



Gisborne/New Gisborne
Outline Development Plan

Revised Final Report – for exhibition
purposes

September 2009



Developing a framework for sustainable growth



This document was initially adopted by the Macedon Ranges Shire Council in February 2006, with a revised Final Report adopted in August 2007.

This current September 2009 report has been amended to respond to the submissions received to Planning Scheme Amendment C59.

In addition, since the Final Report was adopted by Council in August 2007, the following additional work has been completed by Council. This work has also been incorporated into this current report.

- *Review of the Macedon Ranges Planning Scheme, completed April 2008. Will be the subject of a separate planning scheme amendment currently being prepared.*
- *Gisborne Population Projections 2009.*
- *Gisborne Urban Design Framework 2008. Will be the subject of a separate planning scheme amendment to be prepared.*
- *Gisborne Commercial Assessment 2009.*
- *Gisborne Industrial Land Analysis 2009.*
- *Gisborne Movement Network Study 2006.*
- *Children & Young People's Future Service Needs 2009. Findings now incorporated into this report.*
- *Older People's Future Service Needs 2009. Findings now incorporated into this report.*

In addition, the following additional work completed by the State Government and included in the Macedon Ranges Planning Scheme has also been incorporated:

- *Updated State Planning Policy Framework, generally restricted to refinements.*
- *New suite of rural zones.*
- *Consideration of the proposed changed suite of residential zones.*
- *Precinct Structure Plan guidelines.*
- *Introduction of the Urban Growth Zone and Precinct Structure Plan process.*

Other new work completed and incorporated into this report includes:

- *Planning for Community Infrastructure in Growth Areas.*
- *Melbourne Water drainage scheme preliminary analysis.*

The following existing work has also been incorporated:

- *Macedon Ranges Open Space Strategy 1999. Findings now incorporated into this report.*
- *Macedon Ranges Bicycle Strategy 2002. Findings now incorporated into this report.*
- *Gisborne Township Residential Review – Stage 2 1993. Findings now incorporated into this report.*



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1 Executive Summary

The Gisborne township area, comprising the settlements of Gisborne and New Gisborne, is located within the Macedon Ranges Shire, approximately 52km north-west of Melbourne. The township forms the major urban centre in the southern end of the municipality and is located within the 'Melbourne-Bendigo Railway' corridor. The Calder Freeway passes between the townships, with New Gisborne to the north and Gisborne to the south.

The Gisborne township area has strong links to Melbourne and, to a much lesser extent, Bendigo. The Shire, and in particular the Gisborne township area, is experiencing increased growth and development pressures. This is in part due to demographic changes (including retirees and rural 'lifestyle' commuters) and regional transport corridor improvements, including upgrades to the Calder Freeway, Western Ring Road and 'Melbourne-Bendigo Railway'.

The Gisborne / New Gisborne Outline Development Plan (ODP) project has been completed by Macedon Ranges Shire Council with consultants SMEC Urban and funding support provided by the State Government through the Department of Planning and Community Development. The aim of the project is to prepare a detailed outline development plan that provides for the future residential, commercial and industrial growth of Gisborne which will enable orderly and sequential development of housing, commercial and industrial forms based on the need to accommodate diverse lifestyle choices over a 20 year planning horizon.

The outcomes of this project will provide Council and the community with a clear overall structure plan that sets out main road networks, open space areas, location of community facilities, land use directions and details of issues that need to be considered when assessing subdivision applications.

Importantly, the ODP also includes design objectives and development principles that will guide Council and the community when considering and preparing development proposals.

The ODP has now been completed and this report describes the preparation, process and plan in detail.

This report has three parts.

Section 1 provides a strategic background for the subsequent development of the ODP which occurs in Section 2 of the report.

It includes an assessment of existing conditions, servicing issues, land zonings and current planning policy.

Community consultation, involving workshops, one on one meetings and public exhibition of the draft report and Planning Scheme Amendment C59, was also used to inform the process. Key urban design and sustainability principles are also detailed.

Section 2 takes this work and develops the vision statements for Gisborne and New Gisborne, and the ODP.

The ODP aims to reflect the planning needs of Gisborne and New Gisborne and to marry these with the needs and aspirations of local communities and key stakeholders. At the highest level there is conflict between some of these needs that requires careful consideration and balance.

The community requires the protection of Gisborne and New Gisborne's semi-rural nature and character, significant viewlines and rural corridors, and its separation from metropolitan Melbourne.

At the same time population is increasing and there is a need to acknowledge Gisborne's role as the Shire's major urban centre, its proximity to Melbourne and the long term plan for it to become a town of 12,000.

The ODP seeks to provide a reasonable balance between these objectives. Key influences recognised in the plan's development are:

- Planning for a township population of 12,000 and the need for an additional 2,500 dwellings to accommodate population growth to 2031;
- Managing and guiding development of the existing supply of Residential 1 Zone land;
- Needing to provide additional transport route options in the Gisborne township area and improving transport between Gisborne and New Gisborne i.e. access to the train station;
- Utilising existing infrastructure, particularly the train station;
- Protecting heritage assets, including the Station Road streetscape;

- Managing the scale, bulk and setbacks of new buildings within the Gisborne town centre and New Gisborne;
- Protecting the semi-rural landscape along the Calder Freeway, the railway corridors and township entrances;
- Maintaining the open space corridor along Jackson's Creek and identifying environmental values west of Station Road;
- Protecting viewlines between Gisborne and Mt Gisborne, New Gisborne and the Macedon Ranges, and parts of Gisborne to Bullengarook and Magnet Hill;
- Providing employment, industrial and commercial development opportunities for the future;
- Protecting areas of remnant vegetation and marshlands;
- Limiting the visual intrusion of development around Rosslynne Reservoir;
- Providing for medium density development close to facilities, transport links and services;
- Planning to provide a healthy environment that encourages walking and cycling;
- Adopting current sustainable development principles; and
- Understanding the impacts of State Planning Policy on the future development of Gisborne and New Gisborne and adopting key policy directions, particularly with regard to urban design, as appropriate.

The key features of the ODP are:

- Three growth fronts for the town:
 1. South Gisborne - the existing Residential 1 Zone to Brooking Road. It is recognised that planning approvals currently exist for the majority of this area and this has been incorporated into the ODP unchanged. This area is a short term development opportunity. The land east of Central Creek (and these approvals) to the Calder Freeway, however, is to be rezoned to the Urban Growth Zone to enable the further investigation of its landscape sensitivity and to manage the supply of land. This area is a medium to long term development opportunity.
 2. New Gisborne, west of Station Road. This is a short to medium term development opportunity.
 3. West Gisborne – the existing Residential 1 Zone south of Ross Watt Road adjacent to Rosslynne Reservoir. This is a short to medium term development opportunity.

- Recognition of existing established residential areas with low density characteristics (i.e. average lot sizes of 4000 square metres (sqm), established vegetation and/or not connected to reticulated sewerage, or topographical constrained). These areas are to be rezoned to Low Density Residential Zone.
- Identification of areas with vegetation or high exposure to the Calder Freeway corridor. These areas are to be rezoned to Low Density Residential Zone.
- The encouragement of a range of densities through all identified Residential 1 Zone land. Medium density housing is encouraged in areas with appropriate characteristics (i.e. adjacent to open space, proximity to public transport and town centre services).
- Recognition of the built form and heritage characteristics of the residential areas south of the Gisborne town centre and along Station Road, New Gisborne. A Design and Development Overlay will manage these issues, whilst also recognising the need to continue to promote consolidation principles in this area.
- Application of a 'Gisborne Township Boundary'.
- Promotion of sustainable development principles.
- Designated open space networks, pedestrian and bicycle paths and key road infrastructure.
- Protection of the landscape values of the Calder Freeway corridor and township entrances.
- Provision of additional industrial land in New Gisborne, both north of the railway line, and east and south of the existing Gisborne Industrial Estate.
- Identification of a retail/employment hierarchy:
 1. Gisborne Town Centre is to remain the core focus for retail/employment purposes.
 2. New Gisborne – provision for a local neighbourhood centre, with potential for further expansion in the future.
 3. West Gisborne – provision for a local neighbourhood centre.
 4. South Gisborne – provision for a local neighbourhood centre.

Section 3 of the report details the ODP's implementation and focuses on the amendments required to be made to the Macedon Ranges Planning Scheme for the ODP to be successfully implemented. This includes changes to the Municipal Strategic Statement, Local Planning Policy Framework, rezonings and the application of Development Plan Overlays and Design and Development Overlays. Additional work and commitment is required in regard to some matters, including the preparation of a Development Contributions Plan and a Precinct Structure Plan for New Gisborne.

The following land areas are recommended to be rezoned as a high priority.

1. The New Gisborne growth area – rezone to Urban Growth Zone.
2. Rezoning of existing R1Z land to Low Density Residential Zone (LDRZ) for areas where existing subdivision patterns are low density, are in landscape sensitive locations and/or unsewered.
3. Rezoning of land from R1Z to Urban Growth Zone (UGZ) for land in the south Gisborne growth area.

Future amendments include the implementation of the directions relating to industrial land and local neighbourhood centres.

This Section concludes with important discussions regarding a Development Contributions Plan and possible funding opportunities.

2 Introduction

The Department of Planning and Community Development (DPCD) (formerly Department of Sustainability and Environment (DSE)) and the Macedon Ranges Shire Council (MRSC) commissioned SMEC Urban to prepare an Outline Development Plan (ODP) for Gisborne / New Gisborne.

This current September 2009 report has been amended to respond specifically to the submissions received to Planning Scheme Amendment C59. Amendment C59 is the first amendment that sought to implement the ODP through a number of changes to the MSS, LPPF and zones and overlays. As some time has elapsed since the ODP was first commenced in 2005, it has been necessary to also update the report and plans to reflect current best practice planning and urban design principles, updated population projections, recent VCAT decision and other work completed by MRSC and the State Government. The guiding directions and principles of the original ODP, however, remain unchanged.

The process followed in the preparation of the ODP has been to prepare a background report, undertake extensive community consultation, draft an ODP for community comment and finalise a document which will ultimately have statutory effect through amendments to the Macedon Ranges Planning Scheme. The process has been informed and assisted by a Steering Committee which included then DSE and Council representatives.

The development of the ODP has been based on an extensive community consultation program, including exhibition of Amendment C59 and identification of the planning and development opportunities and constraints which characterise the area.

This report forms the final ODP report and describes in detail the project background, principles and development options. It is presented in the following sections:

1. Background – including planning context, demographic analysis, key issue analysis, land supply analysis and sustainable development principles.
2. Outline Development Plan - including visions for Gisborne and New Gisborne, development of the ODP, and development details.
3. Implementation – including planning scheme amendment requirements, immediate actions, and funding opportunities.

3 Consultation Strategy

The community has participated in the continued development of the ODP throughout its life. Key consultation opportunities, in chronological order, have included:

- Issues papers (refer to Section 6);
- Community Open House 1 – 8 February 2005;
- Background report and draft ODP options;
- Community Open House 2 – 30 March 2005;
- Preferred ODP;
- Formal public consultation period – May 2005;
- Final ODP report;
- Revised ODP report;
- Amendment C59 exhibition period – July 2008
- Community information sessions – July 2008;
- Consideration of submissions;
- Revised ODP report and amendment - to be undertaken following Council endorsement.

Information bulletins, media releases and direct mail have been used between these key milestones to ensure ongoing communication with the community. All information has been made available on Council's website: www.mrsc.vic.gov.au.

4 Study Area Context

The Gisborne township area, comprising the settlements of Gisborne and New Gisborne, is located within the Macedon Ranges Shire Council, approximately 52km north - west of Melbourne. The township forms the major urban centre in the southern end of the municipality and is located within the Melbourne–Bendigo regional fast rail corridor. The Calder Freeway passes between the townships, with New Gisborne to the north and Gisborne to the south.

The Gisborne township area has strong links to Melbourne and to a much lesser extent Bendigo, via the Calder Highway and the regional fast rail. The Shire, and in particular the Gisborne township area, is experiencing increased growth and development pressures. This is in part due to demographic changes (including retirees and rural 'lifestyle' commuters) and regional transport corridor improvements, including upgrades to the Calder Freeway, Western Ring Road and Melbourne–Bendigo rail line.

The Gisborne township area has developed within a rural environment, with high quality landscape and natural environmental features. The two settlements have a strong connection due to their reliance on shared facilities, infrastructure and services. Essential services are primarily located within the main commercial hub of Gisborne, however the railway station and industrial estate are located in New Gisborne, resulting in an interdependent relationship between the two towns.



Figure 1 - Locality Plan – Gisborne in the region

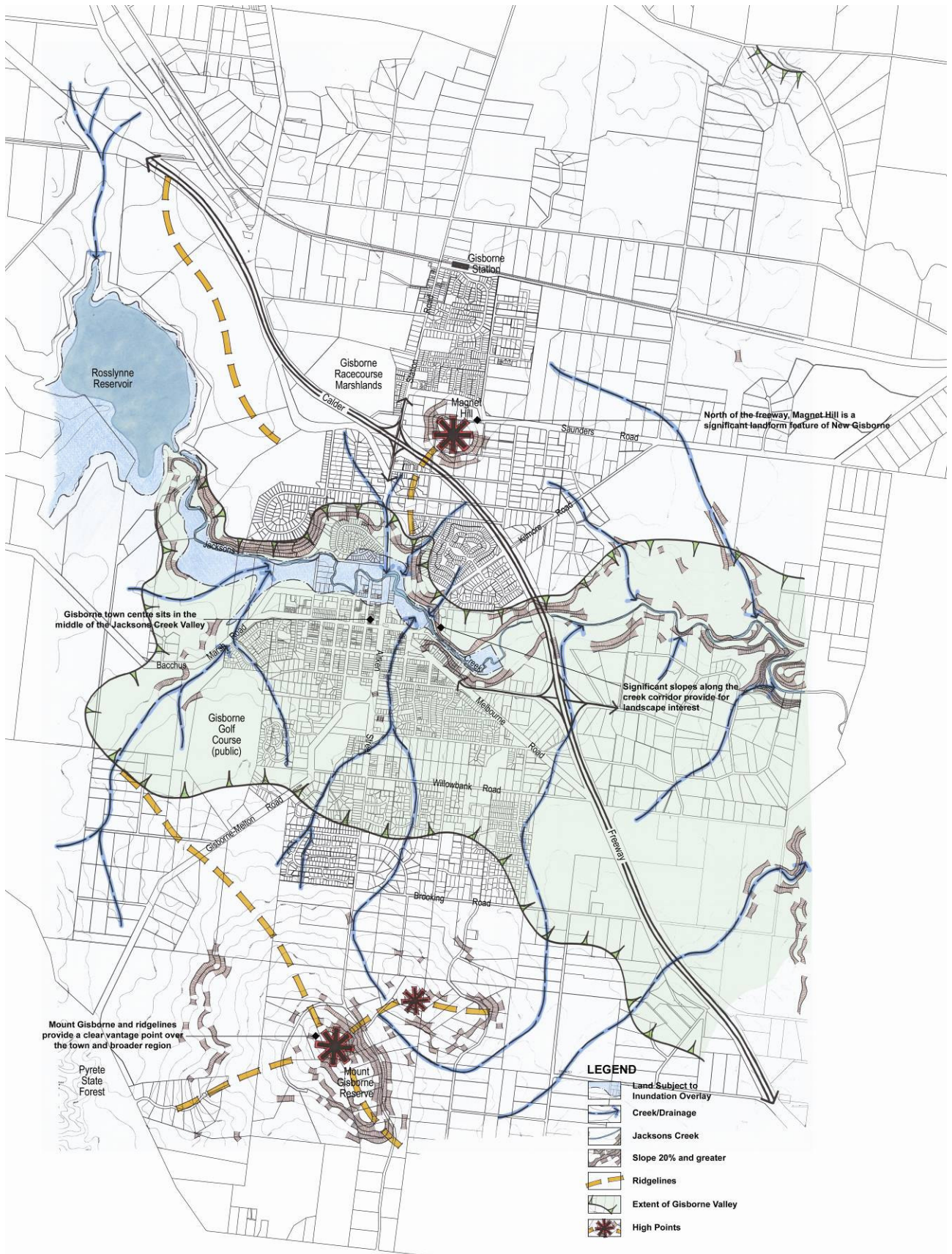


Figure 2 - Landform & Topographical Features