

**Under Separate Cover Attachments**



# **Council Meeting**

**19 February 2024**

**Brett Luxford**  
**Chief Executive Officer**

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## BROADFORD STRUCTURE PLAN

MITCHELL SHIRE COUNCIL  
FEBRUARY 2022





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## 01 WHAT IS A STRUCTURE PLAN?

The Broadford Structure Plan will set a vision to guide the future planning of the township and surrounds. A Structure Plan is a planning document that sets out the planning framework for the future development of a town. Rather than providing a fixed end result of what Broadford might become in twenty- or thirty-years' time, this Structure Plan provides directions. It establishes a planning and management framework to guide development and land use change and aims to achieve environmental, social and economic objectives.

The Structure Plan is prepared with the involvement of the local community, businesses, investors, government agencies and technical experts.

A Structure Plan sets appropriate directions and opportunities for change that ensures the future growth of Broadford will be environmentally, socially and economically sustainable.

The Broadford Structure Plan includes a clear vision for the area, plans to guide future land uses, locations of community hubs (schools, health centres, kindergartens etc), plans to grow and improve the local town centre, movement and access networks which covers traffic, car parking, walking, cycling and public transport. It also includes guidance about the design of new buildings in key locations to enhance open space, town entrances, public gathering spaces and parks and gardens. This is in addition to ways to attract and develop stronger economic growth, business and tourism development and protection and enhancement of key landscape and heritage assets.

### WHY PREPARE A STRUCTURE PLAN FOR BROADFORD?

Broadford is identified within the Hume Regional Growth Plan and Plan Melbourne as a peri-urban town capable of growth and change.

A peri-urban town is a town on the transition from urban to rural land uses, often located between the outer limits of urban and regional centres and the rural environment.

The Structure Plan will help identify which changes are required to strategically position Broadford in the region over the next decades.

The Broadford Structure Plan will build on Broadford's existing strengths and address challenges to facilitate positive change. The Structure Plan will manage the future development of the town, meeting the needs of residents, businesses and visitors. These various stakeholders will implement the Structure Plan's recommendations and actions over short, medium, and long-term time frames.

### EMERGING OPTIONS PAPER

Mitchell Shire Council has prepared an Emerging Options Paper for Broadford, in which the existing settlement area, movement network, topography, heritage and character are described. This Paper was stage one of the structure planning process and involved a variety of consultation methods and approaches. This enabled Council to acquire a significant range of inputs, suggestions and comments from members of the local community. This Paper was released for community consultation in November 2018.

### DRAFT STRUCTURE PLAN

A Draft Structure Plan was prepared and released for consultation purposes in August 2020. This Draft Structure Plan expressed the feedback received on the Emerging Options Paper. Mass communication channels have been used to inform the general community of Broadford. Through postcards, letters, e-mails, the website, online drop in sessions and individual stakeholders' conversations the conversation about the future of Broadford took place. This effort resulted in seventy submissions and two petitions. All submissions have been taken into consideration and key changes have been implemented into this final Structure Plan.



MOUNT PIPER AND JEFFREYS LANE PRECINCT

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**VISION STATEMENT**

The following vision statement has been drafted, in consultation with the Broadford community:

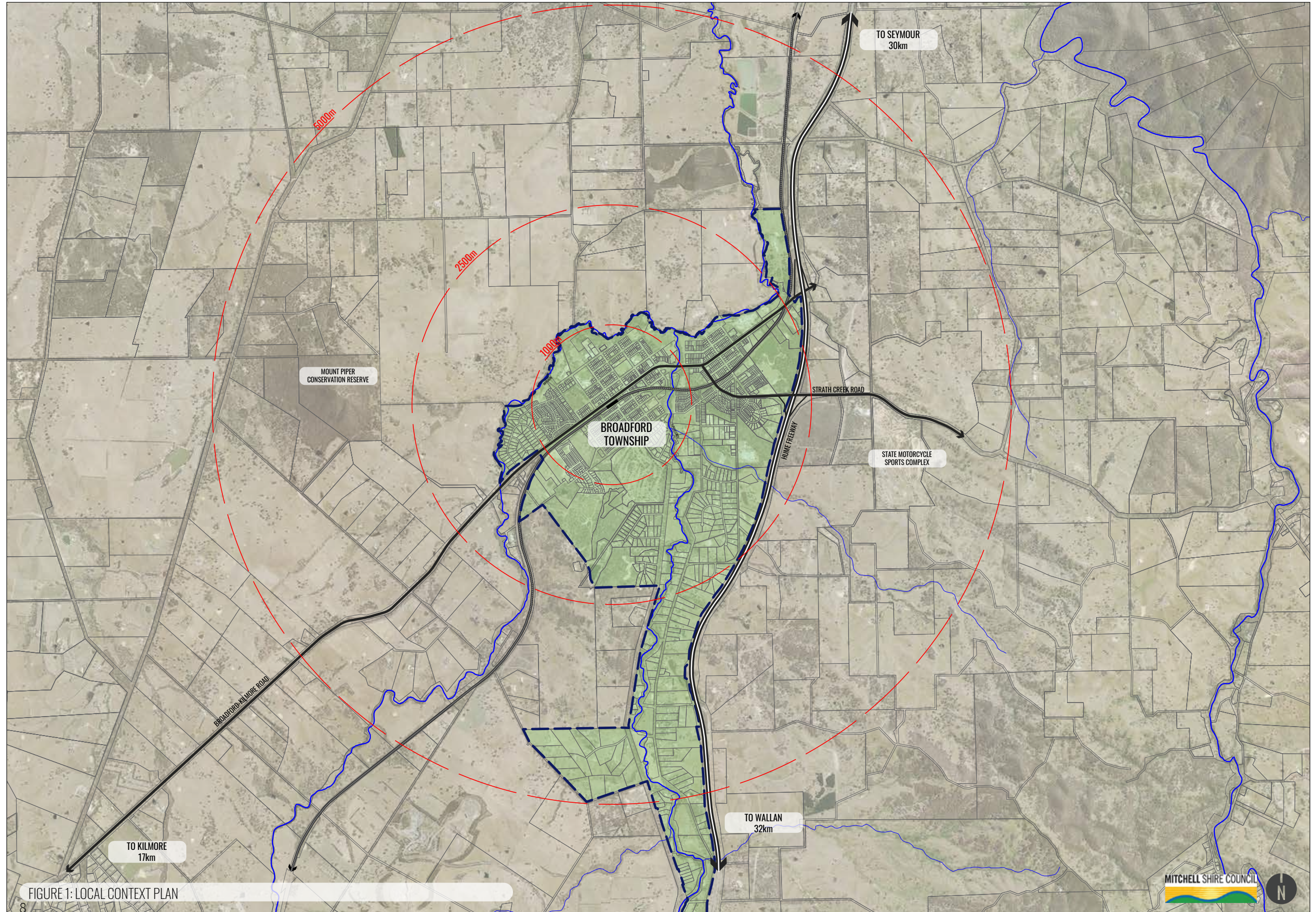
*"A visually stunning town, connected to Melbourne, Broadford provides a lifestyle that has a range of housing choices and a thriving economy."*

*"Set amongst visually stunning landscape features in a natural flourishing environment, coupled with its close connection to transport options to Melbourne, Broadford is a dream for those wishing to live in a country town. By sensitively growing the population in a range of housing options the existing High Street will flourish and new shops, cafes, restaurants and jobs will follow".*

Broadford's 'country town feel' are words chosen to describe the strong social structure of the community. The residents are welcoming people and feel connected with each other and with the town. Broadford is ready to grow. Growth of the population through new housing developments will attract local jobs and new shops for the community and will play a role in upgrading existing services and facilities. The growth should resemble the characteristics of a country town with wide streets, lots of (green) open space and a compact High Street. The natural surroundings of the rolling hills, meandering creeks and abundant bushland are the physical features that define the Broadford township.

**KEY OBJECTIVES AND PRINCIPLES:**

- 1 Identify suitable areas for residential growth that are responsive to Broadford's site features and can occur in a viable manner that delivers high quality residential living.
- 2 Designation of employment land that will facilitate significant jobs growth for the Broadford township that can leverage from the Hume Freeway and Strath Creek Road interchange.
- 3 Improve and enhance the compact town centre so that it becomes a viable and vibrant centre for businesses to establish and a place where people can meet.
- 4 Minimise future land use conflict between residential, industrial and motorsport uses.
- 5 Significantly improve the appearance of public realm around the Railway Station, High Street, Short Street and key local reserves such as Memorial Park.
- 6 Ensure the Railway Station seamlessly connects to the town centre and facilitates an enhanced pedestrian environment.
- 7 Upgrade and enhance community infrastructure to support the existing and emerging Broadford community.
- 8 Designate key underutilised sites within the Broadford township that have the ability to accommodate additional residential and open space opportunities that will be responsive to the existing character of the township.
- 9 Preserve the Natural Environment around Broadford.



## 02 THE STRUCTURE PLAN

### STUDY AREA

The Study Area for the Structure Plan was formed following explorative surveys on issues such as land capability (contamination risk), biodiversity, employment opportunities, landscape features, topography and the intention to maintain a compact town centre with improved shopping and transport connections.

Sunday Creek, the Hume Freeway and Mount Piper all help provide edge treatments to the town, but the town also needs to play the role of a peri-urban settlement which offers jobs and services to people in surrounding areas.

Through the consultation process, areas outside of the study area have been mentioned that potentially can play a role in the future development of Broadford. Development in these areas is unlikely to occur before the identified growth area has been built out. These areas to the north west and south of the existing town are identified as Future Investigation Areas. Additional information is required to determine whether inclusion in the Broadford Structure Plan is suitable and a range of background and land capability assessments are required to inform any future development outcome. Inclusion into the Structure Plan will require additional consultation and engagement with landowners and service authorities.

### BACKGROUND REPORTS SUMMARY

Council engaged several consultants who have produced technical reports that have helped inform this Structure Plan. The reports include:

- Bushfire Risk Assessment,
- Community Infrastructure Assessment,
- Cultural Heritage Assessment,
- Drainage Study,
- Ecological Assessment,
- Employment Study,
- Industrial Park Feasibility Report,
- Land Capability Assessment,
- Landscape Analysis,

- Motorcycle Complex Feasibility Study,
- Resource Recovery Study,
- Traffic and Transport Study,
- Urban Design Framework,
- Utility Services Report.

A summary document has been produced in order to provide a compact overview of the main findings of all the studies, reports and assessments.

### EXISTING SETTLEMENT AREA

Broadford is a peri-urban town, located approximately 75 kilometres north of Melbourne. Characterised by spectacular surrounding countryside and a compact settlement shape which includes a centrally located Railway Station, the State Motorcycle Sports Complex and an attractive High Street, the town has scope to grow its population and improve its role and function within the Hume Region.

The township's existing physical area is heavily dictated by Sunday and Dry Creeks, the Hume Freeway to the east, topographical challenges to the north and low-density fragmented land to the south. The Melbourne to Sydney rail corridor bisects the town and therefore limits access across the township.

Within the township itself, and due to the general low scale-built form, there are distant views towards Mount Piper and surrounding hilltops and landscape features. Broadford is surrounded by natural beauty.

### FUTURE SETTLEMENT AREA

Existing natural assets, community services and transport links positively contribute to Broadford's liveability. These drivers for change indicate that Broadford is well suited for accommodating a level of growth. An expanded settlement area has been investigated through the background reports and indicate there are opportunities to service a new residential growth precinct to the south west, whilst managing the natural environment by protecting the natural features and ensuring flooding and bushfire risk are appropriately mitigated.

### POLICY CONTEXT

In both the State Government's Plan Melbourne 2017-2050, and the Hume Regional Growth Plan, Broadford is identified as a peri-urban town that has potential to accommodate significant change and development. With Melbourne's growth and increasing northerly expansion, opportunities are presenting for new housing and employment.

The Urban Growth Boundary of Melbourne currently is approximately 20 kilometres south of Broadford. People are increasingly demanding liveable, high amenity places to live and work. The Covid-19 pandemic has accelerated the number of people moving from metropolitan Melbourne towards regional Victoria and is changing the local population growth and future population projections for Broadford.



BROADFORD RAILWAY STATION

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**POPULATION AND GROWTH**

Looking back on the last 25 years, Broadford has grown slowly but steadily, with current growth rate at around 100 residents per calendar year. The population of Broadford as calculated by the 2016 Census was 4,741 people.

Based on historic growth, existing population demographics, and a range of other factors Forecast ID projects an additional 2,124 residents between 2019 to 2041 (97 per annum), which would lead to an estimated 7,101 residents by 2041.

The role of the Broadford Structure Plan, however, is to look at development scenarios that go beyond the historical trend or status quo, and investigate what Broadford could accommodate. This is the direction outlined by State Government policy and Broadford will face future demands for growth as a result of population growth within the North Growth Corridor. With Greater Melbourne expected to grow from 5 million to 9 million people by 2056 and Victoria growing from 6.5 million to 11.2 million over the next four decades, it is expected that growth in Broadford will mirror this trend, and will therefore increase more rapidly than what has occurred previously.

With Melbourne reaching its natural boundaries, growth can occur faster in well located and well-connected regional towns further from the city. Given Broadford’s location, it may be viable for the population to reach 10,000 or 15,000 people in the longer term.

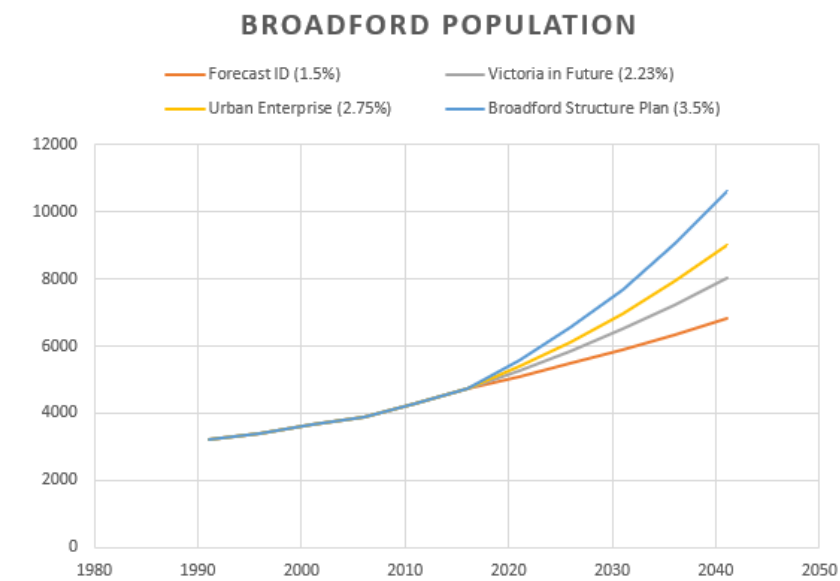
The background reports, studies and assessment prepared for this Structure Plan have considered large areas that can accommodate substantial growth, as there is the need to understand the implications of population growth as well as the limits and constraints of the land and existing infrastructure.

Population growth is not a goal in itself, but a larger population does allow for more services to be provided, both for existing and new residents.

This Broadford Structure Plan will prepare Broadford for growing towards a population of around 10,000 people in the next two decades.

For the near future, Broadford will grow to a scale where the country town feel can be maintained, while simultaneously providing a wider range of services to its residents. If growth occurs at a quicker rate than expected, a revision of the Structure Plan may be necessary.

POPULATION AND GROWTH	
YEAR	POPULATION
1991	3234
1996	3382
2001	3666
2006	3908
2011	4301
2016	4741



SOURCE: ABS, 2020.

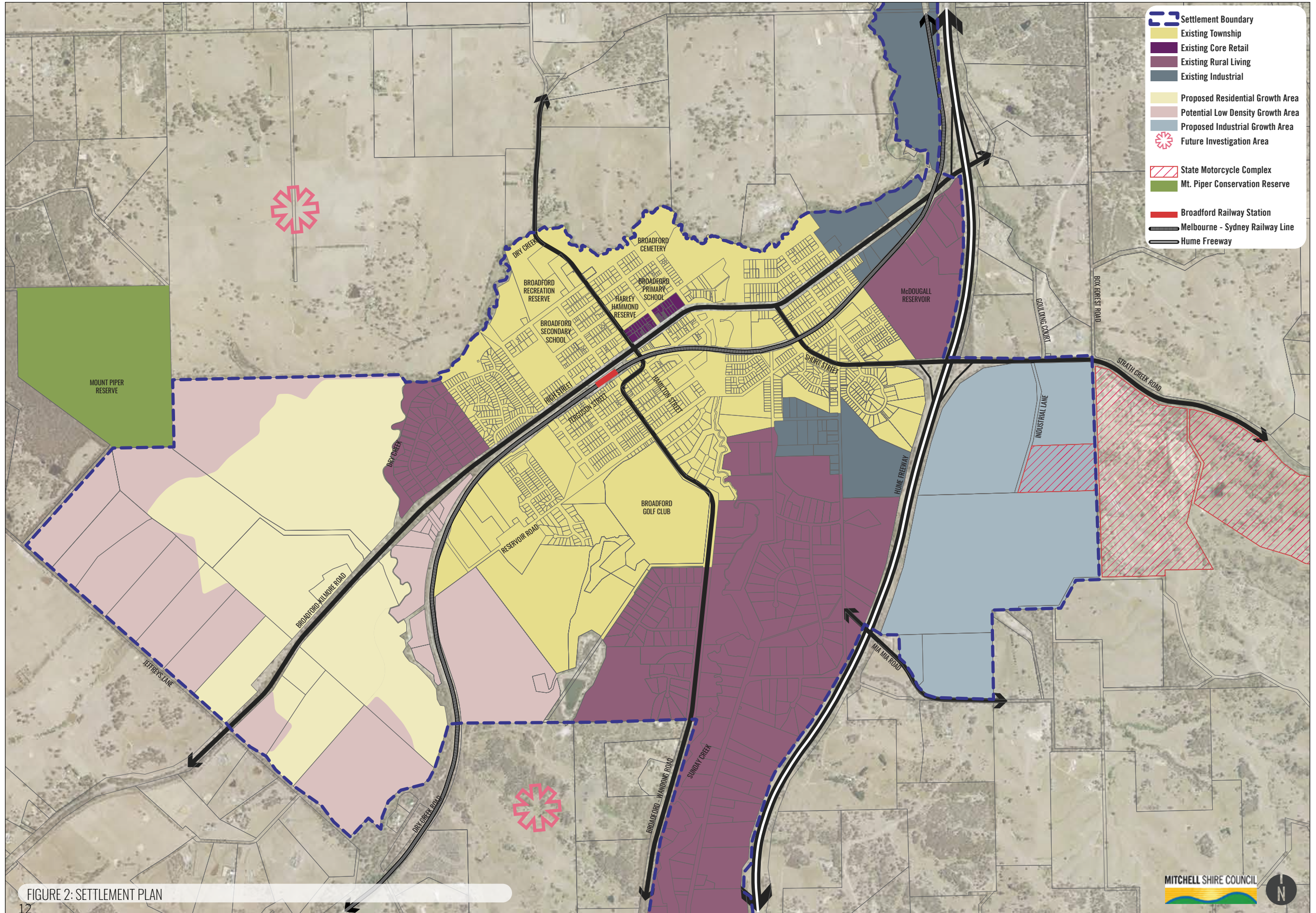


FIGURE 2: SETTLEMENT PLAN



**SETTLEMENT BOUNDARY**

The Structure Plan provides a clearly defined and enduring settlement boundary, to ensure that Broadford’s township limits are understood by Council, developers, landowners and the community. The boundary has been determined to support a future population growth to 10,000 people by 2041. The settlement boundary might change after the population has grown to that point.

The Broadford settlement boundary is defined as follows:

**NORTH:** Dry Creek is the northern boundary between the town and farmland. The farmland north of Dry Creek is steep, not serviced and provides the views of rolling hills which enhance the feeling of a country town. Therefore it is currently deemed not suitable for development.

**EAST:** The State Motorcycle complex needs protection from sensitive land uses, which is why this Structure Plan will not allow any (rural) residential development east of the Hume Freeway. There are opportunities for substantial industrial development that does not interfere with, but is ancillary to and leverages off the State Motorcycle Complex and can benefit from the good connections to the Hume Freeway. These uses will form the new eastern boundary of the town.

**SOUTH:** Existing rural living and low-density residential properties provide an unclear boundary towards the south. There are opportunities for further expansion of this type of living. Council will not allow new low density residential located east of the Hume Freeway or south of Smiths Lane as it can create a conflict with the State Motorcycle Complex or is located too far from the town to be serviced.

**WEST:** With options limited in other directions, new residential expansion can occur to the western side of Sunday Creek. There is relatively flat land that is currently used for farming and can be well serviced. Mount Piper (including appropriate buffers) and Jeffreys Lane are logical boundaries for the township of Broadford in the next 20 years.

There are two Future Investigation Areas identified within this Structure Plan. One area is located to the northwest of the town, on the north side of Dry Creek. This land is in close proximity to the town centre, but the steep slopes, soil management and service provision need further investigation before this land can be included in a Structure Plan.

A second area is identified to the south of the town, on the east side of the railway line. This land will be surrounded by (low density) residential areas, however, further investigation into the slope of this land, potential bushfire risk and road access will need to determine if this land is suitable for development.

**CURRENT RESIDENTIAL DEVELOPMENT**

When planning for growth, it is good practice to determine which developments are already proposed and underway. Currently, there is a small supply of residential land available that is ready for development.

As of January 2019, 339 proposed lots on existing zoned residential land were still to be built. As of September 2021, this number dropped to 245 proposed lots. No additional land has been rezoned in Broadford. The majority of these lots are in the Reservoir Road Development Plan.

New residential land will need to be zoned and ready for development by 2027 in order to accommodate the expected bottom line of 42 new dwellings per year, needed for the existing rate of population growth. Therefore, this Structure Plan will need to identify new land that can be developed for residential purposes.

POPULATION AND GROWTH	
EXISTING DEVELOPMENT (LOCATION)	LAND SUPPLY (# OF LOTS)
Strath Creek Road	40
Burges Lane Development Plan	54
Reservoir Road 10	69
Reservoir Road 60+70	62
Reservoir Road 80+90	52
Reservoir Road 100	36
Reservoir Road 110	26
<b>TOTAL</b>	<b>339</b>

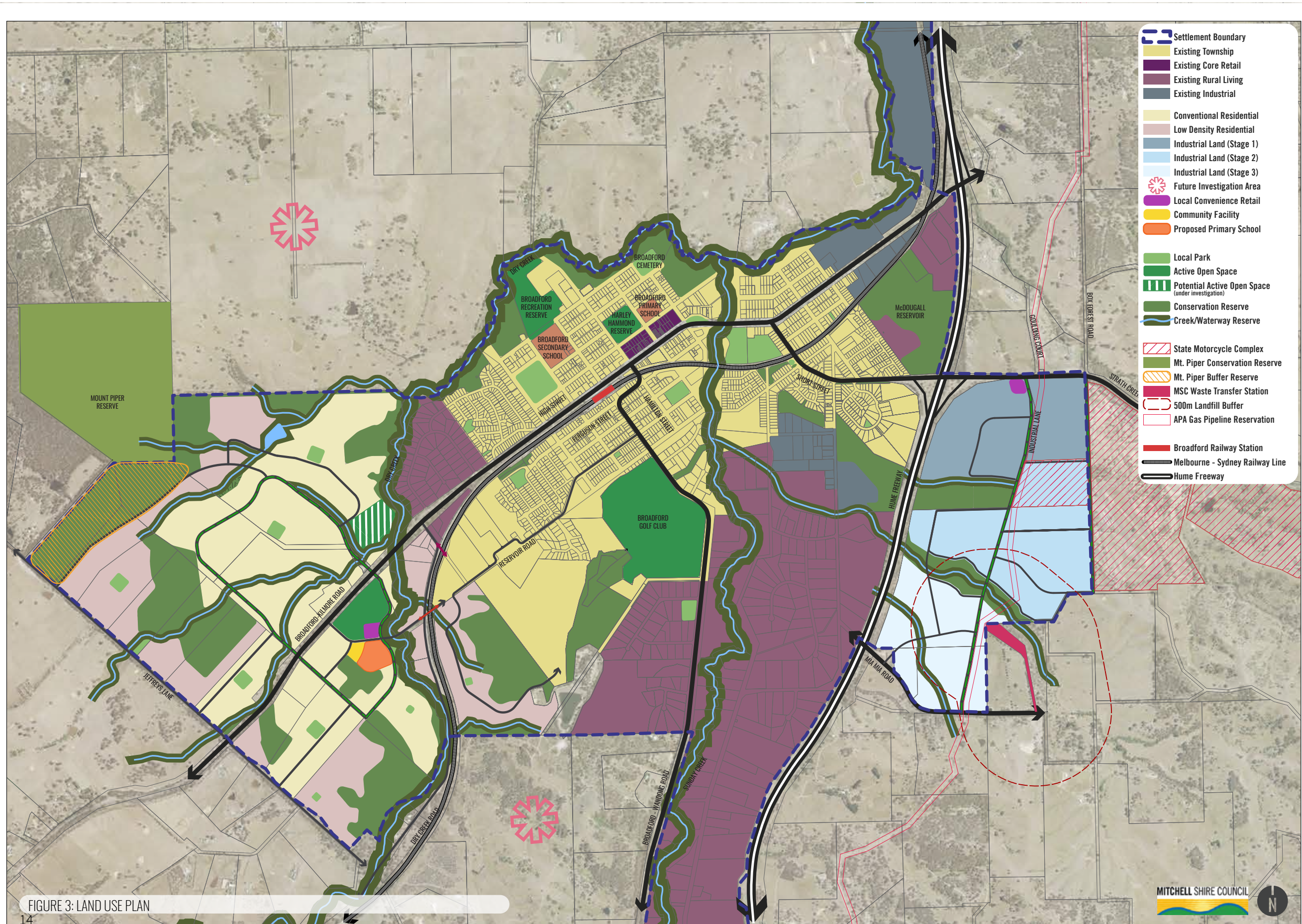


FIGURE 3: LAND USE PLAN

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**LAND USE**

The Broadford Structure Plan establishes conditions and land use patterns and supports important areas of significance which will define the town. A significant proportion of the town's current zoned land faces various development constraints, including vegetation, bushfire risk, slope and access arrangements. The principle of growing Broadford is straightforward; residential growth will be directed south-west and industrial growth will happen east of the freeway. Commercial uses will remain in and around the existing town centre.

**RESIDENTIAL:** Broadford currently accommodates a combination of conventional 'urban' residential and low density or rural living lifestyle options. There are limited infill opportunities within the township due to land fragmentation to provide land for new residential developments. Therefore, large residential development can only take place towards the south-west of the existing town, along Broadford-Kilmore Road.

The residential precinct will benefit from existing landscape features including vegetation, creek lines, rolling hills and distant views of the lowlands of the Great Dividing Range.

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**COMMERCIAL:** Most of the township's retail and commercial needs are based within the High Street shopping precinct. Given the current underutilisations of existing commercial zoned land in the town centre, there are sufficient opportunities to develop retail floorspace for the town to cater for an expanded population of up to 10,000 people.

Through the introduction of planning zones such as the mixed-use zone, it is envisaged that the area surrounding the High Street will further densify and incorporate shops and restaurants at ground floor level.

The High Street town centre will be reinforced as the compact community focal point, containing the town's primary service, retail and entertainment needs. To ensure this will happen, no large alternative sites will be developed for commercial (retail) purposes. There are key development sites identified in this Structure Plan to further strengthen the existing retail core along the High Street. There is a small commercial node provided in the new growth precinct to ensure the new residents will also have access to local needs in a walkable catchment.

**INDUSTRIAL:** By virtue of its relatively small population, Broadford has less employment land compared to nearby towns like Seymour and Kilmore. Aside from Nestle / Allens and the Council offices and depot, there are few large employers in town. While not all industrial land is occupied by an industrial land use, it is an objective of this Structure Plan that employment land close to the existing township is safeguarded.

With an ever-changing economy and indications that good industrial sites are and will be in demand, it is a policy of this Structure Plan to protect industrial uses from residential encroachment and vice versa.

By designating a new, well-positioned supply of land alongside the Hume Freeway, this Structure Plan will cater for the growing employment needs of the growing town. By establishing a new precinct east of the freeway, opportunities will be provided for new businesses to open and existing businesses to relocate, eventually leading to rejuvenation of the existing industrial estates. There is the opportunity to leverage off the State Motorcycle Complex as a localised motorsport industry.



BROADFORD RESIDENTIAL CHARACTER



BROADFORD RETAIL CORE - HIGH STREET



BROADFORD INDUSTRIAL PRECINCT

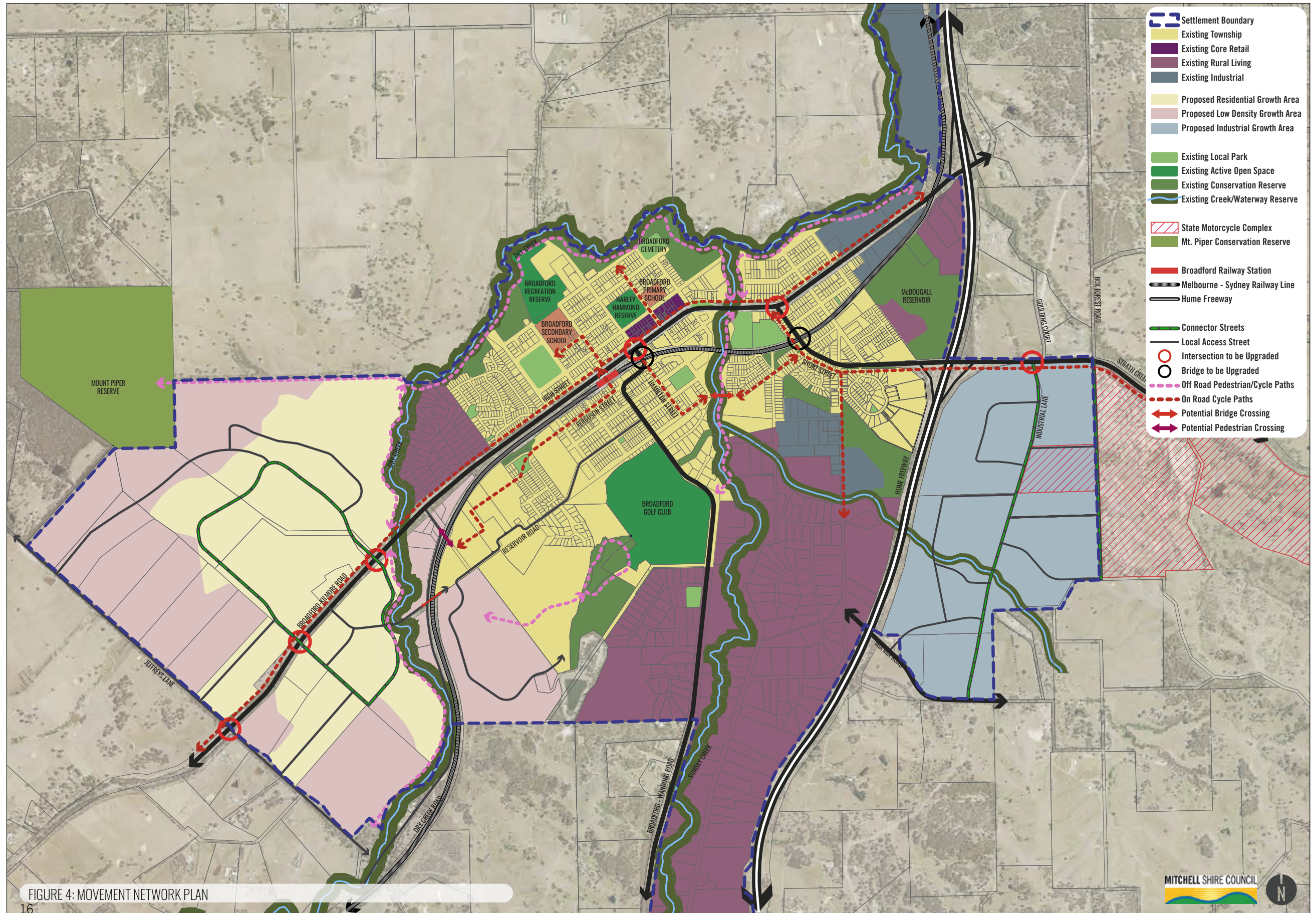


FIGURE 4: MOVEMENT NETWORK PLAN

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## MOVEMENT NETWORK & TRANSPORT

**PUBLIC TRANSPORT:** Broadford benefits from excellent connectivity in terms of both road and rail. Being less than 75 kilometres from Melbourne, it is just over an hour by car to the city and courtesy of the V-Line railway connection it is approximately one hour to and from Southern Cross Station. The current V-Line timetable provides 19 daily services on weekdays and 12 on weekends. Many commuters who work in Melbourne and surrounding areas can take advantage of the existing services.

However, for a rural settlement that boasts good links to metropolitan Melbourne, Broadford also suffers from poor connectivity. There are no local bus services or services to other neighbouring towns. The availability of public transport is linked to the size of the population and with a growing population it is expected a basic service can become viable in the future.

**ACTIVE TRANSPORT:** The pedestrian and cycle infrastructure are currently sub-standard, with the network of footpaths and cycling lanes incomplete. The aim is that every street should have a footpath on at least one side, and preferably on both sides. Through improving the linkages and requiring new subdivision applications to consider footpaths and bike paths in their developments it is envisaged that the network can be improved on both new and existing roads. Council will undertake a missing links project on walking and cycling paths to identify and prioritise gaps in the existing network. In addition, active transport options to Kilmore and other townships will be investigated.

The Structure Plan reflects a network of pedestrian and cycle paths that allow for connectivity to key points of interest within Broadford such as the Broadford Railway Station, the Golf Course and Colin Officer Flora Reserve. A trail between the Town Centre and the Railway Station (High Street) has been identified a priority in the Open Space Strategy.

New bridges across Sunday Creek (Rupert Street) and the railway line (Reservoir Road) will provide new connections that will better connect the town internally. Both bridges will be designed with a separate footpath on one side and a cycle path on the other side of the bridge.

In addition, Broadford currently has a small number of trails along its creeks (Sunday Creek and Dry Creek). There is the opportunity

to further enhance and highlight these key areas in and around the township and have new, extended trails providing connectivity between neighbourhoods for pedestrians and cyclists. The use of these paths can be further promoted with the construction of visitor rest nodes that contain seating, shelter and drinking fountains.

To encourage alternative modes of travel to the car, a Railway Station upgrade plan has been prepared. As part of the ARTC (Australian Rail Track Corporation) works on the freight line, future replacement bridges over the railway line will also feature improved pedestrian and cycling facilities. Through the Inland Rail project, key advocacy opportunities for upgrades to the town's network are identified.

## ACCESS AND MOVEMENT (VEHICULAR)

**PRIVATE VEHICLE INFRASTRUCTURE:** The Traffic Study undertaken by OneMileGrid to inform the Structure Plan found that Broadford is operating well within the professionally recognised criteria for road network performance, in relation to road capacity. As the town will grow, pressure will increase on the intersections and levels of parking supply. In the long term, the High Street as a single lane road has a limited capacity at around 18,500 vehicles, which is sufficient for a population of around 10,000 people.

When Broadford continues to grow beyond that, a significant upgrade to the road network will be necessary. The additional bridge crossings as described will help in creating a larger, robust network for the growing town of Broadford.

However, the understood safety risk of intersections such as Hamilton Street and High Street have driven the need for future improvements.

In close cooperation with the Department of Transport (VicRoads), Council has advanced designs to achieve the best outcome for the road users and pedestrians alike. A roundabout is proposed at this intersection, together with reconfiguring the service lanes. Council would like to see these improvements delivered through the ARTC works that will include a replacement of the Hamilton Street bridge.

Beyond this critical intersection, there will be a need to undertake upgrades to intersections along High Street. A High Street Movement and Access Strategy will be prepared to provide detailed solutions for

the intersections with Short Street, Murchison Street, Powlett Street, Hamilton Street, Pinniger Street and an extension of White Street, as well as the new intersections to be created in the Residential Growth Precinct along Broadford-Kilmore Road. There is a strong community preference for minimal traffic lights as this impacts the flow of traffic through town.

Reservoir Road is currently a dead end road. With significant development occurring and proposed in the vicinity, alternatives will be investigated, including connections over the Railway Line and towards Broadford - Wandong Road.

For Broadford to develop into a town with improved amenity for all road users, the intention is to make Broadford a safer, more accessible town. Handing back public space to pedestrians will reduce the amount of bitumen which dominates the current streetscape. Currently, the area around Powlett Street is the busiest area with pedestrians and therefore it is proposed to create a large and safe space for pedestrians, that can be used for markets and festivals. Powlett Street is identified as a focal point for the core retail/commercial area of Broadford to create a space for community gatherings. A redesign of the space between Gavan Street and the High Street service lane will be prepared to determine the ultimate design for this area.

**RAILWAY CROSSINGS:** A lack of east-west connectivity is a longstanding issue for Broadford residents. Within the town itself the railway line has created a barrier for residents wanting to cross from one side of the tracks to the other. The bridge crossings at Hamilton Street and Short Street and the pedestrian crossing at the Railway Station are presently the only crossing points. Additional bridges are necessary to provide alternative access arrangements.

Additional railway crossings have been discussed during the Structure Plan process. In order to create a robust road network for the growing town of Broadford, additional railway crossings are required to connect existing and growing parts of the town. New vehicular bridge connections between Rupert Street and Davidson Street (across Sunday Creek) and between Reservoir Road and Dry Creek Road (across the railway line and Dry Creek) are being proposed as part of this Structure Plan. With these two additional connections in place,



BROADFORD HISTORICAL SOCIETY PRECINCT

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alternative connections to the High Street are being provided.

Both bridge crossings are to be investigated further, with additional design and consultation to be undertaken. External funding opportunities including State and Federal grants will be investigated to deliver the additional bridges crossing.

**GATEWAY ENTRY**

When entering Broadford from the Hume Freeway, one is currently presented with a long paling fence and no wayfinding images for the Broadford town centre. The road reserve at the freeway exit presents an opportunity to creatively make a statement that Broadford is a town of note offering a range of facilities and services. Another smaller scale gateway entry can be made at Memorial Park as the entry into the town centre with either a sculpture or more artistic signage.

**ROAD WIDTHS**

The width of residential roads in Broadford is an important point for the local community. There needs to be sufficient space for all road users. This is translated to footpaths on both sides, generous nature strips that allow for mature street trees and a carriageway that includes sufficient space for cars parked on either side whilst not hindering traffic flow through the street. The older, more established parts of Broadford have road reservations of up to 30 meters wide, in which all these elements can be easily combined. As development has occurred over time, road reservation widths and carriage way widths have become more narrow. In Victoria, the Infrastructure Design Manual (IDM) has a set of requirements and standards that govern the development of infrastructure.

In order to retain the country town feel of Broadford and make a clear distinction with residential subdivisions in metropolitan Melbourne, it is recommended to include a road reservation of 18 meters wide, with a carriage way minimum width of 8.0 meters, in all new residential developments. These more generous widths will allow for traffic to flow while cars are parked on either side and provide ample opportunities to provide (mature) street trees that will help in strengthening the country town feel of Broadford.

**ACTIONS**

**PEDESTRIAN AND CYCLING**

- 1 Undertake a gap analysis and start a missing links project for the pedestrian and cycling network
- 2 Create a network of footpaths and cycling lanes
- 3 Prioritise the continuous footpath and cycling lane along High Street
- 4 Finalise the design for Powlett Street improvements

**BRIDGES AND RAIL CROSSINGS**

- 5 Hamilton Street Bridge upgrade
- 6 Short Street bridge upgrade
- 7 Investigate the Rupert Street – Davidson Street road bridge
- 8 Investigate the Reservoir Road – Dry Creek Road railway crossing bridge

**ROAD NETWORK**

- 9 Together with the Department of Transport, prepare a High Street Movement and Access Strategy
- 10 High Street – Hamilton Street intersection upgrade to roundabout
- 11 Gateway entry upgrades along Strath Creek Road
- 12 Introduction of public transport within Broadford
- 13 Investigate the feasibility of a road connecting Reservoir Road with Broadford - Wandong Road.

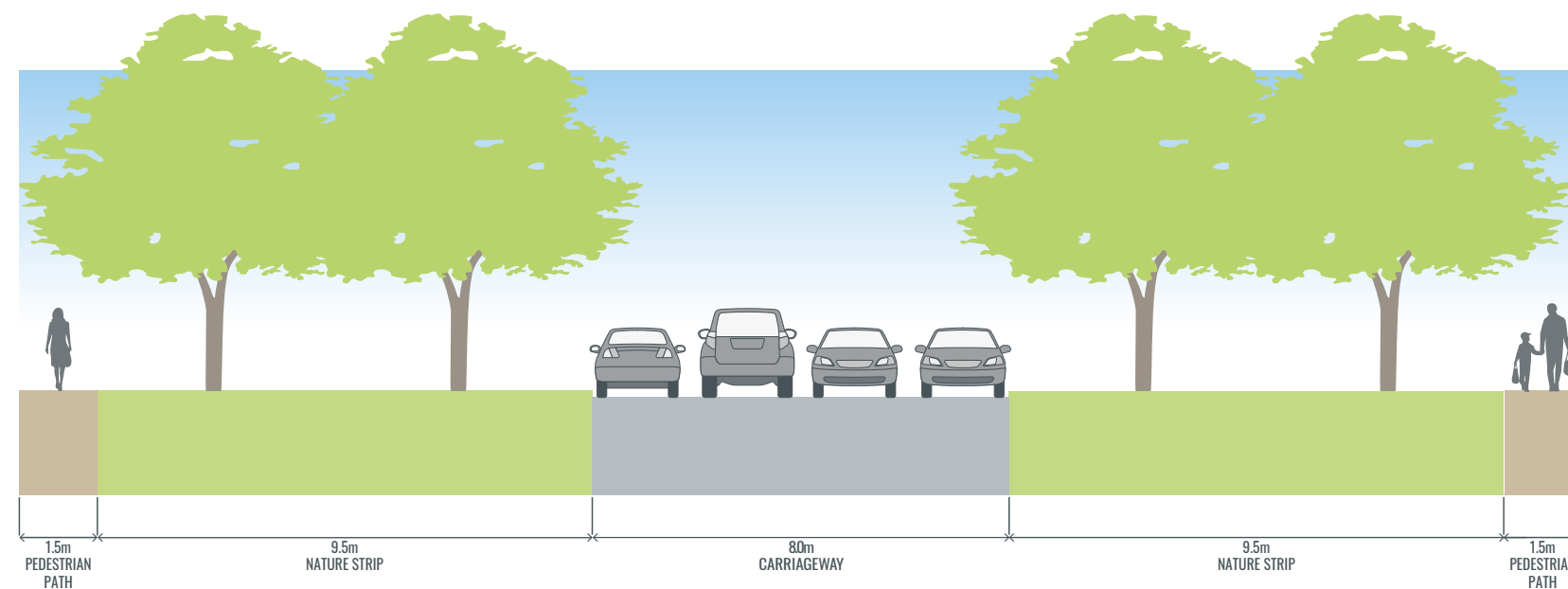


FIGURE 5: LOCAL STREET - EXISTING (30.0M)

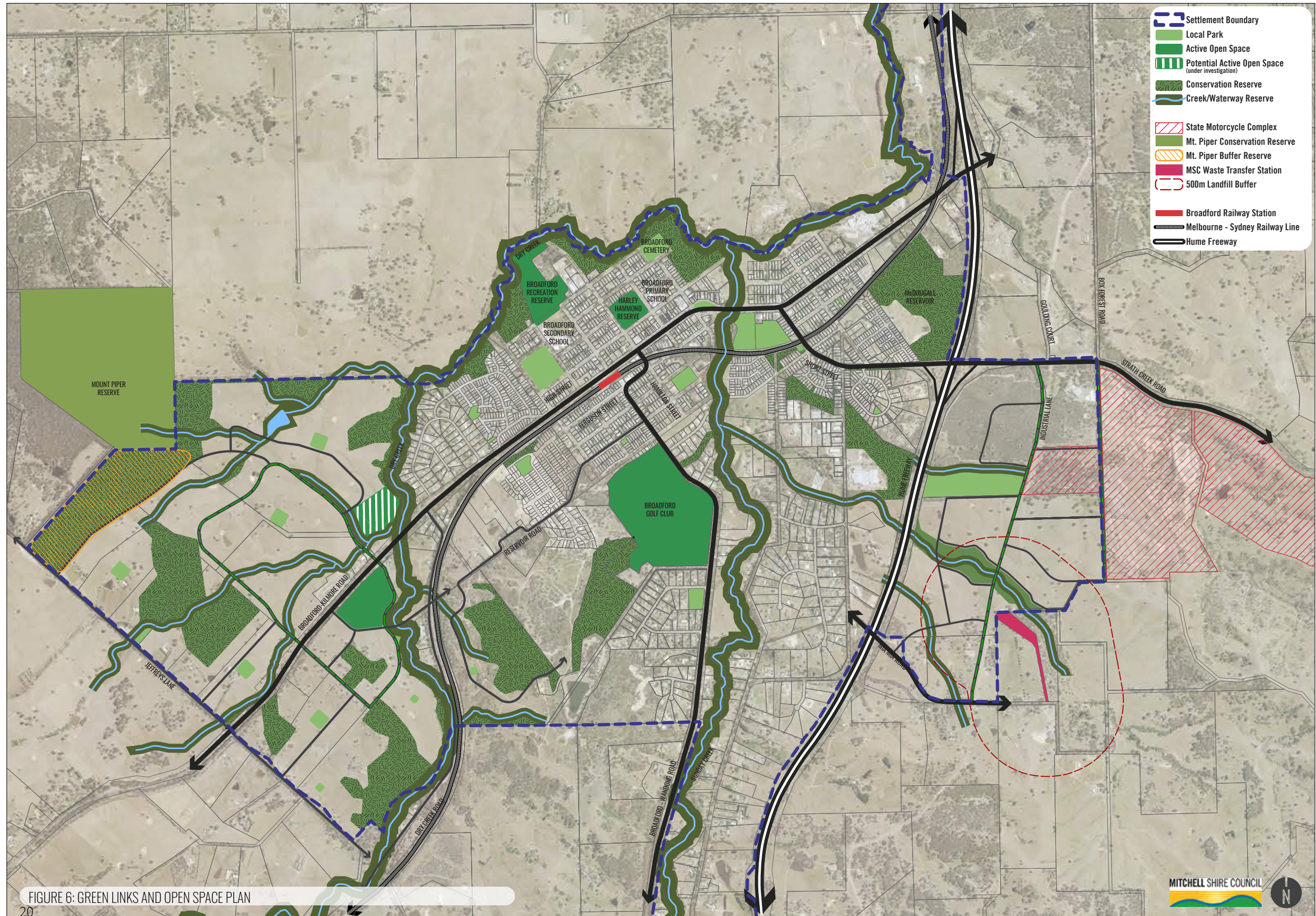


FIGURE 6: GREEN LINKS AND OPEN SPACE PLAN

## OPEN SPACE AND PUBLIC REALM

For the Broadford community the character of the landscape and quality of the environment are defining features of the locale. They provide a link to the surrounding geography and enhance the rural, country town that is appreciated by many.

There are a variety of purposes for Council reserves and some reserves can suit multiple purposes. Reserves can be orientated to provide sport facilities (active open space), be a local park (passive open space) or are more broadly focussed towards encourage recreation and community connection to nature. Other reserves have a focus towards the environment, to protect biodiversity, to buffer ecological values on Mt. Piper or to protect other landscape values.



HARLEY HAMMOND RESERVE

**ACTIVE OPEN SPACE:** The Harley Hammond Reserve is on Crown Land and houses the Broadford Football and Cricket Clubs, tennis and netball courts. This Reserve is close to being at capacity, but improvements to lighting will help to improve its usability. Its size and the number of activities on the site limit its future development. There is a joint use agreement with the secondary school which allows the Broadford Recreation Reserve to be used for active open space. The Reserve, currently used by the Soccer Club and Baseball Association, is also close to being at capacity.

With the expected population growth, there is a need for an additional active open space reserve in the future. According to the Integrated Community Services and Infrastructure Plan (ICSIP), Broadford at 10,000 residents ideally should have provision for approximately 2.5 netball courts, 3.5 tennis courts, 3 indoor courts, 3.5 ovals and 2.5 rectangular pitches. Therefore, provision for sports activities on alternative open spaces should be sought to meet the needs of the community in the long term.

The new residential growth precinct will have to cater for an additional reserve of approximately 10 hectares to facilitate this need. Flat land is required for Active Open Space and options are limited in this precinct. The new reserve will focus on ovals and rectangular pitches as currently that is the biggest need for the growing town. The exact configuration of the reserve will be determined through a more detailed design at a later stage. The Structure Plan has also identified a potential location north of Broadford-Kilmore Road, which requires further investigation as the land is partly affected by flooding.

**PASSIVE OPEN SPACE:** Existing open space is concentrated along the creek corridors. There are gaps in the diversity of existing open spaces and new social or family recreation open spaces. The area south of the railway line has been identified a priority area for local level social or family recreation open space.

There are great opportunities within the existing township to improve its open space qualities. The land known as the Pine Plantation near the Broadford Secondary College is a good addition to the passive open space network. This land can be investigated for a new reserve and recreation node.

The Colin Officer Flora Reserve has the opportunity to be more accessible, which can be achieved by providing a walking track along the lake. This reserve has a conservation covenant on title for the Trust for Nature and managed by Council. Any changes to its use must have the approval of Trust for Nature and be in keeping with the primary purpose of the Reserve to protect and enhance native flora and fauna.

There is also an opportunity to link passive open space through active trails and to create habitat corridors. These biolink corridors have multiple purposes as they can provide habitats for wildlife, incorporate waterways, provide parkways for nearby residents and provide pedestrian connectivity through town. Memorial Park and the open space area nearby can benefit from overall redesigns, making them attractive parks for visitors and residents. The existing Mcdoughall Reservoir also has potential to be incorporated into open space when integrated with new residential growth. The Residential Growth Precinct has significant landscape values that can be protected in future reserves. Green links that provide connectivity could also be used as habitat corridors in this area.

Broadford's country town feel is reflected by its wide nature strips with often mature, native trees. Street trees improve the liveability of towns by reducing stormwater run-off, increasing air quality, providing shade and reducing urban heat-island effect. Unfortunately, not all streets in Broadford currently have (mature) street trees and significant improvements to the public realm can be achieved.



FIGURE 7: PINE PLANTATION AND WHITE STREET CONCEPT

**PINE PLANTATION:** This four-hectare site is located beside the existing Broadford Secondary School, and framed by White, Gavan, Piper and First Streets. The Broadford Secondary School is located on the White Street frontage, with Gavan and First Streets comprising residential development.

The Broadford Pine Plantation consists of four hectares of land made up of two parcels of unreserved Crown Land and is now managed by the Victorian Department of Environment, Land, Water and Planning (DELWP).

Under the School Endowment process the land was provided to the Education Department for use as a plantation, also called 'permissive occupancy', and this explains why the land is locally known as the old Broadford School Pine Plantation.

These Crown land parcels have been formally declared surplus to the needs of the Department of Education and Training (DET). The Land was first identified as Surplus by the Department of Treasury and Finance in early 1980's however the Shire of Broadford objected to sale because the land should be retained for Community use. The Crown land parcels have been placed into the Surplus Government Land Program (SGLP) and will be controlled by the Department of Treasury and Finance (DTF). As the Crown land parcels have the status of unreserved Crown land, DELWP are the default agency for managing the land.

The strategic direction for the future use of this land is that it will be a good addition to the Open Space network of Broadford. Currently it is a non-maintained natural overgrown space, existing of predominantly planted vegetation, with the occasional native species. The site is encumbered by an existing drainage line running north south through its centre. It provides a useful natural focus for any design strategy wishing to reflect the natural context of the site. There are a number of prominent trees on the site. The remainder of the site is comprised of low-quality bushland and undergrowth which presents both amenity and fire safety risks.

Council aspires the Pine Plantation to remain as Open Space and therefore will pursue further investigations into the type of Open Space and the appropriate management regime. That way development will not occur and the site is managed in a safe way for the community with

minimal potential bushfire risk. Drainage and the flow of stormwater through the land will be maintained by creating a drainage corridor and to maintain and incorporate as many fully-grown trees into any future open space plan.

#### ACTIONS

- 14 Update the Open Space Strategy for Broadford to reflect the use of new reserves in the residential growth area.
- 15 Prepare a design for the new Active Open Space reserve in the residential growth area.
- 16 Prepare a Street Tree policy, including a street tree planting program.
- 17 Prepare a landscape design for the Pine Plantation once management responsibilities are arranged.
- 18 Investigate the inclusion of McDougalls Reservoir / Mill Lake / Strath Lake into the Open Space network of Broadford.



BROADFORD LIVING AND LEARNING CENTRE

**COMMUNITY FACILITIES**

Community facilities and schools are focal points for townships, providing places for people to engage and socialise. These facilities have been located in and around the Broadford town centre and provide a sense of activity as well as essential services for residents.

There is a range of future needs which have been identified through ICSIP. Broadford at 10,000 residents will ideally have 3.65 kindergarten rooms, 1.22 Maternal and Child Health (MCH) rooms, one library and nine community facility rooms. Besides the quality of the facilities, it is also important that the facilities are regularly updated and upgraded over time, so they keep providing for the ever-changing needs of the community.

**KINDERGARTENS:** Currently, Broadford has two kindergartens and they serve a larger catchment area that extends past Broadford. Whilst they currently are of sufficient size to service the community, this will change with the introduction of government funded three-year old kindergarten, commencing in 2022. Therefore a new two-room kindergarten facility will be needed. With the projected population growth, it is expected that the provision of kindergartens should grow accordingly, with a third and potentially fourth facility to be located within the new growth precinct.

**EDUCATION:** Broadford Primary School and Broadford Secondary College offer a range of educational services. Both cater for a larger catchment area than the town itself and are expected to continue to do so in the future. Based on advice received from the Department of Education, it is expected that there will be a need for an additional primary school with a potential doubling of the population. This additional primary school ideally would be located within the residential growth precinct. Land is to be set aside for an additional government primary school in the residential growth precinct (3.5 hectares). There is no additional land required for growth of the Secondary College.

**HEALTH:** With hospitals in Seymour and Kilmore nearby, it is not expected that Broadford will grow enough to cater for larger health facilities. Various smaller providers provide day-by-day healthcare services. Currently it is not expected there will be a need to set aside any land specifically for this use.

**OTHER FACILITIES:** Broadford has a number of other facilities, including the Library, Leisure Centre, Senior Citizens Centre, MCH Centre and Youth Centre. Some of these facilities will need an upgrade in the years to come. However, the land set aside for these facilities is sufficient to incorporate new developments when they need to occur.

**ACTIONS**

- 19 Provide additional kindergarten facilities as a result of the 3 year kinder program.
- 20 Prepare a detailed masterplan for the community centre in the new residential growth precinct.
- 21 Prepare a detailed design for the Government Primary School in the residential growth precinct. (Together with the Department of Education)



BROADFORD PRIMARY SCHOOL ENTRY



BROADFORD LEISURE CENTRE



MT. PIPER KINDERGARTEN ON HIGH STREET

**HOUSING AND TOWN CHARACTER**

Broadford is an attractive place for people to live. Based on the projection of a growing population and the number of houses currently available, there will be a need to increase the supply of houses. The delivery of new houses creates opportunities to address housing diversity, sustainability and affordability, whilst keeping in line with the existing and developing character of the town and its neighbourhoods.

**HOUSING TYPOLOGY:** There is a wide range of housing types available in Broadford and there are differences between the older, more established parts of the town compared to later added residential streets and neighbourhoods. This diversity of housing product appeals to a wider demographic and makes Broadford an appealing place to live for all. The aim is to retain this and attract a demographic of both younger and older people, by providing houses suitable for smaller and larger budgets, single households as well as larger families.

Housing diversity includes an increase in density in key locations close to services. This intensification will be considered in the appropriate locations within the general residential zone and the introduction of the Residential Growth Zone will be further explored to facilitate this process. Key indicators are locations along main roads, with close proximity to services and walkability to public transport.

As a balance, lower densities in the residential neighbourhoods and rural living areas will be preserved and further intensification is not aspired through this plan.

Within the areas identified as conventional residential, encourage a diversity of housing outcomes of between 600m<sup>2</sup> to 900m<sup>2</sup>, but also provide for:

- Smaller lots in proximity to the activity node, community facilities and other activity and open space nodes.
- Larger lots generally along Jeffreys Lane and other topographically sensitive areas, such as creek interfaces.
- Diverse housing outcomes and choice that can respond to changing needs and market conditions over time.

**NEIGHBOURHOOD CHARACTER:** Every existing neighbourhood has qualities that residents appreciate and want to conserve. This often becomes apparent when a new development proposes to update, renovate or renew older housing stock by new housing products. When development in existing areas is proposed, it is important the proponent considers key elements of the existing area, such as the materials begin used and the architectural trends from when the area was developed. The acknowledgement of existing setbacks from the roads, as well as the separation between houses and complying with garden area requirements are indicators of a development that is in line with the existing character.

In relation to any further subdivision proposals within the established township, these proposals must take into account the surrounding urban context, which includes residential densities, housing typology, setbacks and response to the landscape. As part of any subdivision proposals, it is important to recognise the retention of mature trees in any development proposal. This is important to the Broadford community and attempts to retain part of the existing Broadford character through new development.



BROADFORD RESIDENTIAL CHARACTER

**SUSTAINABLE DESIGN STRATEGIES:** Limiting and reducing environmental impacts through construction and development is important to achieve sustainable housing outcomes. Most technical requirements, such as the installation of water tanks, insulation and double glazing, are regulated by the State and the Victorian Government is committed to raising efficiency standards for new homes under changes to the National Construction Code planned to take effect from September 2022. Beyond these regulations there are additional best practises in the form of no new gas network connections, using smart sun orientation of buildings, using white, heat reducing roofing materials and tree lined street to create canopy cover, which are encouraged to include in any new housing development.

**ACTIONS**

- 22 Require consideration of neighbourhood character assessments by proponents of new housing developments in existing neighbourhoods.
- 23 Continuously work with the private sector in order to achieve best practise sustainable housing design outcomes.



VIEW FROM LAKE VIEW DRIVE LOOKING NORTH

**DRAINAGE, UTILITIES AND SERVICES**

The timely delivery and expansion of essential trunk and reticulated services such as gas, sewerage, water, telecommunications and the internet will be required to meet the needs of the growing community. The growth precincts of Broadford will naturally require more substantial construction of branch and reticulated networks as land is progressively upgraded from rural to urban standards. It is therefore important that the Structure Plan provides guidance on how these services are to be delivered at a high level. Due to an expected development rate of less than 200 lots per year, the capital costs of the trunk infrastructure will need to be developer provided works.

**DRAINAGE:** The flood modelling for the Study Area shows a flood prone area close to Dry Creek / Broadford – Kilmore Road. A detailed design of drainage solutions will need to be prepared. Any future drainage reserve will not only manage stormwater runoff but also provide linear open space reserves that the future community can use for passive recreation. This will assist with maintaining the rural feel and biodiversity values within the future residential and employment areas, and also offset or mitigate impacts of global warming and climate change, with opportunities for urban cooling. These drainage assets are important to maintain waterway health and vegetation quality within Sunday Creek and Dry Creek.

**SEWERAGE:** Goulburn Valley Water has advised that existing sewer assets are generally at capacity. There is sufficient land set aside for expansion at the facility at 265 Kennys Lane. Whilst no conflicting developments are proposed around this Wastewater Management Facility, it is beneficial to state a potential buffer of 700 metres to mitigate the effects on sensitive land uses. For the residential growth precinct, the construction of a pump station on Dry Creek adjacent to Casey Crescent is necessary. The employment precinct will also need an additional pump station.

**WATER:** Goulburn Valley Water has advised that the residential growth precinct can be serviced from existing water reservoirs located to the west of the township. The employment precinct can be supplied with water from the existing Water Treatment Facility, with augmentation to the existing pipe networks.

**NATURAL GAS:** Extension of the gas network into the residential area will be dependent on a cost benefit analysis of the rateable demand against the cost of installing the infrastructure. It is not expected that enough demand will be generated by the industrial precinct to justify extension of the gas main to that area.

**ACTIONS**

24 Produce an Infrastructure Framework to accompany the Structure Plan.



COLIN OFFICER FLORA RESERVE



DRAINAGE ON THE EAST SIDE OF THE HUME FREEWAY

**HERITAGE AND CULTURE**

**ABORIGINAL HERITAGE:** Broadford is located within the traditional boundaries of the Taungurung Clans. They are the Traditional Owners of a large part of Central Victoria, stretching to the upper reaches of the Goulburn River and its tributaries, the Campaspe River, Mount Beauty and the Great Dividing Range. Traditionally the Taungurung lived a hunter/gatherer existence, with various clan groups migrating on a seasonal basis through their territory, dependent upon the seasonal variations of weather and the availability of food.

Sunday Creek and Dry Creek are areas of cultural heritage sensitivity. Topographic features such as hilltops and unnamed waterways and gullies are areas where artefacts are likely to be found. The amount of research that has been done in Broadford is limited and the Cultural Heritage Assessment prepared for this Structure Plan only captures a

very small investigation area. However, despite the limited desktop and site survey coverage, two new Aboriginal Places were recorded during the archaeological survey. The discovery of these sites highlights the importance of further investigations Cultural Heritage Management Plans (CHMP) required for the future development of Broadford. These will be undertaken when development occurs in and around Broadford.

**HISTORICAL HERITAGE:** The Broadford town centre precinct is historically significant at a local level. The notable shops, houses and community buildings along High Street are evidence of the progressive development of Broadford's centre from the latter part of the nineteenth century through to the late 1950s, as a result of the development of the town's important flour milling, tanning, paper milling and transport service industries. The Historical Park contains examples of historic buildings and objects important for understanding the history of the town and district, as well as recognising the activities that sustained its economy. With seventeen heritage overlays, Broadford is currently well suited in protecting its historical heritage.

**ACTIONS**

- 25 Continue to work with the Taungurung Land and Waters Council to discuss development in and around Broadford.
- 26 Undertake CHMP's when development occurs to get a greater understanding of the Aboriginal Heritage of the Broadford area.
- 27 Prepare a plan for the Historical Park in consultation with the Broadford District and Historical Society.



TAUNGURUNG LAND & WATER COUNCIL OFFICE



MEMORIAL PARK



VIEW OF THE STRAW BOILER ALONG HIGH STREET

**BIODIVERSITY, ENVIRONMENT AND LANDSCAPE**

Broadford’s natural ecosystem is made up of hills and ridge lines, exotic and native vegetation, waterways and wildlife corridors, which all together set the character of the town. The biodiversity, environmental and landscape features of Broadford contribute to Victoria’s biodiversity and natural beauty. Preserving these features in the context of planned growth presents a challenge and will need to be balanced delicately.

**BIODIVERSITY:** As part of the development of Broadford, site-specific studies have been undertaken over time. Broadford township and surrounds holds a high diversity of ecological values from communities to species listed under both the Environment Protection and Biodiversity Conservation (EPBC) and the Flora and Fauna Guarantee (FFG) Act, as well as multiple endangered Ecological Vegetation Classes (EVCs). Areas notable for high species diversity include the existing Mount Piper Nature Conservation Reserve and Colin Officer Flora Reserve and surrounds. Although these areas are of the highest quality, connectivity throughout the landscape through vegetated roadsides and creek lines (Dry Creek and Sunday Creek) support the persistence of diversity within the increasingly urbanised landscape and are considered critical to maintain biodiversity within the broader area.

**MOUNT PIPER:** The Mount Piper Nature Conservation Reserve is a great place to explore the native bush and connect with the natural environs. A network of walking tracks takes visitors to the summit, offering views of the surroundings. To ensure that the natural values of this place are protected over time and to protect the habitat of the Golden Sun Moth, an additional buffer reserve is proposed, to ensure development will not have a negative impact on this natural gem. Establish an additional Mount Piper Buffer Reserve south of the existing Conservation Reserve to enforce protection buffers.

There are great opportunities to better connect Mount Piper with the township. By upgrading an existing trail next to a tributary of Dry Creek, pedestrians and cyclists from town can access the natural environs easily and safely. Upgrade the trail connecting Mount Piper with the existing township, to be delivered as part of the adjacent development.

**DRY CREEK AND SUNDAY CREEK:** Broadford is lucky that it has two naturally vegetated and healthy waterways in Dry Creek and Sunday Creek. However, these areas do not currently offer connections for pedestrians and cyclists within the broader open space network. With investment, these natural corridors can provide such recreational connections. This view is also shared by the Goulburn Broken Catchment Management Authority. The preparation of Landscape Masterplan can help in identifying further detailed work on public and private land that needs to be undertaken to achieve this.

**FUTURE RESERVES AND MISSING LINKS:** Throughout this Structure Plan opportunities are identified to create future reserves. It is important that these new reserves and green networks are part of a greater plan, which eventually could lead to strategic acquisition of open space and be protected through the Planning Scheme.

**ACTIONS**

- 28 Prepare a landscape Masterplan for the Dry Creek and Sunday Creek areas.
- 29 Establish a network of trails to connect Mount Piper, Dry Creek and Sunday Creek
- 30 Require developers to undertake specific flora and fauna studies in the residential growth precinct. Any native vegetation will be protected.
- 31 Establish an additional Mount Piper Reserve south of the conversation reserve.



VIEW FROM MT. PIPER



A PEDESTRIAN BRIDGE OVER SUNDAY CREEK



POWLETT STREET MURAL

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**ECONOMIC ACTIVITIES**

**RETAIL:** Broadford is a typical country town in the way that commercial activity has developed along one street, High Street. Currently, it is facing challenges. The southern side is underperforming and there is underutilisation of land and uses throughout High Street. The vacancy rate is similar to other established centres in Mitchell Shire Council. For a town the size of Broadford, it is difficult to attract and develop stronger economic growth and business development. With a growing population, it is expected that the retail offering will grow as well. By not offering additional locations outside of High Street, it is envisioned that investment will take place at currently underutilised sites, bringing in more customers for the existing retailers as well as for the new developments. Key development sites have been identified along High Street that can assist in strengthening the retail core. In addition, a small retail node within the residential precinct will provide local convenience retail needs in a walkable catchment, but will not compete with the existing High Street retail. Retail growth is focused along High Street.

**INVESTMENT:** In 2019, Mitchell Shire Council witnessed a surge in investor interest. There was a demand for manufacturing sites, mainly for industrial but also for commercial uses. Enquiries are highlighting the poor suitability of the current industrial land supply stock. Occupiers are keen, but currently there is no land available to house interested businesses. The requirements often included readily zoned land with good (freeway) access arrangements.

**INDUSTRIAL:** The existing Industrial Area along Mia Mia Road is at capacity. There are no vacant land parcels where new businesses could locate. The access arrangement through a residential neighbourhood is not ideal and expansion would not be possible due to the close proximity of residential neighbourhoods. It is therefore proposed to create a new industrial estate to the east of the Hume Freeway. This land does not have residential properties nearby, boasts good access arrangements and can provide a road link to the northern ramps of the freeway, limiting truck movement through town.

Industrial growth can occur on the east side of the Hume Freeway west of the Motorcycle complex.

**STATE MOTORCYCLE COMPLEX**

The State Motorcycle Complex is envisioned to play a key role in future tourism development, as well as a potential spin off for economic and business growth. Council is supportive of an extension of the Motorcycle Complex which will make the complex more competitive with other circuits in the country, attracting different races, events and users which will provide spinoffs for supporting industries and tourism opportunities.

Council aims to discourage future conflicts between residential, motorsports and employment uses. Regulations need to be updated in order to keep protecting nearby residents from potential noise impacts associated with an expanded Motorcycle Complex. This is why no further residential development will be allowed east of the Hume Freeway.

The future employment precinct can foster niche industry with an economic scope that supports the Motorcycle Complex. Tourism services to support the Motorcycle Complex such as hotel accommodation should be facilitated in the town centre.



NESTLE FACTORY ON MIA MIA ROAD

**ACTIONS**

- 32 Undertake a Feasibility Study for the future employment precinct.
- 33 Investigate the viability for tourism accommodation in town.



THE STATE MOTORCYCLE SPORTS COMPLEX



LOOKING TOWARDS MT. PIPER FROM BROADFORD TRAIN STATION  
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### 03 PRECINCT PLANS

The Broadford Structure Plan envisions Broadford to sensitively grow towards 10,000 people in the next two decades. Bound together by its natural features, a strengthened commercial town centre will be boosted by new residential opportunities towards the south-west and new employment opportunities on the east of the town.

Besides that, several infill development sites and upgrades to the green open spaces that will help enhance the rural country town feeling.

Having regard to the Structure Plan Objectives, Strategies and Actions provided in the previous Chapters of the Structure Plan, this chapter will break down the Structure Plan into a set of defined Precincts.

**PRECINCT 1: Residential Growth Area – Jeffreys Lane**

**PRECINCT 2: Employment Growth Area – Hume Freeway**

**PRECINCT 3: Town Centre – High Street**

**PRECINCT 4: Strategic Infill Development Sites**

**PRECINCT 5: Public Open Space – Sunday Creek and surrounding parks**

Each precinct will provide more detailed planning and development guidance.

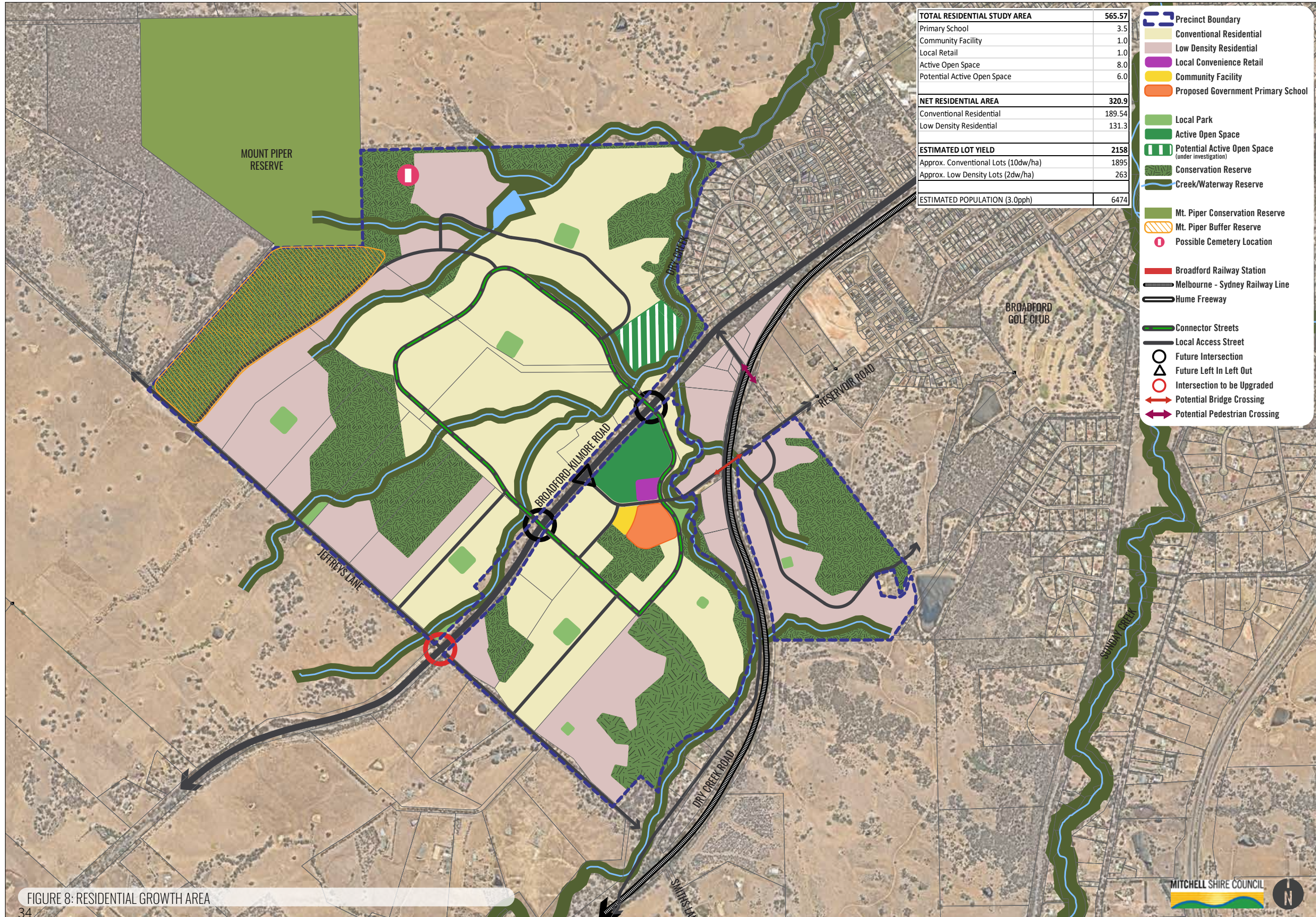


FIGURE 8: RESIDENTIAL GROWTH AREA

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## PRECINCT 1: RESIDENTIAL GROWTH AREA - JEFFREYS LANE

### BOUNDARY:

North: Tributary to Dry Creek.

South: Jeffreys Lane.

East: Dry Creek along the railway line.

West: Mount Piper conservation reserve.

### EXISTING CHARACTER

This land is currently used as farming land with undulating rolling hills and pockets of significant vegetation. There are a number of creeks and unnamed drainage lines through a hilly landscape. The drainage lines and vegetated pockets of the precinct have ecological and cultural heritage values that deserve to be protected.

### PREFERRED CHARACTER

The preferred character is a growth precinct for a country town. The country town feel has been described in the vision statement and it is important that new residential developments enhance that feeling. This can be achieved by a high standard of subdivision with wider streets, significant setbacks and more generous lot sizes compared to what is delivered in the growth areas in metropolitan Melbourne. Future development will be required to protect existing vegetation, plant new trees that enhance character and embrace the waterways.

The Residential Growth Area is planned to accommodate the majority of Broadford's future residential growth. Within the new residential area approximately 200 hectares are to be set aside for low density and 300 hectares to accommodate more conventional lot sizes. It is important to provide a genuine mix and range of different lot sizes to allow for a range of housing options choices. Council is aspiring to achieve an average lot size of 750m<sup>2</sup> in this area. This residential growth precinct has the ability to accommodate lots larger than the average that leverage from the natural landscape amenity and be site responsive, as well as allow for some lots smaller than the average close to local services and facilities, such as the convenience retail, sports pitches, parks and future public transport connections.

The general residential area therefore can assist in delivering a range of diverse housing options that can range from townhouses at the smallest scale through to large residential lots that can accommodate large family houses. The future residential development will retain a country town feel, by incorporating more open space that retains landscape features, wider road reserves and larger lots than the current development standard.

The low density areas are characterised by sloping land and vegetation and therefore lends itself to establishing larger residential lots that could start from the traditional "quarter acre" (2000m<sup>2</sup>) block. This will provide for a better interface with the adjacent non urbanized land. Whilst there is a provision and need for lower density size lots, the lower financial return make it hard to adequately service these areas. The low density areas will ensure the character of the properties along Jeffreys Lane will remain intact.

The precinct will be connected through a permeable road system based on a local connector road network which is site responsive and seeks to incorporate natural attributes such as vegetation and drainage lines into its alignment. The newly proposed local connector road will connect with Broadford-Kilmore Road just west of the Dry Creek bridge and halfway between Jeffreys Lane and the end of the growth precinct.

Jeffreys Lane currently is a highly vegetated road and we wish to retain this vegetation. The majority of development along this road is in the low density typology. The amount of lots is limited and therefore no major upgrade works on Jeffreys Lane are planned through this Structure Plan. A design for this road will be prepared to ensure the vegetation will be protected.

### HOUSING OBJECTIVES

The Structure Plan does not include a detailed plan of subdivision. Council welcomes proposals from landowners and developing parties in an early stage of the process, so improvements to the final layout and built form can be made. Besides the previously mentioned densities and character, it is expected that development proposals consider sustainable design principles, view lines from nearby high points, bushfire management from new and existing open spaces and consideration of the slope of the land.

### LAND USE OUTCOMES

The future land use will be mostly General Residential (GRZ1), with large areas of parks and public open space (PCRZ) along the creeks and drainage lines. There is the need identified for a government primary school (3.5 hectares), community facility (1 hectare), active open space reserve (10 hectares) and other supporting facilities within the precinct.

As Broadford's population will grow and existing services are at capacity, this precinct provides the opportunity to provide the necessary land to facilitate these and other uses.

A small commercial development, consisting of a few corner shops, will be allowed, however floorspace will be limited as High Street will remain the primary commercial part of town. This commercial development can cater for small daily needs within a walkable catchment for the residents of this precinct.

With a net developable land area of around 50 per cent, the residential growth area will be a relaxed growth area and distinguishes itself from current suburban developments on the outskirts of Melbourne with more open space, wider streets and lower densities.

The area includes a wide range of future reserves, including an additional reserve to buffer the values currently represented at Mt. Piper. The future management of each reserve will be further discussed at the subdivision stage of the development of the area. The provision of a biolink between Mount Piper and Dry Creek and the protection of existing roadside vegetation also contributes to the protection of existing natural features. A potential location for a new cemetery has been identified in this precinct. As a low intensity use it is deemed appropriate on the edge of the precinct, close to the biolink between Dry Creek and Mount Piper, to offer additional walkability benefits from the existing township.



LOOKING TOWARDS MT. PIPER

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**DESIGN / DEVELOPMENT OBJECTIVES:**

- **WIDER STREETS:** Connector Streets are at a minimum 25 metres wide. These connector streets are to include a central median with trees to enhance character and amenity.
- **A TYPICAL RESIDENTIAL STREET:** Includes an 18 metres wide road reserve with a carriage way of at least 8.0 m wide. A strong wish from the Broadford community is reflected in these dimensions to ensure new residential streets will be of sufficient width for cars to move through when vehicles are parked on the road. The width of the road reserve will allow more space for street trees, providing canopy cover.
- **JEFFREYS LANE:** Keep the existing vegetation. No upgrades are proposed on the low-density residential areas of Jeffreys Lane.
- Retaining mature trees and vegetation into subdivision design. Translate garden area requirements into the Planning Scheme Schedule to ensure a minimum of 30 percent open space per lot will be achieved,
- No construction will be allowed on slopes greater than 10 percent. Areas steeper than 10 percent can be included into a private lot as open space. This will be translated into dwelling typologies with suggested building envelopes.
- Multiple access points and emergency access are required. The general road layout with local connector streets ensures this on a precinct level, but this will also need to be considered on the subdivision level. Where lots are fronting open space, either roads or built form should front towards it and activate the area.
- Within the areas identified as conventional residential, encourage a diversity of housing outcomes of between 600m<sup>2</sup> to 900m<sup>2</sup>, but also provide for:
  - Smaller lots in proximity to the activity node, community facilities and other activity and open space nodes.
  - Larger lots generally along Jeffreys Lane and other topographically sensitive areas.
  - Diverse housing outcomes and choice that can respond to changing needs and market conditions over time.

**INFRASTRUCTURE IDENTIFICATION:**

- Create a new local connector road network.
- Two intersection upgrades to Broadford-Kilmore Road.
- New sewerage pump station.
- Proposed community hub (1 ha), primary school (4 ha) and active open Space (10 ha).
- Consolidated wetlands and retarding basin close to Dry Creek and Broadford-Kilmore Road.
- Potential future cemetery site (approx. 3.5-hectare, exact location to be determined).
- Identify active travel infrastructure within and to/from the precinct.

**ACTIONS**

- 34 Prepare a (proponent led) Planning Scheme Amendment, to apply a Development Plan Overlay and rezone the land as appropriate.
- 35 Prepare a Development Plan for the Residential Growth Precinct.
- 36 Prepare a Development Contribution Plan (DCP)
- 37 Engage with landowners to discuss a potential development strategy.



BROADFORD STRUCTURE PLAN

LOCAL RESIDENTIAL ROAD CROSS SECTIONS

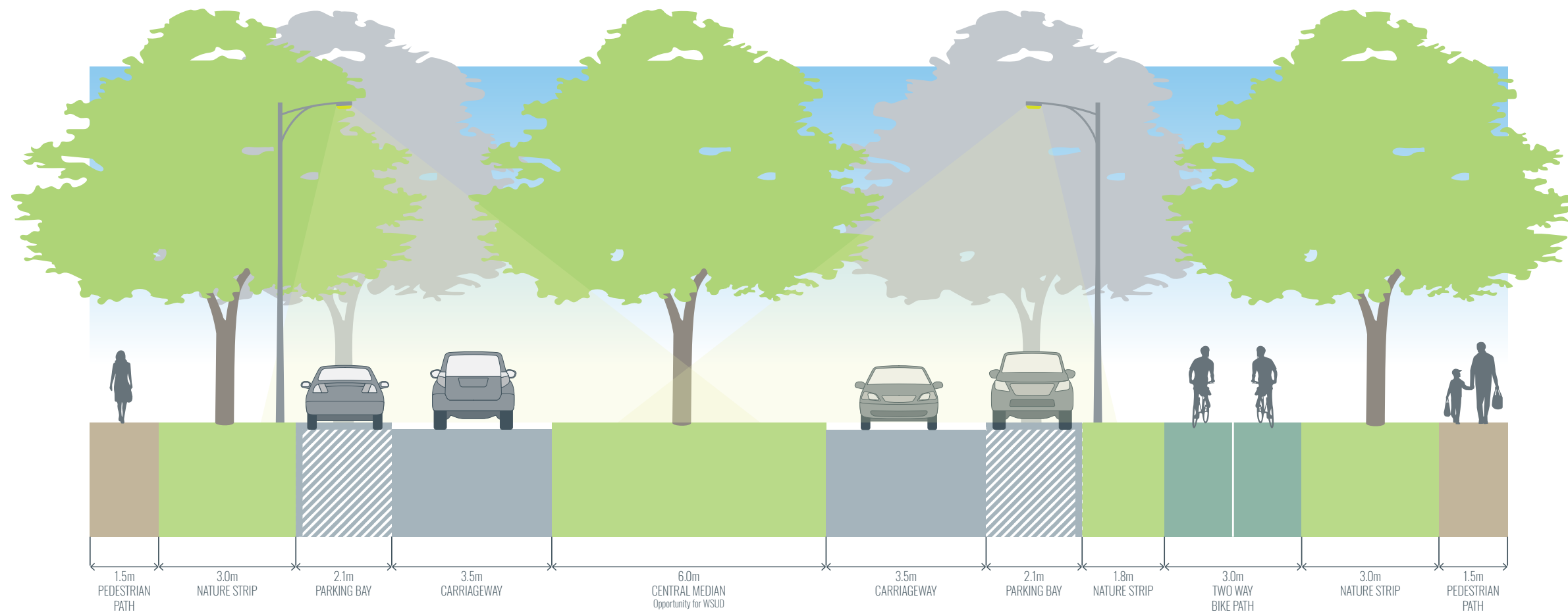


FIGURE 9: CONNECTOR STREET (31.0M)

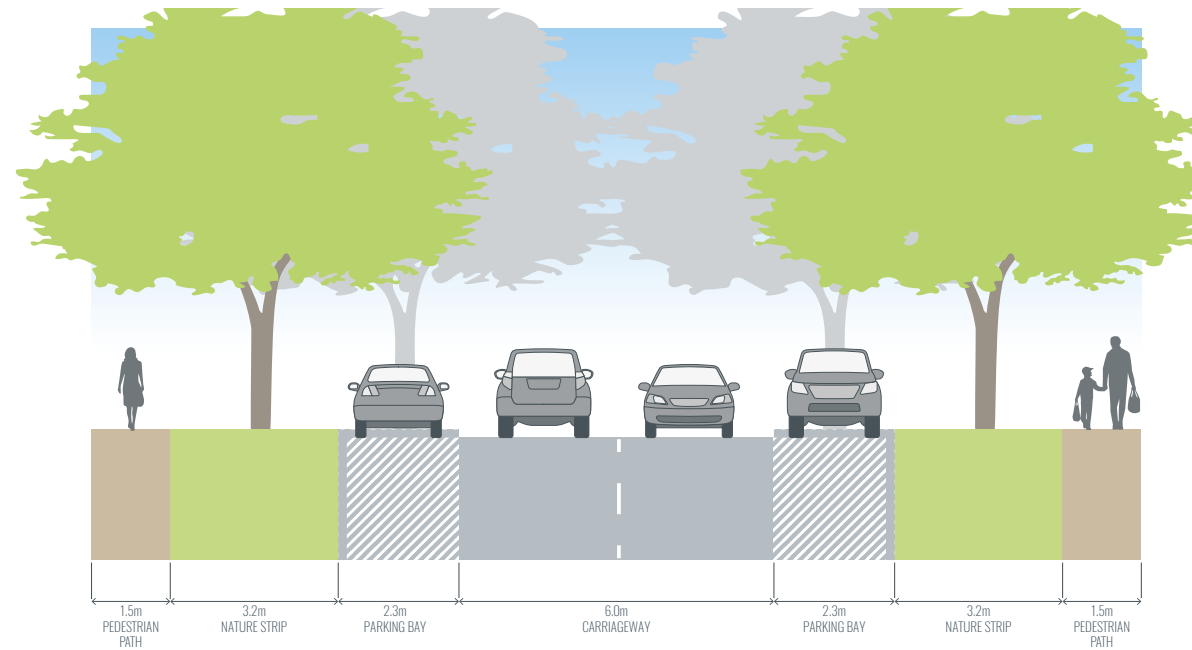


FIGURE 10: LOCAL ACCESS STREET - LEVEL 2 (20.0M)

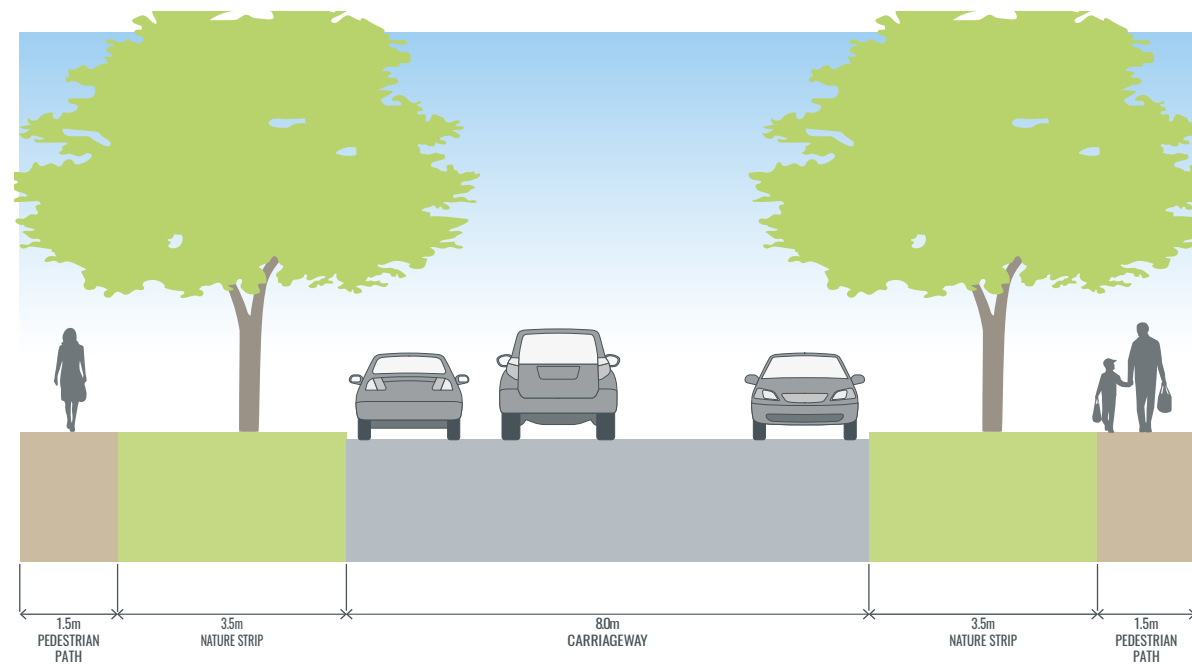


FIGURE 11: LOCAL ACCESS STREET - LEVEL 1 (18.0M)

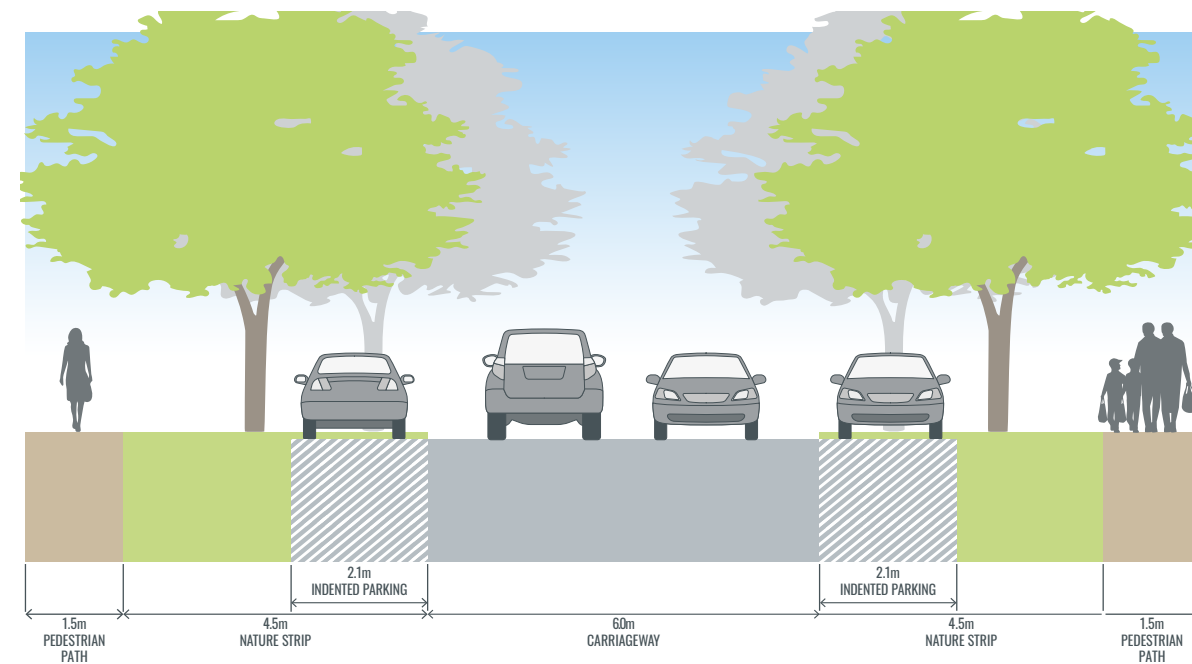


FIGURE 12: LOCAL ACCESS STREET - LEVEL 1 - WITH INDENTED PARKING (18.0M)

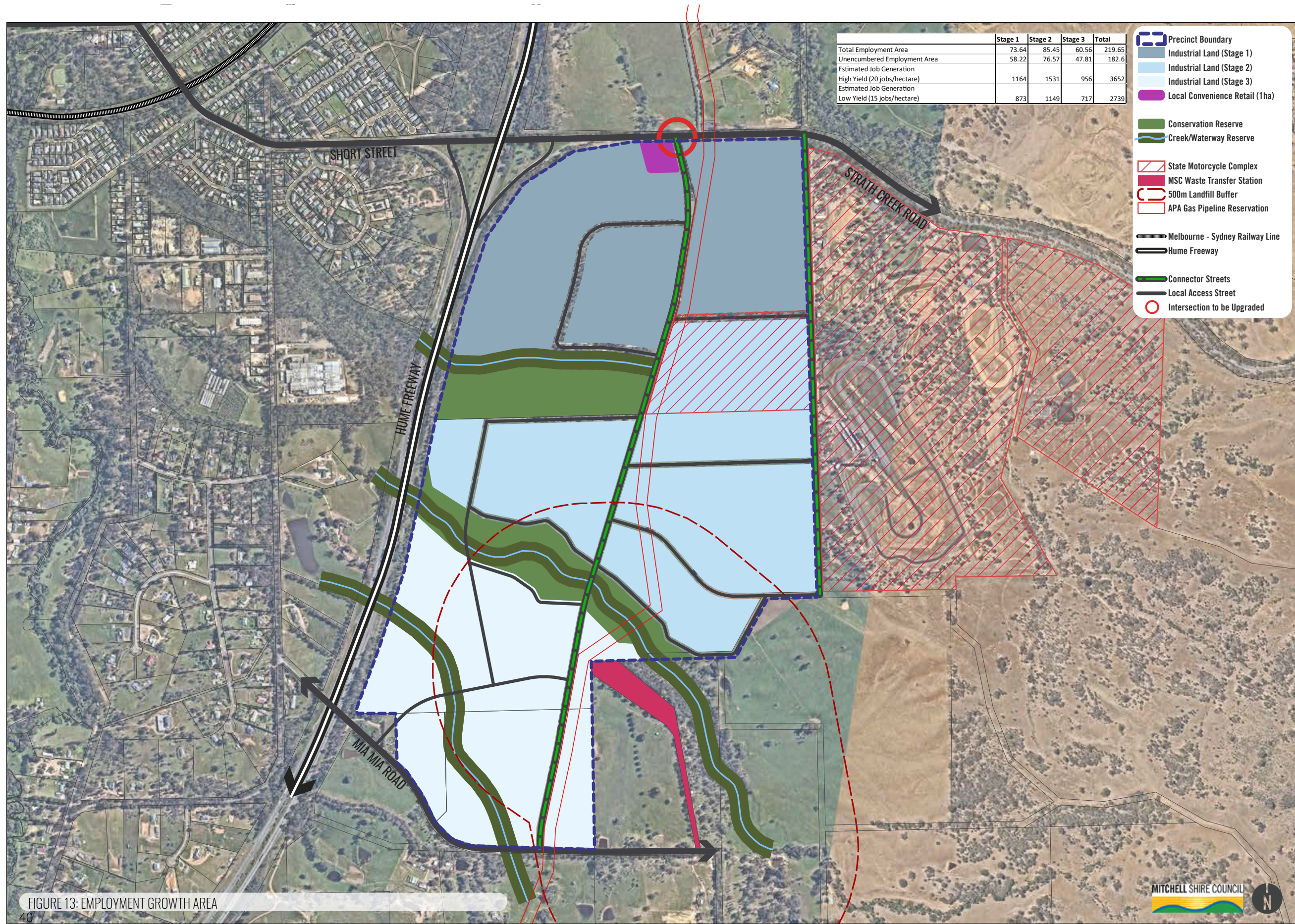


FIGURE 13: EMPLOYMENT GROWTH AREA

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## PRECINCT 2: EMPLOYMENT GROWTH AREA - HUME FREEWAY

### BOUNDARY

The core of this precinct is surrounded by the Hume Freeway to the west, Strath Creek Road to the north, the State Motorcycle Complex to the east and a drainage reserve to the south. There are two further precincts identified that could take additional Industrial growth. This will depend on the intention landowners have with their property and the rate at which industrial and economic development will occur in Broadford.

A potential northerly expansion is bounded by a continuation of Marchbanks Road to the north, the Hume Freeway to the east, Strath Creek Road to the south and Box Forest Road to the east. A potential southerly expansion is bounded by the drainage line south of the new employment precinct, the Hume Freeway to the west, a drainage line to the south and the State Motorcycle Complex to the east.

### EXISTING CHARACTER

This land is currently used as farming land and Mitchell Shire Council owns the land near the interchange, which is vacant and not used. There are several creeks and unnamed drainage lines through the hilly landscape.

The area has direct access onto the Hume Freeway with southbound ramps. Adjacent to the site is the State Motorcycle Complex and a former land fill, with existing buffers in place.

### PREFERRED CHARACTER

The Interchange and interface with the Hume Freeway can provide opportunities for businesses wanting to be well connected and visible on the main route between Melbourne and Northern Victoria. Businesses and industries related to the State Motorcycle Complex would be preferred to create a hub and potential spin off effects between the two employment functions. A connected road system would provide vehicle and truck movement within the precinct and onto the freeway.

A new business park for Broadford would provide room for expansion for existing business and the opportunity for new businesses to be located in Broadford. Both would facilitate employment growth, necessary to service the growing population of the town and its surrounds.

### LAND USE OUTCOMES

The existing Farming Zone would be changed to an industrial zone, to allow for a range of businesses and industries to be located in the area. As for the development sequence, it is preferred to develop the land south of Strath Creek Road first, with the land adjoining the State Motorcycle Complex having the highest potential. The land north of Strath Creek Road has potential to be linked with the freight railway line. This would involve an expensive infrastructure upgrade, but could provide opportunities for businesses otherwise not interested in locating to Broadford.

The identification of the former landfill site at the existing Council depot on 315 Mia Mia Road is close to the employment land. This may have the potential to affect the development of properties (for both sensitive and less sensitive uses) within the Protocol for Environmental Management (PEM, 2015) default buffer of 500 metres due to the potential generation of landfill gases. On this basis, assessment of these properties should be undertaken when development is proposed within the vicinity of the site. The buffer areas required will limit development potential adjacent to the former landfill.

According to the Feasibility Study undertaken by Motorcycle Victoria, the State Motorcycle Complex has the potential to expand. This Structure Plan is supportive of an expansion and encourages this to happen. By not allowing further (rural) residential development and altering the restrictions within the Planning Scheme, residents will be protected from potential noise impacts associated with an expanded Motorcycle Complex.

### STAGING OF FUTURE EMPLOYMENT LAND

The Broadford Employment Study shows a need for around 70 hectares of new industrial land, based on the projected population growth. With the constraints of developing employment land within the Northern Growth Corridor (Wallan and Beveridge), there might be potential for further employment growth once the population of that area is growing. The preferred option then is to develop further south, past an existing vegetated drainage reserve.

### DESIGN / DEVELOPMENT OBJECTIVES

- Prioritise a movement network which supports employment uses. Industrial Lane is the main road connection, but as the precinct develops further, a second road on the eastern boundary close to the Motorcycle Complex might be necessary.
- Promote high quality build form outcomes along the Hume Freeway, having regard to its role as the first impression passers-by will have of Broadford.
- Integration of natural features including vegetation, drainage lines and hilltops.
- Guide for appropriate development on sloping land.

### INFRASTRUCTURE IDENTIFICATION:

- Internal infrastructure arrangements precinct.
- Investigate the potential for northern entry / exit ramps onto the Hume Freeway.



STRATH CREEK ROAD, LOOKING TOWARDS BROADFORD FROM THE EAST

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**ACTIONS**

- 38 Rezone Council owned Farming Zone land to Industrial Zone land
- 39 Revise the existing Development Plan Overlay (to unburden future businesses)
- 40 Rewrite the Special Use Zone for the State Motorcycle Complex. The zone will allow office, industrial, and retail uses, however, they need to be ancillary and thematic to the Motorcycle Complex.
- 41 Explore mechanisms to share the costs of servicing on the land on the east side of the Hume Freeway between Council, the State Motorcycle Complex and private landholders.
- 42 Undertake a feasibility study for the employment precinct (as per Action 29).
- 43 Prepare a Planning Scheme Amendment
- 44 Prepare design guidelines for the employment precinct.

**LOCAL EMPLOYMENT ROAD CROSS SECTIONS**

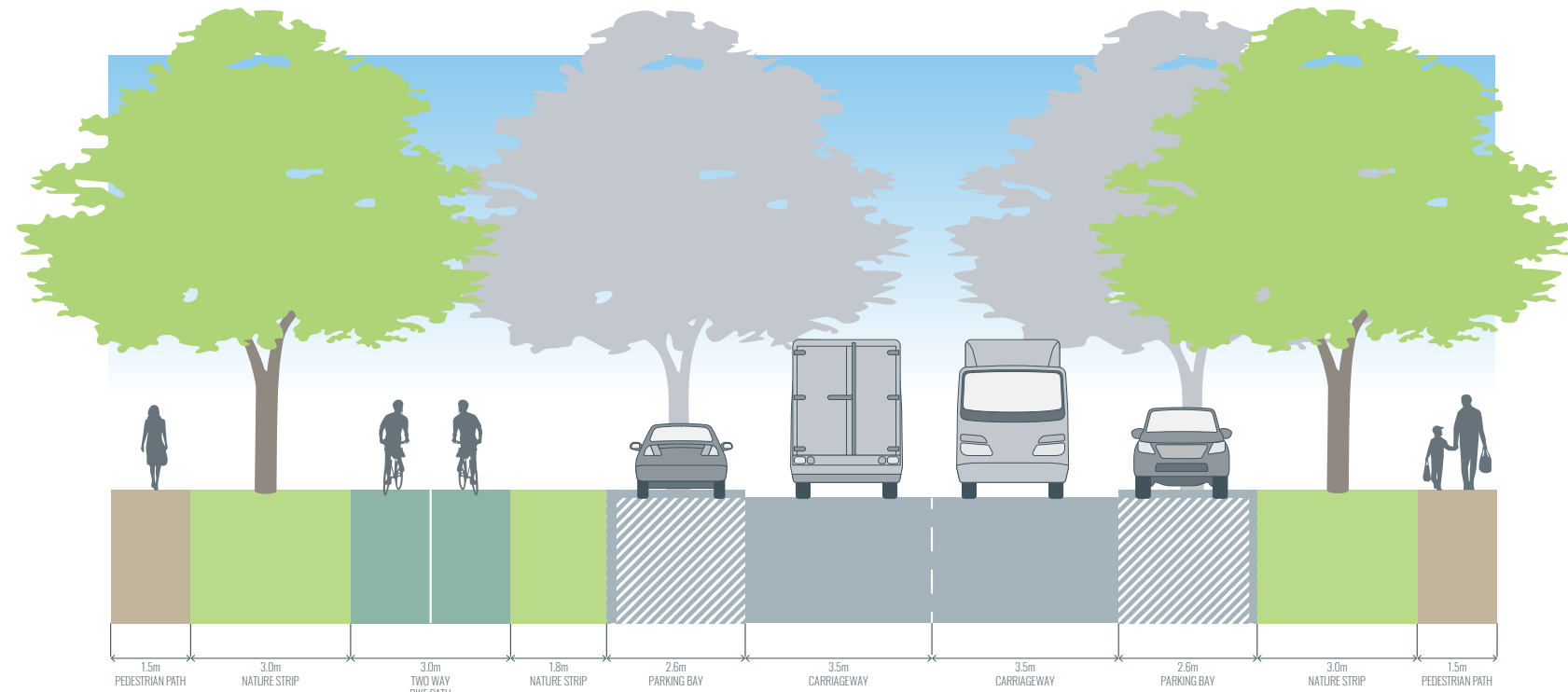


FIGURE 14: INDUSTRIAL CONNECTOR STREET (26.0M)

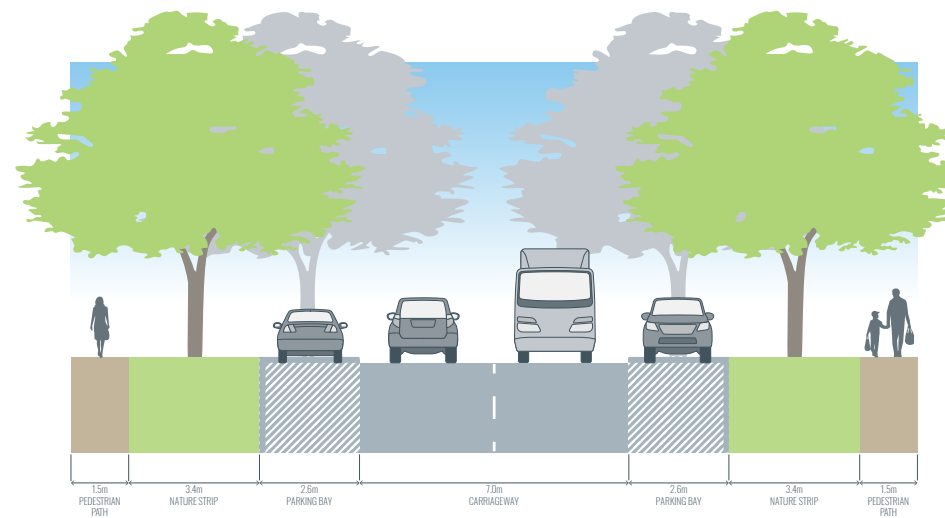


FIGURE 15: INDUSTRIAL LOCAL ACCESS STREET (22.0M)

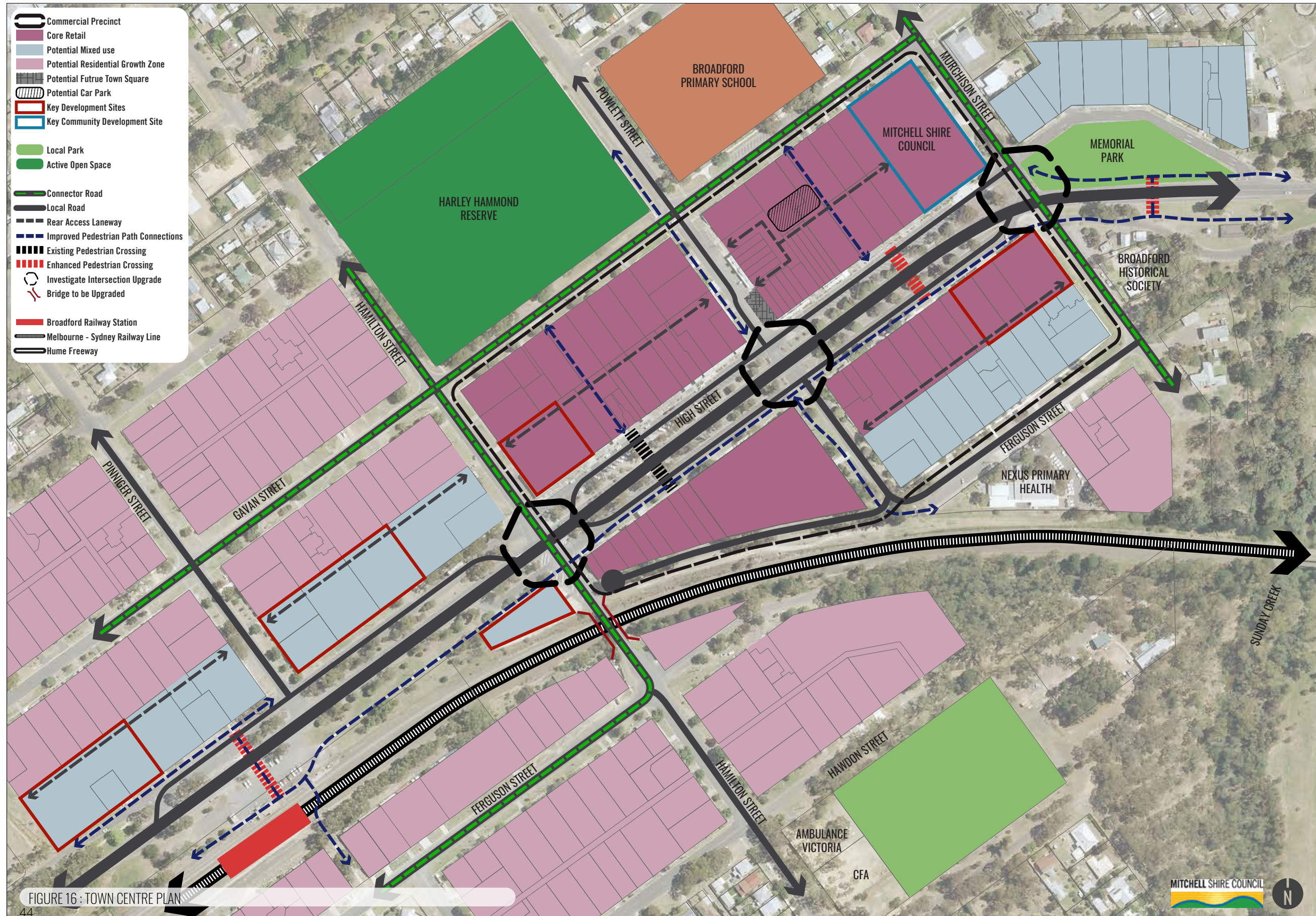


FIGURE 16 : TOWN CENTRE PLAN

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## PRECINCT 3: TOWN CENTRE – HIGH STREET

### BOUNDARY

Gavan Street is the northern boundary; an extension of White Street is the western boundary. The railway tracks to the south and Sunday Creek to the east complete the town centre precinct. The core retail area is bounded by Gavan Street, Hamilton Street, Ferguson Street and Murchison Street.

### EXISTING CHARACTER

High Street has a few different characteristics. Most of the township's retail and commercial needs are based along High Street between Hamilton and Murchison Street. The precinct is a strong focal point for the community and will play an important role and shape the identification of Broadford into the future. It has a strong presence of shops and restaurants, but the experience can be made more hospitable for pedestrians as High Street and its service lanes are wide and dominate the area. There are a number of pedestrian conflict areas and currently there is only a single safe crossing of High Street.

Heritage is an important component to the character of the town. Conserving and enhancing places of natural or cultural significance will grow Broadford's identity. There are key sites already indicated within the historical precinct. Memorial Park on the eastern end of the precinct is well located, public open space at the entrance to the town.

Broadford Railway Station is well placed in proximity to the town centre and an important connection for residents commuting. The existing station has minimal facilities for passengers and limited attended service hours. Adequate shared path connections are limited.

### PREFERRED CHARACTER

High Street is the main focus point in town, where many services can be found. There will be a mixture of commercial and public uses that attract locals and visitors from out of town. High Street will undergo a progressive revitalisation with new buildings filling in vacant land and redevelopments providing new opportunities for businesses to establish.

Upgrades to the public realm, including footpaths, laneways, pedestrian crossings, street furniture renewal and opportunities for

increased landscaping will also enforce the revitalisation.

There are great opportunities in making positive changes to the road network that will benefit all users. By introducing roundabouts at the intersections of Murchison Street and Hamilton Street with High Street, the safety of these intersections will be improved without compromising on the flow of traffic through town. The entries and exits of the service roads at these intersections along the retail precinct can be reconfigured, creating an opportunity for pedestrianised forecourts to bookend each block, become public seating areas or to be associated with shops or cafes to increase the presence of street trading. Closure of the median on High Street at Powlett Street will provide a safer road network with less cross points and conflict points for vehicles and an additional safe pedestrian crossing between Powlett Street and Murchison Street will assist in activating the southern side of High Street.

Together with the main road network improvements, there are opportunities to reconfiguring the space available. By creating additional car parking at the rear of the main row of shops there will be additional parking in the retail core as the population continues to grow. Together with the inclusion of laneways this will activate the Gavan Street side of the town centre. There is a desire to protect and retain existing car parking and seek to expand car parking opportunities as the town centre grows. This will be further explored through the preparation and implementation of a car parking strategy.

With two ways access for private vehicles to remain at Powlett Street, there are opportunities to create a public space for pedestrians at this location. By providing additional seating, planting and potentially a toilet block this area can function more as the heart of the town. Together with the Primary School, improvements to the section of Powlett street next to Harley Hammond Reserve will be investigated to achieve greater safety on school days.

A recent upgrade to the Railway Station has improved platform shelter and customer and staff facilities, council continues to advocate for the Railway Station to provide a welcoming point of arrival to town. As the population grows, secure bike parking, toilets and a formalisation of the station carpark will be required upgrades. A carpark upgrade will eliminate the gravel dust and provide a cleaner station with efficient use

of space and safer navigation for drivers, pedestrians and bicycle users across the site. Planting more trees will present a greener landscape setting and natural shade to supplement any built shade structures.

### LAND USE OUTCOMES:

Currently, most land is in the Commercial 1 Zone (C1Z) or General Residential 1 Zone (GRZ1) and there are several underdeveloped sites along High Street, which will provide a great opportunity as Broadford grows over the years. It is preferred to keep larger existing parcels of land as is and not allow subdivision into smaller land holdings. With this approach, there is a better opportunity for potential anchor retail users (e.g. a supermarket) to be located along High Street, instead of a new location outside the town centre.

A full line supermarket is an often-heard request from residents in Broadford, as it is currently necessary for them to drive to Kilmore for their main groceries. In other towns, a larger supermarket is often realised once the population of the town reaches 7,000 to 8,000 people, which is expected to happen in the next 10 to 20 years. A larger population can mean that eventually a new supermarket can be built to supplement the town's existing retail offering. A number of key development sites have been identified in the town centre in which larger developments can be accommodated. If a new or upgraded supermarket proposal is put forward to Council, the strategy is that it will need to support the existing High Street retailers.

As in any town centre, the corner sites play a key role in the future development of the core retail area. They provide redevelopment opportunities and can accommodate key anchor users in the town. Advertising signage should be minimal, low scale and incorporated into the buildings.

At the corner of High and Murchison Streets, the large area fronting the pub is well placed to introduce greenery at the beginning of the Retail Precinct. The proposed Broadford Way extends from the Broadford Historical Society to continue past the pub. Road marking is improved to highlight the on-road bike lane at intersections and service roads.

1. Timber pergola with climbers provides a shaded place to rest which captures views down the hill towards the Broadford Historical Society, Memorial Park, and distant mountain ranges
2. Continuation of Broadford Way
3. Concrete apron is removed and planted with low groundcovers to frame the prominent pub with greenery and reduce hard surfaces.
4. Street tree planting in the naturestrip
5. Upgrade on-road bike lane line marking



FIGURE 17: TOWN CENTRE VISUALISATION

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The introduction of a Mixed Use zone around the unconstructed White Street and Hamilton Street will provide more opportunities for land holdings to provide a range of offerings, including accommodation for tourists or residents. This is necessary to ensure High Street will remain the primary retail space in town and to provide opportunities to keep the current expenditure from residents inside Broadford. The southern side of High Street is zoned for commercial and retail purposes and the development of this side of the shopping strip will occur organically as the population grows.

Key development sites are identified in the new mixed use area along High Street. Landholdings include the corner sites bookmarking the town centre, as well as key vacant sites in close proximity to the Railway Station. Council can play a key role in the activation of High Street with the Council offices site and facilities. With the fast growth in the south of Mitchell Shire and the growth of the organisation, a longer-term plan will need to be prepared to adequately house staff in the future. This will have consequences for the current site, which will lead to a redevelopment of the current site over time, which will have a focus both on Councils operations and community services like the library.

Figure 15 identifies the potential inclusion of the Residential Growth Zone (RGZ). This zone would provide a clear direction as to where Council is supportive of intensification and allowing smaller lot housing product, while still addressing the existing character of these areas.

The Nexus Health site has the potential to expand to form a larger health precinct and accommodate additional employment opportunities over time. The residential areas in close proximity (up to 400 metres) of the Railway Station have the potential for residential intensification.

#### DESIGN / DEVELOPMENT OBJECTIVES:

- Encourage a wide range of uses such as living, working, shopping and services.
- Encourage a strong presence of buildings and active frontages to the service roads along High Street.
- Provide for high-quality built form that reflects the country town character and emphasises prominent corners.
- Enhance pedestrian amenity with overhead awnings to protect against sun, wind and rain at the street level.
- Ensure individual commercial / retail operator signage does not visually dominate the streetscape, especially on the prominent corners.
- Provide a street-based retail experience with active ground level uses, buildings built to the street edge and larger car parks preferably located to the side or rear of new developments. Deliveries and services should be provided through the rear of shops.

#### INFRASTRUCTURE IDENTIFICATION:

- Upgrade the Hamilton Street – High Street intersection, preferably with a roundabout.
- Upgrade the Murchison Street – High Street intersection, preferably with a roundabout.
- Reconfigure the entrances and exits of the service lanes to allow for pedestrian zones, outdoor seating and garden beds.
- Construct a new pedestrian crossing halfway between Powlett Street and Murchison Street, in front of the library.
- Create a town square by establishing a pedestrian friendly environment on Powlett Street between Gavan Street and the High Street, while retaining two way access for cars.
- Provide a continuous pedestrian path and bicycle lane on the southern side of High Street from Memorial Park to the Railway Station.
- Formalise the Railway Station carpark and improve pedestrian crossings to both side of the railway line.

#### ACTIONS

- 45 Prepare and Implement a car parking strategy for the Broadford Town Centre, including opportunities to create car parking at the rear of the block.
- 46 Prepare a design for an improved Powlett Street and implement public realm improvements.
- 47 Investigate the creation of rear lanes in the Town Centre and the reconfiguration of the entrances and exits of service lanes in the Town Centre.



BROADFORD STRUCTURE PLAN

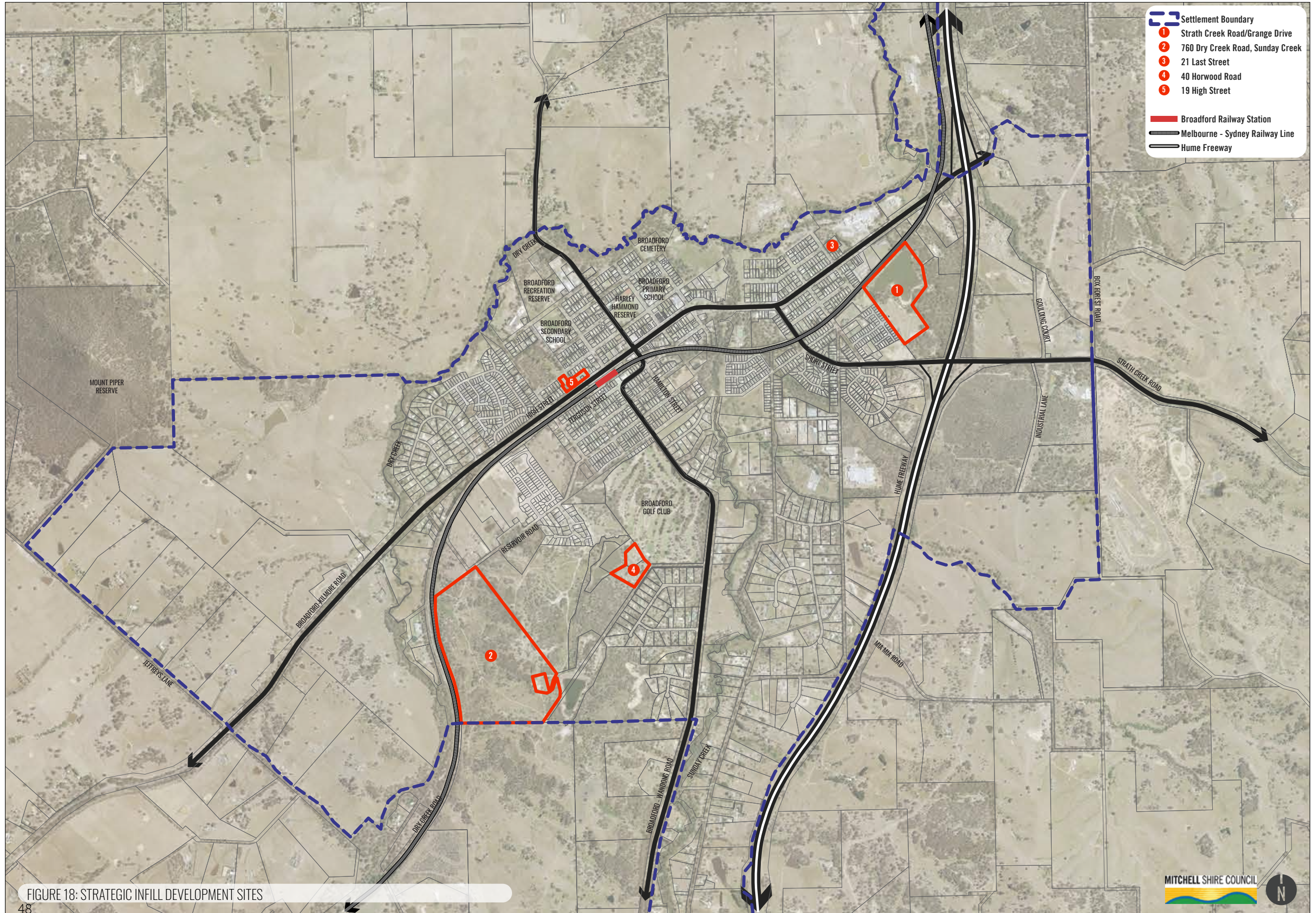


FIGURE 18: STRATEGIC INFILL DEVELOPMENT SITES

## PRECINCT 4: STRATEGIC INFILL DEVELOPMENT SITES

### STRATH CREEK ROAD / GRANGE DRIVE:

This land is currently zoned Low Density Residential (LDRZ). A proponent would like to develop a part of this land into general residential (GRZ1), and part of the land to be used as a reserve / water body. Council is supportive of further residential development on the already cleared land. No further vegetation should be removed for this development without an arborist report to indicate the quality of the existing vegetation. Support to a development can only be given if the development will have two points of access and egress, as this will be a requirement from the CFA. When a plan is prepared, the identification of two points of access and egress are requested at a minimum, and the development needs to show good practice with regards to bushfire mitigation risk management.

The permanent water body, on site is in private ownership. This water body has historic significance as it was part of the Paper Mill complex and known as Mill Lake among locals. It is accessible to the public and a redevelopment of the area provides opportunities to formalise the use as open space available to the Broadford Community, with improved access, parking and facilities like public seating and play equipment.

Through the Planning Scheme Amendment, Council will apply a Development Plan Overlay on this site which will set out the necessary requirements.

### 21 - 35 HERITAGE DRIVE:

This is currently zoned residential land (GRZ1) with a Bushfire Management Overlay (BMO). There are large properties to the west of the Hume Freeway, that may have the potential for further subdivision. After further investigation, the covenants on these parcels restrict further development and the vegetation is significant and requires protection, as well as potentially noise mitigation measures necessary from the Freeway Council will not apply a Development Plan Overlay on this site and is reluctant to allow further subdivision.

### 760 DRY CREEK ROAD, SUNDAY CREEK:

This land is currently zoned in the Farming Zone (FZ). There are a number of creeks and unnamed drainage lines through a hilly landscape. The

drainage lines and vegetated pockets of the area have ecological and cultural heritage values that deserve to be protected.

Due to the constraints of the hillslopes and the vegetation, this area is not suitable for a standard development with a general residential product. In the longer term, this area could accommodate a low density residential product. However, this would be a proponent led rezoning as it is not a priority development site for Council.

### 21 LAST STREET (INDUSTRIAL):

This is currently Industrial Zoned (INZ1) land, partly affected by a Heritage Overlay (Schedule 26). The proponent requests that Council considers this land for future residential purposes.

Encroachment of industrial uses and zones is a planning issue. An assessment of the buffers in place around the paper mill provided a conflict with allowing a residential rezone in this location. Where we do understand the support from the industrial landowner, with the current shortage of employment land available and the buffer requirements from the paper mill, Council is reluctant to allow a residential rezoning and anticipates the current zone will be retained.

### 40 HORWOOD ROAD

A proponent has proposed a residential subdivision of this site. This is currently zoned as residential land (GRZ1). When development occurs, consideration of vegetation protection should be given. Residential development should front the reservoir of Colin Officer Flora Reserve and the golf course.

Council will apply a Design and Development Overlay (DDO) to help assist with the layout of this development towards a suitable outcome.

### RESERVOIR ROAD

Goulburn Valley Water is the owner of a 5.5 ha site on the south side of Reservoir Road. This land has been declared surplus for the GWV operational matters and potentially becomes available on the open

market. The land is already zoned General Residential (GRZ1), however has significant vegetation, slope and has an existing Environment Audit Overlay on the site. While no records of contaminating activities have been found, appropriate EAO audits will need to be undertaken prior to any development on the land. When a development proposal is put forward, Council will focus on the protection of significant vegetation on site.

### 19 HIGH STREET:

This site has been identified as a Key Development Site on the Town Centre Plan (Figure 15) and provides great development opportunities for either a larger scale commercial development, medium density housing or a mix of uses, leveraging of the proximity of the station and the access of High Street.

A development on this site provides the opportunity to complete the currently unconstructed White Street and formalise the drainage corridor that flows towards Dry Creek.

Council will work with the landowner on proposals for this site that are generally in accordance with the layout shown in this Structure Plan.

### ACTIONS

- 48 Investigate management possibilities for the Pine Plantation, including Committee of Management
- 49 Prepare a Development Plan for each Strategic infill development site prior to lodging a Planning Application.

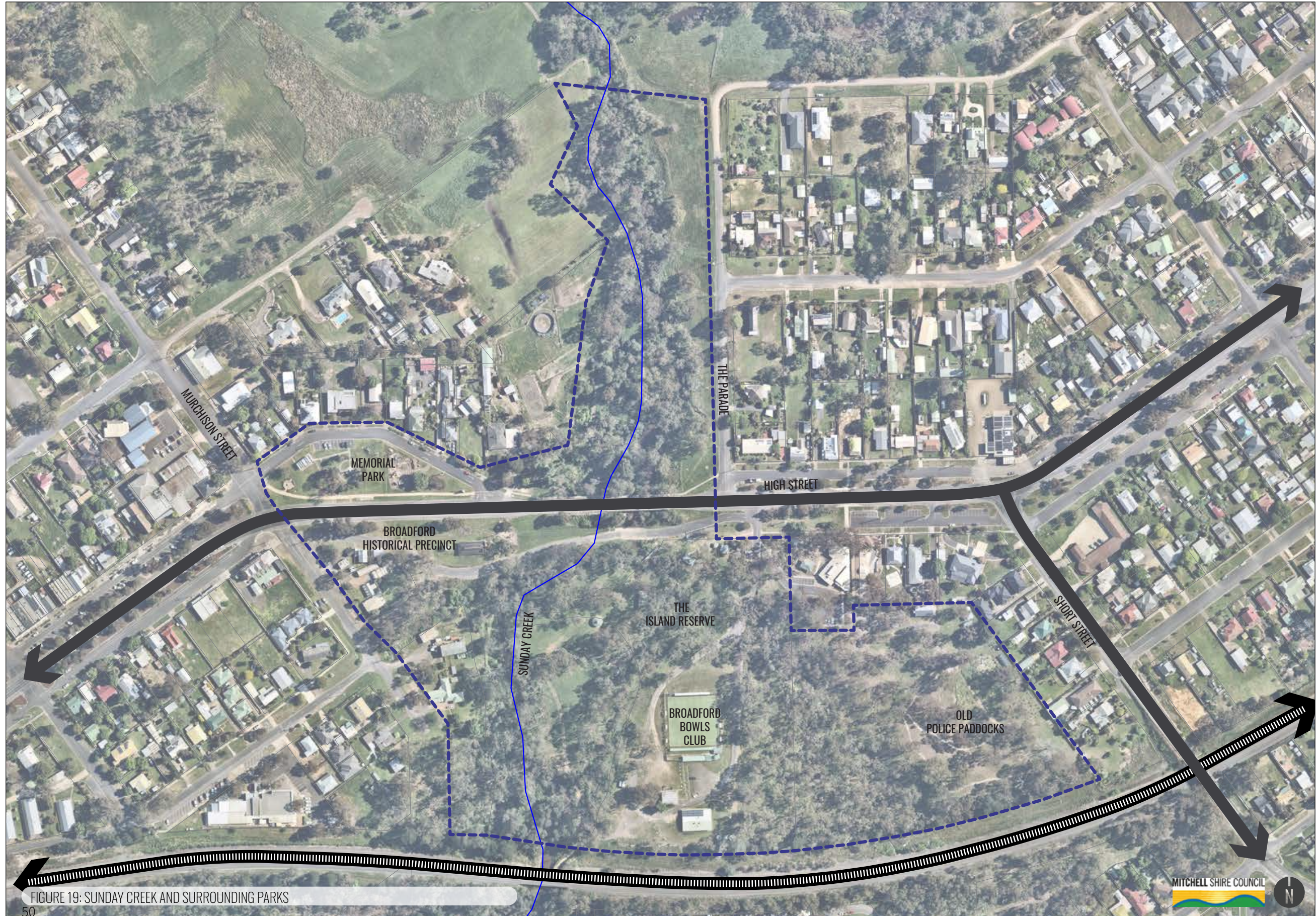


FIGURE 19: SUNDAY CREEK AND SURROUNDING PARKS

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## PRECINCT 5: PUBLIC OPEN SPACE – SUNDAY CREEK AND SURROUNDING PARKS

### BOUNDARY

North: The continuation of Gavan Street.

South: The Broadford to Seymour Railway Line.

East: The property boundary behind the houses on Short Street and in front of The Parade.

West: The property boundary behind the houses on Gavan Street and Murchison Street.

### EXISTING CHARACTER

This area over 20ha of parkland in the centre of Broadford has a number of existing, but disjointed characters.

Memorial Park is the main town park on the north side of High Street and provides green open space for the locals and is a stopping point for visitors. Memorial Park consists of several memorials, a recently upgraded playground and an existing toilet block.

On the south side of High Street, the Broadford District and Historical Society and the site of the Mechanics Building are located. The open space common land, also known as the “old police paddocks”, at the back of the Broadford Living and Learning Centre is currently underutilised.

The Broadford Bowls Club is the main occupant of the area east of the Sunday Creek. The densely vegetated area with Sunday Creek, known as “Island Park”, and a tributary to Sunday Creek flows through the precinct but separates different areas from east to west. The busy High Street divides the precinct into separate north south areas.

### PREFERRED CHARACTER

The lush, green area centrally located in town has potential to become an appealing place to spend time as a Broadford resident or as a visitor taking a pause from a long drive. Implementing clearer and safer pedestrian connections, including Creek crossings and road crossings to other town amenities and attractions encourages locals to visit more frequently and for visitors to include the park as part of their trip.

Improving the areas amenities by upgrading the toilets, playground, furniture, paths and landscape will help create an attractive community

open space. Events can be hosted in this area and there is an opportunity to develop the identity of the precinct by connecting the memorials, historic buildings and natural beauty by improving the facilities space with walking trails, park benches and pedestrian bridges to attract more usage from locals and visitors.

### LAND USE OUTCOMES

Currently there is a multitude of zones that apply to this land, including Public Conservation and Resource Zone (PCRZ), Public Parks and Recreation Zone (PPRZ), Public Use Zone (PUZ7), General Residential Zone (GRZ1) and Memorial Park and Alison Tomkins Reserve are currently in the Road Zone 1 (RDZ1) and the land is owned by VicRoads. A Flood Overlay (FO) and Land Subject to Inundation Overlay (LSIO) or also present.

It is not the intention of the Structure Plan to require any changes to existing land ownership or zoning. The objective is to transform the area into a rural town park, with space for all the existing uses, but with an improved user experience. If the opportunity arises, consideration to acquire adjoining properties in key locations can be given to further strengthen the park area and the Historical Precinct.

### DESIGN AND DEVELOPMENT OBJECTIVES

- To upgrade the Memorial Park facilities and paths to connect the memorials and facilities into a cohesive circuit.
- To provide better connection through the area and construct footpaths that connect to existing and proposed paths further along in Broadford.
- To utilise the open space areas more effectively. The design of the site will cater for particular uses to be enjoyed by the community.

This Structure Plan identifies the opportunities for this area. A detailed design in the form of a Landscape Masterplan will need to be prepared in order to further investigate opportunities and find solutions for constraints.

Additional consultation with key stakeholders, landowners, land users, community groups and the general public will occur and this will define the elements to be included in a plan for the area.

### INFRASTRUCTURE IDENTIFICATION

The required infrastructure upgrades will be a result of the prepared plan for the area and will be identified once a landscape masterplan for this area has been endorsed.

### ACTIONS

- 50 Develop a Landscape Masterplan for the park area, which will incorporate the ideas from the community groups.
- 51 Advocate for an upgrade of the Short Street railway bridge and include a shared path and footpath through ARTC replacement works.
- 52 Advocate for an upgrade of the Short Street – High Street intersection in conjunction with the redevelopment of the existing service station.



BROADFORD TOWN CENTRE WITH THE HAMILTON STREET BRIDGE

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## 04 IMPLEMENTATION

### HOW WILL THE STRUCTURE PLAN BE IMPLEMENTED?

This chapter provides further detail for the implementation of actions contained in the Structure Plan, an overview of who will be involved in the implementation and timing for delivery. This chapter is divided into the following paragraphs: Planning Scheme Amendment, advocacy, collaboration and funding.

An adopted Structure Plan is a key strategic document used to provide certainty for residents, businesses and government agencies regarding the future development and infrastructure investment in an area. Implementation of the Structure Plan will require collaboration and support from a number of stakeholders. While Council will generally lead and manage the implementation process, some input and management may be required from others including State and Federal Government agencies, the private sector and the community. These stakeholders may be referral agencies, own relevant sites or manage related infrastructure and could potentially fund aspects of the projects.

The focus of this Structure Plan is to kickstart development in Broadford. By having new land available for businesses and residents, the population will start to grow at a faster rate and the other benefits will therefore follow.

### PRIORITY ACTIONS

The Broadford Structure Plan includes many actions which will be undertaken in the next years. A short list of priority actions has been established, in order to focus the available capacity towards the most critical actions for an orderly development of the township. These actions are:

- P1 Undertake a Planning Scheme Amendment to incorporate the Structure Plan into the Mitchell Planning Scheme.
- P2 Adopt a Development Contributions Plan prior to progressing any proponent led rezoning requests.
- P3 Prepare a Town Centre Parking Strategy that focusses on the car parking capacity and solutions in line with the Structure Plan

**FULL ACTION LIST****STUDIES**

- 1 Undertake a gap analysis and start a missing links project for the pedestrian and cycling network
- 4 Finalise the design for Powlett Street improvements
- 7 Investigate the Rupert Street – Davidson Street bridge.
- 8 Investigate the Reservoir Road - Dry Creek Road railway crossing bridge.
- 14 Update the Open Space Strategy for Broadford to reflect the use of new reserves in the residential growth area.
- 15 Prepare a design for the new Active Open Space reserve in the residential growth area.
- 16 Prepare a Street Tree policy, including a street tree planting program.
- 18 Prepare a detailed masterplan for the community centre in the new residential growth precinct.
- 22 Produce an Infrastructure Framework to accompany the Structure Plan
- 23 Undertake CHMP's when development occurs to get a greater understanding of the Aboriginal Heritage of the Broadford area.
- 25 Prepare a plan for the Historical Park in consultation with the Broadford District and Historical Society.
- 26 Prepare a Landscape Masterplan for the Dry Creek and Sunday Creek areas.
- 28 Require developers to undertake specific flora and fauna studies in the residential growth precinct. Any native vegetation will be protected.
- 30 Undertake a Feasibility Study for the future employment precinct.
- 31 Investigate the viability for tourism accommodation in town.
- 33 Prepare a Development Plan for the Residential Growth Precinct.
- 34 Prepare a Development Contribution Plan (DCP).
- 41 Prepare design guidelines for the employment precinct.

- 43 Prepare and Implement a car parking strategy for the Broadford Town Centre, including opportunities to create car parking at the rear of the block.
- 45 Investigate management possibilities for the Pine Plantation, including Committee of Management.
- 47 Prepare a landscape design for the Pine Plantation once management responsibilities are arranged.
- 48 Investigate the inclusion of McDougall's Reservoir / Mill Lake / Strath Lake into the Open Space network of Broadford.
- 49 Prepare a Development Plan for each Strategic infill development site prior to lodging a planning application.
- 50 Develop a landscape Masterplan for the park area, which will incorporate the ideas from the community groups.

**CAPITAL WORKS**

- 2 Create a network of footpaths and laneways
- 3 Prioritise the continues footpath and cycling lane along High Street.
- 5 Hamilton Street Bridge Upgrade
- 6 Short Street Bridge upgrade
- 10 High Street – Hamilton Street intersection upgrade to roundabout.
- 11 Gateway entry upgrades along Strath Creek Road.
- 13 Investigate the feasibility of a road connecting Reservoir Road with Broadford - Wandong Road.
- 17 Provide additional kindergarten facilities as a result of the 3 year kinder program.
- 27 Establish a network of trails to connect Mount Piper, Dry Creek and Sunday Creek.
- 29 Establish an additional Mount Piper Reserve south of the conservation reserve.
- 44 Prepare a design for an improved Powlett Street and implement public realm improvements.

- 45 Investigate the creation of rear lanes in the Town Centre and the reconfiguration of the entrances and exits or service lanes in the Town Centre.

**PLANNING SCHEME AMENDMENT**

- 32 Prepare a (proponent led) Planning Scheme Amendment, to apply a Development Plan Overlay and rezone the land as appropriate.
- 36 Rezone Council owned Farming Zone land to Industrial Zone land.
- 37 Revise the existing Development Plan Overlay (to unburden future businesses)
- 38 Rewrite the Special Use Zone for the State Motorcycle Complex. The zone will allow office, industrial, and retails uses, however, they need to be ancillary to the Motorcycle Complex.

### PLANNING SCHEME AMENDMENT

A Planning Scheme Amendment will be prepared to incorporate and implement the Structure Plan into the Mitchell Planning Scheme. Additional consultation will occur as part of the Planning Scheme Amendment process. Any unresolved matters will be referred to a Planning Panel.

A benefit of the Structure Plan as an incorporated document is that the Structure Plan will carry the same weight as other parts of the scheme.

**GENERAL RESIDENTIAL ZONE (GRZ):** The General Residential Zone is applied to land in areas where growth and housing diversity is anticipated. It is expected that the type of housing provided will evolve over time to provide more diverse forms of housing, but not at the expense of the existing open character.

**RURAL LIVING ZONE (RLZ):** The Rural Living Zone provides for residential use in a rural environment whilst also allowing for agricultural land uses which do not negatively impact on the amenity of the surrounding land.

**LOW DENSITY RESIDENTIAL ZONE (LDRZ):** The Low-Density Residential Zone is to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.

**RESIDENTIAL GROWTH ZONE (RGZ):** The Residential Growth Zone is applied to land identified as suitable for increased residential development, such as urban renewal sites, and locations offering good access to services and transport. These areas include activity centres and town centres. Are we applying any of RGZ?

**COMMERCIAL ZONE 1 (C1Z):** The Commercial 1 Zone provides commercial land uses. There is the opportunity to investigate to which extent a mixture of uses is desirable, including residential developments in this area.

**MIXED-USE ZONE (MUZ):** The Mixed Use Zone provides a range of options, including residential and commercial uses

**INDUSTRIAL ZONE (IN1Z):** The Industrial Zone provides for business and commercial land uses that can not be accommodate within the commercial zone as there can be impacts on more sensitive land uses nearby

### PROPOSED PLANNING SCHEME CHANGES

The table below outlines the proposed changes to the Planning Scheme. In short, there are three major rezonings proposed: An industrial rezoning to facilitate the Employment Growth Area, a residential rezoning to facilitate the Residential Growth Area and a commercial rezoning to strengthen the town centre.

#	ACTIONS	RESPONSIBILITY	ADDRESSES	TIMEFRAME
<b>Industrial Rezoning</b>				
IND1A	Rezone land from Farming Zone to Industrial 1 Zone as Stage 1 for the rezoning of land for employment purposes. A Development Plan Overlay is also to be prepared to contain outcomes for character, including interface treatments, traffic management and road layout with requirement for development contributions via a Section 173 Agreement	Council	110 and 140 Strath Creek Road	Short term (1-4 years)
IND1B	Rezone land from Farming Zone to Industrial 1 Zone as Stage 2 (south) for the rezoning of land for employment purposes. A Development Plan Overlay is also to be prepared to contain outcomes for character, including interface treatments, traffic management and road layout with requirement for development contributions via a Section 173 Agreement	Council	103 Mia Mia Road (part)	Short term (1-4 years)
IND1C	Monitor the review of buffers and separation distances being undertaken by DELWP to ensure sensitive uses are protected from future development of the former landfill site at 315 Mia Mia Road	DELWP -Council	315 Mia Mia Road	Short term (1-4 years)
IND2	Rezone land from Farming Zone to Industrial 1 Zone as Stage 3 (north) for the rezoning of land for employment purposes. A Development Plan Overlay is also to be prepared to contain outcomes for character, including interface treatments, traffic management and road layout with requirement for development contributions via a Section 173 Agreement	Proponent Led	165, 195 Strath Creek Road 2,3,5 Goulding Court 20,30,40 Marchbanks Road	Long term (5-10 years)
<b>Residential</b>				
RES1A	Rezone land from Farming Zone to General Residential Zone (indicative lot size is 600 sq. metres) and Low-Density Residential zone (Lot size to be determined at Planning Scheme Amendment stage following further analysis of site context and conditions. Indicative lot size is a range from 0.2 to 2 hectares, with an average of 0.8 hectares). A Development Plan Overlay to be prepared to contain outcomes for character, traffic management and road layout with requirement for development contributions via a Section 173 Agreement with a Development Plan Overlay and a Development Contributions Plan	Proponent led	Clarify Addresses - 879, 871, 865, 872, 786 Broadford – Kilmore Road 80, 100, 140, 180, 190, 230, 250, 280 Jeffreys Lane	Short term (1-4 years)
<b>Commercial Rezoning</b>				
COM1A	Rezone land from Commercial 1 Zone to Mixed-Use Zone Block 1: 19, 25, 33, 35 High Street and 30-32 Pinniger Street Block 2: 29, 31, 31A Pinniger Street and 43,45,47,49,51 High Street Block 3: 56 High Street Block 4: 37, 39 Powlett Street, 57,59,61,63,65,67 Ferguson Street, 30, 32 Murchison Street Block 5: 27 Murchison Street, 115,119,121,123,125,127,129,131,133,135 High Street	Council	5 Blocks, see left.	Short term (1-4 years)
COM1B	Rezone land from General Residential1 to Commercial 1 Zone	Council	2/36 Powlett Street 74 High Street	Short term (1-4 years)
COM1C	Rezone land from Commercial 1 Zone to General Residential Zone as the land use are dwellings and land is incorrectly zoned.	Council	28, 30 Gavan Street	Short term (1-4 years)
<b>Residential Rezoning</b>				
RES1B	Apply Design and Development Overlay to ensure vegetation protection over the existing General Residential Zone (GRZ1)	Council	40 Horwood Drive	Short term (1-4 years)
RES2	Rezone (part of the) land from Rural Living Zone to General Residential Zone. A Development Plan Overlay to be prepared to contain outcomes for character, traffic management and road layout (two points of access and egress) and vegetation protection, land management responsibilities with requirement for development contributions via a Section 173 Agreement with a Development Plan Overlay	Proponent led	15 Strath Creek Road 33 and 37 Jamieson Street.	Medium term (5-10 years)
RES3	Rezone (part of the) land from Farming Zone to Low Density Residential Zone (Lot size to be determined at Planning Scheme Amendment stage following further analysis of site context and conditions. Indicative lot size is a range from 0.2 to 2 hectares, with an average of 0.8 hectares). A Development Plan Overlay to be prepared to contain outcomes for character, traffic management and road layout with requirement for development contributions via a Section 173 Agreement	Proponent led	760 Dry Creek Road	Medium term (5-10 years)

## ADVOCACY

Mitchell Shire Council needs a strong partnership and support from the State Government and other stakeholders to assist in Broadford's growth. In this section, these key partners and key projects have been identified. The endorsement of this plan will help Council's position in advocating for these larger and often more expensive projects to be realised.

Mitchell Shire Council currently plays an active role in advocating to State and Federal Governments and other stakeholders, to help guide and contribute funding to projects across the Shire. The Structure Plan contains a number of strategies and actions which will require ongoing advocacy to ensure the best outcomes are achieved for Broadford.

#	ACTIONS	RESPONSIBILITY	TIME FRAME
5	Hamilton Street bridge upgrade	ARTC and DoT	Medium (5-10 years)
6	Short Street bridge upgrade	ARTC	Medium (5-10 years)
10	High Street – Hamilton Street intersection upgrade	ARTC and DoT	Medium (5-10 years)
51	Advocate for an upgrade of the Short Street railway bridge and include a shared path and footpath through ARTC replacement works	ARTC	Short (1-5 years)
52	Advocate for an upgrade of the Short Street – High Street intersection in conjunction with the redevelopment of the existing service station	Department of Transport	Short (1-5 years)

## COLLABORATION

#	ACTIONS	RESPONSIBILITY	TIMEFRAME
9	Together with the Department of Transport, prepare a High Street Movement and Access Strategy	Department of Transport	Short (1-5 years)
12	Introduction of public transport within Broadford	Department of Transport	Medium (5-10 years)
18	Prepare a detailed design for the Government Primary School in the residential growth precinct	Department of Education	Medium (5-10 years)
19	Require consideration of neighbourhood character assessments by proponents of new housing developments in existing neighbourhoods	Private Sector	Ongoing
20	Continuously work with the private sector in order to achieve best practise sustainable housing design outcomes	Private Sector	Ongoing
22	Continue to work with the Taungurung Land and Waters Council to discuss developments in and around Broadford	Council and TLaWC	Ongoing
34	Engage with landowners to discuss a potential development strategy for the residential growth precinct	Council and Landowners	Short (1-5 years)
38	Explore mechanisms to share the costs of servicing on the land on the east side of the Hume Freeway between Council, the State Motorcycle Complex and private landholders.	Private Sector	Medium (5-10 years)



### IMPLEMENTATION - FUNDING

The Broadford Structure Plan identifies the potential to grow and intensify Broadford via a combination of infill and greenfield development. The Structure Plan adopts a precinct based approach to identify the locations, extent and preferred forms of development.

The precinct based analysis also serves the important function of enabling local infrastructure needs to be identified (particularly for the growth precincts) and a basis to identify cumulative shared infrastructure needs for apportionment. This will provide a clear framework for all stakeholders and ensure key infrastructure is delivered to commensurate to residential growth for the benefit of all of Broadford.

Based on community feedback and good planning practise, it is essential that infrastructure is progressively delivered to ensure that the existing and emerging communities' needs are met.

A Broadford Infrastructure Framework will be prepared as a separate document, which will identify the necessary infrastructure projects, their high level costs, contributing catchments and funding sources. This framework will identify infrastructure that will be funded via payment of development contributions or via delivery of works in kind as opposed to other forms of infrastructure that will be provided by others such as the State Government.

The Planning and Environment Act provides a formal methodology (Development Contribution Plan) in accordance with Section 46. The formal methodology may comprise a DCP for a specific area and implemented via a Development Contributions Overlay, or a Standard Levy (subject to pending Ministerial Direction). An alternative methodology is to prepare an informal Shared Infrastructure Plan, similar in form and content to a DCP, but implemented via Section 173 agreements. When considering the appropriate tool to use in Broadford, Mitchell Shire Council will have regard to the development context, the likely rate of growth, potential funding sources and the availability of tools.

Council will not entertain the rezoning of land until a Development Contributions Plan, or other document achieving the same objectives, is in place. Council will undertake the preparation of the document as a priority action from this Structure Plan and will ensure it is in line with the Regional Infrastructure Contributions Plan toolkit as prepared by

the Victorian Planning Authority.

In order to provide some initial guidance towards landowners, developers and other parties currently interested in the future development of Broadford, the following projects have been already been identified. This list is subject to change and all projects listed are to be further explored and cost estimates to be provided.

### RESIDENTIAL GROWTH PRECINCT

- Three (3) Intersections between Broadford – Kilmore Road and local connector roads.
- Land acquisition for the Active Open Space reserve.
- Construction of the Active Open Space reserve. - subject to a detailed investigation on the proposed sport uses within this reserve.
- Land acquisition for the Community Centre
- Construction of the Community Centre – subject to a detailed investigation on the proposed uses within this centre.
- Railway crossing connecting the new growth precinct with the existing area east of the railway line
- Local Parks – subject to detailed investigations on provided sizes and uses.
- Jeffreys Lane upgrade – subject to detailed design and costing.

### EMPLOYMENT GROWTH PRECINCT

- One (1) intersection between the local connector road and Strath Creek Road
- Provision of utilities such as electricity, sewer, and drainage.

### EXISTING TOWNSHIP

- Local Town Square at Powlett Street – subject to detailed design.
- Beautification of the High Street between the Railway Station and Short Street. – subject to detailed design.
- Rupert Street – Davidson Street bridge connection – subject to detailed design.

Based on a review undertaken by Mesh Planning, a comparable Regional Development Infrastructure Levy currently (January 2022) sits at \$ 163,906 per developable hectare. This figure is indicative and provides developing landowners an indication of what can be expected. This figure will be confirmed through the preparation of the Development Contributions Plan.

