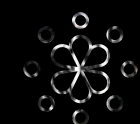


Clarkefield Township Zone Development Plan

Rev E - 31 March, 2022



Clarkefield



APD Projects

BunjilPlanning
Strategic | Environmental | Approvals

spiire

HATCH | RobertsDay

ACKNOWLEDGEMENT

The Clarkefield Development Plan acknowledges that Clarkefield is located on Wurundjeri Woi Wurrung Country whose ancestors and their descendants are the traditional owners of this Country.

TITLE: CLARKEFIELD
TOWNSHIP ZONE
DEVELOPMENT PLAN
- MARCH 2022

REFERENCE: RD4201

REVISION: E

DATE: 31 MARCH, 2022

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Figure 1 | Clarkefield - Regional Context

1.0 Introduction

1.1

Background

The Clarkefield Development Plan has been prepared in accordance with the requirements of the Macedon Ranges Planning Scheme, specifically:

- Clause 32.05 - Township Zone (TZ);
- Clause 43.04 - Development Plan Overlay 10 – Clarkefield (DPO10)

The Clarkefield Development Plan is unlike most other Development Plan areas in that it encompasses the majority of the existing township settlement of Clarkefield which currently accommodates a small collection of residential dwellings, heritage buildings associated with the Clarkefield Hotel, the Clarkefield Recreation Reserve including a sporting field and community facilities, a CFA and the Clarkefield Train Station.

A lack of available reticulated infrastructure and detailed strategic planning has resulted in a decline of the Clarkefield population which as a result has led to the recent closure of the Clarkefield Primary School.

With recent confirmation that an acceptable solution to provide potable water, recycled water and sewer to the township exists, the Clarkefield Development Plan has been prepared to provide full reticulation of sewer and water to the future township.

Greater Western Waters confirmation has enabled the Development Plan to respond to the strategic directions of the Macedon Ranges Planning Scheme for a reticulated Clarkefield which enable the development of the existing 'hamlet' into a future 'small town'.

1.2

Purpose of the Development Plan

The Clarkefield Development Plan outlines the planning framework for the future development of the land within the Township Zoned land in Clarkefield. The Clarkefield Development Plan will be the key strategic planning direction informing future planning decisions for Clarkefield and will outline:

- the future land use mix;
- infrastructure servicing;
- built form vision; and
- landscape objectives.

The Development Plan whilst only technically relevant to land contained within the Township Zone and Development Plan Overlay, will not prejudice any future opportunities for urban expansion at Clarkefield. The Development Plan will assess adjacent land uses and identify successful land use interaction opportunities.

1.3

Preparation of the Development Plan

The Clarkefield Development Plan has been prepared by APD Projects, Bunjil Planning, Hatch RobertsDay and Spiire on behalf of Clarkefield Developments Pty Ltd.

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

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

Furthermore, the Development Plan has been prepared to respond to Greater Western Waters 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.

1.4

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. The land is 26 hectares (ha) in area and is outlined in Figure 2 – Clarkefield Township Zone - 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 encompasses all of the privately owned titles abutting Station Street and extends approximately 270 metres north to the northern boundary of the adjacent agricultural lot. The Development Plans southern boundary follows the southern boundaries of the privately owned lots abutting Station Street, then proceeding to extend south following the perimeter of the Clarkefield Recreation Reserve to encompass a further two agricultural titles.

Importantly, the Development Plan area excludes all public land owned by VicTrack surrounding the station precinct 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 significantly contribute to the future functionality of the entire area.

These established land uses directly abutting the Clarkefield Development Plan include:

- The Melbourne - Bendigo Train Line and Clarkefield Train Station with access to Melbourne CBD within 50 minutes;
- Highway C325, Melbourne - Lancefield Road;
- An operational CFA;
- A Community Hall; and
- The Clarkefield Recreation Reserve with a full sized sports Oval and facilities.

The 26 hectares of land which the Development Plan applies is best described as:

- Predominantly flat in landform and semi-rural in land use and character;
- An established 'Main Street' accommodating a handful of aging residential homes on suburban sized allotments and a hotel of heritage significance;
- Large allotments surrounding Station Street and existing buildings, consisting of mainly exotic pasture grasses and grazing activity;
- No reticulated service infrastructure;
- Some scattered trees, none providing substantial tree canopy;
- Limited native vegetation (Plains Grassland).



LEGEND

--- Development Plan Area

Figure 2 | Clarkefield Township Zone - Development Plan Area

2.0 Planning Context

2.1

Strategic Context

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’.

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. It celebrates the inexorable links between Country and Aboriginal Victorians.

The Statement designates Clarkefield as a Locality/ Hamlet within the projected hierarchy of settlements with a 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.

Macedon Ranges Planning Scheme

Clause 21.03-3 - Strategic Framework Plans, recognise the definition of the existing Clarkefield within the municipality's settlement hierarchy as a Hamlet/ locality.

The Settlement Hierarchy definition of Hamlet/ locality is defined as:

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.

It is noted that the definition is not considered to be an accurate description of Clarkefield as:

- 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.

Clause 21.13 of the Planning Scheme identifies specific objectives and strategies for the Shires settlements based on the hierarchy and network sought in the Strategic Framework Plans. For Clarkefield it states:

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.

The Development Plan makes provisions for a high quality town centre consistent with the objectives and strategies of the Planning Scheme which will align with the definition of a Small Town.

The Settlement Hierarchy definition of a 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.

Macedon Ranges Settlement Strategy

In 2011, Council released its 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.

...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 type in the area, this could be expected to require lot sizes in the order of 1ha, resulting in approximately 24 dwellings. If reticulated sewer was made available, potentially 240-300 dwellings could be expected accommodating approx. 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.

The direction provided by the Settlement Strategy also aligns with the development of a reticulated Township Zone which meets the settlement type definition of a Small Town.

2.2

Planning Controls

The Clarkefield Development Plan is located within the Township Zone (Clause 32.05) of the Macedon Ranges Planning Scheme (refer Figure 3 Clarkefield Township Zone - Zoning Plan).

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.

Of particular relevance to Clarkefield is Clause 32.05-5 - Subdivision which states that a planning permit is required to subdivide land and must meet the requirements of Clause 56.

Furthermore:

Each lot must be provided with reticulated sewerage, if available. If reticulated sewerage is not available, the application must be accompanied by:

- A land assessment which demonstrates that each lot is capable of treating and retaining all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.*
- A plan which shows a building envelope and effluent disposal area for each lot.*

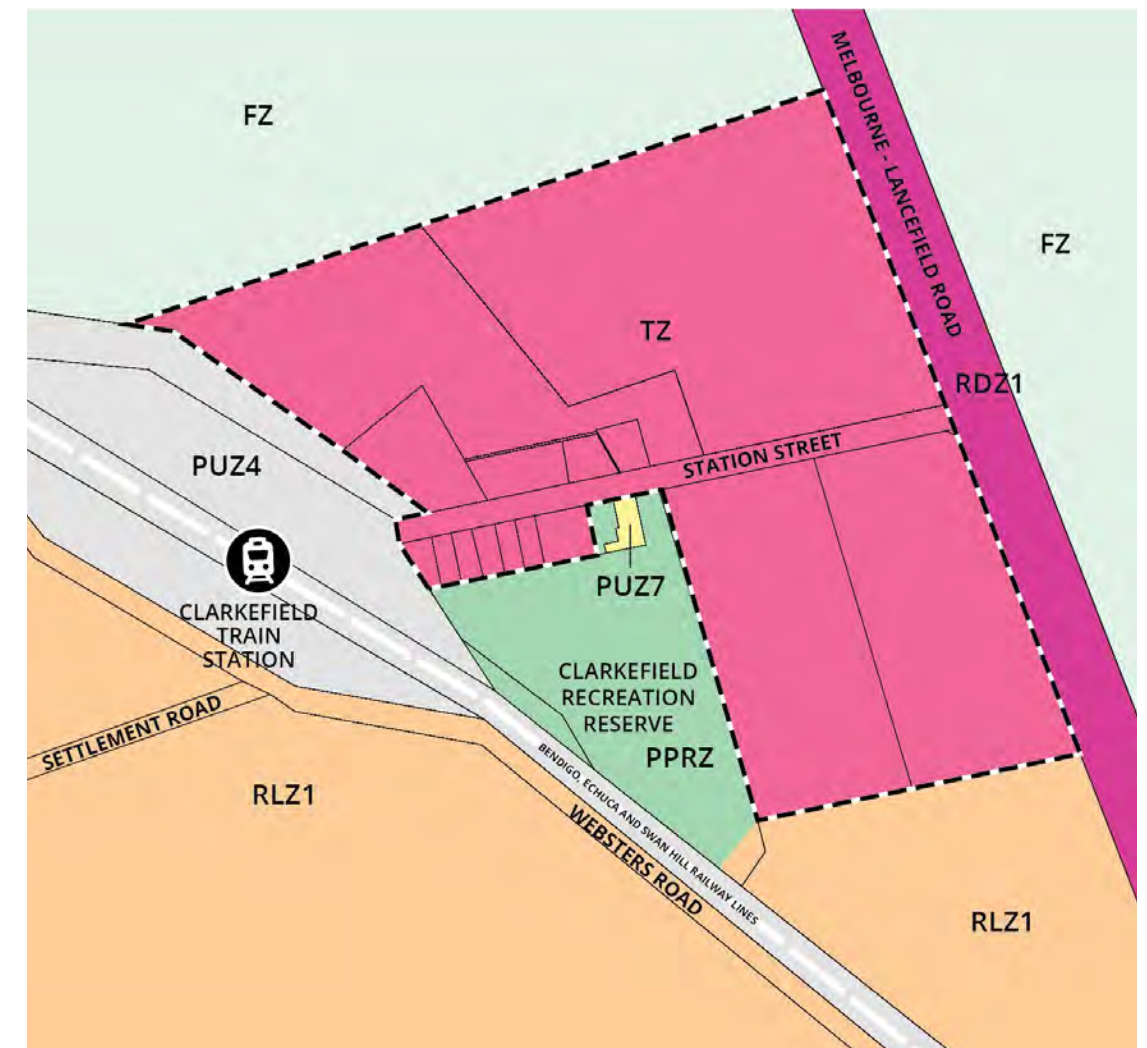
The Clarkefield Development Plan is covered by Development Plan Overlay 10 – Clarkefield (DPO10) as shown in Figure 4 Clarkefield Township Zone - Overlays Plan.

The purpose of the Development Plan Overlay 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.



LEGEND

---	Development Plan Area		Public Park and Recreation Zone
	Township Zone		Public Use Zone - Other public use
	Rural Living Zone		Public Use Zone - Transport
	Farming Zone		Road Zone - Category 1

Figure 3 | Clarkefield Township Zone - Zoning Plan

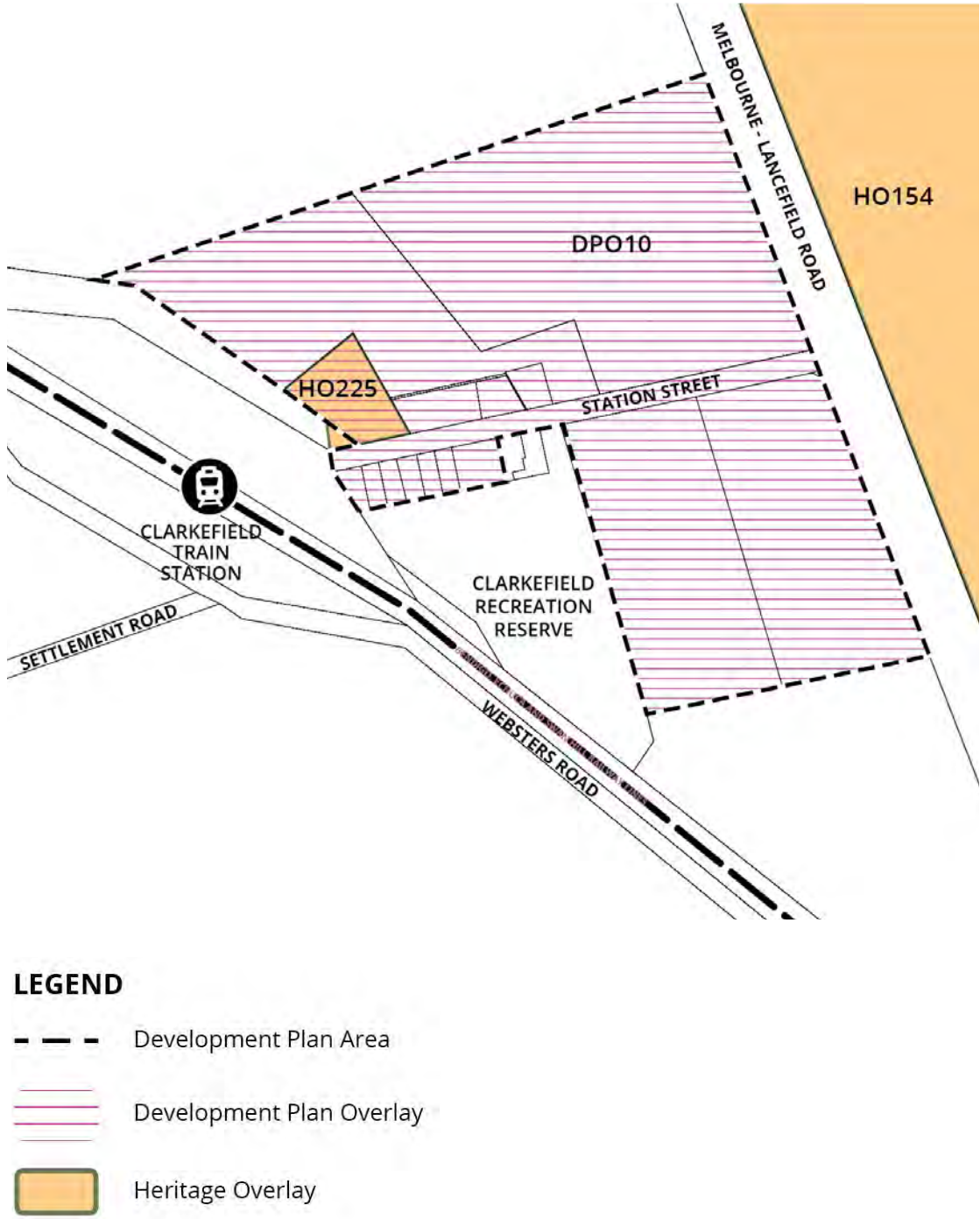


Figure 4 | Clarkefield Township Zone - Overlays Plan

Clause 43.04-2 of the DPO - Requirement before a permit is granted states:

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.*

DPO Schedule 10 – Clarkefield further states:

A permit may be granted to subdivide land if:

- *A development plan for the township of Clarkefield has been prepared and approved by the responsible authority.*
- *The land is serviced with reticulated water and drainage to the satisfaction of the responsible authority.*

2.3

Requirements of the Development Plan Overlay

The requirements for the Clarkefield Development Plan are outlined within DPO10 which states that 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.*

3.0 Site Location + Context

3.1 Regional and Municipal Context

Located approximately 50 kilometres north west of Melbourne, the Clarkefield township is located on the south eastern tip of the Macedon Ranges Shire Council.

Clarkefield's closest neighbouring township is Riddells Creek, located seven kilometres north west. The Macedon Ranges Settlement Strategy identifies Riddells Creek as a 'District Town' with a current population of 3,947 people. Riddells Creek is projected to change to a 'Large District Town' of between 6 000 – 10 000 residents by 2036.

Macedon Ranges Shire Council (The Shire) extends over 1,700 square kilometres and consists of many varying landscapes. The Macedon Ranges have been declared a 'distinctive area' under Section 46AO of the Planning and Environment Act 1987, recognising the municipality for

...Its diverse natural environment and impressive landforms, combined with the unique rural character of townships comprising heritage architecture and long-established public and private gardens, underscore its special significance to the people of Victoria, making it a popular place to live, work and visit. p15

3.0 Site Location + Context

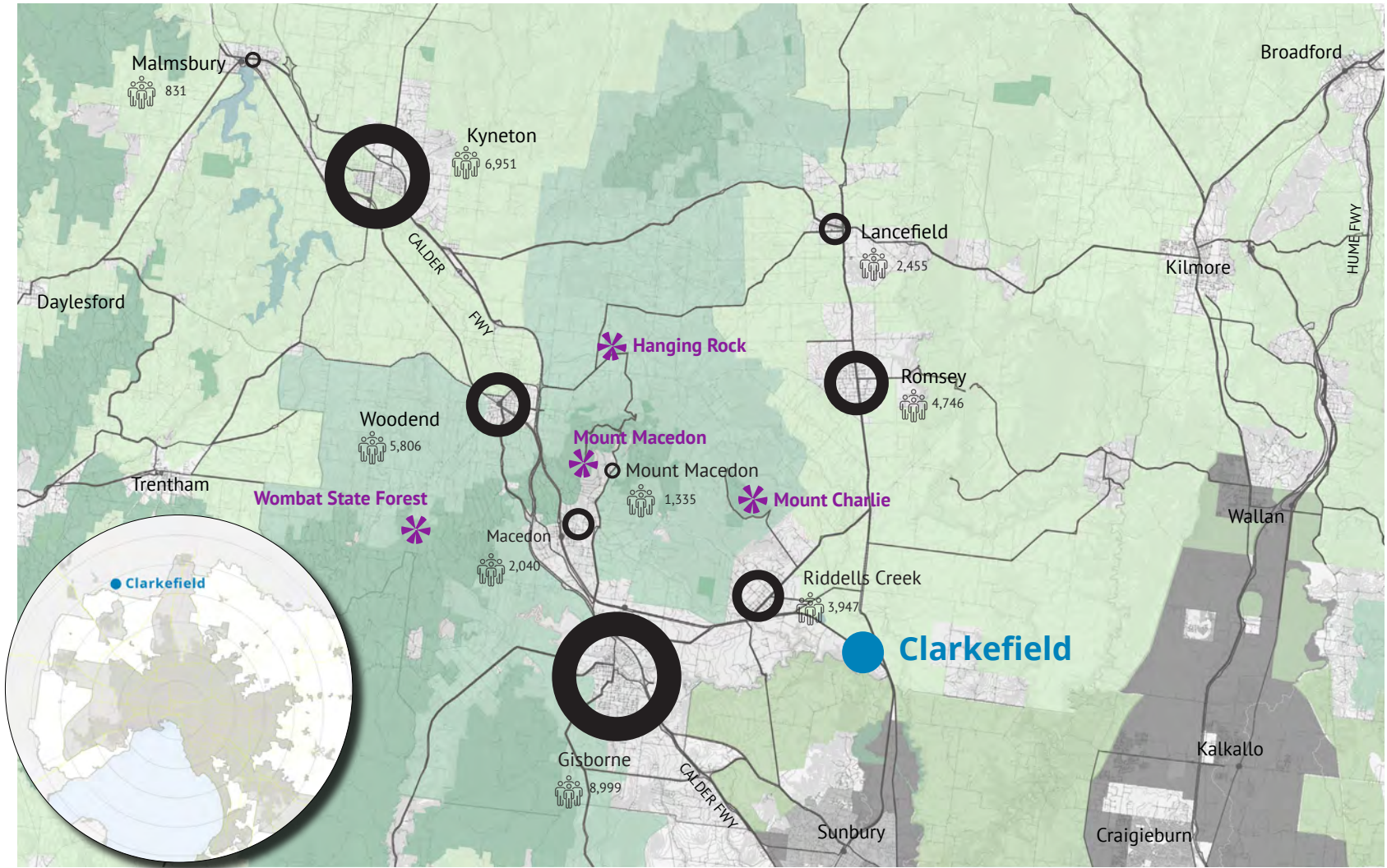


Figure 5 | Clarkefield - Regional Context Plan

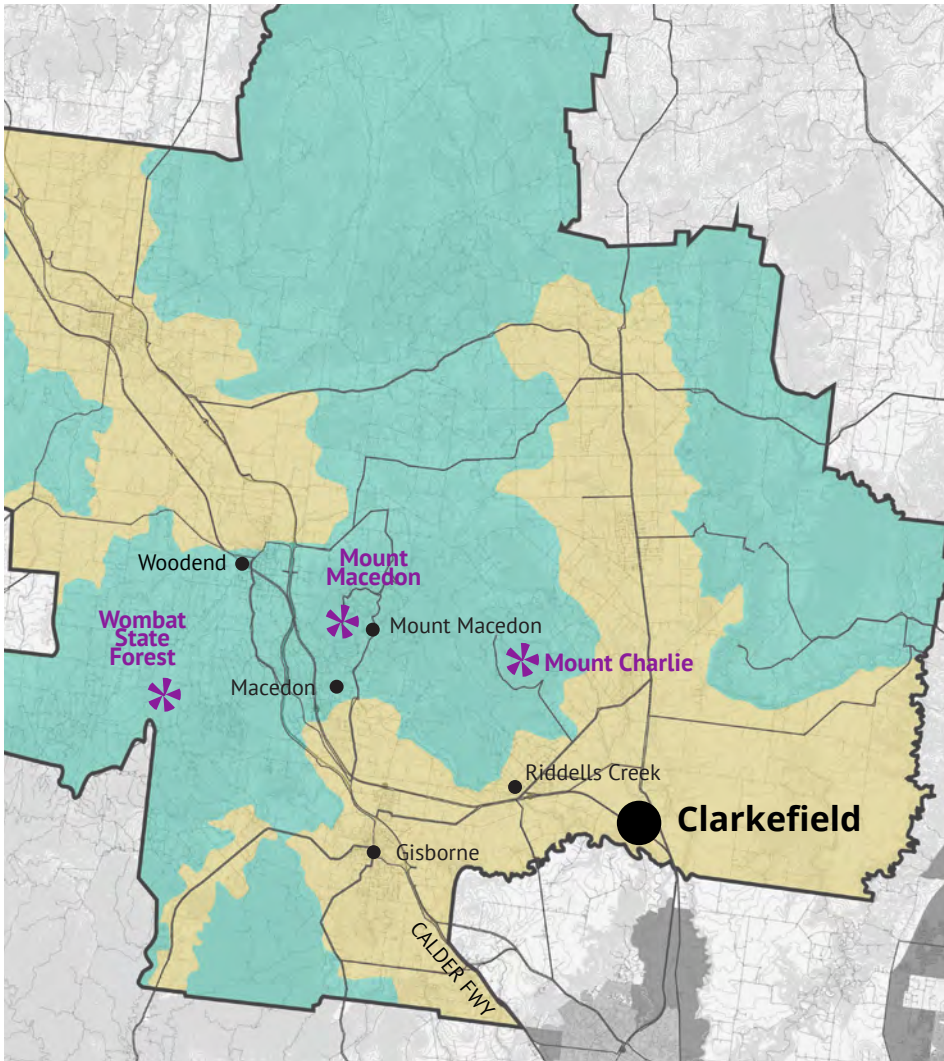


Figure 6 | Macedon Ranges Shire - Landscape Character

3.2

The Existing Character of the Macedon Ranges

Landscape

Two distinct character types can be witnessed in the Shire (refer Figure 6) with the Calder Highway corridor consisting of significant landforms including the iconic Hanging Rock and Mount Macedon, expansive native forests and well established historical townships such as Woodend, Kyneton and Macedon. The character of the landscape east of Mount Macedon varies greatly in comparison, consisting of large substantially cleared agricultural allotments across a flat to undulating topography.

Clarkefield and its surrounds have a clear relationship with the cleared agricultural landscape located east of Mount Macedon.

Settlements

The Macedon Ranges Shire is characterised by historic villages set within picturesque, rural landscapes. Within the Shire each of the villages has it's own distinctive character – from Mt Macedon's forested hills, to Clarkefield's pastoral setting, to Gisborne's vibrant township.

Each character area is comprised of elements that reflect its location within the village or township, and contributes directly to the creation of a community's 'sense of place' and identity.

The Character Areas of the Macedon Ranges (summarised opposite - Figure 7) describe the environments from the natural foothills of the Macedon Ranges, to the rural hamlets and the historic villages and townships.

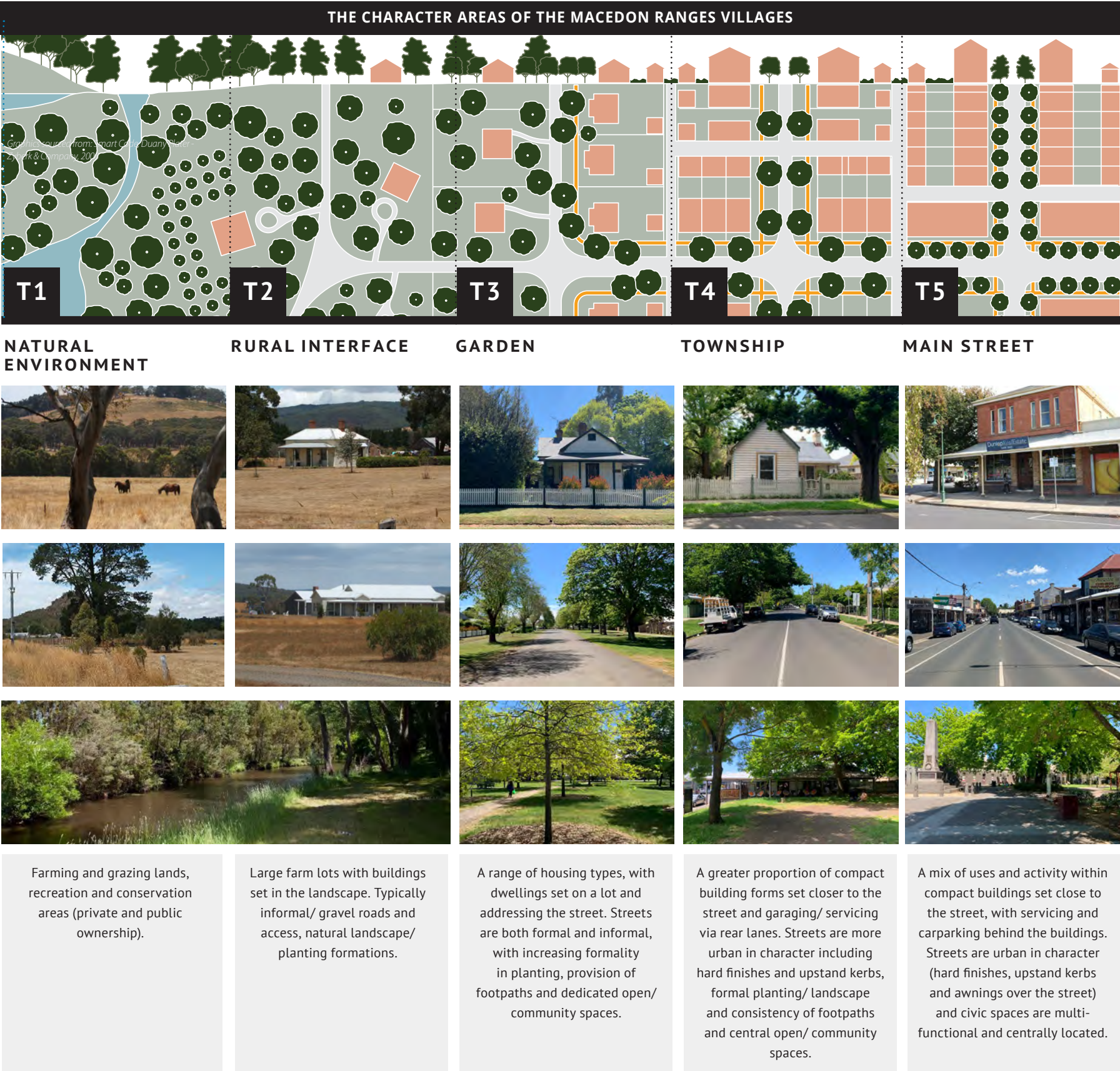
LEGEND [FIGURE 6]

Macedon Ranges Shire Boundary

Uplands Landscape Character
Wombat + Lerderderg Forests
Bushland Living
Spring Hill + Reservoirs
Macedon Ranges
Newham Rises
Cobaw Ranges
Granitic Uplands
Mt William Ridge + Chintin Hills

Central Volcanic Plain Landscape Character
Rural Living
Campaspe Plains
Lancefield + Romsey Plains
Clarkefield Valley
Bullengarook Plateau

Reference: Ordinary-Council-Meeting-2019-04-24-PE2-Attachment-1-Landscape-Assessment-Study



3.2

The Existing Character of the Macedon Ranges Continued

Dwelling typologies + urban character.

A range of dwelling types are provided across each of the character areas providing for a range of family/ dwelling compositions, incomes and lifestyle offerings relative to their proximity to daily needs and amenity.



Architectural character.

Building forms are well proportioned and timeless forms, with simple and appropriate articulation positively contributing to the place character. Attachments (such as verandahs) and openings encourage surveillance and engagement of the street.

Expansive awnings over the public footpath/ verge and verandahs to the front of homes. These structures are of useable widths (accommodating table/ chair, movement of people) and providing shade/ weather protection.

Limited material palette (largely one material used to the primary frontage excluding framing/ glazing).

Simple metal roof forms and structures, with evident weathering over time.



Large openings (windows/ doors) with vertical proportions addressing the street.



Clearly identifiable entry to building/ dwelling.



Variety of rooflines including generous hipped and gabled features.

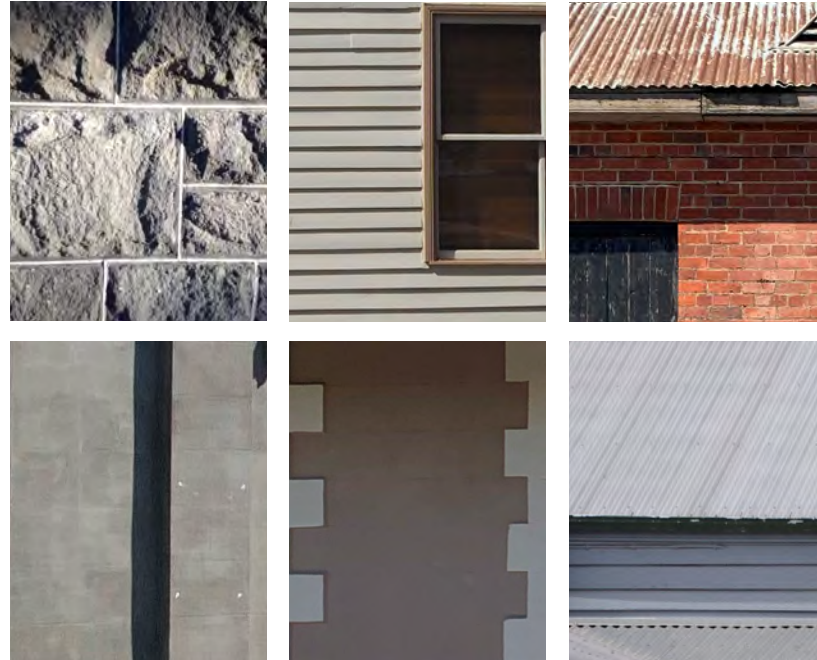


Verandahs and openings wrap building frontages visible from adjoining streets/ open spaces.

Materials + colours.

Materials

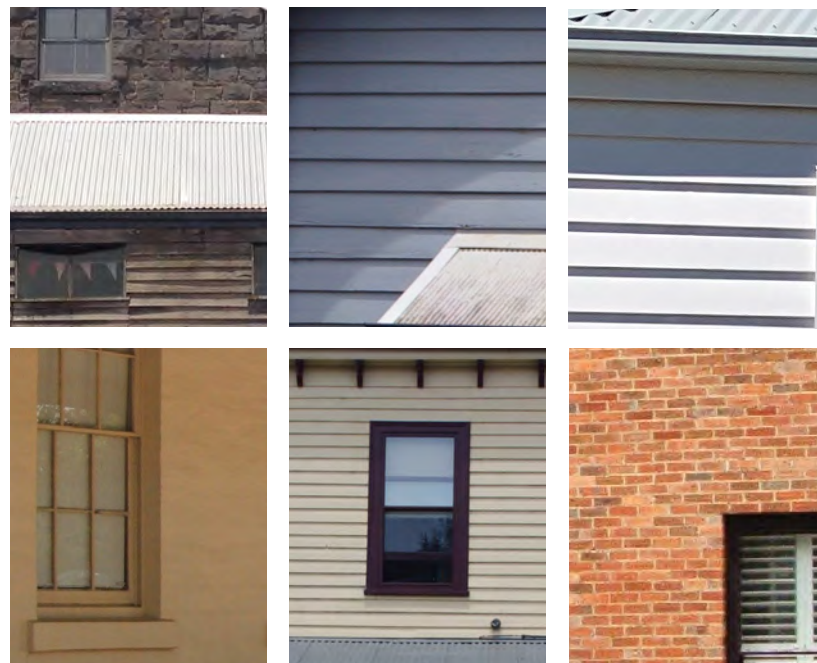
Materials utilised across the built form in the Macedon Ranges Shire are predominantly a combination of granite, bluestone, timber, concrete render and corrugated metal constructions.



Colours

A mixture of warm yellows (sandstone), reds (bricks/rusted metal), country whites, greys and charcoals are reminiscent of the established Macedon character.

Window and door joinery/framing expressed with colour/material variations (often bright colours), making a feature of these aspects of the building.



Interfaces, fencing + landscape.

Front fencing in the Rural Living, Garden and Township Character Areas clearly defines the boundaries of properties. Front gardens (particularly in the Garden Character Area) are landscaped behind the fencing (visible above and through).

Landscaped front garden including planting of multiple heights/ species.

Planting behind/ in front of transparent (post and wire) fencing.

Front and side fencing (including an gates or vehicle entry points integrated).



Within Main Street and Township character areas building are sited close to the street.



Low semi-transparent fence with integrated gate and considered letterbox design.



Gate, path and letterbox location reinforcing pedestrian entry/ access to the front door of the home.



Fencing colour/ materials complementary of the dwelling.

3.3

Local Context

Clarkefield's rural periphery location to Melbourne separates it from the undulating vegetated hills of Macedon, however, its connection to Macedon Ranges townships is present in its direct views to Mount Macedon, its heritage buildings and its historical community setting.

Clarkefield's declining population has directly influenced the loss of its services and community infrastructure (i.e. the Primary School, Post Office and Cricket Club). The remnants of the township are still present in its vacant buildings with much of the towns daily activity surrounding the increasing use of the popular train station. The commuter patronage of the Clarkefield Train Station continues to increase with recent State Government grants funding the extension and upgrade of the station car park.

In addition to the Clarkefield Train Station, the township is well located to Melbourne -Lancefield Road, providing efficient vehicle access to Melbourne CBD and the employment hub of the Tullamarine Airport.

The surrounding Clarkefield environs is best characterised as a generally flat, cleared, agricultural landscape with some examples of smaller lot hobby farms west of the Melbourne Bendigo Rail line. Surrounding land to the township's north and east form part of the larger Clarke family holding of Sir Rupert Clarke which is utilised for a variety of crop based agriculture.

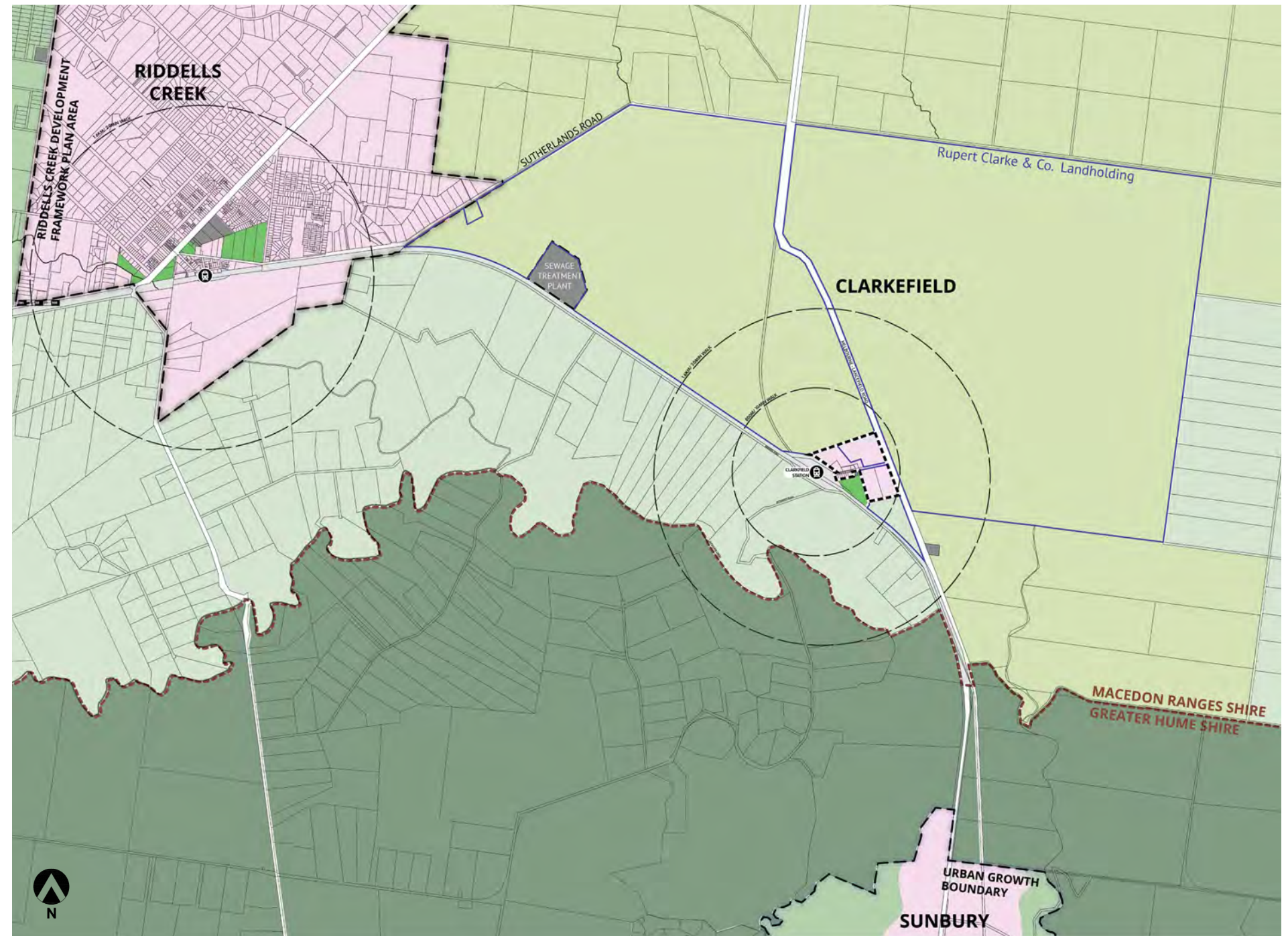


Figure 8 | Clarkefield Township Zone - Local Context Plan

LEGEND

--- Development Plan Area

□ Rupert Clarke & Co. Landholding

Existing Township Zone

Rural Living Zone

Farming Zone

Green Wedge Zone

Rural Conservation Zone

Public Park and Recreation Zone

Public Use Zone

3.4

Housing and Demographic Context

SOURCE: RESEARCH 4 (2021)

In 2018 Macedon Ranges Shire recorded a population of 49,288 people. The Shire experienced strong population growth between 2008 and 2018, increasing at an average rate of 2% per annum; adding 880 residents each year.

With the population of Macedon Ranges projected to increase by 17,000 residents by 2036, the State Government housing projections (VIF, 2019), estimates that Macedon Ranges Shire will need to accommodate 7,909 additional dwellings between 2016 and 2036. This equates to 395 dwellings per annum. This figure is considered to be conservative and does not factor in the impacts of the Covid Pandemic and the significant lift in average expressed housing demand. A recent analysis of Macedon Ranges Demand and Supply Assessment 2021 has been undertaken by Research 4 and accompanies the Background Reports to this Development Plan. This latest research finds housing demand is much greater than projected and highlights a significant growing need to provide housing within the municipality to ensure adequate housing supply.

Currently 94% of private dwelling stock in Macedon Ranges is single detached dwellings with 87% of this consisting of dwellings with three or more bedrooms. This reflects an over representation of large family dwellings which is of concern when considering the context of 2036 projections which estimate that 63% of households in the shire will be either adult couples or lone person households. This equates to an expected decrease in the average household size from 2.64 people to 2.51 by 2036 requiring future housing size to reduce to adequately meet future housing need.

The median age of the population in Macedon Ranges is 42 years, which is notably older than the median age across metropolitan Melbourne (36 years).

Age projections for the shire show that the local population will age further, with a 73% increase in residents aged 60+ years over the next 15 years, including retirees, seniors and elderly.

The housing tenure of Macedon Ranges is 77.8% owner occupier compared to Metropolitan Melbourne at 63.3%.

With only 14% of housing stock available for rent compared to the Melbourne average of 28.8% and regional average of 23.9% Macedon Ranges has a significant shortfall of rental stock.

The median house price in the shire is \$610,000 which aligns with the median house price across metropolitan Melbourne.

Of particular note is that the Shire recorded a 104% increase in the median house price, increasing from approximately \$300,000 in 2008 to \$610,000 in 2018. This is much higher when compared with the Victorian average (+82% over the same period). This increase is due to the result of strong growth whereby the medium price growth for houses, units/apartments and vacant house blocks, has outpaced Victoria, indicating heightened residential demand in the Shire.

The context of Macedon Ranges housing and demographics clearly highlights concerning trends surrounding the decreasing affordability of homes throughout the municipality. This together with a lack of rental stock and a lack of housing diversity raises concerning questions of how housing within Macedon Ranges will meet the needs of its future residents.

Residential development within the Clarkefield Township Zone has the opportunity to respond to the gap in housing diversity and affordability within Macedon Ranges. The Clarkefield Development Plan proposes to respond to this unmet housing demand by providing for:

- A diversity of lot sizes and dwelling stock to cater for a variety of household sizes and demographics such as:
 - First and second home buyers, including young adult couples and young families;
 - Low to moderate income earners;
- Provide affordable rental stock for:
 - Working families, adult couples and lone person households.
- Locate dwellings within a 10 minute walking distance to services and public transport.

Macedon Ranges Shire: Demographic Snapshot

SOURCE: PROFILE.ID.COM.AU - 2016 DATA

49K
PEOPLE LIVING IN
MACEDON RANGES
SHIRE IN 2018

17K
FORECAST TO INCREASE
BY OVER
PEOPLE BY 2036

THE MOST COMMON COUNTRIES OF
BIRTH INCLUDE
ENGLAND, NEW ZEALAND,
GERMANY, AND ITALY

12%
WERE BORN
OVERSEAS

4%
SPEAK LANGUAGE
OTHER THAN
ENGLISH AT HOME

THE POPULATION OF
RETIREMENT AGE IS
FORECAST TO GROW BY
42.5 %
BETWEEN 2016 AND 2026

22%
ARE BETWEEN
35 TO 49
YEARS OLD

16%
ARE UNDER
12YRS OLD

THE AVERAGE
HOUSEHOLD EARNS
\$1,631
PER WEEK

Living in Macedon Ranges

SOURCE: PROFILE.ID.COM.AU - 2016 DATA

78%

OWNER OCCUPIER
COMPARED TO 63% IN
METRO MELBOURNE

**APPROX
1/5**
OF ADULTS
LIVE ALONE

33%
OF HOMES HAVE FOUR
BEDROOMS COMPARED TO
25% IN MELBOURNE

104%
INCREASE IN MEDIAN
HOUSE PRICE IN 10 YRS
FROM \$300,000 IN 2008
TO \$610,000 IN 2018

36%
OF HOUSEHOLDS
ARE FAMILIES
WITH CHILDREN

14%
SIGNIFICANTLY LESS
HOUSING DIVERSITY
COMPARED TO MELBOURNE

14%
HOUSING STOCK
FOR RENT
COMPARED TO
MELBOURNE
AVERAGE OF 29%

\$610,000
THE MEDIAN
HOUSE PRICE



3.5

Settlement History

The original inhabitants of Clarkefield and the broader Macedon Ranges are the Kulin nation, specifically the Wurundjeri, Dja Dja Wurrung and Taungurung people, who have lived within the Macedon Ranges continually for at least 26,000 years.

Before European arrival, written accounts have indicated that the Gunung willam balug territory occupied the eastern drainage area of the Dividing Range around Mt Macedon, extending south to the Werribee river and the Wada wurrung boundary and northwest adjoining the territories of the Daung wurrung and Djadja wurrung (Clark 1990:382; Barwick 1984). Jacksons Creek formed the border with the Marin balug whose territory extended from Jackson Creek to Kororoit Creek and the Maribyrnong River (Clark 1990:384). Hunting and gathering would have been common activities occurring throughout this area, and the region would have provided people with food resources especially around the Kororoit Creek areas and nearby swamps and lakes; fresh water supplies would have been accessible also.

The Woi Wurrung were divided into six smaller clans and each clan was responsible for a specific section of Woi Wurrung territory (Canning and Thiele, 2010, 4). At the time of European contact, the Clarkefield area and the surrounding region lay within the traditional lands of people from the Woi Wurrung language group.

European settlement began in Clarkefield with the arrival of William Clarke in 1850, the establishment of the Coach and Horses Inn and the Stables in 1856 - 1857 and furthered with the opening of the Melbourne to Bendigo Railway in 1861 with a station at Clarkefield (then known as Lancefield Road) built in 1881.

In 1881 the station became a junction, with a new line branching off to Lancefield, directly north. The branch line to Lancefield closed in 1956. In 1862, the name of the post office changed from Lancefield Road to Lancefield Junction, eventually changing to Clarkefield in 1926.

Clarkefield's post office was established in 1862 on Station Street and closed in 1982. Further to the south of the settlement, to Lancefield Road, Clarkefield Primary School opened in 1890 before closing in 2016 due to declining student numbers.

William Clarke, a pastoralist, operated the pastoral run on which Clarkefield (Lancefield Road) was settled. Originating from Tasmania, Sir William John Clarke took over the management of his father's (Sir William John Turner Clarke) Victorian pastoral interests, including the Rupertswood and Bolindavale estates. He was known as a passionate farmer with an eye for innovative and progressive techniques, underpinned by a genuine love of the land.

1, <https://www.victorianplaces.com.au/clarkefield-and-monegeeta>

Following in the family's legacy, a continued investment in the Clarkefield settlement is seen through the Clarke generations, currently vested with Rupert Clarke the fourth baronet in his family. Sir Rupert and Lady Clarke reside at Bolindavale to the north-east of the Clarkefield settlement and continue to farm the land adjacent to the existing Clarkefield settlement.

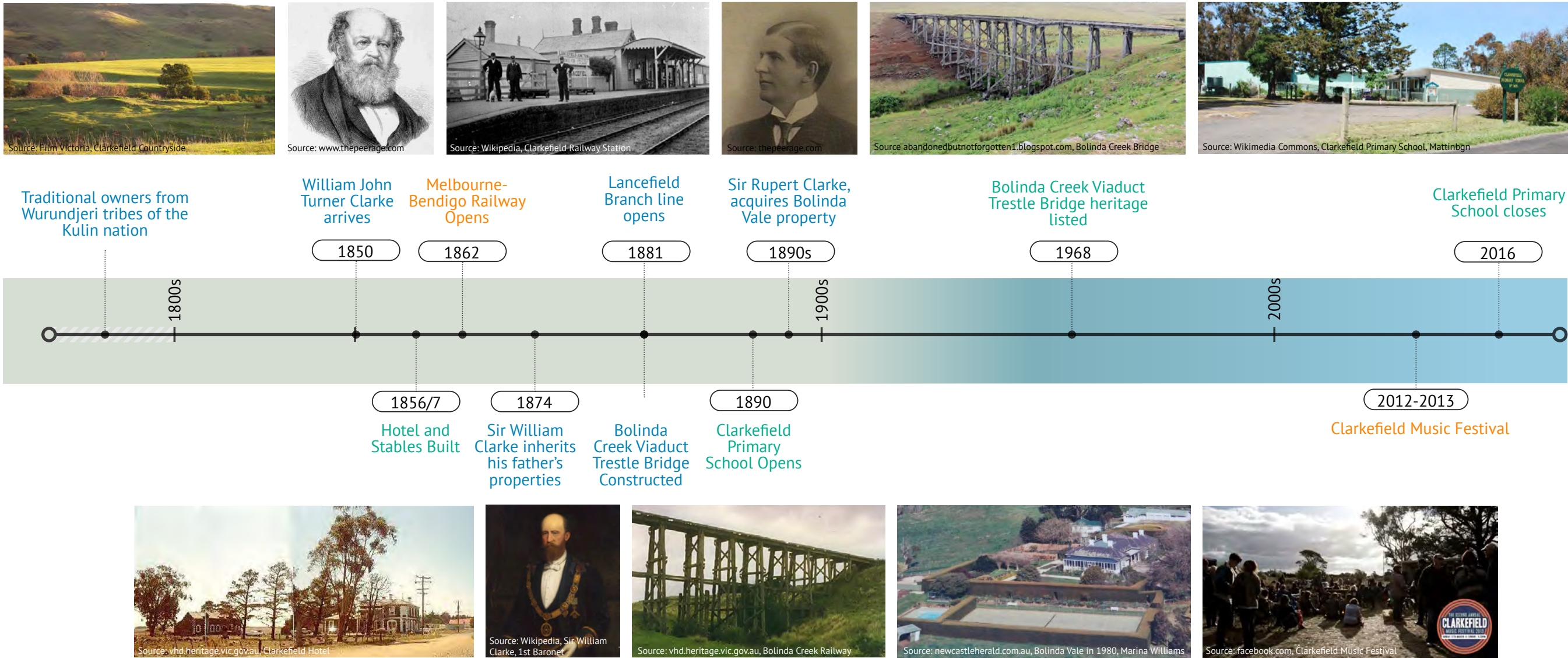


Figure 9 | Clarkefield Settlement Timeline

4.0 Site Analysis

4.1

Services and Infrastructure

Reticulated water and sewer are not available in Clarkefield. Currently dwellings and businesses such as the Clarkefield Hotel source water from onsite rainwater tanks and dispose of sewer effluent via on site dispersal.

The Riddells Creek Waste Water Treatment Plant (WWTP) is located approximately four kilometres north-west of the current township of Clarkefield. The Riddells Creek WWTP treats all effluent and waste water from the township of Riddells Creek which equates to 202 megalitres of waste per year (50th percentile). The WWTP treats water to a standard of Class C which can be typically used for restricted irrigation. Greater Western Water currently have 111 megalitres of Class C water contracted to various customers from the Riddells Creek WWTP. The WWTP has a 'Discharge Licence' from the Environmental Protection Authority (EPA) to discharge 70 megalitres (ML/YR) of Class C water into the nearby Jackson Creek.

Stormwater drainage

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.

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.

Sewer

Greater 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.

Telecommunications

Provision of telecommunication services is available from a variety of carriers, including Telstra and Optus. VicTrack also owns assets within their landholdings adjoining the Township Zone. With the variety of carriers in the area, the Development Plan Area has the intention of establishing a smart communities asset.

Water

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. Greater Western Water has planned a 225mm diameter water main to be constructed to the Clarkefield township as part of its water servicing strategy. It is proposed to bring forward (earlier than planned) the construction of this water main, to service the Clarkefield.

Electricity

Jemena is the responsible authority for electrical reticulation. The Development Plan can have underground electricity reticulation to each lot as per normal requirements. Jemena has indicated that supply can be made available to the development with the upgrade of the overhead conductors. This work will be undertaken by Jemena.

4.2

Environmental Site Assessment

A detailed Environmental Site Assessment (ESA) was undertaken to assess the potential contamination (if any) at the site in order to ascertain if the land is suitable for the proposed development uses. Atma Environmental completed the assessment which forms part of the background reports.

The ESA included soil sampling by a variety of methods at 50 locales to provide a systematic and detailed appraisal of potential site investigation. This included targeted and grid-based sampling over a historical house area, an area of recent filling, four infilled dam areas, a large pile of imported soil/rock (some hard wastes) and an existing house area in the south.

The ESA has concluded:

- All soil sample results (targeted and grid-based) were reported below adopted human health investigation and screening levels (HILs/HSLs). Based on the sampling program results, further soil investigation with respect to potentially negative ecological or human health effects is not required;
- The site is considered to meet buildings and structures and aesthetic criteria for future sensitive land uses;
- That irrespective that the current investigation did not observe visible asbestos in an area where it had previously been reported, potential human health risks arising from the earlier Preliminary Site Investigation observations were resolved by the subsequent completion of an asbestos removal and clearance program over the affected area. Following the removal of vegetation, soil raking and picking by a licensed asbestos removalist, a clearance certificate was provided for the east side of the dam area where asbestos was previously noted;
- That no locations were identified where further contamination investigation, management, or remediation is considered necessary to protect values pertinent for the proposed future sensitive and other land uses;
- That given the findings of the environmental site assessment an environmental audit is not considered requisite to ensure the suitability of the land for residential purposes;
- That the site was not defined as 'potentially contaminated' in accordance with Ministerial Direction No. 1 and an environmental audit is not considered requisite.

4.3

Biodiversity Assessment

An Ecological Assessment of the Clarkefield Township was undertaken by Ecology and Heritage Partners which forms part of the background reports.

The Assessment has been undertaken to identify the extent and type of ecological values or likely occurrence of significant flora and fauna species. The assessment also included surveying of ecological communities through targeted surveys.

Desktop and various field assessments were undertaken to determine the flora and fauna values of the area. Specific detailed targeted surveys were undertaken for endangered species of interest including the:

- Matted Flax Lily (*Dianella amoena*); and
- Golden Sun Moth (*Synemon plana*).

The field assessments for Matted Flax Lily found that:

Despite systematic surveys over the entire study area over multiple site visits, during suitable survey considering and at a time when Matted Flax Lily detection is high and known to be flowering, no Matted Flax Lily were detected within the study area.

The field assessments for Golden Sun Moth found that;

Despite all surveys being undertaken during optimal weather conditions when moths were known to be flying at reference sites on the day of the surveys, and during the peak flight period of the species, targeted surveys did not record Golden Sun Moth within the study area during the four surveys.

4.4

Native Vegetation

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).

The nationally listed ecological community Natural Temperate Grassland of the Victorian Volcanic Plains (NTGVVP) was also identified within patches of Plains Grassland (habitat zones PG1 and PG3). Three small scattered trees are present within the study area, comprising two River Red-gums *Eucalyptus camaldulensis*, and a single Blue Box *Eucalyptus baueriana* (refer Figure 10).

It is noted that the patches of native vegetation are small in area, with high weed cover, of low quality and fragmented resulting in limited ecological value. The Development Plan proposes to avoid and minimise the loss of native vegetation.

4.5

Aboriginal Cultural Heritage

Development at Clarkefield requires the approval of a Cultural Heritage Management Plan (CHMP) prior to the issue of any planning permit.

Engagement with the local Registered Aboriginal Party (RAP), the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, has identified several Aboriginal Cultural Heritage Places as indicated within the Activity Area (Figure 10).

An approved CHMP for the Development Plan Area is included in the background reports to this Development Plan.

4.6

European Cultural Heritage

The current Clarkefield is known for its historical buildings particularly the Clarkefield Hotel and Stables and the Clarkefield Railway Station. The Clarkefield Hotel is a registered historical heritage place and covered by the Heritage Overlay of the Macedon Ranges Planning Scheme (HO225) and listed on the National Trust of Australia (Victoria) Register.

The Australia Heritage Database lists 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.

The Clarkefield Development Plan recognises the valuable contribution the hotel and stables will make in a future township development and seeks to integrate the landmark buildings. The retention of the hotel complex will provide a distinctive central character feature to inner hub of the town.



01. Coach & Horses Inn (Station Street) - refer Figure 11.



02. Coach & Horses Inn (The Stables). - refer Figure 11.



03. Former Post Office (Station Street) - refer Figure 11.

4.7

Bushfire Hazard Assessment

A Bushfire Risk Assessment for Clarkefield found that Clarkefield is not within the Bushfire Management Overlay (BMO) of the Macedon Ranges Planning scheme but is wholly within the Bushfire Prone Area (BPA) designated by the Building Act 1993. The Bushfire Hazard Assessment undertaken by Ecology and Heritage Partners forms part of the background reports.

The Assessment provides a detailed response to each of these key strategies which has informed the following conclusions:

- The wider landscape is characterised by agricultural land and rural residential properties, while the townships of Sunbury (10 kilometres to the south) and Riddells Creek (9 kilometres to the north-west) are located in close proximity to the study area;
- Contiguous forested vegetation is found approximately 11 kilometres to the north-west within the Macedon Ranges;
- Given the limited fuel available, the riparian nature of the vegetation within the creek and surrounding Grassland vegetation the likelihood of a fire reaching the severity required to impact a development is very low;
- While there is potential for embers to impact the site from a forest fire within the Macedon Ranges to the north-west, the vegetation between the site and the bushfire hazard at the landscape, local and neighbourhood scales to the north-west and south-west (i.e. the directions of approach most associated with severe bushfire behavior) is highly fragmented;
- The landscape is intersected by roads, rural residential properties, cropped/grazed agricultural land, a trainline to the south-west and the existing Clarkefield township, which all reduce the overall possibility of a landscape scale fire impacting the study area;
- Several mitigation measures have been engaged to reduce the grassfire risk to an acceptable level. These include the provision of access/egress points for the study area from the established road network, ensuring the internal study area road network meets CFA access requirements and the installation of a hydrant network;
- All dwellings will achieve a BAL-12.5 construction standard which is considered acceptable given the low bushfire risk to the development based on the site, local and landscape conditions;
- Vegetation within the study area and separation distance along Melbourne-Lancefield Road will be managed in a low-threat state;
- The proposed subdivision will decrease the bushfire risk to the surrounding areas, as the construction of buildings, roads, carparks, footpaths and managed vegetation will reduce the fuel available to burn.

4.8

Traffic Assessment

A Traffic Assessment of the Development Plan and the utilisation of the Clarkefield train station was undertaken to understand the required vehicle access arrangements to and from the site area. The assessment undertaken by Traffix forms part of the background reports.

The Assessment concluded 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.

Assuming full development of the site, as well as external traffic growth, the intersection will operationally exceed its capacity in 2026. Conversely, should there be no development, or a reduced timeline of development (i.e. not full development by 2024), the intersection will operate satisfactorily for additional year(s), over and above the year 2026, without necessitating mitigating intersection works.



04. Looking south and west over Development Plan Area to south of Station Street (toward Clarkefield Reserve).



05. Looking north-east over Development Plan Area to north of Station Street (toward Melbourne Lancefield Road).



06. Intersection of Station Street and Melbourne- Lancefield Road.



07. Intersection of Station Street and Melbourne- Lancefield Road.

LEGEND

- Development Plan Area
- Contour (1m)
- Existing Drainage Line
- Waterbody
- Topographical Highpoint
- Key Views
- Heritage Overlay
- Existing Building - Pre 1900s
- Existing Building - Post 1900s
- Clarkefield Recreation Reserve
- VLine Train | Bendigo, Echuca and Swan Hill Lines
- Bus Route | Lancefield - Sunbury-Clarkefield via Romsey & Mongreeta
- 800m Catchment/ 10 min Walk
- Existing Intersection
- Daylesford Macedon Ranges Rail Trail - Proposed Extension

Scattered Large Tree

Scattered Small Tree

Flora Records

Planted Vegetation

EVC - Plains Grassland

Aboriginal Heritage

Photo Reference Key

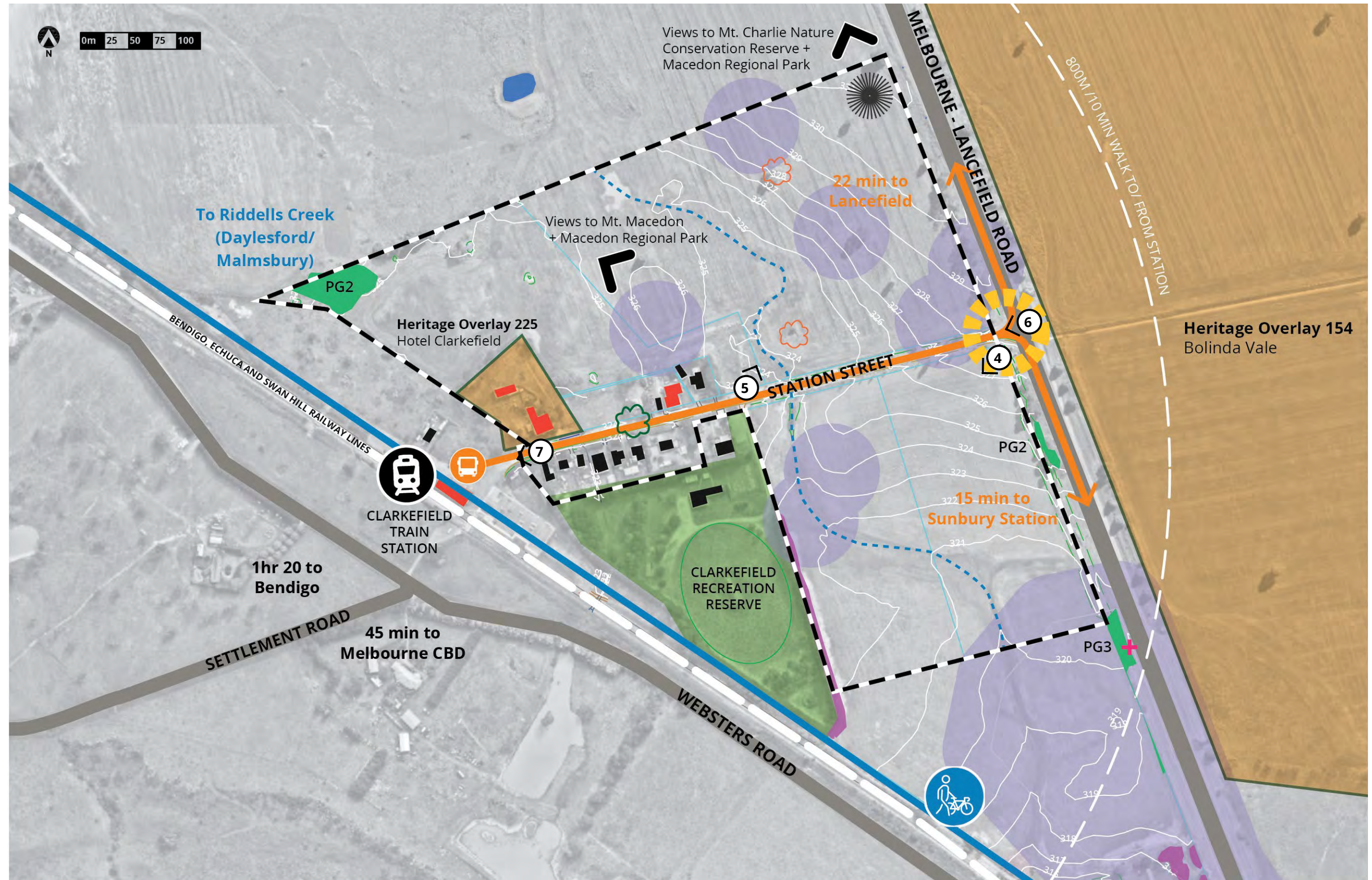


Figure 10 | Clarkefield Township Zone - Existing Conditions Plan

4.9

Landform

The land falls gently from north to south, with the highest topographical point being in the north-west corner of the site adjacent Melbourne-Lancefield Road. Views from the landholdings extend north to Mt Charlie and the Macedon Regional Park and adjoining agricultural land. A low point/ drainage line extends north-south across the landholdings (crossing Station Street via an existing culvert).

4.10

Climate

Temperatures typically range between a long-term average maximum of 16 degrees and minimum of 7 degrees. Rare variations to these temperatures can range from the low 40's to almost freezing. The mean rainfall in the Macedon region is 105mm per year. Winds are typically low and from a northerly direction.



08. Station Street looking west towards Clarkefield Station.



09. Station Street looking east.



10. Country Fire Authority (CFA) facility (Station Street).



11. Existing home (Station Street).



12. Existing home (Station Street).



13. Existing home (Station Street).



Figure 11 | Clarkefield Township Zone - Existing Character Aerial

7 Photo Reference Key

5.0 The Vision and Principles

5.1

Vision Pillars

Clarkefield is envisioned as 10 minute township - a self-contained urban settlement surrounding existing underutilised state infrastructure integrating the principles of transit orientated planning, Net Zero Carbon Living and affordable housing to meet a clear need within Macedon Ranges and Victoria.

This vision is founded on five place pillars (illustrated opposite); embodying the essential elements needed to shape a resilient urban settlement and the best qualities of the established Macedon Ranges Villages.

These pillars integrate DELWP's 20 minute neighbourhood principles, which enable most of a person's daily needs to be met locally within a 20 minute return journey from home by walking, cycling or local public transport.

The specific initiatives to be delivered within the Clarkefield Development Plan under each of the pillars are outlined opposite.

Five place pillars that will shape and guide Clarkefield's future:



A connected lifestyle

A walkable and self-sufficient settlement, providing daily needs and services for residents within 10 minutes of home, including Clarkefield Station.
Local living, fostering community interactions and bonds.

- Create an interconnected network of high amenity and walkable streets, including improved access to Clarkefield Station;
- Provide for a mix of uses and activities at the heart of Clarkefield, in proximity to the Station and along Station Street (including retail, commercial and community uses);
- Provide daily needs (including supermarket) within walking distance of all homes;
- Embed facilities, parks and farm within the community, providing gathering spaces and opportunities for social interaction.



A peri-urban township

A way of living connected to the heritage of Clarkefield, the agricultural landscape, natural surrounds and region.
A vibrant, yet affordable destination integrating urban amenity with the unique qualities of the Macedon Ranges.

- Establish Station Street as a mixed use main street - embodying the qualities of other villages in the Macedon Ranges;
- Reflect, in a contemporary manner, the character elements of the Macedon Ranges - through built form, street and open space design;
- Provide for a range of dwelling types (including affordable housing and compact dwellings), allowing choice and accommodating a range of household sizes/compositions.



Sustainable place

Integrated systems and energy efficient environments will enable the settlement to be a carbon neutral community, setting a benchmark for sustainable, affordable and self-sufficient living.

- Reduce potable water use and increase recycled water use (through wastewater treatment/reuse and water efficient initiatives within homes);
- Irrigate public spaces and streets (and private properties) with recycled water;
- Mandate all-electric homes, incorporating passive solar design;
- Adopt practical mechanisms ensuring homes are carbon neutral for energy supply, including minimum solar per lot requirements to be delivered on rooftops or a shared solar farm;
- Provide transit choice, including access to shared vehicles and bikes.



Tourism and local economy

A working village melding local living with experiences and attractions focused on arts, local heritage, indigenous celebration, nature and agriculture.
Economic vibrancy, locally and across the region, will be fostered through business and employment generation.

- Deliver the first stages of the Regional Rail Trails, connecting Clarkefield to the broader Macedon Ranges;
- Complement the Coach and Horses Inn with a mixed use main street and station precinct, allowing businesses and activities to grow and change over time commensurate with residents needs;
- Re-establish Clarkefield Reserve as the recreational heart of Clarkefield, enabled through facility upgrades and improved access.



Natural and productive landscapes

Agricultural activities will be the foundation of the village enabling local and healthy living.
Biodiversity values will be enhanced within the settlement, responding to the surrounding natural and agricultural landscapes.

- Select tree/ plant species that contribute to a resilient settlement (reducing heat island effect, enhancing species diversity and community awareness);
- Deliver a Community Farm providing a source of local and healthy food and opportunities for social interaction and lifelong learning;
- Celebrate the land's Indigenous and European history through landscape and character responses;
- Preserve and celebrate visual connections to the Ranges and surrounding agricultural lands.

5.2

Planning and Design Principles

In achieving the vision for Clarkefield, the Development Plan is guided by the following key planning and design principles:

- A walkable transit orientated township which provides access to services, employment and recreation within a 10 minute journey of home;
- The incorporation of lot size and dwelling diversity to provide an appropriate response to identified gaps in the Shire's housing and affordability needs;
- The protection and celebration of the historically significant Clarkefield Hotel and Stables as a centrepiece of a future mixed use main street and surrounds;
- A mixed-use Town Centre incorporating a pedestrian prioritised main street (fostering local shops and services), open space, community services and existing transport infrastructure within walkable distance of homes;
- A central main street and mixed use area accommodating a range of retail and non-retail uses;
- An upgrade of Station Street to improve connectivity and increase tree canopy cover, providing the main east - west access to the Clarkefield Train Station and Town Centre;
- Street orientations capturing view lines to Mount Macedon and the rural surrounds, whilst creating direct connections to key destinations with the Town Centre;
- A bus capable street network with generous opportunities for landscaping, canopy contributing trees, and safe and convenient pedestrian and cycle connections;
- A subdivision pattern and design response which maximises the passive design opportunities for future dwellings (including heating and cooling), as well as generous vegetated setbacks from Melbourne - Lancefield Road;
- An interconnected network of walking and cycling paths, including shared pathways along key streets and designation of future rail trail connections;
- The protection and enhancement of significant indigenous vegetation communities within the Melbourne-Lancefield Road reservation, where not compromising safety and access for future residents;
- Integration of carbon-free living initiatives, promoted through the urban form, commitment to facilities and infrastructure and future Housing Design Guidelines;
- The use of indigenous vegetation in the future landscaping of open spaces and streets, to provide valuable habitat contribution;
- An urban form and place character reflective of the well-established villages within Macedon Ranges Shire.

The Clarkefield Development Plan is outlined in Figure 12.



6.0 The Development Plan

6.1


The Development Plan


The Development Plan illustrates the vision for Clarkefield and establishes the spatial framework for the creation of a contemporary township settlement.


The Development Plan will facilitate the development of the majority of the land for residential and mixed use purposes, establish the preferred street pattern, identify key open space areas and means for achieving integration and protection of the environment and historical values of the site, and respond to surrounding interfaces.


The key elements of the Development Plan are illustrated opposite (Figure 12) and described in more detail on the following pages


LEGEND


-  Development Plan (DP) Area


 **Heritage Overlay 225**
Clarkefield Hotel


 Flora Records


 **Planted Vegetation**
To be retained


 **EVC - Plains Grassland**
To be retained



 **Public Open Space**
Local Park


 Pedestrian Links


 **Public Open Space**
Community Farm/ Garden


 **Public Open Space**
WSUD Asset


 **Public Open Space**
Landscape Reserve


 Planted Verge (Outside DP Area)
-  **Garden Character Area (T3)**
Residential: 1-2 Storeys
Lot size range: 350-600m² (Standard)
Lot size range: 420-800m²
(Melbourne-Lancefield Rd)


 **Township Character Area (T4)**
Residential: 1-2 Storeys
Lot size range: 150-400m²



 **Main Street Character Area (T5)**
Residential : 2-3 Storeys
Lot size range: 100-300m²


 **Main Street Character Area (T5)**
Mixed Use: 2-3 Storeys


 Retail/ Commercial Uses
(Including Supermarket)


 Live Work/ Residential


 Community Uses


 Car Parking
(Sleeved by Built Form)
-  Bus Stop/ Transit Interchange


 Bus Stop


 Bus Capable Street


 Slow Vehicle Zone - Cycle On Street


 Urban Verge


 Shared Path - 3.0m


 Shared Path - 2.5m

 Pedestrian Path (Widened) - 2.0m

 Pedestrian Path - 1.5m

 Shared Path - 3.0m
(Melbourne - Lancefield Road)

 Potential Future Rail Trail

 Future Employment
Opportunities for commercial, retail
and/or live/work uses adjacent Station
(VicTrack land)
- ①

Future bus route (subject to VicTrack/
relevant authorities)

②

Roads outside Development Plan (DP) Area
will be constructed in conjunction with the
DP Area

③

Emergency Vehicle access only to/from
Melbourne - Lancefield Road.

④

Potential Intersection Mitigation Works
(Subject to Demand Analysis and Approval)

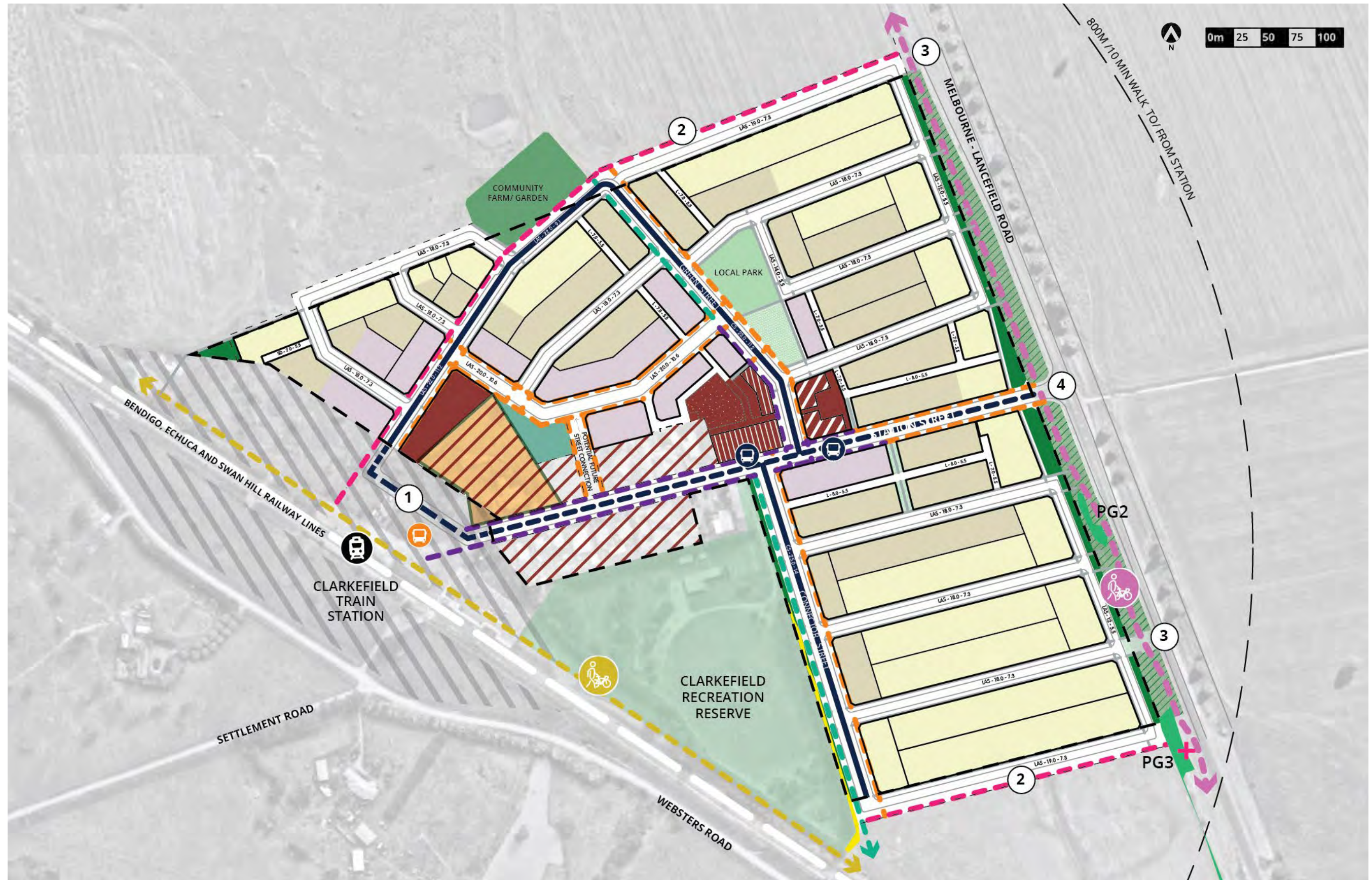


Figure 12 | Clarkefield Township Zone - Development Plan

6.2

Character Areas

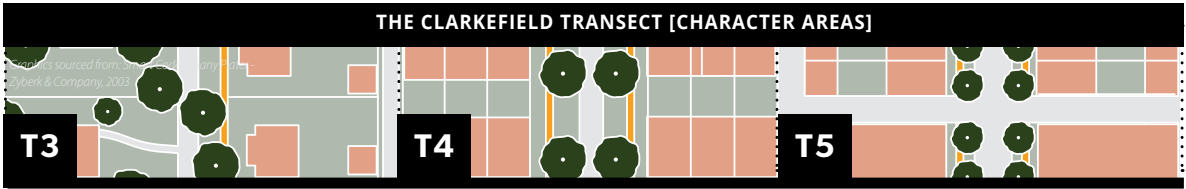
The Character Areas within the Clarkefield Town Centre have been informed by the established character of the Macedon Ranges Villages and determined by their location within the Town Centre - their proximity to existing/ planned amenity and daily needs including the Clarkefield Train Station, local shops/ services, community facilities, employment opportunities and open space.

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

- Main Street (T5), within a 200 to 250 metre (two and a half minute) walk;
- Township (T4), within a 300 to 450 metre walk; and
- Garden (T3), beyond 400 metres/ a five-minute walk.

Within each of the Character Areas a range of lot sizes and dwelling typologies are proposed to offer lifestyle choice and accommodate a range household structures and persons of varying backgrounds (cultural, economic status, age, and abilities). The siting of these homes on their associated lots, their form and character will vary across each of the character areas. The siting and provision of the variety of lot sizes and the proposed will vary within the Character Areas as outlined on pages 36 and 37.

Complementing the built form and contributing to Clarkefield's Place Character the streets and open spaces will similarly vary with respect to their location within the character areas. Planting formations and landscaping will be more informal to the edges of the Town Centre (within the Garden Character Area) and more formal and urban within the Main Street and Township Character Areas.



GARDEN

TOWNSHIP

MAIN STREET

Built Form
Function, setbacks and treatment of the frontage of a property define the character of the street and the interface with the public realm.



Streets
Serving a multitude of uses in terms of movement and access, and importantly contributing to social interaction and sense of community.



Open Space
Recreation spaces that vary in use and size - including sporting reserves, linear greens and trails, local parks, pocket parks and town squares.



LEGEND

- Development Plan Area
- T5 - Main Street Character Area
- T4 - Township Character Area
- T3 - Garden Character Area
- Public Open Space/ Landscape Reserve



Figure 13 | Clarkefield Township Zone - Character Areas Plan

6.3

Uses and Activity

The Clarkefield Development Plan is predominantly residential land use surrounding a central mixed use area which will act as a Town Centre consisting of both retail and non retail uses.

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

The Clarkefield Township will incorporate a variety of community, social and recreational infrastructure and uses throughout the development. These have been informed by the Social Infrastructure Assessment which has assessed the range of facilities required within the township to meet the future communities need. These are outlined in Section 7.1 of the Development Plan (Table 4).

The Development Plan proposes an area of 1.7 hectares in the form of super lots to accommodate the urban core (Main Street Character Area) of the Township. 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.

A Retail Assessment prepared by Urban Enterprise has identified and assessed the scale of retail floorspace that could viably be supported by the community proposed by the Development Plan. The report provides an analysis of the likely retail catchment and where retail expenditure will be generated.

The Retail Assessment 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.

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 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 identifies integration with potentially surplus VicTrack land which is ideally suited for future employment uses and activities located adjacent to both the train station and the Town Centre.

The design of the future land use layout compliments and integrates with its surrounding established land uses. The Development Plan ensures that the layout and location of proposed uses provides a number of street and pedestrian/ cycling only connections accessing and integrating with the Clarkefield Train Station and the Recreation Reserve.

With consideration of its established uses and those proposed within the Development Plan, Clarkefield will provide for a truly liveable community. The significant existing amenity and transport infrastructure within the Development Plan Area (26 hectares) will result in the settlement catering for a more significant residential catchment and need than that in the immediate development proposal.

LEGEND




-  Development Plan Area
-  Public Open Space/ Landscape Reserve
- **Garden (T3) / Township (T4) Character Area Uses**
 - Residential
 - Community
- **Main Street Character Area (T5) Uses**
 - Residential
 - Mixed-Use
 - Home Based Business
 - Office
 - Retail
 - Commercial
 - Restaurant
 - Food & Drink
 - Supermarket
 - Medical Centre
 - Veterinarian
 - Place of Assembly
- **Main Street Character Area (T5) - Retail/ Commercial Uses**
(Including Supermarket)
- **Main Street Character Area (T5) - Live Work/ Residential**
- **Main Street Character Area (T5) - Community Uses**



Figure 14 | Clarkefield Township Zone - Uses and Activity Plan

6.4

Built Form

The planning of Clarkefield in accordance with the 20-minute neighbourhood hallmarks caters for a range of future residents (cultural, economic status, age, and abilities) through the provision of a diversity of housing choice within a highly liveable Town Centre setting. Homes will be close to local amenities and transit, enabling healthy, equitable and affordable lifestyles.

Lot/ Dwelling Diversity

A range of lot sizes and dwelling typologies are proposed within the Clarkefield Town Centre. Table 1 outlines the potential lot range/ size and mix within the Clarkefield Town Centre. The provision of lot sizes will vary within the Character Areas (refer overleaf) and will be confirmed through the preparation of a Plan of Subdivision. The ultimate mix (within the ranges outlined below) will be determined on a staged basis, commensurate with market needs.

The range of lot sizes proposed will accommodate a diversity of housing typologies, including:

- One, two, three bedroom terraces, townhomes and cottages (catering for singles, couples, small families and shared housing);
- Three and four bedroom homes (catering for couples, small families, large families and shared housing);
- One and two storey homes (allowing for aging in place and access for all abilities).

This diversity will make provision for a range of future residents, including:

- First home buyers (with affordable and compact housing options enabling Macedon's next generation to live locally);
- Second and third home buyers (with mid-range and traditional housing options); and
- Downsizers (with low maintenance housing options at differing price-points for surrounding aging farmers to remain in their community).

Affordability

Residential diversity and affordability within the Clarkefield Township are a key planning principle for the Clarkefield Development Plan. The Development Plan will prioritise this principle to address Australia's declining levels of affordability and the Shires concerning housing and affordability trends (outlined in Section 2.0).

The Development Plan responds to the Macedon Ranges housing need by providing for a future dwelling mix which includes smaller dwellings and lot sizes to cater to the growing number of single person households, empty nesters, its aging population and changing family household make ups. Importantly, a future Clarkefield will provide an opportunity for locals to age within their community by providing an appropriate suitable housing choice close to services and infrastructure, when they cannot physically remain in the large family home which is the predominant housing option available currently.

The smaller housing option within Clarkefield will also enable a greater mix and diversity of age groups allowing for first home buyers the opportunity of purchasing homes close to transport infrastructure and jobs.

It is envisaged that the Township and Main Street Character Areas will particularly cater to this need by providing for a diversity of housing stock with one and two bedrooms on low maintenance lots. The smaller lots sizes within these Character Areas compensate for a much needed missing housing choice within Macedon Ranges.

The Development Plans vision aligns with the State Government objective to facilitate the provision of affordable housing in Victoria. The Clarkefield Township will look to incorporate an affordable rental housing initiative which will further respond to the gap in housing choice and affordability available in Macedon Ranges.

Character Area	<div><div></div><div></div><div></div><div></div><div></div></div>				
Lot Size Range (m2)	100 - 200	200 - 300	300 - 400	400 - 500	500 +
%	5 - 15%	15 - 25%	20 - 30%	25 - 35%	10 - 20%

Table 1 | Clarkefield Town Centre: Lot Mix

LEGEND

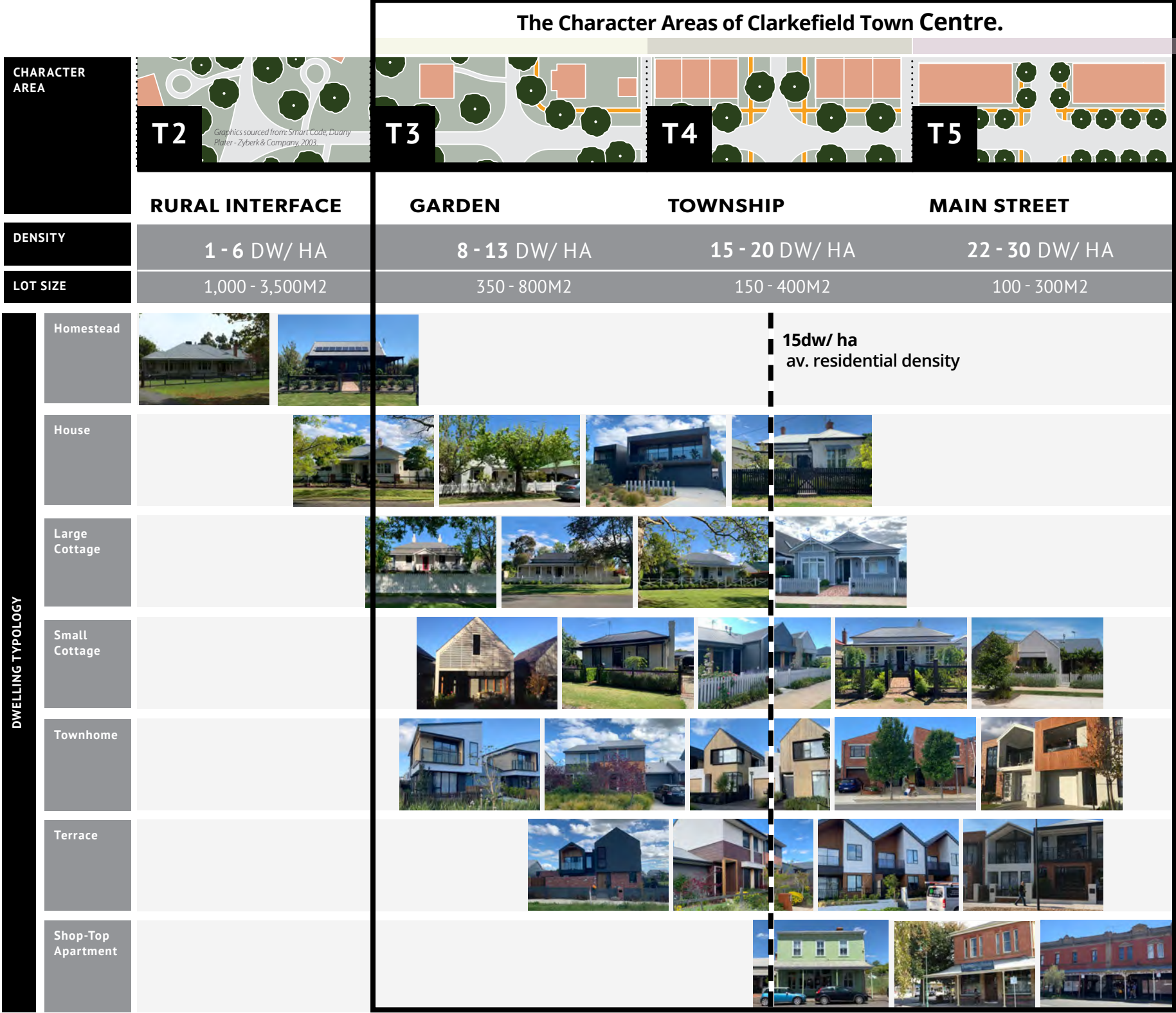
- Development Plan Area
- Shop Top Apartment, SOHO, Loft, Terrace and Townhome**
Lot size range: 100-300m²
- Shop Top Apartment, SOHO, Loft, Terrace and Townhome**
And/or any uses listed under Main Street Character (T5), page 30.
- Terrace, Townhome and Cottage**
Lot size range: 150-400m²
- House, Cottage, Townhome**
Lot size range: 350-600m²
- House and Cottage**
Lot size range: 420-800m²



Figure 15 | Clarkefield Township Zone - Indicative Subdivision Design and Dwelling Typologies Plan

6.4

Built Form Continued



Character

Within the Clarkefield Town Centre three distinct Character Areas are proposed:

- Main Street (T5);
- Township (T4); and
- Garden (T3).

The Character Areas proposed have been informed by the established character of the Macedon Ranges Villages and determined by their location within the Town Centre - their proximity to existing/ planned amenity and daily needs including the Clarkefield Train Station, local shops/ services, community facilities, employment opportunities and open space.

Within each of the character areas, the building/ housing types will vary in addition to their use, interface to the street/ public realm (including setbacks) and access to garaging/ service areas. These variations will complement the design of the streets and public spaces, and create a unique sense of place commensurate at Clarkefield with the established Macedon Ranges Villages.

The materials and colour palettes of the built form, in addition to front fencing and landscaping (ultimately to be controlled by Design Guidelines) will further contribute to the character areas and envisioned sense of place. It is envisaged that the built form design guidelines (detailed in Section 7.0) will outline a variety of external materials and colours reflective of the Macedon aesthetic whilst also prioritising the use of sustainable low carbon materials. It is expected that the guidelines will feature the preferred use of timber and natural materials instead of steal and other high carbon emission materials.

Figure 16 | Clarkefield Township Zone - Character Areas: Dwelling Typologies + Lot Size

Garden Character Area (T3)

Lot Size Range: 350 – 800m²

Dwelling Typologies: Townhome, Cottage and House

The Garden Character Area (T3) is the most informal and lowest density area within the Clarkefield Town Centre. Located outside/ on the fringes of the immediate walking catchment of the existing Train Station (400 metres, a five-minute walk) the Garden Character Area provides a landscaped and low-scale interface to the edges of the Town Centre.

The largest lots (up to 800m²) will be positioned interfacing to the Rural Living Zone to the south, the Farming Zone to the north and Melbourne- Lancefield Road to the east. Dwellings on these lots (cottages and houses) will be surrounded by generous and landscaped front/side yards with permeable fencing, providing a planted transition to these frontages and their surrounding rural interfaces.

Lot sizes will generally decrease moving from the rural interfaces toward areas of amenity/ daily needs and the Township Character Area. The average lot size within the Garden Character Area will typically be 450m².

Within the Garden Character Area there will be limited lots at the minimum lot size proposed (350m²). Where provided, these lots/ homes will be rear loaded cottages at the intersection of Melbourne-Lancefield Road and Station Street, positioned to provide a built form and streetscape outcome which is high quality and commensurate with the intended place character of the Clarkefield Town Centre.

Township Character Area (T4)

Lot Size Range: 150 – 400m²

Dwelling Typologies: Terrace, Townhome and Cottage

The Township Character Area (T4) is within close walking distance (400 metres) of the existing Train Station and planned shops/ amenities within the Clarkefield Town Centre. Living options within the Township Character Area are diverse, including larger lots/ homes (cottages) and a range of compact living options (terraces and townhomes) encouraging a concentration of residents living close to their daily needs. The Township Character Area will be more formal and urban than the Garden Character Area, with homes located closer to the street, picket fencing and greater structure in the landscaping.

The largest lots are located interfacing with the Garden Character Area, providing a transition to the residences at the edges of the Township. These lots/ homes will typically be front loaded and range in size between 300 and 400m². Moving closer to the heart of the Town Centre and associated provision of daily needs and amenity, lot sizes will generally decrease, and homes will become rear loaded (garaging accessed via a lane to the rear of the home promoting high amenity streets prioritizing walking and cycling). The minimum lot size within the Township Character Area will be 150m², predominantly sited where overlooking amenity (Clarkefield Reserve, Green Streets and/ or Local Park).



Figure 17 | Indicative Facade - Front Loaded Lot (>/< 300m²)

Main Street Character Area (T5)

Lot Size Range: 100 – 300m²

Dwelling Typologies: Shop-top apartments, Soho/ Live-work (terrace), Terrace and Townhome

The Main Street Character Area (T5) is the most urban and formal within the Clarkefield Town Centre, being a mixed-use setting providing daily needs (retail, community and local employment offers) with ready access to transit and open space. Complementing the mix of uses in the Main Street Character Area, dwellings will be urban in form (terraces and townhomes) with live-work typologies encouraged to promote working from/ nearby to home. Responding to this diverse and engaging setting, dwellings will be located close to/ at the street boundary frontage. The Township Character Area will be more formal and urban than the other character areas with minimal setbacks to homes/ buildings.

Lots and dwellings (shop-top apartments, terraces and townhomes) within the Main Street Character Area will be the most compact within the Clarkefield Town Centre reflective of the diversity of amenity afforded to residents. The smallest lots proposed (around 100m²) will be limited within the Main Street Character Area, sited where provided high amenity outlook and adjoining homes/ lots of alternate sizes and forms. A diversity of terraces and townhomes (typically ranging from 100 – 300m²) will transition from the mixed use setting to the Township Character Area.



Figure 18 | Indicative Facade - Rear Loaded Lot (>/< 300m²)

Building Heights

- Buildings of one, two and three storeys are proposed across the Town Centre, with the highest forms permissible within the Main Street Character Area (with a mix of uses and buildings forms);
- Lower scale forms are proposed to the rural/ grazing interfaces to the north and south of Clarkefield Town Centre, providing homes of lesser bulk to these immediate boundaries;
- All new buildings to be no taller than the Coach and Horses Inn (9.95m to roof ridgeline);
- Two storey homes are encouraged where contributing to Clarkefield's townscape, including where terminating important view lines and overlooking areas of high amenity and activity.

LEGEND

- Development Plan Area
- Prominent Building
- 2 - 3 Storeys
- 2 Storeys: Minimum
- 1 - 2 Storeys
- Upper Level: 50% of Ground Level Footprint

Figure 19 | Clarkefield Township Zone - Building Heights Plan



Setbacks

Commensurate with the Character Areas proposed across the Town Centre, setbacks to dwellings and buildings will vary:

- The greatest setbacks will be provided where interfacing with Melbourne Lancefield Road, with generous yards providing a landscaped interface and transition to this edge of the Town Centre;
- To the north and south boundaries, five metre setbacks are proposed to also transition appropriately to these rural/ lower density interfaces;
- Within the Township and Main Street Character Areas, setbacks will generally reduce as proximity to daily needs and activity increases;
- At the very heart of Clarkefield, buildings will be sited at boundary - representative of the Main Streets of the established villages within the Macedon Ranges.

LEGEND

- Development Plan Area
-  0.0m Setback To Primary Frontage/ 0.5m Setback To Garage
-  0m Setback To Primary Frontage
-  1.5m Setback To Primary Frontage
-  3m Setback To Primary Frontage
-  4m Setback To Primary Frontage
-  5m Setback To Primary Frontage
-  6m Setback To Primary Frontage
-  2m Setback To Secondary Frontage

Figure 20 | Clarkefield Township Zone - Building Setbacks Plan



6.4

Built Form Continued

Building Envelopes

Within consideration of the building setback proposed (Figure 20) and the access arrangements to lots, a number of building envelopes are likely.

Examples of building envelopes for each Character Area are provided to illustrate the likely extent of built area on lots within the Clarkefield Town Centre, including:

- T3 - Garden Character Area (Front loaded, over 300m²);
- T3 - Garden Character Area (Rear loaded, over 300m²);
- T4 - Township Character Area (Front loaded, over 300m²);
- T4 - Township Character Area (Front loaded, under 300m²);
- T4 - Township Character Area (Rear loaded, under 300m²);
- T5 - Main Street Character Area (Front loaded, under 300m²); and
- T5 - Main Street Character Area (Rear loaded, under 300m²).

The Development Plan does not require effluent disposal areas on lots due to the availability of reticulated services for water and sewer. Consequently, no building envelopes will be required to maintain distances from fields for effluent disposal. The built form guidelines will, however, provide building setbacks to boundaries which will vary depending on the designated character type.

Site Coverage

The site area covered by buildings within the nominated building envelope must not exceed the area specified in Table 2. Refer Figures 13/ 15 for application of Character Areas.

Character Area	Lot Size	Maximum Site Coverage		Minimum Garden Area	
		Front Loaded	Rear Loaded	Front Loaded	Rear Loaded
Garden (T3)	≥ 300m ²	70%	75%	30%	25%
Village (T4)	≥ 300m ²	75%	85%	25%	15%
	< 300m ²	80%	90%	20%	10%
Main Street (T5)	≥ 300m ²	85%	N/A	15%	N/A
	< 300m ²	90%	100%	10%	0%

Table 2 | Site Coverage

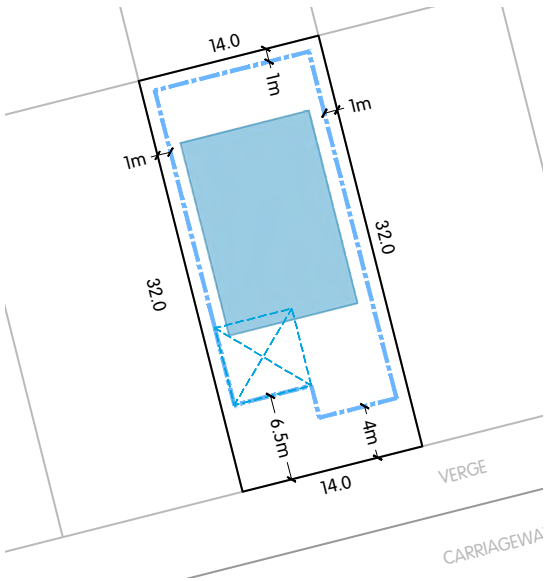


Figure 21 | Clarkefield Township Zone - Garden Character Area: Building Envelope 01 (Front loaded, over 300m²)

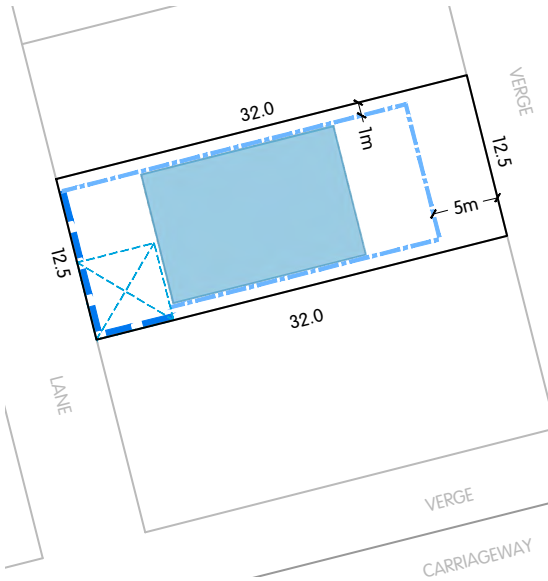


Figure 22 | Clarkefield Township Zone - Garden Character Area: Building Envelope 02 (Rear loaded, over 300m²)

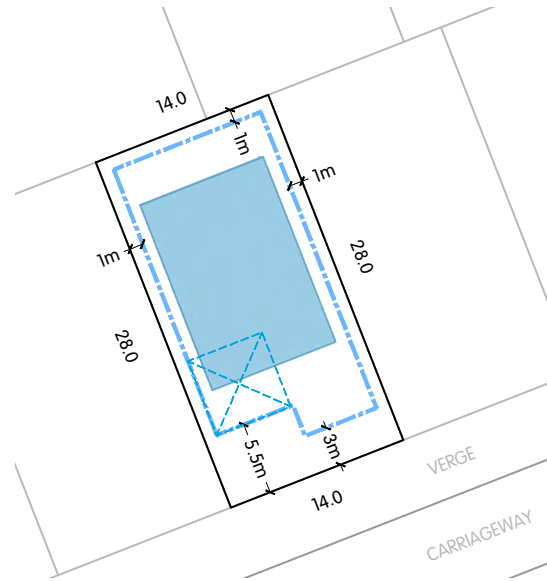


Figure 23 | Clarkefield Township Zone - Township Character Area: Building Envelope 01 (Front loaded, over 300m2)

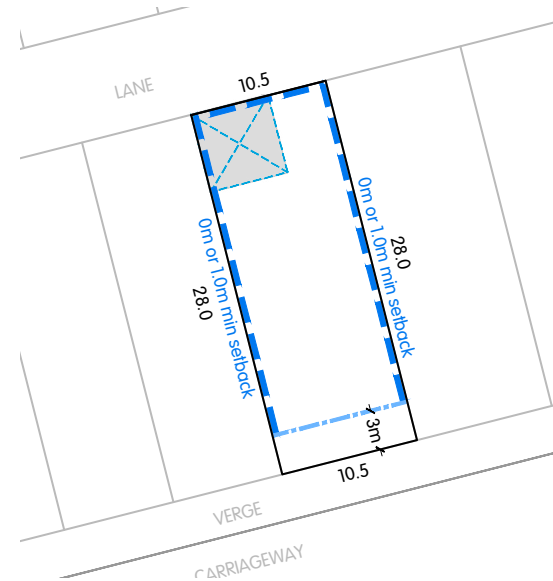


Figure 25 | Clarkefield Township Zone - Township Character Area: Building Envelope 03 (Rear loaded, under 300m2)

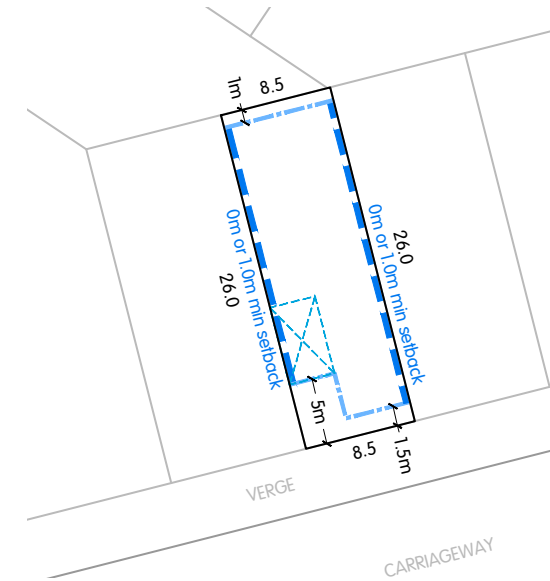


Figure 26 | Clarkefield Township Zone - Main Street Character Area: Building Envelope 01 (Front loaded, under 300m2)

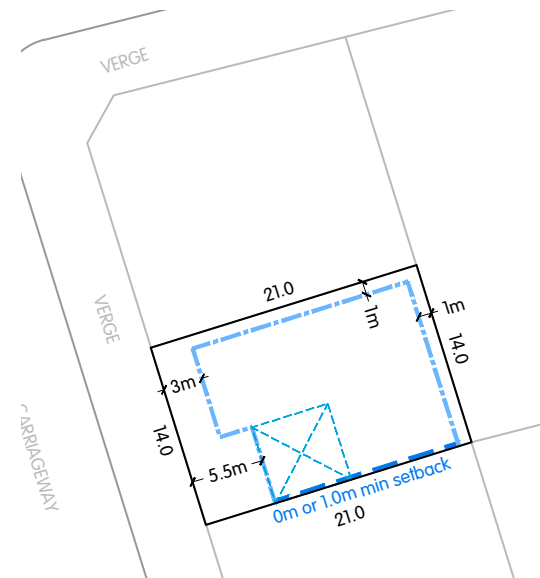


Figure 24 | Clarkefield Township Zone - Township Character Area: Building Envelope 02 (Front loaded, under 300m2)

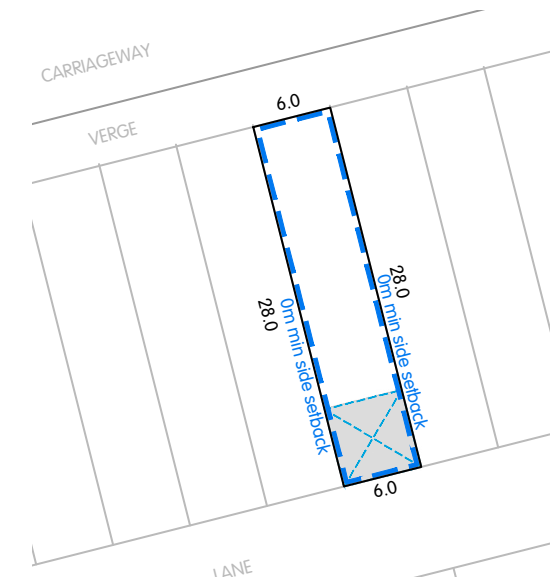


Figure 27 | Clarkefield Township Zone - Main Street Character Area: Building Envelope 01 (Rear loaded, under 300m2)

LEGEND

- Lot Boundary
- - - Building Envelope
- Zero Building Setback
- Garage Location (indicative)
- Building Over Garage
- 10m x 15m Rectangle
To be accommodated within building envelope of lots over 300m², except where wall on boundary (lots between 300m² and 500m², 9 x 15m rectangle permissible).

6.4

Built Form Continued

External Interfaces + Built Form Transition

At the edges of the Town Centre, the Garden Character Area (T3) is the most informal and lowest density being located outside/ on the fringes of the immediate walking catchment of the existing Train Station (400 metres, a five minute walk). This area will provide a landscaped and low-scale interface to the Rural Living Zone to the south, the Farming Zone to the north and Melbourne- Lancefield Road to the east.

Landscape/ conservation reserves along Melbourne-Lancefield Road form the eastern bounds of the Township and this character area. Streets are low speed, pedestrian-priority, with unique character elements, such as widened verges with native planting and canopy trees.

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 openings in the facade 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 Clarkefield Town Centre and reflective of the agricultural landscape and surrounds.

Five metre landscaped setback (minimum) from primary (front) lot boundary to dwelling. Garages to be setback behind dwelling line.

Informal landscaping to front yards, with permeable fencing providing soft transition to the Farming Zone interface.

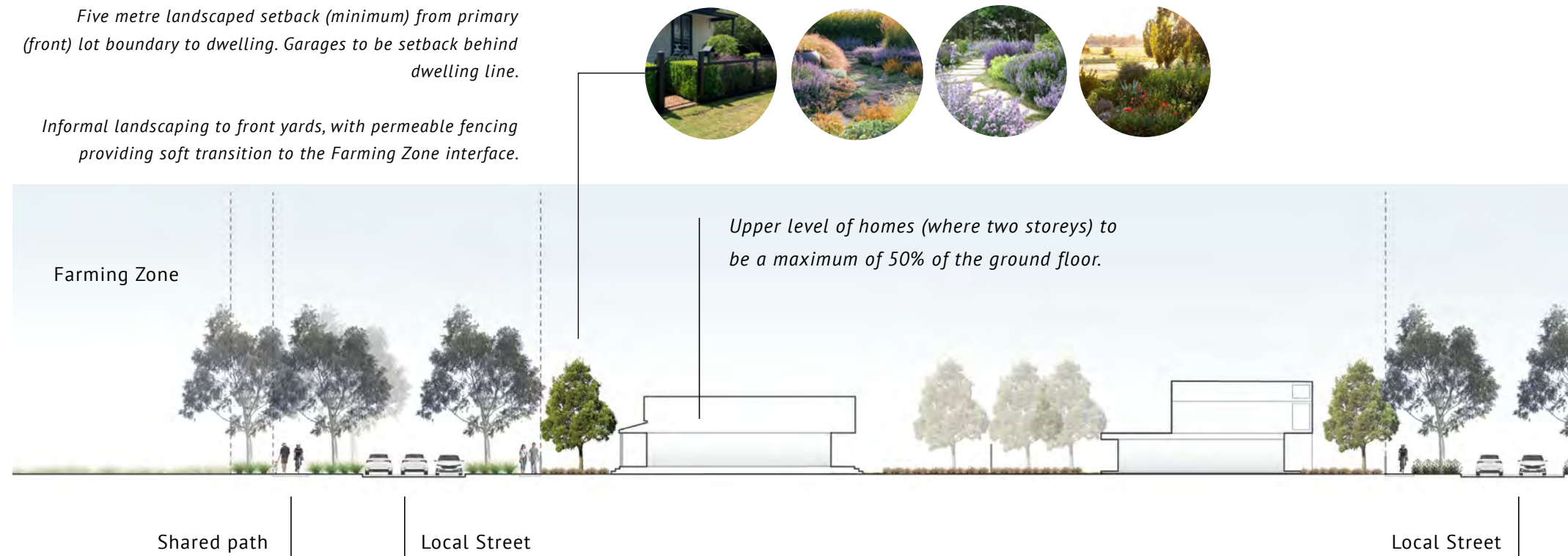


Figure 28 | Built Form/ Interfaces Cross Section - Farming Zone Interface [Indicative]

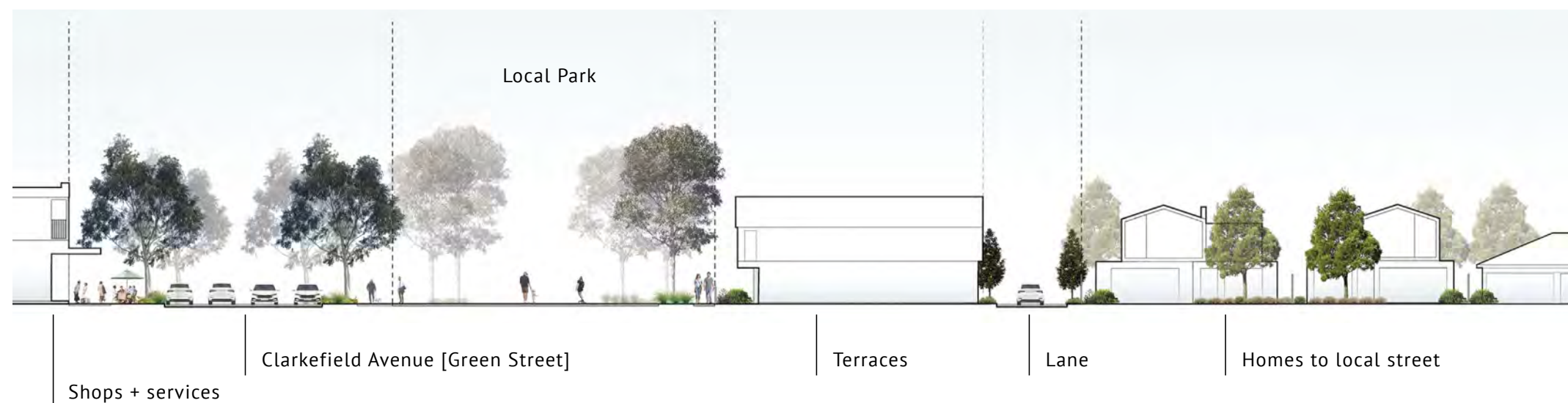
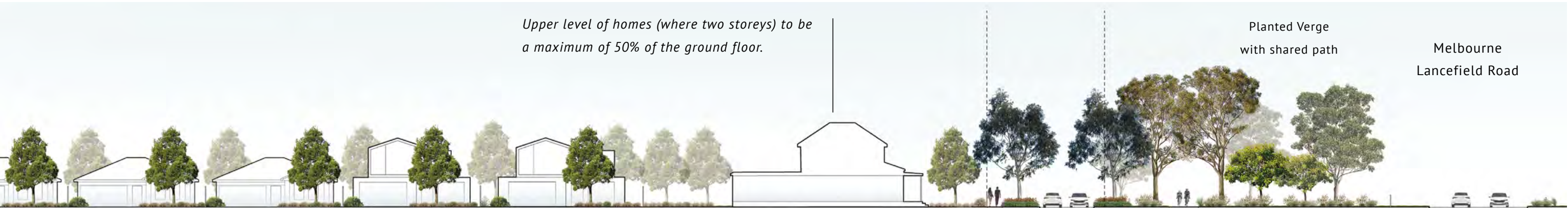
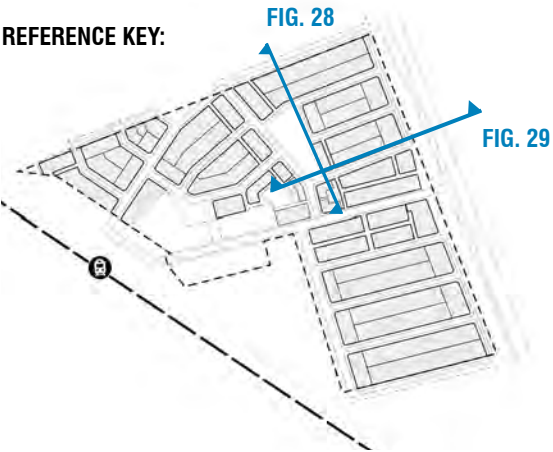


Figure 29 | Built Form/ Interfaces Cross Section - Melbourne-Lancefield Road Interface [Indicative]

The cross sections of the Development Plan Area detailed within Figures 28 and 29 demonstrate the secondary nature of the built form within the future landscape character context of Clarkefield. The design of the urban structure, the application of a range of character areas that create and control building heights, setbacks and site coverage ensure appropriate building separation and opportunities for generous landscaping within the private and public realm.



Six metre landscaped setback (minimum) from primary (front) lot boundary to dwelling. Garages to be setback behind dwelling line.

Informal landscaping to front yards, with permeable fencing providing soft transition to Melbourne Lancefield Road and conservation reserve/ planted verge.

6.5

Access + Movement

The street network within the Development Plan area is configured to serve a multitude of uses in terms of movement and access, as well as to foster a highly walkable community. The proposed street typologies are envisioned to have a similar character as those within other villages within the Macedon Ranges, delivering a range of types and sizes of streets, including suburban local streets, urban main streets, leafy boulevards and lanes. While different, they share common elements that vary (in form and material) across the character areas.

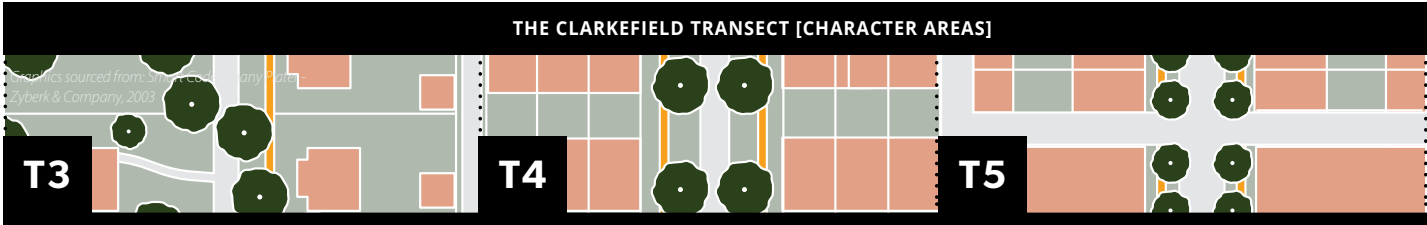
The street configuration and design fosters a high level of walkability, encouraging walking and cycling for local trips and to access daily needs within the township. Private and service vehicle movements, in addition to public transport (bus) along designated routes) are adequately accommodated within the street design.

An integrated pedestrian path and cycle network across the township ensures residents are within an easy, safe and enjoyable walking and cycling distance of daily needs.

In the Sub-Urban Character Area (T3), paths (1.5m) are provided on both sides of the street. Within the Urban (T4) Character Area, paths are on both sides of the street, with provision made for wider footpaths (2.0 - 2.5m). Within the Urban Core (T5) and facilitating a high person density, paths transition to urban verges (hardscape finishes with planting) maximising walking areas and opportunities for outdoor dining/ retailing commensurate with the T5 Character Area designation.

Landscape within the Sub-Urban (T3) Character Area often includes trees and lawn with informal planting. In urban areas (T4/ T5) the lawn is replaced by more formal planting/ hardscape finishes.

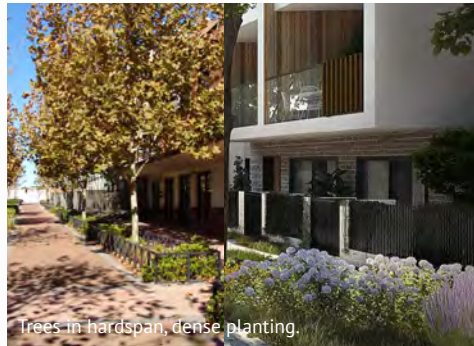
Streets are designed to minimise the visual and physical impact of parking (visitor and private) on the street. Garaging/ parking is encourage to the rear of homes/ businesses and visitor parking is generally on-street in the T3 - T5 character areas. Parallel parking (in yielding street conditions) is unmarked, while urban areas might have marked/ embayed parallel parking as well as 90 degree parking adjoining the Clarkefield Recreation Reserve.



Paths
The pedestrian realm of the street where people walk, meet and interact.



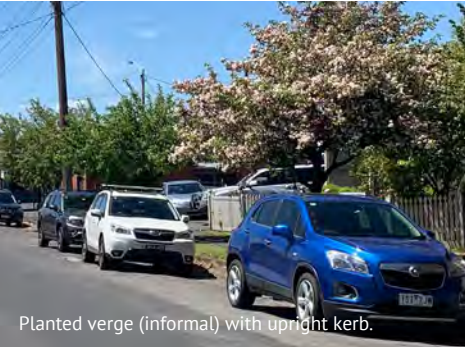
Landscape
The green infrastructure of a street and a key element of defining the character



Parking
Providing a place for vehicles in a controlled manner.



Kerb
The defining element of the vehicular zone of the street.



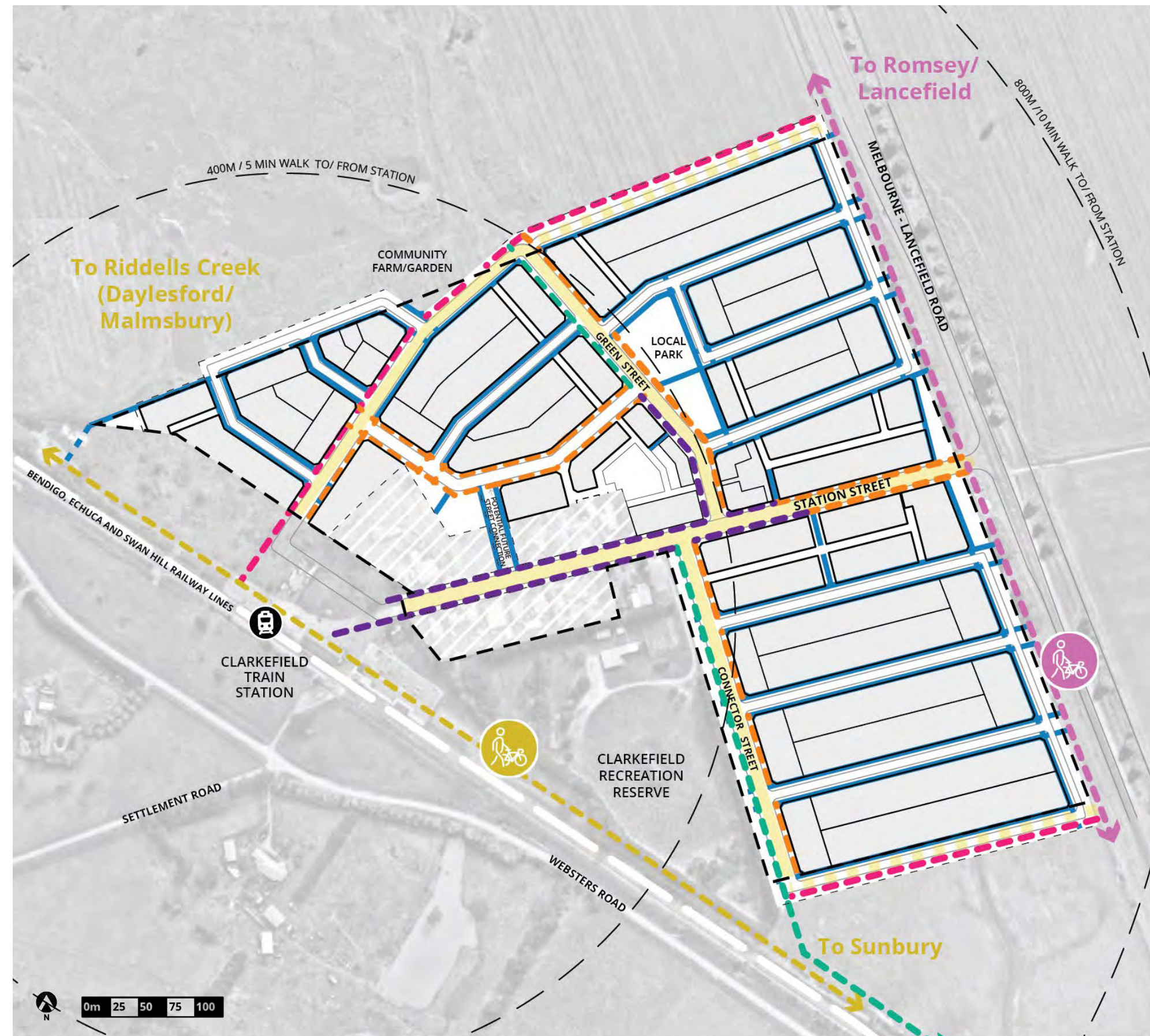
Pedestrian and Cycle Network

An interconnected street layout, including an integrated pedestrian path and cycle network, will be provided within the township catering for a range of ages and abilities.

LEGEND

- - - Development Plan Area
- Slow Vehicle Zone - Cycle On Street
- - - Urban Verge
- - - Shared Path - 3.0m
- - - Shared Path - 2.5m
- - - Pedestrian Path (Widened) - 2.0m
- - - Pedestrian Path - 1.5m
- - - Shared Path - 3.0m (Melbourne - Lancefield Road)
- - - Potential Future Rail Trail

Figure 30 | Clarkefield Township Zone - Pedestrian and Cycle Plan



6.5

Access + Movement (Ct'd)

Street Network

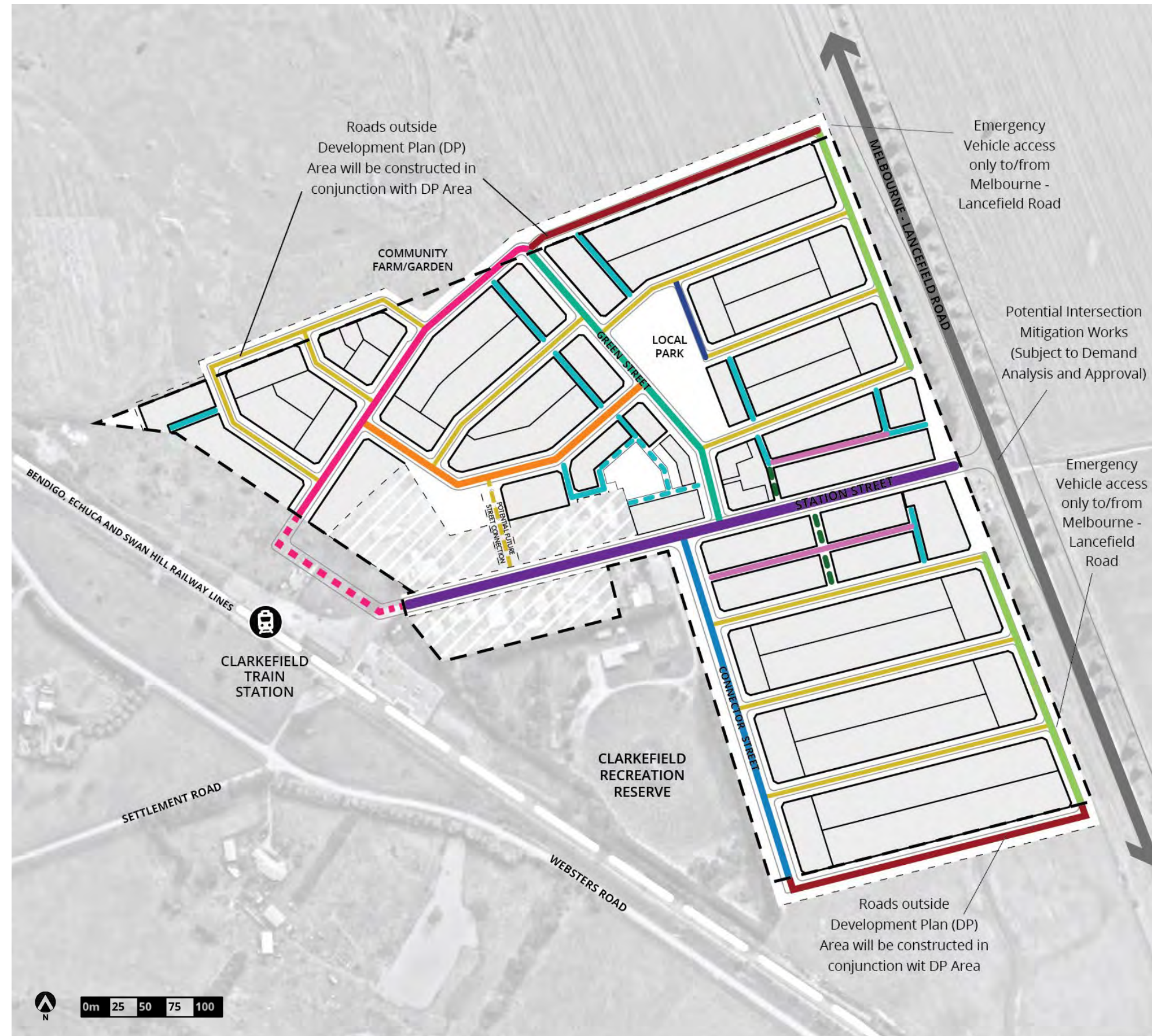
The street layout and hierarchy is logical, capable of accommodating anticipated traffic volumes and will allow for the provision of appropriate bus and cycling/ pedestrian facilities.

The proposed thoroughfare types/ designs are included on pages 50 - 55.

LEGEND

- Development Plan Area
- Connector Street (CS) - 25.0m
- Connector Street (CS): Station Street - 20.0 - 11.6
- Connector Street (CS): Green Street - 23.0 - 11.2
- Local Access Street (LAS) - 22.0 - 11.2
- Local Access Street (LAS) - 20.0 - 10.2
- Local Access Street (LAS) - 19.0 (22.0) - 7.3
- Local Access Street (LAS) - 18.0 - 7.3
- Local Access Street (LAS) - 12.0 - 5.5
- Local Access Street (LAS) - 12.0 - 5.5
- Lane (LA) - 8.0 - 5.5
- Lane (LA) 7.0 - 5.5
- Pedestrian Link (PL) - 8.0 (min)

Figure 31 | Clarkefield Township Zone - Thoroughfare Plan



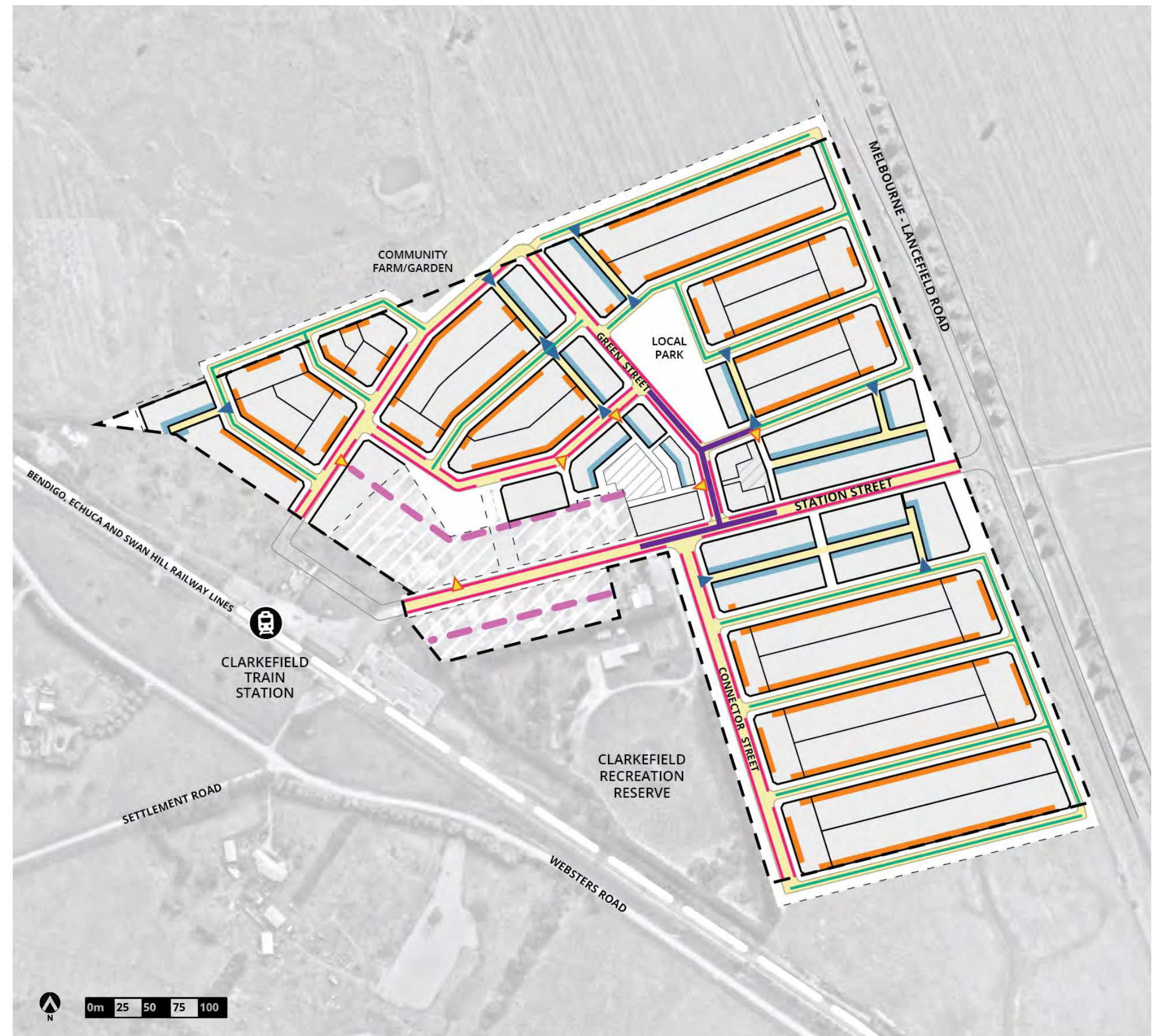
Traffic Management/ Access + Loading

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.

LEGEND

- Development Plan Area
- Slow Vehicle Zone
- Pedestrian Priority Zone
- At Grade Parking (Sleeved)
- On Street Parking (Embayed or Linemarked)
- On Street Parking (Yielding Street)
- Preferred Loading/ Service Access
- Preferred Vehicular Entry to Lane/ Carparking
- Preferred Garage Access Location (Lane)
- Preferred Garage Access Location (Street)
- Vehicular Entry Point to Carparking/ Service and Loading Preferred from Rear Lane (with future Mixed Use Development)

Figure 32 | Clarkefield Township Zone - Traffic Management Plan



6.5

Access + Movement (Ct'd)

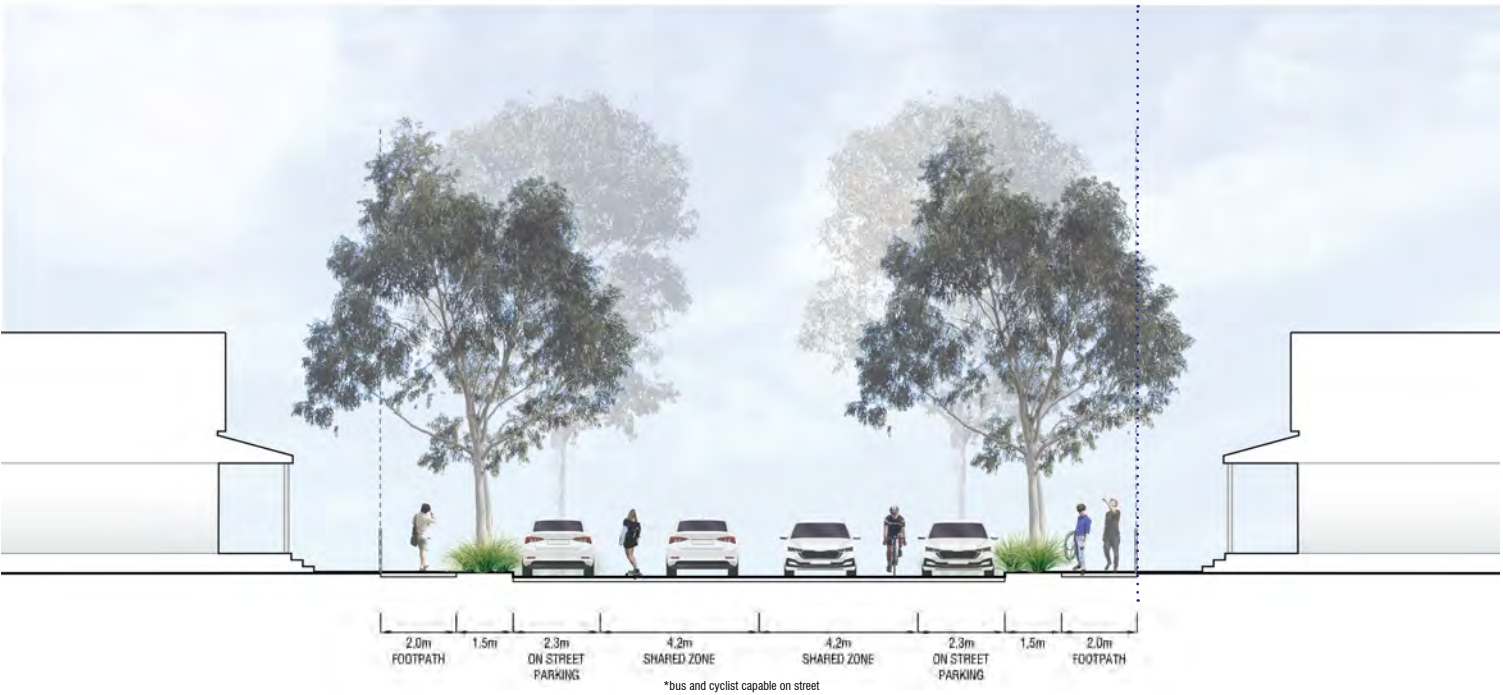


Figure 33 | Station Street (East): 20m (INDICATIVE VEGETATION SHOWN)

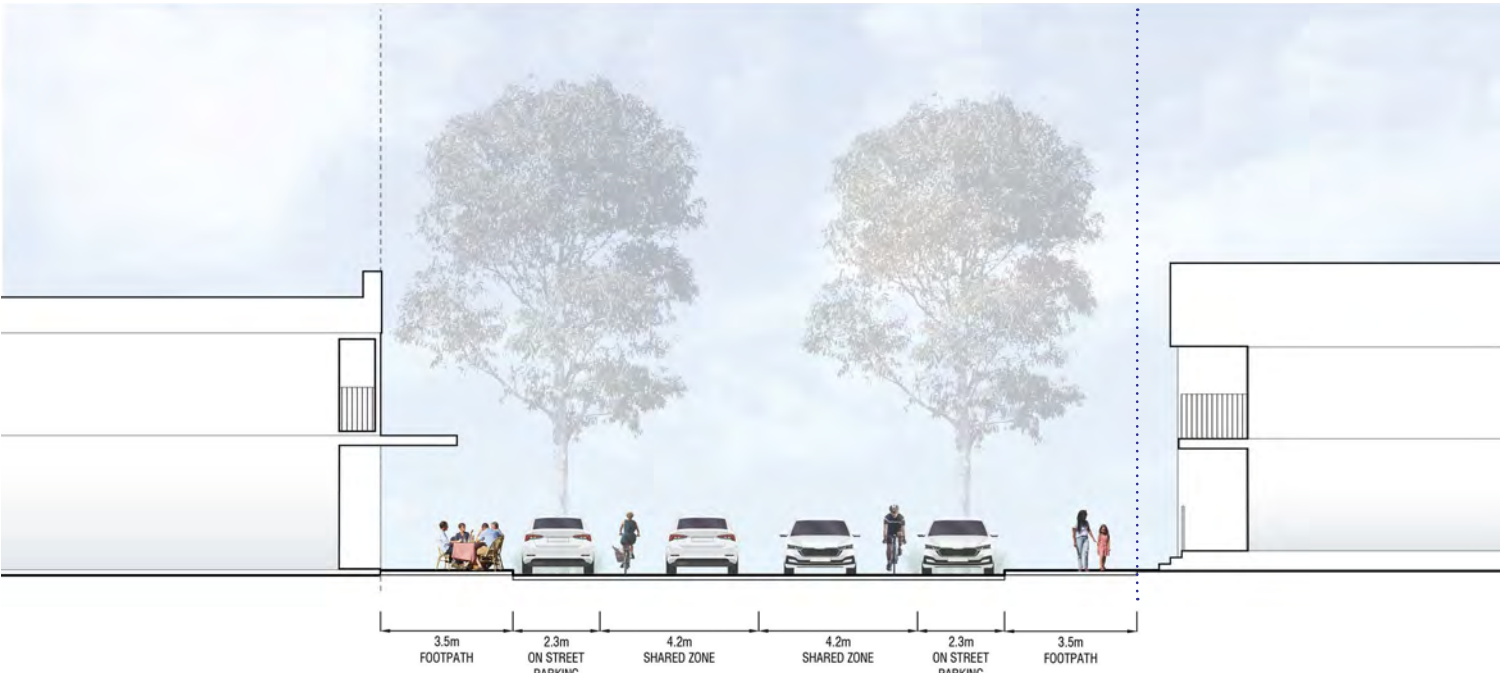
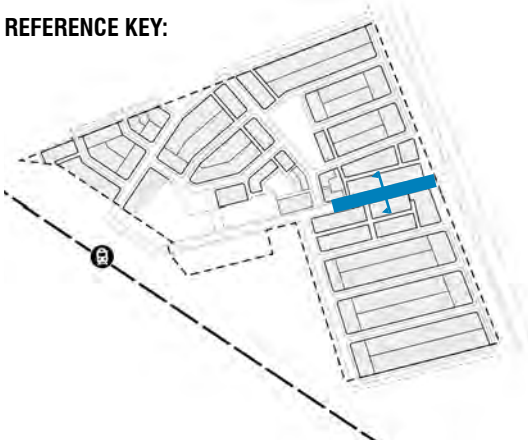


Figure 34 | Station Street (West): 20m (INDICATIVE VEGETATION SHOWN)

REFERENCE KEY:



Station Street (Connector Street)

The design of Station Street utilises the existing reservation, generally 20 metres in width along its length.

Station Street is envisioned as a main street environment, similar to that of other villages within the Macedon Ranges. Footpaths are priority spaces for people and the trafficable area is designed as slow speed zone, shared by cyclists, private and service vehicles, as well as buses.

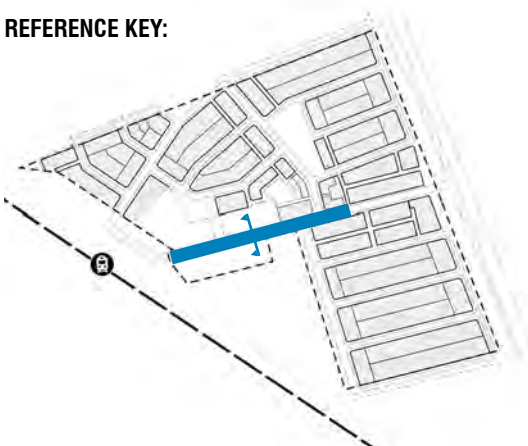
Parking is provided on street along the length of Station Street.

Landscaping (street trees and planting) is accommodated within the verge and in outstands between carparks. Interfacing with retail and commercial uses, footpaths are 'urban verges', providing space for increased pedestrian densities and opportunities for outdoor trading and dining.

The eastern portion of Station Street typically has a more residential frontage, with uses transitioning to more active and mixed use in greater proximity to Clarkefield Station.

Similarly, buildings will be setback from Station Street in proximity to Melbourne-Lancefield Road, with buildings becoming closer to and located on front boundaries where more diverse uses and activities are planned.

REFERENCE KEY:



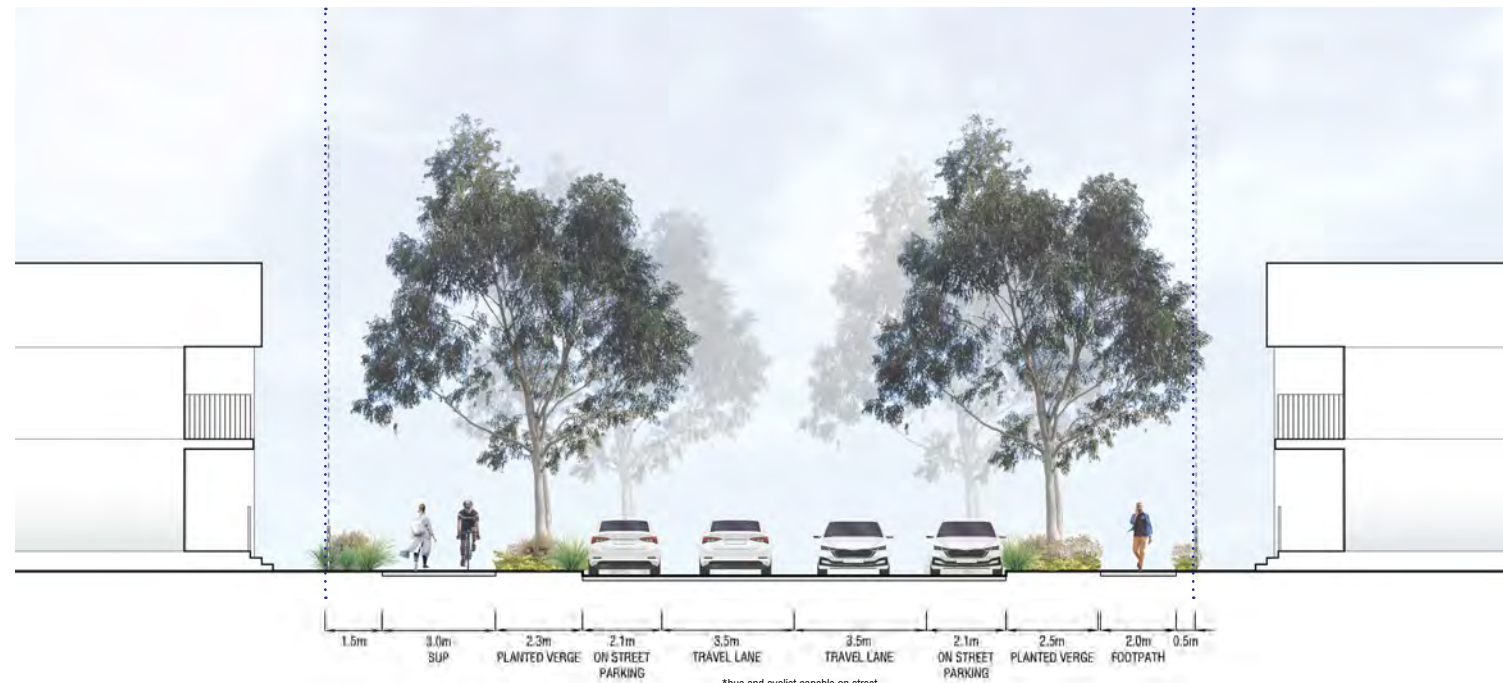
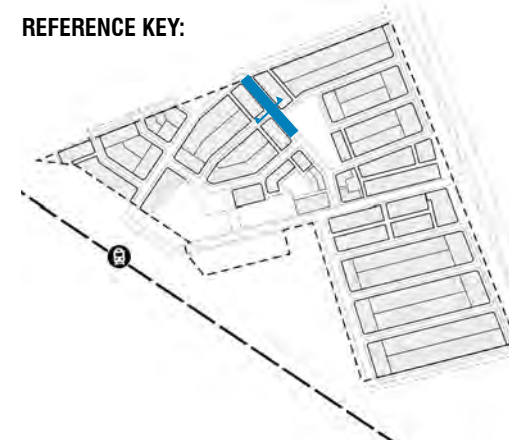


Figure 35 | Green Street (Residential): 23m

(INDICATIVE VEGETATION SHOWN)

REFERENCE KEY:



Green Street (Connector Street)

The Green Street network is envisioned as a pedestrian and cyclist priority thoroughfare, created through dedicated walking and cycle pathways in a high amenity and landscaped setting.

Along the length of the Green Street footpaths and shared paths will be uninterrupted, with garages located to the rear of homes, providing direct pathways to daily needs (including the local park, shops, services and transit). Removing garaging from the street provides opportunities for greater landscaping along the street (providing shading and green streets). Interfacing with retail and commercial uses, footpaths will become 'urban verges', providing space for increased numbers of pedestrians and opportunities for outdoor trading and dining.

The trafficable area of the street is designed as slow speed zone, shared by cyclists, private and service vehicles, while also being bus capable.

Parking is provided on street along the length of the Green Street, providing opportunistic parking for retail/ commercial uses as well as visitor parking requirements.

Along the Green Street, buildings will be located close to the street frontage, capitalising on the high amenity street setting, commensurate with the desired character and contributing to social and safe streetscapes.

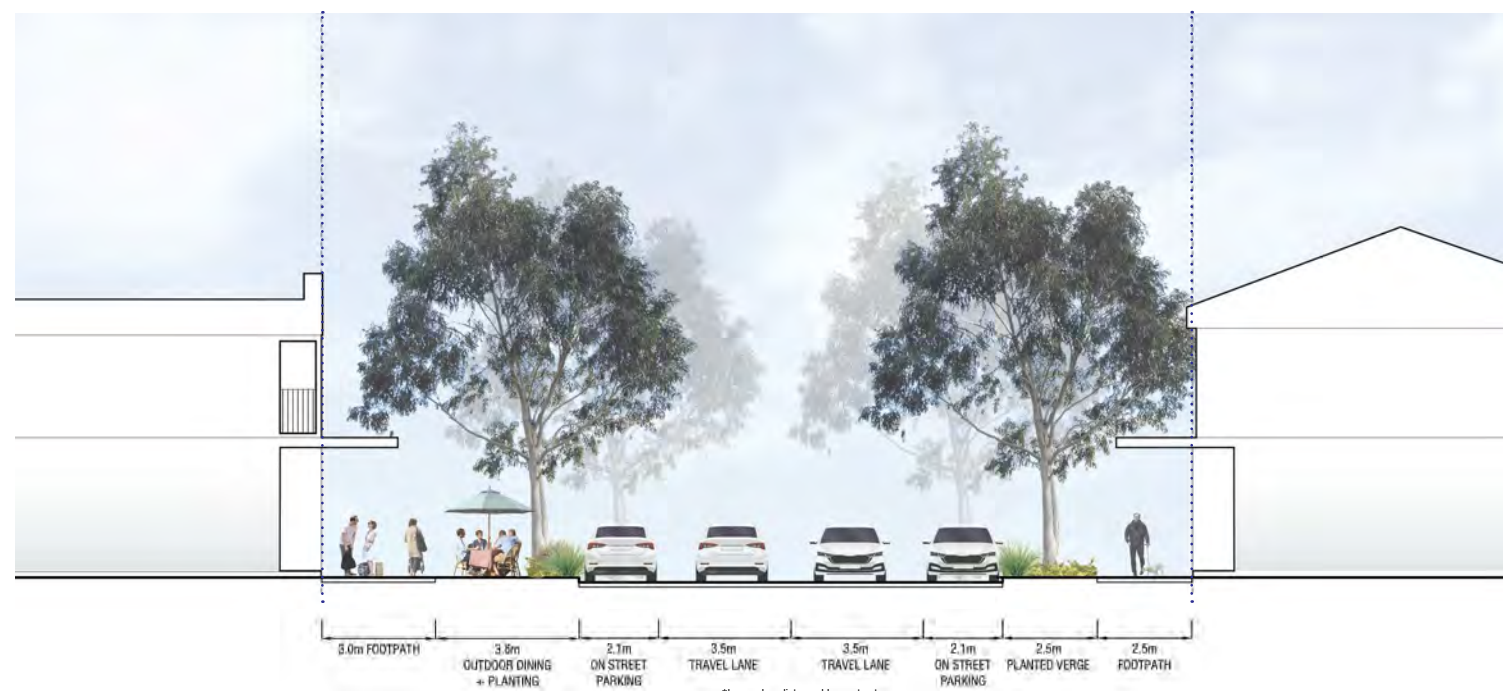
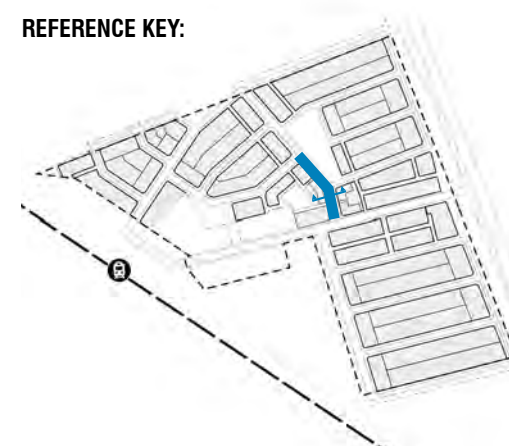


Figure 36 | Green Street (Urban): 23m

(INDICATIVE VEGETATION SHOWN)

REFERENCE KEY:



6.5

Access + Movement (Ct'd)

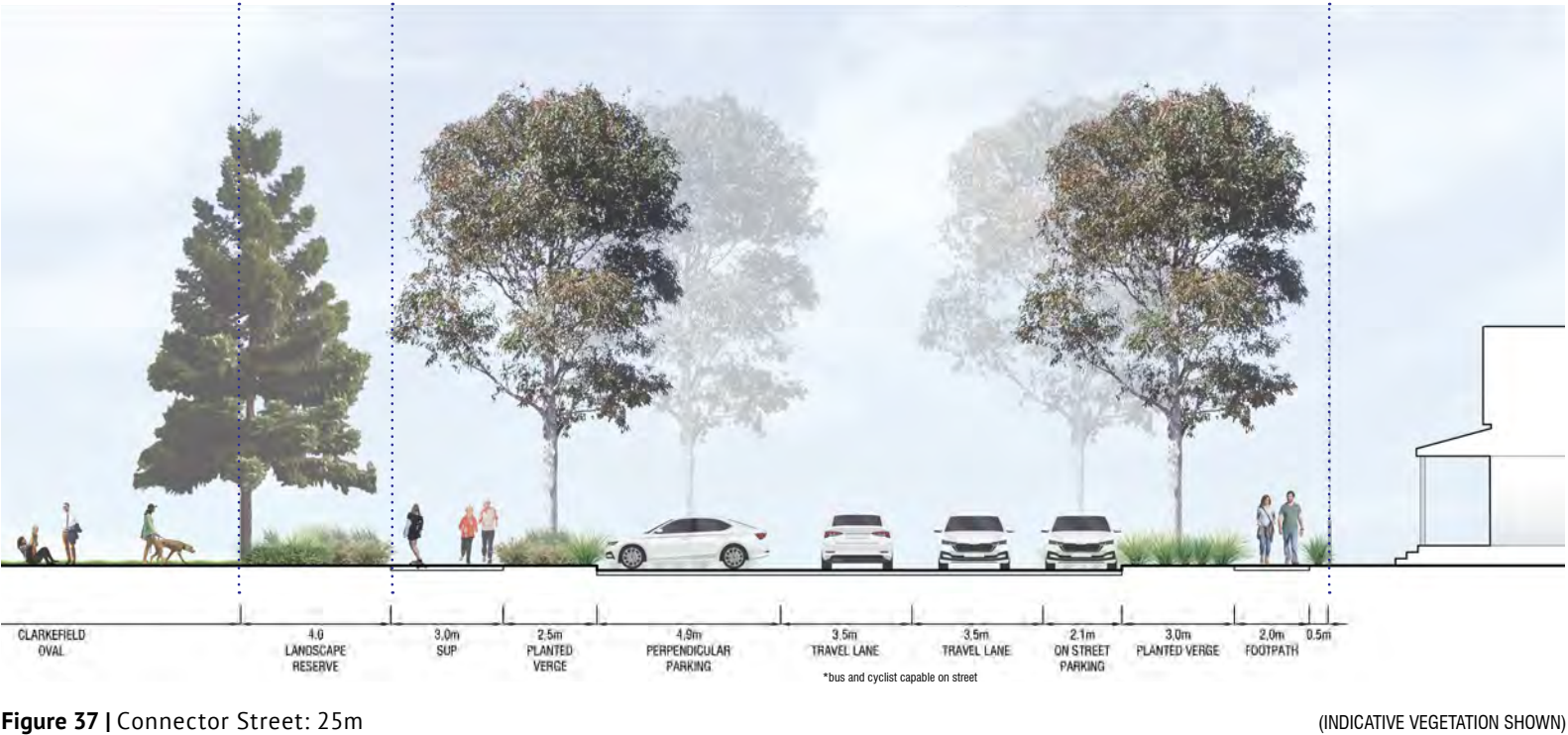
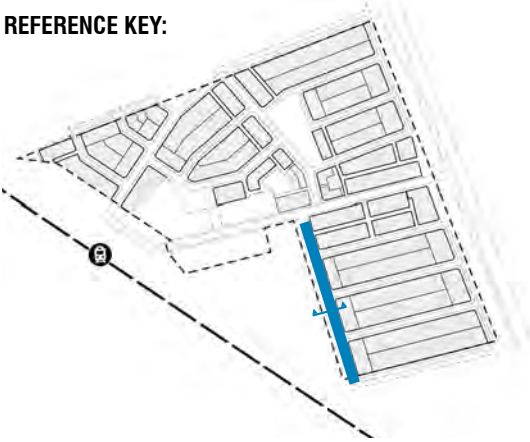


Figure 37 | Connector Street: 25m



Connector Street

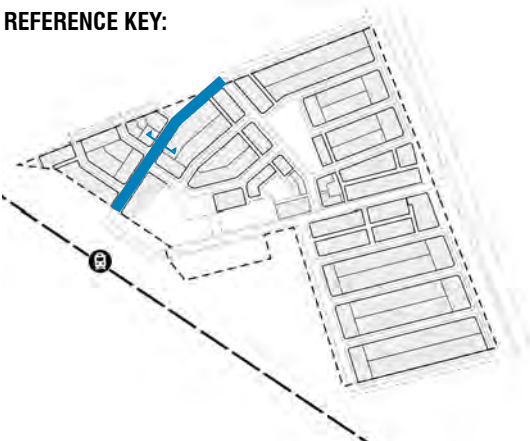
The eastern boundary of the Clarkefield Recreation Reserve will be formed by a Connector Street, encouraging walking and cycling to recreation facilities and completing the Green Street network. In addition to facilitating pedestrian and cyclist movements, vehicles and future bus services are accommodated.

The street has been designed to allow for the retention of the existing trees within the Reserve, with a landscape reserve provided alongside the shared path.

To the edge of the Reserve, ninety-degree parking carparking supports the use of the Reserve and other community activities.



Figure 38 | Local Access Street: 22m



Local Access Street: 22m

Throughout the township, the local (access) street network is designed to create a highly permeable and walkable environment.

The 22 metre Local Access Street provides for higher order vehicle movements and can accommodate buses and cyclists on street. Wider footpaths allow for a greater number of pedestrians linking to the Clarkefield Station, Recreation Reserve and future recreational trails. Increased landscaping and tree planting will occur along these streets, providing high amenity and shaded walkways.

Parking is provided on street (to each side of the trafficable area).

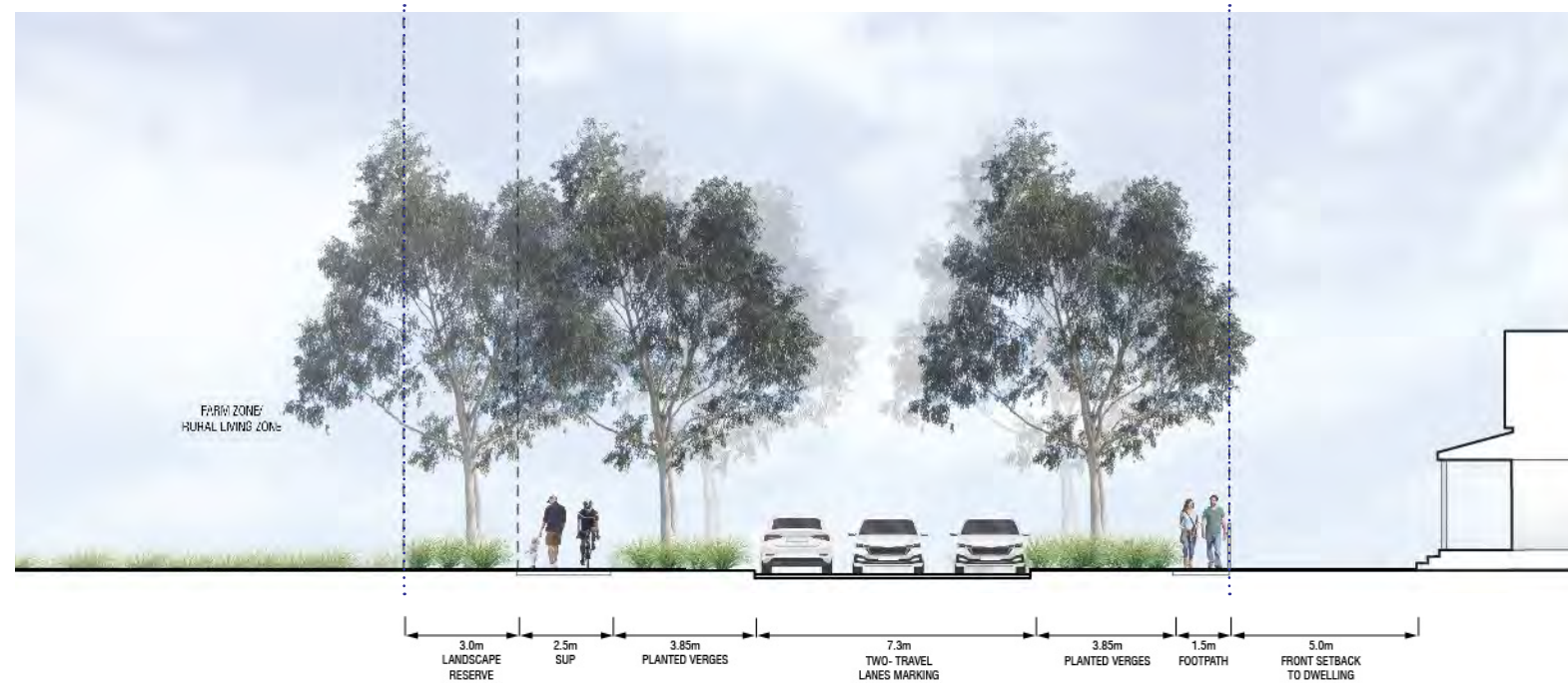
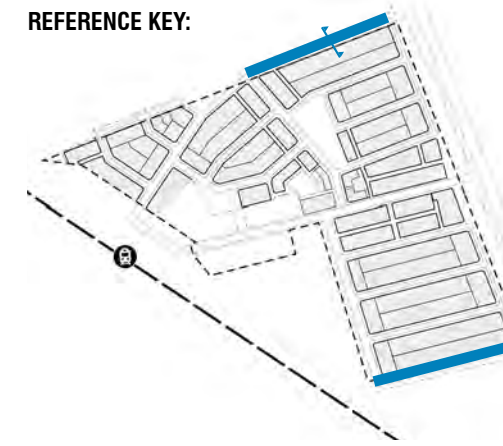


Figure 39 | Local Access Street: 19m (22m)

(INDICATIVE VEGETATION SHOWN)

REFERENCE KEY:



Local Access Street: 19m (22m)

The Local Access Street to the edges of the Township provides a highly landscaped interface to its edges (being Farm Zone and Rural Living Zone). The 22 metre reserve accommodates a 19 metre street reservation and a three metre landscape reserve, adjacent the non-residential edge.

The the edges of the township a shared path provides for higher order pedestrian and cyclist movements connection to the recreational opportunities to the east and west. Increased landscaping and tree planting along these streets will provide high amenity and treed interfaces.

Parking is provided on street to each side of the trafficable area within a yielding street condition.

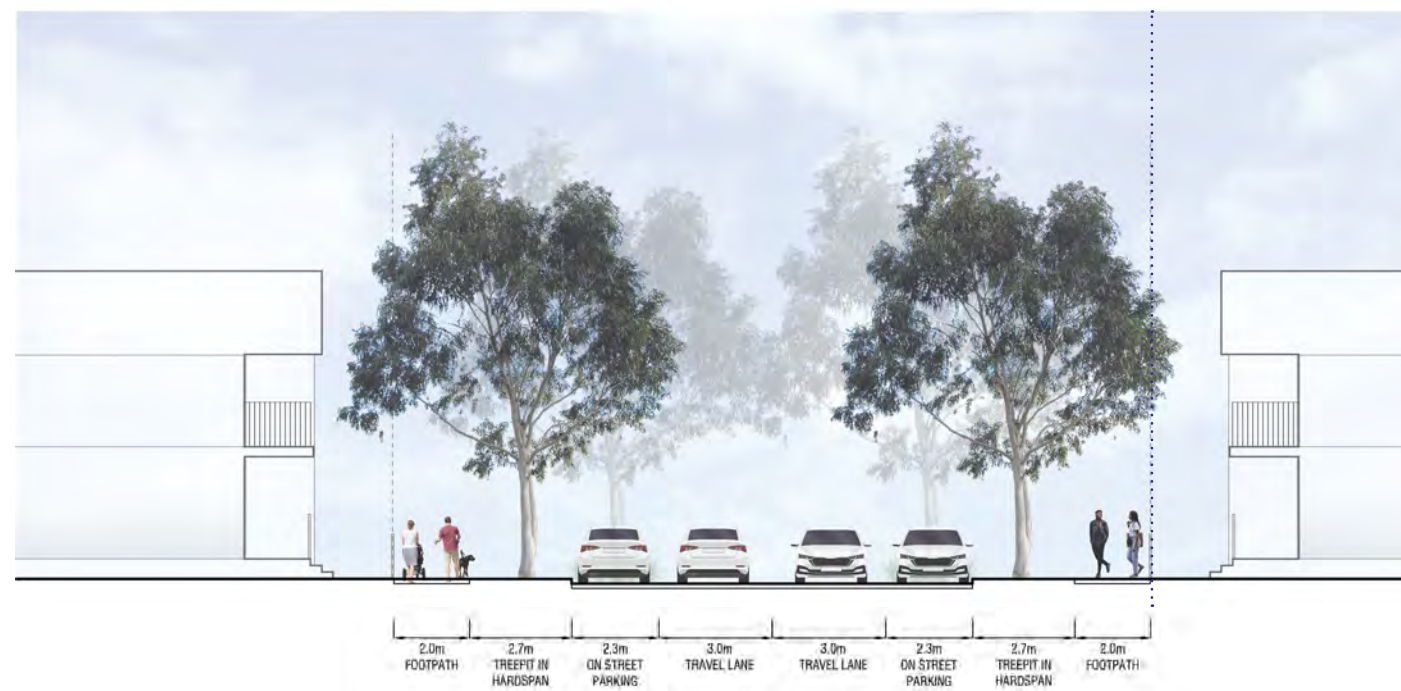
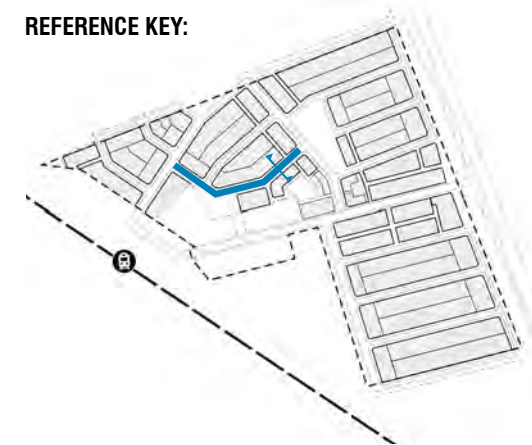


Figure 40 | Local Access Street: 20m

(INDICATIVE VEGETATION SHOWN)

REFERENCE KEY:



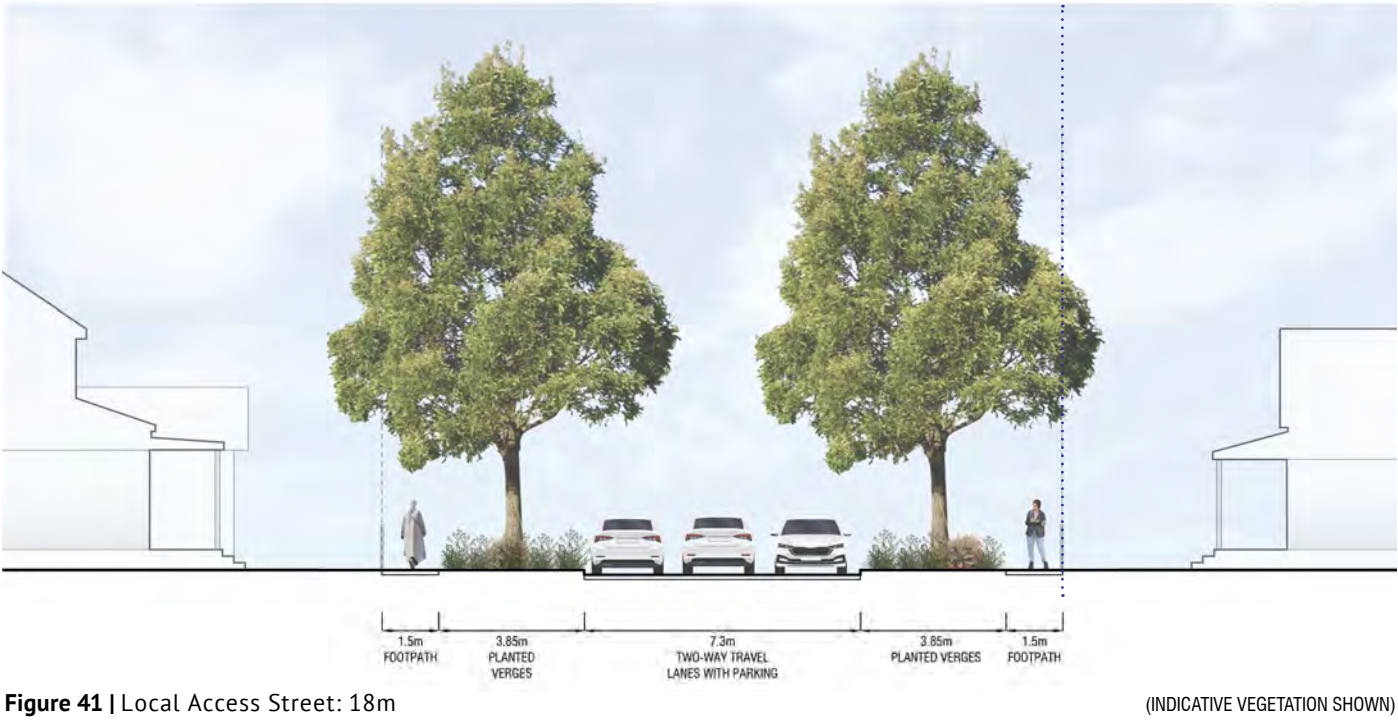
Local Access Street: 20m

Interfacing with residential and/ or mixed use areas, the 20 metre Local Access Street features wider footpaths allowing for a greater number of pedestrians. Increased landscaping and tree planting will occur along these streets, providing high amenity and shaded walkways.

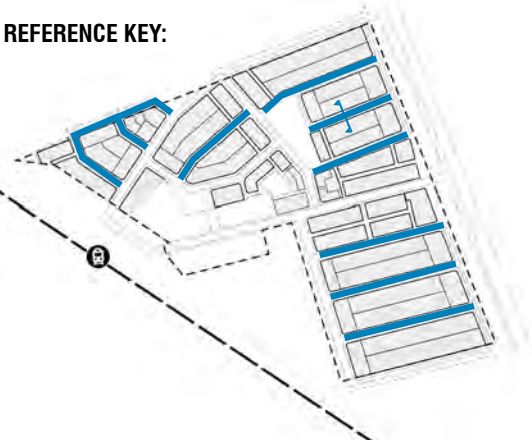
Parking is provided on street (to each side of the trafficable area) providing opportunistic parking for retail/ commercial uses as well as visitor parking requirements.

6.5

Access + Movement (Ct'd)



REFERENCE KEY:

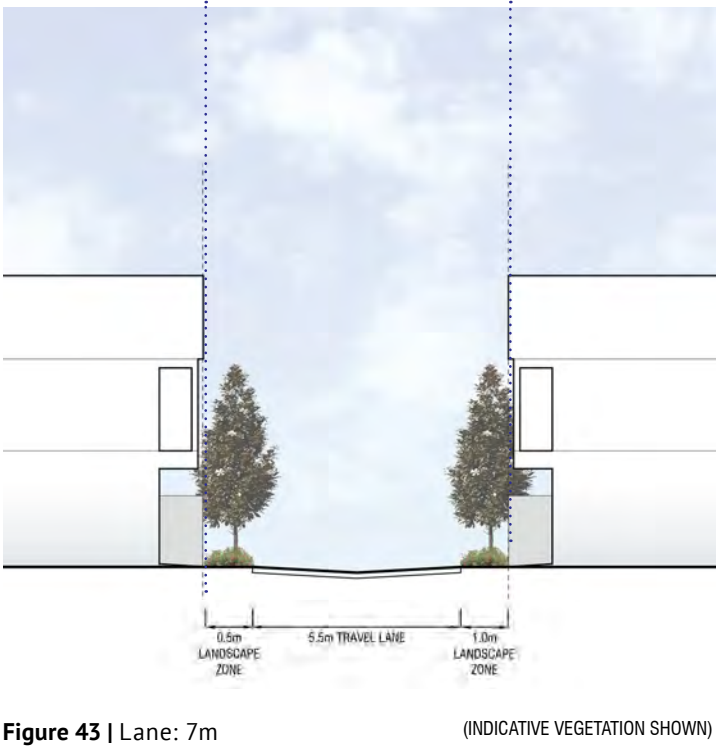


Local Access Street: 18m

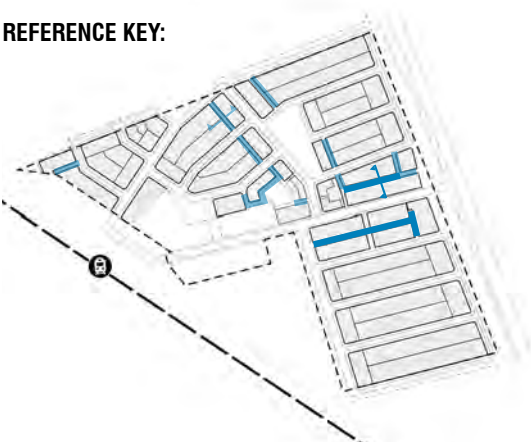
Creating a highly permeable and walkable township, the Local (Access) Street network connects residents to daily needs and local destinations.

The 18 metre Local Access Street provides for local vehicle movements, within a yielding/ slow speed environment. Capable cyclists are accommodated on street and pedestrian footpaths (1.5m) are provided to both sides of the streets.

Landscaped verges and street tree planting will occur along these streets, providing green and shaded streetscapes, a contemporary interpretation of those within the established Macedon Ranges villages.



REFERENCE KEY:



Lanes: 7m/ 8m

Lanes are proposed throughout the township to provide garaging and service access to homes and buildings (mixed-use) in areas of high amenity and activity.

Within the T5 and T4 character areas, the use of lanes prioritises the frontage streets for pedestrians and cyclists and allows for increasing planting and street trees densities in these mixed use/ active areas.

Lanes seven metres in width provide for landscaping, rubbish collection and garage access. Lanes eight metres in width provide for landscaping, lighting, rubbish collection and garage access.

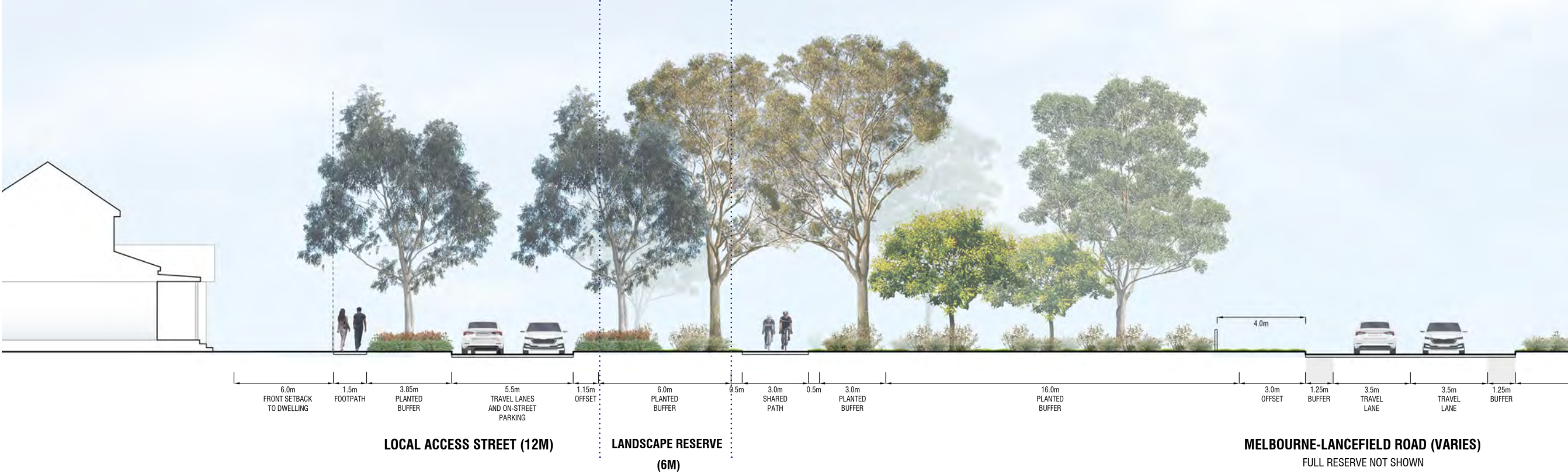
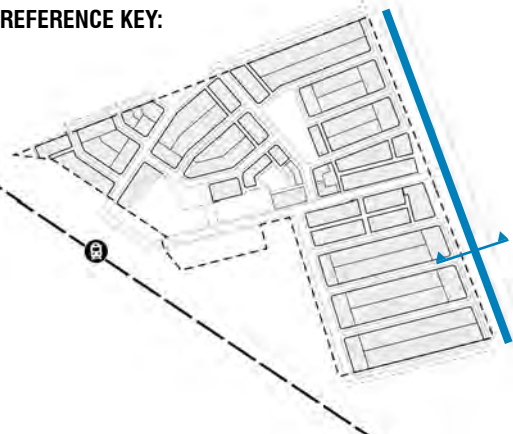


Figure 44 | Local Access Street: 12m / Melbourne - Lancefield Road: Varies (INDICATIVE VEGETATION SHOWN)

REFERENCE KEY:



Local Access Street: 12m

Interfacing to Melbourne Lancefield Road, a 12m Local Access Street will provide vehicle access to homes and circulation.

Homes will address this street and Melbourne-Lancefield Road through their primary or secondary frontages, with homes setback from the street boundary providing for more generous front gardens, commensurate with the desired character of the T3 area.

Landscape Reserve: 6m

Creating a highly planted and green interface between the township and Melbourne-Lancefield Road, the landscape reserve will generally be six metres in width.

Planting through this reserve will add to the areas of native vegetation to be retained, extending and increasing biodiversity values within the township.

Melbourne- Lancefield Road

The existing Melbourne- Lancefield Road reservation will be upgraded to included a shared path, landscaping/ planting integrated with the areas of native vegetation to be retained and enhanced.

The shared path is envisioned to ultimately connect north to Romsey and Lancefield.

The areas of native vegetation within Melbourne-Lancefield Road will be retained where possible, with biodiversity values improved through an ongoing maintenance.

6.6

Civic Realm + Public Open Space

Landscape Vision

The landscape vision for Clarkefield centers around the provision of a dynamic network of open spaces and reserves that provide a variety of experiences including active and passive recreation, children’s playgrounds, civic plazas, a community farm, walking and cycling trails. Generous streetscapes with excellent opportunities for canopy contributing trees will achieve a leafy environment typical of a peri urban township. The landscape vision proposes to achieve:

- High amenity, quality landscape elements creating a strong sense of place with respect to the local context. A considered landscape approach is derived from the site conditions, established landscape character, cultural heritage and natural values of the area.
- A focus on indigenous and native plantings along parks and streetscapes that contributes to the place character.
- 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 and abilities.

The emphasis of the tree selection is on native and locally indigenous species to create ties to the local landscape and create habitat for local birds and fauna. Where deciduous trees have been proposed for the reserves, they have been selected for seasonal colour and suitability to conditions.

Many streets are proposed to have alternating species of varying age ranges and family classification to promote diversity, habitat, longevity and resilience.

A Habitat Corridor planted with species selected from the remnant vegetation communities will be re-established along Melbourne Lancefield Road, commensurate with existing values and contributing to a highly landscaped interface and transition to the edge of the Town Centre. The use of locally indigenous vegetation within the corridor will provide significant ecological improvement whilst also providing important visual screening to the road. Further, the corridor will provide a number of opportunities for passive recreation.

The open spaces to be delivered within the Clarkefield Town Centre are provided within Table 3.

Landscape Character

A variety of open spaces with different recreation and activity uses will be provided throughout Clarkefield. These spaces add to the amenity provided by the existing centrally located Clarkefield Recreation Reserve and will include a community farm, linear greens and trails, local park (including town square) and landscape reserves.

The use and size of the open spaces vary, however the character of these public spaces reflect the Character Area the space is located in. Character can be defined by the treatment of paths and landscape, the type of infrastructure or facilities that exist, and the activities that are enabled by the public space. 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, similarly the detailing and furniture proposed.

Infrastructure will vary from compact playgrounds and kick-about in the local park, to recreational trails, signage and waystations within the linear reserves. The facilities present within the open space reflect its location within the township and encourage different types of social gathering. Trails and shared paths in linear reserves and streets offer the opportunity for walking groups with enough area within the local park to transform into farmer’s markets and event space in the most urban of the Character Areas (T5).

	TOTAL (ha)	% OF TOTAL DEVELOPMENT PLAN AREA
TOTAL AREA (HA)	26.19	100.00
OPEN SPACE	1.34	5.04
Drainage Reserve	0.18	0.57
Conservation/ Landscape Reserve [Melbourne - Lancefield Road]	0.46	1.75
Landscape Reserve [Rail Interface]	0.04	0.17
Landscape Reserve [Clarkefield Reserve - Existing Tree Protection]	0.13	0.48
Local Park	0.50	1.91
Community Farm [Common Land]	0.04	0.15
Clarkefield Reserve (outside Development Plan Area) 4.37ha (approx).		
NET DEVELOPABLE AREA	24.85	94.96

Table 3 | Clarkefield Township Zone: Land Budget Table



Figure 45 | Clarkefield Township Zone - Landscape Master Plan

6.6.

Civic Realm + Public Open Space (Ct'd)

Local Park

The Local Park is the focal open space provided with strong pedestrian connections and an opportunity for the community to enjoy a space that will cater for multiple uses. The space will include a playground, passive lawn and a civic space. The proposed playground will be designed to cater for a junior age group and is positioned to provide a connection to the childcare centre. The passive lawn and civic space will be designed for flexible use, allowing the space to cater for markets and community events.

Water Sensitive Urban Design (WSUD) Asset/ Rain Garden

The 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. This space will be mainly passive, with the inclusion of a viewing platform and educational wayfinding nodes.

Community Farm

The Community Farm is a productive space that allows the community to come together and grow their own fruit and vegetables. This space is about building awareness and education around self-sustainable living practices. Here the community will develop a greater understanding of where their food comes from, how it is grown, reconnecting with the environment and sustainable farming methods.

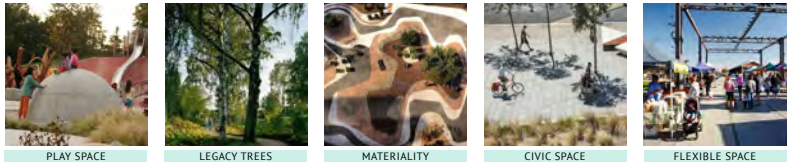
Water Sensitive Urban Design (WSUD) Asset/ Wetland (Outside of Development Plan Area)

South of the Development Plan Area a 5000m2 wetland will be accommodated which forms part of broader retarding basin and drainage asset (refer Figure 49). A shared path will be built linking the Clarkefield Township with the asset providing for additional recreation opportunities and land for wildlife.

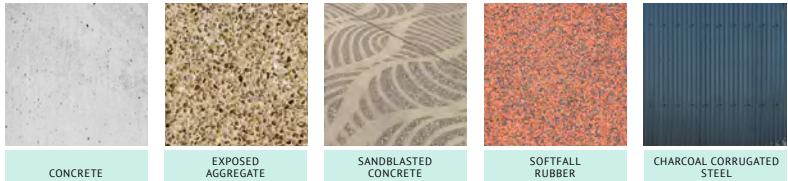


Figure 46 | Clarkefield Township Zone - Local Park (Indicative Concept Plan)

PRECEDENT IMAGES



MATERIALS



LOCAL PARK

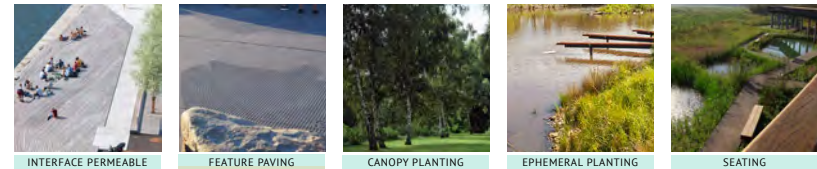
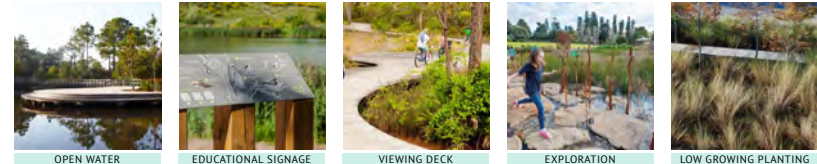
Size: 5000m2
Age group: Junior
POS type: Local Park

Amenity: Shelter
Play ground
Picnic setting
Nature based

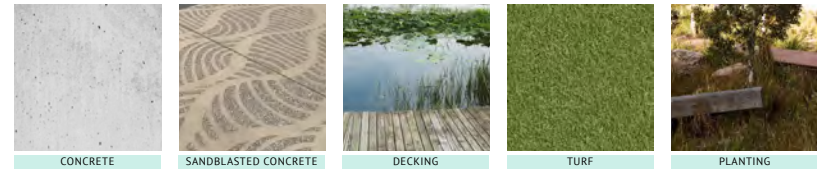
Wayfinding: Directional
Interpretative



PRECEDENT IMAGES



MATERIALS



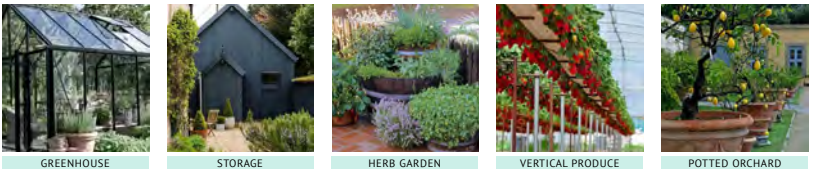
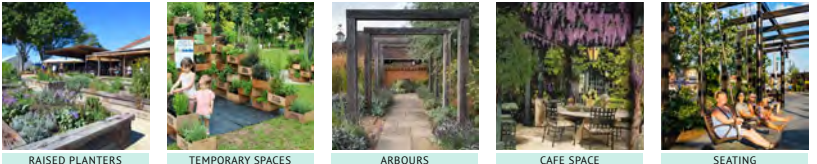
WSUD ASSET

Size: 1500m2

Amenity: Viewing platform
Educational

Wayfinding: Directional
Interpretative

PRECEDENT IMAGES



MATERIALS



COMMUNITY FARM

Area can accommodate:

- Raised planters
- Herb garden
- Vertical produce
- Demonstration space
- Tool shed
- Composting area
- Worm farm
- Bee hotel
- Pollination garden
- Green house

7.0 Implementation + Delivery

7.1

Infrastructure and Servicing

Water

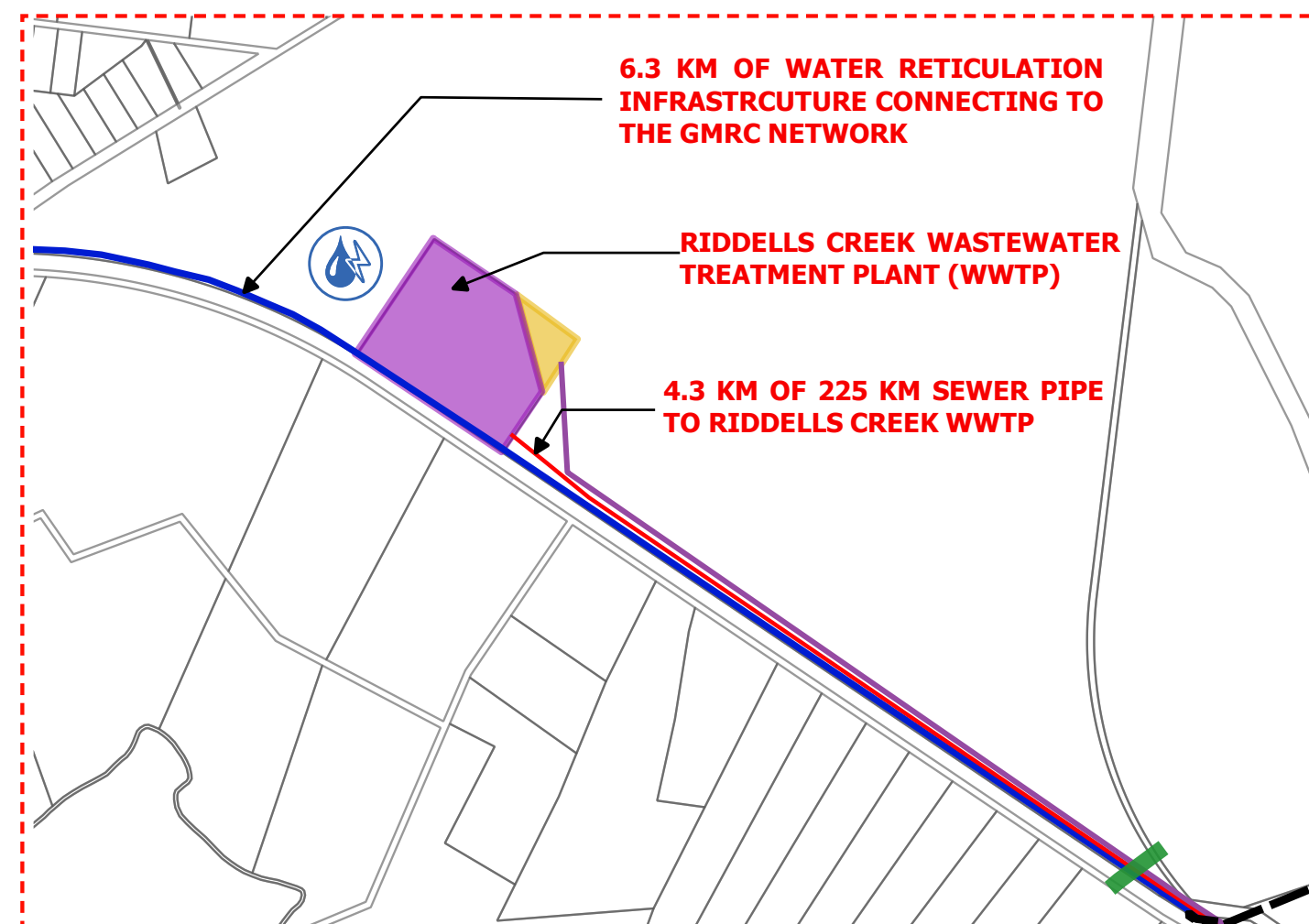
Greater Western Water has identified that the Clarkefield Development Plan Area can be serviced by the Gisborne-Macedon-Riddells Creek-Woodend (GMRC) water network. This can accommodate an allowance for approximately 540 future residential lots.

Future servicing infrastructure detailed in Figure 49 is generally in accordance with the Greater Western Water Master Plan and extends the current water pipeline from the Riddells Creek township via the construction of 6.3km of 300mm pipe along Amess Road, into the Railway corridor and onto the land of Sir Rupert Clarke to access the Clarkefield township.

Sewer

Greater Western Water has identified that the Clarkefield Development Plan can be serviced by the Gisborne-Macedon-Riddells Creek (GMRC) sewer model, specifically the Riddells Creek Waste Water Treatment Plant (WWTP).

Figure 49 outlines the construction of a pump station within the drainage reserve to transfer effluent via a 4.3km rising main to the Riddells Creek WWTP.



SERVICING PLAN - WWTP LOCATION PLAN

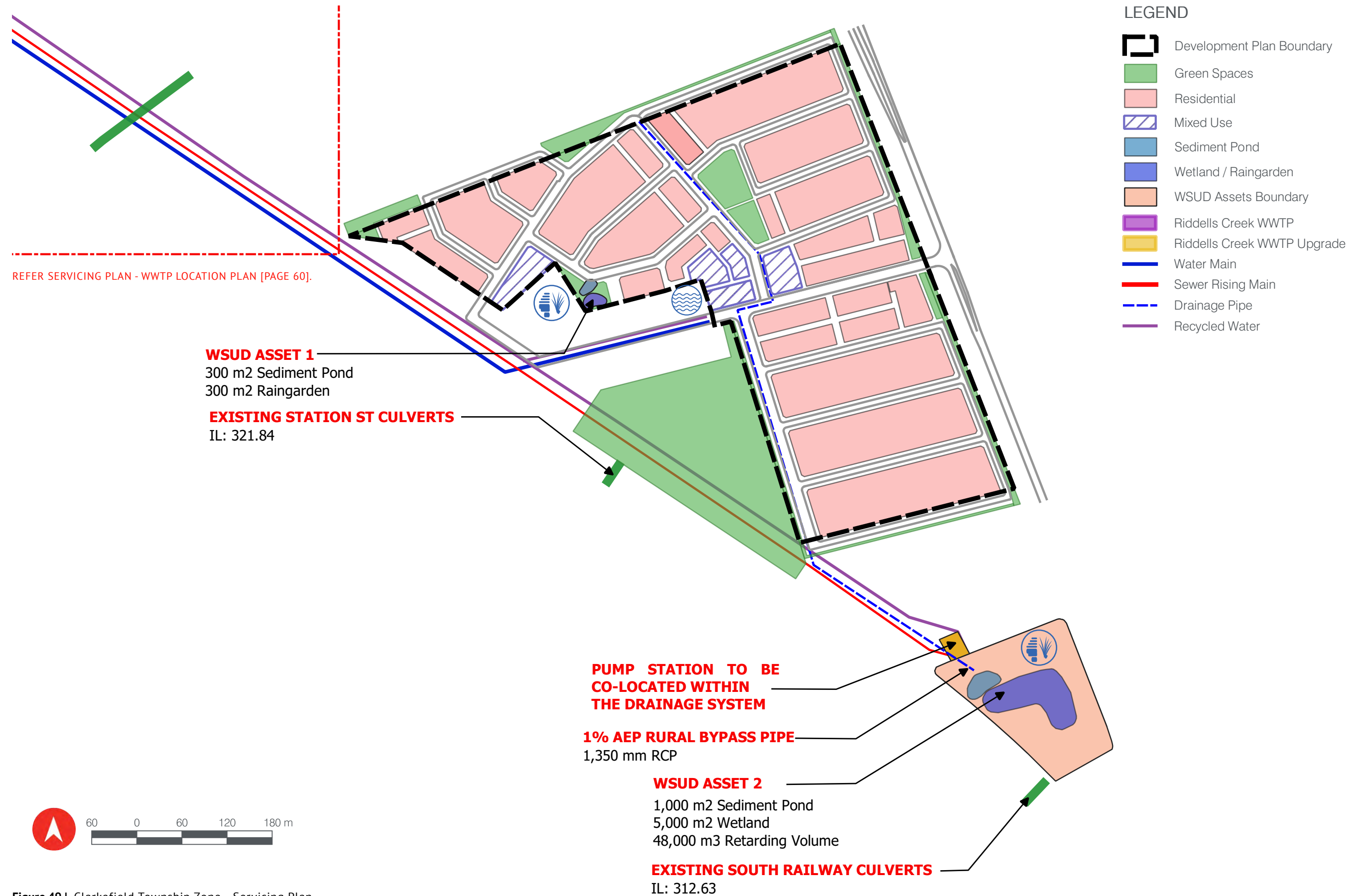


Figure 49 | Clarkefield Township Zone - Servicing Plan

7.1

Infrastructure and Servicing Continued

Community Infrastructure

The Clarkefield Township will incorporate a variety of community, social and recreational infrastructure and uses throughout the development. These have been informed by the Social Infrastructure Assessment which has assessed the range of facilities required within the township to meet the future communities need. The proposed infrastructure is described in Table 4.

Development of the land will be staged. The indicative stage boundaries and sequence of completion are shown on the Figure 50. Each Stage may be further divided to suit delivery expectations. Sequencing may change and any associated infrastructure will occur in accordance with the timing outlined.

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

Table 4 | Clarkefield Township Zone: Community Infrastructure Table

Community Infrastructure + Indicative Staging

LEGEND

- Development Plan Area
- Stage 1
- Stage 2
- Stage 3
- Shared Path - 3.0m
- Shared Path - 2.5m
- Shared Path - 3.0m (Melbourne - Lancefield Road)
- Station Street

Figure 50 | Clarkefield Township Zone - Indicative Staging + Community Infrastructure Plan



7.2

Subdivision Design

An indicative subdivision layout has been prepared which reflects the vision pillars and planning and design principles outlined in Section 5.0. The vision pillars and planning and design principles have formed the foundations of defining specific character area types identified within Section 6.0.

It is noted that the lot layout illustrated is indicative in nature and will inform the preparation of a future plan of subdivision to accompany a future planning permit application for the subdivision of the land. An indicative indication of the location, dimensions and areas of all lots have been provided as required by DPO10.

The indicative subdivision layout plan proposes the following:

- A net developable area of approximately 24.85ha;
- A net residential area of approximately 13.45ha, including;
 - 9.24ha for conventional housing;
 - 4.21ha for medium density housing.
- A net mixed use area of approximately 3.10ha;
- 5% of the Development Plan area is provided as public open space (including local park, retarding basin/ drainage reserve, landscape/ conservation reserves and Community Farm).

An indication of the location, dimensions and areas of all lots have been provided as required by DPO10 as detailed in Figure 15.

7.3

Staging

Due to the small area of the Clarkefield Development Plan it is not envisaged that its 26 hectares will be broken down into small staging precincts. It is likely that the Development Plan Area will be treated as one stage of future development, however, the development could be considered to progress in three general and indicative stages as illustrated on Figure 50.

Subdivision Delivery

The ability exists for the Clarkefield Development Plan Area to achieve a general reduction in embedded greenhouse gas emissions for the delivery of the subdivision, to deliver a reduced carbon subdivision, with the opportunity to offset projects for the carbon balance. Some of these Initiatives will be explored with Council through the engineering process. These initiatives can include;

- Sourcing concrete for the use of public and common property construction for kerb and channel, paths and driveways which is made from renewable energy;
- The use of recycled aggregate and content for asphalt for roads and pavements;
- The use of biodiesel/biofuels made from waste products and electric machinery charged with renewable energy for machinery used in the construction of the subdivision.

7.4

Clarkefield Town Centre Design Guidelines

A draft Clarkefield Town Centre Design Guidelines has been prepared to demonstrate:

- the key future Character and Design Principles for each of the described character areas; and
- the Ecological Sustainable Development (ESD) initiatives including passive design, energy efficient appliances and infrastructure such as solar power associated with achieving Carbon Free Living.

The aim of the Design Guidelines is to 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 Design Guidelines will form part of the contract of sale at the time of lot purchase and will provide peace of mind to residents of the community and protect the township from inappropriate development.

The Guidelines will be a set of objectives and controls for future dwelling design and are likely to control:

- Fencing type and design;
- Required common boundary setbacks;
- Siting of dwellings;
- Site coverage;
- Build heights;
- Selection of materials;
- The use of ESD principles and minimum ESD requirements.

Practically the Design Guidelines will be used to guide the construction of new dwellings following the sale of lots. New purchasers will be required to provide dwelling designs to a Design Review Panel (the panel) prior to the approval of a building permit to receive compliance approval.

7.5

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.

