

9.5 DRAFT BROADFORD STRUCTURE PLAN

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File No: PL/09/164

Attachments: 1. Broadford Structure Plan
2. Background Reports Executive Summary

SUMMARY

The purpose of this report is to seek Council endorsement to release the draft Broadford Structure Plan for community and stakeholder consultation. Consultation is planned for a four (4) week period which will start at the end of August 2020.

The Broadford Structure Plan sets out a vision to guide future planning and growth of the township. The draft structure plan has been informed by a range of technical investigations and council is now seeking feedback from the local community, businesses, investors, government agencies and technical experts. The Structure Plan process was subject to a previous round of consultation with the Emerging Options Paper between November and December 2018.

The feedback received during the upcoming consultation period will inform the final Structure Plan. A future Council report that considers all submissions received along with a Council Officer response will be provided after community consultation. Adoption of the final Structure Plan will be sought following the consideration of submission and will form the basis of a Planning Scheme Amendment. This is aimed to occur in 2021.

RECOMMENDATION

THAT Council:

1. Note and endorse the draft Broadford Structure Plan for consultation purposes.
2. Place the draft Broadford Structure Plan on public exhibition for a minimum of four (4) week period.

BACKGROUND

The purpose of this report is to seek Council endorsement to release the draft Broadford Structure Plan for community and stakeholder consultation. Consultation is planned for a four (4) week period which will start on 24 August 2020.

Broadford is the last major township in Mitchell Shire without a completed township structure plan. Broadford is identified in *Plan Melbourne 2017-2050* and the *Hume Regional Growth Plan, 2014* as a peri-urban town that can accommodate a level of housing and population growth. The Draft Structure Plan has been prepared within this strategic context to provide clear direction for this growth and change over the next 20 years.

The Broadford Structure Plan project has been led by Council and is the first Structure Plan that has been prepared "in house" by Council Officers.

DRAFT BROADFORD STRUCTURE PLAN (CONT.)

At the start of the Structure Plan process, an *Emerging Options Paper* was prepared to gain community feedback around the principles and aspirations for the township. Following this process, a range of background technical documents were prepared. The Broadford Structure Plan project received funding of \$50,000 from the Victorian Planning Authority through the Streamlining for Growth 2018/19 Program. These technical documents are summarized in the *Background Reports Executive Summary*.

Undertaking this process has informed the preparation of the draft Structure Plan which details specific directions and measures to ensure the plan can be implemented.

To help assist in the preparation of the Structure Plan, a Community Liaison Group (CLG) was appointed to help provide necessary community input into the preparation of the documents. A Council Project Steering Committee was also established to help develop the project.

ISSUES AND DISCUSSION

The draft Broadford Structure Plan envisions Broadford to sensitively grow towards 15,000 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 (Jeffreys Lane precinct) and new employment opportunities on the east of the town. Additionally, several strategic infill development sites and upgrades to the green open space network will help enhance the rural country-town feel for existing and future residents.

Level of growth

Broadford is identified in *Plan Melbourne 2017-2050* and the *Hume Regional Growth Plan, 2014* as a peri-urban town that can accommodate a level of housing and population growth. The technical background reports have identified that Broadford has capacity to grow. The Structure Plan provides the opportunity to accommodate growth on a master-planned scale where the development front can viably deliver local infrastructure and services to support the planned growth.

One of the key points of discussion during the preparation of the draft Structure Plan has been the level of growth. The existing country town feel and character of the town is greatly appreciated by the local residents. By providing objectives and design guidelines for the residential growth precinct, the Structure Plan aims to retain this character, whilst being able to support residential growth which will attract more infrastructure, services and retail amenity into town.

Residential and Employment Precincts

In order to accommodate the growth, a residential growth precinct to the southwest of town is proposed, which can cater for substantial population growth. On the east side of the Hume Freeway, a new employment precinct is proposed, which will provide more jobs for the growing town and leverage off the strategic location near the Hume Freeway.

Town Centre

Currently High Street is facing challenges, with the southern side under utilised. By creating a small and strong core retail area, together with public realm improvements, it is envisaged that High Street will remain the main focus point in town with a mix of commercial and public uses. Beyond a local convenience retail area being nominated

DRAFT BROADFORD STRUCTURE PLAN (CONT.)

in the Jeffreys Lane growth precinct, no other retail sites are designated, therefore ensuring the consolidation and longer-term viability of High Street as the main retail core for Broadford.

The draft Structure Plan identifies opportunities for improved accessibility around the town centre while identifying Powlett Street as a key opportunity for a town square given its strategic location to key community facilities such as the primary school and Harley Hammond Recreation Reserve.

CONSULTATION

The consultation period is proposed to occur over a four-week period with the initial notices occurring prior to the Council caretaker period.

Written notice will be given to:

- Key agencies and authorities seeking formal review;
- All previous submitters (from the Emerging Options Paper);
- Landowners in, and abutting, the proposed residential and employment growth precincts; and
- Key stakeholders, community groups, schools and local media.

At the time of writing, there are restrictions in place to control the COVID-19 pandemic, which won't allow traditional drop-in sessions or face to face interaction. However, there are other engagement methods that have proved to be effective during the pandemic period that will ensure the Structure Plan is readily available and ample opportunities are provided for community and key stakeholder feedback.

There will be postcards sent to households across the township and fact sheets provided to key stakeholders and available on the project website (<https://engagingmitchellshire.com/broadford3658>). Virtual drop-in sessions will be arranged, and video meetings will be available upon request throughout the exhibition period. Hard copies of the Structure Plan itself and other consultation material will also be provided upon request and contactless collections will be arranged.

The consultation material will be branded around Have Your Say on the Future of Broadford to encourage increased interest for those who may be not familiar with a township structure plan

FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

The draft Broadford Structure Plan is currently operating within Council's budget parameters. Consultation activities for exhibiting the draft Structure Plan are included within the allocated project budget.

There will be longer term implications associated with implementing the recommendations, particularly with regard to local infrastructure delivery that may require both private and public partnerships. An implementation plan is part of the draft Structure Plan and provides directions for the future implementation of the structure plan.

DRAFT BROADFORD STRUCTURE PLAN (CONT.)

POLICY AND LEGISLATIVE IMPLICATIONS

Preparation of the draft Structure Plan is consistent with the strategic objective of responsible planning and the following key strategies within the Council Plan 2017-2021:

Strategic Objective: *To demand best practice outcomes when planning for future growth.*

The key strategies identified in the draft structure plan are

- 3.1 – Plan for growth and change through best practice design of services, infrastructure, open space and recreation facilities;
- 3.2 Plan for a diversity of housing and households;
- 3.3 Prioritise environmental and sustainability outcomes in planning decisions;
- 3.5 Improve planning processes to ensure user-friendly and timely planning processes and high-quality decisions;
- 3.8 Support safe communities through best practice design and planning standards;
- 3.9 Improve the accessibility and connectivity of pedestrian and cycle paths within and between our towns; and
- 3.10 Protect and enhance local ambience, amenity and character.

RISK IMPLICATIONS

Risk Ranking is determined using [ROHS201-G1- Corporate Risk Matrix](#). Risk is identified as Low, Medium, High or Very High.

| Risk | Risk Ranking | Proposed Treatments | Within Existing Resources? |
|--|--------------|---|----------------------------|
| Dissatisfaction from stakeholders or local community. It is likely there will be community members or landowners disagreeing with (parts of) the Draft Structure Plan. | Medium | Open and transparent communication with stakeholders and attempt to resolve any misconceptions or issues. A future Council report will consider issues raised in submissions. | Yes. |

SUSTAINABILITY IMPLICATIONS (SOCIAL AND ENVIRONMENTAL)

There are no social or environmental sustainability implications directly associated with releasing the draft Structure Plan for community and stakeholder consultation. The

DRAFT BROADFORD STRUCTURE PLAN (CONT.)

content of the draft Structure Plan addresses matters such as biodiversity, energy efficiency, water efficiency, waste management and urban ecology.

CHARTER OF HUMAN RIGHTS IMPLICATIONS

The rights protected in the *Charter of Human Rights and Responsibilities Act 2006* were considered in preparing this report and it's determined that the subject matter does not raise any human rights issues.

CHILDREN AND YOUNG PEOPLE IMPLICATIONS

At various points during the preparation of the draft Structure Plan, Council Officers have engaged with the Youth Council. The main focus areas for the Youth Council have been parks and open spaces and commercial land (shops and restaurants). The Youth Council also made suggestions on community consultation and engaging with young people.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

The draft Broadford Structure Plan is the product of a range of inputs, including a range of technical assessments and feedback from the community on the Emerging Options Paper.

The draft Structure Plan is now intended to be endorsed for public consultation purposes which is proposed to occur over at least a four (4) week period.

Feedback received during this time will assist Council in informing the content and actions of the final Structure Plan, due to be considered by Council for adoption at a later date. When the Plan is endorsed, it will form the basis of a future Planning Scheme Amendment to bring the Broadford Structure Plan into the *Mitchell Planning Scheme*



01 TABLE OF CONTENTS

01 WHAT IS A STRUCTURE PLAN?

- 1.1 WHY PREPARE A STRUCTURE PLAN FOR BROADFORD?
- 1.2 EMERGING OPTIONS PAPER
- 1.3 VISION STATEMENT
- 1.4 KEY OBJECTIVES & PRINCIPLES

02 THE STRUCTURE PLAN

- 2.1 STUDY AREA
- 2.2 BACKGROUND REPORTS SUMMARY
- 2.3 EXISTING SETTLEMENT AREA
- 2.4 POLICY CONTEXT
- 2.5 POPULATION AND GROWTH
- 2.6 SETTLEMENT BOUNDARY
- 2.7 CURRENT RESIDENTIAL DEVELOPMENT
- 2.8 LAND USE
- 2.9 MOVEMENT NETWORK & TRANSPORT
- 2.10 ACCESS AND MOVEMENT (VEHICULAR)
- 2.11 GATEWAY ENTRY
- 2.12 OPEN SPACE AND PUBLIC REALM
- 2.13 COMMUNITY FACILITIES
- 2.14 DRAINAGE, UTILITIES AND SERVICES
- 2.15 HERITAGE AND CULTURE
- 2.16 BIODIVERSITY, ENVIRONMENT AND LANDSCAPE
- 2.17 ECONOMIC ACTIVITIES

5 03 PRECINCT PLANS

- 3.1 PRECINCT 1 - RESIDENTIAL GROWTH AREA – JEFFREYS LANE
- 3.2 PRECINCT 2 - EMPLOYMENT GROWTH AREA – HUME FREEWAY
- 3.3 PRECINCT 3 - TOWN CENTRE – HIGH STREET
- 3.4 PRECINCT 4 - STRATEGIC INFILL DEVELOPMENT SITES
- 3.5 PRECINCT 5 - MEMORIAL PARK AND BROADFORD COMMUNITY PARK

7

04 IMPLEMENTATION

- 4.1 HOW WILL THE STRUCTURE PLAN BE IMPLEMENTED?
- 4.2 PLANNING SCHEME AMENDMENT
- 4.3 ADVOCACY
- 4.4 COLLABORATION
- 4.5 IMPLEMENTATION - FUNDING

25 FIGURES

- FIGURE 1: LOCAL CONTEXT PLAN
- FIGURE 2: SETTLEMENT PLAN
- FIGURE 3: LAND USE PLAN
- FIGURE 4: MOVEMENT NETWORK PLAN
- FIGURE 5: GREEN LINKS AND OPEN SPACE PLAN
- FIGURE 6: RESIDENTIAL GROWTH AREA
- FIGURE 7: ROAD CROSS SECTIONS
- FIGURE 8: RESIDENTIAL GROWTH AREA
- FIGURE 9: INDUSTRIAL CROSS SECTIONS
- FIGURE 10: TOWN CENTRE PLAN
- FIGURE 11: TOWN CENTRE VISUALISATION
- FIGURE 12: PINE PLANTATION CONCEPT
- FIGURE 13: STRATEGIC INFILL DEVELOPMENT SITES
- FIGURE 14: MEMORIAL PARK VISUALISATION

47



VIEW OF THE BROADFORD COURIER NEWSPAPER OFFICE FROM MEMORIAL PARK.

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. 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. This Draft Structure Plan attempts to express the feedback received on the Emerging Options Paper.

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."

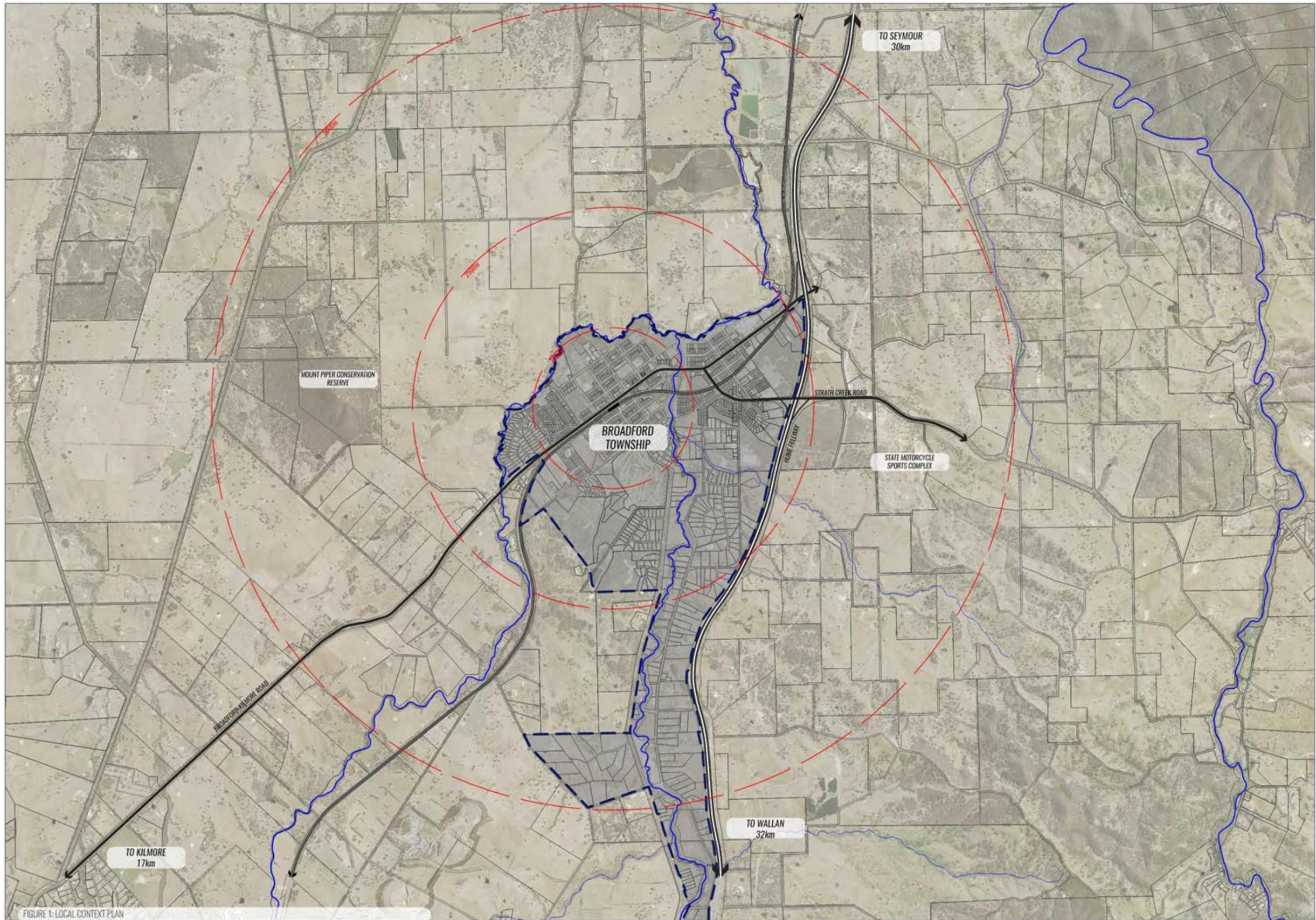
"Set amongst visually stunning landscape features coupled with its close connection to transport options to Melbourne, Broadford is a dream for those wishing to live in a country town. By sensitively growing the population in a range of housing options the existing High Street will flourish and new shops, 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 can upgrade existing services, bring in new shops and attract jobs. 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.



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.

BACKGROUND REPORTS SUMMARY

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

- Aboriginal Cultural Heritage Assessment,
- Bushfire Risk Assessment,
- Ecological Assessment,
- Land Capability Assessment,
- Drainage Study,
- Landscape Analysis,
- Utility Services Report,
- Traffic and Transport Study,
- Employment Study
- Draft Community Infrastructure Assessment and;
- Resource Recovery Study.

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

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. 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.



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.

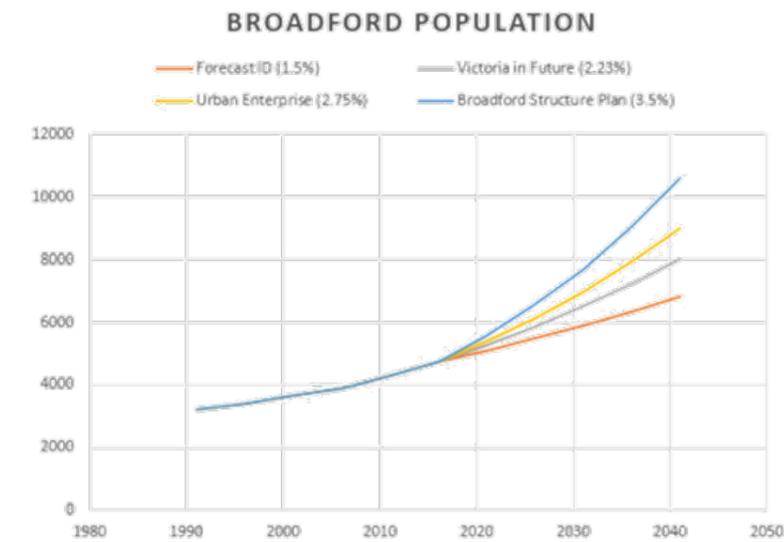
Population growth is not a goal in itself, but a larger population does allow for more services to be provided, both for existing and new residents.

This Broadford Structure Plan will prepare Broadford for growing towards a population of around 10,000 people in the next two decades. The Structure Plan also provides an outlook towards land use and necessary infrastructure improvements associated with further growth beyond that initial growth scenario, potentially towards 15,000 people.

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.

- Broadford is predicted to grow to 10,000 people by 2041.
- There will be a strategic need to plan for further growth, if growth will occur faster than projected.

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



SOURCE: ABS, 2020.

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 and the boundary might change after that time. 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 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.

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, with the majority 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 |
| TOTAL | 339 |

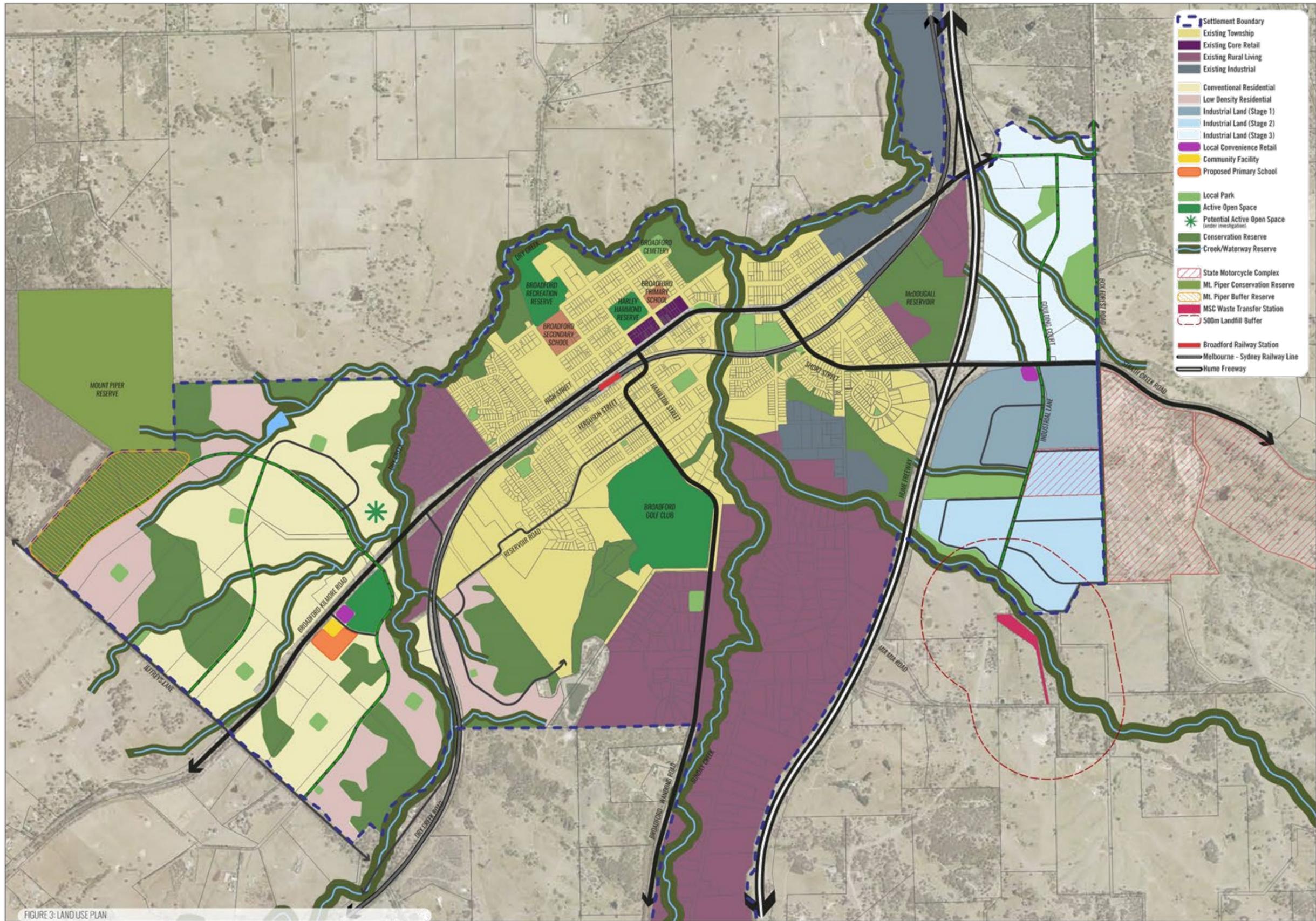


FIGURE 3: LAND USE PLAN

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 future 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.

- Residential growth will occur in a southwest direction, along Broadford-Kilmore Road.

COMMERCIAL: Most of the township's retail and commercial needs are based within the High Street shopping precinct. A retail needs assessment concluded that the existing town centre provides sufficient 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.

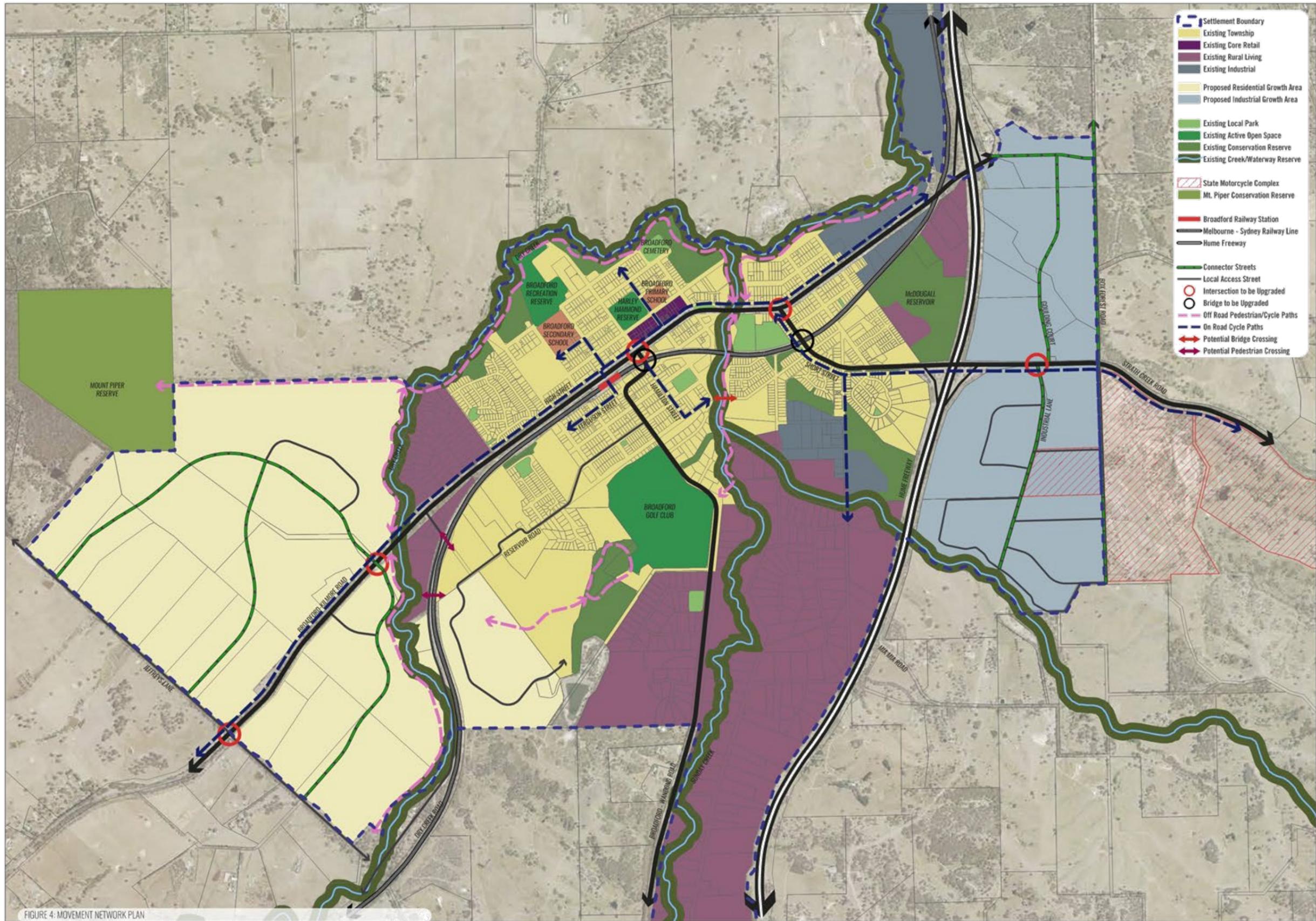
- Commercial development will occur along the High Street. No competing land uses will be allowed in other precincts.

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.

- Industrial growth can occur on the east side of the Hume Freeway



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 to other neighbouring towns with no existing bus services. 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.

- Good public transport connections towards Melbourne.
- No existing public transport within Broadford. A bus service will be introduced when the population grows further.

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.

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.

The plan also reflects a network of pedestrian and cycle paths that allow for connectivity to key points of interest within the structure plan area such as the Broadford Railway Station, the Golf Course and Colin Officer Flora Reserve. New pedestrian bridges across Sunday Creek (Rupert Street) and the railway line (Reservoir Road) could provide new connections that will better connect the town internally.

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

- Network of footpaths and bike paths proposed on existing roads and through the (Sunday and Dry) Creek corridors and connecting to Mt. Piper.
- A trail between the Town Centre and the Railway Station (High Street) has been identified a priority in the Open Space Strategy.

RAILWAY CROSSINGS: A lack of east-west connectivity is a long-standing 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 railway crossings (bridges) have been discussed during the Structure Plan process. While a number of ideas and suggestions have been put forward, external funding opportunities would be vital to delivering an additional railway crossing. The financial implications of an additional bridge on Council's current capital works budget are too severe to include such a major project in this Structure Plan, as delivery is deemed unrealistic. Alternatively, a new pedestrian crossing at the end of Reservoir Road towards the new residential growth precinct is included to be investigated.

- Advocate for upgrades to the existing bridges on Hamilton Street and Short Street through the ARTC Inland Rail project.

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. 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, by reconfiguring the service lanes and introducing traffic lights on the Hamilton Street and High Street intersection. Council would like to see these improvements delivered through the ARTC works that will include a replacement of the Hamilton Street bridge.

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 proposed to create a large and safe space for pedestrians, that can be used for markets and festivals. An upgrade with traffic lights at the High Street – Hamilton Street intersection will make this intersection safer. The upgrades will address safety issues of the existing bridges and adjoining intersections.

Powlett Street is identified as a focal point for the core retail/commercial area of Broadford to create a space for community gatherings. A closure or refurbishment between Gavan Street and the High Street service lane will be investigated to determine the ultimate design for this area.

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. This could either be a (partial) duplication of the High Street, or a new alternative road connecting Broadford and the Residential Growth Precinct to the west of the Hume Freeway.



A GROUP OF PEOPLE WALKING EAST ALONG HIGH STREET

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 (sculpture/artistic signage).

ACTIONS

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|-----------------------------------|--|------------------------------|--------------------------|
| Pedestrian and cycling | | | |
| 1 | Undertake a gap analysis of the pedestrian and cycling network | Council | Short term (1-4 years) |
| 2 | Investigate Rupert Street – Davidson Street pedestrian bridge | Council | Short term (1-4 years) |
| 3 | High Street footpath and cycling lane | Council | Short term (1-4 years) |
| 4 | Create a network of footpaths and cycling lanes | Council | Medium term (5-10 years) |
| Bridges and Rail crossings | | | |
| 5 | Hamilton Street bridge upgrade | Advocate ARTC for delivery | Medium term (5-10 years) |
| 6 | High Street – Hamilton Street intersection upgrade | Advocate ARTC for delivery | Medium term (5-10 years) |
| 7 | Short Street bridge upgrade | Advocate ARTC for delivery | Medium term (5-10 years) |
| 8 | Investigate Reservoir Road pedestrian railway crossing | Council | Long term (10+ years) |
| Road | | | |
| 9 | Gateway entry upgrades along Strath Creek Road | Council and VicRoads | Medium term (5-10 years) |
| 10 | Town Centre service lane and Powlett Street improvements. | Council and VicRoads | Medium term (5-10 years) |
| 11 | Introduction of public transport within Broadford | Council to advocate with TFV | Long term (10+ years) |

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.

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 / family recreation open space.

There are great opportunities within the existing township to improve its open space qualities. The land behind the new CFA building (Hawdon Street) can be investigated for a new reserve. However, this land is potentially contaminated; soil tests are needed to confirm the extent and potential land use opportunities. 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. Part of the Pine Plantation on Gavan Street offers the opportunity to be a new reserve and recreation node. There is also an opportunity to link passive open space through active trails and to create habitat corridors.

Memorial Park and Lions Park can benefit from overall redesigns, making them attractive parks for visitors and residents. The existing Mcdoughall Reservoir also has potential 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.

- In conjunction with the EPA, investigate if the land behind CFA can become a future reserve.
- Upgrade accessibility to Colin Officer Flora Reserve.
- Set aside a part of the Pine Plantation for a future reserve.
- Undertake designs for Lions Park and integrate actions with the

proposed Memorial Park upgrades.

- Include the Mcdoughall Reservoir into open space when the opportunity arises.
- Create new passive open space reserves incorporating landscape features in the Residential Growth Precinct.

ACTIVE OPEN SPACE: The Harley Hammond Reserve is on Crown Land and houses the Broadford Cricket Club and 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. The reserve will focus on ovals and rectangular pitches as currently that is the biggest need for the growing town. The exact configuration of that reserve will be determined through a more detailed design at a later stage.

When the population of Broadford continues to grow towards 15,000 people, a second additional Active Open Space reserve is required. The Structure Plan has identified a potential location, which requires further investigation as the land is partly affected by flooding.

ACTIONS

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|----------------|--------------------------|
| 12 | Produce a new Open Space Strategy for Broadford | Council | Short term (1-4 years) |
| 13 | Determine the configuration of the new Active Open Space reserve | Council | Medium term (5-10 years) |

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.

- Demand for a new two room facility will exist by 2022 when the three-year-old program commences.
- Provision for kindergarten services has been planned for within the new residential growth area (two one-hectare sites).

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. With a potential doubling of the population, it is expected that there will be a need for an additional primary school, which then ideally would be located within the residential growth precinct.

- Land to be set aside for an additional primary school in the residential growth precinct (three hectares), when the population grows past 8,000 residents.

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, 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

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|-----------------------|--------------------------|
| 14 | Provide a new two room kindergarten facility | Council | By 2022 |
| 15 | Land to be set aside for additional kinder facilities in the growth precinct | Proponent and Council | Medium term (5-10 years) |
| 16 | Land to be set aside for a primary school in the residential growth precinct | Proponent and Council | Medium term (5-10 years) |



MT. PIPER KINDERGARTEN ON HIGH STREET

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 existing water assets are generally at capacity. 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

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|---|----------------|------------------------|
| 17 | Produce an Infrastructure Framework to accompany the Structure Plan | Council | Short term (1-4 years) |

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.

- Undertake further CHMP's 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

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|----------------|--------------------------|
| 18 | Continue to work with the Taungurung Land and Waters Council to discuss developments in and around Broadford | Council | Continuous |
| 19 | Undertake CHMPs when development occurs to get a greater understanding of the Aboriginal Heritage of Broadford | Proponent | Medium term (5-10 years) |
| 20 | Prepare a plan for the Historical Park in consultation with the Broadford District and Historical Society | Council | Medium term (5-10 years) |



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.

- Broadford’s high quality biodiversity requires protection.

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.

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

- Establish an additional Mount Piper Reserve south of the existing Conservation Reserve to enforce protection buffers.

- 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.

- Upgrade and construct new trails along Dry Creek and along Sunday Creek.

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

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|----------------|--------------------------|
| 21 | Establish trails to connect Mount Piper, Dry Creek and Sunday Creek | Council | Short term (1-4 years) |
| 22 | Require developers to undertake specific flora and fauna studies | Proponent | Medium term (5-10 years) |
| 23 | Create an additional Mount Piper Reserve south of the conservation reserve | Proponent | Long term (10+ years) |



A PEDESTRIAN BRIDGE OVER SUNDAY CREEK

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. A small retail node within the residential precinct will provide local convenience retail needs, but will not compete with the existing High Street retail.

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.

- Retail growth is focused along High Street.
- Industrial growth can occur on the east side of the Hume Freeway west of the Motorcycle complex.



NESTLE FACTORY ON MIA MIA ROAD

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.

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

ACTIONS

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|----------------|------------------------|
| 24 | Undertake a Feasibility Study for the future employment precinct | Council | Short term (1-4 years) |



THE STATE MOTORCYCLE SPORTS COMPLEX



LOOKING TOWARDS MT. PIPER FROM BROADFORD TRAIN STATION

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. These are as follows:

PRECINCT 1: Town Centre – High Street

PRECINCT 2: Residential Growth Area – Jeffreys Lane

PRECINCT 3: Employment Growth Area – Hume Freeway

PRECINCT 4: Strategic Infill Development Sites

PRECINCT 5: Memorial Park and Broadford Community Park

Each precinct will provide more detailed planning and development guidance.

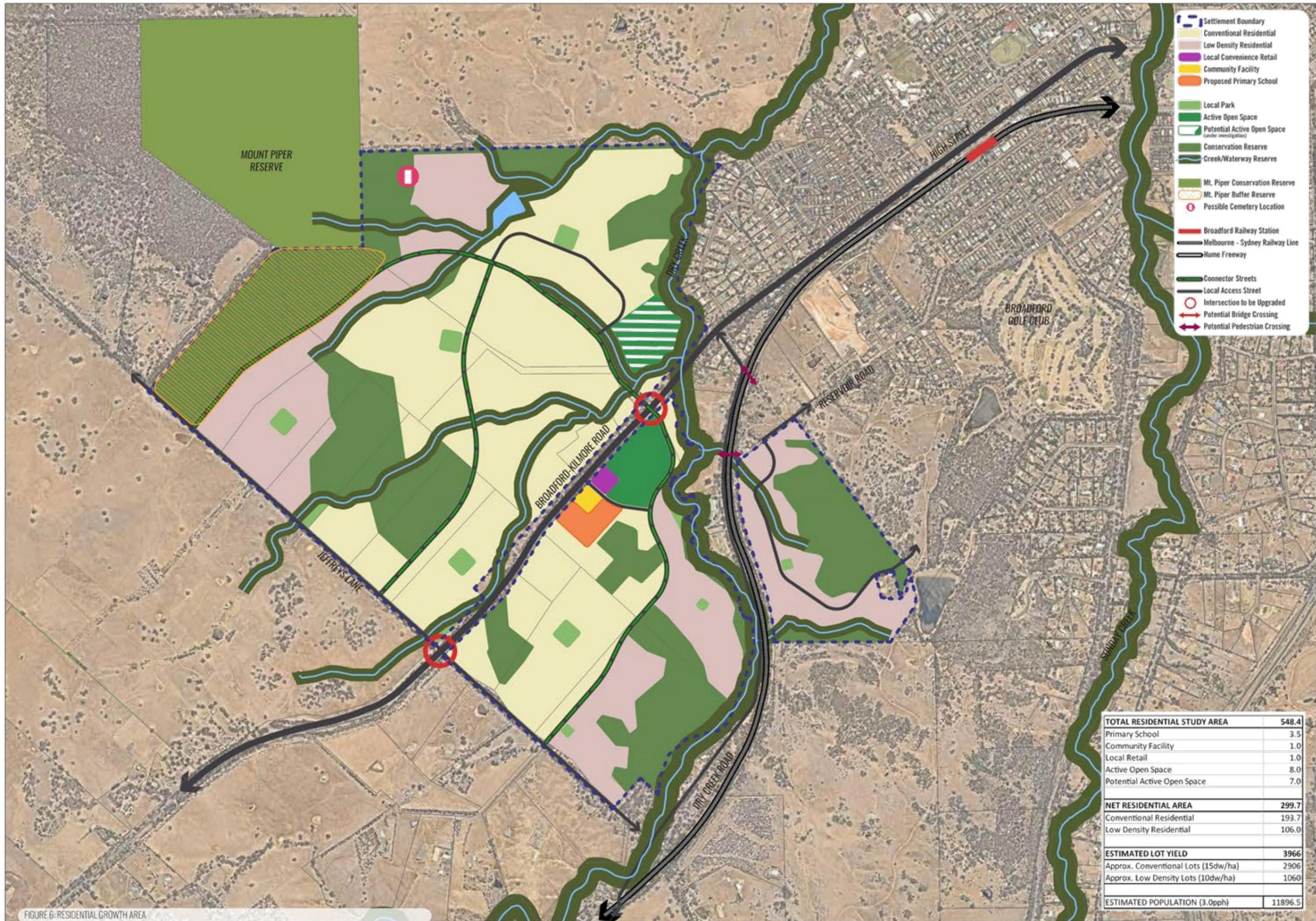


FIGURE 6: RESIDENTIAL GROWTH AREA

PRECINCT 1: RESIDENTIAL GROWTH AREA - JEFFREYS LANE

BOUNDARY:

North: Tributary to Dry Creek. West: Mount Piper conservation reserve.
South: Jeffreys Lane. East: Dry Creek along the railway line.

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. That can be achieved by a high standard of subdivision with setbacks and more generous lot sizes. Future development will be required to protect existing vegetation, plant new trees that enhance character and embrace waterways.

The Residential Growth Area expansion area is planned to accommodate the majority of Broadford's future residential growth. It is important to provide a genuine mix and range of different lot sizes to allow for a range of housing options choices. Within the new residential area approximately 200 hectares are to be set aside for low density and 300 hectares to accommodate more sustainable lot sizes.

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" (1000 sqm) 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, it is vital a quality residential community has a range of lot sizes therefore attracting a range of family typologies and incomes.

The more standard residential component of the growth precinct has the ability to accommodate a range of densities that can leverage from natural landscape amenity and be site responsive to allow for some smaller lots 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 larger residential lots that can accommodate larger houses on lots well over 600 sqm. 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 precinct will be connected through a permeable road system based on an arterial road network which is site responsive and seeks to incorporate natural attributes such as vegetation and drainage lines into its alignment. The newly proposed arterial 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.

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 potential need for a primary school (3.5 hectares), community facility (1 hectare), active open space reserve (8 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.

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 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.

FURTHER DEVELOPMENT BEYOND THE RESIDENTIAL GROWTH AREA.

The currently described residential growth area has the potential to accommodate significant growth for Broadford. It is envisioned that development will start on the side closest to town, so that the first residents can leverage off the existing facilities within the town.

The Traffic Study shows that when the population grows and traffic movements grow to over 18,500 vehicles a day, additional studies to the road network (potential duplication of Broadford-Kilmore Road and High Street or alternative road connections) might need to be undertaken. If Broadford continues to grow beyond the identified residential growth area, a logical inclusion could be the land on the south-western side of Jeffreys Lane. Further investigations and a Structure Plan upgrade would be required to facilitate this additional growth.

DESIGN / DEVELOPMENT OBJECTIVES:

- **WIDER STREETS:** Connector Street: minimum 25 metres wide. Connector to include a central median with trees.
- **A TYPICAL RESIDENTIAL STREET:** 18 metres wide. More space for street trees.
- **POTENTIAL CROSS SECTION JEFFREYS LANE:** Keep existing vegetation: new road further south instead of widening existing road reserve.
- Retaining mature trees and vegetation into subdivision design. Translate garden area requirements into the Schedule to ensure a minimum of 30 percent open space per lot.
- No development will be allowed on slopes greater than 10 percent. This will be translated into dwelling typologies with suggested building envelopes.
- Multiple access points and emergency access required. Where there is fronting open space, either roads or built form should front towards it and activate the area.



LOOKING TOWARDS MT. PIPER

INFRASTRUCTURE IDENTIFICATION:

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

ACTIONS

Council will engage with the landowners in this precinct to determine their interest and discuss a potential development strategy for this precinct.

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|---|----------------|------------------------|
| 25 | Engage with the landowners in this growth precinct before finalising the Structure Plan | Council | Immediate (in 2020) |
| 26 | Prepare a Planning Scheme Amendment | Proponent | Short term (1-4 years) |
| 27 | Prepare a Development Plan for this full precinct | Proponent | Short term (1-4 years) |

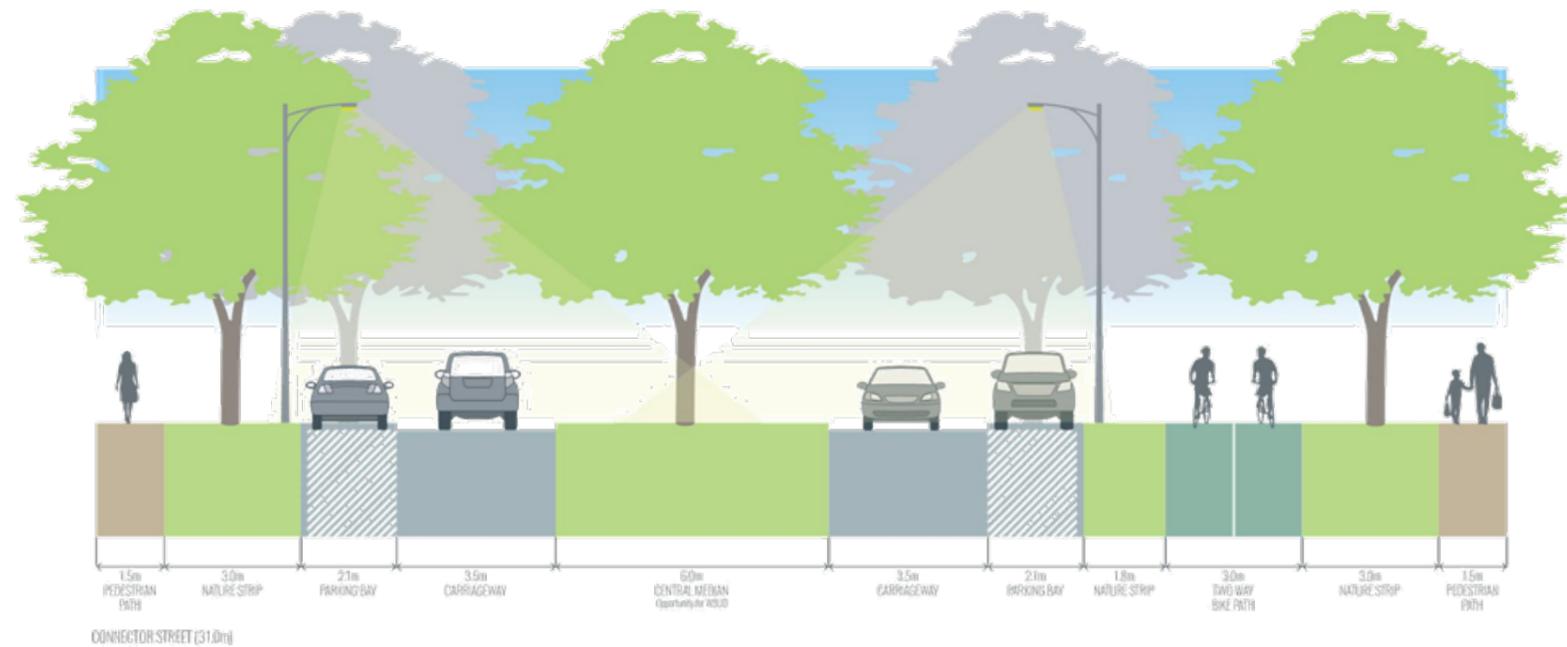


FIGURE 8: RESIDENTIAL CROSS SECTIONS

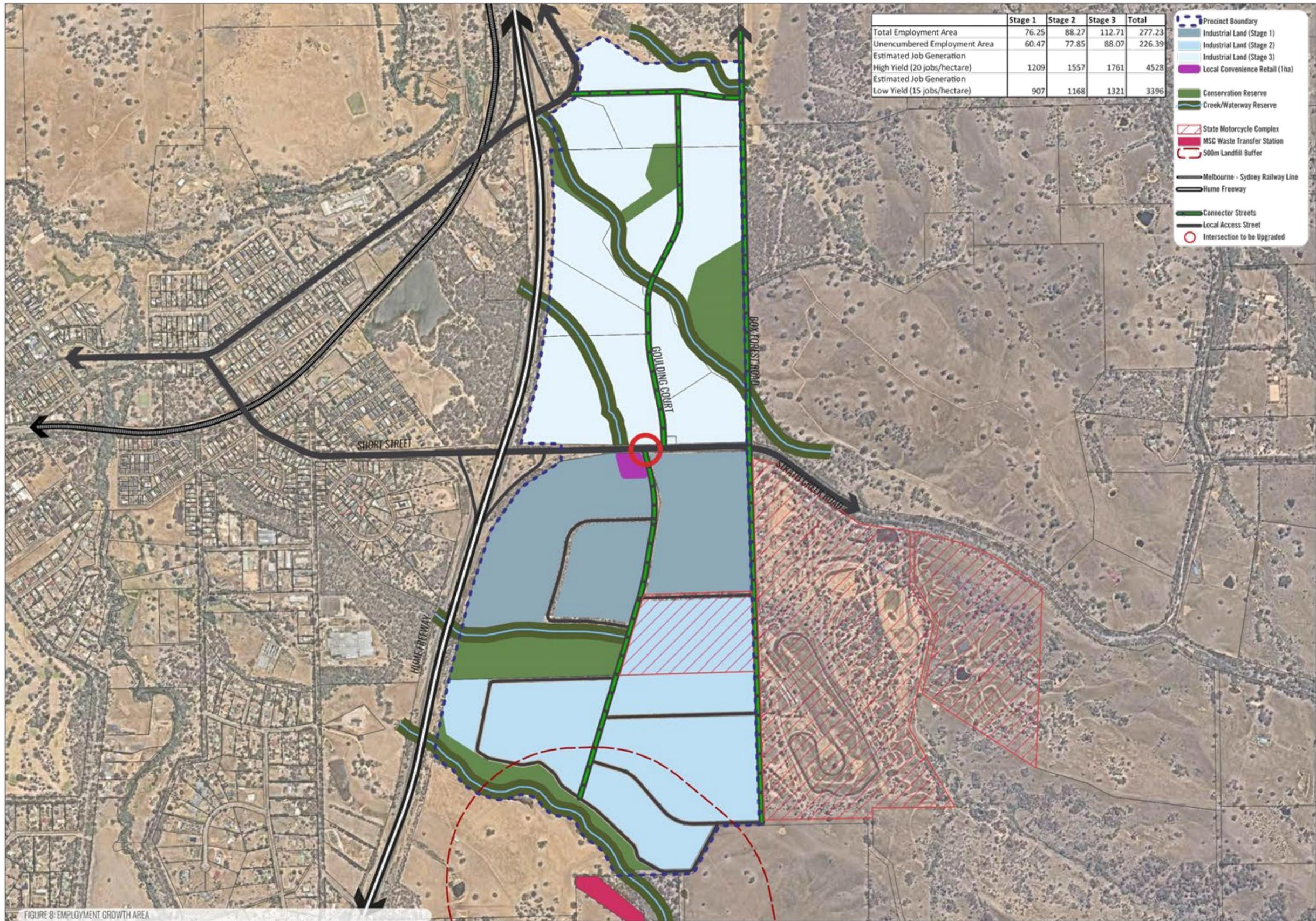


FIGURE 8: EMPLOYMENT GROWTH AREA

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.

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.

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.

Currently, there are two proposed directions for further expansion: Option A (northern precinct) is to develop further north of Strath Creek Road, Option B (southern precinct) is to develop further south, past an existing vegetated drainage reserve. Council is open to submissions from landowners, residents and businesses before it will finalise a position on the further direction of growth.

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:

- 1 Internal infrastructure arrangements southern precinct.
- 2 Internal infrastructure arrangement northern precinct.
- 3 Investigate the potential for northern entry / exit ramps onto the Hume Freeway.



STRATH CREEK ROAD, LOOKING TOWARDS BROADFORD FROM THE EAST

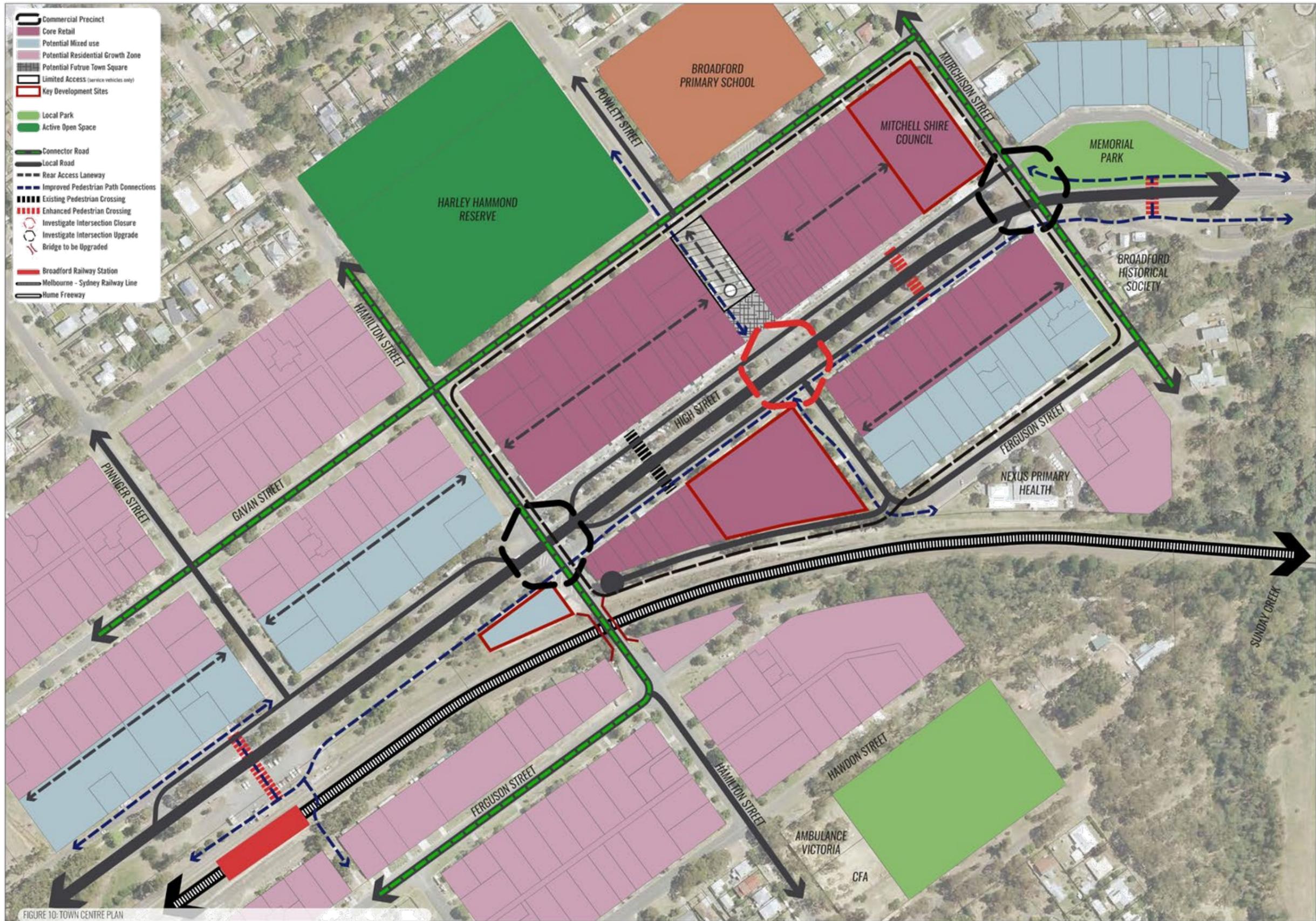
ACTIONS

- 1 Rezone Council owned Farming Zone land to Industrial Zone land
- 2 Revise the existing Development Plan Overlay (to unburden future businesses)
- 3 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.
- 4 Investigate with ARTC the opportunity to connect the northern section of the precinct by rail to the Melbourne to Brisbane railway line.
- 5 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.

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|---|----------------|------------------------|
| 28 | Engage with the landowners in this growth precinct before finalising the Structure Plan | Council | Immediate (in 2020) |
| 29 | Undertake a Feasibility Study for the core employment growth precinct | Council | Short term (1-4 years) |
| 30 | Prepare Planning Scheme Amendment | Proponent | Short term (1-4 years) |
| 31 | Explore mechanisms to share the costs of servicing infrastructure | Council | Short term (1-4 years) |



FIGURE 9- INDUSTRIAL CROSS SECTIONS



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.

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.

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. Memorial Park on the eastern end of the precinct is well located, but looks like an outdated public open space at the entrance to the town.

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 and street

furniture renewal and opportunities for increased landscaping will also enforce the revitalisation.

The entries and exits of the service roads 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. There will be an investigation into the potential closure of the Powlett Street – High Street intersection. 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.

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.

With an upgrade, the Railway Station can provide a welcoming point of arrival with better waiting areas, secure bike parking, toilets and overall presentation. Formalisation of the station carpark 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. The introduction of a Mixed Use zone will provide more opportunities for land holdings to provide a range of offerings, including accommodation for tourists or residents.

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. 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.

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.

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. A larger population can mean that eventually a new supermarket can be built to supplement the town's existing retail offering. Shop top housing is a means for bringing people into the centre supporting the local economy and providing affordable housing options. Increasing densities for properties abutting Memorial Park on High Street would also provide a concentration of residents adjacent to the core of the town centre.

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. If a new supermarket proposal would be put forward to Council, the strategy is that it will need to support the existing High Street retailers. Potential priority development sites include the Council offices and the land surrounding St Matthew's Anglican Church. 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.

The Nexus Health site has the potential to be expanded 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.

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 11: TOWN CENTRE VISUALISATION

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.
- Shop top housing or commercial uses or services is encouraged above retail, commercial or mixed use land.

INFRASTRUCTURE IDENTIFICATION:

- 1 Upgrade the Hamilton Street – High Street intersection treatment.
- 2 Formalise the Railway Station carpark and improve pedestrian crossings to both side of the railway line.
- 3 Provide a continuous pedestrian path and bicycle lane on the southern side of High Street from Memorial Park to the Railway Station.
- 4 Reconfigure the entrances and exits of the service lanes to allow for pedestrian zones, outdoor seating and garden beds.
- 5 Construct a new pedestrian crossing in front of the library.
- 6 Create a town square by establishing a pedestrian friendly environment, potentially a shared zone, on Powlett Street between Gavan Street and the High Street.
- 7 Limit traffic movement from Powlett Street into the southern service lane into a left in and left out only

ACTIONS

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|-------------------------------------|--------------------------|
| 32 | Planning Scheme Amendment to introduce Mixed Use Zone | Council | Short term (1-4 years) |
| 33 | Investigate the creation of rear lanes in the town centre | Council | Short term (1-4 years) |
| 34 | Investigate the configuration of the service lanes in the town centre | Council and Department of Transport | Short term (1-4 years) |
| 35 | Investigate the reconfiguration of Powlett Street | Council | Short term (1-4 years) |
| 36 | Construct a pedestrian path and cycling link along the southern side of High Street | Council | Short term (1-4 years) |
| 37 | Prepare and Implement a car parking strategy for the Broadford Town Centre | Council | Short term (1-4 years) |
| 38 | Improve the shared pathway across Hamilton Street Bridge | ARTC and Department of Transport | Medium term (5-10 years) |
| 39 | Reconfigure the entrances and exits of service lanes (streetscape improvements consistent with the Urban Design Framework) | Council and Department of Transport | Medium term (5-10 years) |
| 40 | Upgrade High Street – Hamilton Street intersection | ARTC and Department of Transport | Medium term (5-10 years) |
| 41 | Upgrade Ferguson Street – Hamilton Street intersection | ARTC and Department of Transport | Medium term (5-10 years) |
| 42 | New pedestrian crossing in front of the library | Council and Department of Transport | Long term (10+ years) |
| 43 | Formalise the carpark at the Railway Station | Department of Transport (VicTrack) | Long term (10+ years) |



PRECINCT 4: STRATEGIC INFILL DEVELOPMENT SITES

PINE PLANTATION:

BOUNDARY

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

EXISTING CHARACTER

The land known as the Pine Plantation is owned by the State Government has a Public Use Zone (PUZ) and is currently 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, which will also need to be considered in any proposed development. The remainder of the site is comprised of low-quality bushland and undergrowth which presents both amenity and fire safety risks.

PREFERRED CHARACTER

The Pine Plantation has the potential to become a well-used and natural public open space for the local community (approx. 50 per cent of the land). Residential development (approx. 50 per cent) would be necessary to fund the investments to create a natural reserve or park.

The design for a new proposed park should aim to retain as much of the current vegetation as possible. The existing fully-grown trees provide a natural environment and clearing and replanting is considered a waste. The retention of the vegetation and drainage line offers opportunities to retain the rural feel within the proposed residential development. The park aims to be a natural park, with space for facilities like a BMX track, or a dog park.

PREFERRED DEVELOPMENT OUTCOME

The proposed way to redevelop this land is to set clear parameters under which Council will allow a rezone of the land. Currently the land is zoned for Public Use (Public Use Zone). Council is prepared to rezone this land to a maximum of 50 per cent residential (GRZ1) and 50 per cent Parks and Recreation Zone (PPRZ), under the condition that the development of the residential lots will fully fund the necessary infrastructure and the transformation of the land drainage reserve and remaining open space towards a park.

Council will refuse to buy this land from a first right of refusal perspective, as it does not have enough funds available to purchase the land and then finance the transformation to a public park. Council's strategy is that the State Government (Treasury) will organise a tender process to sell the land.

LAND USE OUTCOMES

The existing PUZ zone will be changed to a combination of PPRZ (approx. 50 per cent) and GRZ1 (approx. 50 per cent). It is estimated that approx. 40 residential lots will generate enough revenue to fund the necessary infrastructure requirements and still leave enough profit margin for developers to be interested in this project.

DESIGN AND DEVELOPMENT OBJECTIVES:

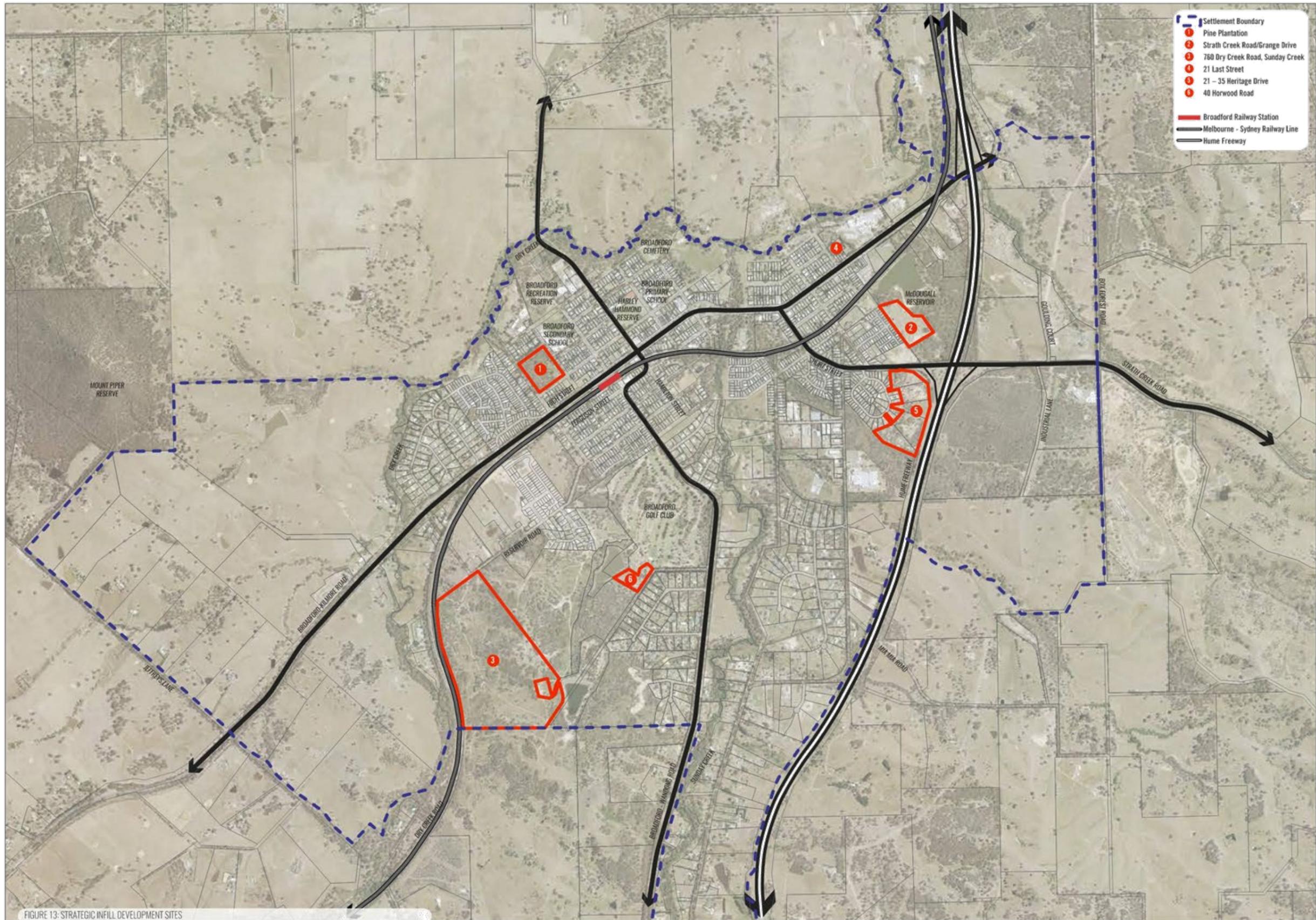
- To ensure development minimises potential bushfire risk.
- To ensure drainage and the flow of stormwater through the land will be maintained by creating a drainage corridor.
- To maintain and incorporate as many fully-grown trees into the design as possible.

INFRASTRUCTURE IDENTIFICATION:

- 1 Formalise Piper Street as a paved road and upgrade the existing culverts capacity.
- 2 Construct a new circular road for access to the residential lots.
- 3 Develop a natural park to Council's satisfaction.

ACTIONS:

- 1 Negotiate the tender of land with the Department of Environment, Land Water and Planning (DELWP) and Treasury for the purpose of 50 per cent park and 50 per cent residential.
- 2 Prepare a draft design for the public park area and drainage corridor, endorsed by Council, with a realistic cost estimate.
- 3 Participate in the tender process lead by the State Government, for developers to obtain the residential land and construct the park, according to the design requirements.



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 can support a residential development only on the already cleared land. No further vegetation should be removed for this development. Support can only be given if the development will have two points of access and egress, as this will be a requirement from the CFA. Better understanding of the (potential) contamination of the water body is necessary before Council can agree to become owners of a new reserve.

The proposed way forward is to prepare an arborist report to indicate the existing vegetation. 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. Council is considering applying a Development Plan Overlay on this site through a Planning Scheme Amendment, which would set out the necessary requirements before approving any development.

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 development with a general residential product, but 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:

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 and with the current shortage of employment land available, Council is reluctant to allow residential development for the time being. Council officers have asked for an assessment of the buffers in place around the paper mill to be able to advise whether a rezone is appropriate in this location.

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. However, access through these properties and onto Short Street are important issues which would need to be addressed.

Council will apply a Development Plan Overlay on this site, in which a second access and egress point would need to be resolved, as well as noise mitigation from the freeway, the retention of existing vegetation and an integrated layout in which connectivity is guaranteed.

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 can apply a Design Overlay to help assist with the layout of this development towards a suitable outcome.

ACTIONS

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|---|----------------------------|--------------------------|
| 44 | Advocate with the State Government (Treasury) for a tender process to sell the Pine Plantation | State Government | Short term (1-4 years) |
| 45 | Investigate servicing requirements to facilitate development on the Pine Plantation | Proponent | Medium term (5-10 years) |
| 46 | Prepare a landscape design for the drainage line and the open space node | Council | Medium term (5-10 years) |
| 47 | Investigate the future development potential of (McDougalls Reservoir / Mill Lake / Strath Lake) including a flora and fauna assessment and risk assessment | Proponent | Short term (1-4 years) |
| 48 | Prepare a Development Plan for each full precinct | Proponent and / or Council | Medium term (5-10 years) |

Memorial Park is a prominent green open space and with upgrades to its facilities, can become a more appealing place to spend time as a Broadford resident or as a visitor taking pause from a long drive. A new themed playground to reference the historic elements at the Broadford & District Historical Society will lend character to the park and strengthen the qualities unique to Broadford

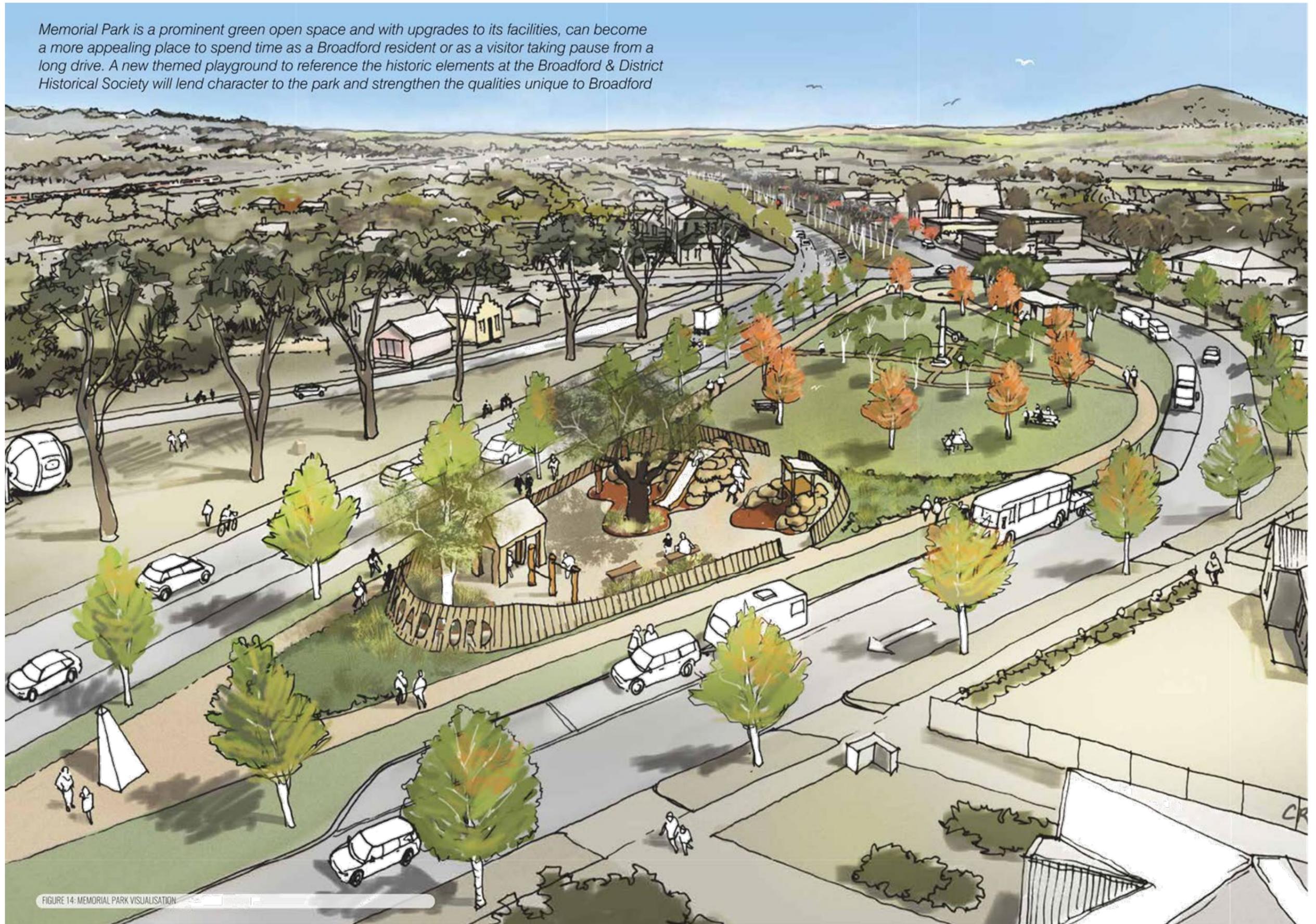


FIGURE 14: MEMORIAL PARK VISUALISATION

PRECINCT 5: MEMORIAL PARK AND THE BROADFORD COMMUNITY PARK

BOUNDARY

North: The buildings along High Street's service lane.

South: An extension of Ferguson Street and Sunday Creek and the railway line.

East: Short Street

West: Murchison Street.

EXISTING CHARACTER

Memorial Park is the main town park on High Street and consists of the park, the Broadford District and Historical Society and the site of the Mechanics Building. The busy High Street divides the precinct into two separate areas. The memorials are not connected with a path system and the facilities, such as toilets, furniture and playground are reaching the end of their life span.

The open space common land to the back of the Broadford Living and Learning Centre and around Lions Park (Bowls Club) is underutilised. It is a densely vegetated area with Sunday Creek and a tributary to Sunday Creek flowing through.

PREFERRED CHARACTER

Memorial Park is a prominent green open space and with upgrades to its facilities, it can become an appealing place to spend time as a Broadford resident or as a visitor taking a pause from a long drive. Events can be hosted in the park and there is an opportunity to develop the identity of the historic precinct by connecting the two and to improve the park facilities to attract more usage from locals and visitors. Implementing clearer and safer pedestrian connections to other town amenities and attractions encourages locals to visit more frequently and for visitors to include the park as part of their trip to Broadford.

Improving the park amenities by upgrading the toilets, playground, furniture, paths and landscape will help create an attractive community open space. Linking the memorials and historic buildings can be achieved by connecting them with new pedestrian crossings and a new shared path along the southern side of High Street.

The land to the north of Memorial Park has the potential to facilitate increased densities and become a strategic infill development site.

The land on the eastern side of Sunday Creek has the potential to be transformed into a rural town park. A community group has prepared a plan to transform the site directly behind Short Street. They envision "a well utilised community facility on Crown land which contains space for a community garden and other activities including craft, photography, guitar, food donations, walking groups, Men's Shed and many more." The remainder of the land can be improved and used as passive open space with walking trails, park benches and pedestrian bridges to cross both tributaries of Sunday Creek.

LAND USE OUTCOMES

Currently Memorial Park and Alison Tomkins Reserve are in the Road Zone 1 (RDZ1) and the land is owned by VicRoads. This does not require a change. The objective is to transform the area into a rural town park, with space for a community garden and activity space for all ages.

Stronger connections to Mount Piper Pre School and the Broadford Community Centre are also needed.

DESIGN AND DEVELOPMENT OBJECTIVES

- To upgrade the Memorial Park facilities and paths to connect the memorials and facilities into a cohesive circuit.
- To reflect the history of Broadford with a thematic playground.
- 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. Detailed consultation through the design development phase with community members will define the elements to be included in a design for the park.

INFRASTRUCTURE IDENTIFICATION FOR MEMORIAL PARK

- 1 Implement a new path network to integrate the park memorials into a single circuit
- 2 Upgrade existing toilet facilities and provide a recreational vehicle dump facility
- 3 Reconfigure the service road to slow down traffic, maximise the size of the park and introduce parallel parking
- 4 Plant new trees
- 5 Upgrade the existing playground
- 6 Upgrade park furniture and picnic facilities
- 7 Install a pedestrian refuge on High Street
- 8 Upgrade the on-road bicycle lanes



ACTIONS

- 1 Allocate funding in the Council budget and apply for other government grants to implement the Broadford Urban Design Framework (UDF) Landscape Design from July 2018.
- 2 Undertake upgrade to Broadford open spaces as part of the Growing Suburbs Fund application 2020.
- 3 Develop a landscape design for the park area, which will incorporate the ideas from the community groups.
- 4 Advocate for an upgrade of the Short Street railway bridge and include a shared path and footpath through ARTC replacement works.
- 5 Advocate for an upgrade of the Short Street – High Street intersection in conjunction with the redevelopment of the existing service station.

INFRASTRUCTURE IDENTIFICATION

Infrastructure can be identified once a landscape design for this area has been endorsed.

| # | ACTIONS | RESPONSIBILITY | TIME FRAME |
|----|--|--------------------------------|--------------------------|
| 49 | Implement the Memorial Park upgrade design | Council | Short term (1-4 years) |
| 50 | Enhance the community garden | Men's Shed, Community, Council | Short term (1-4 years) |
| 51 | Short Street Bridge Upgrade | ARTC – VicRoads | Medium term (5-10 years) |
| 52 | High Street – Short Street intersection | VicRoads | Medium term (5-10 years) |
| 53 | Short Street – Rupert Street intersection | VicRoads | Medium term (5-10 years) |



04 IMPLEMENTATION

HOW WILL THE STRUCTURE PLAN BE IMPLEMENTED?

This chapter aims to provide a plan 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.

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.

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 garden 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.

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.

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 | COMMENCE |
|-----------------------------|--|----------------|---|--------------------------|----------|
| Industrial Rezoning | | | | | |
| 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) | 2021 |
| 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) | 2021 |
| 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) | 2021 |
| 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) | 2030 |
| Residential | | | | | |
| 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) | 2022 |
| Commercial Rezoning | | | | | |
| 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) | 2023 |
| COM1B | Rezone land from General Residential1 to Commercial 1 Zone | Council | 2/36 Powlett Street 74 High Street | Short term (1-4 years) | 2023 |
| 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) | 2023 |
| Residential Rezoning | | | | | |
| RES1B | Apply Vegetation Protection Overlay to ensure vegetation protection over the existing General Residential Zone (GRZ1) | Council | 40 Horwood Drive | Short term (1-4 years) | 2022 |
| 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) | 2025 |
| 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) | 2025 |
| RES4 | A Development Plan Overlay to be prepared to contain outcomes for character, vegetation protection, traffic management and road layout (two points of access and egress) requirement for development contributions via a Section 173 Agreement with a Development Plan Overlay | Proponent Led | 21-35 Heritage Drive. | Medium term (5-10 years) | 2030 |

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 | COST ESTIMATE |
|----|--|--|------------------------|--|
| 54 | Hamilton Street bridge upgrade | ARTC and DoT | Medium (5-10 years) | Highlight importance of safety of shared path and footpath Inclusion |
| 55 | High Street – Hamilton Street intersection upgrade | ARTC and DoT | Medium (5-10 years) | Highlight importance of safety of traffic lights Inclusion |
| 56 | Short Street bridge upgrade | ARTC | Medium (5-10 years) | Highlight importance of safety of shared path and footpath Inclusion |
| 57 | Short Street – High Street intersection | VicRoads | Long term (10+ years) | Highlight importance of safety |
| 58 | Short Street – Rupert Street intersection | VicRoads | Long term (10+ years) | Highlight importance of safety |
| 59 | New pedestrian crossing in front of the library | VicRoads | Medium (5-10 years) | Highlight importance of safety |
| 60 | Upgrade to Broadford-Kilmore Road between the Railway Station and Jeffreys Lane | VicRoads | Long term (10+ years) | Highlight importance of safety and capacity for growing community |
| 61 | Railway Station carpark formalisation | Department of Transport (VicTrack) | Medium (5-10 years) | Start process to get various Railway Station upgrades funded |
| 62 | Introduction of public transport within Broadford | Department of Transport | Long term (10+ years) | Start process to introduce public transport services in town |
| 63 | Tender process to sell the Pine Plantation | State Government (Treasury) with DELWP | Short term (1-4 years) | Achieve progress to re-use this land 50% residential, 50% open space |
| 64 | Investigate the opportunity to connect the northern section of the employment precinct by rail to the Melbourne to Brisbane railway line | ARTC Department of Transport | Medium (5-10 years) | Start process of linking Broadford's employment land to the dedicated freight line |

COLLABORATION

| # | ACTIONS | RESPONSIBILITY | ADDRESSES | COST ESTIMATE |
|----|--|---|------------------------|------------------------|
| 65 | Continue to work with the Taungurung Land and Waters Council (TLaWC) to discuss developments in and around Broadford | All of Broadford | Council and TLaWC | Ongoing |
| 66 | Engage with landowners to discuss a potential development strategy | Residential Growth Precinct Employment Growth Precinct | Council and Landowners | Short term (1-4 years) |



VIEW FROM LAKE VIEW DRIVE LOOKING NORTH

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.



Broadford Structure Plan - Background Reports Summary Document – July 2020

This Background Reports Summary Document has been produced in order to provide an overview of the main findings for the background studies undertaken for the Draft Broadford Structure Plan.

In this document, the following background studies are being discussed:

| | | |
|--|-----------------------------|----------------------|
| 1. Aboriginal Cultural Heritage Assessment | Archaeological Solutions | November 2019 |
| 2. Bushfire Risk Assessment | Bushfire Planning | June 2019 |
| 3. Ecological Assessment | Ecology & Heritage Partners | September 2019 |
| 4. Land Capability Assessment | Meinhardt | September 2019 |
| 5. Drainage | Venant Solutions | January 2020 |
| 6. Landscape Analysis | Mitchell Shire Council | May 2019 |
| 7. Utility Servicing | LD eng | September 2019 |
| 8. Traffic and Transport | One Mile Grid | April 2020 |
| 9. Employment Study | Urban Enterprise | April 2020 |
| 10. Draft Community Infrastructure Assessment | SGS | June 2020 |
| 11. Resource Recovery | Reincarnate | December 2017 |
| 12. Historical Heritage | Mitchell Shire Council | August 2019 |
| 13. Urban Design Framework | Outlines | July 2018 |
| 14. <i>Consultation Summary on the Emerging Options Paper Mitchell Shire Council</i> | | <i>February 2019</i> |

Aboriginal Cultural Heritage Assessment – Archaeological Solutions – November 2019

Mitchell Shire Council commissioned Archaeological Solutions to prepare an Aboriginal cultural heritage assessment for the Broadford Structure Plan and required advice on two defined growth areas within current farming zone land. The purpose of this assessment is to provide advice and feedback to Council and other key stakeholders prior to the development of the Structure Plan. This cultural heritage assessment is prepared under s.34A of the *Aboriginal Heritage Act 2006*. It does not meet requirement for a desktop and standard assessment Cultural Heritage Management Plan (CHMP).

Results of the Desktop Assessment: The desktop assessment has shown that the study area contains Aboriginal cultural heritage and has archaeological potential for additional Aboriginal places to be identified. The study area contains landforms such as low hills and valleys of variable slope, as well as low-lying plains surrounding major waterways as well as their tributaries. Based on previous investigations, these landforms preserve cultural heritage both within the activity area and in the surrounding Broadford study area. The most common Aboriginal sites include artefact scatters, low density artefact distributions and scarred trees. Whilst the study area has been subject to various levels of disturbance due to past land practises and utility installations, these have not been widespread throughout the activity area. Farming and low-density residential activities have been undertaken throughout the remainder of the area and have only resulted in small, localised areas of disturbance. Therefore, the majority of the activity area has the potential to retain surface and subsurface Aboriginal cultural heritage.

Results of the Archaeological Survey: Only one landowner at 230 Jeffreys Lane granted access for the purposes of this survey. Parts of Jeffreys Lane and Mount Piper Lane were accessible for survey as these locations are along road easements. Due to access constrains, only a very small sample of the activity area was investigated during the ground survey. Despite the limited survey coverage, two new Aboriginal Places were recorded during the archaeological survey. Both sites were recorded in close proximity to unnamed waterways, in variably disturbed contexts, outside legislated areas of cultural heritage sensitivity. 65 surface artefacts have been found. The discovery of these sites highlights the importance of further investigations (CHMP's) required for the future development of Broadford.

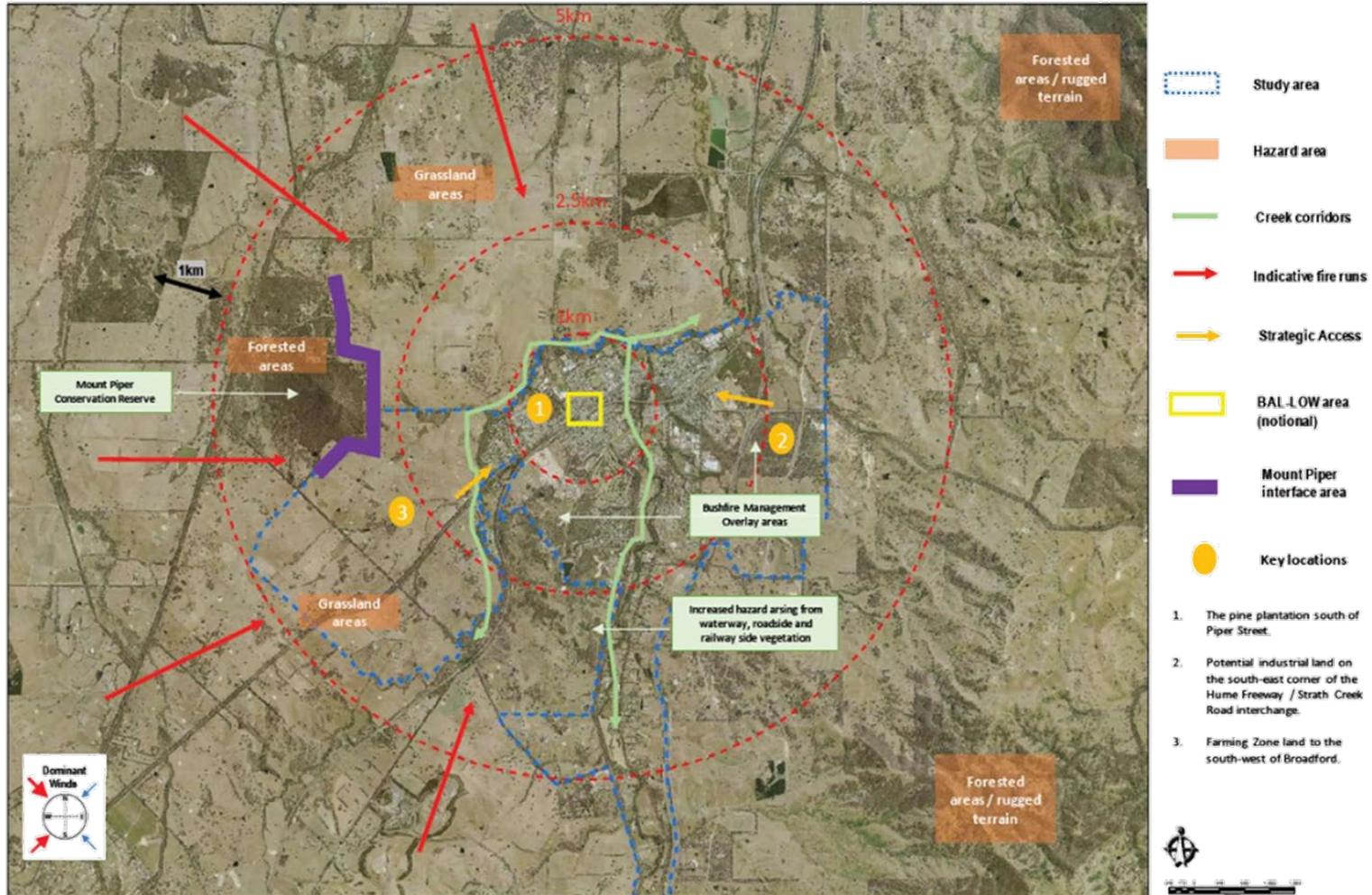
Recommendation: Consultation with the Registered Aboriginal Party (RAP)

It is recommended that Mitchell Shire Council, along with any future proponents, continue their consultation with the RAP throughout all phases of the Structure Plan planning process.

Recommendation: CHMP for the full development areas (Area of Aboriginal Archaeological Sensitivity)

In consideration of the overall development, there is a risk that the activity will harm Aboriginal cultural heritage in or associated with the activity area. The development of a CHMP by the proponents of the development will be good risk management and will ensure that all construction related activities be undertaken in accordance with the *Aboriginal Heritage Act 2006*. Where as a CHMP is mandatory for most of the area, it is recommended to do a CHMP for the full areas.

Bushfire Risk – Bushfire planning – 7 June 2019



Bushfire Risk - Bushfire planning – 7 June 2019

The emerging proposals for Broadford are consistent with the bushfire policies and directions contained in the planning scheme. There is no planning scheme bushfire factor that would warrant proposals not proceeding subject to recommendation in the report being implemented through the structure plan and any subsequent planning scheme amendment.

Recommendation: All interfaces with a bushfire hazard:

Development will be required to be set back from assessed vegetation for a distance no less than that required to ensure exposure is no more than 12.5 kw of radiant heat. This equates to Column A in Table 2 to c53.02 Bushfire in the planning scheme.

Recommendation: Mount Piper Conservation Reserve BMO area:

Land within the Bushfire Management Overlay around Mount Piper Conservation Reserve should not be developed for urban residential purposes. Future uses in this area should be considered as part of the emerging Structure Plan.

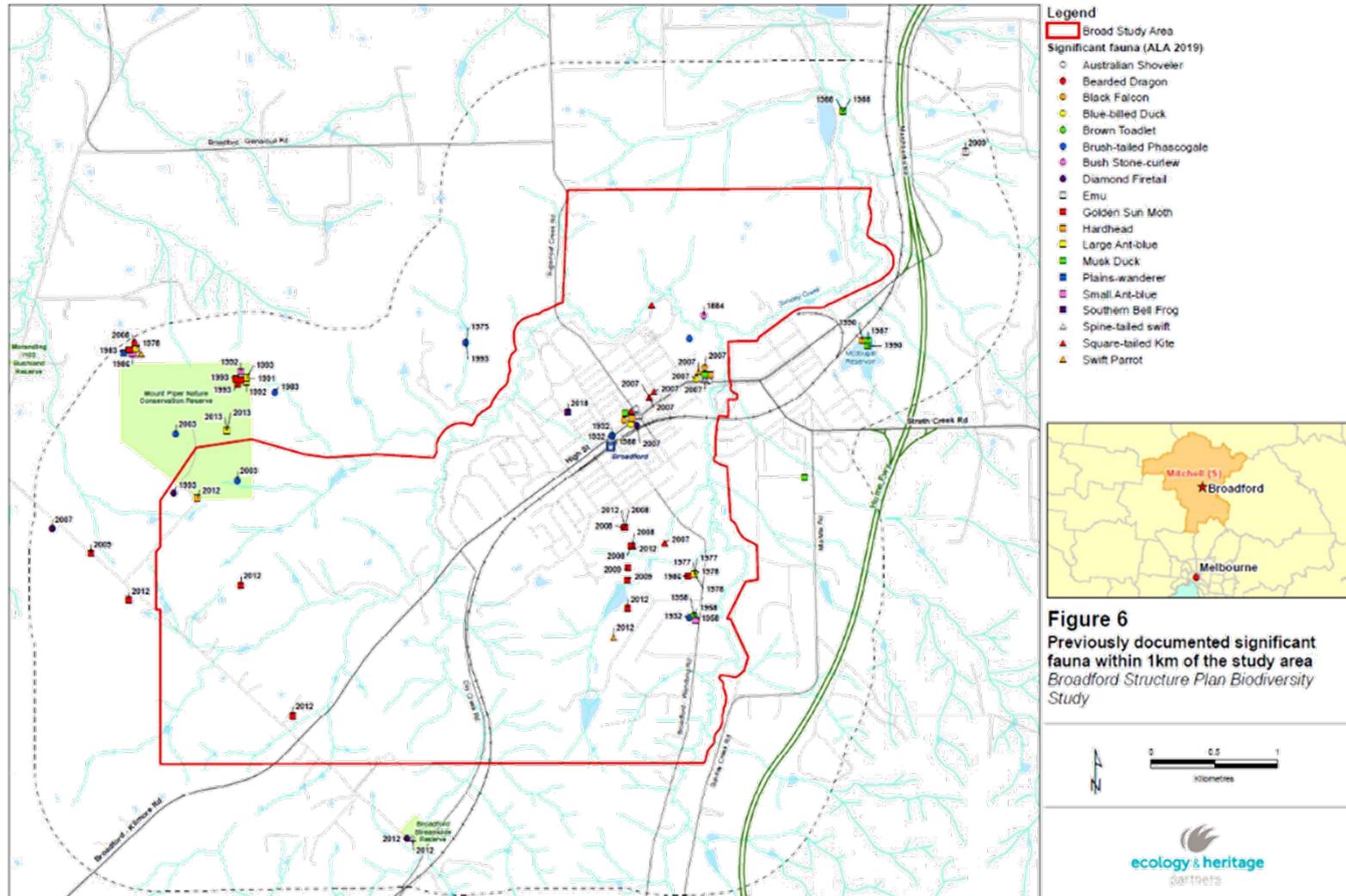
Recommendation: Mount Piper Conservation Reserve urban interface:

The closest areas of urban development to the Mount Piper Conservation Reserve should be separated by a perimeter road. This is to ensure there is a well-defined interface between urban development and areas of hazard.

Preliminary discussion with the CFA were had in preparing this background report. Generally, these discussions confirmed that:

- Broadford as a settlement is an acceptable location for growth from a bushfire perspective.
- Development of key locations is likely to be acceptable where hazards on the site are modified and setbacks for new development to permanent hazards are provided.
- Urban residential developments should be avoided in areas around Mt. Piper Conservation Reserve but other Farming Zone areas south of Broadford are suitable locations for growth.

Ecological Assessment - Ecology & Heritage Partners – September 2019



Ecological Assessment - Ecology & Heritage Partners – September 2019

Broadford township and surrounds holds a high diversity of ecological values from communities to species listed under both EPBC and FFG Acts, as well as multiple Endangered EVCs. Areas notable for high species diversity include the existing Mt 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.

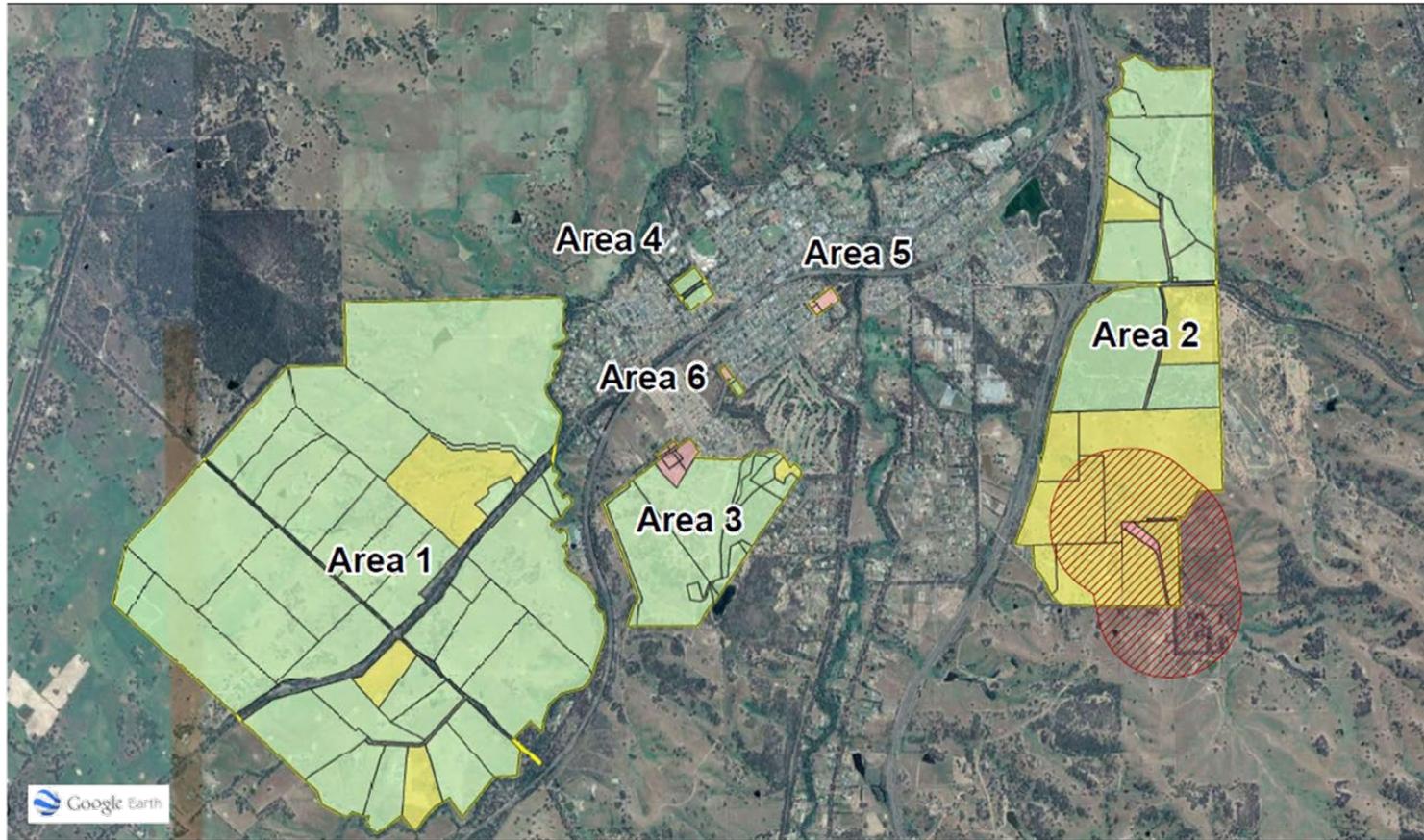
Recommendation: Pine Plantation:

- Habitat assessment is required to determine the presence of Grey Box – Buloke Grassy Woodland Community.
- Targeted survey for Growling Grass Frog recommended.
- Vegetation Quality Assessment required when impacted.

Recommendation: Residential Growth Precinct:

- Historical records and suitable habitat for Golden Sun Moth within the investigation area, potential habitat for Striped Legless Lizard, Potential for Grey Box and white box ecological community.
- Habitat surveys are recommended.
- Vegetation Quality Assessment required when impacted.

Land Capability Assessment – Meinhardt - September 2019



| | | | |
|--|---|--|--|
| <p>MEINHARDT Level 11, 501 Swanston Street Melbourne VIC 3000 Australia T: +61 3 8676 1200 contact@meinhardtagroup.com www.meinhard.com.au © Meinhardt 2019</p> | <p>Scale: 1:10,000 0 100 200 300 400 500 600 700 800 900 1000</p> | <p>Legend</p> | |
| | | <p> Area Boundaries</p> <p> Cadaste</p> <p> Landfill BPEM 500 m Buffer</p> | <p> PFC Rating - HIGH</p> <p> PFC Rating - MEDIUM</p> <p> PFC Rating - LOW</p> |
| | | <p>Figure 9A - Potential for Contamination Ratings</p> | |
| <p>Broadford MSC - Broadford Land Capability Assessment Mitchell Shire Council</p> | | <p>Job No.: 120962 Ref No.: F009A Rev: 0</p> | |

Land Capability Assessment – Meinhardt - September 2019

The purpose of the Land Capability Assessment is to provide Mitchell Shire Council with information to support the Broadford Structure Plan. The potential for Contamination Ratings show that most parcels that have been investigated to be developed, 58 out of 83 have a low rating, whilst the remaining 25 properties were rated as either 'medium' or 'high' potential for contamination.

Recommendation In general:

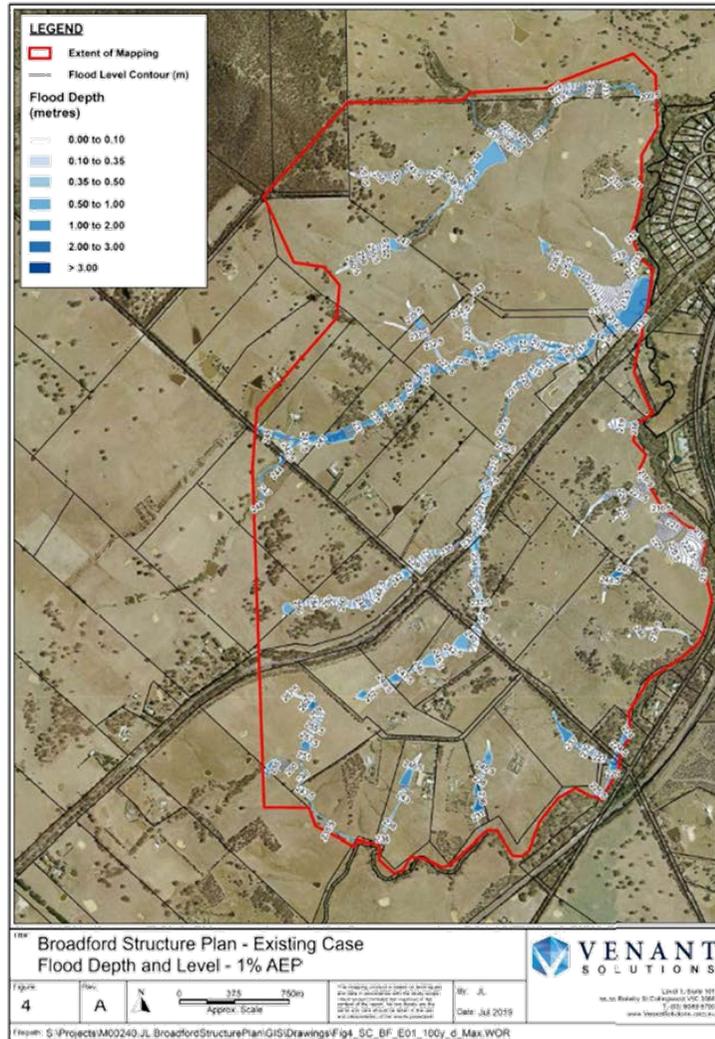
For properties assessed as having High potential, these sites will at a minimum require a detailed, property-specific desktop assessment and site investigation where sensitive land use is proposed.

Recommendation Employment Land Area:

The identification of the former landfill site within Area 2 (employment land) may have the potential to affect the development of properties (for both sensitive and less sensitive uses) within the PEM (2015) default buffer off 500 m through the potential generation of landfill gases.

On this basis, assessment of these properties should be undertaken, if that has not been done already, when development is proposed.

Flood Mapping Study – Venant Solutions – Draft January 2020



10

Flood Mapping Study – Venant Solutions – Draft January 2020

The flood modelling for the study area has been completed using the AR2016 approach. A hydrology model and 1D/2D hydraulic models were developed to determine the flood behaviour for the existing case scenario and will be used to inform constrains mapping in the structure planning process. The assessment was undertaken to define the existing flood conditions for the project area. The modelling results show that in the existing case scenario flooding in the study area is relatively confined within the valleys and hence would not present a significant constraint to development in most of the study area.

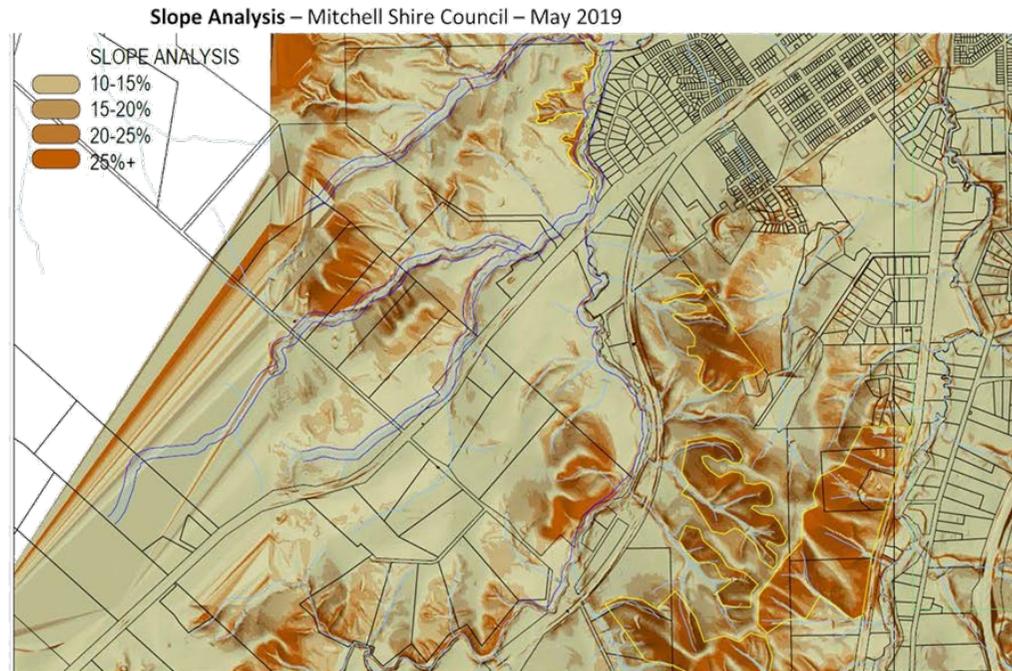
It has been identified that the existing Broadford-Kilmore Road is subject to flooding in the 1% AEP which may require improvement to provide safe access and egress.

Recommendation:

Use the 1% AEP flood depth and level model to identify areas unsuitable for development.

Recommendation:

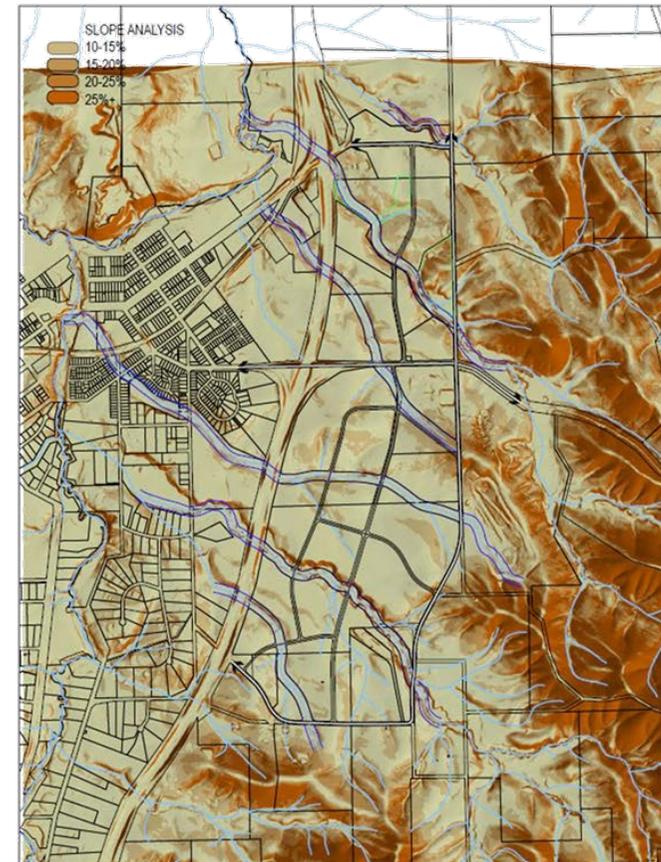
Have 14 wetlands in the future residential precinct and 5 in the future Industrial Precinct to mitigate stormwater flow. The largest one is approx. 3,7 hectare in size and located where a tributary flows into Dry Creek.



The slope analysis shows the constrains and restricted development opportunities, due to the steep slopes on land. Every land of over 20% can be determined unsuitable for development, where as land between 15-20% can be seen as challenging to achieve a conventional outcome on.

Recommendation:

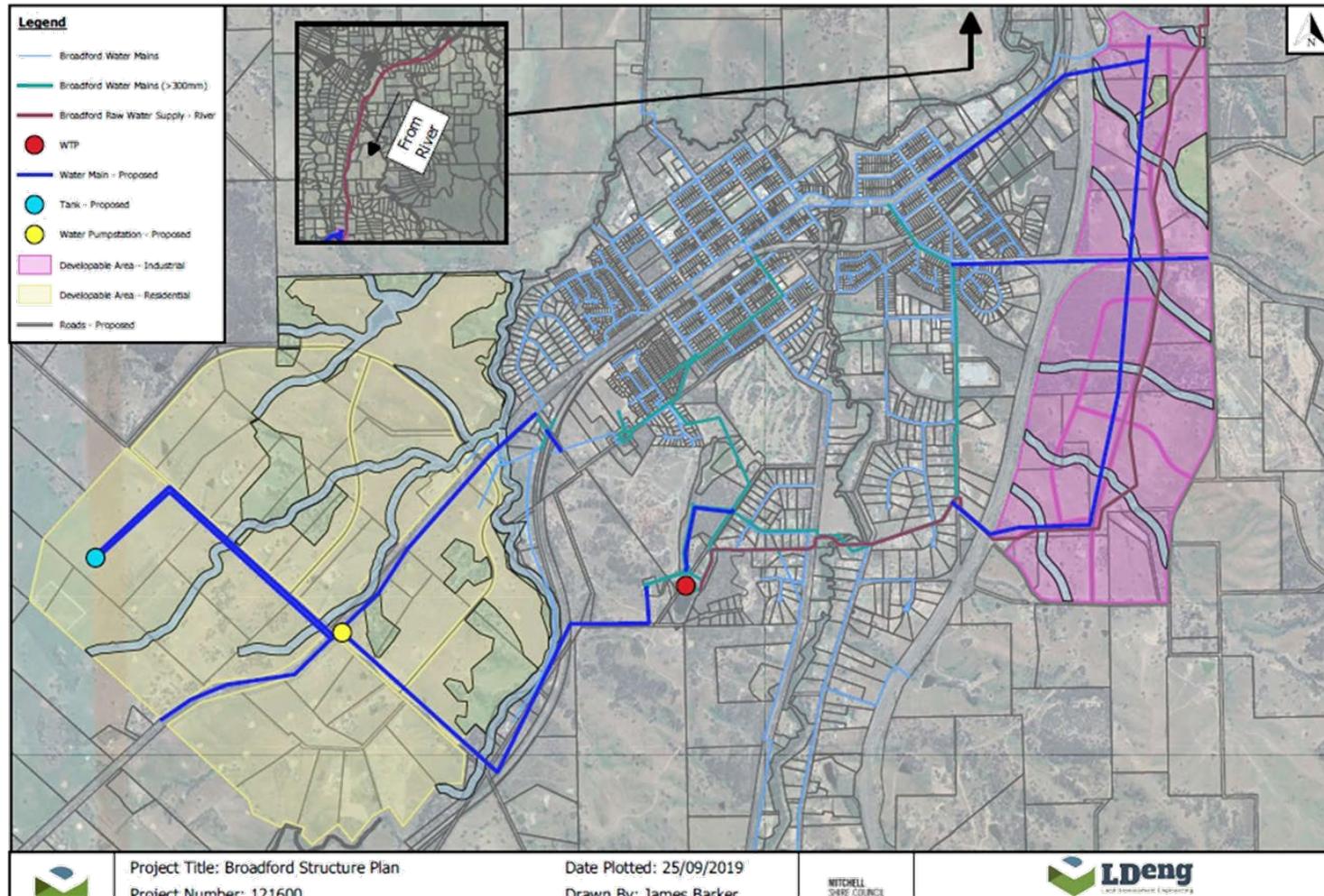
Do not include land with +20% slope in residential or employment development sites.



SLOPE ANALYSIS
BROADFORD STRUCTURE PLAN
MITCHELL SHIRE
MAY 2019

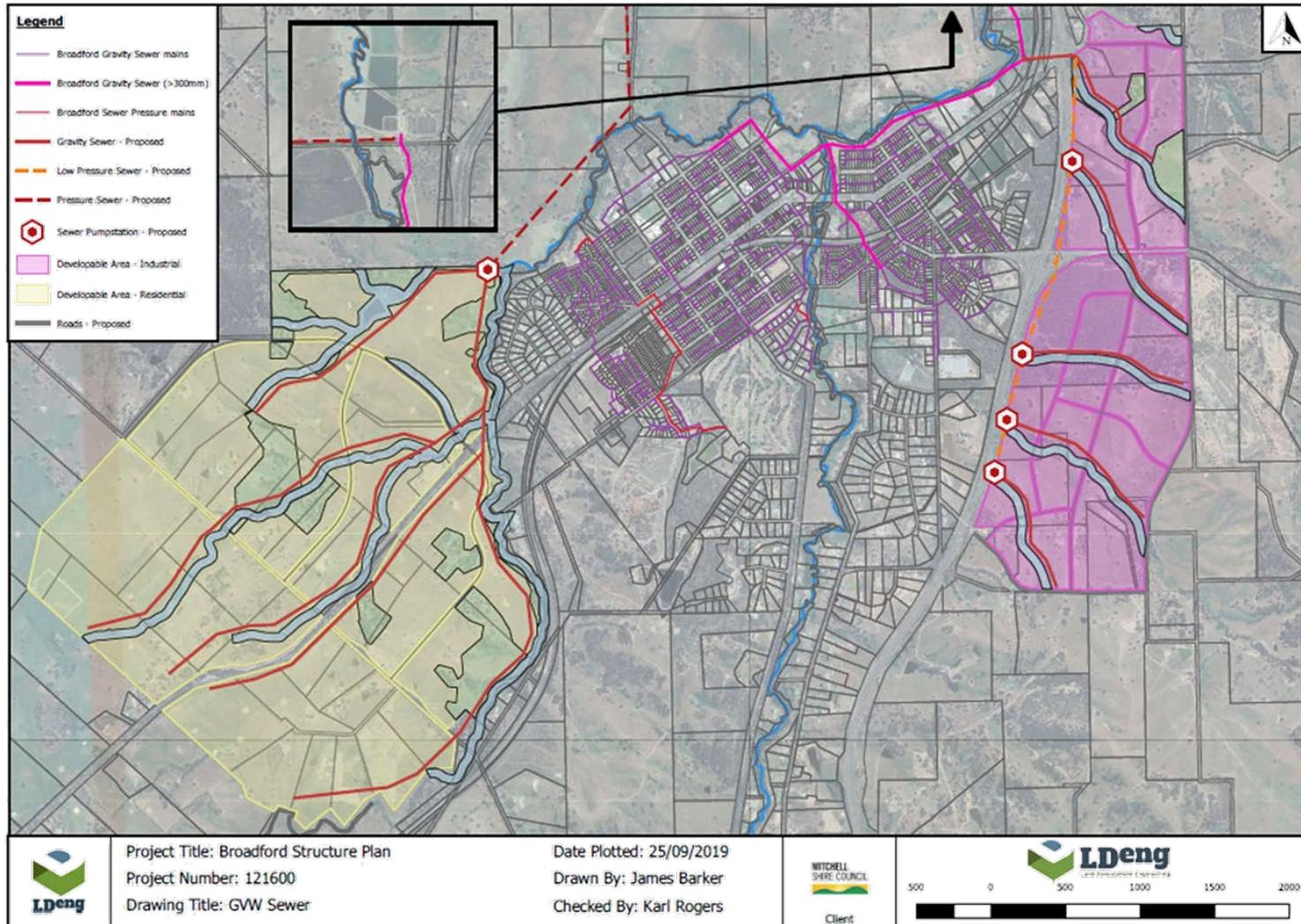


Utility Services Assessment - Water - LDeng – 23 September 2019



13

Utility Services Assessment - Sewer - LDeng – 23 September 2019



14

Utility Services Assessment - LDeng – 23 September 2019

LD Eng have been engaged to provide high level preliminary engineering advice with respect to the provision of utility services and infrastructure to prepare the Broadford Structure Plan. The utility services comprise Gas, Water (Potable), Sewer, Electricity and Communication. The subject land is generally well placed for provision of utility services to the proposed development and has enough scale to justify the capital cost of the works involved.

Services can generally be located within the existing road reserves. Based on the preliminary high level investigations and discussions with the relevant Authorities, there is no impediment to servicing of subject land in general accordance with the standard land development conditions that apply to residential development.

Recommendation Infrastructure Contributions Plan

Due to expected development rate of less than 200 lots per year, the capital costs of the trunk infrastructure will need to be included in the Broadford Structure Plan via an Infrastructure Contributions Plan.

Recommendation Gas

Extension of the gas network to the residential area will be dependant on a cost benefit analysis of the rateable demand against the cost of installing the trunk 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.

Recommendation Water (Potable)

Goulburn Valley Water have advised that existing water assets are generally at capacity. The residential area can be serviced directly from existing reservoirs located to the west of the township. The residential development area will require a new high level potable water supply zone feed via a transfer main and pump to a high level tank. The employment land and the motorcycle complex can be supplied with Potable water from the existing Water Treatment Facility with some augmentation to existing pipe networks and extension of trunk mains into the area.

Recommendation Sewer

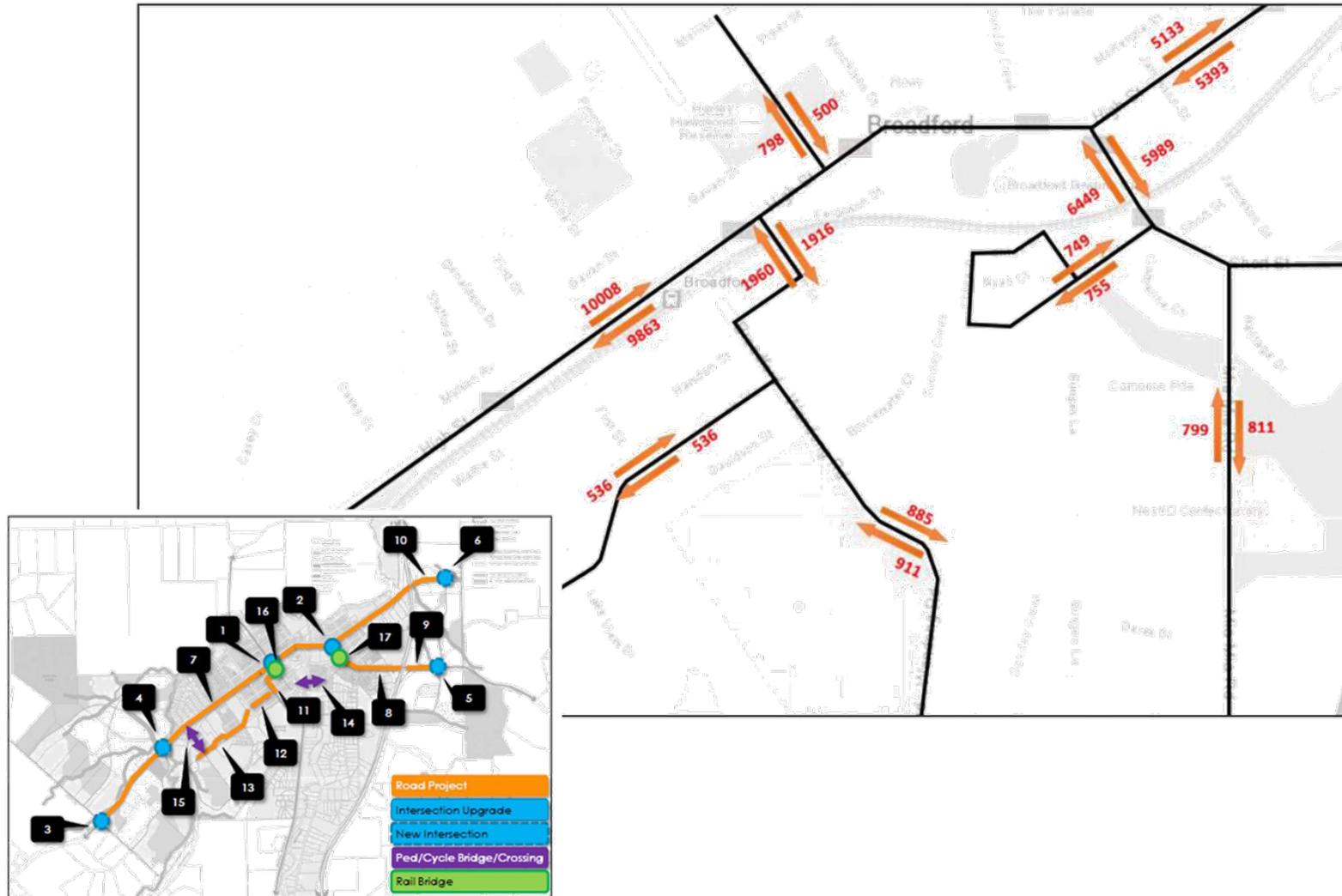
Goulburn Valley Water have advised that existing sewer assets are generally at capacity. A proposed solution for the residential precinct would be the construction of a pump station on Dry Creek adjacent to Casey Crescent. The pump station would discharge to the Kenny's Road sewer treatment plant via a rising main. Development should logically commence in the lower area to the north east and progress to the south and west.

The industrial precinct would require at least four pump stations at a cost of some \$10m. A low pressure system with individual pumps would provide a more flexible and economical solution.

Recommendation Electricity

The 2009 Bushfire enquiry requires low capacitance cables to be used and it is expected that a zone substation will be required in Broadford in the future to supply the proposed development.

Traffic and Engineering – One Mile Grid – April 2020



Traffic and Engineering – One Mile Grid – April 2020

One Mile Grid has been engaged by Mitchell Shire Council to assist with the traffic and transport elements of the Broadford Structure Plan. Its aim is to assess the transport, traffic and accessibility impacts of development scenarios within Broadford. The report focusses on the existing issues and context of transport and movement within Broadford, setting the scene for further investigations. As part of this assessment, the subject site has been inspected, traffic data has been sourced and relevant background information has been reviewed.

The report contains an analysis (land uses, road network) existing traffic conditions (traffic counts), future traffic conditions (traffic modelling) and recommendations on safety, sustainable transport, railway crossings and intersections. The key recommendations are outlined below:

Recommendation Road Projects

Retain the existing High Street and Short Street carriageways but upgrade to provide off-road paths for pedestrian and cycling connectivity from the south-west growth areas through to the employment precinct.

Upgrade the entirety of Reservoir Road throughout the Broadford Township to an Access Street cross-section, in accordance with the IDM, with the addition of an off-road shared path.

Upgrade Hamilton Street between High Street and Reservoir Road to a Collector/Connector Street Level 1, in accordance with the IDM, with indented parking on both sides, kerb and channel, off-road shared paths on both sides.

All growth precincts will require to be serviced by appropriate road network infrastructure designed in general accordance with the typical cross-sections provided within the IDM are adopted, as shown below.

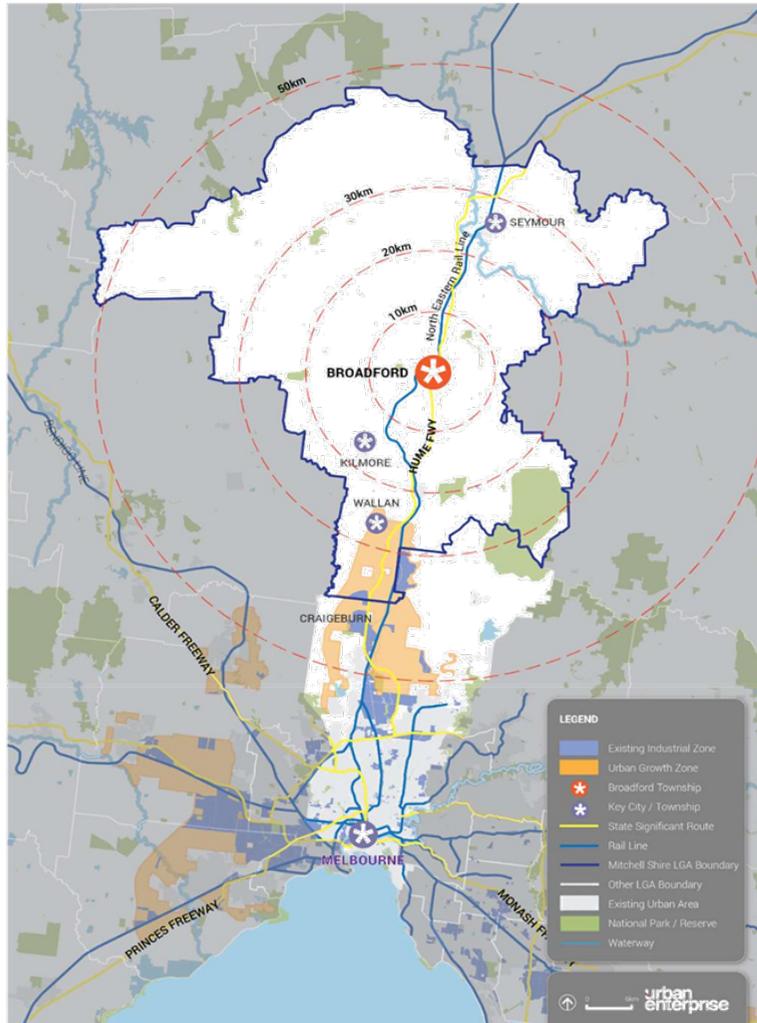
Recommendation Intersections

Upgrade the existing High Street-Hamilton Street and High Street-Short Street intersections. Create new, safe intersections in the Residential Growth Precinct (2) and Employment Precinct (2).

Recommendation Bridges

Upgrade the existing railway crossings at Hamilton Street and Short Street. Additionally, two key pedestrian and or cycling bridges have been identified (Reservoir Road and Rupert street) to improve connectivity for those users around the town.

Employment Study – Urban Enterprise – April 2020



Employment Study – Urban Enterprise – April 2020

Urban Enterprise was engaged by Mitchell Shire to produce an economic assessment of the need for employment land, to assist with the preparation of the Broadford Structure Plan.

The Industrial role of Broadford is considerably stronger than benchmark towns (manufacturing, wholesale trade and construction) and this translates to a relative high job to resident ratio of 0.3, or 3 jobs for every 10 residents. Currently there is not a lot of land available and there is a lack of diversity in employment planning zones. In the Northern region demand is increasing and with less than 2% vacancy rate, there is the need for additional employment land.

Key findings of the report include:

- Vacant and suitable industrial land in Broadford has been highly limited over at least a 10 year period. Real estate agents indicated that industrial and commercial land in Broadford is tightly held with no regular turnover, with any newly available sites expected to be in high demand.
- Council has received an increasing number of enquiries from businesses and the commercial real estate sector in relation to the availability of commercial and industrial zoned land in the municipality, however it is often difficult to identify suitable land parcels for these businesses.
- The influence of regional market conditions and the likelihood of ongoing population growth in the corridor is expected to result in increasing demand for employment land in the town over the planning period of the Broadford Structure Plan.
- The Broadford area is projected to experience strong population growth in coming years which could increase as a result of further residential land being made available through the Structure Plan process. Planning horizons of 10,000 and 20,000 residents have been considered for this assessment.
- The Broadford Structure Plan should seek to provide approximately 40 hectares of unencumbered industrial land within the planning period (to 2040), and plan for at least 80 hectares of unencumbered industrial land in the longer term to support a population of up to 20,000 residents. This will enable:
 - Population-led demand for up to 22 hectares for a population horizon of 10,000 residents and up to 66 hectares of additional land for a population of 20,000 residents;
 - A further 5-10 hectares of land to support business growth adjacent to the SMSC to provide the opportunity for an initial motor-sports business cluster to develop; and
 - Any latent demand to be met.
- The Structure Plan should provide for at least 2 hectares of land within the Commercial 2 Zone – Precinct C is the most appropriate location.
- The recommendations relating to employment land required should be regularly monitored as part of Structure Plan monitoring and adjusted if necessary, based on land consumption and economic conditions.

Community Infrastructure Assessment – SGS – June 2020

SGS was engaged to provide a Community Infrastructure assessment for the Broadford Structure Plan. This work identified the current and future demand for community infrastructure within Broadford and the surrounding area and assess the ability of existing community infrastructure to address this demand. It also identifies the need for new facilities or upgrades to community infrastructure, indicate the likely sequencing and timeframes for new facilities or upgrades.

In the short term, planning for facilities in Broadford should be prioritised for those where there is an existing supply gap – such as **kindergartens, libraries, indoor sports courts, aged care**. The existing gap in some of these has also already been acknowledged in the ICSIP.

The key findings identified for Broadford included the need for:

- Additional capacity for kindergartens from 2022
- An additional Maternal and Child Health (MCH) consulting room from 2025
- Additional library floorspace of 430 square metres
- Potentially more community rooms if high rates of utilisation continue
- Suitable space that can be used as a senior citizens club
- Upgrades to Broadford Outdoor Pool
- An additional indoor sports court by 2039, as well as upgrades to makes existing courts fit for purpose
- An additional football/cricket oval by 2026, and
- An additional soccer pitch by 2038.

Draft Community Infrastructure Assessment – SGS – June 2020

Over the longer term, additional facilities are expected to be needed across a number of facility types to service the Broadford catchment. **It is suggested that most of these facilities would be best provided within Broadford itself, to provide for accessibility from surrounding towns. Locating LGA-level facilities** in Broadford may be advantageous as well, due to its centralised location within the Mitchell Shire, however, with the largest levels of growth expected in the south of the LGA around Wallan and Beveridge, these areas may need to accommodate more of the additional facilities.

Based on the projected population for the relevant catchments, there is a need for the following additional local facilities in Broadford at a population of 15,000:

- Around 163 kindergarten places (equivalent to approximately three 33 licenced place rooms)
- One Maternal and Child Health (MCH) centre (or the expansion of the existing facility)
- Around 1,020 square metres of library space
- Four indoor sports courts
- One outdoor netball court
- Three sportsgrounds suitable for Australian Rules and Cricket
- Three sportsgrounds suitable for football
- One government primary school
- Two medical centres
- 257 aged care places (approx. three facilities)
- Two local arts centres
- Two local children's play spaces
- One day care or before/after school care facility
- One outdoor exercise equipment facility.

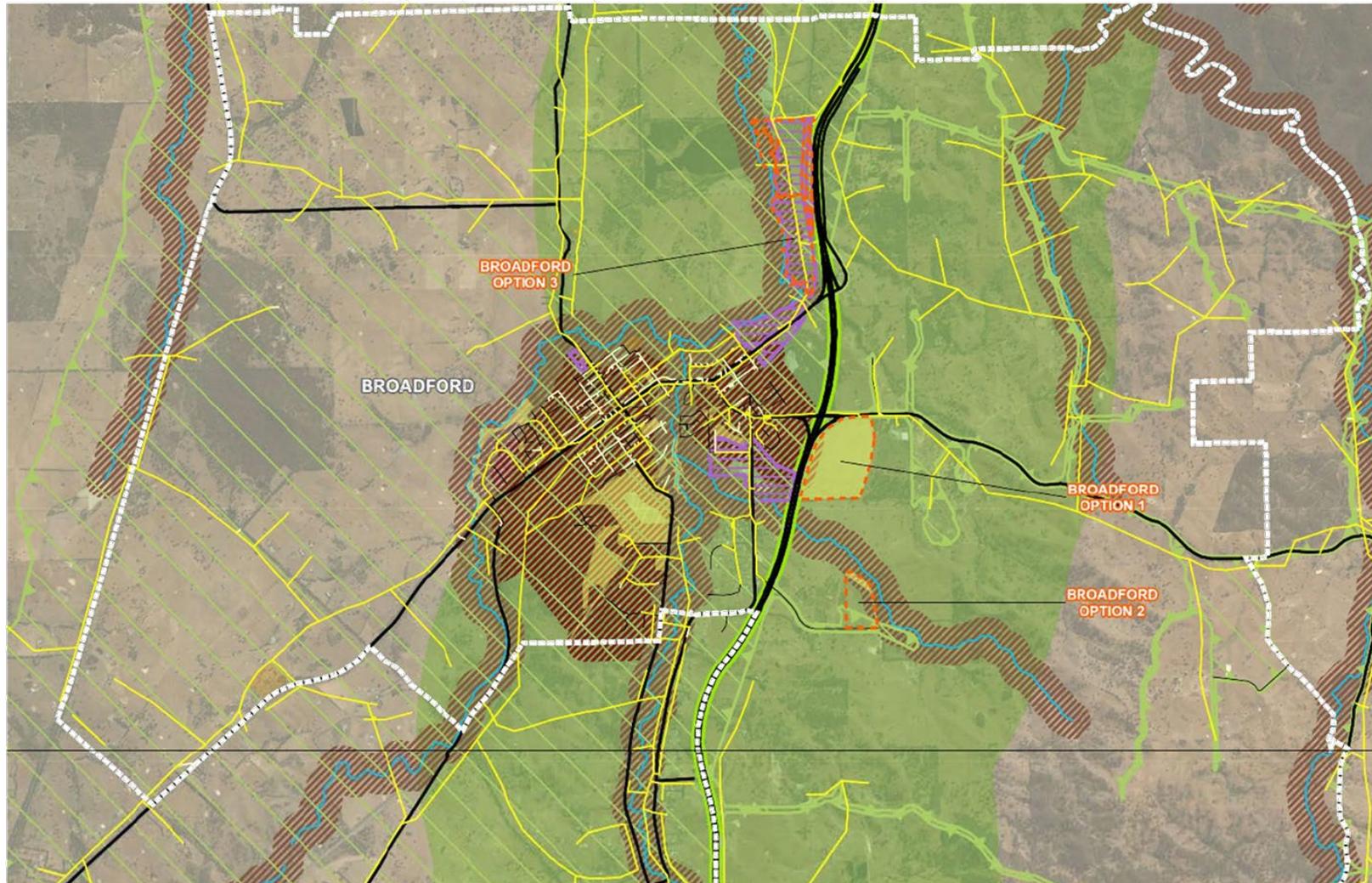
At the district level, where facilities could also be located in localities outside of Broadford itself, there is potentially a need for the following additional facilities:

- One community centre
- A government secondary school (though this would not be needed if a school is established in Kilmore), and
- A district-level arts centre.

At the LGA level, there is potentially a need for an additional hospital, BMX facilities, a synthetic athletics track, and six additional centre-based meal services. However, these would not necessarily need to be provided in Broadford itself, particularly with most of the LGA's population growth expected to be in the south of the Shire around Wallan and Beveridge. Shifting participation patterns and new facilities in nearby LGA's may also lessen the need for stand-alone facilities for some services.

In providing for future demand, there may also be opportunities to co-locate services, utilise multi-purpose spaces, or expand the footprint of existing facilities to reduce the number of additional stand-alone facilities required to be provided, as the provision of additional facilities can have significant cost implications for Council. As noted above, facilities such as libraries have the potential to service multiple community uses, though the undersupply of space at Broadford Library will need to be addressed for it to be able to accommodate additional programming and features.

Resource Recovery – Reincarnate – December 2017



Resource Recovery – Reincarnate – December 2017

Reincarnate Consulting, Golder Associates Pty Ltd and Randell Environmental Consulting have combined in a joint venture to support the Goulburn Valley Waste and Resource Recovery Group (GVWWRG) as it seeks to advance resource recovery across Mitchell Shire. The joint venture has been engaged to identify, short-list and then assess potential new RCC locations for the communities of Seymour, Broadford, Wallan and Beveridge.

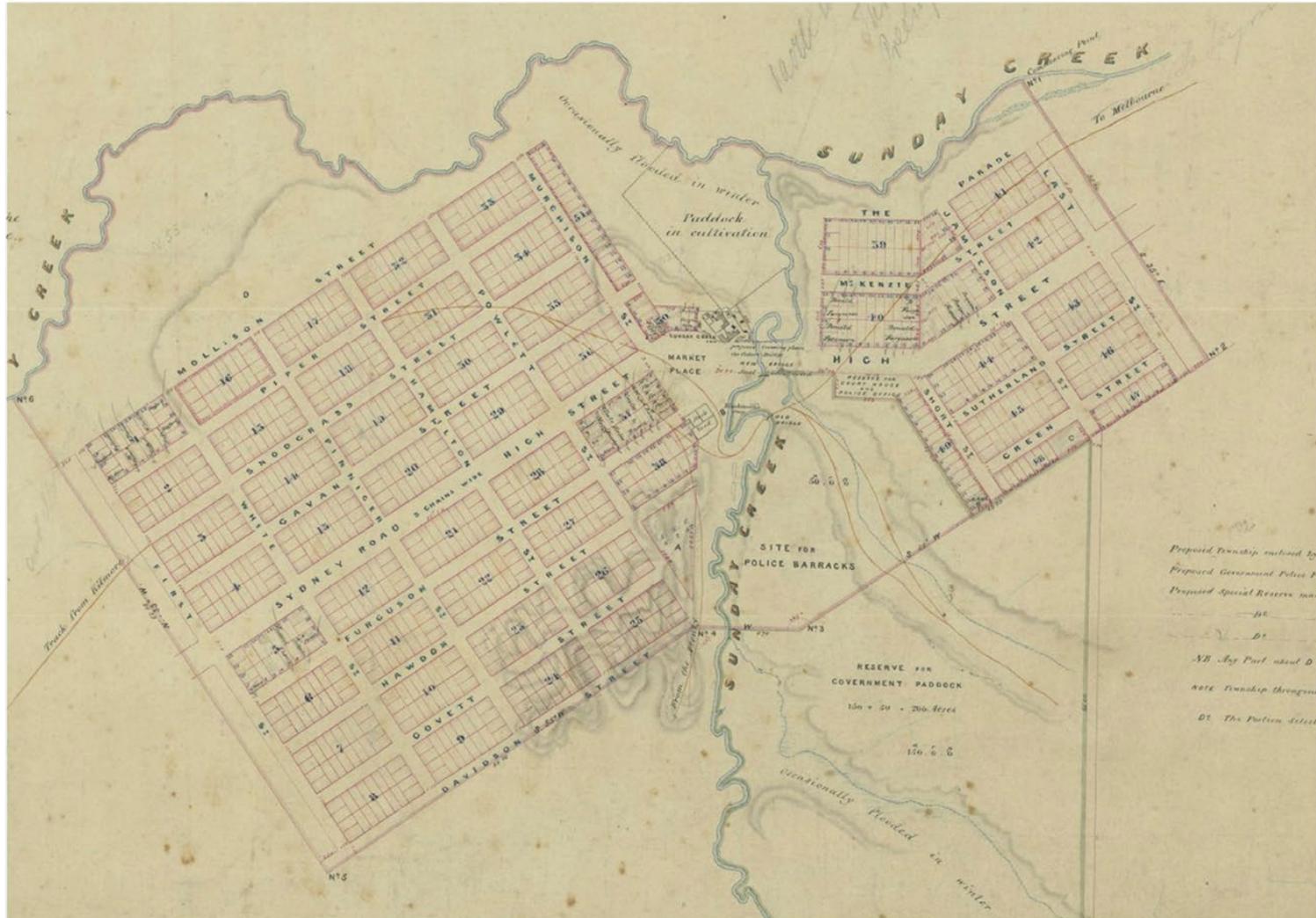
The existing RCC in Broadford is a small Category 1 part-time operated RCC, receiving approx. 928 tonnes of material per annum. It is established in an isolated location southeast of town with generally poor access, and a lack of utility connections, which limits existing options to develop services at this location. Infrastructure at the existing RCC is undersized and is not consistent with better practise RCC service provision. It is established on the former MSC operated Broadford landfill, which limits its ability for expansion and upgrade due to the inherent geotechnical stability, and environmental emission risks associated with building structure on top of former landfill areas.

The Mitchell Shire owned property at 110 Strath Creek Road (Option 3) is assessed as the most aligned with the siting criteria for a new RCC in Broadford. This location is well located with respect to the town, and the opportunity to support the Kilmore community, at least in an interim capacity. It is large, and afforded reasonable buffers to sensitive receptors, offering flexibility in design and operation; future development and operational security; and the opportunity to co-locate a range of other potential Council services.

Recommendation

It is recommended that Council undertakes an assessment of resource recovery service requirements and develop a detailed options paper which discusses Broadford and Kilmore Resource Recovery Infrastructure needs for the next 20 years.

Historical Heritage - Mitchell Shire Council – August 2019



Historical Heritage - Mitchell Shire Council – August 2019

Broadford has a rich and varied history, and a relative lack of modern development has ensured that its town centre still retains its small town charm. In 1840 Broadford was part of the Mount Piper pastoral run first held by Col. Henry John White. The town was surveyed and gazetted in 1854, and developed around the farmers' market and the Sunday Creek Inn. It grew steadily after gold was discovered nearby at Reedy Creek in 1857. Primary production was an important activity with wool, wheat, timber and produce being the main commodities. Its exceptionally wide main street would have been bustling with bullock drays, horses and carts laden with produce, and coaches travelling through on their way from Melbourne to Sydney.

A flour mill and tannery provided much employment in nineteenth century Broadford, and following the closure of the flour mill in 1879, a factory producing strawboard was established close by. This later became the Australian Paper Manufacturers' Mill, and a major contributor to the development of Broadford in the twentieth century. The opening of the North East Railway from Melbourne to Sydney in 1872 also contributed to the growth of the town.

A 1912 Residential Map of Broadford shows three concentrated areas of development: the section to the east of Sunday Creek closer to the flour mill and later paper mill; the section west of the creek and south of the railway station; and the section north of the railway line centred around the High Street and the Market Place. As the mill expanded, so did Broadford with many new houses being constructed as mill production peaked in the 1920s and again in the 1950s, filling in many of the vacant areas shown in the 1912 map. After recording no increase between 1900 and 1910 the population of Broadford more than doubled to 650 by 1920 and 800 by 1930.

Broadford has 17 individual Heritage Overlays, and 3 precincts. These cover a mix of heritage from 1850s dwellings through to the Paper Mill site, and interwar dwellings in Pinniger Street.

Urban Design Framework - Outlines – July 2018



27

Urban Design Framework - Outlines – July 2018

The Urban Design Framework, produced by Outlines in July 2018, identifies opportunities to improve the town centre of Broadford with outcomes capable of being delivered in the short term. The opportunities established are to encourage residents and visitors to travel to and within the town centre by means alternative to cars, provide a more pleasant and habitable environment to invite people to spend more time, and to promote the amenities and both historical and natural attractions unique to Broadford. Five precincts have been identified: Station Precinct, Retail Precinct, Historic Precinct, Sunday Creek Precinct, Community Precinct.

Recommendation: Consultation from traffic engineers will be required to undertake traffic studies and provide design advice moving forward on any works relating to traffic. It is likely that the entry and exits of the service roads into the main roads will require reconfiguration, creating an opportunity for pedestrianised forecourts to bookend each block.

Recommendation: Guidelines and palette can be defined in a council document to ensure that moving forward new works will present a consistent aesthetic.

Recommendation: By introducing more consistent and substantial tree planting, provision of shade and mitigation of urban heat island effect can be achieved, as well as contributing generally to presentation, character and biodiversity.

Consultation Summary on the Emerging Options Paper - Mitchell Shire Council - February 2019

The Emerging Options Paper, which was Stage 1 of the Structure Planning process, 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. The following key themes emerged during consultation:

- **Town Centre** – The High Street precinct has potential to improve and be upgraded, including beautification works to the High Street corridor and the potential to expand the range of retail opportunities in the town centre. It is generally accepted that to achieve these types of outcomes, the population will need to grow to change economic activity stimulation.
- **Sunday & Dry Creeks** – Many respondents have identified that the creeks present a significant amenity, environmental and recreational opportunity for Broadford. It was felt that the creek reserves are generally underutilised by many local residents and can play a key role for the future of Broadford.
- **Access** – Broadford is well located within the context of Melbourne and has good rail and road links to Melbourne and surrounding regional areas. The train station could benefit from future High Street and public real upgrades within the town centre. The issue of an additional crossing of the rail corridor was raised. Council will be reviewing options for any potential crossing points as part of the preparation of the structure plan.
- **Natural Landscapes** – Broadford has a country town feel and benefits from the aesthetics of the surrounding natural landscape and it is important to the community that this is protected and maintained.
- **Population Growth and Housing** – There is a lack of vacant lots within Broadford. This could be improved by providing a wider range of diverse housing options that could be located within the existing township area and within the identified growth precinct. The proposed area of urban growth, including the land around Jeffreys Lane was generally supported.
- **More Jobs** – Further employment opportunities within Broadford should be encouraged and supported. Employment opportunities will assist with the retention and attraction of people, including young people and families, to live in Broadford.
- **Community Garden** – The land behind the Living and Learning Centre has huge potential to become a great asset for the community of Broadford. Linking the Men's Shed with the Living and Learning Centre will provide residents and those in need, with a place to congregate, grow vegetables and fruit as well as offer people a place to build community spirit.