



# Clunes Structure Plan



Adopted by Council 3 September 2024


*Hepburn*  
SHIRE COUNCIL





# Acknowledgement of Country

Hepburn Shire Council acknowledges the Dja Dja Wurrung as the Traditional Owners of the lands and waters on which we live and work. On these lands, Djaara have performed age-old ceremonies of celebration, initiation and renewal. We recognise their resilience through dispossession and it is a testament to their continuing culture and tradition, which is strong and thriving. We also acknowledge the neighbouring Traditional Owners, the Wurundjeri to our South East and the Wadawurrung to our South West and pay our respect to all Aboriginal peoples, their culture, and lore. We acknowledge their living culture and the unique role they play in the life of this region.



Prepared for Hepburn Shire Council by Plan2Place Consulting.

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**Movement & Place Consulting**

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# 1.0 Introduction

Clunes is a small town located 35 kilometres north of Ballarat along the Ballarat-Maryborough Road and rail corridor. It is the third-largest town in Hepburn Shire, with a population of 1,850 people as of 2021<sup>1</sup> and 383 hectares in size. Occupying the valley, slopes and plains of Creswick Creek on the Victorian Volcanic Plain, Clunes has a strong connection to the Gold Rush era, evident in its historic buildings and public facilities within a scenic valley.

The town provides a range of local retail, business, employment, cultural and education services, including the Wesley College campus.

The town's landscape and built form are intricately linked, with heritage structures from the Gold Rush era concentrated in the centre of the town and later developments expanding towards the periphery. Fraser Street stands as a historically significant and well-preserved main street from the Gold Rush era. Large areas of mullock heaps throughout the town remind us of how active the area was for gold mining in the second half of the 19th century. The town has a large amount of Crown land, with some of it accommodating the mullock heaps, while other sites serve recreational, and community uses. Additionally, there has been development outside the township boundaries to the town's north, which has impacted biodiversity and habitat and is susceptible to flooding.

Creswick Creek, running through the town's centre, serves as both a recreational and biodiversity corridor. However, it also presents a flood risk to low-lying areas of the town. Open spaces and community facilities, such as Esmond Park and the Clunes Showground, enhance the heritage and environmental significance of the Creek and its surroundings.

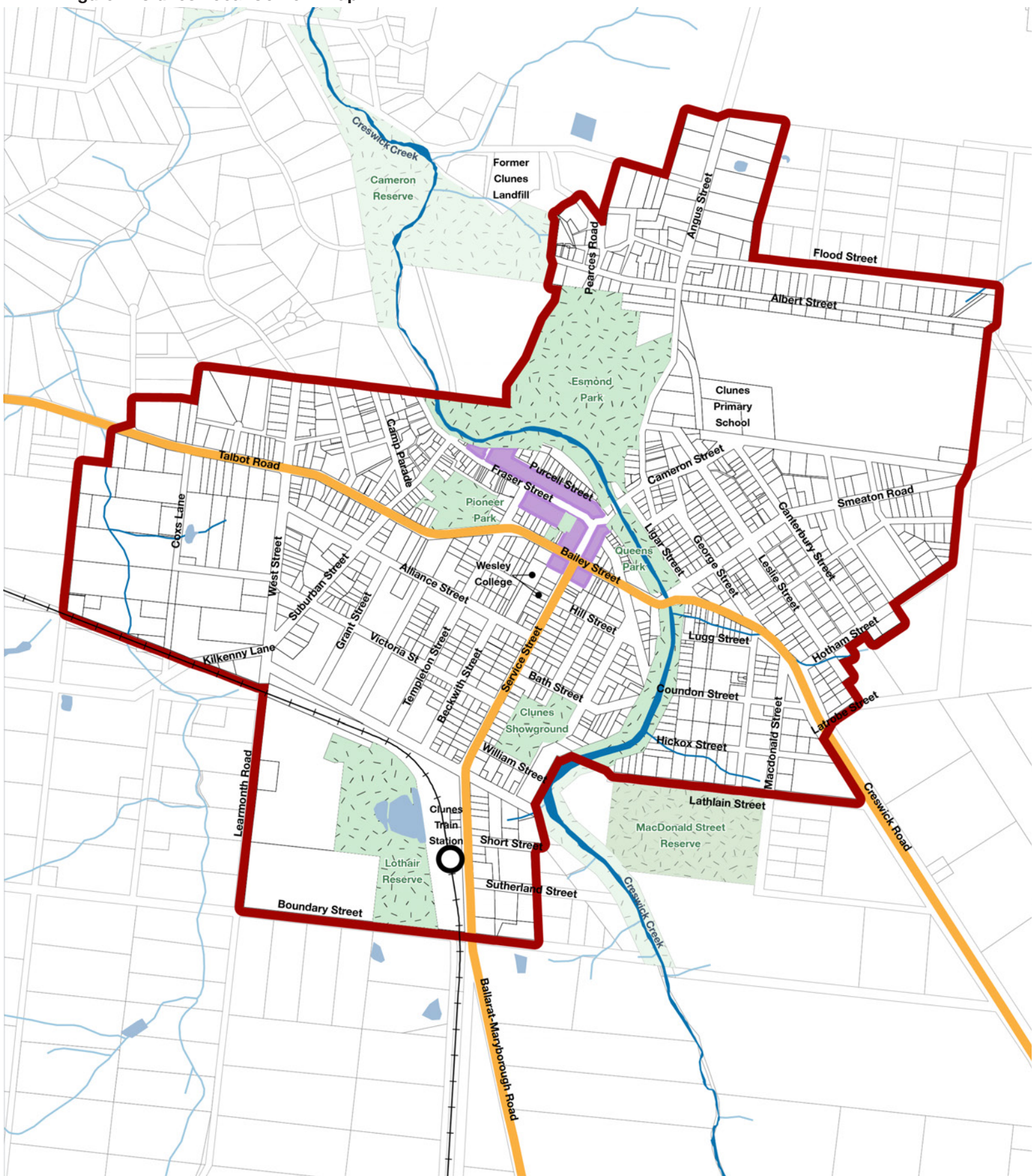
The town sits on the land of the Dja Dja Wurrung, whose land management practices have shaped local ecosystems for thousands of years. Positioned within the Victorian Volcanic Plains, Clunes features scattered River Redgum woodlands amid wildflower-rich grasslands, which have been heavily modified by mining, pasture, and cropping.










Accessible by both rail and road, Clunes serves both its local residents and those working in the surrounding areas. A local context map of Clunes is shown in **Figure 1**.

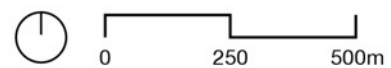
<sup>1</sup> ABS, 2021; Table 1



Figure 1: Clunes Local Context Map



- |  |                        |   |                                 |
|--|------------------------|---|---------------------------------|
|  | Existing Town Boundary |  | Railway Line                    |
|  | Major Roads            |  | Train Station                   |
|  | Property Boundaries    |  | Open Space                      |
|  | Waterbodies            |  | Commercial and Civic Facilities |
|  | Watercourses           |   |                                 |



## 2.0 Town Regional Role and Context

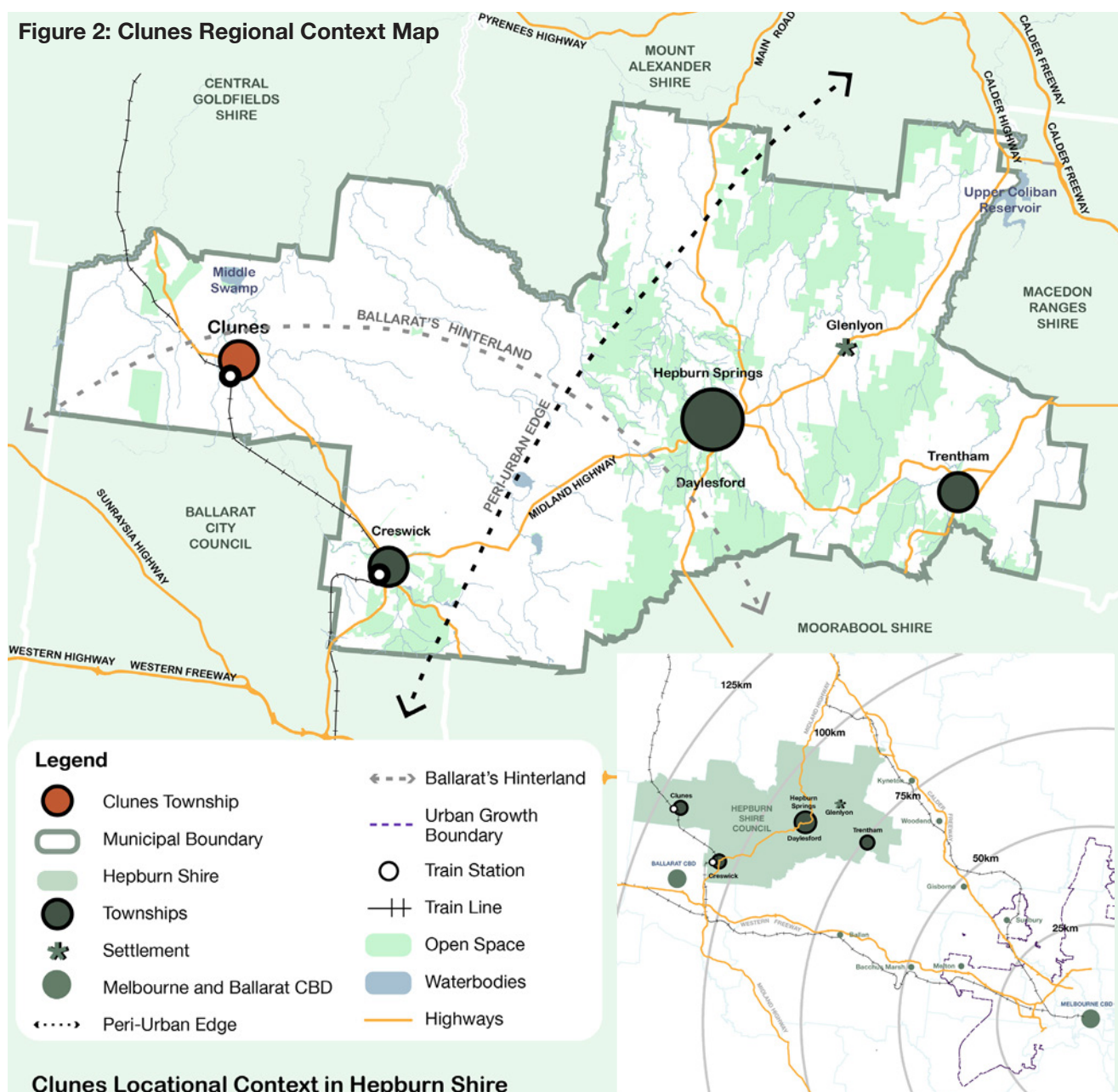
Clunes relies on Ballarat, Creswick, and Maryborough for a broader range of community services, such as secondary schools, sports facilities, and higher-order employment and business services. The railway provides limited public transport service connections to Maryborough and Ballarat, and buses (both public and for schools) also have limited services.

The significant role of Clunes in the Victorian gold rush is strongly evident in its intact main street, historic buildings, preserved mullock heaps, and infrastructure such as bridges, roads, and mature trees. The wide main street lined with historic buildings and public facilities, make Clunes an attractive tourism destination. Comprising a wide variety of shops, it hosts many weekend visitors. The town boasts several large events during the year including Clunes Booktown Festival, the Clunes Show, the Historic Vehicle Show and the monthly Clunes Market. The town has had a strong history of tourism and economic development activities. The whole of Hepburn Shire is included in a bid to recognise Victoria's Goldfields Region as a UNESCO World Heritage Area.

Its establishment as one of fifteen Booktowns across the world and the development of the Clunes Museum and Gallery, have been a regional development success story and has helped to increase tourism in Clunes. There is still much work to be done however, as the town has the highest level of socio-economic disadvantage in the municipality according to the SEIFA<sup>2</sup> index.

Remnant vegetation including some with high biodiversity value and conservation significance occurs around the town. This includes endangered woodland and grassland of Victorian Volcanic Plains Bioregion, forests on Nyaninyuk (Mount Beckworth) - an outlier of Central Victorian Uplands bioregion, and the drier woodlands on the Goldfields bioregion, which extends south to Dunach. Extensive areas of high quality farming land is located to the north, east and south of the town including significant regional areas of cropping.

The regional context of Clunes is shown in **Figure 2**.



<sup>2</sup>SEIFA is the Socio-Economic Indexes for Areas which ranks areas according to relative socio-economic advantage and disadvantage based on Census data prepared by the ABS.



# 3.0 The Town Structure Plan

## 3.1 Role and function

The Clunes Structure Plan has been developed to manage growth and development of the town to 2050. It is part of Council’s Future Hepburn Project which aims to protect and enhance the existing character of our towns and rural settlements through strategic planning controls on growth and development. Through past engagements we know that the community values and wishes to protect the rural landscapes, the heritage and character of townships, biodiversity and environment, and agricultural land.

The purpose and function of the structure plan is to plan for the future of Clunes by articulating a shared vision to protect the distinctive elements of the town and build upon the opportunities.

The structure plan will guide the physical and natural environment, amenity, and activities of the town defining the boundary of the town and locations for any future growth.

Council is committed to facilitating towns with housing choice and diversity, well designed and located public spaces, walking and wheeling links and improved transport mode choice, conserving heritage, protecting waterways and biodiversity while managing risks such as bushfire and flooding. A structure plan provides the opportunity to establish how these objectives will be achieved over coming decades in Clunes.



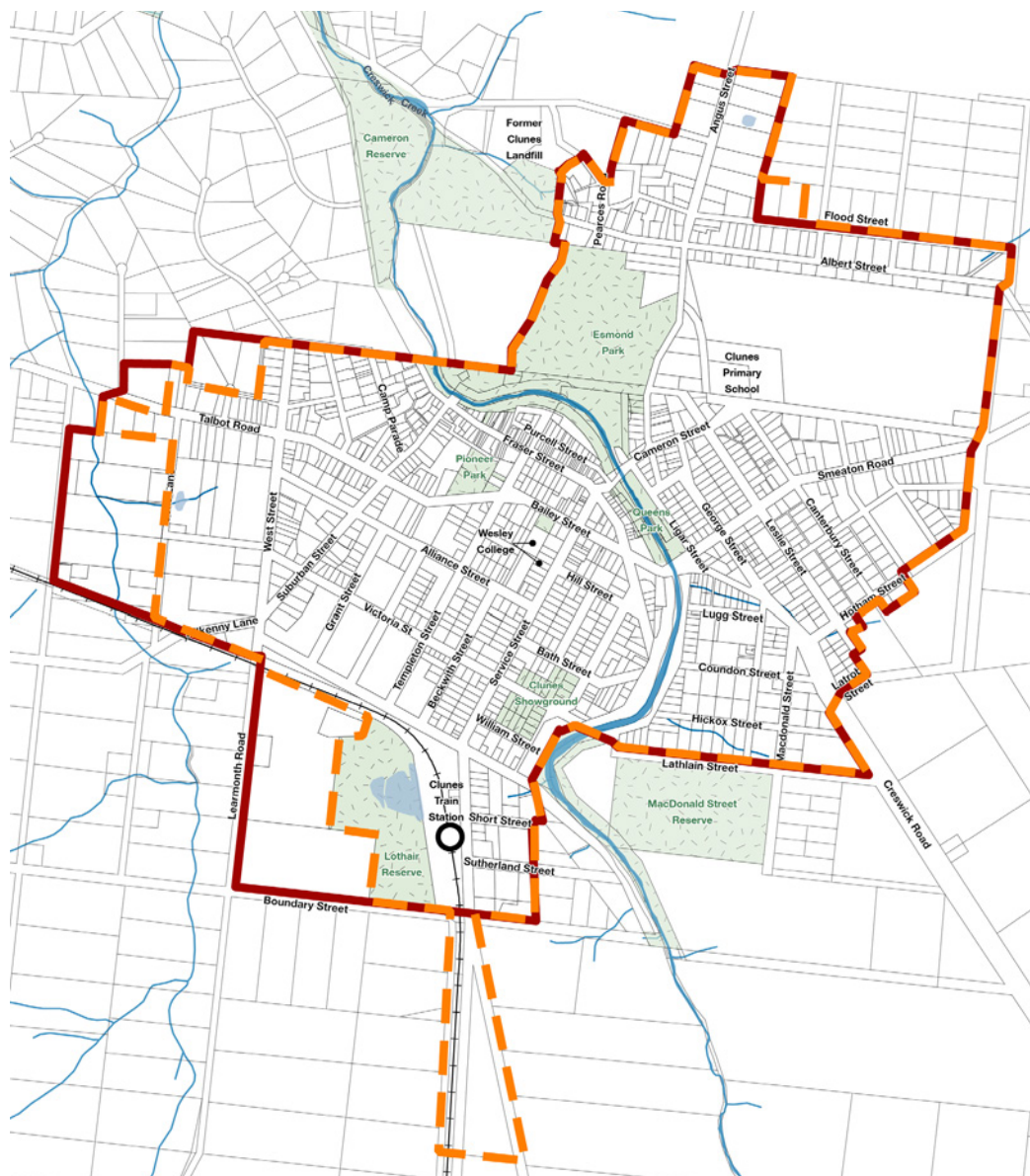
Credit: Hepburn Shire Council



## 3.2 Boundary analysis

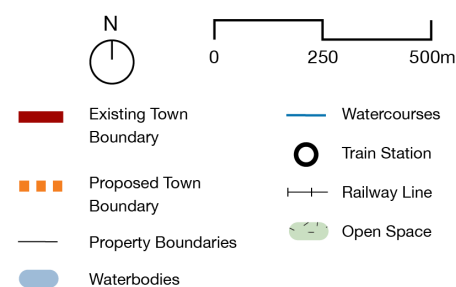
An analysis of the extent of the town boundary has been undertaken to determine what land is considered urban and land that is considered rural. These land designations lead to different requirements for a range of land uses and developments. Considerations include existing planning provisions, environmental significance and risks, population and housing needs, commercial and industrial requirements, availability of transport, walkability, strategic redevelopment opportunities and physical barriers. Background research expects demand for 409 new homes over the next 15 years. The boundary and this structure plan aim to plan for this growth and allow for potential growth beyond that period with a view to facilitate a functioning housing market.

**Figure 3: Clunes Proposed Town Boundary Map**



The strategic location of the town on transport links between Ballarat and Maryborough as identified in the Central Highlands Regional Growth Plan supports the further residential growth of the town. There is sufficient scope for further residential development within the Clunes township boundary in areas to the west and east. A small parcel of land directly to the south of the existing town boundary on the Ballarat-Maryborough Road provides good access and reduced amenity impacts for a small industrial precinct. Further expansion of the town is constrained by areas of high biodiversity to the west, where it should be adjusted, and from high quality agricultural and farming land to the north, east and south. The boundary is further limited by the location of some heritage places adjacent to the boundary and areas of flooding and water supply catchments. The structure plan focuses on planning for the area within the town boundary. Council will continue to review the management of residential land in the town fringe.

The boundary assessment is included in **Appendix A** and a map of the proposed town boundary for Clunes is shown in **Figure 3**.





### 3.3 Strategic and statutory context

Planning in Clunes is influenced by a range of state and local policies and background studies and information.

#### State policy

- Plan Melbourne 2017 - 2050 (2017)
- Central Highlands Regional Growth Plan (2014)

Victorian Government policy including Plan Melbourne (2017-2050) and the Central Highlands Regional Growth Plan (2014) identifies limited growth for Clunes recognising its location within the Ballarat hinterland. Clunes is to play a sub-regional goods and services role, servicing smaller town and rural district needs to a surrounding rural hinterland.

Plan Melbourne (2017-2050) states “development should be in keeping with [the town’s] character and balanced with the protection of the productive land, economic resources and biodiversity assets that are critical to the state’s economic and environmental sustainability.”

#### Local strategy and policy

Local strategy and policy influences include the following:

- The Municipal Planning Strategy (MPS) Strategic Framework Plan which shows Clunes as a town with a defined boundary.
- The MPS - Settlement Plan which shows Clunes as a town that is identified for growth.
- Clause 11.01-1L of the Hepburn Planning Scheme provides a local policy for the Shire’s townships and settlements and includes specific strategies and a township plan for Clunes.
- Clause 15.03 sets out Council’s requirements for management of heritage places including retention, demolition and signage.



## Existing zones and overlays

There are a range of zones and overlays that affect Clunes and its surrounds including the following:

### Zones

- Low Density Residential Zone (**LDRZ**) provides for a range of low density residential, tourism and rural uses suitable for areas with (0.2 ha) and without (0.4 ha) reticulated sewerage.
- Neighbourhood Residential Zone (**NRZ**) which recognises predominantly single and double storey residential development and ensures that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics. Dwellings and residential buildings in this zone must not exceed 9 metres and two storeys.
- Public Conservation and Resource Zone (**PCRZ**) applies to places where the primary intention is to conserve and protect the natural environment or resources.
- Public Park and Recreation Zone (**PPRZ**) which is applied to public parkland for public recreation and open space and protecting and conserving areas of significance.
- Transport Zones (**TRZ1, TRZ2, TRZ3**) which are applied to land for declared roads, railways and other important transportation infrastructure.
- Public Use Zone (**PUZ2, PUZ6**) applies to public land use for public utility, infrastructure and community services.
- Farming Zone (**FZ**) encourages productive agricultural land and employment and population to support rural communities on minimum lot size of 40 hectares unless specified.
- Rural Living Zone (**RLZ1**) specifies a lot size of at least 2 hectares and provides opportunities for some rural uses to occur. A different lot size can be specified in a schedule to the zone.
- Commercial 1 Zone (**C1Z**) applies to commercial centres for convenience retailing with mixed uses and accommodation encouraged.

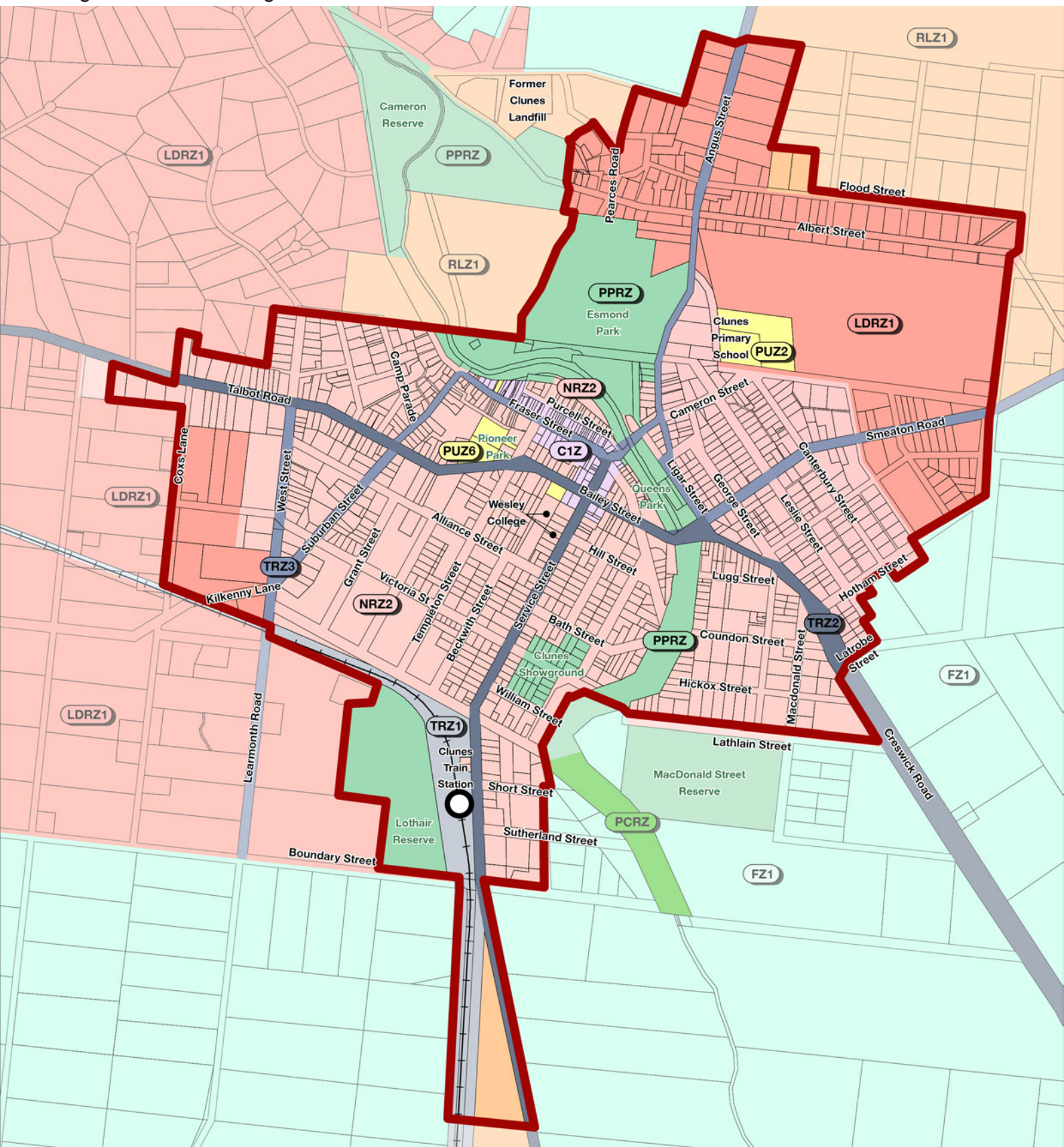
### Overlays

- Environmental Audit Overlay (**EAO**) applies to land of medium and high potential for contamination to ensure it is suitable for a use and development.
- The Vegetation Protection Overlay (**VPO**) applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.
- Environmental Significance Overlay (**ESO**) manages development of land may be affected by either environmental constraints or significant natural environment.
- Land Subject to Inundation Overlay (**LSIO**) applies to land that is subject to inundation related to flooding from waterways.
- Heritage Overlay (**HO**) manages development of heritage place.

Existing zones and overlays affecting Clunes and surroundings are shown in **Figures 4 and 5** and a more detailed description can be found in **Appendix B**.



Figure 4: Clunes Existing Zones



- C1Z** Commercial 1 Zone
- FZ** Farming Zone
- NRZ** Neighbourhood Residential Zone
- LDRZ** Low Density Residential Zone
- PCRZ** Public Conservation and Resource Zone
- PPRZ** Public Park and Recreation Zone
- PUZ** Public Use Zone

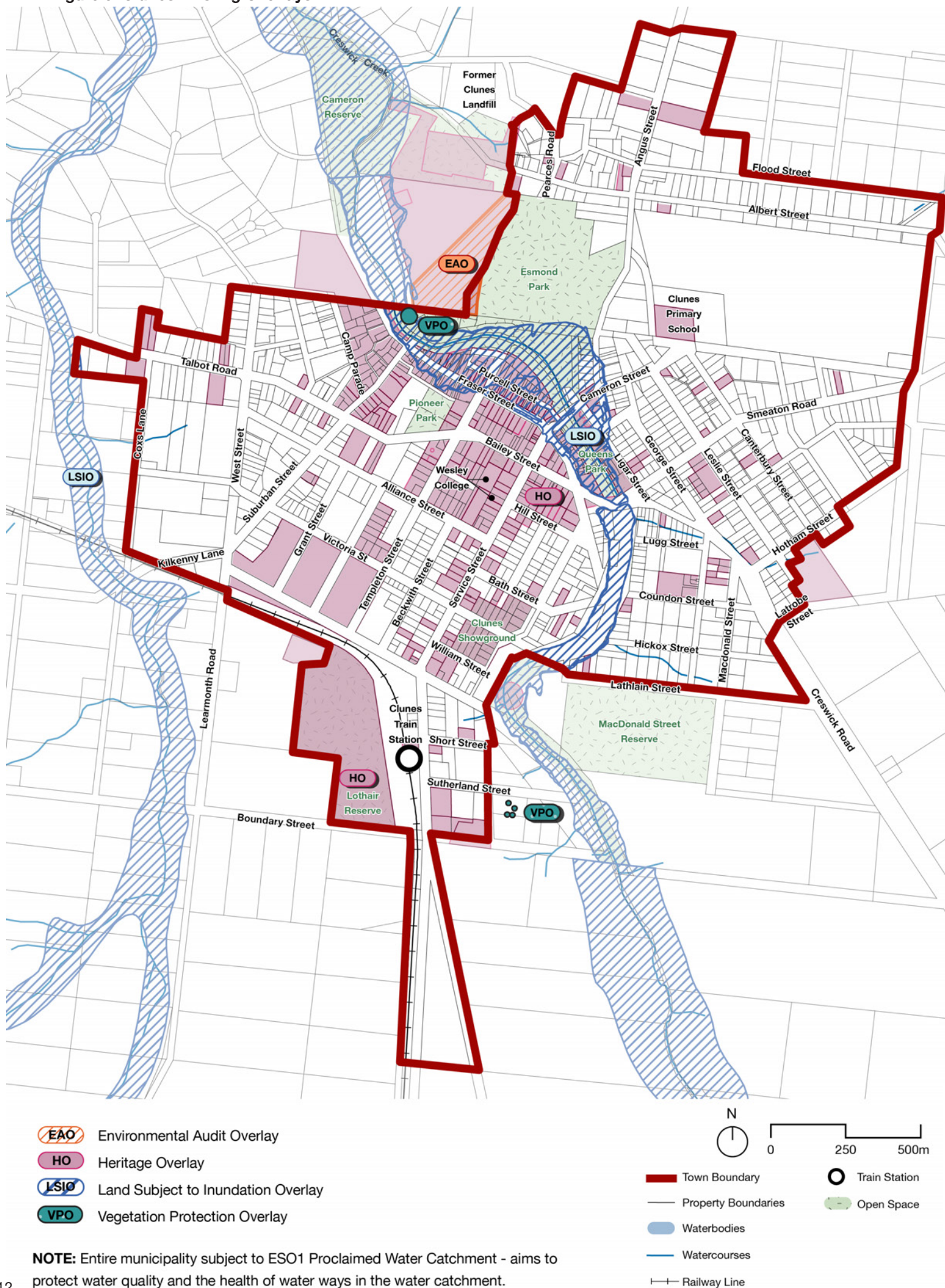
- RLZ** Rural Living Zone
- TRZ1** Transport 1 Zone
- TRZ2** Transport 2 Zone
- TRZ3** Transport 3 Zone



- Town Boundary
- Property Boundaries
- Train Station
- +— Railway Line



Figure 5: Clunes Existing Overlays





## 3.4 Background research

The following background research has informed this structure plan:

- A Home in Hepburn Shire Strategy and Action Plan (Hepburn Shire Council, 2022) sets out a strategy and action plan to address the Shire's affordable housing challenges.
- Biodiversity Assessments Part 2 Field Assessments Hepburn 4 Structure Plans (Practical Ecology, 2023) assesses biodiversity in towns identifying ecological values to inform structure plans.
- Hepburn Heritage Strategy 2020-2030 (Hepburn Shire Council, 2020) sets a long term plan for managing the Shire's significant heritage assets.
- Hepburn infrastructure surveys – Summary of results (Hepburn Shire Council, 2023) details infrastructure service provider plans and considerations for the development of the structure plans.
- Hepburn Integrated Transport Strategy Background Report, (Movement and Place Consulting 2023) provides an analysis of transport issues and opportunities for the Shire.
- Part B: Clunes - Existing Neighbourhood Character Assessment and Urban Design Framework (Hansen Partnership, 2023) provides background information on the existing neighbourhood character types and issues and opportunities in the town.
- Hepburn Shire Land Capacity and Demand Assessment (SGS Economics and Planning, 2023) estimates population growth and forecasts requirements for residential, commercial and industrial land to 2041.
- Rural Hepburn: Agricultural Land Study and Rural Settlement Strategy, Background Report, (RMCG, 2023) and Draft Strategy (2024) provide background information to inform a strategy that safeguards agricultural productivity and biodiversity of rural land from inappropriate development in the Shire to 2043.
- Strategic Bushfire Planning Assessment (Terramatrix, 2023) assesses bushfire risk and recommendations for town growth.
- Rapid Flood Risk Assessment – North Central CMA Region (HARC, 2020) identifies preliminary estimates of flood risk to help identify and prioritises areas where more detailed, site specific flood studies are recommended.
- Preferred Neighbourhood Character Statements, Design Guidelines and Urban Design Frameworks for Clunes, Creswick, Daylesford, Glenlyon, Hepburn/ Hepburn Springs, and Trentham, Hepburn Shire Council (Plan2Place Consulting, 2024) provides a review and assessment of the Part A and Part B reports for existing neighbourhood character and urban design frameworks and determines preferred neighbourhood character statements, design guidelines and urban design frameworks for the town/settlement.



Credit: Hepburn Shire Council

## 4.0 Community and Stakeholder Engagement

### 4.1 Methodology and outcomes

Community engagement has been undertaken to date in three stages. Further consultation will be required should the Victorian Planning Minister authorise Council to prepare a planning scheme amendment to implement the structure plan.

#### Initial stage

In the Initial stage, Council was looking to understand the vision, priorities and preferences, and values of the community. A variety of community communication and engagement methods including the Clunes Conversation Starter, Background Papers, Survey, in-person community sessions and other community and stakeholder activities were held.

At the completion of this phase the Clunes Structure Plan, Engagement Report, Wayfarer Consulting, July 2023 was developed and shared with the community. This served as a foundation for the second, deeper stage. Refer **Appendix A** for the 'Clunes Structure Plan Engagement Report', Wayfarer Consulting, July 2023.

#### Deeper stage

A community panel have worked together to assist Council in creating a shared vision and objectives based on six key themes identified within the Clunes Conversation Starter for the township Structure Plan.

Over three co design workshops held in October and November 2023, members gained a deeper understanding of the complexity of the issues to find common ground. Panel members were given time between sessions to access information, talk with Council staff, hear from and ask questions of planning, urban design, transport, biodiversity, bushfire and heritage experts. The outcomes of these Panels are summarised into an engagement report (see Clunes Structure Plan, Co design workshops, Key findings; Wayfarer Consulting, December 2023).

#### Draft structure plan stage

Council published a draft structure plan for community and agency feedback over May and June 2024. 40 community member submissions were received. 61 community members attended a 1 June 2024 in person information session and asked questions of and interacted with Council staff. The Participate Hepburn (Clunes) page was visited 733 times. Ten government departments and agencies provided advice specific to Clunes. Documentation of community feedback for this consultation can be found at pages 12-16 of *Future Hepburn: Draft Township Structure Plan and Rural Hepburn strategy, Engagement Report, August 2024*.

#### Engagement with the Draft Structure Plan

50

People, agencies and groups provided submissions to the draft structure plan

61

People attended the community engagement sessions

All written submission and comments communicated at information sessions were considered. Amendments were made to the structure plan where practicable and relevant. Other matters raised were referred to internal Council departments or external agencies.

For a detailed description of written submission feedback see pages 12-16 of *Future Hepburn: Draft Township Structure Plan and Rural Hepburn strategy, Engagement Report, August 2024*.

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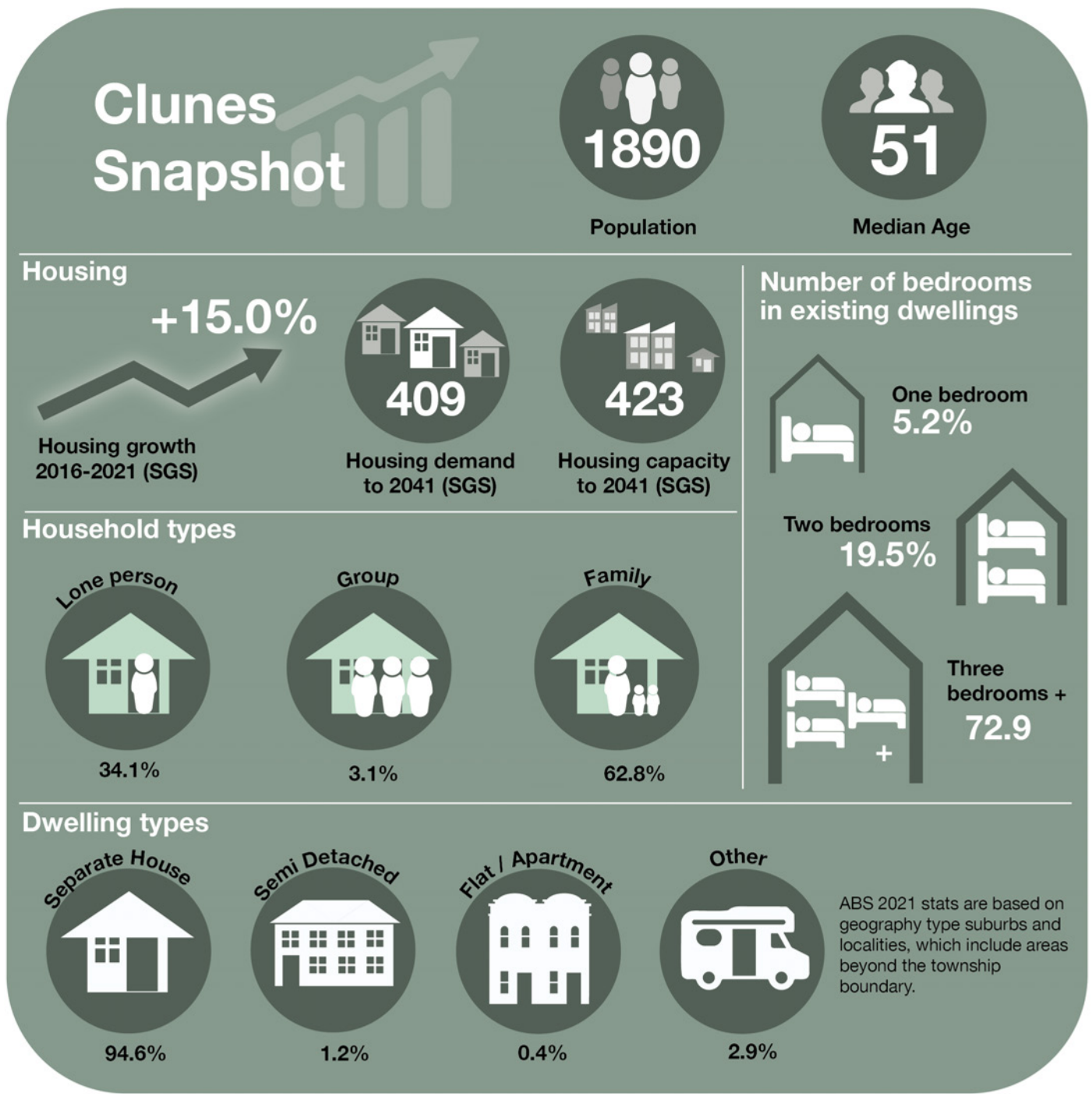
Visits were recorded at the draft Clunes structure plan webpage



# 5.0 Town Overview and Key Issues

The Structure Plan for Clunes sets out a long term plan to manage growth and development of the town protecting the distinctive elements, building on opportunities and managing the challenges.

The Structure Plan is organised around six key themes: housing, environment and heritage, movement and access, business and economy, urban design, community and cultural infrastructure. Each theme provides a summary of the elements, opportunities and challenges that shape the plan.



## 5.1 Housing

The housing market in Clunes currently lacks diversity, comprising predominantly detached dwellings with three or more bedrooms. There are a variety of housing lots ranging between 800-1,500 square metres with smaller lots generally closer to the centre of the town.

Improving the diversity of housing with smaller one and two bedroom dwellings will provide for different household types and needs allowing more people to age in place and assist in improving housing affordability. Council will, through the structure plan, provide for the future growth of Clunes by enabling sufficient land for housing and community services. Whilst limited population growth is expected within Clunes, the structure plan should identify opportunities for increased housing diversity to meet the needs of different people in the community. Appropriate locations for increased diverse housing options and types include areas close to existing services and facilities and strategic development sites.

The tourism role of the town results in many unoccupied dwellings during certain periods and exacerbates reduced availability of housing with a 20% reduction in rental listings in Hepburn Shire in June 2021. The shortage of affordable long-term rental properties is a barrier to residents accessing affordable housing and poses significant challenges for local businesses in recruiting and retaining staff.

There are currently 10 community housing dwellings in Clunes, owned and managed by Community Housing Ltd (Victoria). Increasing the number of affordable and social housing in the town will provide greater options for the community. The implementation of *A Home in Hepburn Shire – Strategy and Action Plan (2023)* and the investigation of land use planning and other regulatory measures remains a priority. Opportunities to advocate and seek opportunities to partner with, and support, the provision of social housing and development models should be explored.

According to SGS 2023, 120 dwellings were constructed between 2016 and 2021. It is estimated that ~409 new

dwellings will be required in Clunes by 2041. There is existing capacity to provide 423 dwellings with the utilisation of existing vacant sites within current planning scheme settings. This includes land within the town boundary and adjacent LDRZ land that can be easily serviced.

Some strategic rezonings would support additional areas for housing helping to provide a more sustainable community and a greater diversity of housing. The land adjacent to the Clunes Primary School and around Flood Street both offer opportunities without impacting on heritage and character aspects and high quality agricultural land.

Low density residential land surrounding the township provides very limited opportunities for housing development. This is due to its long distance from the town centre and train station, areas of identified biodiversity and lack of infrastructure such as reticulated sewer.

There are many sites within the town where Crown land is residentially zoned as shown in **Figure 6**. Those sites in Crown ownership that are reserved for a public purpose or unsuitable for urban development should be zoned in a public land zone to reflect their public use or other purpose.

Determining housing change areas integrates a range of different components of strategic work undertaken by Council and provides greater direction for development.

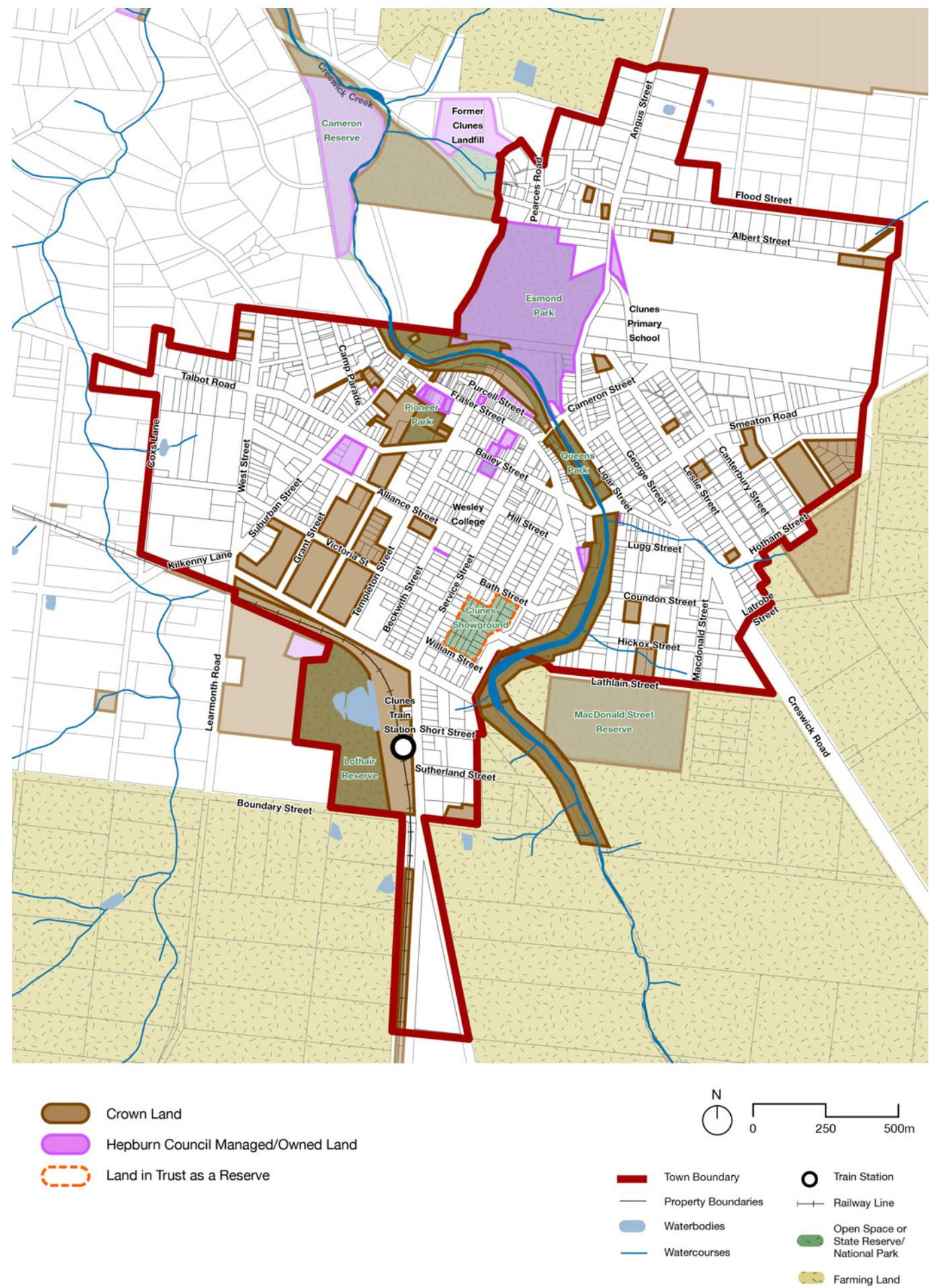
Two change areas have been identified:

- Minimal Housing Change - comprise those locations with heritage, environmental and physical constraints and special neighbourhood character, and therefore have a reduced capacity for housing change and growth.
- Managed Housing Change – encompass residential areas with established neighbourhood character values that have the capacity for greater housing change and growth to occur.





Figure 6: Clunes Crown and Public Land Map



## 5.2 Environment and heritage

### Topography and vegetation

The town is located within the Victorian Volcanic Plains and had scattered River Redgums over wildflower rich grasslands and the significant wetland of Middle Swamp to its north. Nearby, various kinds of forests and woodlands occur within the outlier of the Central Victorian Uplands bioregion at Nyaninyuk (Mount Beckworth) and Goldfields bioregion at Dunach.

### Biodiversity

Four major woodland and grassland remnants have been identified around the township and the Creswick Creek provides a major biodiversity connectivity corridor. Remnant vegetation patches, containing sections of Nationally Endangered habitats, host endangered species such as the golden sun moth and growling grass frogs. These areas contain significant species under the Flora and Fauna Guarantee Act (FFGA1988) and the national Environmental Protection and Biodiversity Conservation Act (EPBCA1999). The town's growth is limited to the west by a significant area of endangered native vegetation. These areas should not be developed further, and efforts made to enhance the Creswick Creek environs as a biodiversity corridor, reinforcing their wildlife support role, and preserving cultural practices. See **Figure 7** for the location of areas identified with biodiversity within and surrounding Clunes.

### Flooding

The Creswick Creek runs through the town centre, within a steep, confined valley. The creek section, between Service Street and Camp Street, has heavily silted creek beds and dense vegetation. Floods pose significant challenges in Hepburn Shire, particularly in Clunes, where major events occurred in 2010/11, 2016 and 2022. This is due largely to the extensive upstream catchment rather than local drainage issues. The use of planning and engineering initiatives further up the catchment is required to mitigate the flooding risks and impacts. Drinking water is from ground water and the town is not constrained by supply. Within the town, limiting development in flood prone areas, engineering solutions and effective stormwater treatment will assist with managing and mitigating these events. Rainwater and stormwater harvesting, and water efficiency measures provide opportunities to reduce potable water use and better manage water resources.

### Bushfire

Clunes is a bushfire prone area (BPA). While areas to the west and southwest of Clunes face a heightened bushfire risk, that risk is lower within the Clunes township. Areas within the existing town boundaries where there is existing built form and reduced vegetation are safer areas. Clunes has been identified as a safer area given its surrounding native grasslands that will assist with achieving a BAL rating of 12.5. Despite the reduced bushfire risk, the native grasslands are not suitable for town growth due to their biodiversity.

### Environmental hazards

The 1.7-hectare former landfill, owned by Council and located north of the Clunes township, ceased operation in 1998 and requires ongoing management to ensure that offsite impacts are managed. This includes minimising public access and landfill gas as well as invasive weed management. Planning controls on buildings and works to mitigate against landfill gas migration could apply up to 500m from the former landfill. The precise extent and nature of any controls would be subject to further detailed assessment as outlined in Planning Practice Note 92 (DELWP, 2021) and the recently published EPA guidance Landfill buffer guideline (EPA Victoria, August 2024). Former mining sites in the town include mullock heaps that are not suitable for development and may be contaminated.

### Traditional owners

Djarra practices shaped local ecosystems over thousands of years. The original waterways and ecosystems, traditionally overseen by the Dja Dja Wurrung people, have faced drastic change since removal of Djaara people and their traditional practices and from mining, grazing, cropping, waterway regulation, weed invasion, and township development. Additionally, the rapid climate change also disrupted the landscape. Sites along the Creswick River are likely to hold cultural significance to the Dja Dja Wurrung.

### Colonial heritage

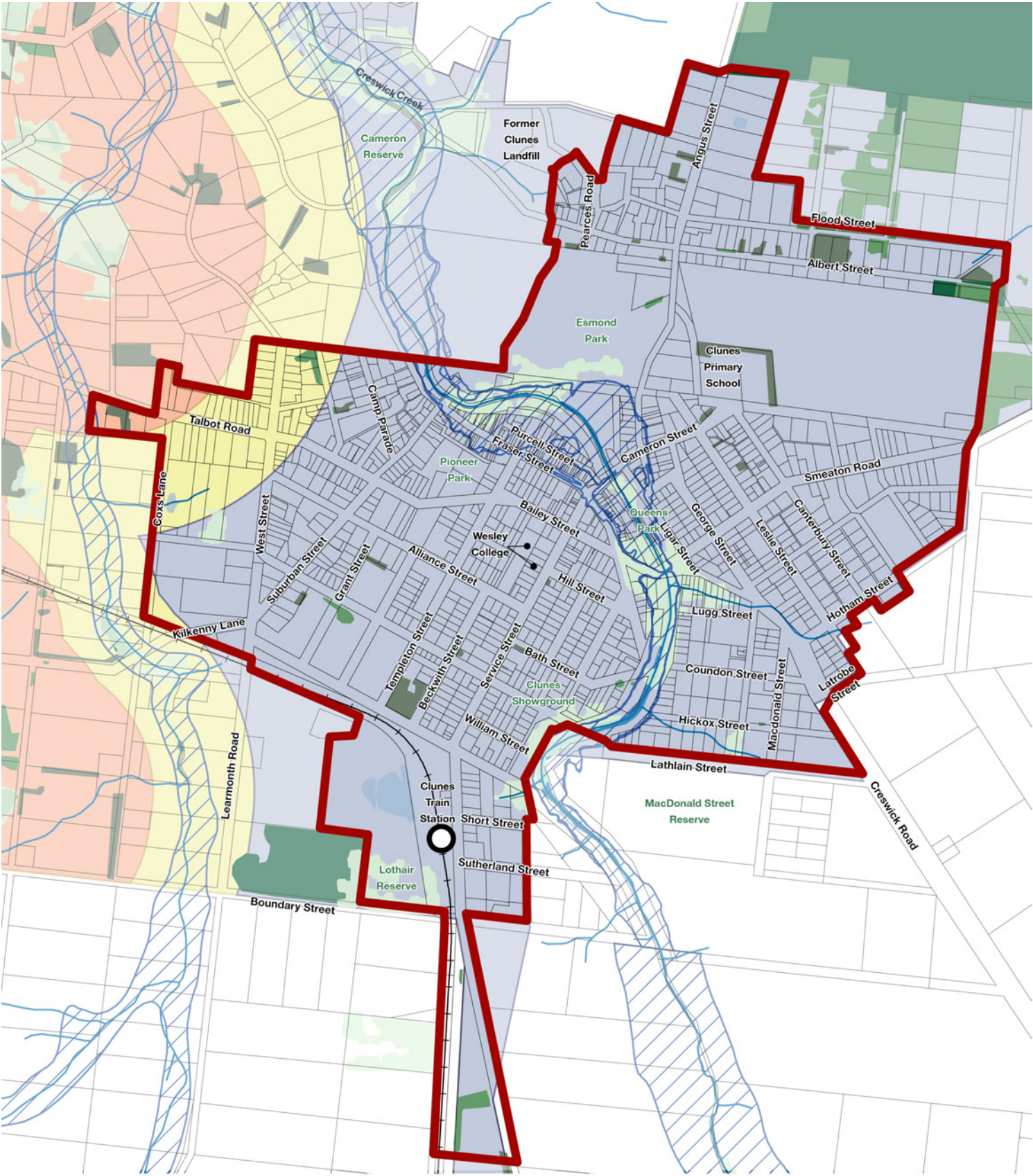
Clunes is best known as the site of Victoria's first gold discovery in 1850 and is said to have the best collection of 19th Century buildings in Australia. Fraser Street forms an historically significant and intact main street and has featured in international films. There are many grand institutional buildings, including the Town Hall, the former primary school, the former Post Office, several banks and a collection of churches along with residential buildings. Mining sites such as the South Clunes Mine provide a link to the town's mining history.

There may be opportunities for Clunes to benefit from the proposed Goldfields UNESCO World heritage listing drawing in additional visitors.

Clunes' heritage is vital to the town's identity and amenity. Preserving and enhancing heritage listed places will remain essential particularly in areas such as Fraser Street with its intact main street Gold Rush era streetscape. New development needs to respect the heritage while allowing for adaptive reuse. The traditional owners and environmental priorities require stronger emphasis, necessitating a better balance. Clunes heritage places and cultural heritage sensitivity areas are shown in **Figure 8**.



Figure 7: Clunes Climate Change and Biodiversity Map



**Biodiversity**  
(Mapped Vegetation Quality)

- Low
- Medium
- Mixed Patch

**Tree Density**

- Dense

**Environmental Risk**

- Area Subject to High Flooding Risk

**Bushfire Risk**  
(Setbacks from treed vegetation at least 10ha in size)

- Within 400m Of Forest  
(Most Vulnerable To An Ember Attack)
- >400m To 700m From Forest
- >700m From Forest  
(Safest From Ember Attack)



0 250 500m

- Town Boundary
- Property Boundaries
- Waterbodies
- Watercourses
- Train Station
- Railway Line



## Dja Dja Wurrung land significance

Clunes is on land described broadly by Djaara as “The New Volcanic Precinct: Disturbed by gold mining, broad acre farming, land clearing and towns like Clunes and Creswick”. Djaara nominate important qualities to be protected, promoted and celebrated as: high points or viewpoints; waterways and waterbodies of all types; areas of existing indigenous local endemic vegetation, wildlife and habitat; and the rocks, soil, clay and sand of Djandak.

**Source: Hepburn Shire Council Cultural Values Assessment Wartaka Recommendations (Djandak 2024)**

Specific elements of the Clunes environment identified by Djaara that the structure plan can address are:

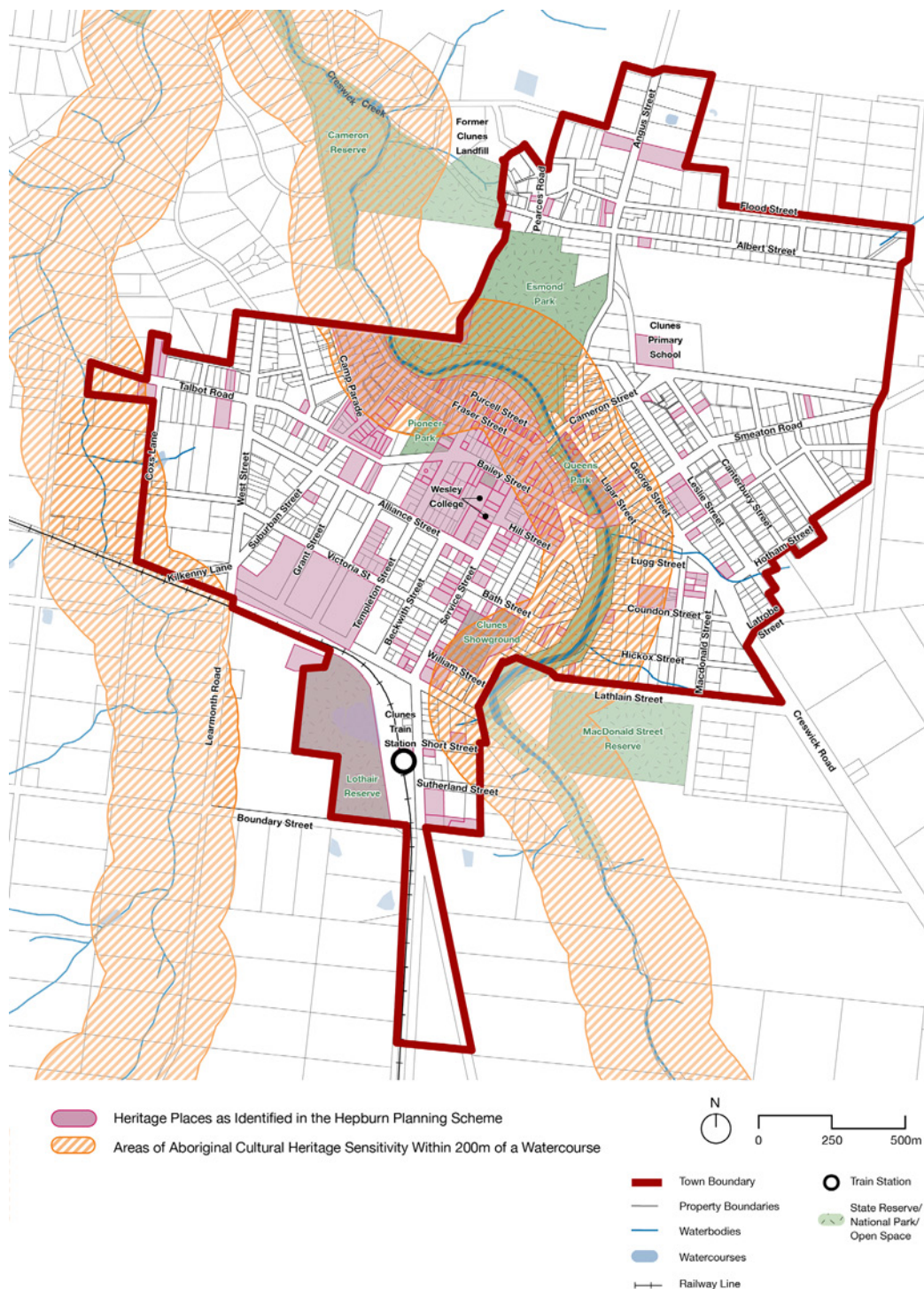
- Encouraging development to address and respect

the Creswick Creek corridor including enabling public creek access.

- Protection and development of biodiversity corridors along waterways and roads.
- Identifying new employment sites suitable for business and employment development.
- Assessing any residual environmental impacts from the former Clunes landfill.
- Partner with Djaara in providing improved signage and interpretative guidance along Creswick Creek and in the township.
- Ensure new landscaping prioritises local endemic vegetation and habitat.

The structure plan also identified several areas of further work between Djaara, the Council and the community.

**Figure 8: Clunes Heritage Map**





## 5.3 Business and economy

The Clunes economy is built on history and heritage, agriculture and its proximity to Creswick and Ballarat. Major employment sectors include education, health, retail, farming and hospitality. Employment in agriculture is decreasing while employment in aged care and social assistance is rising.

The commercial area is focused along Fraser Street with its mix of small-scale shopfronts and larger historic institutional buildings contributing to the town's charm. There are a range of shops including a small supermarket, cafes, a bakery, a chemist, antiques and book shops. Council's "Warehouse Complex" is located in the main street and comprises the Visitor Information Centre, and museum, library, meeting rooms and gallery, providing a hub for the community and visitors.

Tourism contributes to the economy particularly on weekends and holidays. Clunes has a strong history of tourism and economic development activities built on its rich heritage and architecture. Its establishment as one of fifteen 'Booktowns' across the world, has been a regional development success story. Booktown, along with other initiatives such as the Clunes Museum and Gallery, has helped to revitalise Clunes. The structure plan could identify opportunities to further support these initiatives, direct visitor accommodation to appropriate locations providing economic opportunities for residents.

While tourism is important, there is a desire by the community for more employment and retail options within Clunes to service day to day needs. Car parking also needs to be monitored to accommodate the increase in amenities and facilities.

Demand for additional commercial space will be driven by population growth and changing demographics such as meeting health and education requirements. It has been estimated there is negligible additional commercial floor space demand and that demand can be met through redevelopment of existing buildings and vacant sites although constrained by heritage factors.

The number of vacant shops within the town is of concern to the community. Balancing the desire to retain the heritage fabric of the town with the needs of modern businesses for hospitable and suitable premises is a challenge. Updating heritage buildings can be costly for owners and may require grants or incentives for improvements.

Options to increase the retail and commercial offer for the local visitor community is essential. More employment opportunities in the town's retail and commercial areas and the addition of industrial zoned land would reduce the need for commuting. Therefore, shop tops could be encouraged for commercial uses such as shared offices and facilities upstairs to encourage micro economies. This will not provide for the modern needs of many businesses however seeking less encumbered floor space. A small area of additional commercially zoned land will be identified to provide for these needs.

Clunes currently lacks industrial zoned land, and with population growth<sup>3</sup> projected in the Clunes catchment, there is expected demand for approximately 2-3 hectares of industrial land. The structure plan will identify an appropriate site for industrial land within the town boundary along with the economic development initiatives and infrastructure required to support the establishment of this precinct.

*Credit: Hepburn Shire Council*



<sup>3</sup> Source: SGS Report 2023



## 5.4 Urban design

An emphasis on good urban design is crucial to enhance the functionality, sustainability, and attractiveness of the Clunes town centre. This can promote growth while preserving and restoring the town's heritage and identity through adaptive reuse of existing buildings. The upper floors of heritage buildings can be restored and used for commercial activities, while the restoration of verandahs will further preserve and enhance the town's heritage values.

Conservation and renovation of historic buildings, their verandahs, facades and parapets, particularly along main streets, is essential for maintaining the area's image and character. Conserving heritage civil infrastructure, such as the bluestone and granite open drains, is important for the town's character, as is the continued use of local stonework with traditional detailing for new works. Enhancing street lighting (i.e. West Street), along with pavement treatments at junctions prioritising pedestrian crossings, pose additional challenges that warrant attention.

Well-designed public spaces encompassing sports facilities, streets and pathways connecting various activities contribute to vibrant community spaces. A green connection between Bull Milgate Reserve, Pioneer Park and Queens Park would improve links with the creek and the commercial core of the town. Similarly, enhancing the walking/jogging track along the creek while protecting the environmental and heritage values, and avoiding flood-prone areas is necessary.

There is a need to increase the number of walkable and wheeling access linkages to the school, while slowing traffic. This will support the safety and health of students, parents, and carers.

Encouraging passive surveillance in all parkland areas, while enhancing connections to them from commercial areas through improved pedestrian paths and wayfinding

signage, is important especially for less able members of the community. Providing pedestrian priority treatments at street crossing points, street greening, and providing rest spots, would improve walkability of the township. These resting points with seating, especially for the elderly, should be designed in response to the significant historic streetscapes. Similarly, street crossings need to accommodate the elderly or less able, and large gutters can be difficult to readily navigate. Further enhancements within the public realm could include extending avenue tree planting along the roads leading into Clunes, planting shade trees in many other streets, and providing seating along walking paths. Street greening, including large canopy shade trees, is crucial for climate change adaptation and mitigation of health issues posed by heat.

A robust drainage system or stormwater management plan is needed for sustainable urban development and to mitigate flooding risks. Improving universal access to shopping areas is critical for fostering inclusivity, while respecting the heritage of the town. The provision of public toilets nearby the green connection, along with shade trees in public spaces, will contribute to a more comfortable and inviting environment. Advocacy for lower speeds around Fraser Street, would prioritise pedestrian safety.

The heart of Clunes, Fraser Street, should be preserved as an extraordinary 19th century 'high street' town centre energised by contemporary uses and enterprises.

New housing near the train station and the integration of new streets into the existing network will improve walking routes towards the train station and other community facilities. This will strengthen the overall accessibility and connectivity within Clunes.

Where new car parking is required this should be planned and positioned to contribute to the valued heritage character of the township and its streetscapes.

*Credit: Plan2Place Consulting*





## Principles for transport in Hepburn

Based on the existing and expected challenges for the transport system, the following principles will guide Hepburn's future transport.

### People-centred transport



The transport system prioritises people instead of creating conflicts between people and movement, making it easier and safer for everyone to travel. Roads are designed and managed to reflect the fact that transport is to move people and goods, rather than vehicles.

### Fairer transport



Each transport investment increases transport choices and prioritises the needs of vulnerable and marginalised people, with a particular focus on meeting the transport needs of people with low incomes, people with disabilities, children, older people and diverse gender groups. Transport investment supports affordable access for everyone who needs it.

### Greener and healthier transport choices



Greener transport options contribute to net-zero Shire emissions, preserve air quality, improve health outcomes and reduce car dependency. The Shire is a leader in green movement choices, including low and zero emissions vehicle use and higher active and public transport mode use. Town centre intensity reduces the need for motorised travel while creating stronger local economies and communities.

### Safer movement and places



People feel safe when travelling throughout Hepburn. Streets are designed for people (not just cars) to facilitate walking, wheeling, social interaction and access to public transport. Public places are attractive, vibrant and inviting. Better road maintenance supports a safer road network for all users. Wildlife is accommodated through infrastructure and protected by appropriate speeds and behaviour.

### A connected Shire



Hepburn's transport network provides access and mobility for people to places within and beyond the Shire. Improved public transport services, connections and access help to increase greener transport trips and reduce car dependency. People have easy access to more employment opportunities, community services, business, social and recreational interactions.

### Vibrant economy



The Shire's transport networks enable low cost access to local goods and services and facilitate efficient movement of goods and people over longer distances. Local economic activity is supported by low cost transport options that save residents and visitors money which is converted into more local purchases in a wider range of local businesses. People have easy access to more education, employment, community services, business, social and recreational opportunities.

## 5.5 Movement and access

Clunes is well connected to surrounding areas with main roads to Maryborough, Ballarat, Creswick, Daylesford, Newstead and beyond. Clunes-Creswick Road and Ballarat-Maryborough Road are managed by Regional Roads Victoria, while other roads are managed by Hepburn Shire Council.

The town is located on the Ballarat-Maryborough railway line. Clunes railway station is about 1km from the centre, on the south side of the town. Twice-daily V/Line trains run to Creswick, Ballarat/Melbourne and to Maryborough via Talbot (supplemented by V/Line buses at times). There are no regular local buses. A number of schools in Ballarat and Maryborough provide private bus transport to Clunes.

Despite a substantial investment to upgrade the Clunes Station, the station infrastructure is underutilised being one of the ten least-used stations in Victoria. Increased train services on the Maryborough line would not only benefit Clunes but also have broader regional implications. It is crucial to align bus and train services with actual working hours, establish bus services between towns of Hepburn, and connect identified growth areas with key walkable routes to train stations. The challenges extend to inadequate coach and bus stops, some of which are not Disability Discrimination Act (DDA) compliant. This poses accessibility challenges, particularly for individuals with reduced mobility.

Ballarat-Maryborough Road and the Ballarat-Maryborough railway alongside it, are both part of the Victorian Principal Freight Network (PFN). Broad gauge rail freight uses the Maryborough line through Creswick and Clunes carrying significant rail freight, especially grain, to the Port of Geelong via Ballarat.

Many Shire residents have to travel elsewhere to access a wider range of goods, which significantly increases their kilometres travelled.

Beyond the rail and bus infrastructure, Clunes faces additional complexities related to truck routes, particularly along Maryborough-Ballarat Road and Midland Highway. Clunes has a signposted truck bypass route along Victoria Street and West Street for users of Ballarat-Maryborough Road. Thoughtful solutions are imperative to manage traffic effectively in these crucial corridors.

Many streets are without footpaths, and there are some unpaved roads. Vehicles sometimes travel at high speed, especially on the approaches to the town. Limiting the movement of trucks is a priority for community safety that should be investigated.



Increased public transport options are needed to improve daily access to nearby larger towns and will enhance the mobility of residents particularly as the population steadily ages. Options may include more regular train services on the Ballarat-Maryborough line, and local bus services. Community transport options could also improve community access to town services and those of adjacent towns.

While preserving the historical character of township streets is paramount, there is a pressing need for enhanced and safer infrastructure that accommodates vulnerable road users. The low traffic volumes on local streets mean that they are relatively safe for all users. There is a lack of footpaths on some streets which impedes mobility for some members of the community. Strategically developing footpaths along key routes could significantly increase pedestrian accessibility to schools, parks, post offices, and grocery stores. Reduced vehicle speed limits through the town would improve safety.

Balancing safety improvements with the important heritage character of the town is a key challenge.

Installation of traffic calming measures on Fraser Street such as zebra crossings are not in keeping with the intact heritage quality. Creative approaches will be required, that may include threshold treatments at entry and exit points, reduced speed limits and (as often happens already) street closures with traffic and parking management during main events such as Clunes Book Festival and weekend markets.

There are few walking and wheeling connections to open space areas, and very few dedicated wheeling facilities. Connecting the community to local parks and reserves, to the primary school and further afield to areas such as Mount Beckworth Recreational Park are important initiatives.

Electric car and truck use will increase in response to the need to reduce emissions. Clunes' first public charging station is proposed in 2024 but more will be needed. Rideshare and taxi services could also grow from the current low user base providing much needed, more regular services in peak and off peak times to Creswick and Ballarat.

Credit: Plan2Place Consulting





## 5.6 Community and cultural infrastructure

Clunes has some provision of community infrastructure with a strong reliance on Ballarat and Creswick. Despite this limitation, there are a range of community and cultural assets, including one primary school, Council facilities like the Warehouse at Clunes, and a neighbourhood house and a community health service at the former Clunes hospital. There is a desire from the community to encourage more specialist medical services to service the town. The town's recreational facilities include an outdoor pool and skate park. There is no secondary school in Clunes, or in nearby Creswick, which limits the opportunity for children to make local friends during their secondary years.

Masterplanning is underway for three open space reserves in Clunes to inform planning, provision and enhancement. These will develop a long term vision and development priorities for the Clunes Recreation Reserve, Pioneer Park and Queens Park.

A range of facilities support the tourism and cultural roles of the town building on the museum, heritage sites and major events such as the monthly Clunes Market, annual Booktown Festival and annual Agricultural Show. The Clunes town hall holds significant potential as a community meeting space, given its extraordinary heritage status. However, there are opportunities to enhance its usability. Further encouragement of facilities to support these activities such as restoration of heritage buildings, support for local artists, event amenities and specialist book stores are all important to support this kind of tourism. Proposals for event spaces that encourage gathering (and serve as emergency

accommodation points during natural disasters) highlight the need for versatile community spaces. Given the town's numerous community groups, there is a recognised need for shared meeting spaces.

The largest sporting club in town is the Clunes Football Netball Club. It is a vital community hub, and requires upgraded facilities to accommodate its growing user base. Challenges with the current location due to flooding are also being investigated. The lack of alternative facilities, such as sprung floor studios for dance, highlights limited recreational options for primary-aged school children beyond traditional sports like football and netball.

The Warehouse at Clunes provides a valued community resource. The renaissance and importance of libraries sees them being redefined as community hubs for education, health, entertainment and work. The community has identified that extending the library hours would provide a wider range of educational and recreational access for the community, particularly the town's students.

The train station in Clunes is underutilised, with considerable vacant land surrounding it. It fails to operate effectively as a transport hub. Moreover, the unavailability of a taxi service for the elderly further compounds issues related to health services, transport, and access to shops. Additionally, the lack of walking pathways requires attention.



Credit: Plan2Place Consulting

## 6.0 Vision and Objectives

### 6.1 Vision for Clunes

Clunes in 30 years, is a town with a rich and complex shared history with the Dja Dja Wurrung people, coming together to create a thriving resilient community, culture and economy. Our town is dynamic and prosperous with a lively main street and complemented by accessible community spaces for everyone to meet and connect. It is a sustainable and resilient town with improved safety, and access to broader regional services. There is a wide range of housing to meet diverse needs nestled within the natural landscape and the valley. While Clunes celebrates and preserves its history, it is balanced with planning sustainable development for the future.

*Credit: Hepburn Shire Council*

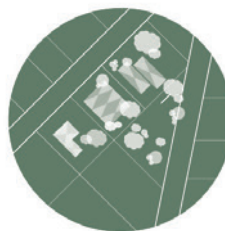
### 6.2. Objectives

#### Housing



To deliver diverse, affordable, and sustainable housing options.

#### Urban design



To ensure that buildings and streets harmoniously contribute to the town's character and heritage.

#### Business and economy



To foster a thriving sustainable economy with diverse and resilient businesses and industries.

#### Movement and access



To offer diverse, safe, and accessible transportation options and enhanced pedestrian infrastructure.

#### Environment and heritage



To improve the environmental sustainability of the town and protect and enhance the town's natural, landscape and heritage features.

#### Community and cultural infrastructure



To ensure that community facilities and infrastructure are geared towards fostering a robust, well-connected, and healthy town community.



## 7.0 Key Themes

### 7.1 Housing

**Objective:** To deliver diverse, affordable, and sustainable housing options.



#### Strategies

Facilitate the development of diverse, affordable, and sustainable housing options, including smaller houses, to meet the needs of residents.

Encourage well-designed housing while preserving the town's unique character and environment.

Address the shortage of rental housing and promote housing diversity.

Create more social housing options and housing for special needs within walking distance of the town centre and the train station.

Reduce the impact of short term tourism on existing housing stock.

#### Actions

**A1** Implement Minimal Housing Change Areas in Clunes where heritage, environmental and physical constraints and special neighbourhood character result in reduced capacity for housing change and growth.

**A2** Implement Managed Housing Change Areas in Clunes in residential areas with established neighbourhood character values that have capacity for housing change and growth.

**A3** Facilitate the development of adaptable and affordable housing by:

- Encouraging housing diversity, including secondary dwellings in appropriate locations (see **Figure 9**).
- Advocating and partnering with government, developers and other parties to provide greater housing diversity including social housing.
- Advocate to all levels of government to introduce an effective regulatory framework for short-term housing to reduce the impacts of vacant houses on the town's rental market challenges.
- Support opportunities to develop alternative housing models.

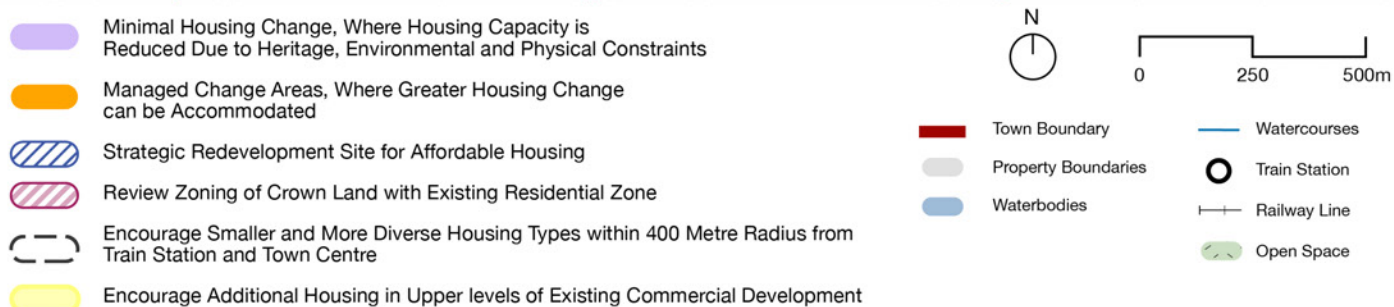
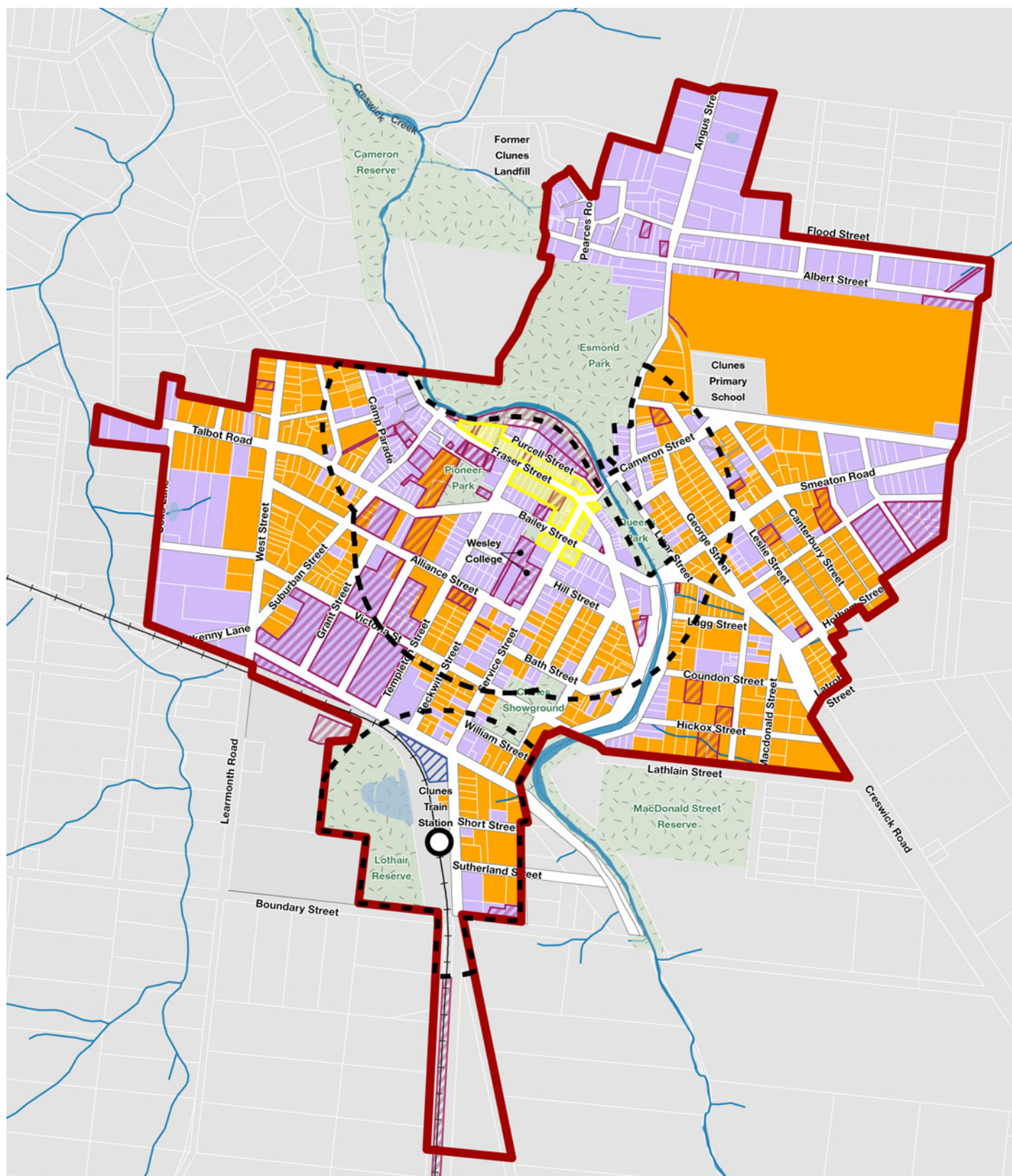
**A4** Enable sufficient land for housing to maintain the town's population and community services.

**A5** Encourage housing co-location with existing commercial premises managing potential impacts on the streetscape.

**A6** Utilise the Sustainable Subdivisions Framework to guide all new residential subdivisions.

**A7** Rezone land on the east and west sides of Angus Street, and part of the north and south sides of Albert Street and adjacent lots on Flood Street, as well as the east side of West Street, to Neighbourhood Residential Zone to facilitate additional housing and increase diversity within the township boundary.

Figure 9: Clunes Housing Theme Map





## 7.2 Business and economy

**Objective:** To foster a thriving sustainable economy with diverse and resilient businesses and industries.



### Strategies

Promote a thriving, sustainable economy based on sustainable and creative businesses and trades.

Foster a broader and more sustainable business image and profile.

Better utilise existing tourism features such as walking trails and heritage sites.

Create a secondary commerce and industry area.

Foster industrial uses that support the town's employment and businesses that do not conflict with existing township uses.

### Actions

**A8** Continue to identify opportunities to support and strengthen the local economy, encouraging the activation of a thriving and diverse town centre.

**A9** Ensure that the proposed UNESCO World Heritage site further enhances Clunes' local economy and tourism offerings while safeguarding its extraordinary heritage assets.

**A10** Develop short term activation strategies to encourage markets and events.

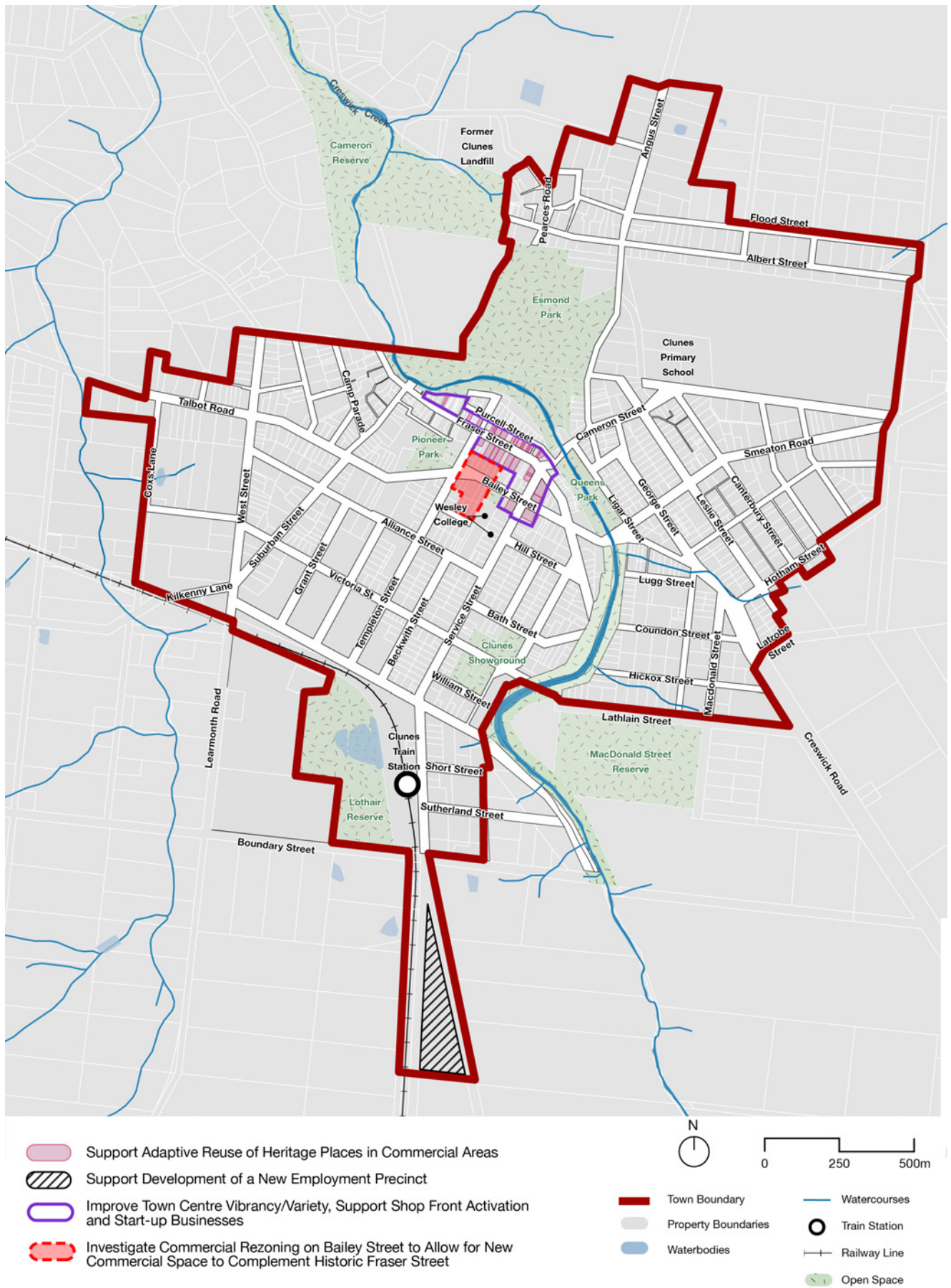
**A11** Ensure that new developments reinforce pedestrian amenity, business and streetscape activation through locating buildings and their entries at the front of properties and car parking to the rear or sides (see **Appendix C** for Design Guidelines for the town centre).

**A12** Support adaptive re-use of heritage buildings that encourage sympathetic and respectful additions activating the town centre and consider ways to economically incentivise land owners to improve commercial buildings to be fit for purpose.

**A13** Rezone identified land at 3225 Ballarat-Maryborough Road to Industrial 3 Zone providing local employment opportunities and transport connections.

**A14** Undertake environmental assessment of the former Clunes Landfill and investigate how best to mitigate potential risks.

Figure 10: Clunes Business and Economy Theme Map





## 7.3 Environment and heritage

**Objective:** To improve the environmental sustainability of the town and protect and enhance the town's natural, landscape and heritage features.



### Strategies

Protect and enhance environmental, landscape, and heritage features while preserving the rural landscapes of Clunes.

Maintain and extend landscape and ecological corridors and promote the recognition of, and linkages to, natural assets around the town.

Encourage community engagement and knowledge of the local environment working with the Dja Dja Wurrung.

Protect and respectfully adapt the town's heritage ensuring it can evolve to meet the community's diverse needs.

Acknowledge and celebrate cultural heritage from First Nations people to today.

Enhance the amount and quality of biodiversity within the town.

### Actions

**A15** Develop interpretive signage and other engagement to raise awareness of Clunes natural heritage.

**A16** Support further restoration of the Creswick Creek and other identified biodiversity corridors shown in **Figure 3**.

**A17** Undertake a lighting review in the town boundary to ensure appropriate lighting design both to attain environmentally sensitive design (ESD) imperatives and to minimise light pollution impacts on wildlife following the guidelines outlined in The National Light Pollution Guidelines for Wildlife (Commonwealth of Australia 2020).

**A18** Led by DJAARA, ensure education on Dja Dja Wurrung past and ongoing roles in caring for Council is included in signage and other engagement resources for the Clunes environment

**A19** Increase street tree and understorey planting within the town to enhance canopy cover for pedestrian health and comfort, increase shade and increase biodiversity where possible.

**A20** Prepare and implement the findings of the Shire Wide Heritage Gaps Study currently underway by incorporating future findings into the Schedule to CI 43 of the Hepburn Planning Scheme and apply the Heritage Policy on all applications such as alterations, additions or demolition.

**A21** Prepare a Heritage Gaps Action Plan to ensure significant sites are protected in the Hepburn Planning Scheme.

**A22** Implement the biodiversity assessment for medium to high biodiversity values and wildlife corridors through appropriate zones and overlays in the Hepburn Planning Scheme to protect these areas from clearing and manage development outcomes.

**A23** Develop planting guidelines to strengthen biodiversity, manage fire risk and reduce environmental weeds that reference CFA landscaping guidelines and local plant and weed lists.

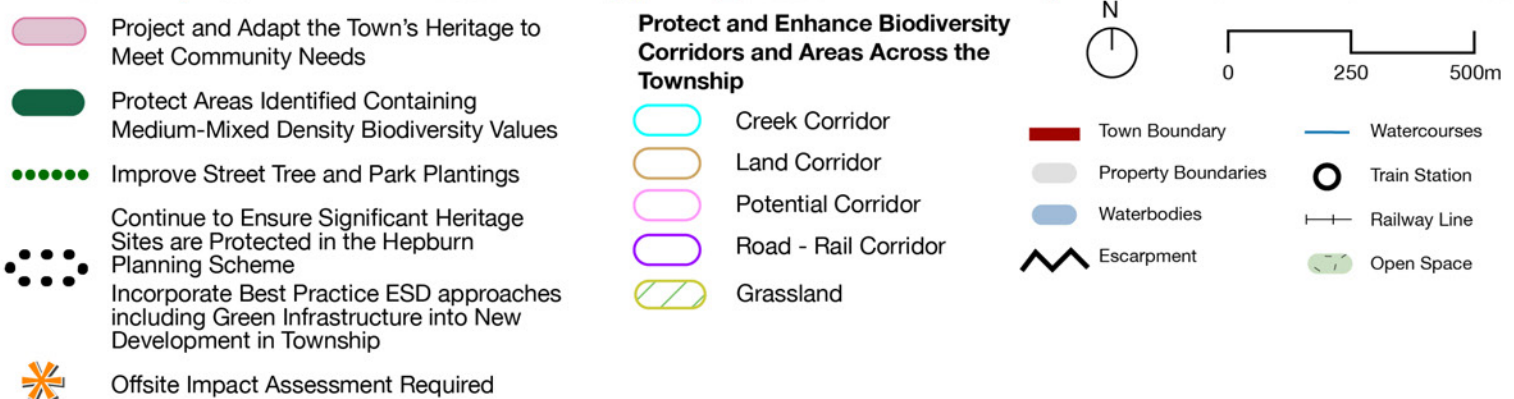
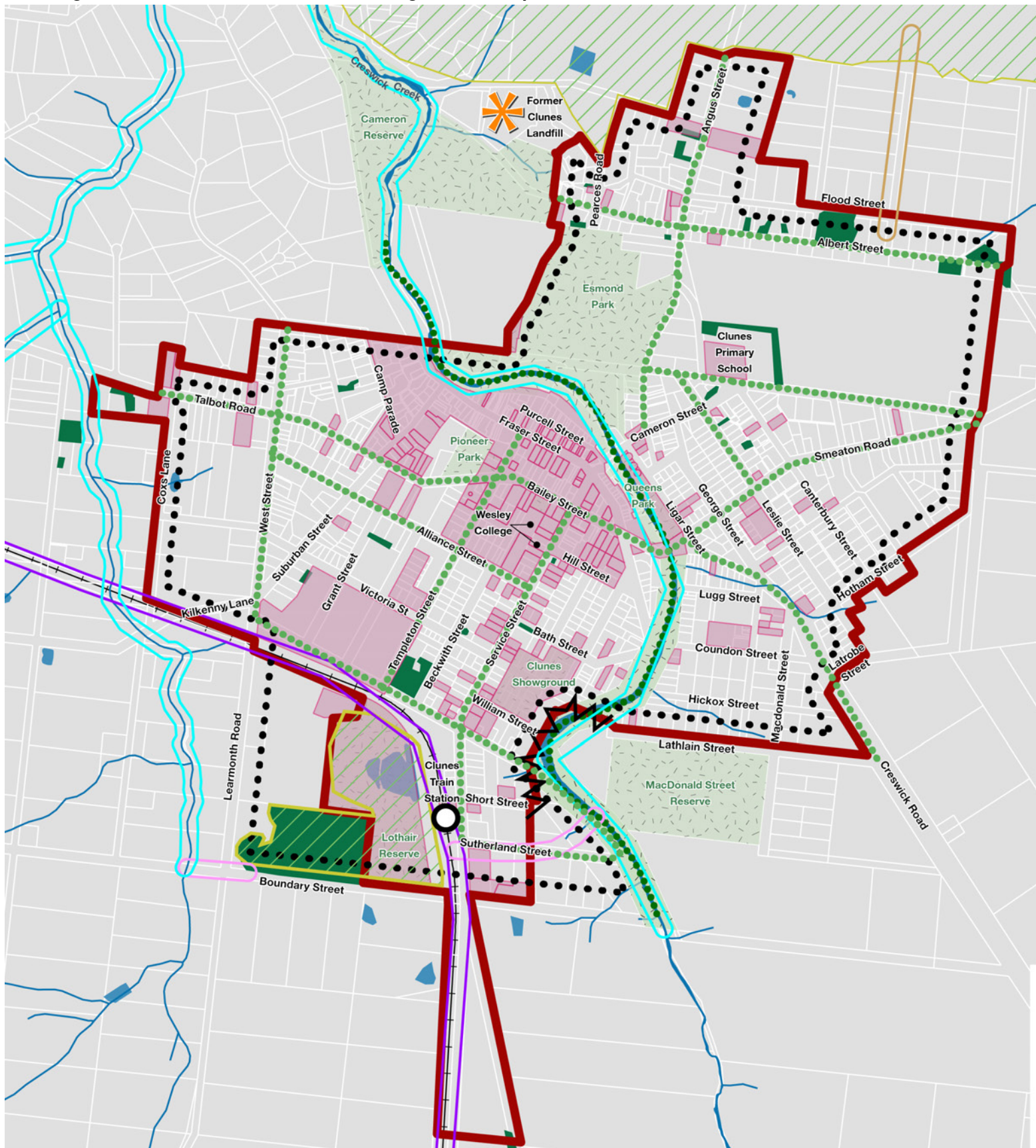
**A24** Encourage innovative and quality developments that include climate responsive technologies and respond appropriately to the landscape.

**A25** Ensure corridors of cultural heritage sensitivity are protected from vegetation removal, infrastructure development and private development encroachment and have ongoing programs for restoration and protection.

**A26** Provide additional guidance in Council's engineering standards, guidelines or other appropriate types of information for both private and public infrastructure to incorporate best practice ESD approaches such as raingardens Water Sensitive Urban Design and other forms of green infrastructure.

**A27** Advocate to State and Commonwealth government to energy proof town populations at risk of energy network failure due to environmental events.

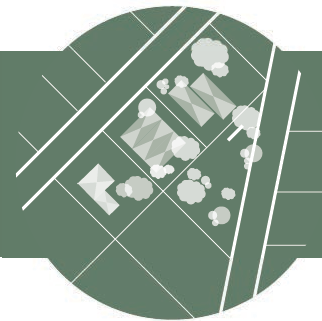
Figure 11: Clunes Environment and Heritage Theme Map





## 7.4 Urban design

**Objective:** To ensure that buildings and streets harmoniously contribute to the town's character and heritage.



### Strategies

Ensure that new buildings and development contribute to the town's character and heritage while elevating the standard of sustainability in buildings.

Improve pedestrian infrastructure to enable all of the community to walk and wheel around town.

Develop community engagement areas, and public and play gathering spaces, particularly for younger people and families.

Enhance the Creswick Creek environment making it more accessible and enhancing its ecological and recreational values.

Enhance public spaces with more trees and places to pause.

Implement appropriate lighting design and reduce light pollution.

### Actions

**A28** Ensure new development is appropriately integrated into heritage streetscapes.

**A29** Preserve and retain the strong heritage and streetscape qualities of the Fraser Street historic precinct, whilst allowing sympathetic and responsive infill development in accordance with heritage and built form guidelines developed specifically for Clunes.

**A30** Improve wayfinding around the town, ensure development contributes to walking infrastructure, and investigate the development of walking trails linking notable features and key community places such as the Clunes Primary School.

**A31** Retain space around housing for planting of canopy trees.

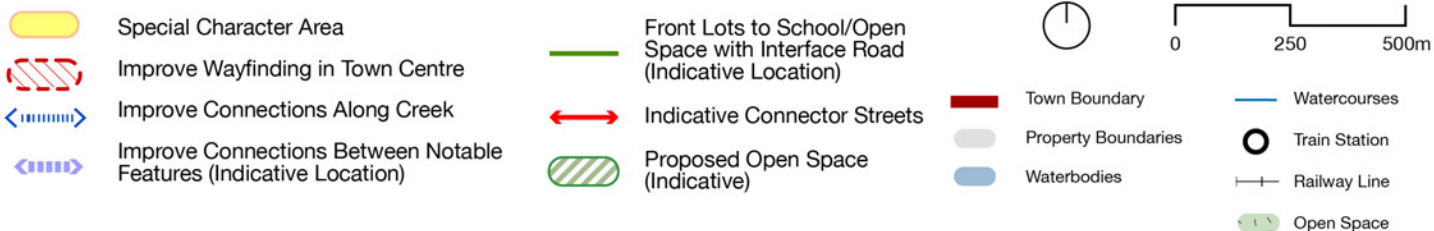
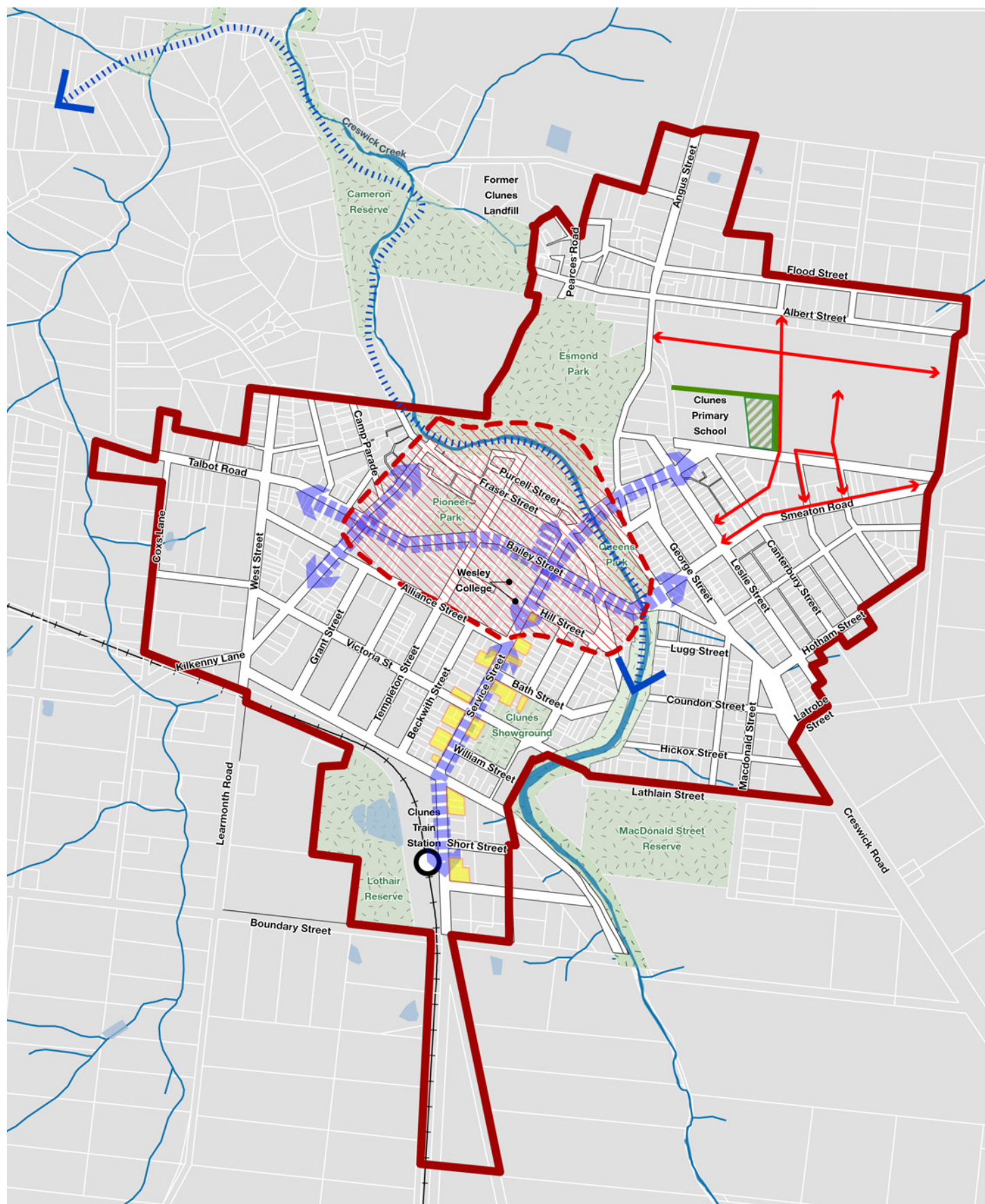
**A32** Implement the design guidelines for the town centre as outlined in **Appendix C**, to ensure new development is sensitive to and reflects the existing heritage character while allowing the town centre to adapt to contemporary needs.

**A33** Implement the neighbourhood character guidelines in **Appendix D**, to provide greater clarity of expectations for housing and subdivision including form and layout, design, site coverage, and space for canopy trees.

**A34** Develop a local Signage Policy to ensure that signage is sympathetic and harmonious with the surrounding environment and heritage places.

**A35** Apply planning scheme controls to manage development on key entries to the town.

Figure 12: Clunes Urban Design Theme Map





## 7.5 Movement and access

**Objective:** To offer diverse, safe, and accessible transportation options and enhanced pedestrian infrastructure.



### Strategies

Advocate for improved public and community transport options to reduce the need to own a motor vehicle and enhance social connections and wellbeing.

Make Clunes a town known for walking with safer and connected walking routes.

Improve pedestrian and wheeling infrastructure throughout the town.

### Actions

**A36** Ensure new development contributes to footpaths with increased shading and seating areas.

**A37** Introduce a number of safe pedestrian crossing points throughout the town.

**A38** Investigate measures to slow traffic in and around the town to maintain safety for community and wildlife.

**A39** Investigate trails along creeks, waterways and to public lands.

**A40** Advocate to the Department of Transport and Planning for improved and increased public transport services, reduced speed limits, and improved truck route management.

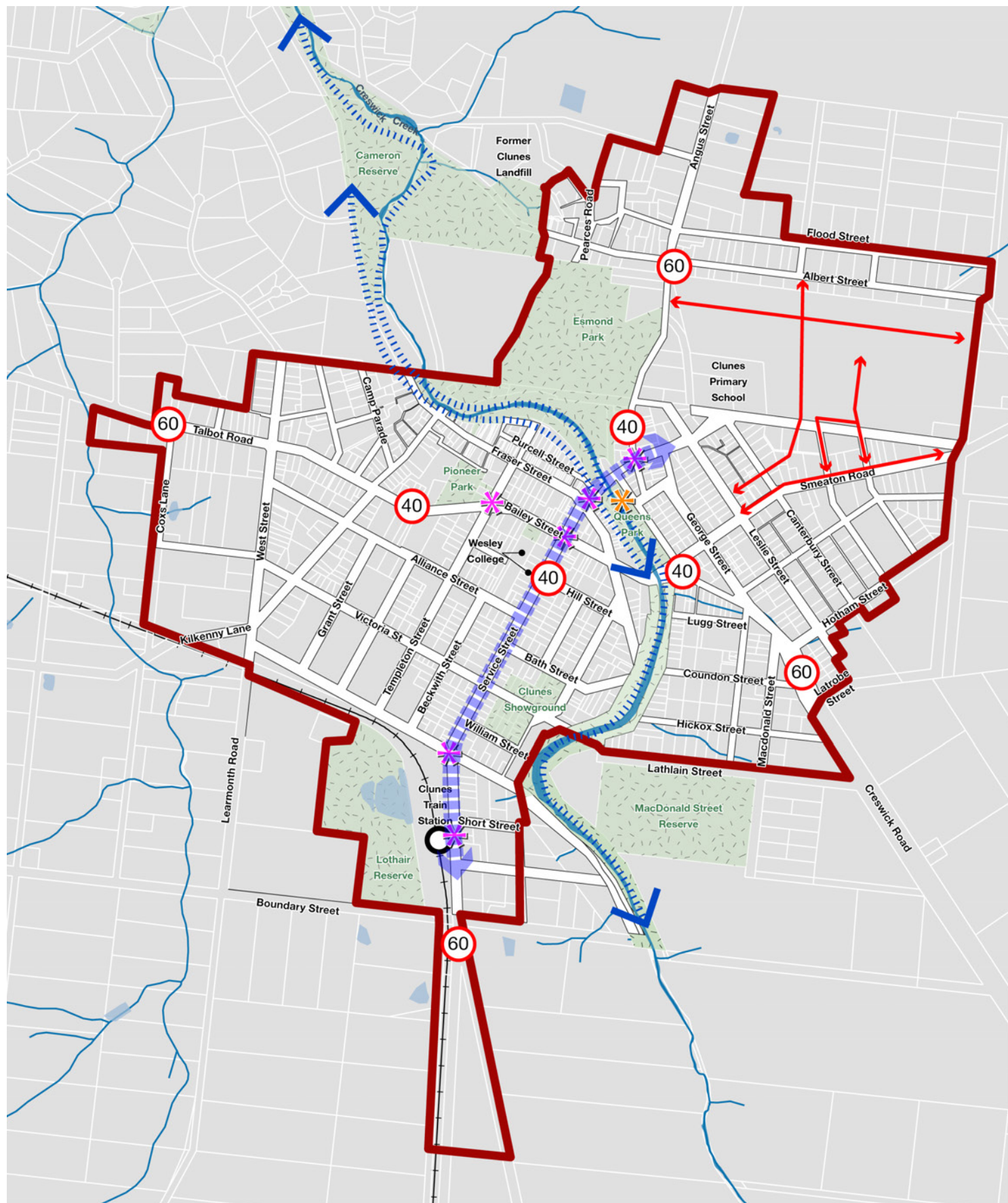
**A41** Facilitate the installation of electric vehicle charging stations in areas of the town where the visual impacts can be minimised.







**A42** Advocate to vehicle share schemes providers to implement a scheme in Clunes.


**A43** Prepare a car parking strategy for the town guided by the following principles:


- Preserve and enhance streetscapes and heritage character.
- Ensure safety to other road/street users (especially walkers and wheelers) and avoid conflicts between them and vehicles using parking spaces.
- Balance demands between Shire residents and visitors at busy times and places.
- Encouraging use of Low Emission Vehicles and Electric Vehicles (LEVs and EVs) by providing charging points in central locations.








Figure 13: Clunes Movement and Access Theme Map



-  Maintain / Extend Existing Creek Pathway
-  Introduce Cycling Infrastructure Hub with Shared Facilities
-  Introduce Safer Crossing Points / Intersection Redesign
-  Consider 40 Kph Zone in town
-  Improved Connections from the Train Station
-  Indicative Connector Streets

- 



0 250 500m
-  Town Boundary
  -  Property Boundaries
  -  Watercourses
  -  Waterbodies
  -  Train Station
  -  Railway Line
  -  Open Space



## 7.6 Community and cultural infrastructure

**Objective:** To ensure that community facilities and infrastructure are geared towards fostering a robust, well-connected, and healthy town community.



### Strategies

Ensure community facilities and infrastructure meet the needs of all in the community.

Ensure a diversity of community facilities for all genders and life stages including young people and older people.

Consider opportunities to enhance health and wellbeing and creative initiatives.

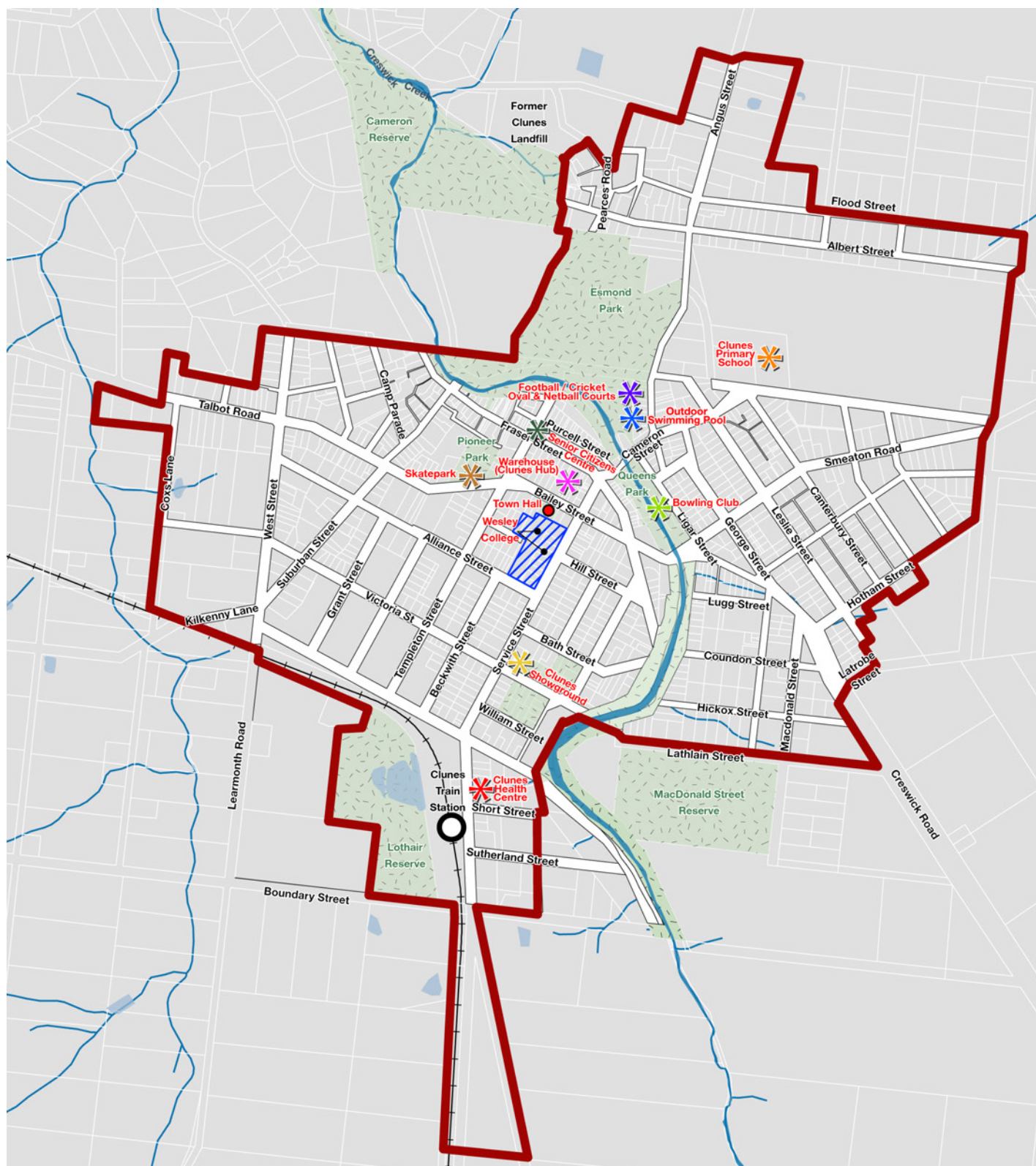
### Actions

- A44** Implement the Masterplans for Clunes Recreation Reserve, Pioneer Park and Queens Park to enhance their community, recreational and biodiversity values.
- A45** Demonstrate environmentally sustainable development and climate responsive design in community asset enhancement projects ensuring they are accessible and gender inclusive.
- A46** Work with Wesley College to identify opportunities for co-use of facilities for the community and their pupils.
- A47** Investigate ways to better utilise available community and Council resources and venues for meeting places, activities and events, broadening their function.








*“Develop design-driven methods and missions to challenge our assumptions, encourage empathy and create the space to experiment. They are defined to create an impact, our current ways of working and acting haven’t been able to achieve before. For missions to have an impact, we need to consider three important elements – setting direction, mobilising ecosystems, and building capacity.”*

*Danish Design Center, <https://ddc.dk/tools/missions-playbook-a-design-driven-approach-to-launching-and-driving-missions/>*

Figure 14: Clunes Community Facilities and Infrastructure Theme Map



-  Identify Opportunities for Co-use of Wesley College Facilities
-  The Warehouse (Clunes Hub) – Extend Library Opening Hours
-  Town Hall – Better Utilise for Community Facilities, Events, Clubs
-  Clunes Primary School
-  Football / Cricket Oval & Netball Courts – Upgrade facilities
-  Clunes Health Centre
-  Outdoor Swimming Pool
-  Clunes Showground
-  Skatepark
-  Senior Citizens Centre
-  Bowling Club

-  Town Boundary
-  Property Boundaries
-  Waterbodies
-  Watercourses
-  Train Station
-  Railway Line
-  Open Space



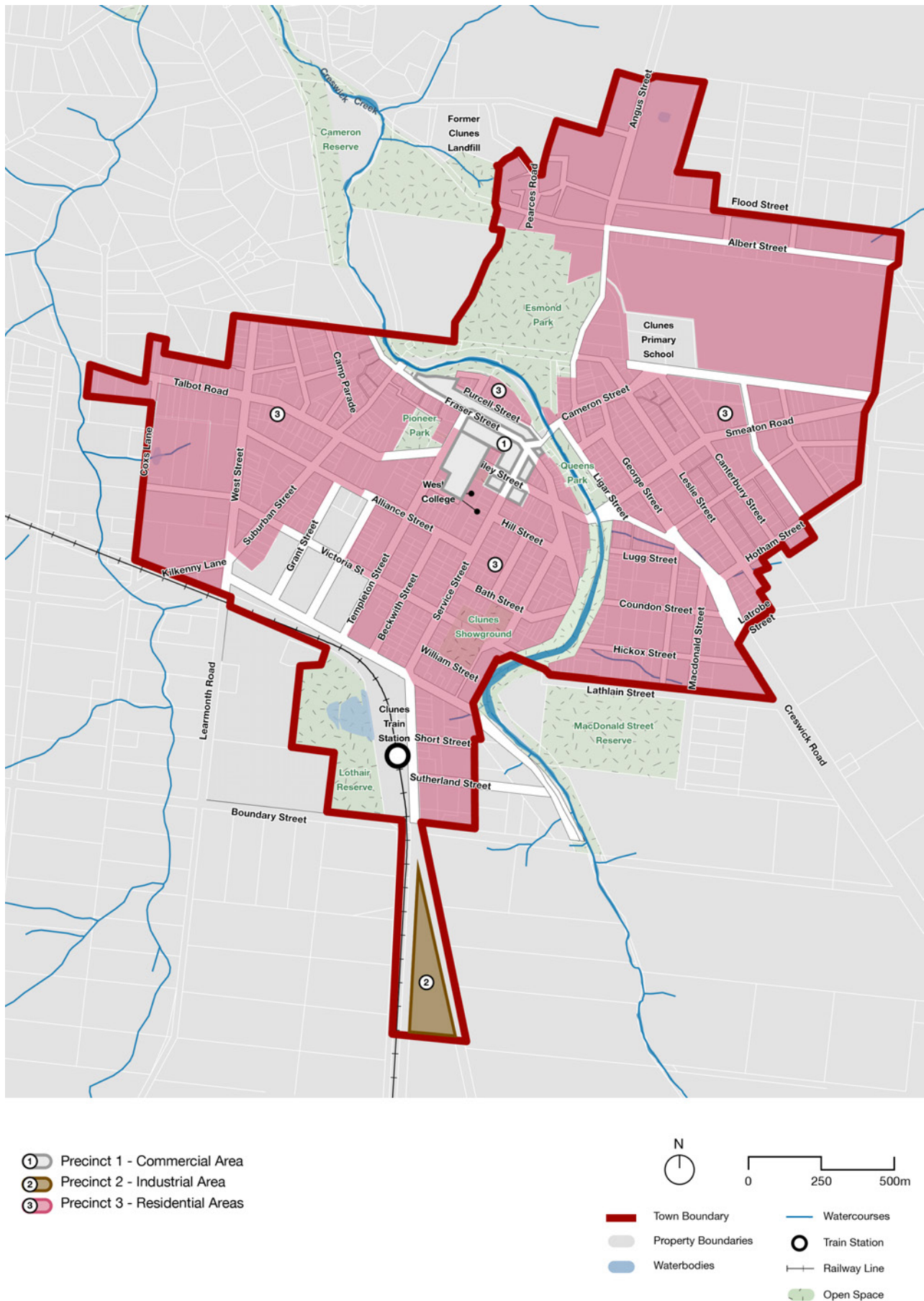


# 8.0 Precinct Guidelines

## 8.1 Precincts

Three precincts have been identified for the preparation of guidelines to deliver high quality outcomes in the town (see **Figure 15**). This also includes an urban design framework for the town centre and environs as shown in **Figure 16**.

Figure 15: Clunes Precincts Map



## 8.2 Precinct One: Town centre

The Town Centre consists of retail and commercial activities centred around Fraser Street and Bailey Street.

### 8.2.1. Existing character

Clunes Town Centre is centred around Fraser Street exuding an historic character with notable one and two storey commercial buildings on either side. Fraser Street is located within the Clunes Conservation Precinct and is distinguished by nineteenth and early twentieth century buildings, many with original shopfronts and verandahs forming a distinctive heritage streetscape. A new, less encumbered commercial area will be provided either side of Bailey Street.

Footpaths are wide, paved, and sheltered by verandahs and awnings providing weather protection and supporting outdoor dining. Fraser Street features limited traffic engineering treatment including unmarked traffic lanes and parking spaces, with original open bluestone lined drains and pedestrian accessibility ramps. The lack of visual clutter within the streets provides a sense of openness in the town centre. While trees are absent from Fraser Street, some movable planters are present. A Heritage Overlay (HO) applies to this precinct. The town centre is subject to flooding from the nearby Creswick Creek.

### 8.2.2. Precinct objectives

- To maintain the heritage streetscape image by conserving existing buildings and other features within the public realm.
- To ensure new development respects and contributes to the town's rich architectural heritage and integrity.
- To ensure the location and scale of new development positively respond to the primary intact heritage streetscape of Fraser Street.
- To improve access to the town centre for pedestrians and people using mobility aids.
- To maintain views to landmark buildings, locations or landscapes.

### 8.2.3. Precinct requirements

#### Land use & activity

- Consolidate commercial and mixed-use activities along Fraser Street and the adjacent part of Clunes-Campbelltown Road.
- Focus visitor-related activities within the public spaces around the Clunes Warehouse and Collins Place.
- Encourage diverse housing options, including shop-top housing within the Town Centre and medium density housing within the commercial transition areas.

- Ensure the relevant heritage and environmental constraints are properly managed in any new development.
- Encourage the upgrade of existing recreational and open space facilities, focusing on improved access, amenity and functionality.

#### Built form & heritage

- Ensure new buildings respond appropriately to the established townscape character in terms of their scale, form, architecture and materials.
- The maximum height for new buildings is two storeys (8m).
- Ensure development of heritage sites adopts a conservative approach, informed by the significance of that property, and seeks, as a minimum, to retain the entire building beneath the main roof form.

#### Public realm & landscape

- Conserve and maintain heritage streetscape elements ensuring new public realm works reinforce, and do not detract from, the valued streetscape character. Use local stone for kerb and channel treatments and asphalt for footpaths to be consistent with existing materials and treatments.
- Plant locally suitable canopy street trees with broad canopies along key access routes to enhance the township character and improve microclimate and habitat.
- Ensure the provision of locally appropriate landscape treatments within the front setbacks of new development on commercial sites and transition areas.

#### Access & movement

- Improve access to existing community, education and recreation facilities within walking distance of the town centre.
- Improve safety and amenity for pedestrians and cyclists by implementing a 40kmh speed limit within Clunes town centre.

### 8.2.4. Precinct guidelines

#### Land use & activity

- Foster the expansion of outdoor dining and retail activities along Fraser Street to support street activity and bolster tourism.
- Encourage infill development up to two storeys on Commercial zoned sites within the township.
- Continue supporting the use of Fraser Street for seasonal outdoor event space.



## Built form & heritage

- Retain and adapt existing buildings within the Town Centre for commercial and retail uses.
- Ensure potential flood effects are thoroughly addressed in new development on affected sites. Provide equitable access, a positive interface with streets, and ground floor levels with sufficient freeboard to avoid unwanted impacts.
- Reinstall verandahs to heritage commercial buildings where they have been removed based on documentary and/or physical evidence. For new buildings, continue the historic pattern of verandahs over footpaths to enhance the streetscape and pedestrian amenity.
- Ensure future developments maintain views to the Port Philip Mine Site from within Fraser Street and Camp Street.
- Locate new car parking to the rear or sides of buildings to not detract from the street frontage.

## Access & movement

- Provide asphalt footpaths along the north side of Purcell Street and east side of Service Street between Fraser Street and the bridge.
- Extend and improve the recreational trail along the Creswick Creek.

## Public realm and landscape

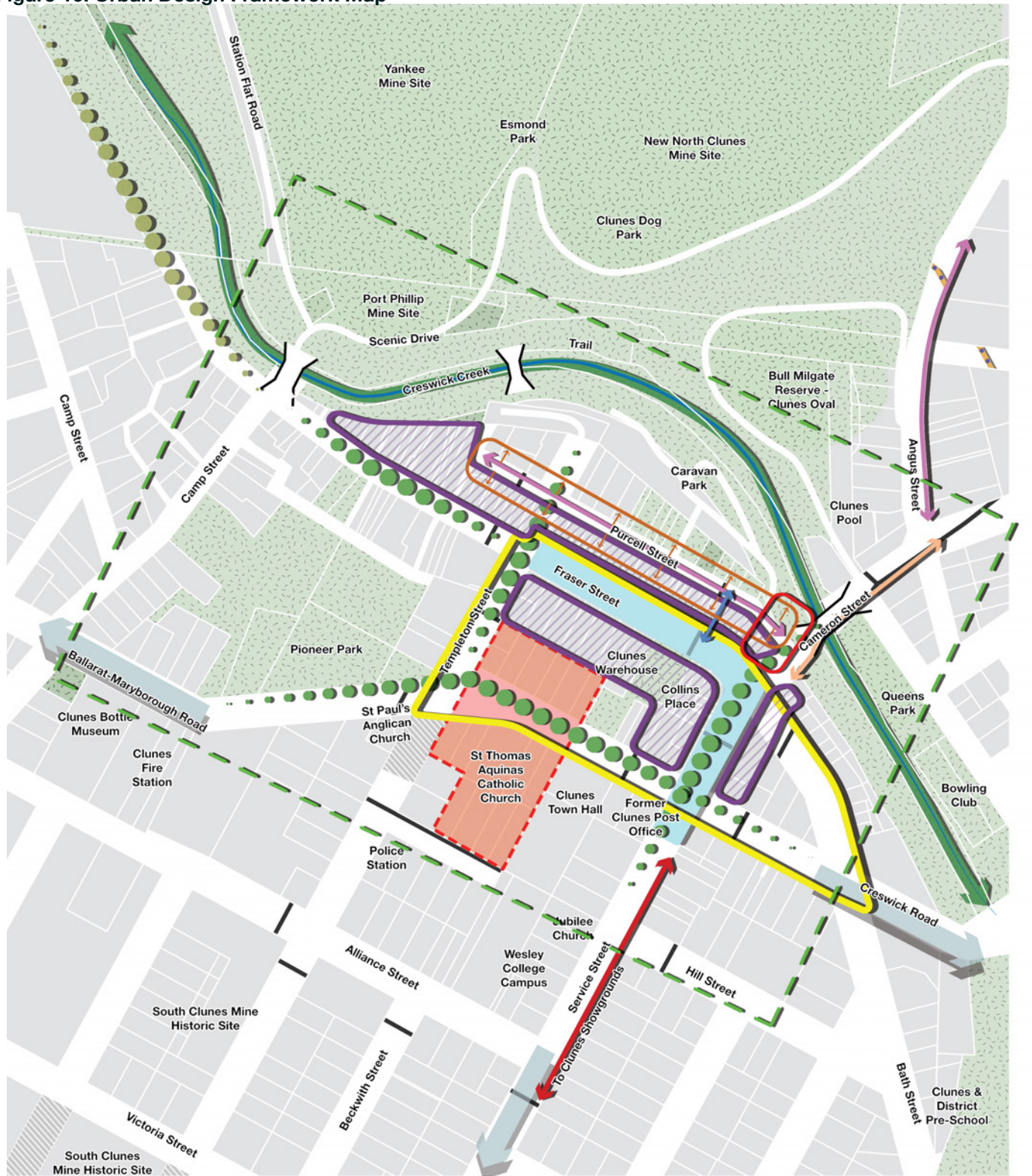
- Incorporate landscape setbacks on sites outside the Town Centre to preserve the rural character and as a transition into the Town Centre.
- Wherever possible, retain existing trees and incorporate them into the site planning of new development.
- Provide a suitable setting for the war memorial and improve pedestrian accessibility by extending the asphalt footpath along Cameron Street between the existing memorial and Purcell Street.
- Promote and enhance art and culture within Clunes through a comprehensive public art, interpretive and directional signage program. Ensure this is appropriate to the town's valued heritage character and in suitable locations.
- Enhance the biodiversity and environmental conditions of Creswick Creek, with a particular focus on implementing flood mitigation solutions.

*Credit: Plan2Place Consulting*





Figure 16: Urban Design Framework Map



- |  |   |  |   |
|--|---|--|---|
| <p>Conserve and Maintain the Existing "Naked" Streetscape Character of Fraser Street and Service Street, Including Buildings, Infrastructure, and Signage</p> <p>Provide Civil Works Materials and Detailing for Crossings, Paths or Kerb Extensions that are Consistent with the Existing Heritage Streetscape to Reinforce the Town Identity</p> <p>Develop and Implement Signage Policy to Preserve the Town's Heritage Character</p> <p>Improve Town Centre Connections with Wayfinding Signage, Footpaths and Pedestrian Facilities</p> <p>Provide Seating in Appropriate Locations to Support Access and Walkability</p> | <p>Improve Development Fronting Purcell Street and Provide Asphalt Footpath on South Side of Street</p> <p>Ensure New Development is Designed to Mitigate Flooding Including Ground Level, Activation and Universal Access</p> <p>Provide Pedestrian Path Along West Side of Laneway to Improve Safety and Accessibility</p> <p>Improve Pedestrian Connection From Town Centre to Primary School</p> <p>Provide an Asphalt Foot Path to Improve Pedestrian Access</p> <p>Enhance the War Memorial as a Landmark and Create a Wide Pedestrian Connection Linking Purcell, Cameron and Fraser Streets</p> | <p>Main Connections to Regional Areas</p> <p>Improve Connectivity to Clunes Showground and Train Station</p> <p>Plant Large Canopy Street Trees without Impeding Existing Infrastructure</p> <p>Existing Avenue</p> <p>Potential Biodiversity Corridor and Trail Network</p> <p>Unconstructed Roads</p> <p>Consolidate Growth in Commercial Uses Within the Existing C12 Land</p> <p>Investigate Commercial Rezoning on Bailey Street to Allow for New Commercial Space to Complement Historic Fraser Street</p> | <p>N</p> <p>0 40 80m</p> <p>Property Boundaries</p> <p>Watercourses</p> <p>Open Space</p> |
|--|---|--|---|



## 8.2.5. Urban Design Initiatives

### Redevelopment of Rail Land

The significant land holdings at the Clunes railway station in public land along the rail line provide an opportunity for a range of community benefits to be achieved including greater housing diversity, improved amenity and activity within the precinct. This would need to be achieved through working with the State Government as the landowner of the site to prepare a masterplan for the land.

The site's proximity adjacent to the train station and distance from existing development provides an ideal location for housing. There is an opportunity to improve the diversity of housing in the town with smaller and potentially more affordable housing in new forms not currently found in town. Aged care facilities may also be attracted to the site allowing residents to age in place. Some mixed-use development may also be appropriate to service the local population in this area where increased density is to be promoted due to its location by the train station.

*Credit: Nightingale (Kate & Longley Derek)*





## 8.3 Precinct Two: Industrial area

The new industrial area consists of 2-3 hectares of land to the south of the town on the Ballarat-Maryborough Road entrance.

### 8.3.1 Existing character

The proposed location for the Industrial Precinct is located at 3225 Ballarat-Maryborough Road on the southern approach to town. Currently the site is zoned Rural Living Zone and would require rezoning. The location is on the Principal Freight Network and has good vehicular access.

#### Precinct objectives

- To transition the precinct into a light industrial and employment precinct.
- To create a quality public realm in the precinct to make it an attractive place to do business.
- To minimise the impacts of light industrial and employment activities on adjacent land users.

#### Precinct guidelines

- Plan and layout development including access, loading and parking arrangements to protect the amenity of adjacent residential and rural properties and minimise access points from Ballarat-Maryborough Road.
- Encourage the incorporation of environmentally sustainable design measures in new developments.

- Minimise the visual impact of carparking by concealing it within, to the sides or the rear of buildings.
- Ensure new buildings and wide landscaping areas provide a suitable transitional scale to adjoining sensitive uses such as residential.
- Consolidate necessary business signage on Ballarat-Maryborough Road to avoid visual clutter and repetition with no illumination.
- Incorporate Water Sensitive Urban Design techniques to treat stormwater before it is discharged from the site.
- Provide footpaths at the front of new development.
- Layout developments to allow all vehicles to enter and exit a site in a forward direction where possible.
- Consolidate crossovers to minimise entry and exit points for each site and minimise conflict with footpaths.
- Incorporate durable, locally suitable landscaping wherever possible to improve the precinct's appearance, amenity and mitigate radiant building and pavement heat.



Credit: Plan2Place Consulting

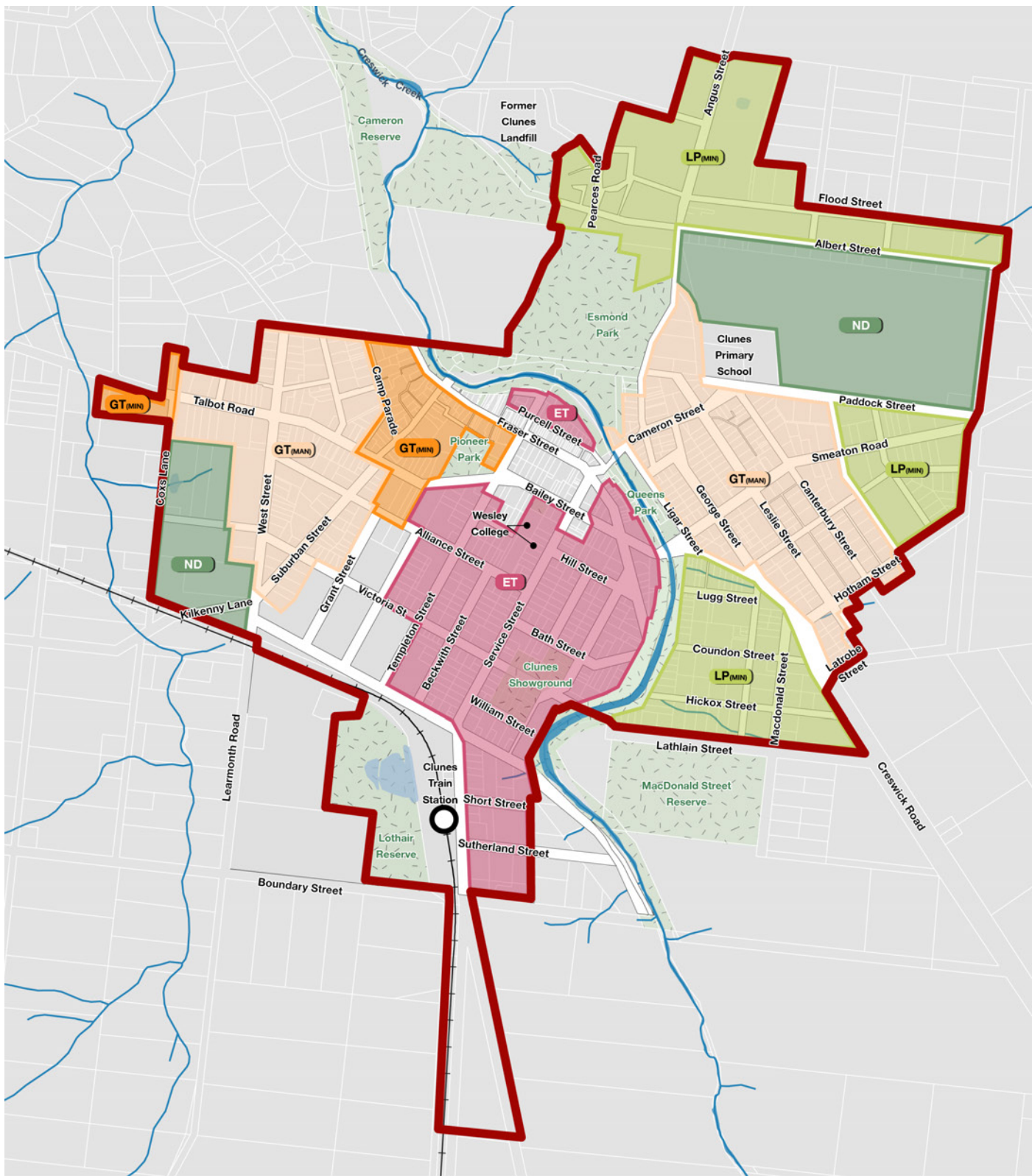


# 8.4 Precinct Three: Residential areas

Four neighbourhood character types and five housing change areas have been identified for Clunes as shown in Figure 17.

Design guidelines for each character type are included in **Appendix C**.

**Figure 17: Clunes Residential Precincts Neighbourhood Character Map**



- Established Township Minimal
- Garden Township Minimal
- Garden Township Managed
- Lifestyle Plains Minimal
- New Development Area

- Town Boundary
- Property Boundaries
- Watercourses
- Waterbodies
- Train Station
- Railway Line
- Open Space

## 8.4.1. Established township

### Existing character

The Established Township character area in Clunes stretches from the township entry by the railway station on Boundary Street towards Bailey Street behind the town centre along the streets of Fraser/Bath, Smith, Service, Beckwith and Templeton Streets. The area stands out for its heritage streetscapes, a testament to the enduring legacy of the gold era. There is a diverse range of dwellings, from modest miner's cottage to stately residences, interspersed with civic structures such as the formal Clunes former post office on Service Street and the Mechanics' Institute on Templeton Street.

The area's development traces back to the 19th century, with generous setbacks between adjoining dwellings providing a sense of openness. The area is set on a regular grid street network. Dwellings include scattered houses from the goldfields era, focused on Service Street, as well as a small number of Inter-war homes, set amongst Post-war and more recent development, though nearly all feature weatherboard, pitched roofs and front verandahs.

Due to its proximity to the Town Centre Precinct, the public realm generally consists of sealed roads. Footpaths run along both sides of the road on Bailey Street and Service Street. However, formal and paved footpaths are absent in many town streets, including Hill Street and other streets. The streetscape is characterised by a mix of informal street trees, comprising both native and exotic species. Formal avenues of exotic trees are planted at regular intervals along certain sections of Bailey Street and Service Street. Concrete-lined swale drains line sections of Service Street. The separation between public and private realms is demarcated by low, permeable fencing with visually exposed front gardens and exotic trees.

### Preferred future character

Dwellings retain the cottage aesthetic and complement the heritage qualities of the streetscape within the Established Township character type, preserving the unique historical image of the towns. New buildings do not dominate the existing fabric, playing a recessive role in the streetscape. New dwellings respect the form, scale and materials of heritage buildings without attempting to replicate historical architectural styles.

New development incorporates buildings of lightweight design using timber and painted surfaces and metal cladding. Attention is paid to the appropriate building siting which reflects the predominant front and side setbacks in the street, as well as roof form, window and door proportions and articulation of facades. Garages and carports are set back from the front façade of the dwelling and preferably detached as recessive elements in the streetscape that are in keeping with the rhythm of surrounding built form.

Garden settings of dwellings are enhanced by low front fencing and hedging to provide interaction from gardens and views over the street. Space for the planting of trees and other vegetation is provided at the side and rear of new buildings.

Opportunities for increased housing densities are provided on large lots while respecting the adjacent heritage context. Minimising new crossovers will enable the street pattern to be maintained while reducing the loss of valued street trees and wide grassy verges. Further street tree planting will assist in unifying the precinct while offering shading and cooling benefits. Large lot subdivision provides a generous setting with setbacks around existing and future dwellings. The creation of side or rear lanes for vehicle access is appropriate on corner sites and sites adjacent to any creek or land adjacent to public open space to provide improved interaction and informal overlooking.

In managed housing change areas, increased diversity of housing types is provided, such as dual occupancies and multi dwellings, while contributing to the preferred character of the Established Township into the future.

In minimal housing change areas, dwellings are designed to address specific site constraints through building design and materials, fencing materials and design, and building height compared to the managed housing change area. Housing change is limited to dual occupancies and replacement housing, where appropriate.

*Credit: Plan2Place Consulting*





## 8.4.2. Garden township

### Existing character minimal area

The Garden Township Minimal area is situated near the town centre on the east and west sides of Fraser Street. It showcases a diverse mix of architectural styles spanning different eras, including the goldfields era, Inter-war, Post-War, and more recent styles. Dwellings are constructed from weatherboard and brick sitting on flat or sloped terrain. Building placements within allotments vary, reflecting different development periods, yet maintain generous setbacks between adjoining dwellings. Lot sizes range from less than 700-1,500 square metres, with some larger allotments, and newer developments are emerging on allotments less than 500 square metres. Dwellings typically face the street with pitched roofs, open formal front gardens, and low, permeable fencing, or no fence at all. The public realm showcases wide verges, irregularly spaced street trees, and open drains, contributing to a mix of rectilinear and irregular development patterns.

### Existing character managed area

The Garden Township Managed character area shares similarities with the Garden Township Minimal character but presents greater potential for development. This area consists of an area that extends from the southwestern township boundary along West Street, Suburban Street, and Talbot Road while the other part is situated on the east side of Creswick Creek, stretching from the southern township boundary along Latrobe Street towards the north side, reaching Esmond Park.

### Preferred future character

A sense of spaciousness is reinforced in streetscapes by maintaining predominant front and side setbacks to dwellings in the Garden Township character type. Generous space is provided for trees and gardens allowing dwellings to sit within garden settings. Space retained in rear yards allows large canopy trees to frame dwellings while providing shade, shelter and habitat.

Careful siting of dwellings ensures they play a recessive role in the streetscape and do not dominate views. Dwellings retain and complement the qualities of streetscapes and their contribution to the image of the town. New contemporary dwellings respect the form, scale and materials of the various periods of architecture without attempting to replicate historical architectural styles.

New development is constructed with the limited palette of materials found in the character type such as weatherboard and brick, corrugated metal or tile roof materials, or other materials which respect this such as lightweight metal or fibre cement cladding or render. Attention is paid to the appropriate building form which reflects the predominant front and side setbacks in the street, as well as roof form and articulation of facades.

Garages and carports are set back from the front façade of the dwelling and preferably detached to ensure they do not dominate the streetscape.

Garden settings of the dwellings are enhanced by low front fencing or hedges to provide interaction from gardens and views over the street and any adjacent public environments. Space for the planting of trees and other vegetation is provided at the side and rear of new buildings.

Opportunities for increased housing densities are provided on large lots while respecting the adjacent context. Minimising new crossovers will enable the street pattern to be maintained while reducing the loss of valued street trees and wide grassy verges. Further street tree planting will assist in unifying the precinct while offering shading and cooling benefits.

Large lot subdivision provides a generous setting with setbacks around existing and future dwellings and car parking located behind or to the side of the dwelling.

In managed housing change areas, increased diversity of housing types is provided, such as dual occupancies and multi dwellings, while contributing to the preferred character of the Garden Township into the future.

In minimal housing change areas, dwellings are designed to address specific site constraints through design, fencing, materials, and building height which will be different to current housing. Careful design will be needed to achieve the preferred neighbourhood character and may result in the delivery of less housing. Housing change will be limited to dual occupancies and replacement housing.



*Credit: Plan2Place Consulting*

### 8.4.3. Lifestyle plains

#### Existing character minimal area

The Lifestyle Plains – Minimal character area is located on the north side of Clunes, near the Former Clunes landfill and the eastern area on the Creswick Road entrance to the town. The areas exude a distinct country feel, characterised by an open setting on relatively flat topography. Along Angus Street, formal avenues of exotic trees are planted at regular intervals. Street trees vary in height, with some areas featuring native canopy trees. Dwellings are situated on spacious allotments, with large side and rear setbacks that contribute to an open streetscape with low, permeable fences or no fence at all. Generous building setbacks and unobstructed views between dwellings and the surrounding pastoral land are common features. Lot sizes vary and often exceed 1,500 square metres, with several undeveloped allotments contributing to the open landscape setting.

The public realm typically exhibits an informal quality, with wide verges and informal road treatments and minimal pavement area. Lots come in both regular and irregular shapes, depending on the street layout. The combination of generous setbacks and the open landscape allows for frequent views between dwellings across the surrounding pastoral land.

#### Preferred future character

Dwellings continue to contribute to the country feel on large lots with space provided around buildings for additional planting of substantial trees in the Lifestyle Plains character type. Generous setbacks to the front, side and rear retain frequent views between dwellings across the surrounding pastoral land.

New development is low scale, one to two storey dwellings, using durable materials and colours that reflect the pastoral environment and simple building forms to fit within the setting. Garages and carports are located behind the line of the front dwelling façade or integrated with the design of the dwelling.

Absent, low or transparent, front fencing contributes to the country feel and an informal transition between the public and private realms. Planting of large canopy street trees provide shading and cooling benefits and improves pedestrian environments.

Housing change is minimal to reflect specific site constraints through design, fencing, materials, and building height which are different to current housing. Housing types will be focused on single dwellings and dual occupancies on large sites that can meet any minimum subdivision area.

*Credit: Plan2Place Consulting*





## 8.4.4. New development area

### Existing character

The New Development Areas are areas which are proposed for additional residential development. The New Development Precinct is located on the west side of town, on Kilkenny Lane; and on the north side of town, particularly between Albert and Paddock Streets.

### Preferred future character

New residential growth areas are located on the edges of the town. Given that these areas do not have an existing residential neighbourhood character, this will be created through their development over the next 20-30 years.

Design guidelines for these areas are included in **Appendix C** and should be read in conjunction with Clause 56 and the Infrastructure Design Manual (IDM).

### Guidelines

New development area should meet the following guidelines:

- Respond to site context, history and typology.
- Provide a diversity of housing types and lots sizes.

- Make direct and legible connections to existing streets and pedestrian networks, avoiding courts and dead end streets.
- Ensure that new development provides good interaction of streets and public open spaces.
- Ensure generous setbacks around heritage houses, and retain all elements of significance on a single block (e.g. house, outbuildings, homestead plantings). Ensure that heritage buildings face the public domain in new road layouts.
- Retain and incorporate areas of biodiversity significance in reserves, open space and road reserves.
- Deliver a high-quality public realm.
- Incorporate well landscaped areas with canopy trees in setback areas between buildings and site boundaries and in private open space areas of proposed dwellings using vegetation outlined in the CFA's Landscaping for Bushfire guidelines.
- Development adjacent to a town boundary should provide generous front building setbacks and a clear urban/rural edge including a perimeter road to manage bushfire risk.

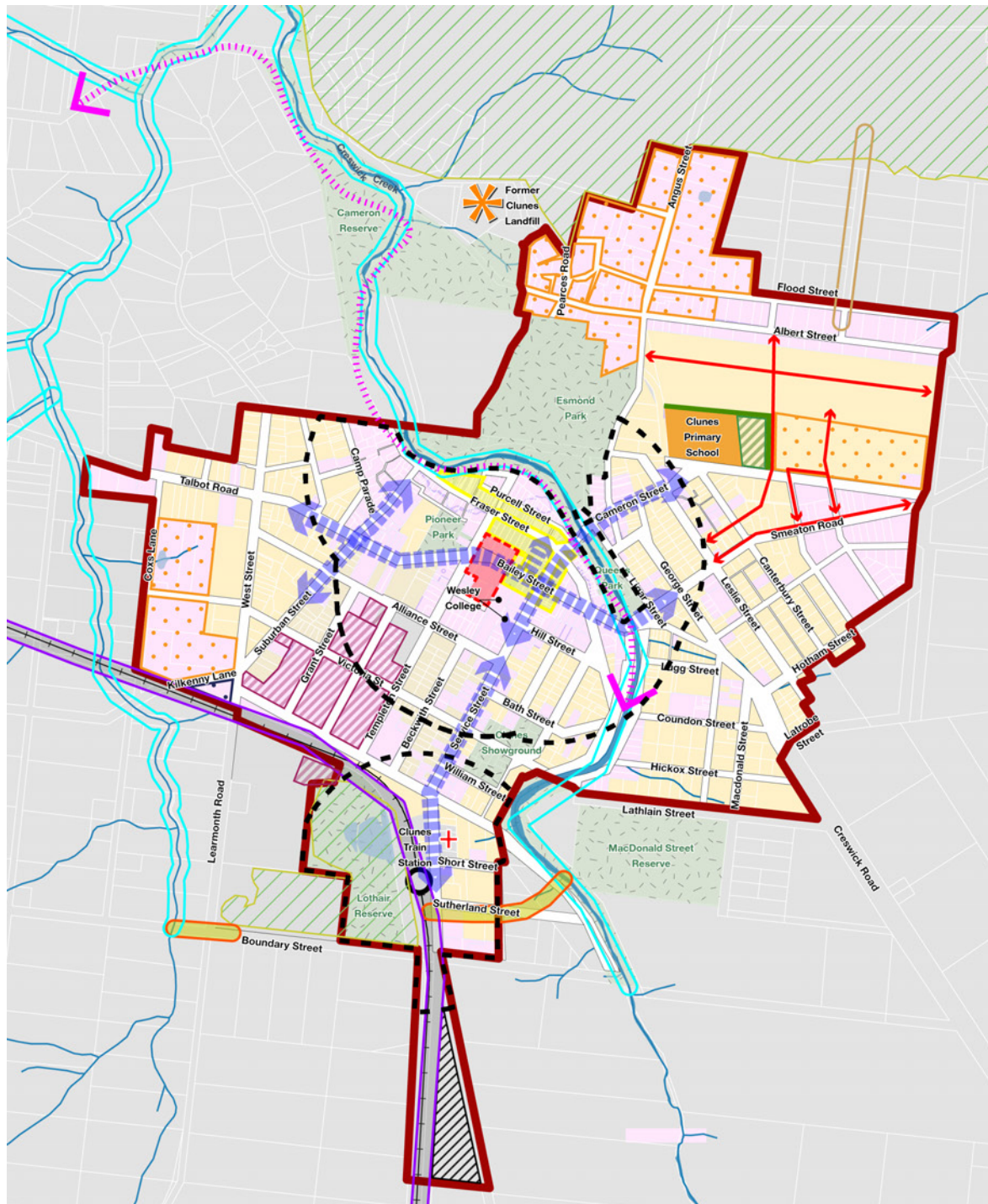




## 9.0 Development Framework

The development framework for Clunes is shown at **Figure 18**. This includes the key initiatives for this structure plan.

### Figure 18: Development Framework



- Legend:**

  - Minimal Housing Change Area
  - Managed Housing Change Area
  - New Neighbourhood Residential Area
  - New Industrial Area
  - Rezone to Public Conservation and Resource Zone
  - Encourage Smaller Housing Types within 400 Metre Radius from Train Station and Town Centre
  - Investigate Commercial Rezoning on Bailey Street to Allow for New Commercial Space to Complement Historic Fraser Street
  - Offsite Impact Assessment Required
  - Improve Connections Between Notable Features (Indicative Location)
  - Improve Connections Along Creek Subject to Topography
  - Town Centre
  - Front Lots to School/Open Space with Interface Road (Indicative Location)
  - Indicative Connector Streets
  - Proposed Open Space (Indicative)
  - Protect and Enhance Biodiversity Corridors and Areas Across the Township**
    - Creek Corridor
    - Land Corridor
    - Potential Corridor
    - Road - Rail Corridor
    - Grassland
  - Town Boundary
  - Property Boundaries
  - Waterbodies
  - Hospital
  - Watercourses
  - Train Station
  - Railway Line
  - Open Space
  - Clunes Primary School

Scale: 0 to 500m. North arrow pointing up.



# 10.0 Implementation

## 10.1 Statutory planning

To give greater certainty to the implementation of the vision for the town, it is necessary to ensure key elements are included in the Hepburn Planning Scheme. The vision and objectives should be embedded in local policy integrated into the Planning Policy Framework (PPF). This could be through the local planning policy at Clause 11.01-1L to complement Clauses 11.03-1S and R. This will confirm the town boundary and provide new strategies to guide redevelopment. Updates will also be made to the Municipal Planning Strategy (MPS) to reflect the plan. The structure plan should be included as a policy document in the local planning policy and as a background document at Clause 72.08.

Land is proposed to be rezoned as shown in **Figures 19** as follows:

- Rezone Crown land on the north and south sides of Victoria Street to Public Conservation and Resource Zone (PCRZ), except for 24 Alliance Street.
- Rezone properties at 5 Kilkenny Lane, 54 West Street, 12 Kilkenny Lane, 15 Nicholson Street, 10 Nicholson Street, 12, and 14 from Low Density Residential Zone 1 (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone the Clunes Medical Facility at 13 Sutherland Street, Clunes 3370, to Public Use Zone 3 (PUZ3).
- Rezone land at 35 Paddock Street, Clunes 3370, from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone all LDRZ properties on the east and west side of Angus Street, all LDRZ properties on Pearces Road, Flood Street, and Downes Street from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone all LDRZ north side of Albert Street from 29 to 41 from Low Density Residential Zone (LDRZ) to Neighbourhood Residential Zone (NRZ).
- Rezone former landfill from Rural Living Zone (RLZ1) to Public Use Zone (PUZ6).
- Rezone currently zoned Rural Living Zone (RLZ) to Neighbourhood Residential Zone (NRZ) at 9 Flood Street, Clunes.
- Rezone Pioneer Park, currently zoned Public Use Zone (PUZ6), to Public Conservation and Resource Zone (PCRZ).
- Rezone the warehouse at 36 and 40 Fraser Street, currently zoned Commercial 1 Zone (C1Z) and Neighbourhood Residential Zone (NRZ2), to Public Use Zone (PUZ6).
- Rezone Victoria Street, currently zoned Neighbourhood Residential Zone (NRZ2), to Transport 3 Zone (TRZ3).
- Rezone land at 3225 Ballarat-Maryborough Road, currently zoned Rural Living Zone (RLZ1), to Industrial 3 Zone (IN3Z).
- Rezone land on north and south side of Smeaton Road, currently zoned Low Density Residential Zone (LDRZ), to Neighbourhood Residential Zone (NRZ).
- Rezone land at 3,5 Templeton Street, 81-89 and 88- 96 Bailey Street and 3-5 Hannah Street to Commercial 1 Zone (C1Z) (subject to investigation).
- Rezone Crown and Council land on Learmonth Street and Boundary Street (south of railway line) to Public Conservation and Resource Zone (PCRZ).

Land proposed for new overlays is shown in **Figures 20** as follows:

- Investigate applying an Environmental Audit Overlay (EAO) and Buffer Area Overlay (BAO) to the Former Clunes Landfill (subject to Environmental Assessments).
- Apply a Neighbourhood Character Overlay (NCO) to properties on Service Street, Clunes: 79, 65, 61, 62, 58, 56, 54, 50, 46, 44, 37, 30, 32, 34, 21, 25, and 23; and to properties on Bath Street: 4 and 8.
- Apply a Design and Development Overlay (DDO) to the VicTrack land on the north side of Thornton Street, Clunes.
- Apply the Environmental Significance Overlay (ESO) to high biodiversity values.
- Apply the Development Plan Overlay (DPO) to new industrial precinct in south Clunes.

## 10.2 Non-statutory implementation

The Structure Plan identifies a wide range of non-statutory implementation actions necessary to deliver the vision for the town. A key action will be to implement a series of public realm improvements to enhance the image and place qualities of the town. These will support retail and commercial activities, tourism and enhancement of the liveability of the town with Council having a key role.

Initiatives are required to improve and complement the amenity of the town to address many access, connectivity and safety issues including streetscape master planning, tree plantings, new paths and improved crossings. These are subject to investment by Council in conjunction with stakeholders such as the Department of Transport and Planning as key partners. Management of public parkland and reserves is also an important co-management responsibility between Council and the Department of Energy, Environment and Climate Action. The delivery of upgrades and better utilisation of existing community facilities will be subject to future commitments and funding over the coming decade and build on existing delivery of better community facilities. Council investment has an important relationship to the

town's economic development and showcasing what the town has to offer.

There are a range of community advocacy roles that Council needs to lead, particularly in relation to reducing speed limits on arterial roads that are both managed by the State. Bus services from, and to, the town and across the region should be reviewed and better coordinated and connected throughout the Shire consistent with the Integrated Transport Strategy.

There are several capital works improvements that Council and State Government Agencies can make to the pedestrian and wheeling environment to strengthen links throughout the town and increase the number of people who walk and wheel.

Council and the State Government can also lead and/or support many actions around physical, social and community infrastructure investment, for place making and other economic development initiatives to support the town's development.

Statutory and non-statutory initiatives are outlined in more detail in the Implementation Plan along with recommendations on timing, partners and priority in **Appendix D**.

## 10.3 Implementation plan

The Implementation Plan provides a framework to deliver the vision for Clunes. It provides a guide to identify Council's role, responsibilities and priority for each recommended action and will be used to monitor and evaluation the implementation of the plan.

### Council's role

Hepburn Shire Council will play different roles in the implementation of the Hepburn Structure Plan project. These will vary between the roles of Planner, Provider, Advocate, Partner/ Facilitator, Educator and Regulator. A description of these various roles is provided below.

#### Planner

Develop detailed plans and drawings for construction, and in relation to its urban and social planning responsibilities.

#### Advocate

Represent community needs and interests to Federal and State Governments and the private sector for reform and funding.

#### Partner / Facilitator

Working closely with developers, landowners, residents

and businesses to facilitate the outcomes in the Structure Plan.

#### Educator

Provide information to businesses, residents and interest groups.

#### Regulator

Ensure that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations.

## 10.4 Monitoring and review

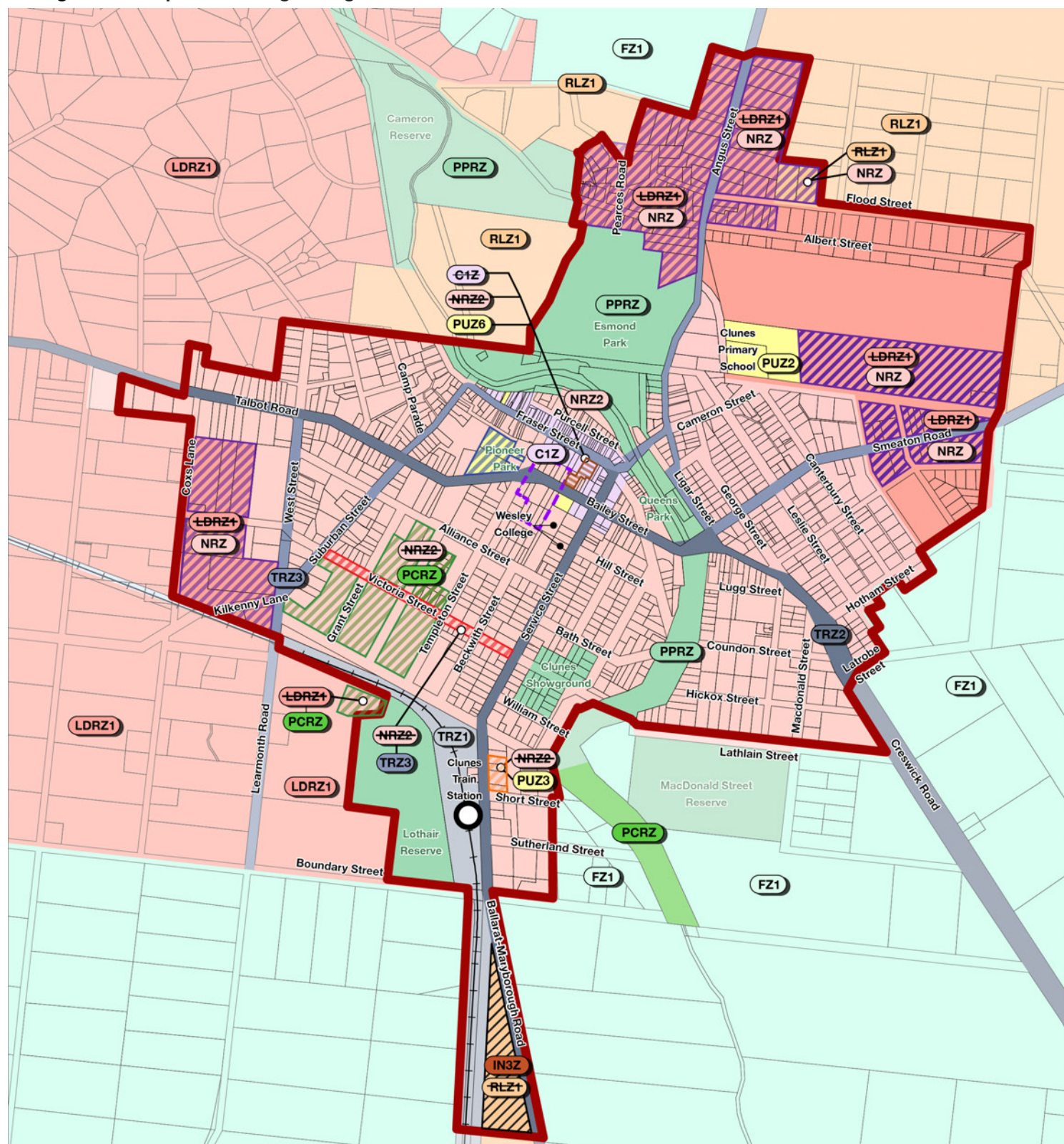
A progress report on the implementation of the structure plan will be provided by Council every five years and will commence from when the plan is adopted. This process will enable Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects. Council will use the five yearly progress report to adjust the implementation program to ensure that the structure plan is achieving the vision.

The structure plan review cycle is every ten years, to ensure that it remains relevant and consistent with Council's strategic policies, MPS and the Council Plan, and to identify any changes required to respond to new trends, policies, regional strategies or changing circumstances. This review will enable Council to prepare for the subsequent structure plan period.

The structure plan will make a strong local contribution to the delivery of the Council Plan and encourage and support businesses to come to Hepburn Shire and grow. It will also better plan for different types of housing, encourage more people to walk and wheel, help mitigate environmental impacts, support surrounding agricultural areas and strengthen community resilience and wellbeing.



Figure 19: Proposed Zoning Changes



- C1Z** Commercial 1 Zone
- FZ** Farming Zone
- NRZ** Neighbourhood Residential Zone
- LDRZ** Low Density Residential Zone
- PCRZ** Public Conservation and Resource Zone
- PPRZ** Public Park and Recreation Zone
- PUZ** Public Use Zone
- RLZ** Rural Living Zone
- TRZ1** Transport 1 Zone
- TRZ2** Transport 2 Zone
- TRZ3** Transport 3 Zone

- Rezone to Neighbourhood Residential Zone
- Rezone to Industrial 3 Zone
- Rezone to Public Use Zone 3
- Rezone to Public Conservation and Reserve Zone
- Rezone to Public Park and Recreation Zone
- Rezone to Public Use Zone 6
- Rezone to Transport 3 Zone
- Investigate Commercial Rezoning on Bailey Street to Allow for New Commercial Space to Complement Historic Fraser Street

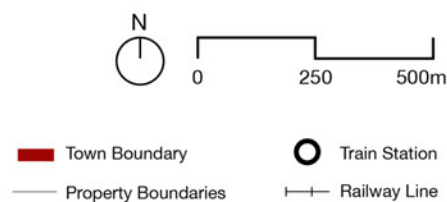
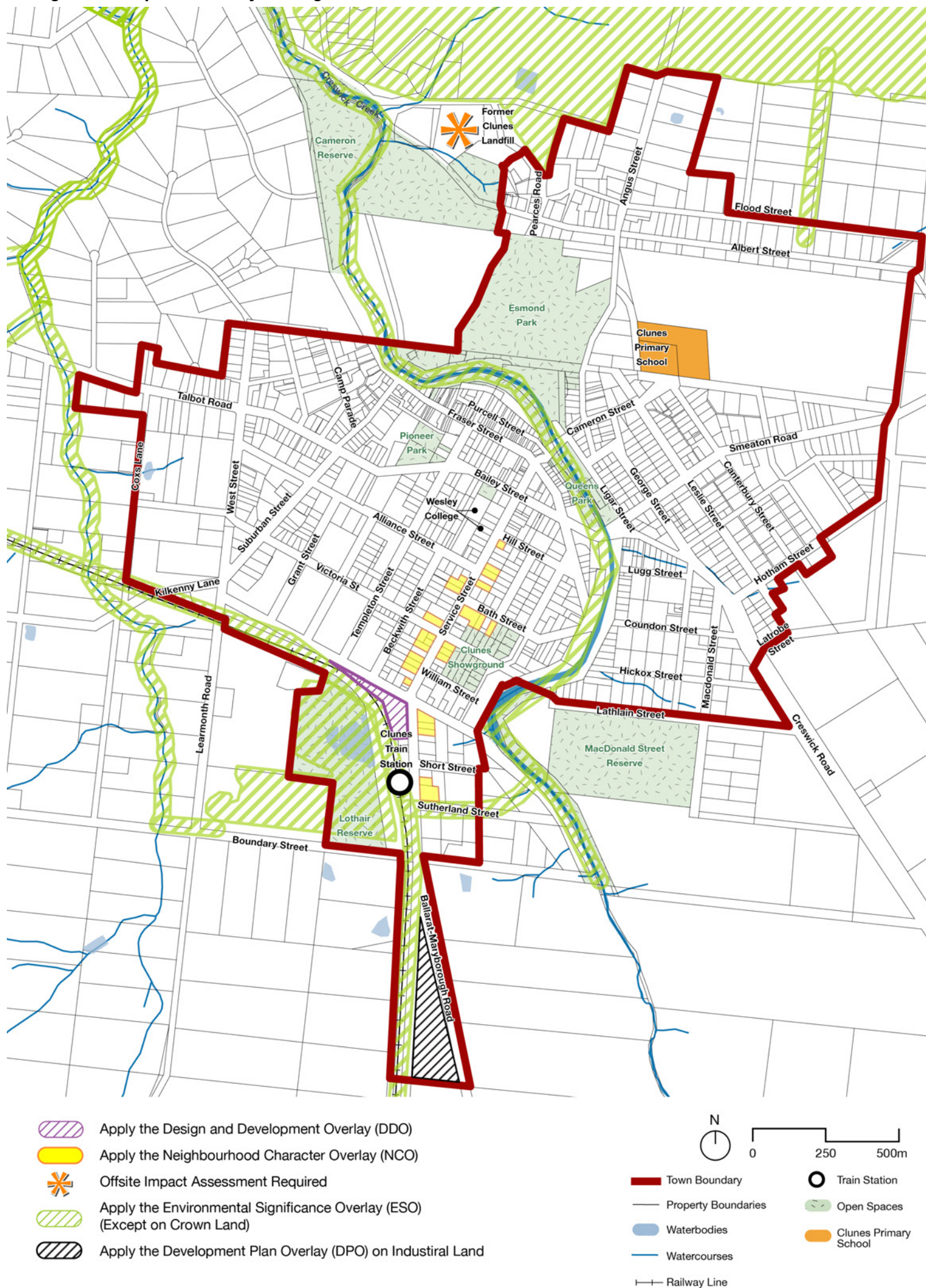




Figure 20: Proposed Overlays Changes





# 11.0 Appendix A: Boundary Assessment

Defining the extent of the township is a key task in the development of a structure plan and should be guided by an assessment undertaken against the criteria set out by the Victorian Government.

Planning Practice Note 58 - Structure Planning for Activity Centres (PPN58) sets out criteria to be used to determine an activity centre boundary in a structure plan. This has been adapted to the township context for this township structure plan.

**Table 1** provides an analysis of the township boundary assessed against guidelines in PPN58. The spatial outcome of this assessment is shown in **Figure 3** with a proposed township boundary including any areas proposed for inclusion or removal from the township boundary.

**Table 1:** Township Boundary Assessment

Boundary Criteria:	Assessment/Response:
Consider the following issues in determining the potential location of a township boundary:	
The location of existing commercial areas and land uses	There are significant commercial areas located on the north and south sides of Fraser Street, as well as on Clunes Campbeltown Road beside Creswick Creek. Fraser Street is characterised by commercial uses and valued attributes, including heritage buildings and the Clunes Conservation Precinct. All this land is zoned Commercial 1 and is surrounded by the Neighbourhood Residential Zone (NRZ), providing close proximity to shopping and other businesses for residents. A local independent supermarket is located at the intersection of Fraser Street and Clunes Campbeltown Road, occupying approximately 950 square metres. These commercial lots, situated near Creswick Creek, provide an opportunity to connect with the environment, commercial, and culture, contributing to the collective identity of the town . Since these commercial areas are at the core of the township, their retention is appropriate within the township boundary.
The location of existing government and institutional areas and land uses	Many local, state and Commonwealth government and institutional areas and land uses are included within the town. These include the Clunes Primary School, Wesley College Clunes Campus, Clunes School of Mines, Ochre Medical Centre Clunes, Australian Clinical Labs, Clunes Post Office, Clunes Museum, Clunes Tourist and Development Association, Clunes Library, Clunes Masonic Temple, Cameron Reserve, Esmond Park, The Warehouse, Police Station, Clunes Fire Station, Recreation Reserve (accommodating the Clunes Football and Netball Club), Lothair Reserve, Clunes Caravan Park, CFA station. All of these facilities are in, or close to the centre of the township. The Clunes Rail station is located near Boundary Street and Service Street. These land uses should be retained in the township boundary as they are needed for the township community.
The location of existing areas of public open space	There is significant open space located in the centre of the township, such as Bull Milgate Reserve, Pioneer Park, and Queens Park. These green spaces play a crucial role in Clunes for recreational activities and offer the opportunity to connect future developments, including a walking track along Creswick Creek to the Boardwalk crossing part of the Fairview Trail, linking these three open green spaces. This connection aims to enhance the environment, preserve heritage, and provide additional amenities. These open green spaces are also close to Commercial 1 Zone (C1Z) and the Neighbourhood Residential Zone (NRZ), potentially leading to more integrated outcomes. Similarly, the Clunes Showground, comprising almost 8 acres of land with various sheds, is suitable for numerous gatherings, from family reunions to public events, adding more amenities to the town. Moreover, the southeast boundary of the township aligns with part of Lothair Reserve, which serves important environmental and landscape roles. Keeping these existing public open spaces within the boundary is important to balance growth and environmental preservation and, therefore, they should be retained and maximised to benefit and connect other areas within the township, with a potential need for additional open space links along the Creswick Creek.

<b>Commercial and residential needs</b>	<p>The town serves a relatively self-contained retail catchment, playing a local role for a primary retail catchment of almost 1,884 residents (ABS, 2021). Comprising a wide variety of shops, it attracts weekend visitors as a notable tourism town that is well known for its significant 19th century heritage. The town hosts several large events throughout the year, including the Clunes Booktown Festival, the Clunes Show, the Historical Vehicle Show, and the monthly Clunes Market.</p> <p>Smaller lots are generally closer to the centre of the township and range between 800 – 1500 sqm. These sites usually have less spacing available, leading to more constraints for vegetation. Larger lot sites (5,900 – 20,000 sqm and larger) are typically located at the edges or outside of the township. These larger sites present opportunities for strategic redevelopment. There is a feasible potential for the centre's population to grow to 930 by 2041, which would increase the demand for housing by approximately 150 dwellings by 2041 (SGS, 2022). According to the SGS assessment, Clunes has enough capacity to meet the growing housing demand. Clunes' strategic location, connected to Ballarat and Maryborough, further supports the potential for residential growth. However, challenges emerge as rents in Clunes are on the rise, with a notable 20% decline in rental listings in June 2021 (reference). Housing affordability and availability of diverse housing stock are key issues in the future planning for Clunes. Commercial floorspace demand in Clunes until 2041 will comprise 11,000 square metres in health and education, primarily for health services catering to an ageing population.</p> <p>According to the SGS report, there is a need for 6,700 sqm of commercial floor space by 2041 in categories such as population services, knowledge services, health, and education. Clunes theoretically has the capacity to meet this demand and there is currently some shop vacancy in the town to provide for the modern needs of many businesses less encumbered floor space is required. A small area of additional commercially zoned land will be identified to provide for these needs either side of Bailey Street.</p> <p>Currently, community housing dwellings a total of 10 social housing dwellings in Clunes, owned and managed by Community Housing Ltd (Victoria).</p>
<b>Environmental and flooding constraints</b>	<p>The Clunes township is located in hilly terrain with predominantly flat land outside the town boundary with the town centre and surrounds nestled in the creek valley. This poses flooding risks due to the topographic conditions and the presence of numerous creek lines throughout the area. There are some steep falls towards the river side, which runs through the centre of the township. These areas impact on some direct pedestrian movements through the township. Two Mile Hill is a prominent feature to the south of Clunes. Floodplain areas vulnerable to a 1 in 100-year flood have been identified through the Land Subject to Inundation Overlay (LSIO). This overlay specifically applies to properties in the western part of the Shire around Clunes, emphasising the area associated with local creeks and rivers.</p> <p>The Bushfire Management Overlay (BMO) is located outside the township boundaries to the west, posing limited bushfire risk to the majority of the township.</p> <p>As the LSIO is at the centre of town due to the Creswick Creek at its centre, this constraint does not impact the boundary. Given that the BMO is already outside the township boundary, this overlay does not impact the boundary.</p>
<b>Heritage constraints</b>	<p>Existing heritage places exist in both the commercial and residential areas of the town, contributing to the current and unique built form gold mining heritage character of the town where they are identified by heritage overlays. Heritage overlays specifically affect Fraser Street and central areas of the town. These provide many unique opportunities for the town's growth but they can limit new development in and around the town centre and surrounds. These overlays impose more constraints within the commercial core or in residential change areas. Creswick Creek runs through the township with main destinations on both sides, presenting potential opportunities to strengthen these connections. However, the heritage constraints do not significantly impact the area outside the core and allow for areas of managed housing growth.</p>



<b>Availability of strategic redevelopment sites, both existing and potential</b>	<p>There are several significant strategic redevelopment sites within the township, including:</p> <ul style="list-style-type: none"> <li>• Vacant land adjacent to the train line in the Transport Zone (TRZ1) near Thornton Street.</li> <li>• A range of large sites on Paddock Street, currently subdivided for residential development.</li> <li>• A large area of Low Density Residential Zone (LDRZ) land on the southwest boundary on Thornton Road. These sites offer ample opportunities for short- and long-term connections, residential and community growth, and development options within the town, especially on the fringes.</li> </ul>
<b>The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the township</b>	<p>There are various residential areas provided within the township, including zones such as the NRZ (with a 9 metre building height limit) and LDRZ. These housing zones are interspersed with commercial zones.</p> <p>Most of the minimal change areas are in the centre of the town, featuring small lots under 1000 square metres. Larger lots and other areas without limitations imposed by LSIO and HO are more feasible for managed growth.</p> <p>There are opportunities to identify strategic redevelopment sites within walking distance from the train station. There is reasonable land within this distance range from the Railway Station, contributing to the projected housing capacity of the centre over the next 15-20 years and aligning with an improved better urban design residential development frameworks.</p>
<b>Consideration of physical barriers and opportunities for their improvement</b>	<p>Bull Milgate Reserve and the pool facility are significant facilities but can be impacted by flooding, which can restrict their use by the community.</p> <p>Opportunities exist to enhance connections and links for better cohesion on both the east and west sides of Creswick Creek. This can be achieved by proposing a walking trail along the creek, extending to the Boardwalk crossing part of the Fairview Trail, enhancing public amenity, connecting both sides of the creek, and incorporating heritage elements for more integrated outcomes.</p> <p>Main streets and roads lack pathways, and there are some unpaved roads. Additionally, there are few walking and wheeling connections to open space areas, with very few dedicated bicycle facilities. There are opportunities to make improvements for walking and wheeling, but the low traffic volumes on local streets mean that they are relatively safer for all users.</p>
<b>Proximity to public transport, especially fixed rail (train or tram)</b>	<p>The centre is well-serviced by the V-line rail network, with Clunes Railway Station located within the township boundary, providing good access to Clunes on the V-line route from Maryborough to Melbourne via Ballarat. The train station is located approximately 1 km away from the town centre, making it easily accessible, subject to the pedestrian pathways. Therefore, the railway station should be retained inside the township boundary, due to the relationship of what it provides to the town, noting that services are currently very limited.</p>

<b>The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges</b>	<p>Clunes has both bus and railway service provision. The train station is located approximately 1 km away from the town centre, making it easily accessible, subject to the pedestrian pathways. Currently, there are disconnected footpaths and pedestrian trails.</p> <p>Creswick Road and Ballarat-Maryborough Road are the main access roads for Clunes, providing connections to other regional destinations. Angus Street, Daylesford-Clunes Road, and Learmonth Road provide local connections. A grid-based street network comprises most of the central area of Clunes. Township gateways mark the point where increased density of continuous built-up areas and services start.</p> <p>There are few walking and wheeling connections to open space areas, and very few dedicated bicycle facilities. There are opportunities to make improvements for walking and wheeling, but the low traffic volumes on local streets mean that they are relatively safe for all users within the township boundary, although improvements can be made.</p>
Consider the following issues in determining the potential location of a township boundary:	
<b>Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)</b>	<p>There is a strong opportunity to improve the walkability of the town by connecting three open public spaces, such as Bull Milgate Reserve, Pioneer Park, and Queens Park, and proposing a walking trail in a loop shape design around Creswick Creek. These green open spaces and the creek are located in the town centre. Connecting them could enhance the walkability of the town, strengthen its culture and identity, and add more value to the history of the town. Currently, main streets lack pathways, and there are some unpaved roads. There are few walking and wheeling connections to open space areas, and very few dedicated bicycle facilities. This would help to strengthen the inter-relationship of land within the town boundary.</p> <p>The Clunes train station is within 400 – 800 metres of most residential land (mostly NRZ but with some LDRZ) and approximately 1 kilometre from the commercial land (C1Z). This presents an opportunity to improve the walking and wheeling connections to the train station, ensuring that the entire town, especially the areas within around 500 metres of the train station, is well-connected. Due to these elements, these existing residential and commercial areas should be retained within the Clunes township boundary.</p>
<b>Consistency with State policy</b>	<p>The current boundary (with some minor adjustments as discussed) is consistent with the state policy framework, such as Clauses 11.01-1S and 11.02-1S, which provides opportunities for managed growth in existing town areas and also supports limiting natural hazards, as the BMO is currently outside the township boundary. Currently, there is no BMO inside the town boundary. There are areas subject to flooding identified in the Hepburn Planning Scheme through the LSIO which provide requirements for new development. Additionally, Clause 11.03-2S supports growth in managed growth areas, and 15.01-5S emphasises neighbourhood character.</p>
<b>Consistency with local policy and a Municipal Planning Strategy (MPS) where relevant</b>	<p>The Clunes township is consistent with the Council's MPS and local planning policy framework, particularly Clauses 11.01-1S and L relating to Clunes, 15.01-5L-02 Neighbourhood Character in Townships and Settlements, 17.01-1L Diversified Economy, and 19.02-6L Open Space.</p>
<b>Impacts of the boundary on other township boundaries</b>	<p>There is sufficient separation between other towns in the region, such as Creswick, Daylesford, Hepburn Springs, Trentham, Glenlyon, and also settlements such as Smeaton to support the Clunes township boundary.</p>
In setting a boundary for a township include:	
<b>Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon</b>	<p>There is sufficient commercial land to meet the needs of the town and the surrounding community. The commercially zoned land is significant and should be adequate in the short to longer term for both the town and the population's needs in the surrounding area. This provides opportunities for local employment and economic benefits through a range of retailing and commercial uses to provide for the modern needs of many businesses.</p> <p>Land on the southern approach to town provides a good location for additional industrial land. The location is on the Principal Freight Network and has good vehicular access.</p>



<b>Residential areas that are integrated into the township or surrounded by other uses that have a strong functional inter-relationship with the township even where limited development opportunities exist</b>	Residential land within the township is appropriately located within the boundary and surrounds the commercial areas of the town. There are existing areas of residential growth that are proposed to be expanded to provide new housing opportunities and typologies. Managed growth changes, without being affected by overlays such as the HO and LSIO provide opportunities for moderate growth.
<b>Key public land uses that have or are intended to have a strong functional inter-relationship with the township even where there are no or limited redevelopment opportunities</b>	There are many local and state government, not for profit and institutional areas and land uses are included within the town. These include Clunes Primary School, Wesley College Clunes Campus, Clunes School of Mines, Ochre Medical Centre Clunes, Australian Clinical Labs, Clunes Post Office, Clunes Museum, Clunes Tourist and Development Association, Clunes Library, Clunes Masonic Temple, Cameron Reserve, Esmond Park, Football and Netball Club, The Warehouse, Police Station, Clunes Fire Station, Recreation Reserve, Lothair Reserve, Clunes Caravan Park, and CFA station. The Clunes Rail station is located at the southern boundary near Boundary Street and Service Street. These facilities are appropriately located within the township boundary.
<b>Public open space areas that have or are intended to have a strong functional inter-relationship with the township.</b>	There is significant open space located in the centre of the township, including Bull Milgate Reserve, Pioneer Park, and Queens Park. These green spaces play a crucial role in Clunes for recreational activities and offer the opportunity to connect future developments, such as a walking track along Creswick Creek to the Boardwalk, linking these three open green spaces. This connection aims to enhance the environment, preserve heritage, and provide additional amenities. These open green spaces are also close to the C1Z and the NRZ. They have a strong functional relationship with the town and should be retained within the township boundary.
<b>In setting a boundary for a township, generally exclude:</b>	
<b>Residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the township.</b>	Some of the growth constraints, such as HO and LSIO, are mostly located at the centre of the township, with little to no constraint for the township boundary. For example, LSIO land on the western boundary edge of the town is excluded from the town boundary.

# 12.0 Appendix B: Zones and Overlays

## Zones

- **Low Density Residential Zone (LDRZ)** which provides for a range of low density residential, tourism and rural uses suitable for areas with and without reticulated sewerage. A permit is not required for a single dwelling on a lot but a permit is required to subdivide the land with a minimum lot size of 0.4 ha for each lot not connected to reticulated sewerage or 0.2 ha for each lot if connected to reticulated sewerage.
- **Neighbourhood Residential Zone (NRZ)** which recognises predominantly single and double storey residential development and ensures that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics. Dwellings and residential buildings in this zone must not exceed 9 metres and two storeys.
- **Public Conservation and Resource Zone (PCRZ)** which is applied to places where the primary intention is to conserve and protect the natural environment or resources such as public conservation reserves and parks and allows associated educational activities and resource-based uses.
- **Public Park and Recreation Zone (PPRZ)** which is applied to public parkland including reserves and parks recognising areas for public recreation and open space and protecting and conserving areas of significance where appropriate.
- **Transport Zone (TRZ1, TRZ2, TRZ3)** which is applied to land for declared roads, railways and other important transportation infrastructure representing state and local designations.
- **Public Use Zone (PUZ2, PUZ6)** which is applied to public land recognising public land use for public utility, infrastructure and community services and requires the public land manager's approval/consent to ensure public land management and development.
- **Farming Zone (FZ)** which is applied to encourage the retention of productive agricultural land and the retention of employment and population to support rural communities. The zone provides a minimum lot size of 40 hectares unless an alternative is specified in a schedule to the zone. The creation of smaller lots is allowed under particular circumstances.
- **Rural Living Zone (RLZ1)** specifies a lot size of at least 2 hectares and provides opportunities for some rural uses to occur. A different lot size can be specified in a schedule to the zone.
- **Commercial 1 Zone (C1Z)** which is applied to commercial centres for convenience retailing and where mixed uses and accommodation are also encouraged.
- **Industrial 3 Zone (IN3Z)** serves as a transitional buffer between industrial and residential areas, addressing issues like industrial traffic, noise, and emissions. It is applied in industrial zones needing special attention to minimize conflicts and promote less hazardous uses. The zone includes amenity standards based on specified separation distances. A schedule restricts maximum office floor space, while shops, supermarkets outside the Melbourne urban growth boundary and accommodation, and hospitals are prohibited uses.

## Overlays

- **Development Plan Overlay (DPO)** which identifies areas where the form and conditions of future development need to be shown on a plan before a permit can be granted to use or develop the land. They usually relate to new development areas and significant redevelopment sites.
- **Design and Development Overlay (DDO)** manages built form and the built environment through building height and setback provisions.
- **Environmental Audit Overlay (EAO)** applies to land of medium and high potential for contamination to ensure that potentially contaminated land is suitable for a use and development which could be significantly adversely affected by contamination.
- **The Vegetation Protection Overlay (VPO)** applies to protect significant native and exotic vegetation in both urban and rural environments, and it can be applied to individual trees, stands of trees, or areas of significant vegetation.
- **Environmental Significance Overlay – Schedule 1 (ESO1)** which is applied to areas where the development of land may be affected by either environmental constraints such as the effects from noise or industrial buffer areas, or issues related to the significance of the natural environment. ESO1 relates to the special water supply catchment area affecting the entire municipality.
- **Land Subject to Inundation Overlay (LSIO)** which is applied to land that is subject to inundation related to flooding from waterways but is not part of the primary floodway as identified by the relevant floodplain management authority.
- **Heritage Overlay (HO)** which is applied to a heritage place with a recognised citation identified through the Victorian Heritage Register or in a local heritage study. A heritage place should include a statement of significance, establishing the importance of the place, and can affect land, buildings, trees and/or vegetation.



# 13.0 Appendix C: Design Guidelines for Town Centre

## Building scale

- New buildings should be no higher than two storeys (8 metres).
- Where a site abuts or shares common boundaries with residential or heritage properties new building heights should be no more than one storey taller than the adjoining building.

## Building design

- Conserve and maintain the integrity of heritage forms and streetscapes avoiding pastiche or heritage replica.
- Ensure new buildings minimise energy and resource use based upon current best- practice methods.
- Use durable, sustainable and attractive building materials that will minimise maintenance and contribute to the township character.

## Street interface

- Align the fronts and sides of new infill buildings with the prevailing setbacks.
- Provide active ground floor interfaces, including windows and entries, on new buildings in commercial zones to optimise street activation and surveillance.
- Shape and compose the rear or sides of new development abutting streets to contribute positively to, and not detract from, the public realm.
- Wherever possible, incorporate access for people with a disability within existing or proposed building envelopes to avoid impact of new structures upon the streetscape. Retain original external steps on heritage places.

## Vehicle access

- Restrict vehicle crossovers in Fraser St to those already existing.
- Wherever possible, locate loading facilities on-site. Locate and layout loading and unloading of vehicles to avoid pedestrian and vehicle conflict.

## Signage

- Locate and layout business signage so that it does not detract from the overall building form or streetscape.
- Avoid locating signs on top of verandahs or awnings.

## Landscape and fencing

- Where required for commercial properties, use low height or semi-transparent fencing that positively contributes to the streetscape.

# 14.0 Appendix D: Neighbourhood Character Design Guidelines

Under separate cover



# 15.0 Appendix E: Action Implementation Table

Under separate cover

## 16.0 Appendix F: Glossary

Term	Definition
<b>Accessible/accessibility</b>	In design it refers to ensuring people of all abilities can independently move around a place or building. Minimum national design standards apply under the Disability and Discrimination Act 1995.
<b>Activation/streetscape activation</b>	A collection of design techniques that aim to make streets feel safe and attractive and increase opportunities for social contact and trade. Techniques include facing front doors and windows of houses to the street with garages behind, larger clear windows on shopfronts, street dining and trading, vibrant signage on shopping streets, locating building entries on or close to footpaths.
<b>Adaptive re-use</b>	Reusing an existing building for a purpose other than which it was originally built. It often involves some improvement works or changes. Hepburn examples include reusing an old church or farm shed for a dwelling.
<b>Affordable housing</b>	Housing where the rents or mortgage repayments purchase price comprise no more than 30% of a household's income and has reasonably low running costs. In Victoria the reference point is households in the lower 60% of community income ranges. It can be private market, housing, social housing and community housing. The Planning and Environment Act 1987 contains the full technical definition.
<b>Age in place</b>	Generally ageing in place refers to continuing to live in the community, with some level of independence, rather than in residential aged care facility.
<b>BAL (Bushfire attack level)</b>	<p>BAL – VERY LOW: There is insufficient risk to warrant any specific construction requirements but there is still some risk.</p> <p>BAL of 12.5 -LOW: There is a risk of ember attack.</p> <p>BAL of 19 -MODERATE: There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat.</p> <p>BAL of 29 - HIGH: There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level of radiant heat.</p> <p>BAL of 40 - VERY HIGH: There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front.</p> <p>BAL of FZ (FLAME ZONE) – EXTREME: There is an extremely high risk of ember attack and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front.</p>
<b>Bioregion</b>	<p>The Victoria Minister for the Environment recognises 28 bioregions across Victoria. Each area has a recognisably distinct combination of climate, geomorphology, geology, soils and vegetation. Having this information assist in planning the right type of land use and building techniques.</p> <p><a href="https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks">https://www.environment.vic.gov.au/biodiversity/bioregions-and-evc-benchmarks</a></p>
<b>Built form</b>	Includes buildings and structures. Generally, describes the shape, height and make up of buildings.
<b>Bushfire prone area</b>	Bushfire Prone Areas (BPA) are decided by the Minister of Planning under Victoria's Building Regulations based on land's exposure to fire risk factors – predominantly open vegetated land. The whole of Hepburn Shire is in a Bushfire prone area. Where land is in a BPA building must include higher fire resistance construction techniques.
<b>Commuter town</b>	A town where most working residents travel elsewhere for employment or work.
<b>Conventional residential sites</b>	A block of land in a town ready for a house to be built.
<b>Creative co-spaces or co working spaces</b>	Includes shared working spaces, art studios where individuals pay to regularly rent a space or on an as needs basis.
<b>End of trip facilities</b>	Dedicated shower and change rooms for cyclists, scooter riders etc.



Term	Definition
<b>Environmental sustainable development (ESD)</b>	Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Fine grain</b>	A term used by architects and designers to describe streets where narrow blocks or shopfronts predominate. Most Victorian towns display this pattern as well streets with rows of older Victorian workers cottages or terraces.
<b>Heat island effect</b>	The urban heat island effect is a phenomenon whereby towns and villages experience higher air temperatures than the surrounding countryside.
<b>Heritage / Cultural heritage</b>	In this document, 'heritage' is used to refer to colonial Victorian and Australian heritage. 'Cultural heritage' is used to describe the pre-colonial and continuing heritage of the Dja Dja Wurrung people, the Traditional Owners of the lands and waters in the Shire.
<b>Housing choice/ housing diversity</b>	This is an objective of State and Council planning policy to encourage housing providers to deliver a range of houses/accommodation types and sizes for people at all income levels and life stages.
<b>Housing stock</b>	The total number of houses, apartments, villas, retirement and farm houses in an area.
<b>Infill development</b>	New buildings and/or subdivision on established town properties. It can involve demolition of existing buildings and usually involved adding more buildings to a site.
<b>Intensification</b>	Adding more buildings to an area. Generally towns should allow for intensification to reduce to cost to community of adding expensive power, water, sewer and fibre networks outside towns.
<b>Key worker</b>	A worker who does a job that is important for society, for example, a nurse, teacher, or police officer.
<b>Land use buffer</b>	Keeping a minimum distance between a land use that with health or safety risks and land uses that might suffer if the health or safety risk occurred. 'Buffer' is the distance from use with the health or safety risk i.e. "the factory has a 500m buffer around it." It is most often use to ensure houses, kinders and schools are located a safe distance from heavy industry and other polluting uses.
<b>Low density</b>	Land specifically zoned 'Low Density Living' in the Hepburn Planning Scheme. It often provides for houses on lots near towns but where the town sewer may not be available – it requires larger lots to ensure homes can install a septic system.
<b>Managed change area/ Managed housing change area</b>	Encompass residential areas with established neighbourhood character values that have the capacity for greater housing change and growth to occur.
<b>Middens</b>	A term of archaeology used to describe collections of buried material that indicates past human settlement.
<b>Minimal change area/ Minimal housing change area</b>	Comprise those locations with heritage, environmental and physical constraints and special neighbourhood character and therefore have a reduced capacity for housing change and growth.
<b>Neighbourhood character</b>	How the features of an area come together to give that area its own particular character. (from Victorian Planning Practice Note 43, VicGov 2018).
<b>Palette of streetscape materials</b>	The collection of different materials used in buildings along a street. Hepburn Shire's typical palette of streetscape materials includes bluestone, asphalt, cast iron, grassy verges and canopy trees.
<b>Peripheral commercial and residential areas</b>	Areas of the town immediately adjoining the main commercial area.
<b>Positive interface</b>	Applying the design techniques as described at activation/streetscape activation to how buildings face or abut each other or how blocks of land adjoin public areas.
<b>Public realm</b>	The public realm comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and creek and river banks. Buildings on adjacent land have a strong effect on how those places look and feel – planning strives to improve the influence of buildings on public land.

Term	Definition
<b>Raingarden</b>	Raingardens are specially-designed garden beds that filter oil, dirt and other pollutants from rain in gutters. Raingardens are also called bioretention systems because they use soil, plants and microbes to biologically treat stormwater.
<b>Rezone</b>	Changing the zone of land in the planning scheme.
<b>Rural living</b>	Land specifically zoned 'Rural Living' in the Hepburn Planning Scheme. It generally provides for houses and small-scale agriculture on lots greater than 4ha and 8ha in coordinated developments. It does not include houses on farms.
<b>SEIFA index</b>	Socio Economic Index for Areas is a product delivered by the ABS that ranks areas according to relative socio-economic advantage and disadvantage. The indexes are based on information from the 5 yearly census.
<b>Sensitive use</b>	A land use that is at heightened risk from health and safety risks from another land use. These generally include places people live and where children congregate such as houses, kinders and schools.
<b>Shop top</b>	Dwellings located above ground floor commercial premises, typically in a main shopping street.
<b>Social housing</b>	Social housing includes public housing (Homes Victoria) and community housing (provided by for-profit or not-for-profit housing entities).
<b>Structure plan</b>	A document approved by a Council or the Minister for Planning that sets out the community's vision for how an area or town will develop. It usually contains a combination of maps and words. It should be informed by specialist assessments about the area i.e. natural features, the population and future population and the economy.
<b>Sustainable subdivision framework</b>	<p>The Sustainable Subdivisions Framework (SSF) seeks to provide statutory planners with a basis for measuring and achieving stronger sustainability outcomes in residential subdivisions, while also providing information on how sustainability interventions can be integrated into residential subdivisions.</p> <p>The SSF identifies seven categories that can assist in creating sustainable subdivisions:</p> <ol style="list-style-type: none"> <li>Site Layout and Liveability</li> <li>Streets and Public Realm</li> <li>Energy</li> <li>Ecology</li> <li>Integrated Water Management (IWM)</li> <li>Urban Heat</li> <li>Circular Economy (Materials and Waste)</li> </ol>
<b>Traditional owners</b>	The Traditional Owners of the Shire of Hepburn are the Dja Dja Wurrung or Djarra.
<b>Transfer station</b>	Land used to collect, consolidate, temporarily store, sort or recover refuse, used or surplus materials before transfer for disposal, recycling or use elsewhere. (as defined in the Hepburn Planning Scheme)
<b>Town Boundary</b>	Town boundary is a planning concept that spatially determines a fixed outer boundary of urban development that represents the future growth expectations for a town. It defines the allowable extent of urban use and development for a town by including existing urban land and any land identified on a plan in the planning scheme for future urban development. In most cases a town boundary will comprise the existing extent of residential, commercial, industrial and public use zones (all existing urban zones).
<b>Vegetation communities</b>	This term is used in ecology to describe landscapes with consistent characteristics and plants. They include grasslands, forests, swamps, riversides and distinct subsets of these categories.
<b>Visitor economy</b>	The collection of businesses and related firms that service tourists.
<b>Water sensitive urban design (WSUD)</b>	<p>Water Sensitive Urban Design (WSUD) is a way of planning our towns to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about wise use of that water to improve our urban environment.</p> <p>The key principles of WSUD are:</p> <ul style="list-style-type: none"> <li>To reduce the demand for potable (fit for drinking) water by using alternative sources of water such as rainwater, stormwater and treated wastewater and encouraging water efficient appliances, and low water use gardens and landscaping.</li> </ul>



Term	Definition
	<ul style="list-style-type: none"> <li>• To minimise the generation of wastewater and to treat wastewater to a suitable standard for re-use and/or release to receiving waters.</li> <li>• To treat urban stormwater to a quality where it can be reused and/or discharged to surface waters.</li> <li>• To use stormwater in the urban landscape to improve the visual and recreational amenity of developments.</li> </ul>
<b>Wayfinding</b>	Includes signage, mapping, road markings and signposting.
<b>Wheeling</b>	Includes bicycles, wheelchairs, scooters, skateboards etc. (plus electric powered versions of these).
<b>Zero carbon best practice developments</b>	<p>Zero carbon developments are new buildings that have no net carbon (or greenhouse gas) emissions. The following are best practice standards for delivering a development that produces net zero carbon emissions:</p> <ul style="list-style-type: none"> <li>• Optimised passive design to deliver an energy efficient building envelope.</li> <li>• Maximised energy efficiency standard for all appliances, systems and lighting.</li> <li>• No fossil fuel consumption on-site, such as gas or LPG.</li> <li>• Maximised on-site renewable energy generation.</li> <li>• Residual electricity demand met from local and/or off-site renewable energy generation.</li> <li>• Select materials that minimise carbon emissions, and offset these emissions through a verified carbon offset scheme.</li> </ul>



**Council Website**

[www.hepburn.vic.gov.au/Planning-building/Strategic-planning/Future-Hepburn](http://www.hepburn.vic.gov.au/Planning-building/Strategic-planning/Future-Hepburn)



*Credit: Visit Victoria*