provides definitions of Macedon Ranges Settlement Hierarchy. The table defines the settlement types as follows:

Table 7 Macedon Ranges Settlement Hierarchy

Settlement type Settlement hierarchy definitions	
Regional centre	A centre with a large, diverse population (10,000 plus), employment and housing base. All essential services are connected and higher order goods and services are provided. All levels of education are offered and access to large hospitals and numerous medical facilities is generally provided. Regional centres have strong relationships with surrounding settlements of all types.
Large district town	A town with a substantial and diverse population base (6,000 to 10,000) and a dominant business district with a moderate employment base. All essential services are provided. Access to services such as police stations, medical/hospital facilities and a range of education facilities is generally high. A variety of accommodation types and sizes are available.
District town	A town with a moderate population (2,000 to 6,000) with connections to all essential services. District towns tend to have a dominant town centre with a variety of retail services, post office, schools, police station and some basic medical facilities. Employment is generally in higher order centres.
Small town	Town population levels vary with general service provision (500-2,000) and there are strong employment relationships with larger towns. All are connected to reticulated water, and electricity, and in most cases have sewer connection available.
Village	A settlement with a low population (less than 500).
Hamlet/locality	A cluster of houses on smaller than average rural sized allotments in a non-urban zone (population less than 100). Reticulated water and/or sewer are generally not available.

As an unserviced area, the recommended population growth for Clarkefield outlined within the Settlement Strategy projects 50 people. A population of 50 people would broadly (based on population numbers only) fall into the definition of a Hamlet/ locality of settlement types:

#### Hamlet/ Locality

*A cluster of houses on smaller than average rural sized allotments in a non-urban zone (population less than 100). Reticulated water and/or sewer are generally not available.*

Importantly, the remainder of the definition cannot be applied to Clarkefield. The definition of Hamlet/ Locality is not considered to be an accurate description of Clarkefield due to:

- The cluster of housing in Clarkefield is not on smaller than average rural sized allotments. The existing housing is located on urban sized lots;
- Clarkefield is located within an urban zone, the Township Zone and not a non-urban zone; and
- Reticulated water and sewer can be made available.

Clarkefield does not strictly meet the definition hamlet/ locality and it is argued that the definition of Hamlet/ Locality can only apply to Clarkefield's current state and not where a serviced development of the urban zone can be achieved.

In such a context, Council's policies contemplate a policy direction to ensure the orderly development of the Township Zoned land with a clear strategy for development to provide for a quality town centre.

The Statement Strategy, states:

*If reticulated sewer was made available, potentially 240-300 dwellings could be expected, accommodating approximately 670-840 people within the existing Township Zone land.*

The projected population and number of residential lots for Clarkefield when serviced, reflects the definition of a 'Small town' settlement type which is defined as:

*Town population levels vary with general service provision (500-2,000) and there are strong employment relationships with larger towns. All are connected to reticulated water, and electricity, and in most cases have sewer connection available.*

This definition complements the strategy for Clarkefield found at Clause 21.13-12 of the planning scheme, which states:

*1.1 Ensure the development of Clarkefield on existing zoned land provides for a high quality town centre with appropriate retail and community services and a walkable village community.*

The Macedon Ranges Planning Scheme and the Settlement Strategy direction relating to the extent of development for a serviced Clarkefield can only be described as a future small town.

This strategic direction informs the statutory conditions which apply at Clarkefield today and is consistent with the purposes of Township Zone and the DPO. The purpose of the Township Zone specifically articulates both the extent of appropriate future land uses as well as the hierarchy of township for Clarkefield:

*To provide for residential development and a range of commercial, industrial and other uses in small towns.*

The Clarkefield Development Plan directly reflects the strategic objectives and strategies of the land use direction for the development of Clarkefield as a serviced township. It particularly recognises the purposes of the Township Zone in informing the preparation of the Development Plan and plans for a small town. DPO10 does not provide any direction on the design or the extent of development other than requirements for what the Development Plan must show. The planning response to these requirements is detailed in Section 7.1.

#### 7.2.4 Long Term potential for a positive urban outcome

Clause 21.13-12 of the planning scheme highlights the objective that there is long term potential for urban expansion beyond the allowable development designated by the Township Zone land at Clarkefield. Council has not undertaken any strategic planning work to investigate or understand the extent of a future Clarkefield beyond the existing Township Zone land, however, Objective 1 of Clause 21.13-12 states:

*To ensure allowable development does not compromise the long-term potential for a positive urban outcome at Clarkefield.*

Furthermore, the Statement of Planning Policy states:

*...The Macedon Ranges Planning Scheme seeks to ensure that allowable development does not compromise the long-term potential for a positive urban outcome, and a strategy that urban expansion in Clarkefield be considered in the future. Such decision-making would need to be carefully considered in terms of the role of Clarkefield within the settlement hierarchy, including the provision of suitable infrastructure, services and land capability.*

The future urban expansion of Clarkefield has been designated by Council and it is timely for Council to commence strategic work on a settlement strategy given that a reticulated development of the Township Zone can be achieved, and the Clarkefield Development Plan has been prepared.

With the strategic context in mind the Clarkefield Development Plan was prepared to respond to both:

- The current provisions of the planning scheme relating to providing a complete township community with the Township Zoned land; and
- Planning for a township which will allow for and integrate with a future urban expansion of Clarkefield.

#### 7.2.5 Loddon Mallee South Regional Growth Plan 2014 (RGP)

The Loddon Mallee South Regional Growth Plan (RGP) does not specifically identify or provide any planning guidance for the development of the Clarkefield township.

The lack of acknowledgement and planning for Clarkefield at the RGP level is unclear and may be due to Clarkefield's limited population at the time of its preparation or that reticulated servicing to the

Township Zone land was not available and therefore development potential of the zoned land was very limited. In this scenario, it may be that Clarkefield's development potential was so low it was not of a settlement hierarchy significant enough to identify. Nevertheless, Clarkefield is zoned for development by the Macedon Ranges Planning Scheme with strategic direction provided within Council's policy framework to guide the development of the zoned the land.

The fact that the RGP is silent on Clarkefield's existence and fails to reflect Council's land use zoning and strategic policy direction for Clarkefield's future development, does not raise matters of inconsistency, it demonstrates that the forgotten township of Clarkefield should be included within a future updated RGP.

It is further noted that the State Government has committed to reviewing the RGPs every four to six years and is currently considering its update.

## 7.3 Remaining Planning Considerations

### 7.3.1 Clarkefield Town Centre Design Guidelines

A comprehensive set of Design Guidelines have been prepared to guide the development of Clarkefield. The implementation of the guidelines will create a coherent vision for Clarkefield's newly emerging community which ensures all homes are built to a high ESD standard and character consistency that is harmonious with Macedon Ranges townships.

The guidelines have been prepared to assist homeowners (and their architects/ builders) to design and live in their home in-line with the vision and liveability objectives for Clarkefield. The Guidelines will shape the desired future character for Clarkefield. The character of Clarkefield is both derived from the features of the locality and also from the character of other towns in the Macedon Ranges.

The objectives, controls and desired outcomes described within the Design Guidelines apply to all lots within the Clarkefield Town Centre. This includes lots greater than, equal to or less than 300m<sup>2</sup> in size. The Design Guidelines do not apply to mixed use buildings, other superlots and existing buildings/ dwellings. The building character, materials and colour palettes selected for these buildings (mixed use buildings/ other superlots) will have reference to the Design Guidelines to ensure a cohesive Township character (but will be subject to future planning approval as required).

The Guidelines should be read in conjunction with Building Regulations 2006 and the Macedon Ranges Shire Planning Scheme.

The Design Guidelines identify three character areas within the Township. These Character Areas (and the relevant guidelines/ controls) have been informed by the established character of the Macedon Ranges Villages - refer Section 04 of the Design Guidelines for further information.

Each character area reflects its location within the Town Centre and proximity to amenity including the Clarkefield Train Station, local shops/ services and open space, contributing to the community's 'sense of place' and identity.

The character areas within the Clarkefield Town Centre extend radially from areas of high amenity, being:

- Main Street (T5), within a 200 to 400 metre (two and a half to five minute) walk;
- Township (T4), within a 300 to 450 metre walk; and
- Garden (T3), beyond 400 metres/ a five minute walk.

Site coverage and building heights are provided for each of the character areas.



The Design Guidelines contain directions for future building design as summarised as follows:

### **Lot Layout**

Dwellings should relate well to the street, be designed to fit the lot and maximise indoor/ outdoor opportunities for amenity and climatic comfort throughout the year.

The home should enable passive surveillance of the street, maintain sufficient privacy for residents and be easily accessible from adjoining streets.

Verandahs, porches or courtyards are encouraged within the front setback of homes, providing a usable area that overlooks the street and provides weather protection to your home.

### **Housing**

Home designs should be contemporary in form and character, with materials, colours and finishes echoing the pastoral heritage and landscape character of Clarkefield as well as the established villages of the Macedon Ranges.

Verandahs, porches or courtyards are encouraged within the front setback of homes, enforced in key locations where homes interface with high amenity settings such as the Green Street, Station Street and open spaces. Reinforcing the prioritisation of pedestrians and cyclists through the Township, the visual impact/ prominence of garages should be minimised.

### **Passive Solar Home Design**

The Design Guidelines provide for a range of objectives and controls that guide development of sustainable homes.

To help manage the environmental impact of building materials used at Clarkefield, a set of minimum requirements alongside a material scorecard will ensure home builders make more sustainable material choices.

### **Materials**

A simple palette of materials and finishes is encouraged for the primary facade of dwellings.

Front/ secondary facades should have a maximum of two complementary materials;

- External materials and colours should reference the Macedon Ranges (in a contemporary manner) and prioritise the use of sustainable low carbon materials.

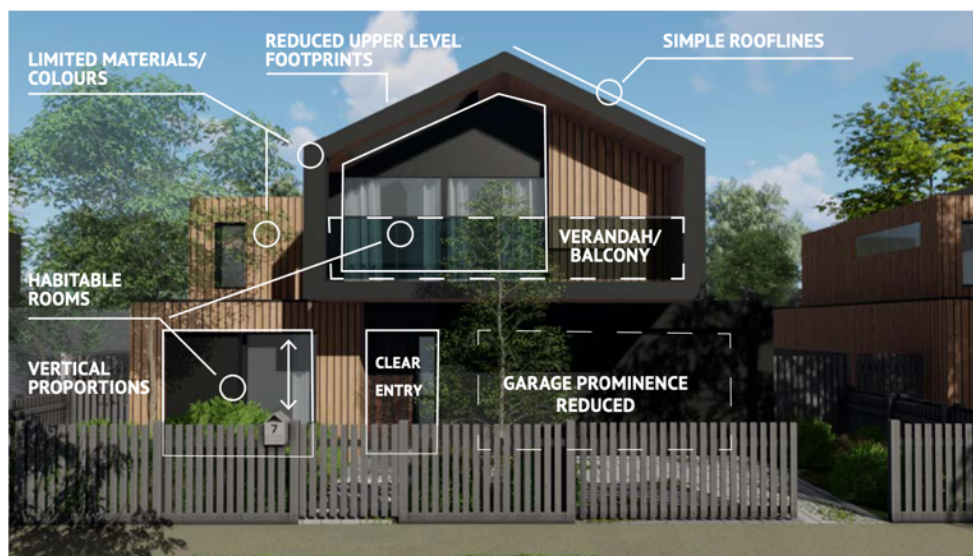
### **Fencing, Driveways and Landscape**

The lot interfaces/ boundaries to the public streets should be defined by vertical elements (fencing and planting), distinguishing the garden from the street. This will encourage residents to use their front verandah and garden and therefore interaction between the house and the street (and passers-by).

Reinforcing the prioritisation of pedestrians and cyclists through the neighbourhood, the visual prominence of garages and driveways should be minimised. Front gardens and landscaping should create a consistent and high quality presentation to the street, contributing to the high amenity character of the Township.

Figure 9 provides an example of the preferred built form and design features encouraged by the Design Guidelines.

Figure 9 Design Guidelines: Front Loaded Lot- Façade Controls



In preparing the Design Guidelines, inspiration and examples were gathered from within the Municipality to prepare a set of guidelines which reflect the valued characteristics found throughout Macedon’s townships. This exercise highlighted the mix of both historical buildings in established various towns and well design contemporary examples found at Baringo in Gisborne. Baringo was further highlighted in community engagement forums as a preferred character to achieve as part of a future Clarkefield.

Figure 10 Design Examples: Baringo



Informal planting in front garden.

Two storey dwelling with balcony and full height windows addressing the street.

Garage recessed behind upper levels. Prominence of garage reduced through use of consistent materials/ finishes.

Figure 11 Design examples: Baringo



### 7.3.2 Retail Assessment

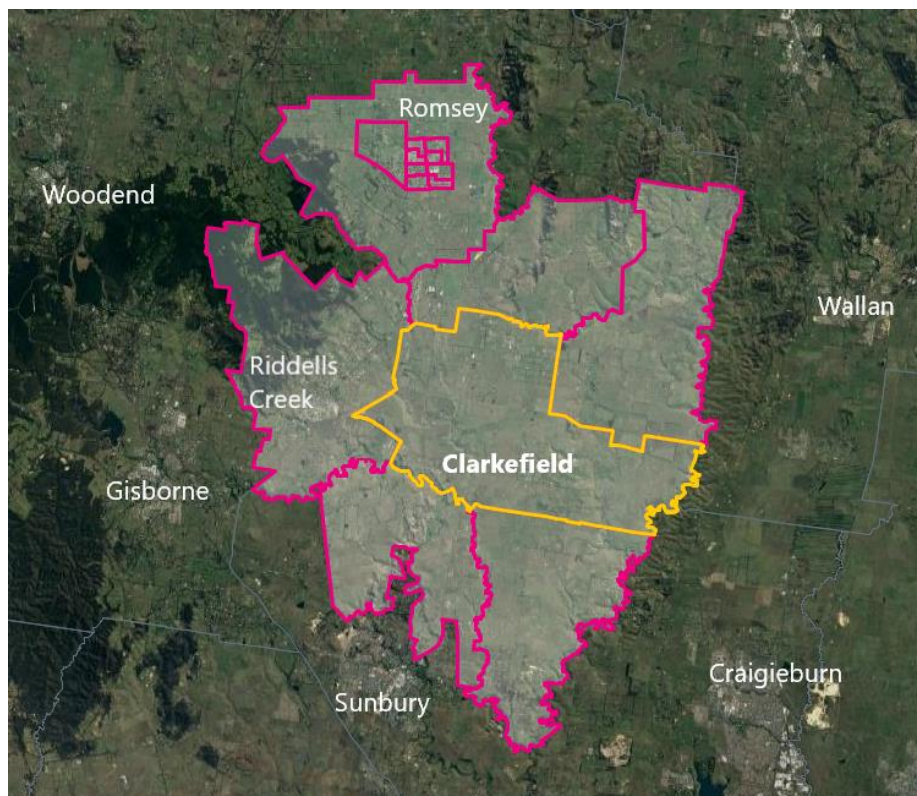
A Retail Assessment prepared by Urban Enterprise has identified and assessed the scale of retail floorspace that could be viability supported by the development proposed by the Development Plan.

The Retail Assessment prepared by Urban Enterprise is a background report to the Development Plan.

The report provides observations of the surrounding regional retail hierarchy to assist in the understanding of the current role and business mix of competing retail centres in proximity to Clarkefield. The report provides an analysis of the likely retail catchment and where retail expenditure will be generated. Urban Enterprise have prepared the following figure which shows the extent of both the primary and secondary retail catchment relevant to Clarkefield.



Figure 12 Primary and Secondary retail catchment, Clarkefield



Source: Retail Assessment, Urban Enterprise

Urban Enterprise anticipates that Clarkefield's retail centre will service a catchment that includes the township itself, surrounding smaller settlements and nearby rural areas. The catchment area is shown in. In relation to the average retail expenditure of Macedon Ranges residents, Urban Enterprise states an estimated \$15,420 per annum of retail goods and services including:

- 46% on food, liquor and groceries; most of which is directed to supermarket and grocery retailers;
- 26% on apparel, homewares and leisure;
- 12% on food catering; most of which is hospitality;
- 12% on bulky goods; most of which is directed to large-format retailers; and
- 4% on retail services.

Urban Enterprise found that:

*For the baseline scenario, Clarkefield is estimated to capture in the order of \$12.5 million in retail expenditure per annum. This includes \$10 million from within the primary and secondary catchment (80%), with the balance (\$2.5 million or 20%) captured from outside of the catchment (i.e. non-locals, visitors).*

In the consideration of this, the retail assessment provides an estimate of the scale of retail floorspace that could be viably support in the development of the Township Zoned land and has found:

*Based on the 'baseline' market share scenario, Clarkefield could viably support in the order of 1,800 sqm and 2,600 sqm of retail floorspace at full development.*

*A retail floorspace provision of less than 5,000 sqm would be categorised as a Local Centre, which would typically include a small supermarket (~1,000 sqm), along with speciality and hospitality stores.*

The Development Plan proposes an area of 1.7 hectares in the form of super lots to accommodate the urban core of the development. The likely uses proposed for the urban core will incorporate a variety of retail and commercial uses including a supermarket as well as the capacity for accommodation and tourism related enterprises.

In concluding, Urban Enterprise found:

*The land area that is designated for activity centre uses in the Clarkefield Development Plan (~1.7 ha) is more than adequate in supporting the scale of supportable retail floorspace at-full development. For example, a local centre of this scale could be accommodated on the retail/commercial use designation (approx. 5,000 sqm), as shown on the Development Plan.*

*The balance of vacant land in the township (approx. 10,000 sqm) could therefore accommodate complementary tourism, hospitality or community uses. As an example, Clarkefield could investigate using some of the surplus township land to establish community uses and facilities to support a highly liveable and vibrant community.*

*Further, the township's proximity and access to the adjacent train station and Melbourne-Lancefield Road presents a clear opportunity to establish a tourism offering and a niche visitor destination in the region. For example, the land adjoining the pub is a clear candidate to complement the pub offering through retail, functions and events or boutique visitor accommodation.*

*The availability of Township Zoned land at Clarkefield is sufficient in supporting the retail and hospitality needs of residents, whilst also presenting an opportunity to provide complementary tourism and community uses. This mix of uses and activities would combine to create a vibrant hub that services residents, non-locals and visitors.*

The Development Plan has carefully considered the proposed community planned for Clarkefield in planning the retail urban core. The area of land and the potential possible floor space to accommodate both retail and complementary uses will provide for adequate services to sustain a vibrant hub for its community.

### 7.3.3 Native Vegetation

An Ecological Assessment has been prepared by Ecology and Heritage Partners (EHP) attached as a background report to the Development Plan.

Native vegetation in the Development Plan is representative of two Ecological Vegetation Communities (EVCs):

- Plains Grassland (EVC 132\_61),
- Plains Grassy Woodland (EVC 55\_61).

Three scattered trees are present within the study area, comprising two River Red-gums *Eucalyptus camaldulensis*, and a single Blue Box *Eucalyptus baueriana*.

The remainder of the study area comprises introduced and planted vegetation, present as crop, pasture, windrows, and ornamental plantings.

The assessment found that areas of native vegetation were not of sufficient size for listing under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) as they are all under 0.05ha in area. The assessment found:

*Vegetation within the study area did not meet the condition thresholds that define any other national or State- significant communities due to the absence of key indicator species, the low diversity of native flora; high cover of exotic vegetation and/or incompatible geology.*



The Development Plan proposes to remove 0.444 ha of native vegetation, specifically the removal of part of habitat zone PG5 (Plains Grassland) and two small scattered trees (#2 and #3). The study area is within Location 2 and falls under the Intermediate assessment pathway.

The Ecological Assessment states:

*... while various designs were undertaken to explore opportunities to retain PG5, its full retention has not been possible. However, this fragmented patch was the lowest quality patch of Plains Grassland within the study area (Appendix 1.3) (being heavily infested by Blackberry) so it is considered the most appropriate patch to impact where not all impacts could be avoided.*

It is noted that this patch of native vegetation is small in area, of low quality and fragmented with the report further stating:

*No further minimisation is possible without undermining the feasibility of the proposed development and given all but one of the Plains Grassland patches (including those of the highest quality) have been avoided, it is considered that the minimisation measures implemented are commensurate with the fragmented and modified nature of the site.*

It is noted that a planning permit will be required to remove the native vegetation under Clause 52.17 of the Planning Scheme. Such a request will accompany the planning permit application to subdivide the land.

#### 7.3.4 Traffic Assessment

Traffic Group have prepared a detailed traffic engineering assessment attached as a background report to the Development Plan.

The traffic assessment found:

*... we are of the opinion that the existing Melbourne-Lancefield Road/Station Street intersection will adequately accommodate the traffic predicted to be generated at peak times following full development of the Development Plan area, up to and including the year 2026.*

*Following full development of the site, past the year 2026, mitigating works would be required at the intersection to increase capacity. The need for mitigating works is a combination of the development generated traffic as well as external traffic growth along Melbourne-Lancefield Road more broadly.*

#### 7.3.5 Delivery of Commitments

To ensure the delivery and ongoing compliance of the commitments outlined within the Development Plan, specially:

- Town Centre Design Guidelines
- Building Envelopes; and
- Affordable Housing

A range of mechanisms are available to provide the ability to implement the desired outcomes at the permit application stage for the subdivision of the land. These mechanisms include:

- The preparation of S173 Agreement under the Planning and Environment Act 1987;
- A restriction on the Plan of Subdivision under the Subdivisions Act 1988; or
- A requirement on the Contract of Sale.

## 8 CONCLUSION

The Development Plan gives effect to the objectives of planning in Victoria and complies with and gives effect to the provisions of the Macedon Ranges Planning Scheme in particular the Township Zone, The Development Plan Overlay Schedule 10 – Clarkefield, the Macedon Ranges Statement of Planning Policy and the Macedon Ranges Settlement Strategy.

Particularly, the Development Plan responds to all the requirements of the DPO10 and is designed in accordance with the strategic direction provided by the Planning Scheme, the Statement and Settlement Strategy. The assessment of the Development Plan provides a high level assessment against Clause 56 of the Planning Scheme and find a suitable level of compliance.

The Development Plan incorporates further detail beyond the requirements of the Planning Scheme to ensure design outcomes which are reflective and sympathetic to the valued characteristics found throughout Macedon Ranges. This has been outlined within the submission of Design Guidelines which provide a comprehensive set of design requirements to direct preferred built form, landscape and design outcomes.

## 9 APPENDIX A – Clause 56 Assessment



## CLAUSE 56 ASSESSMENT TEMPLATE

### Residential subdivision

#### 56.1 SUBDIVISION SITE AND CONTEXT DESCRIPTION

An application must be accompanied by:

- A site and context description.
- A design response.

##### 56.01-1 Subdivision site and context description

The site and context description may use a site plan, photographs or other techniques and must accurately describe: In relation to the site:

- Site shape, size, dimension and orientation.
  - Levels and contours of the site.
  - Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
  - The siting and use of existing buildings and structures.
  - Street frontage features such as poles, street trees and kerb crossovers
  - Access points
  - Location of drainage and other utilities.
  - Easements.
  - Any identified natural or cultural features of the site
  - Significant views to and from the site.
  - Noise and odour sources or other external influences.
  - Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill.
  - Any other notable features or characteristics of the site.
  - Adjacent uses.
  - Any other factor affecting the capacity to develop the site including whether the site is affected by inundation. An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:
  - The pattern of subdivision.
  - Existing land uses.
  - The location and use of existing buildings on adjacent land.
- 
-



- Abutting street and path widths, materials and detailing.
- The location and type of significant vegetation.

An application for subdivision of 60 or more lots must also describe in relation to the surrounding area:

- Location, distance and type of any nearby public open space and recreational facilities.
- Direction and distances to local shops and community facilities.
- Directions and walking distances to public transport routes and stops.
- Direction and walking distances to existing neighbourhood, major and principal activity centres and major employment areas.
- Existing transport routes, including freeways, arterial roads and streets connecting neighbourhoods.
- Local street network including potential connections to adjacent subdivisions.
- Traffic volumes and movements on adjacent roads and streets.
- Pedestrian, bicycle and shared paths identifying whether their primary role is neighbourhood or regional access.
- Any places of cultural significance.
- Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
- Proximity of any fire threats.
- Pattern of ownership of adjoining lots.

#### **56.01-2 Subdivision design response**

The design response must explain how the proposed design:

- Derives from and responds to the site and context description.
- Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay.
- Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme.
- Meets the relevant objectives of Clause 56.

An application for subdivision of 60 or more lots must also include a plan that meets the requirements of Standard C2. The plan must also show the:

- Proposed uses of each part of the site.
- Natural features of the site and identify any features proposed to be altered.
- Proposed integrated water management system.
- Proposed staging of the subdivision.

Section 4 of the Development Plan provides for a site analysis and design response. Section 5 provides for Vision and Principles and includes Design Principles. All other matters are addressed in the Development Plan.

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## CLAUSE 56.02 POLICY IMPLEMENTATION

### Standards C1

Objective	Standard and Guidelines	Compliance
<p><b>Clause 56.02-1</b></p> <p><b>Strategic implementation objective</b></p> <p>To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in the scheme.</p>	<p><b>C1</b></p> <p>1. An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.</p>	<p><b>Complies</b></p> <p>See Section 3 of the Development Plan which includes a description of the Site Location and Context. This includes an analysis of the broader character of the Macedon Ranges that informs the planning and design principles for the project. See Section 5.2 of the planning report that accompanies the Development Plan.</p>

<b>CLAUSE 56.03 LIVEABLE AND SUSTAINABLE COMMUNITIES</b> <b>Standards C2 to C6</b>		
Objective	Standard and Guidelines	Compliance
<p><b>Clause 56.03-1</b></p> <p><b>Compact and walkable neighbourhoods objectives</b></p> <p>To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.</p> <p>To allow easy movement through and between neighbourhoods for all people.</p>	<p><b>C2</b></p> <ol style="list-style-type: none"> <li>1. A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.</li> <li>2. An application for subdivision must include a plan of the layout of the subdivision that: <ol style="list-style-type: none"> <li>a. Meets the objectives (if relevant to the class of subdivision specified in the zone) of: <ol style="list-style-type: none"> <li>i. Clause 56.03-2 Activity centres</li> <li>ii. Clause 56.03-3 Planning for community facilities</li> <li>iii. Clause 56.04-1 Lot diversity and distribution</li> <li>iv. Clause 56.06-2 Walking and cycling network</li> <li>v. Clause 56.06-3 Public transport network</li> <li>vi. Clause 56.06-4 Neighbourhood street network</li> </ol> </li> </ol> </li> <li>3. Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or</li> </ol>	<p><b>Complies</b></p> <p>Refer to Section 6 (Macedon Ranges Planning Scheme) and Section 7 (Planning Assessment) of the Planning Report that accompanies the Development Plan. The commentary on Clarkefield in strategic planning documents varies, but has historically assumed that Clarkefield may be developed as an area that is not serviced.</p> <p>The Statement Strategy, states:</p> <p>If reticulated sewer was made available, potentially 240-300 dwellings could be expected, accommodating approximately 670-840 people within the existing Township Zone land.</p> <p>The projected population and number of residential lots for Clarkefield when serviced, reflects the definition of a ‘Small town’ settlement type which is defined as:</p> <p><i>Town population levels vary with general service provision (500-2,000) and there are strong employment relationships with larger towns. All are connected to reticulated water, and electricity, and in most cases have sewer connection available.</i></p> <p>This definition complements the strategy for Clarkefield found at Clause 21.13-12:</p> <p><i>1.1 Ensure the development of Clarkefield on existing zoned land provides for a high quality town centre with appropriate retail and community services and a walkable village community.</i></p>

	<p>proposed railway station and shows the estimated number of dwellings within those distances.</p> <ol style="list-style-type: none"> <li>4. Shows the layout of the subdivision in relation to the surrounding area.</li> <li>5. Is designed to be accessible for people with disabilities.</li> </ol>	<p>The Development Plan shows the layout of the town in relation to the distance of 800 metres from the Train Station.</p>
<p><b>Clause 56.03-2</b></p> <p><b>Activity centre objective</b></p> <p>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</p>	<p><b>C3</b></p> <ol style="list-style-type: none"> <li>1. A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.</li> <li>2. Subdivision should be supported by activity centres that are: <ol style="list-style-type: none"> <li>a. Accessible by neighbourhood and regional walking and cycling networks.</li> <li>b. Served by public transport that is connected to the regional public transport network.</li> <li>c. Located at public transport interchange points for the convenience of passengers and easy connections between public transport services.</li> <li>d. Located on arterial roads or connector streets.</li> <li>e. Of appropriate size to accommodate a mix of uses that meet local community needs.</li> <li>f. Oriented to support active street frontages, support street-based community interaction and pedestrian safety.</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>See Section 7.3.2 of the planning report. The Development Plan includes an area of 1.6 hectares in the form of super lots to accommodate the urban core of the development. The likely uses proposed for the urban core will incorporate a variety of retail and commercial uses including a supermarket as well as the capacity for accommodation and tourism related enterprises.</p> <p>The activity centre area is walkable from the proposed lots and also proximate to the Clarkefield Train Station.</p>

<p><b>Clause 56.03-3</b></p> <p><b>Planning for community facilities objective</b></p> <p>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</p>	<p><b>C4</b></p> <ol style="list-style-type: none"> <li>1. A subdivision should: <ol style="list-style-type: none"> <li>a. Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme.</li> <li>b. Locate community facilities on sites that are in or near activity centres and public transport.</li> </ol> </li> <li>2. School sites should: <ol style="list-style-type: none"> <li>a. Be integrated with the neighbourhood and located near activity centres.</li> <li>b. Be located on walking and cycling networks.</li> <li>c. Have a bus stop located along the school site boundary.</li> <li>d. Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.</li> <li>e. Adjoin the public open space network and community sporting and other recreation facilities.</li> <li>f. Be integrated with community facilities.</li> <li>g. Be located on land that is not affected by physical, environmental or other constraints.</li> </ol> </li> <li>3. Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</li> <li>4. Primary schools should be located on connector streets and not on arterial roads.</li> <li>5. New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.</li> </ol>	<p><b>Complies</b></p> <p>Also see 7.1.9 of the planning report.</p> <p>A Social Infrastructure Assessment was prepared by ASR Research which includes:</p> <ul style="list-style-type: none"> <li>▪ An audit of the existing and planned supply of social infrastructure within the subject site and the surrounding area (i.e. the Riddells Creek District) and indicative estimates of demand and / or supply requirements for each form of social infrastructure.</li> <li>▪ Aside from the additional local open space, this assessment concludes that the community infrastructure demands generated by the scale of growth proposed by the Development Plan can be satisfied by a range of improvements and upgrades to the existing facilities located in Clarkefield.</li> </ul>
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<p><b>Clause 56.03-4</b></p> <p><b>Built environment objective</b></p> <p>To create urban places with identity and character.</p>	<p><b>C5</b></p> <ol style="list-style-type: none"> <li>1. The built environment should: <ol style="list-style-type: none"> <li>a. Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.</li> <li>b. Provide living and working environments that are functional, safe and attractive.</li> <li>c. Provide an integrated layout, built form and urban landscape.</li> <li>d. Contribute to a sense of place and cultural identity.</li> </ol> </li> <li>2. An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</li> </ol>	<p><b>Complies</b></p> <p>There is no urban design strategy for Clarkefield in the planning scheme. DPO10 applies to the land and provides requirements for a Development Plan to be approved prior to the approval of any subdivision. A Development Plan has been prepared and it provides for a functional, safe and attractive urban environment. The use of Design Guidelines will ensure an integrated layout, built form and urban landscape.</p> <p>Section 02.2.1 of the Design Guidelines describes the desired Building Style and Character for Clarkefield. Section 2.4 of the Design Guidelines outlines specific guidelines for the three proposed character areas for Clarkefield being:</p> <ul style="list-style-type: none"> <li>• Main St (T5) within a 200 to 400 metre (two and half to five minute walk);</li> <li>• Township (T4), within a 300 to 450 metre walk; and</li> <li>• Garden (T3), beyond 400 metres/a five minute walk.</li> </ul> <p>Section 4 of the Design Guidelines describes the existing character of towns in the Macedon Ranges Shire and how this influenced the development of character areas for Clarkefield.</p>
<p><b>Clause 56.03-5</b></p> <p><b>Neighbourhood character objective</b></p> <p>To design subdivisions that respond to neighbourhood character.</p>	<p><b>C6</b></p> <ol style="list-style-type: none"> <li>1. Subdivision should: <ol style="list-style-type: none"> <li>a. Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>b. Respond to and integrate with the surrounding urban environment.</li> <li>c. Protect significant vegetation and site features.</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>The proposed layout responds the existing and preferred character for Clarkefield which has been derived from an analysis of the existing character in the Shire and the preferred character for a carbon neutral township.</p>

<b>CLAUSE 56.04 LOT DESIGN</b> <b>Standards C7 to C11</b>		
Objective	Standard and Guidelines	Compliance
<p><b>Clause 56.04-1</b></p> <p><b>Lot diversity and distribution</b></p> <p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p> <p>To provide higher housing densities within walking distance of activity centres.</p> <p>To achieve increased housing densities in designated growth areas.</p> <p>To provide a range of lot sizes to suit a variety of dwelling and household types.</p>	<p><b>C7</b></p> <ol style="list-style-type: none"> <li>1. A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</li> <li>2. Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</li> <li>3. A range and mix of lot sizes should be provided including lots suitable for the development of: <ol style="list-style-type: none"> <li>a. Single dwellings.</li> <li>b. Two dwellings or more.</li> <li>c. Higher density housing.</li> <li>d. Residential buildings and Retirement villages.</li> </ol> </li> <li>4. Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metres street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station. Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and retirements villages should be located in and within 400 metres street walking distance should be located in and within 400 metres street walking distance of an activity centre.</li> </ol>	<p><b>Complies</b></p> <p>A range of lot mixes is shown in the Development Plan. See Figure 15 Indicative Subdivision Design and Dwelling Typologies Plan of the Development Plan.</p> <p>The Main Street Character Area (T5) contains lot ranges from 80 – 300 sqm and includes typologies of shop top apartments, soho/live-work/terrace and townhome type dwellings.</p> <p>The Township Character Area (T4) contains lot ranges from 150 – 400 sqm and includes dwelling typologies of terraces, townhomes and cottages</p> <p>The Garden Character Area (T5) contains lots of 350-800 sqm and includes dwelling typologies of townhome, cottage and houses.</p> <p>All the area within the Development Plan/Township Zoned land is within 800 metres of the Clarkefield Railway Station.</p> <p>There is an existing bus stop located near the Railway Station and a bus capable route through Clarkefield. The existing Bus service travels from Lancefield – Sunbury – Clarkefield via Romsey and Monegeeta.</p>

	<p>5. Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	<p><b>Complies</b></p> <p>All lots are within 400 metres of an activity centre or mixed use area.</p>
<p><b>Clause 56.04-2</b></p> <p><b>Lot area and building envelopes</b></p> <p>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</p>	<p><b>C8</b></p> <ol style="list-style-type: none"> <li>1. An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows: <ol style="list-style-type: none"> <li>a. That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or</li> <li>b. That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> </ol> </li> <li>2. Lots of between 300 square metres and 500 square metres should: <ol style="list-style-type: none"> <li>a. Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</li> <li>b. If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope.</li> </ol> </li> <li>3. If lots of between 300 square metres and 500</li> </ol>	<p><b>Complies</b></p> <p>Sample building envelopes for lots of less than 300 sqm and between 300- 500 sqm are shown in the Development Plan. The lots can accommodate building envelopes and future dwellings that can comply with the planning scheme.</p> <p>The Design Guidelines provide for considerations relating to lot siting, orientation, and wall heights and setbacks in order to guide the design on the lots.</p>

	<p>square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</p> <ol style="list-style-type: none"> <li>4. Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.</li> <li>5. A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless: <ol style="list-style-type: none"> <li>a. The objectives of the relevant standards are met, and</li> <li>b. The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act.</li> </ol> </li> <li>6. Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope: <ol style="list-style-type: none"> <li>a. The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and</li> <li>b. The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>Lots greater than 500 sqm can contain a building envelope of 10 x 15 metres. See Section 6.4 of the Development Plan.</p>
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	<p>7. Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> <li>a. Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</li> <li>b. Existing or proposed easements on lots.</li> <li>c. Significant vegetation and site features.</li> </ul>	<p><b>Complies</b></p> <p>ESD principles for the siting of dwellings on lots form part of the Design Guidelines.</p>
<p><b>Clause 56.04-3</b></p> <p><b>Solar orientation of lots</b></p> <p>To provide good solar orientation of lots and solar access for future dwellings.</p>	<p><b>C9</b></p> <ul style="list-style-type: none"> <li>1. Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</li> <li>2. Lots have appropriate solar orientation when: <ul style="list-style-type: none"> <li>a. The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.</li> <li>b. Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.</li> <li>c. Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.</li> </ul> </li> </ul>	<p><b>Complies</b></p> <p>The lot configuration has been designed so as to have the long side of lots with appropriate solar orientation. The dimensions of lots are adequate to protect solar access to the lot, taking into account the desire to provide for some compact lots and dwellings to increase this housing type in the Shire.</p>



<p><b>Clause 56.04-4</b></p> <p><b>Street orientation</b></p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p><b>C10</b></p> <ol style="list-style-type: none"> <li>1. Subdivision should increase visibility and surveillance by: <ol style="list-style-type: none"> <li>a. Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.</li> <li>b. Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>c. Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>Lots front onto streets and open space areas.</p> <p>The lots of less than 300 sqm are located either near existing or proposed public open space or the mixed use super lots which will host future retail and community infrastructure and development.</p>
<p><b>Clause 56.04-5</b></p> <p><b>Common areas</b></p> <p>To identify common areas and the purpose for which the area is commonly held.</p> <p>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</p>	<p><b>C11</b></p> <ol style="list-style-type: none"> <li>1. An application to subdivide land that creates common land must be accompanied by a plan and a report identifying: <ol style="list-style-type: none"> <li>a. The common area to be owned by the body corporate, including any streets and open space.</li> <li>b. The reasons why the area should be commonly held.</li> <li>c. Lots participating in the body corporate.</li> <li>d. The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>There are some common property areas within the Development Plan area. This includes the Community Farm.</p> <p>Further details regarding the Common Property areas will be included with the subdivision application.</p>

## CLAUSE 56.05 URBAN LANDSCAPE

### Standards C12 to C1

Objective	Standard and Guidelines	Compliance
<p><b>Clause 56.05-1</b></p> <p><b>Integrated urban landscape</b></p> <p>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</p> <p>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking</p>	<p><b>C12</b></p> <ol style="list-style-type: none"> <li>1. An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</li> <li>2. The landscape design should: <ol style="list-style-type: none"> <li>a. Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</li> <li>b. Create attractive landscapes that visually emphasise streets and public open spaces.</li> <li>c. Respond to the site and context description for the site and surrounding area.</li> <li>d. Maintain significant vegetation where possible within an urban context.</li> <li>e. Take account of the physical features of the land including landform, soil and climate.</li> <li>f. Protect and enhance any significant natural and cultural features.</li> <li>g. Protect and link areas of significant local habitat where appropriate.</li> <li>h. Support integrated water management systems with appropriate landscape design</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>The Development Plan and Design Guidelines both include landscape direction for both the public and private realms and proposed roads.</p> <p>A variety of open spaces with different recreation and activity are proposed. The landscaping of open spaces varies across the character areas from trees and lawn, to formal planting, to paving within the local park facilitating the role of the town square. The types of plants and size of trees are dependent on the character area they sit within</p> <p>The proposed treatments will create attractive landscapes that emphasise streets and public open spaces.</p> <p>The use of locally indigenous vegetation will provide significant ecological improvement whilst also providing visual screening to Melbourne Lancefield Road.</p> <p>A rain garden will form part of the open space network providing an accessible urban interface for the community to connect to the local landscape. The asset will comprise of a sediment pond and a raingarden for water treatment as well as a defined meeting space and connection link to the retail precinct and Train Station.</p>

<p>water conservation.</p>	<p>techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.</p> <ul style="list-style-type: none"> <li>i. Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.</li> <li>j. Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</li> <li>k. Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</li> <li>l. Provide for walking and cycling networks that link with community facilities.</li> <li>m. Provide appropriate pathways, signage, fencing, public lighting and street furniture.</li> <li>n. Create low maintenance, durable landscapes that are capable of a long life.</li> </ul> <p>3. The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	<p>The Development Plan at Section 6 outlines the roles for the proposed open space areas.</p> <p>See Figure 30 Pedestrian and Cycle Plan in the Development Plan for details about the walking and cycling networks.</p>
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<p><b>Clause 56.05-2</b></p> <p><b>Public open space provision</b></p> <p>To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.</p> <p>To provide a network of public open space that caters for a broad range of users.</p> <p>To encourage healthy and active communities.</p> <p>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</p> <p>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable</p>	<p><b>C13</b></p> <p>1. The provision of public open space should:</p> <ol style="list-style-type: none"> <li>a. Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.</li> <li>b. Provide a network of well-distributed neighbourhood public open space that includes: <ol style="list-style-type: none"> <li>i. Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences.</li> <li>ii. Additional small local parks or public squares in activity centres and higher density residential areas.</li> <li>iii. Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: <ol style="list-style-type: none"> <li>1. Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space</li> <li>2. Sufficient to incorporate two football/cricket ovals</li> <li>3. Appropriate for the intended use in terms of quality and orientation</li> <li>4. Located on flat land (which can be cost</li> </ol> </li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>Open space is located across the township zone with the existing Clarkefield Recreation reserve located in the south west, the community garden proposed in the north, a local park located in the centre northern portion as well landscaped streets and verges located throughout the development. There is open space within 400 sqm of all lots.</p> <p>The existing Clarkefield Recreation Reserve will form the largest public open space area and offers sporting facilities.</p>
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	<p>effectively graded)</p> <ol style="list-style-type: none"> <li>5. Located with access to, or making provision for, a recycled or sustainable water supply</li> <li>6. Adjoin schools and other community facilities where practical</li> <li>7. Designed to achieve sharing of space between sports.</li> </ol> <p>iv. Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.</p> <p>c. Public open space should:</p> <ol style="list-style-type: none"> <li>i. Be provided along foreshores, streams and permanent water bodies.</li> <li>ii. Be linked to existing or proposed future public open spaces where appropriate.</li> <li>iii. Be integrated with floodways and encumbered land that is accessible for public recreation.</li> <li>iv. Be suitable for the intended use.</li> <li>v. Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.</li> <li>vi. Maximise passive surveillance.</li> <li>vii. Be integrated with urban water management systems, waterways and other water bodies.</li> <li>viii. Incorporate natural and cultural features where appropriate.</li> </ol>	
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<b>CLAUSE 56.06 ACCESS AND MOBILITY MANAGEMENT</b> <b>Standards C14 to C21</b>		
<b>Objective</b>	<b>Standard and Guidelines</b>	<b>Compliance</b>
<p><b>Clause 56.06-1</b></p> <p><b>Integrated mobility</b></p> <p>To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</p> <p>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</p> <p>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</p>	<p><b>C14</b></p> <p>1. An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> <li>a. Clause 56.06-2 Walking and cycling network.</li> <li>b. Clause 56.06-3 Public transport network.</li> <li>c. Clause 56.06-4 Neighbourhood street network.</li> </ul>	<p><b>Complies</b></p> <p>The proposed layout provides a hierarchy of streets and networks that allows for walking and cycling connectivity across the Development Plan Area.</p>



<p><b>Clause 56.06-2</b></p> <p><b>Walking and cycling network</b></p> <p>To contribute to community health and wellbeing by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</p> <p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p> <p>To reduce car use, greenhouse gas emissions and air pollution.</p>	<p><b>C15</b></p> <ol style="list-style-type: none"> <li>1. The walking and cycling network should be designed to: <ol style="list-style-type: none"> <li>a. Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</li> <li>b. Link to any existing pedestrian and cycling networks.</li> <li>c. Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</li> <li>d. Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.</li> <li>e. Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</li> <li>f. Ensure safe street and road crossings including the provision of traffic controls where required.</li> <li>g. Provide an appropriate level of priority for pedestrians and cyclists.</li> <li>h. Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li> <li>i. Be accessible to people with disabilities.</li> </ol> </li> </ol>	<p><b>Complies</b></p> <p>The existing and proposed network provides for walking and cycling around the area. All lots are within 400 metres of a retail area.</p>
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<p><b>Clause 56.06-3</b></p> <p><b>Public transport network</b></p> <p>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</p> <p>To encourage maximum use of public transport.</p>	<p><b>C16</b></p> <p>1. The public transport network should be designed to:</p> <ul style="list-style-type: none"> <li>a. Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.</li> <li>b. Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.</li> <li>c. Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne.</li> <li>d. Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: <ul style="list-style-type: none"> <li>i. Safe and direct movement between activity centres without complicated turning manoeuvres.</li> <li>ii. Direct travel between neighbourhoods and neighbourhood activity centres.</li> <li>iii. A short and safe walk to a public transport stop from most dwellings.</li> </ul> </li> </ul>	<p><b>Complies</b></p> <p>The existing Railway Station provides excellent access to public transport with train services to Melbourne and Bendigo.</p> <p>There is an existing bus stop located near the Railway Station and Station Street through to the Melbourne- Lancefield Road are bus capable roads. The existing Bus service travels from Lancefield – Sunbury – Clarkefield via Romsey and Monegeeta.</p>
<p><b>Clause 56.06-4</b></p> <p><b>Neighbourhood street network objective</b></p> <p>To provide for direct, safe and easy movement through and between neighbourhoods for</p>	<p><b>C17</b></p> <p>1. The neighbourhood street network must:</p> <ul style="list-style-type: none"> <li>▪ Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes.</li> <li>▪ Provide clear physical distinctions between</li> </ul>	<p><b>Complies</b></p> <p>The connected street layout provides high functionality of vehicle movement whilst prioritizing the ability to move on foot safely. The use of laneways and dedicated spaces for rear loaded car parking ensures that street frontages are available for landscaping and pedestrians. At grade parking is provided to service the mixed use area in particular the future retail uses servicing the township.</p>

<p>pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</p>	<p>arterial roads and neighbourhood street types.</p> <ul style="list-style-type: none"> <li>▪ Comply with the Roads Corporation's arterial road access management policies.</li> <li>▪ Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</li> <li>▪ Provide safe and efficient access to activity centres for commercial and freight vehicles.</li> <li>▪ Provide safe and efficient access to all lots for service and emergency vehicles.</li> <li>▪ Provide safe movement for all vehicles.</li> <li>▪ Incorporate any necessary traffic control measures and traffic management infrastructure.</li> </ul> <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</li> <li>▪ Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.</li> <li>▪ Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</li> <li>▪ Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</li> <li>▪ Provide an interconnected and continuous</li> </ul>	<p>Traffic advice has been provided by the Traffic Group. The road network is expected to be generally in accordance with the relevant aspects of the Infrastructure Design Manual, Victorian Planning Authority Guidelines, Planning Scheme and other relevant standards and guidelines.</p>
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	<p>network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</p> <ul style="list-style-type: none"> <li>▪ Provide an appropriate level of local traffic dispersal.</li> <li>▪ Indicate the appropriate street type.</li> <li>▪ Provide a speed environment that is appropriate to the street type.</li> <li>▪ Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</li> <li>▪ Encourage appropriate and safe pedestrian, cyclist and driver behaviour.</li> <li>▪ Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.</li> <li>▪ Minimise the provision of cul-de-sac.</li> <li>▪ Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</li> <li>▪ Facilitate solar orientation of lots.</li> <li>▪ Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</li> </ul> <p>o. Contribute to the area's character and identity.</p> <p>p. Take account of any identified significant features</p>	
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<p><b>Clause 56.06-5</b></p> <p><b>Walking and cycling network detail</b></p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well-constructed and accessible for people with disabilities.</p> <p>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath-bound vehicles.</p>	<p><b>C18</b></p> <p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> <li>- Be part of a comprehensive design of the road or street reservation.</li> <li>- Be continuous and connect.</li> <li>- Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</li> <li>- Accommodate projected user volumes and mix.</li> <li>- Meet the requirements of Table C1.</li> <li>- Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.</li> <li>- Provide appropriate signage.</li> <li>- Be constructed to allow access to lots without damage to the footpath or shared path surfaces.</li> <li>- Be constructed with a durable, non-skid surface.</li> <li>- Be of a quality and durability to ensure: <ul style="list-style-type: none"> <li>- Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</li> <li>- Discharge of urban run-off.</li> <li>- Preservation of all-weather access.</li> <li>- Maintenance of a reasonable, comfortable riding quality.</li> <li>- A minimum 20 year life span.</li> </ul> </li> </ul> <p>Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.</p>	<p><b>Complies</b></p> <p>Section 6.5 of the Development Plan outlines the hierarchy of streets and their features.</p> <p>Figures 30-32 show the Pedestrian and Cycle Plan, Thoroughfare Plan, and a Traffic Management Plan.</p>
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<p><b>Clause 56.06-6</b></p> <p><b>Public transport network detail objectives</b></p> <p>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</p> <p>To provide public transport stops that are accessible to people with disabilities.</p>	<p><b>C19</b></p> <ol style="list-style-type: none"> <li>1. Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.</li> <li>2. Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</li> <li>3. The design of public transport stops should not impede the movement of pedestrians.</li> <li>4. Bus and tram stops should have: <ol style="list-style-type: none"> <li>a. Surveillance from streets and adjacent lots.</li> <li>b. Safe street crossing conditions for pedestrians and cyclists.</li> <li>c. Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</li> <li>d. Continuous hard pavement from the footpath to the kerb.</li> <li>e. Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.</li> <li>f. Appropriate signage.</li> </ol> </li> <li>5. Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.</li> </ol>	<p><b>NA</b></p>
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<p><b>Clause 56.06-7</b></p> <p><b>Neighbourhood street network detail</b></p> <p>To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.</p>	<p><b>C20</b></p> <ol style="list-style-type: none"> <li>1. The design of streets and roads should: <ol style="list-style-type: none"> <li>a. Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.</li> <li>b. Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.</li> <li>c. Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</li> <li>d. Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</li> <li>e. Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.</li> <li>f. Provide a safe environment for all street users applying speed control measures where appropriate.</li> <li>g. Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.</li> </ol> </li> </ol> <p>Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</p>	<p><b>Complies</b></p> <p>The report by the Traffix Group states that “...we are satisfied that the proposed road layout an hierarchy is logical, capable of accommodating anticipated traffic volumes and will allow for the provision of appropriate bus and cycling/pedestrian facilities.</p> <p><i>Specific road cross sections and the layout would be subject to future permit applications.” P4.</i></p>
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	<ul style="list-style-type: none"> <li>▪ Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> <li>i. Enable the carriage of vehicles.</li> <li>ii. Avoid damage by construction vehicles and equipment.</li> </ul> </li> <li>▪ Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> <li>i. Safe passage of pedestrians, cyclists and vehicles.</li> <li>ii. Discharge of urban run-off.</li> <li>iii. Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</li> </ul> </li> <li>▪ Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</li> <li>▪ Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</li> <li>▪ Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> <li>i. Perform the required integrated water management functions.</li> <li>ii. Delineate the edge of the carriageway for all street users.</li> <li>iii. Provide efficient and comfortable access to abutting lots at appropriate locations.</li> <li>iv. Contribute to streetscape design.</li> </ul> </li> </ul>	<p>Street designs will be in accordance with relevant engineering standards.</p>
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	<ul style="list-style-type: none"> <li>▪ Provide for the safe and efficient collection of waste and recycling materials from lots.</li> <li>▪ Be accessible to people with disabilities.</li> <li>▪ Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.</li> <li>▪ A street detail plan should be prepared that shows, as appropriate: <ul style="list-style-type: none"> <li>i. The street hierarchy and typical cross- sections for all street types.</li> <li>ii. Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</li> <li>iii. Water sensitive urban design features.</li> <li>iv. Location and species of proposed street trees and other vegetation.</li> <li>v. Location of existing vegetation to be retained and proposed treatment to ensure its health.</li> <li>vi. Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul> </li> </ul>	
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<p><b>Clause 56.06-8</b></p> <p><b>Lot access objective</b></p> <p>To provide for safe vehicle access between roads and lots</p>	<p><b>C21</b></p> <ol style="list-style-type: none"> <li>1. Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</li> <li>2. Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.</li> <li>3. The design and construction of a crossover should meet the requirements of the relevant road authority.</li> </ol>	
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<b>CLAUSE 56.07 INTEGRATED WATER MANAGEMENT</b> <b>Standards C22 to C25</b>		
<b>Objective</b>	<b>Standard and Guidelines</b>	<b>Compliance</b>
<b>Clause 56.07-1</b>  <b>Drinking water supply</b>  To reduce the use of drinking water.  To provide an adequate, cost-effective supply of drinking water.	<b>C22</b>  1. The supply of drinking water must be: <ul style="list-style-type: none"> <li>a. Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</li> <li>b. Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.</li> </ul>	<b>Complies</b>  Greater Western Water is the responsible authority for water services. The Development Plan can be fully serviced by reticulated water by undertaking a water main extension from the Riddells Creek township. Western Water has planned a 225 mm diameter water main to be construction to the Clarkefield township as part of its water serving strategy. It is proposed to bring forward (earlier than planned) the construction of this water main, to service Clarkefield.
<b>Clause 56.07-2</b>  <b>Reused and recycled water</b>  To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.	<b>C23</b>  1. Reused and recycled water supply systems must be: <ul style="list-style-type: none"> <li>a. Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</li> <li>b. Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>	<b>Complies</b>  An engineering services strategy and report have been prepared by Spiire for Clarkefield. It has found that while there is currently no water and sewer connections directly available to Clarkefield it can be made available via the Gisborne-Macedon-Riddells Creek (GMCR) networks without having a significant impact on existing users. The strategy has also found that wastewater can be pumped and treated to Class A recycled water at the Riddells Creek WWTP with the appropriate augmentations in place.

<p><b>Clause 56.07-3</b></p> <p><b>Waste water management</b></p> <p>To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</p>	<p><b>C24</b></p> <p>1. Waste water systems must be:</p> <ul style="list-style-type: none"> <li>a. Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</li> <li>b. Consistent with any relevant approved domestic waste water management plan.</li> </ul> <p>2. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p><b>Complies</b></p> <p>Western Water is the responsible authority for sewer services. The Development Plan can be fully serviced by reticulated sewer which will gravity fall to a proposed new sewer pumping station adjoining the Township Zone where it will then be pumped back to the Riddells Creek Wastewater Treatment Plant.</p> <p>The waste water strategy has been developed with Greater Western Water, Melbourne Water and Macedon Ranges Shire Council. Infrastructure will be designed and constructed in accordance with relevant authority and EPA requirements.</p>
<p><b>Clause 56.07-4</b></p> <p><b>Urban run-off management</b></p> <p>To minimise damage to properties and inconvenience to residents from urban run-off.</p> <p>To ensure that the street operates adequately during major storm events and provides for public safety.</p> <p>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</p>	<p><b>C25</b></p> <p>1. The urban stormwater management system must be:</p> <ul style="list-style-type: none"> <li>a. Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> <li>b. Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</li> <li>c. Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.</li> <li>d. Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental</li> </ul>	<p><b>Complies</b></p> <p>Development at Clarkefield will generate an increase in the rate of stormwater flows and runoff due to the increase in impervious surfaces. These stormwater flows will be conveyed by both underground drainage assets and overland flow paths to a detention basin adjoining the Township Zone. The detention basin will retard the increased flows back to pre-development rates to prevent impact on downstream areas.</p> <p>The proposed development is required to meet stormwater quality objectives as outlined in the Urban Stormwater – Best Practice Environmental Management Guidelines. To achieve best practice the retention basin will incorporate water quality treatment.</p> <p>The servicing strategy includes general servicing for water, sewer, electrical, telecommunications, and stormwater. Whilst stormwater management and integrated water management are typically separate reports, the intention is to create a truly integrated strategy for all of the above items which inevitably carries through to the development.</p>



	<p>downstream impacts.</p> <ol style="list-style-type: none"> <li>2. The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</li> <li>3. For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard: <ol style="list-style-type: none"> <li>a. Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</li> <li>b. Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</li> </ol> </li> <li>4. For storm events greater than 20% AEP and up to and including 1% AEP standard: <ol style="list-style-type: none"> <li>a. Provision must be made for the safe and effective passage of stormwater flows.</li> <li>b. All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</li> <li>c. Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria <math>d_a V_{ave} &lt; 0.35 \text{ m}^2/\text{s}</math> (where, <math>d_a</math> = average depth in metres and <math>V_{ave}</math> = average velocity in metres per second).</li> </ol> </li> <li>5. The design of the local drainage network should: <ol style="list-style-type: none"> <li>a. Ensure run-off is retarded to a standard required by the responsible drainage authority.</li> </ol> </li> </ol>	
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	<p>legal point of discharge.</p> <p>c. Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.</p> <p>d. Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.</p> <p>6. Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	
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## CLAUSE 56.08 SITE MANAGEMENT

### Standards C26

Objective	Standard and Guidelines	Compliance
<p><b>Clause 56.08-1</b></p> <p><b>Site management</b></p> <p>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p> <p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</p> <p>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>	<p><b>C26</b></p> <ol style="list-style-type: none"><li>1. A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:<ol style="list-style-type: none"><li>a. Erosion and sediment.</li><li>b. Dust.</li><li>c. Run-off.</li><li>d. Litter, concrete and other construction wastes.</li><li>e. Chemical contamination.</li><li>f. Vegetation and natural features planned for retention.</li></ol></li><li>2. Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</li></ol>	<p><b>Can comply</b></p> <p>The subdivision application will detail high level matters. A Construction Management Plan would be required by any permit that may issue.</p>

<b>CLAUSE 56.09 UTILITIES</b> <b>Standards C27 to C30</b>		
<b>Objective</b>	<b>Standard and Guidelines</b>	<b>Compliance</b>
<b>Clause 56.09-1</b>  <b>Shared trenching</b>  To maximise the opportunities for shared trenching.  To minimise constraints on landscaping within street reserves	<b>C27</b>  1. Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	<b>Will comply</b>
Clause 56.09-2  Electricity, telecommunications and gas  To provide public utilities to each lot in a timely, efficient and cost effective manner.  To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.	<b>C28</b>  The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.  Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.  The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency	<b>Complies</b>  Jemena is the responsible authority for electrical reticulation in the area and the subject land. Jemena has indicated that supply can be made available to the development with the upgrade of the overhead conductors. The works are in Jemana's plans and will be undertaken, prior to stage 1 completion.

	<p>and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>4. Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency</p>	<p>Due to the size of the development, a number of electrical substations will be required on the site each within an electrical reserve (6.2 m x 8.0 m) and vested in Jemena services.</p>
<p><b>Clause 56.09-3</b></p> <p><b>Fire hydrants</b></p> <p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p>	<p><b>C29</b></p> <p>1. Fire hydrants should be provided:</p> <ol style="list-style-type: none"> <li>A maximum distance of 120 metres from the rear of the each lot.</li> <li>No more than 200 metres apart.</li> </ol> <p>2. Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</p>	<p><b>Can comply</b></p> <p>Fire hydrants and infrastructure will be designed to CFA requirements.</p>

<p><b>Clause 56.09-4</b></p> <p><b>Public lighting</b></p> <p>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</p> <p>To provide pedestrians with a sense of personal safety at night.</p> <p>To contribute to reducing greenhouse gas emissions and to saving energy.</p>	<p><b>C30</b></p> <ol style="list-style-type: none"> <li>1. Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</li> <li>2. Public lighting should be designed in accordance with the relevant Australian Standards.</li> <li>3. Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</li> </ol>	
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