

## Section 2: Outline Development Plan



# 13 Vision

Gisborne was historically planned by the former Shire of Gisborne to be a township of approximately 12,000 people that reflected the environmental and landscape setting of the area. Before development could occur a range of information relating to environment, landscape, drainage and traffic was often required.

The ODP needs to look at the best use of land to meet development pressures over the next 20 to 40 years and identify future growth directions. In doing so it has looked at:

- Best practice subdivision design.
- Demographics.
- Open space and community facility requirements.
- The physical and environmental setting.
- Dwelling need and residential land supply.
- Employment land requirements
- Landscape.
- Character and community aspirations.
- Sustainability.

It is Council's wish to continue to plan for a community of approximately 12,000 people, which on current population growth rates would provide land supply to 2031 with directions for future growth indicated. If growth occurs at a faster rate, or if land supply of 'traditional' lots is taken up at an earlier date, Council will need to look at the rezoning of areas indicated within the plan prior to 2031 as the SPPF requires 10 to 15 years land supply.

Council envisages that Gisborne and New Gisborne will provide for a wide range of residential and employment opportunities across the urban area. Development within Gisborne and New Gisborne will be respectful of its environment and rural setting and will be based upon the principle of creating an integrated and interconnected community.

## 13.1 Gisborne

Council's vision for the development of Gisborne is that of a semi-rural township respecting the topography and viewlines of the area. Opportunities for medium density development will be provided around the main commercial area where slope and access to services are favourable for this development. The commercial area of Gisborne will remain the main commercial area for the combined residential areas of Gisborne and New Gisborne.

Areas with landscape sensitivity, important flora and fauna, lack urban infrastructure or where they abut existing rural living/low density developments are to

be recognised and appropriately planned. Limited development is envisaged in these areas.

New residential areas will be linked to the centre of Gisborne through linear open space linkages.

Smaller dwellings, units and retirement villages are encouraged close to the town centre. Development in other areas should respect Gisborne's existing lower density development.

## 13.2 New Gisborne

Council's vision for the development of New Gisborne is that of a transit orientated development, building on the educational, transport, local commercial and employment opportunities present in the area. Development is to respect the town's semi-rural character, Station Road's heritage streetscape, and the viewlines to the Macedon Ranges and Magnet Hill, and from the Calder Freeway and railway corridor.

The new area for development will be west of Station Road. Development will be generally of a traditional residential density for the area (500-1500sqm) focussed on an open space spine planned west of Station Road. A key feature of this development area will be the retention of its existing native vegetation and protection and integration of the Gisborne Racecourse Marshland Reserve.

Medium density development is planned to occur in part of the new residential area and will be focussed on the area with greater proximity to the services such as rail station and existing and proposed retail. A potential mixed use precinct facilitates this, and promotes the development of the potential neighbourhood centre.

Once land supply is exhausted, in the longer term urban development may occur further west of the area indicated on the ODP plan. This will be subject to detailed investigations including consideration of visual landscape impacts, drainage, traffic, flora and fauna, and impacts on the Gisborne Racecourse Marshlands.

Development is to be contained south of the railway line to protect the separation between Gisborne and Macedon and the landscape characteristics of the ranges to the north.

# 14 ODP Key Issues

The following issues, considerations and results have influenced the form of the ODP:

- Planning for a population increase of approximately 5,173 people to 2031, a decreasing household size and an ageing population;
- Planning for 2,500 additional dwellings to 2031;
- Managing 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, New Gisborne streetscape;
- Maintaining Gisborne / New Gisborne as a semi-rural settlement;
- Maintaining the 'rural break' between the Gisborne township area and Sunbury;
- Protecting the semi-rural landscape along the Calder Freeway, the railway corridor and township entrances;
- Maintaining the open space corridor along Jackson's Creek east and west of Station Road;
- Protecting viewlines between Gisborne and Mt Gisborne, New Gisborne and the Macedon Ranges and Magnet Hill, and parts of Gisborne to Bullengarook;
- 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 existing facilities, open space, transport links and services;
- Encouraging smaller dwellings, units and retirement villages close to the town centre. Development in other areas should respect Gisborne's established lower density development patterns and natural setting.
- Planning to provide a healthy environment that encourages walking and cycling; and
- Adopting current sustainable development principles.

On this basis two plans have been prepared:

1. Proposed Structure Plan
2. Proposed Land Use Plan

The plans combine elements of the driving principles described in Section 11, the vision outlined at Section 13 above and address feedback received through the consultation period.

Figure 13 - Structure Plan

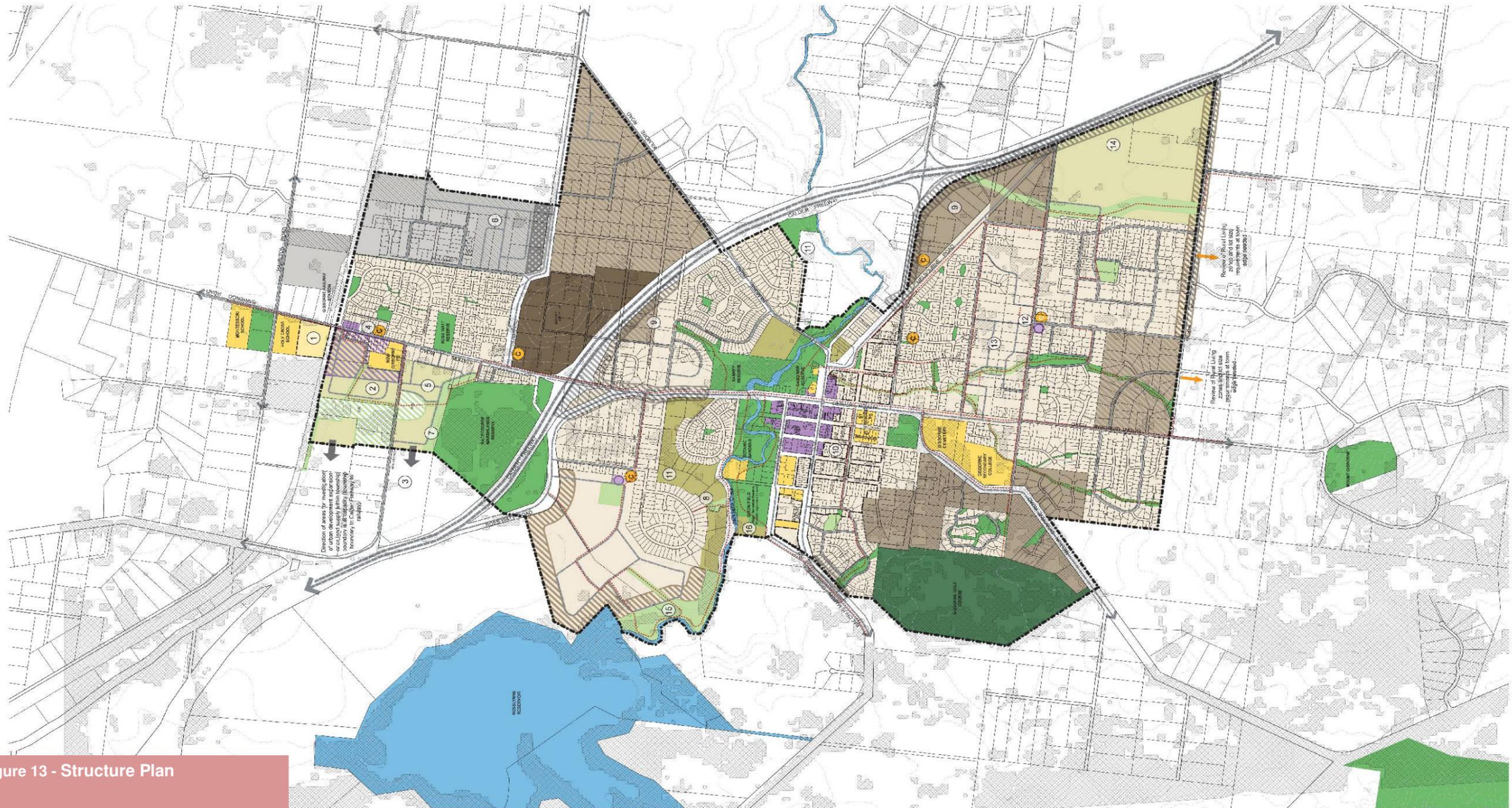
- NOTES (refer to numbers on plan):**
- 1 Provide the opportunity for a new education facility or an increase in the size of the existing Holy Cross School in New Gisborne, and ensure the recreation reserve is retained for future active sports facilities (ie. stadium).
  - 2 Provide for limited expansion of New Gisborne to the west to create a critical mass that provides an opportunity for the area to support a localised neighbourhood activity and community precinct within walking distance of most dwellings in New Gisborne. The provision of some residential land in New Gisborne also creates the opportunity for a mix of lot sizes on the flatter land available in New Gisborne.
  - 3 Residential development should be considered for this land in the longer term (post 2031).
  - 4 The existing Ross Watt Children's Hill facility should be retained and enhanced to ensure it meets the community service needs of the New Gisborne community.
  - 5 Provision of a Collector Road linking the northern end of the proposed residential area with the southern, to assist in alleviating pressure on traffic in Station Road, and assisting in ensuring the character of Station Road is protected, subject to a detailed traffic assessment.
  - 6 Retain the existing Industrial 1 zoned areas for the future expansion of the Gisborne Business Park to Saunders Road and to the east, to provide for more local employment opportunities. Ensure a high quality built and landscaped interface with the Saunders Road interface.
  - 7 Protect the interface with the Racecourse Marshland Reserve by providing a 70m public open space buffer directly adjacent to the Reserve. This 70m buffer to include a 20m road reserve and should extend around the eastern boundary to Octagonal Court.
  - 8 Acquire additional land to provide space for an accessible public walkway link from the Skyline Drive estate to the Jacksons Creek linear parkland.
  - 9 Protect the interface and viewlines along the Calder Freeway with lower densities.
  - 10 Medium density housing should be encouraged to occur only in the central town precinct of Gisborne where facilities and services are close by and the distances and slope provides for walkability.
  - 11 Ensure that the Jacksons Creek valley and escarpments continue to be protected from development to maintain the natural setting of Gisborne.
  - 12 Provide for a neighbourhood convenience store and community facility (ie. community centre/kindergarten) in the southern area of Gisborne to service the local community. Subject to review, this community centre could be either additional to the Grant Avenue centre, or a site for its relocation if required in the future.
  - 13 Maximise connectivity of roads and open spaces to provide opportunities for pedestrian and bicycle networks throughout both Gisborne and New Gisborne.
  - 14 Use the Urban Growth Zone to protect the interface of Gisborne with the freeway, and hold for future development opportunity.
  - 15 Protect the interface with the Roslynn Reserve, and also Jacksons Creek by providing low density buffers along boundaries and protecting the Jacksons Creek escarpment with the PCRZ. Also ensure that any housing fronts the open space and provides a road interface that allows for passive surveillance of the spacescapement.

**LAND USES**

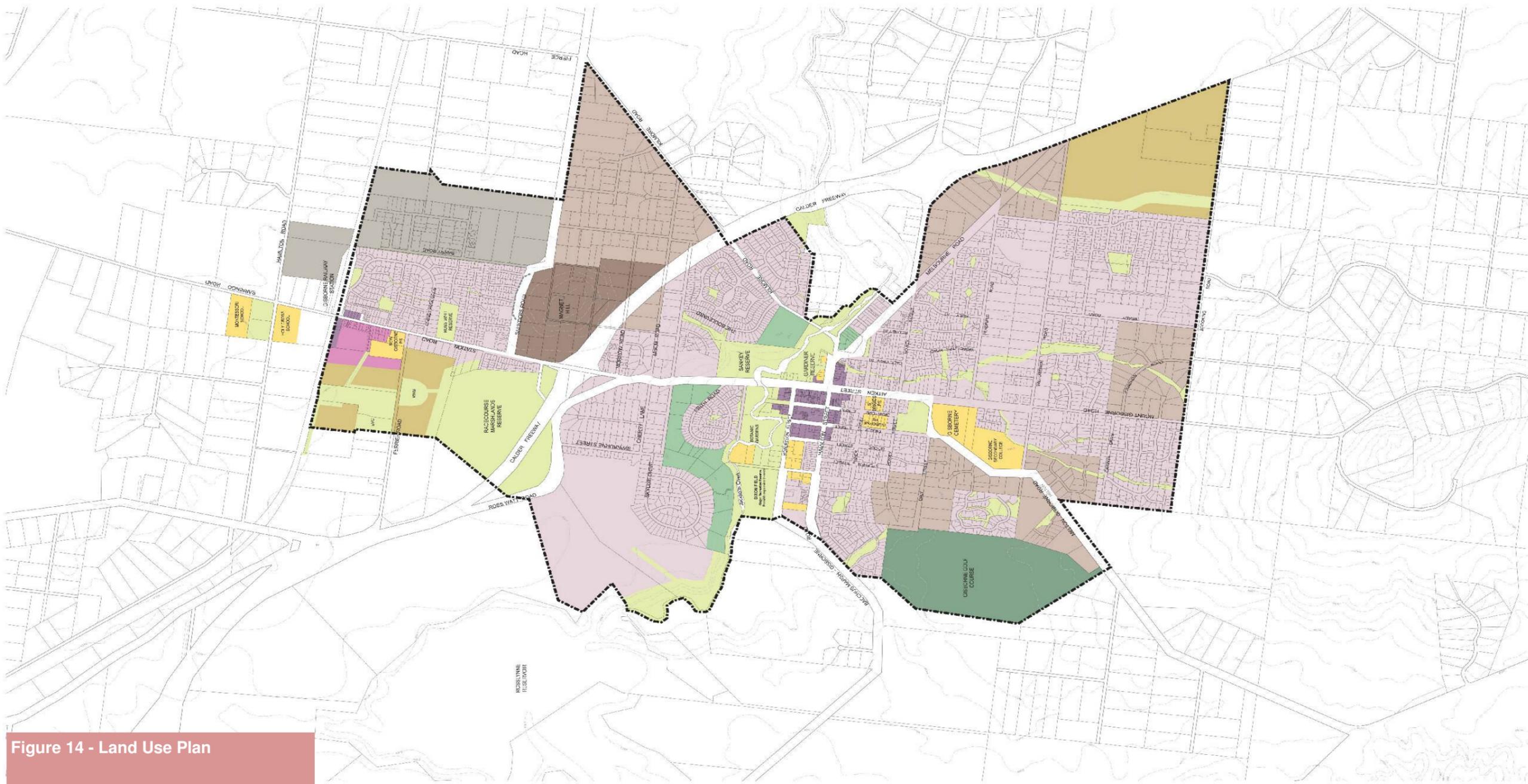
	Existing and proposed Residential 1 Zoned Land
	Existing and proposed Low Density Residential Zoned Land
	Unsewered Area - Minimum Lot Size 6000m²
	Existing and proposed Rural Living Zone
	Existing Rural Conservation Zone
	Existing and proposed Industrial Zoned land
	Existing and Proposed Business Zoned land
	Proposed Urban Growth Zone
	Community Facilities and Public Use
	Existing Public Open Space and Reserves
	Gisborne Golf Course
	Waterways
	Ecological Vegetation Class Mapping (significant indigenous vegetation)
	Existing Child Care and Kindergartens

**PROPOSED STRUCTURE PLAN**

	Existing and proposed road structure
	Proposed open space areas
	Proposed significant reserve areas (EVC - area defined with top and form values, WRB - proposed drainage water retarding basin; size and extent of both subject to further investigation)
	Proposed community facility
	Proposed neighbourhood retail (ie. local shops)
	Potential future mixed use precinct (ie. general store and community/medical centre) in New Gisborne
	Preferred area for medium density housing (Gisborne)
	Low Density Interface
	Preferred location for any new education facility site in New Gisborne
	Indicative bicycle and pedestrian networks
	Visually sensitive area
	Sensitive interface/design response required
	<b>Proposed Gisborne Township Boundary</b> Proposed township boundary to restrict residential expansion to within the township boundary to the year 2031, in line with population projections.
	Indication of preferred areas for investigation for urban development expansion opportunities post 2031, or once existing land supply within the township boundaries is limited.
	Indication of areas that should be reviewed through a Rural Living review.







- LEGEND**
- Township boundary
  - Existing and proposed Residential 1 Zone
  - Existing and proposed Low Density Residential Zone
  - Existing Rural Living Zone
  - Existing Rural Conservation Zone
  - Proposed Urban Growth Zone
  - Existing and proposed Industrial land
  - Existing and proposed Business Zoned land
  - Potential Mixed Use Precinct
  - Community Facilities and Public Use
  - Existing and proposed Reserves
  - Gisborne Golf Course

Figure 14 - Land Use Plan



# 15 Themes

Section 14 identified the key issues to be considered through the ODP. This section now adopts these issues as 'themes'.

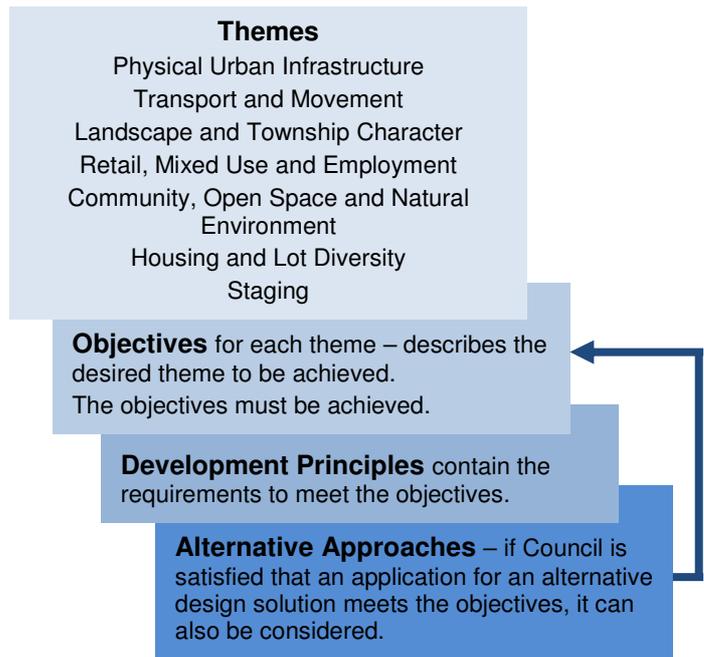
Each of the following themes is considered in turn:

- Physical Urban Infrastructure
- Transport and Movement
- Landscape and Township Character
- Retail, Mixed Use and Employment
- Community, Open Space and Natural Environment
- Housing and Lot Diversity
- Staging

Specific direction and implementation measures are provided for each theme, together with objectives and development principles.

These objectives and development principles, as illustrated in Section 15, provide Council and the community specific guidelines and measures when considering development proposals.

Alternative approaches to the Development Principles that achieve the objectives can also be considered to the satisfaction of the Responsible Authority.



**Figure 15 - Theme implementation**

## 15.1 Physical Urban Infrastructure

There is no plan for Physical Urban Infrastructure.

The Design Objectives and Development Principles should guide Council in infrastructure matters.

### 15.1.1 Issues Identified

The issues identified in Section 8.1 are:

- Increase stormwater capture and reuse to increase sustainability, and reduce water usage and impacts on existing drainage infrastructure.
- Limit development south of Nicole Court and Wyralla Crescent unless water supply issues are overcome.
- Do not allow unserviced lots within the R1Z. Any unserviced existing R1Z should be rezoned to LDRZ.
- Include provision of land to allow for a retarding basin and drainage reserves west of Station Road.
- Include provision of land to allow for the Central Creek drainage scheme.
- Finalise DCP and undertake an amendment to apply a DCPO.

### 15.1.2 ODP response

- Sustainability objectives are provided in the Design Objectives and Development Principles.
- No development is proposed south of Nicole Court and Wyralla Crescent.
- Any existing unsewered lots are to be rezoned to LDRZ with a minimum lot size of 6,000sqm. No new unsewered lots will be permitted to be developed.
- The New Gisborne growth area is required to accommodate a retarding basin and drainage reserves.
- The Central Creek drainage scheme is provided for and must be accommodated by proposed developments in the area.
- A DCP is currently being prepared. Once finalised it will be implemented via a DCPO. The DCPO should be applied now to the west Gisborne growth area. DCP's should be prepared as part of the PSP process for the New Gisborne and south Gisborne growth areas.

### 15.1.3 Design Objectives

- To integrate use of all water resources including rainwater, reused water, recycled water and stormwater.
- To provide all developed lots in the Gisborne/New Gisborne area with:
  - A potable water service;
  - Electricity;

- A reticulated sewerage service (where practicable);
- Natural gas;
- Drainage and,
- Telecommunications.

- To provide recycled water to be used for purposes such as toilet flushing and garden watering on individual residential properties and the watering of public open space in order to reduce the level of consumption of potable water.
- To ensure that if lots are not able to be serviced by a reticulated recycled water supply system, new dwellings and / or commercial buildings be provided with a rainwater tanks for purposes such as toilet flushing and garden watering.
- To ensure that Water Sensitive Urban Design treatment measures (eg: wetlands) are provided in both the main and local drainage network.
- To develop appropriate drainage strategies for the New Gisborne and Central Creek scheme areas in consultation with Melbourne Water.

### 15.1.4 Development Principles

The physical services requirements will be implemented through the planning permit process, through the requirements of service authorities enforced through a combination of regulation and planning permit referral conditions and requirements.

#### Water

- The reticulated potable water supply must be designed and constructed in accordance with the requirements of Western Water to provide a potable water service to the boundary of all developed lots.
- A feasibility study is required, at the developer's expense, to determine the best method of providing potable and Class A recycled water to new residential developments.

#### Sewerage

- The reticulated sewerage system must be designed and constructed in accordance with the requirements of Western Water to provide a reticulated sewerage service to the boundary of all developed lots where practicable.
- A feasibility study is required, at the developer's expense, to determine the best method of providing sewerage to the new residential area in New Gisborne west of Station Road.

## Drainage

- Water quality objectives are set out in the Urban Stormwater – Best Practice Environmental Management Guidelines 1999. They are to be achieved through the main drainage network and must be designed and constructed in accordance with the requirements of relevant drainage scheme and Melbourne Water.
- A retarding basin is proposed in New Gisborne to the west of Station Road. This retarding basin has been located and sized in accordance with Melbourne Water's ultimate development scenario, and as such may be larger and more extensive than what is required for the development allowed by the Structure Plan.
- A drainage scheme is required for Central Creek, both north and south of Willowbank Road. The drainage scheme has been located and sized in accordance with Melbourne Water's ultimate development scenario and as such may be larger and more extensive than what is required for the development allowed by the Structure Plan.
- The local drainage network must be designed and constructed in accordance with the requirements of the Macedon Ranges Shire Council.
- All new developments should implement Water Sensitive Urban Design (WSUD) treatment measures (eg: wetlands) should be implemented in both the main and local drainage network.

## Electricity

- The electricity supply system must be designed in accordance with the requirements of SP AusNet and be provided to the boundary of all lots in the Structure Plan area.

## Telecommunications

- The Telecommunication supply system must be designed in accordance with the requirements of Powercor and be provided to the boundary of all lots in the Structure Plan area.

## Gas

- The gas supply network must be designed in accordance with the requirements of Tenix and provided to the boundary of all lots in the ODP in the Structure Plan area.

## 15.2 Transport and Movement

### 15.2.1 Issues identified

The issues identified in Section 8.2 are:

- Investigate alternative transport networks west and east of Station Road and south of Ferrier Road.
- Ensure pedestrian and bicycle networks are improved and form key components of the ODP.
- Continue to improve bus and pedestrian links to the train station.
- Prepare a Developer Contributions Plan to ensure new development provides appropriate funding for transport infrastructure.

### 15.2.2 ODP response

In relation to each of the issues identified:

- The Gisborne Movement Network Study 2006 investigated an alternate transport network in the New Gisborne growth area.
- The Study's recommendation is to develop a key collector street within this area. The ODP provides for this link.
- The Walking and Trails plan identifies a network of pedestrian and bicycle trails. Design principles also highlight the importance of these networks.
- Bus routes are proposed in the Roads and Public Transport plans, and design principles require such networks to be accommodated.
- Pedestrian links to the train station are to be encouraged through the New Gisborne growth area.
- Council are currently preparing a Development Contributions Plan, which will need to take account of the specific infrastructure upgrades discussed in the ODP.

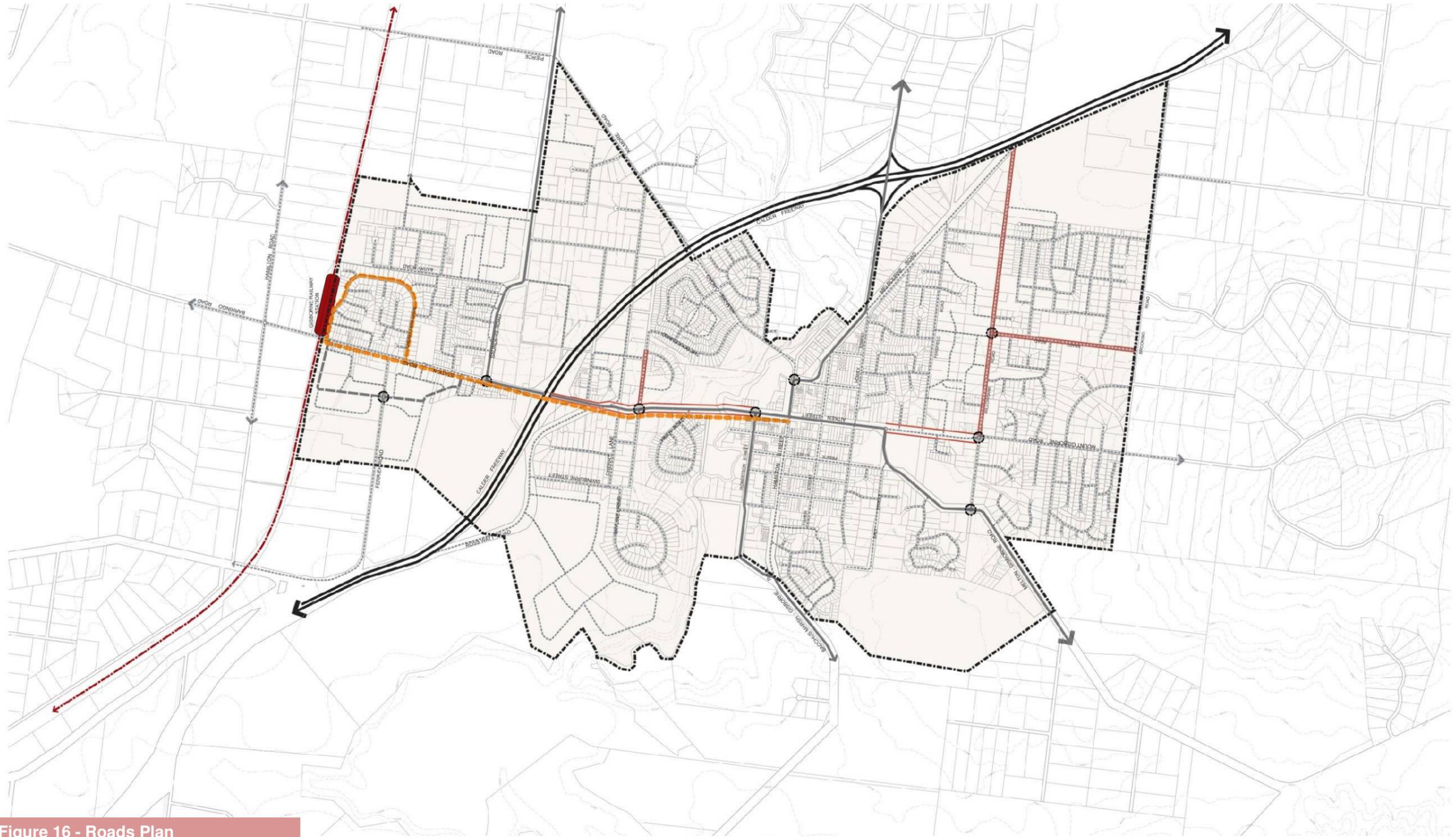
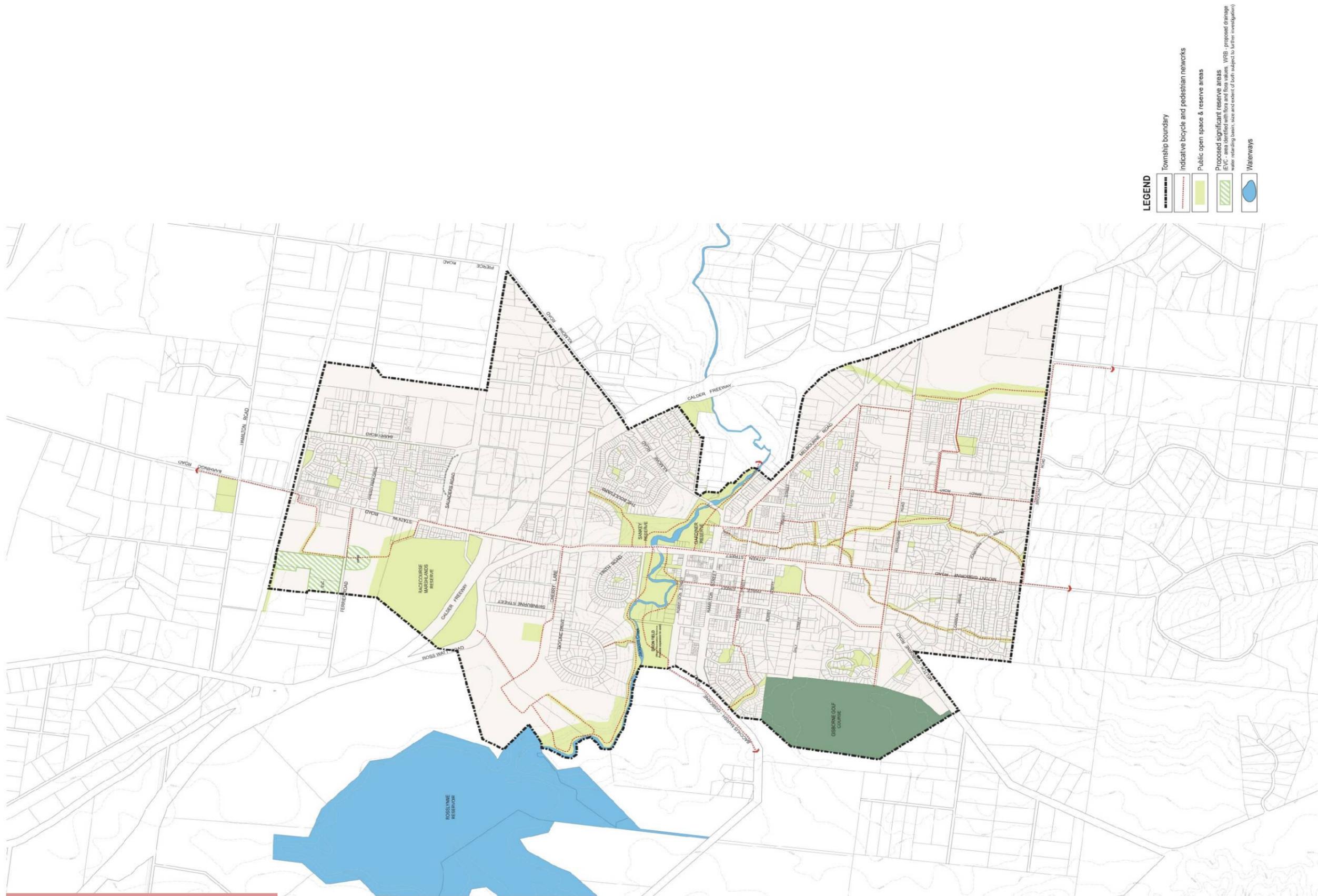


Figure 16 - Roads Plan





- LEGEND**
- Township boundary
  - Indicative bicycle and pedestrian networks
  - Public open space & reserve areas
  - Proposed significant reserve areas  
EVC - area identified with flora and fauna values. WRB - proposed drainage water retarding basin, size and extent of both subject to further investigation)
  - Waterways

Figure 17 - Walking and Trails Plan



### 15.2.3 ODP features

Two plans have been prepared for this section:

1. Roads and Public Transport
2. Walking and Trails

The key features of these plans are described below.

#### Roads and Public Transport plan

- Identification of the established road hierarchy<sup>2</sup>.
- Identification of key traffic management issues raised by VicRoads including:
  - Providing only one vehicle access from Jacksons Creek Estate to Station Road via Wallaby Run.
  - Truncating McKim Road, Radiata Road/Oakwood Close/ Government Road at Station Road.
  - Providing a local connector road to link Morrow Road with The Boulevard.
  - Investigating the need to realign Ross Watt Road northerly to intersect with Morrow Road as a major controlled intersection.
  - Provision of future curve alignment improvements at Melbourne Road/Calthorpe Street intersection.
- Identification of the intersections to be upgraded, as recommended in the Gisborne Movement Network Study (page 53). These are:
  - Ferrier Road and a new cross road intersection – roundabout to be constructed when new cross road is built.
  - Station Road and Saunders Road/new subdivision access point – roundabout to be constructed when new access road is constructed.
  - Station Road and Wallaby Run intersection – protected left and right turn lanes when Wallaby Run is connected to Station Road.
  - Station Road and Robertson Street intersection – signalise when traffic volumes exceed 10,000 vehicles per day at this point.
  - Melbourne Road and Kilmore Road intersection – roundabout and possible road realignment when traffic volumes exceed 9,000 vehicles per day on Melbourne Road.
  - Willowbank Road and Gisborne-Melton Road intersection – roundabout to be constructed when Willowbank Road is extended west of Gisborne-Melton Road.
- Willowbank Road and Mt Gisborne Road – roundabout or protected right-turn and left-turn slip lanes as traffic volumes on Willowbank Road east of Aitken Street approach 2,000 vehicles per day.
- Willowbank Road and Brady Road – intersection upgrade to provide a standard T-intersection when abutting land is developed.
- Retention of Station Road as the key north-south road.
- Development of a key collector street within the new development front west of Station Road. Connection points to Station Road are identified immediately north of Colwyn Estate, and immediately south of the Whistle Stop Tavern.
- Identification of the roads to be upgraded, as recommended in the Gisborne Movement Network Study (page 53). These are:
  - Aitken Street between Gisborne-Melton Road and Willowbank Road – upgrade to include 6m through lane and 2m wide sealed shoulders on both sides when volumes exceed 4,000 vehicles per day.
  - Brady Road – upgrade to include 6m through lane and 2m wide sealed shoulders on both sides when abutting land is developed.
  - Station Road between Melbourne Road and Calder Freeway – duplication as traffic volumes approach 16,000 vehicles per day.
  - Willowbank Road - upgrade to include 6m through lane and 2m wide sealed shoulders on both sides when abutting land is developed.
  - The Boulevard/Oakwood Close/Station Road – connection of Wallaby Run through to Station Road when abutting land is developed.
- An indicative road layout is provided for the expanded industrial area, including the possible provision of an additional east – west connection to Payne Road. The intersection of Barry Road and Saunders Road will require reviewing prior to any further development off Barry Road.
- An indicative road layout is provided for the Low Density Residential area between Kilmore Road and Saunders Road.
- Indicative road networks are provided for all new development areas. Each of these will be subject to further investigation and design at the PSP or Development Plan (DP) stage.

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<sup>2</sup> As identified in the Gisborne Movement Network Study 2006, p12.

## Walking and Trails plan

- Identification of bicycle and pedestrian networks, utilising public open spaces and road networks.
- The provision of bicycle paths on Station Road is limited due to its narrow road reservation with little prospect of it being widened. An alternative shared bicycle / pedestrian network is proposed through the new residential area west of Station Road, utilising the new road network and linear open space corridor. This path will connect Gisborne to the train station.
- A key bicycle and pedestrian network is to be developed along the Mt Gisborne Road / Aitken Street spine through Gisborne. This network currently partially exists, primarily north of Jackson's Creek.
- New bicycle and pedestrian networks are to be provided through all new linear links, particularly through South Gisborne.

Whilst not shown on the plan, the Gisborne Movement Network Study 2006 identifies the following additional upgrades to the pedestrian network:

- Kilmore Road – install gravel footpath on one side in the next 5 – 10 years.
- Aitken Street between Willowbank Road and the Town Centre – install a sealed shared pathway (2.5m min) on one side in the short term (1-3 years). (NB. This is shown on the Walking and Trails plan).
- Ferrier Road – install footpaths on both sides when abutting land is developed.
- Willowbank Road - install footpaths on both sides when abutting land is developed.
- Brady Road - install footpaths on both sides when abutting land is developed.
- Brooking Road - install footpaths on both sides when abutting land is developed.
- Fersfield Road – install gravel footpath on one side in the next 5 – 10 years.
- Fisher Street – upgrade existing footpath on south side to provide a 1.5m minimum pavement width in the short term (1-3 years).

### 15.2.4 Implementation measures

- Detailed traffic assessments will be required for new developments and will be specifically required in new Development Plan Overlay schedules.

In relation to New Gisborne, the following must be addressed by the traffic assessment:

- Consideration of the need for a collector road linking the northern and southern sides of Ferrier road to assist in alleviating

pressures on Station Road and retaining its character.

- Apply a Development Plan Overlay to the expanded industrial area, requiring a connective, permeable road layout, pedestrian access and appropriate treatment for the Barry Road and Saunders Road intersection.
- Some of the intersection and road upgrades will be developer funded and others levy funded. The Development Contributions Plan needs to determine this on a case by case basis with reference to the recommendations of the Gisborne Movement Network Study 2006.

### 15.2.5 Design objectives

- To provide a sustainable transport network that reduces dependence of car use and encourages walking and cycling within and between neighbourhoods, social interaction and access to services and facilities.
- To provide an efficient, legible and safe local road network that:
  - Complements the role and function of the arterial -road and freeway networks; and
  - Provides good internal movement within and –between neighbourhoods and good access to external destinations.
- To provide a public transport network that connects to the railway station, and provides for the safe and efficient operation of bus movements.
- To provide for attractive, safe and efficient pedestrian and bicycle movements to connect the station, Gisborne town centre, local neighbourhood centres, community facilities and public open space.
- To provide for landscaping of roads and streets to create key public spaces, landscape corridors and provide a contribution to the creation of an attractive urban environment.
- To create an attractive and safe interface with arterial roads (as identified in the Roads and Public Transport plan).

### 15.2.6 Development principles

#### Calder Freeway

Development adjacent to the Calder Freeway and identified as a visually sensitive area on the Structure Plan requires specific design treatments to protect landscape values.

Specific considerations include the appropriate development and siting of buildings (including regard to noise attenuation matters, building setbacks and heights), suitable landscaping and screening such as wide-planted buffers, and the use of colours and materials that are reflective of

the natural surrounds. These design issues need to be resolved at either the PSP or DP stage, whichever applies.

The rural landscape views from the Calder Freeway must be protected.

### **Arterial Roads**

- A combination of design treatments should be used along arterial roads to add visual interest and protect the semi-rural character of the towns.
- Long sections of rear fencing along arterial roads will not be supported.
- Points of pedestrian permeability are to be provided between arterial and local arterial roads, with landscape treatment.
- Signalised intersections should be:
  - Provided where there is an intersection of a primary arterial with an access point to a high traffic generating use (e.g.: industrial precinct, activity centre).
  - Provided to allow for a direct and safe crossing point of the primary arterial road for pedestrians and cyclists.

### **Collector and Local Roads**

Collector and local roads should:

- Provide for high connectivity within and between neighbourhoods and key local destinations;
- Incorporate footpaths and bicycle paths; and
- Front open space to provide passive surveillance and an active open space.

### **Public Transport**

Roads designated as potential bus routes should be designed to:

- Accommodate bus movements;
- Provide bus stop facilities at strategic locations

Bus stops facilities should:

- Be located as close as possible to Activity Centres and activity generating land uses;
- Have an average stop spacing of 300 metres between each stop;
- Be provided with direct and safe pedestrian access connected to an existing pedestrian/shared path.
- Include a bus bay, shelter and sealed pathway access and be to the satisfaction of the Public Transport Division of the Department of Transport.

Future public transport provision should be a key consideration in the preparation of the PSP or DP.

### **Walking and Trails**

- Shared pathways should be provided along primary arterial and local arterial roads, and be designed and located to maximise passive surveillance.
- The local street network should be designed to provide permeable, safe and attractive routes for walking and cycling to the Gisborne town centre, local neighbourhood centres, community facilities, parks and open space, major trail networks and public transport.

### **Bicycle Parking Facilities**

- Bicycle parking facilities should be provided in activity centres, at the railway station and at other appropriate locations in accordance with the requirements contained in the Macedon Ranges Planning Scheme.

## 15.2.7 Council's Infrastructure Policy

All roads are to be constructed in accordance with Council's adopted street designs outlined in the following tables. If development is off, or an extension to, an existing road then new road construction must match the existing road if greater than requirement called for in the tables.

**Table 6 – Street Designs in the Residential 1 Zone**

Street Type	Carriageway Width	Parking	Edge Treatment*	Drainage	Footpath /Cycle Provision	Surface Treatment
<b>Access Lane</b>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
<b>Access Place – up to 5 lots</b>	5.5m (16m reserve)	1 space/lot off carriageway	Semi mountable	Underground or WSUD treatment as agreed by Council	Not required	Asphalt/concrete combinations.
<b>Access Place – 6 to 20 lots</b>	6.0m (18m reserve)	Carriageway – one side only	Semi mountable	Underground or WSUD treatment as agreed by Council	One side only Cycle no provision	Asphalt/concrete combinations.
<b>Access Street – Level 1 – 21 to 50 lots</b>	6.0m (20m reserve)	Carriageway – one side only	Semi mountable	Underground or WSUD treatment as agreed by Council	Both Sides Cycle on carriageway with signage	Asphalt
<b>Access Street – Level 2 – 51 to 100 lots</b>	7.0m (20m reserve)	Carriageway – both sides	Semi mountable	Underground or WSUD treatment as agreed by Council	Both Sides Cycle on carriageway with signage	Asphalt
<b>Connector Street – Level 1 – 101 to 200 lots</b>	6.0-6.5m (8.5m for bus routes) (20m reserve) 7.2 – 7.5 m if parking on both sides of carriageway	1 space/lot off carriageway (off carriageway for bus routes)	Barrier kerb or semi mountable	Underground or WSUD treatment as agreed by Council	Both sides – 2.5m shared path.	Asphalt
<b>Connector Street – Level 2 – greater than 201 lots</b>	6.0-6.5m (8.5m for bus routes) (22m reserve) 7.2 – 7.5 m if parking on both sides of carriageway	1 space/lot off carriageway (off carriageway for bus routes)	Barrier kerb or semi mountable	Underground or WSUD treatment as agreed by Council	Both sides – 2.5m shared path.	Asphalt

**Table 7 - Street Designs in the Low Density Residential Zone**

Street Type	Carriageway Width	Parking	Edge Treatment	Drainage	Footpath Provision	Surface Treatment
<b>Up to 8 lots</b>	6.0m (20m reserve)	Not required	1m Shoulder	Table drains/WSUD	Generally not required	Prime and two coat seal
<b>Over 8 lots</b>	6.6m with 1.0m shoulder (20m reserve)	Not required	1m Shoulder	Table drains/WSUD	Generally not required	Prime and two coat seal

## 15.3 Landscape and Township Character

### 15.3.1 Issues Identified.

The issues identified in Section 8.3 are:

- Identify places and objects for inclusion within the Heritage Overlay.
- Identify and protect key landscapes and viewlines.
- Protect and enhance existing significant vegetation.
- Development areas adjoining public spaces provide active frontages and uses to increase interaction with and passive surveillance of the space.
- Exotic trees that line streets within the Gisborne town centre should be maintained and replaced as necessary with similar species.
- Rezone R1Z areas to LDRZ where existing low density subdivision layout exists, they are not sewerered and/or are located in areas of landscape sensitivity.
- Protect the streetscapes of Station Road, New Gisborne and the Gisborne town centre residential precinct.

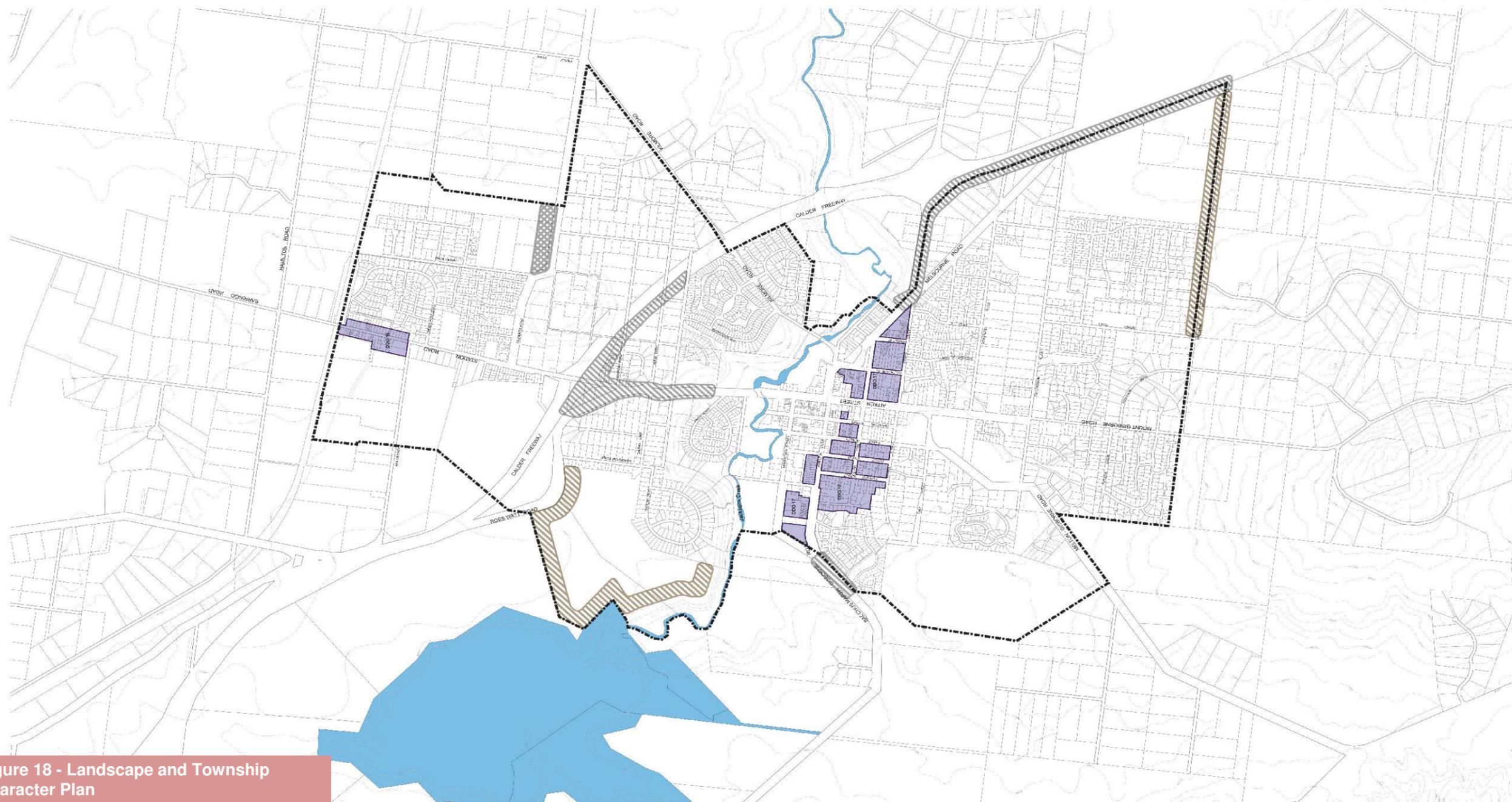
### 15.3.2 ODP response

In relation to each of the issues identified:

- No new places or objects have been identified for inclusion in the Heritage Overlay. The ODP has been designed cognisant of existing places or objects within the Heritage Overlay.
- Key landscapes and viewlines have been identified on the ODP as 'sensitive interfaces'. These are primarily along the Calder Freeway corridor and key town entrances. Development adjacent to these areas requires care to ensure these key landscapes are not threatened or undermined.
- Significant vegetation has been identified in the ODP and it has been designed to allow for its protection.
- All new developments adjacent to public spaces should front these.
- The ODP supports retaining key elements of existing streetscapes, including exotic trees within the Gisborne town centre. The proposed DDO will address this issue in the town centre and Station Road, New Gisborne.
- Areas that have an existing low density layout, lack urban infrastructure, including reticulated sewerage, and/or are in areas of landscape and environmental sensitivity are to be included in the LDRZ.



Figure 18 - Landscape and Township Character Plan



**LAND USES**

- Design & Development Overlays
- Waterways

**PROPOSED STRUCTURE PLAN**

- Low Density Interface
- Visually sensitive area
- Sensitive interface/design response required

**Proposed Gisborne Township Boundary**  
 Proposed township boundary to restrict residential expansion to within the township boundary to the year 2030, in line with population projections.



### 15.3.3 ODP features

The key features of the Landscape and Township Character plan are described below.

#### Design controls

Two Design and Development Overlays (DDO)'s are proposed:

1. Gisborne town centre; and
2. Station Road, New Gisborne

The application of the DDO in these areas reflects the characteristics and objectives outlined below.

#### Gisborne town centre)

The Gisborne town centre area reflects the 'older' area of the town and thus has established characteristics including significant street tree vegetation, intact streetscapes and an established building form. Given its proximity to the town centre, its larger lots are sought after for their redevelopment opportunities.

Key design objectives for this area are:

- Provide for a diversity of housing types particularly those catering for the needs of smaller and elderly households;
- Ensure that new development proposals complete a proper site analysis and design response process and has particular regard for its streetscape context and surrounding development patterns (i.e. building height, form, siting and scale);
- Protect existing significant vegetation;
- Require high quality and complementary landscapes for new developments;
- Encourage innovative, high quality architecture and urban design that incorporates Environmental Sustainable Development principles; and
- Ensure new development respects its environment and does not dominate the landscape.

#### Station Road, New Gisborne

Station Road, New Gisborne has a distinct historic township character due to the predominance of weatherboard houses from the 19<sup>th</sup> century and exotic street tree plantings. There is a strong streetscape value from the close relationship between the street and private interfaces and this heightens the 'small-township' quality of New Gisborne. It is important for new development in this area to be sympathetic to the established streetscape character.

Key design objectives for this area are:

- Protect the established heritage and streetscape character of Station Road, New Gisborne.
- Ensure that new development reflects the existing built form, scale and setbacks along Station Road, New Gisborne.
- Ensure existing significant vegetation is protected and new development contributes to the established landscape character of the area.

## 15.4 Retail, Mixed Use and Employment

### 15.4.1 Issues Identified

The issues identified in Section 8.5 are

- Ensure sufficient and well-located business and industrial land is provided in Gisborne and New Gisborne.
- Ensure an appropriate hierarchy of activity centres is provided, particularly for new development areas.
- Maintain the Gisborne town centre as the commercial and retail core.
- Prepare and apply Design and Development Overlays and/or Development Plan Overlays to industrial areas to manage built form outcomes. This is particularly important along the Saunders Road interface with adjacent low density residential areas.
- Prepare a DCP for commercial and industrial areas and apply the DCPO
- Investigate the most appropriate zoning for the Industrial Estate as part of any industrial expansion.
- Identify land for large format retail spaces that can be utilised in the future within the Gisborne town centre when demand is predicted to be strong or identify periphery areas with sufficient exposure to be attractive to investors. This needs to provide for the town centre's long term growth.
- Allow for the New Gisborne shops to develop into a local neighbourhood centre with a small-scale supermarket/general store given adequate population growth and economic justification. Consider the option of a Mixed Use precinct incorporating primarily residential developments combined with a neighbourhood centre, open space and community facilities, including the existing primary school.
- Designate future industrial land to meet predicted demand in areas which have attributes identified in the Gisborne Industrial Land Analysis 2009 study.
- Investigate future commercial areas, including the relocation of some existing uses that may be more suitable within the expanded Gisborne Industrial Estate.

### 15.4.2 ODP response

In relation to each of the issues identified:

- Additional land is identified for industrial purposes. Some identified industrial land fronting Saunders Road in New Gisborne may be suitable for business related purposes.
- Gisborne town centre is to remain the focus of retail and office development. Scope exists for a New Gisborne neighbourhood local centre. New local centres are also identified.
- A DPO is proposed for the expanded industrial land to manage built form outcomes, development connectivity and the need for appropriate buffers to protect residential amenity.
- Specific land for large format retail spaces has not been able to be identified as there are currently no suitable locations that fit the criteria provided. However, consideration may be given to utilising some of the expanded industrial land fronting Saunders Road for this purpose.
- The rezoning of identified industrial or business land will be subject to detailed investigations at a later stage (including the DPO).
- The rezoning and formal identification of a mixed use precinct in New Gisborne will be subject to detailed investigations at a later stage.
- Additional commercial land is required from approximately 2021 onwards. This land needs to be identified through a separate investigation that focuses on 'freeing up' land in the Gisborne town centre. Some uses currently within the town centre area may be just as suitably located within an expanded Gisborne Industrial Estate.

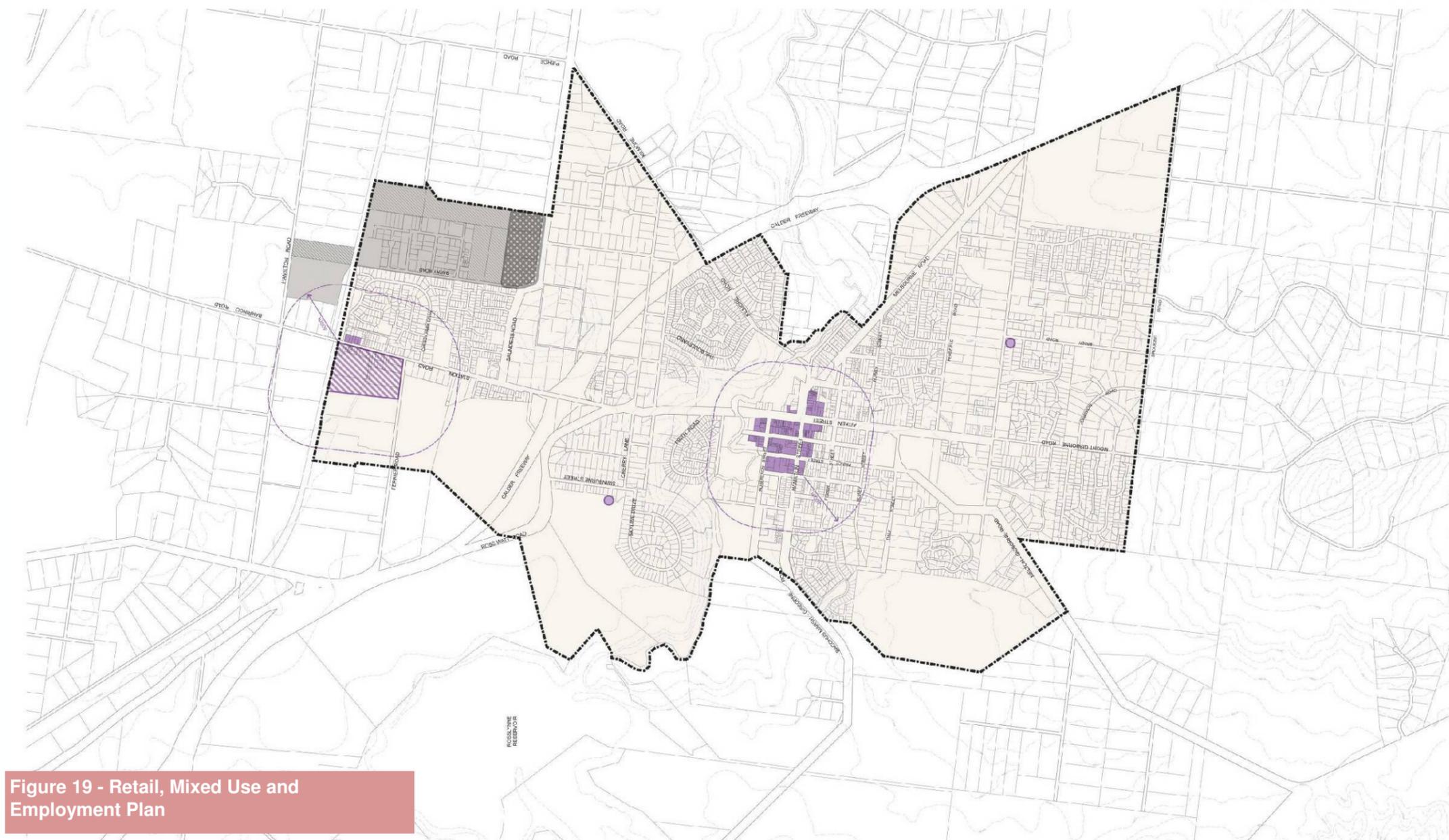


Figure 19 - Retail, Mixed Use and Employment Plan



### 15.4.3 ODP features

The key features of the Retail, Mixed Use and Employment plan are described below.

#### Industrial land

- Approximately 42ha of additional industrial land is provided as follows:
    - Land to the immediate east of Flexdrive Cables in Hamilton Road; and
    - Land to the south and east of the existing Gisborne Industrial Estate.
- These additions capitalise on existing industrial developments and relationships in the area.
- The built form outcomes and development layout of the land around the Gisborne Industrial Estate needs to be carefully managed to ensure: better connectivity, safe access, respect for nearby residential development; landscape buffers and high quality urban design and built form.
  - Additional detailed investigations regarding the industrial land around the Gisborne Industrial Estate need to be undertaken prior to its rezoning, including:
    - Zone to be used. Consideration should be given to:
      - Industrial 1 Zone – continue existing zoning.
      - Industrial 3 Zone – may be more suitable given proximity of residential developments.
      - Business 4 Zone (B4Z) – may achieve more appropriate land use and built form outcomes along Saunders Road.
    - Content of the DPO.
    - Finalisation of the industrial land strategy.
    - Preparation of a DCP.
    - Built form design guidelines.
    - Traffic assessment.
    - Servicing assessment.

#### Commercial land

- No new commercial/business zone land is provided in the ODP. The use of the B4Z in the southern expansion of the Gisborne Industrial Estate could cater for some uses.
- There is a sufficient supply of commercial land within the towns. Additional land is likely to be required from 2021.
- Some infill opportunities exist within the Gisborne town centre and these should be further investigated prior to rezoning additional land.
- Opportunities may also exist to relocate some uses within the town centre to a B4Z precinct in the expanded Gisborne Industrial Estate. This requires further targeted investigation.

#### Mixed Use precinct

- Identification of a potential mixed use precinct west of Station Road, incorporating the school and Whistle Stop Tavern.
- It is possible for this area, subject to further investigations, to be developed as a village centre for New Gisborne, reflecting the heritage and built form characteristics of Station Road, but also capitalising on its transit-oriented development aspects.
- This precinct will need to be master-planned as a whole and must embrace connective, permeable and active frontage design principles.
- A future precinct should allow for:
  - The development of a neighbourhood local centre,
  - Medium density development, appropriately and respectfully located with regard to the heritage and character values of Station Road.
  - Open space, potentially in the form of a village square.
  - Integration with the primary school.
  - A design based on walkability principles.
  - Appropriate interfaces with the railway station and corridor including landscaping, and pedestrian and cycling access.
- Additional detailed investigations need to be undertaken before it is rezoned. The following matters require resolution (NB. This is not an exhaustive list):
  - Extent of the precinct.
  - Vision and objectives for the precinct.
  - Land uses, and supporting justification.
  - Detailed traffic and movement assessment.
  - Built form design guidelines.
  - Detailed design layout.
  - Community facility.

#### Local neighbourhood centres

- A local neighbourhood centre in the west Gisborne growth area with an approximate floor space of 500sqm. The centre is to be integrated with a large local park for active and passive use (minimum area of 2.5 ha) and the existing childcare facility on Swinburne Avenue.
- A local neighbourhood centre (approximate floor space of 500sqm) is to be provided on the corner of Brady and Willowbank Roads.

#### Gisborne Town Centre

- Maintenance of the Gisborne town centre as the commercial and retail core.
- Implementation of the Urban Design Framework for the town centre will consolidate this status.

## 15.4.4 Specific Implementation Measures

- Prepare a DCP for Gisborne/New Gisborne.
- Rezone the identified industrial land around the Gisborne Industrial Estate following completion of the additional investigations outlined in Section 15.4.3
- Rezone the identified industrial land north of the railway line.
- Rezone the local neighbourhood centres as appropriate.
- Investigate the possibility of a mixed use precinct in New Gisborne as outlined in Section 15.4.3.

## 15.4.5 Design Objectives

- To develop a network of vibrant, well serviced and accessible activity centres.
- To ensure that activity centres provide an appropriate mix of services relevant to the needs of the local community.
- To achieve well designed, safe, attractive and street based activity centres.
- To ensure all activity centres are accessible by public transport and that activity centres are designed to facilitate the use of public transport, and pedestrian and bicycle networks.
- To provide for future retail, commercial or residential redevelopment opportunities within the Gisborne Town centre and future New Gisborne neighbourhood activity centre.
- To encourage medium density residential development within 400 metres of the Gisborne town centre and potential mixed use precinct.
- To provide opportunities in the Gisborne Town Centre for local employment through the integration of economic activities into the development of areas, such as;
  - The provision of a network of activity centres - with a mix of retail, commercial, leisure and community services activities; and
  - The establishment of community services - (public and private) and other activities (such as childcare centres and nursing homes), which provide employment as well as services to the local community.
- To maximise accessibility to and within employment opportunity areas, particularly by public transport, cycling and walking to ensure an improved quality of life of

residents, as well as reducing the demands for travel.

- To minimise potential amenity impacts between existing industrial activity and residential development.

## 15.4.6 Development Principles

The Gisborne Urban Design Framework identifies the following design principles for the town centre. The principles can be used for guiding the development of all activity centres.

### Image and Identity

- Strengthen pride in the centre by fostering a contemporary image that looks to the future while acknowledging the history and location of the township.
- Develop a strong connection between the surrounding rural valley landscapes and the centre.
- Retain a village feel by re-focussing the movement systems within the centre to maximise pedestrian amenity and comfort, providing opportunities to rest and chat, and by providing services and activities that attract frequent visits.
- Protect and create landmark buildings, structures and spaces that reflect the old and the new Gisborne.
- Create well-defined gateways that welcome residents and visitors to the centre.

### Activities

- Facilitate the development of a consolidated retail core that comprises a mix of thriving retail activities, restaurants and cafes.
- Provide mixed use areas that accommodate small offices and other commercial uses and provide a transition to surrounding residential areas.
- Retain and promote the development of medium density housing within close proximity of the centre in accordance with the ODP for the town, providing diversity of housing opportunities for residents with convenient access to the services offered within the centre.
- Promote, facilitate and guide the development of additional community, cultural and entertainment facilities within the town centre.
- Cater for the demand for medium-density shop-top housing within the centre as the need and commercial viability arises.
- Activate frontages of existing and future pedestrian thoroughfares, through block walkways and laneways.

## Buildings

- Retain and restore all heritage buildings within the centre that provide reminders of the town's evolution.
- Facilitate the development of a complementary mix of building styles that are of a high architectural standard and unique in their own right while being responsive to surrounding built form and landscapes.
- Encourage buildings that present Gisborne as a leader in ecologically sustainable design.
- Establish an appropriate scale of buildings in specific locations, with clear detailed design and site layout guidance that ensures an overall low-scale commercial centre.

## Spaces

- Create street spaces that are lively, dynamic and interesting.
- Encourage or facilitate the development of a new town plaza or square in the Gisborne Town Centre.
- Create street spaces that encourage people to walk throughout the centre.
- Protect and enhance existing parkland throughout and surrounding the centre and improve pedestrian and visual links to and between these areas.
- Design and maintain attractively landscaped areas that serve as a reminder of the township's rural setting.
- Ensure adequate space and facilities for people of all ages to enjoy active and passive recreational activities.
- Design public spaces and buildings adjoining public spaces for increased personal safety and perceptions of safety.

## Access

- Improve the walkability of the centre.
- Create streets that balance the needs of different modes of transport including walking.
- Create a pedestrian and bicycle network that connects important locations throughout the township and allows safe and efficient pedestrian movement.
- Enhance pedestrian movement between the eastern and western sides of the centre.
- Improve public transport and bicycle access between the railway station at New Gisborne and the Gisborne centre.
- Alleviate traffic congestion and improve the efficiency of vehicular movement within the centre.
- Provide safe, convenient and well-designed car parking for shoppers and workers.

**Table 8 - Role, function and indicative floor space of activity centres<sup>3</sup>**

Activity Centre	Indicative floor areas	Role
Local Neighbourhood Centre Corner of Willowbank and Brady Roads, South Gisborne	Approx 500 sqm	To contain a general store and 3-4 other shops, community uses and medical centres.
Local Neighbourhood Centre South of Ross Watt Drive in Gisborne	Approx 500 sqm	To contain a general store and 3-4 other shops, community uses and medical centres.
Local Neighbourhood Centre New Gisborne	Approx 500 sqm (future up to 5,000sqm)	An unspecified amount of retail provision. To incorporate community facilities and links with the Primary School and adjacent open space as necessary.
Primary Activity Centre Gisborne Town Centre	Approx 5,000 sqm	Development of a consolidated retail core that comprises a mix of thriving retail activities, restaurants and cafes.  Provide mixed use areas that accommodate small offices and other commercial uses and provide a transition to surrounding residential areas.  Retain and promote the development of medium density housing within close proximity of the town providing diversity of housing opportunities for residents with convenient access to the services offered within the centre.  Promote, facilitate and guide the development of additional community, cultural and entertainment facilities within the town centre.  Cater for the demand for medium-density shop-top housing within the town centre as the need and commercial viability arises.

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<sup>3</sup> Taken from the Gisborne Commercial Assessment 2009

## 15.5 Community Infrastructure, Open Space and Natural Environment

### 15.5.1 Issues identified

The issues identified in Section 8.4 and 8.6 are:

- Ensure pedestrian and bicycle networks are improved and form key components of the ODP.
- Provide an open space network based on protection of natural and landscape features, high quality design and equitable access.
- Provide 'safe' urban design outcomes.
- Assess additional community and open space requirements.
- Consider relocation of the Gisborne Fitness Centre as part of the further development of the Gisborne Aquatic Centre.
- In the long term, undertake an options assessment and feasibility study for a new indoor community recreation centre and two new local cricket ovals.
- Identify Ecological Vegetation Classes, waterways and sites of cultural heritage significance and require them to be further investigated prior to subdivision.
- Require the preparation of Cultural Heritage Management Plans for high impact activities in areas of cultural heritage sensitivity as defined in the Aboriginal Heritage Regulations 2007.
- Protect significant environmental values of the GRMR. Any future development for urban purposes west of Station Road, New Gisborne and south of Ross Watt Road, Gisborne must be subject to the findings of environmental and drainage assessments, particularly in relation to impacts upon flora and fauna, and hydrology.
- Avoid development in low lying and flood prone areas, and areas susceptible to erosion, wildfire and within an Open Water Supply Catchment.
- In consultation with DSE, require appropriate interfaces with places of environmental significance and sensitivity through application of a Development Plan Overlay or similar overlay that will require that these buffers and interfaces are addressed. Interfaces and/or buffers should be designed to minimise the impacts of development on these places and improve their existing condition.

### 15.5.2 ODP response

- Pedestrian and bicycle networks are discussed in Section 15.1.
- The area's natural and landscape features form the basis of the open space network. New open spaces are designed to provide connections to those existing, or are to serve new growth areas.
- Safe design principles are provided to allow safe urban design outcomes to be achieved.
- Section 10.4 assessed community and open space requirements. An indoor recreation centre and specific youth facilities were identified.
- Despite this, it would be warranted and prudent to require new community facilities in each of the growth areas, including south Gisborne.
- The ODP does not specifically consider the relocation of the Gisborne Fitness Centre.
- Land adjacent to GRMR is identified as a sensitive interface requiring detailed investigation at the DP or PSP stage.
- Council is investigating the need for an indoor recreation centre and is preparing a master plan for a community precinct bound by Jacksons Creek, Hamilton Road and Aitken Street. The master plan seeks to capitalise on the existing facilities located in the precinct area and aims to consider the future needs of Gisborne/New Gisborne and surrounding communities.



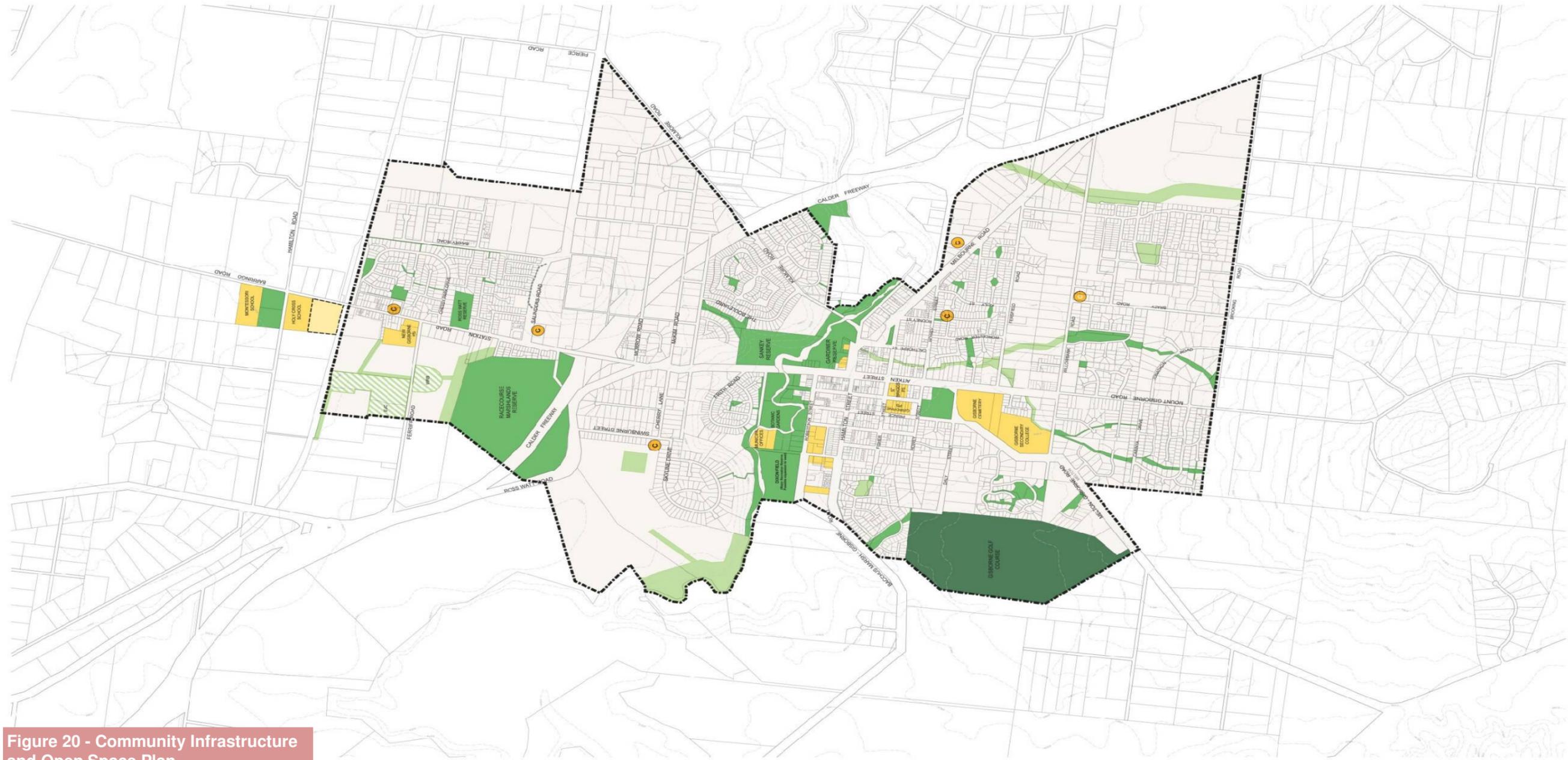


Figure 20 - Community Infrastructure and Open Space Plan



### 15.5.3 ODP features

The key features of the Community Infrastructure and Open Space plan are described below.

#### Community Infrastructure

- Identification of a preferred location for any new education facility in New Gisborne, immediately north of the railway line.
- Identification of the future Gisborne Primary Activity Centre community precinct.
- A new community facility should be developed in the possible mixed use precinct in New Gisborne.
- A new community facility should be provided in the south Gisborne local neighbourhood centre to provide a focal point/destination for the local community.

#### Open Space

- Identification of the basis of the open space network in the New Gisborne growth area. These are:
  - Water retarding basin and associated drainage reserves;
  - Area identified with flora and fauna values;
  - Passive and active recreation functions;
  - North-south linkages; and
  - Interface/pedestrian and bicycle access opportunities along the railway corridor.Each of these requires further investigation to determine the open space role they are able to provide.
- Identification of the following open space areas in the west Gisborne growth area:
  - A minimum 2.5ha space to be integrated with the local activity centre and existing childcare facility.
  - Linear link from the escarpment to the centre of the site.
  - Land within the Jacksons Creek escarpment.

In addition, identified flora and fauna sites should also be retained in open space areas.

Of paramount importance is the protection and enhancement of the Jackson's Creek open space corridor. As land adjoining it and Rosslynne Reservoir is developed (i.e. land from Ross Watt Road) this corridor should be acquired by Council and the open space link expanded. Bicycle and pedestrian networks should be established through this area. Adjacent development will provide a low density interface to this corridor.

- Linear open spaces in the Willowbank Road/Fersfield Road area to connect existing spaces. These spaces are currently well defined, vegetated drainage lines with steep slopes.

- A new centrally located open space area provided in the south Gisborne growth area. Current planning approvals provide for this central space.
- A linear link is to be provided along the existing waterway (Central Creek) in the south Gisborne growth area between Willowbank and Brooking Road's. The current planning approvals at the Willowbank Road end provide for this link.
- Consider extension of Dixon Field along Jacksons Creek to provide additional sports fields and open space to cater for expanding population and related sporting needs.

### 15.5.4 Specific Implementation Measures

- The DCP will need to take account of identified open space and community facility requirements.

### 15.5.5 Design Objectives

- To provide a range of community facilities, cultural venues and services to meet the varying needs of local residents.
- To promote high quality architecture, flexible design and adaptable community facilities to accommodate changing community needs over time.
- To encourage the co-location of community facilities with activity centres, open space, and transport facilities.
- To maximise public transport, walking and cycling access to community facilities.
- To provide and develop a range of open space types to meet the active and passive needs of the community and protect and restore environmental values and features.
- To provide for the protection and enhancement of areas of environmental significance and to integrate these areas with open space systems.
- To create an attractive urban environment with a strong sense of place through the provision and landscaping of open space that enhances Gisborne/New Gisborne's natural setting and village character.
- To encourage and promote the early development of open space through subdivisional works, the development contribution plan; and/or Council's Capital Works Programs.
- To provide for the long term conservation management of areas of significant native vegetation and fauna habitat.
- To encourage the co-location of public recreation and open space areas to assist in buffering of reserves, waterways and marshlands.

## 15.5.6 Development Principles

### Design of community facilities

- All community facilities should be designed to:
  - Provide for multiple uses;
  - Facilitate the efficient and shared use of resources and facilities;
  - Provide for disability access, and incorporate Crime Prevention Through Environmental Design Safe Design Principles where appropriate;
  - Provide for high standards of energy efficiency and incorporate ESD principles; and
  - Reflect the semi-rural character of Gisborne/New Gisborne.
- Education and community services (including childcare centres and nursing homes) should be located:
  - Within community precincts;
  - Within/or on the edge of Gisborne Primary Activity Centre and the future New Gisborne Mixed Use precinct;
  - On either collector roads or local arterial roads; and/or,
  - Within walking distance of public transport, adjacent to local neighbourhood activity centres.

### Location of non-government schools

- Non-government schools are encouraged to co-locate with open space and other schools and community facilities and be located within walking distance to public transport.

### Public Open Space Contribution

- A minimum public open space contribution of 5% of the land to be subdivided must be provided as part of the subdivision of land for residential purposes.
- The 5% public open space contribution must comprise land unencumbered by other constraints (e.g.: land required by Melbourne Water for drainage purposes, land within service easements) to allow its full use for recreation purposes. Any encumbered public open space should be provided in addition to the 5% unencumbered public open space contribution.
- Where the size and location of a parcel of land being subdivided is unable to provide open space within the framework set out in the ODP, a cash contribution in lieu of the provision of land for open space should be provided. Funds collected through these contributions should be used to offset the provision of land for open space on a parcel of land being subdivided where the amount of open space to be provided exceeds the 5% public open space contribution.

- Open space areas should be provided in addition to those set out in the ODP where environmental and landscape considerations necessitate this.

### Open Space Landscape Plans

- A detailed landscape plan must be prepared for local open space as part of the overall landscape concept for the development. The plan associated works and future maintenance regime, must be in accordance with Council's adopted standards.
- The landscape plan must include, as relevant:
  - Consideration of significant view corridors;
  - Significant vegetation, including remnant vegetation and provide details for protection and retention;
  - Incorporation of stormwater management and techniques to improve stormwater quality, particularly along drainage lines;
  - Walking and cycling routes that are provided with good passive surveillance;
  - Passive and active recreation opportunities including urban art and playgrounds; and
  - Parks and open space objectives set out in the Safer Design Guidelines for Victoria (2005).
- All open space is to be fronted by roads or lots with permeable fencing (e.g. post and wire) to ensure an appropriate level of passive surveillance and an active interface.

### Waterway buffers, Rehabilitation and Conservation Works

- The open space corridor along Jacksons Creek should have a minimum width of 100m (50 m each side of the centre line of the creek) to provide for vegetation buffers and the protection and enhancement of the creek system in addition to other uses.
- Other open spaces developed along waterways and water features should also include appropriately sized vegetation buffers in accordance with the requirements of Melbourne Water and the Department of Sustainability and Environment.

### Remnant Vegetation

- Small patches of remnant vegetation exist along roadsides and railways. Where practical and sustainable, remnant vegetation should be retained in road reserves, large lots or incorporated into the design of public open spaces.

### Flora and Fauna Assessment

- A detailed flora and fauna assessment is required to be undertaken to identify flora and fauna values and influence the design of a PSP, development plan, or subdivision.

## 15.6 Housing and Lot Diversity

### 15.6.1 Issues identified

The issues identified in Section 8.7 are:

- Encourage the development of a variety of lot sizes and types, including the provision of medium density housing in areas located with good access to transport and infrastructure.
- Utilise the LDRZ in areas that are developed at low densities, landscape sensitive and/or not connected to reticulated sewerage.
- Encourage appropriate development in landscape, environment and heritage sensitive areas. Consider the need for appropriate building setbacks and densities for new urban development in these locations
- Provide a range of development opportunities (i.e. densities) across Gisborne and New Gisborne, and within smaller precincts.
- Provide a suitable supply of residential land. This may require back zoning where necessary.

### 15.6.1 ODP response

In relation to each of the issues identified:

- A range of lot sizes are to be provided in accordance with planning scheme zone provisions. The range of sizes and provision of medium density housing must accord with the design objectives and principles of this document and the planning scheme.
- Medium density housing is encouraged within 400m of a bus stop and the Gisborne Primary Activity Centre, 800m of Gisborne railway station and within the future New Gisborne mixed use precinct.
- Smaller dwellings, units and retirement villages are encouraged close to the town centre. Development in other areas should respect the town's existing lower density development.
- The LDRZ is to be applied to areas that exhibit an established low density residential nature, are landscape and environmentally sensitive and/or not connected to reticulated sewerage.
- Sensitive areas are identified by:
  - Application of the LDRZ; or
  - Identification of low density interfaces adjacent to the Jacksons Creek escarpment, the Calder Freeway, township entrances and the Gisborne Racecourse Reserve marshlands. These areas are identified as either 'low density interface' or 'visually sensitive areas' on the Structure Plan; or
  - Rezoning of land to the Urban Growth Zone.

- Existing DDO's are retained.
- Future development fronts are limited in Gisborne by the Calder Freeway (east), Rosslynne Reservoir environs (west) and Mount Gisborne (south).
- The residential land assessment at Section 10.1 identifies an oversupply of residential land. To ensure appropriate supply management and development outcomes, some of this oversupply will be backzoned to a 'holding zone'. This land will be reconsidered for urban development when additional land is required to provide a 10 to 15 year supply.

#### Residential Growth Fronts

As noted above, a key issue to resolve in the ODP is the management of residential land supply. Section 10.1.3 recommends sufficient land for 2,500 dwellings should be provided, and acknowledges that the existing R1Z land can essentially accommodate this. This section also, however, includes the criteria for the preferred locations of future residential land:

- Proximity to identified town and local neighbourhood centres;
- Proximity and access to bus routes and the railway station (alternative forms of transport);
- Protection of the towns rural landscapes from the freeway corridor and key road entrances.
- The ability to manage environmental constraints with appropriate interfaces.
- Access to infrastructure and services.

There are three key residential growth areas that have been considered since the ODP's beginning:

1. West Gisborne
2. New Gisborne
3. South Gisborne

Table 9 assesses each of these growth areas against the criteria identified above.

In relation to South Gisborne, as previously discussed, approximately half of this area now has either development plans and/or planning permits approved. The area now referred to as the South Gisborne growth area is the land west of Central Creek to the Calder Freeway.

**Table 9 - Assessment of growth areas**

Growth area	Criteria				
	Proximity to identified town and local neighbourhood centres;	Proximity and access to bus routes and the railway station (alternative forms of transport);	Protection of the towns rural landscapes from the freeway corridor and key road entrances.	The ability to manage environmental constraints with appropriate interfaces.	Access to infrastructure and services.
1 - West Gisborne	<ul style="list-style-type: none"> <li>• Just over 1.5 km to the Gisborne Town Centre.</li> <li>• New local neighbourhood centre proposed within growth area.</li> </ul>	<ul style="list-style-type: none"> <li>• Less than 1 km to proposed bus route on Station Road.</li> <li>• Approximately 2 km to Gisborne Railway Station.</li> <li>• Clear access via Cherry Lane and Ross Watt Road to Station Road which provides direct access to the Town Centre, Railway Station and Calder Freeway.</li> </ul>	<ul style="list-style-type: none"> <li>• Located in proximity to the Calder Freeway corridor, but not highly visible due to land slope and Rosswatt Road.</li> <li>• No impact on key road entrances.</li> </ul>	<ul style="list-style-type: none"> <li>• Sensitive interface identified along the Jacksons Creek escarpment, Rossllynne Reservoir and the southern extent of the Gisborne Racecourse Marshlands Reserve.</li> <li>• Can be managed via lower density interface and public open space.</li> </ul>	<ul style="list-style-type: none"> <li>• Services within close proximity to growth area.</li> </ul>
2 - New Gisborne	<ul style="list-style-type: none"> <li>• 2.5 km to the Gisborne Town Centre.</li> <li>• New local neighbourhood centre with future additional capacity proposed within growth area.</li> </ul>	<ul style="list-style-type: none"> <li>• Part of growth area within 400 m of proposed bus route on Station Road, and 800 m of Gisborne Railway Station.</li> <li>• Proposed Mixed Use precinct and local neighbourhood centre within 400 m of Gisborne Railway Station.</li> <li>• Clear access to Station Road to access the Calder Freeway.</li> </ul>	<ul style="list-style-type: none"> <li>• Moderately visible from the Calder Freeway corridor key road entrances and railway line.</li> <li>• Continued westward development of this growth front would be highly visible from the Calder Freeway corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Sensitive interface identified along the Gisborne Racecourse Marshlands Reserve.</li> <li>• Can be managed via public open space and road reservation that requires further investigation.</li> <li>• EVC areas to be excluded from developable area.</li> </ul>	<ul style="list-style-type: none"> <li>• Services within close proximity to growth area.</li> </ul>

Growth area	Criteria				
	Proximity to identified town and local neighbourhood centres;	Proximity and access to bus routes and the railway station (alternative forms of transport);	Protection of the towns rural landscapes from the freeway corridor and key road entrances.	The ability to manage environmental constraints with appropriate interfaces.	Access to infrastructure and services.
3 - South Gisborne	<ul style="list-style-type: none"> <li>• Just over 3 km to the Gisborne Town Centre.</li> <li>• New local neighbourhood centre proposed approximately 900m west of Central Creek.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately 3 km to proposed bus route on Station Road.</li> <li>• Approximately 6 km to Gisborne Railway Station.</li> <li>• Uses either Willowbank or Sheedy Roads plus Aitken Street to access the Town Centre and Railway Station. Calder Freeway can be accessed via Melbourne Road or the Gisborne South access point from Couangalt Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Highly visible from the Calder Freeway corridor. Development has high potential to impact upon rural landscape of this corridor due to its high exposure.</li> <li>• No impact on key road entrances.</li> </ul>	<ul style="list-style-type: none"> <li>• No identified environmental constraints at this time.</li> <li>• Sensitive interface along Calder Freeway corridor that will require careful consideration.</li> </ul>	<ul style="list-style-type: none"> <li>• Services required to be brought to the growth area.</li> </ul>

## 1. West Gisborne

The West Gisborne growth area meets all criteria, though access to alternative forms of transport could be improved and the interface with Jacksons Creek escarpment and the southern extent of the GRMR interfaces will need to be treated appropriately. This growth area represents the town's primary growth area in the short to medium term.

Given the land is owned by one landholder and there are not significant issues to further resolve it is considered appropriate to retain the existing R1Z. A revised DPO is proposed, and it is also considered appropriate to include it within the DCPO, reflecting the DCP currently been prepared by Council. Once finalised an additional Planning Scheme Amendment will be required to incorporate the DCP, after which planning permits can be issued for development within the area. As such the DCP must be finalised and incorporated as a matter of urgency to ensure it does not hold up development in this area.

## 2. New Gisborne

The New Gisborne growth area presents a number of opportunities for the town given its proximity to the railway station and the potential for the proposed local neighbourhood centre to be further developed as demand increases. These opportunities, however, need to be balanced with the management of the interface with the Gisborne Marshland Reserve and existing remnant vegetation within the growth area.

To ensure the appropriate design outcomes are achieved for this growth area it is considered appropriate to include it within the UGZ. The UGZ is the primary VPP tool used to manage growth areas and it is considered to be better able than the R1Z to facilitate co-ordination and resolution of outstanding issues in this area.

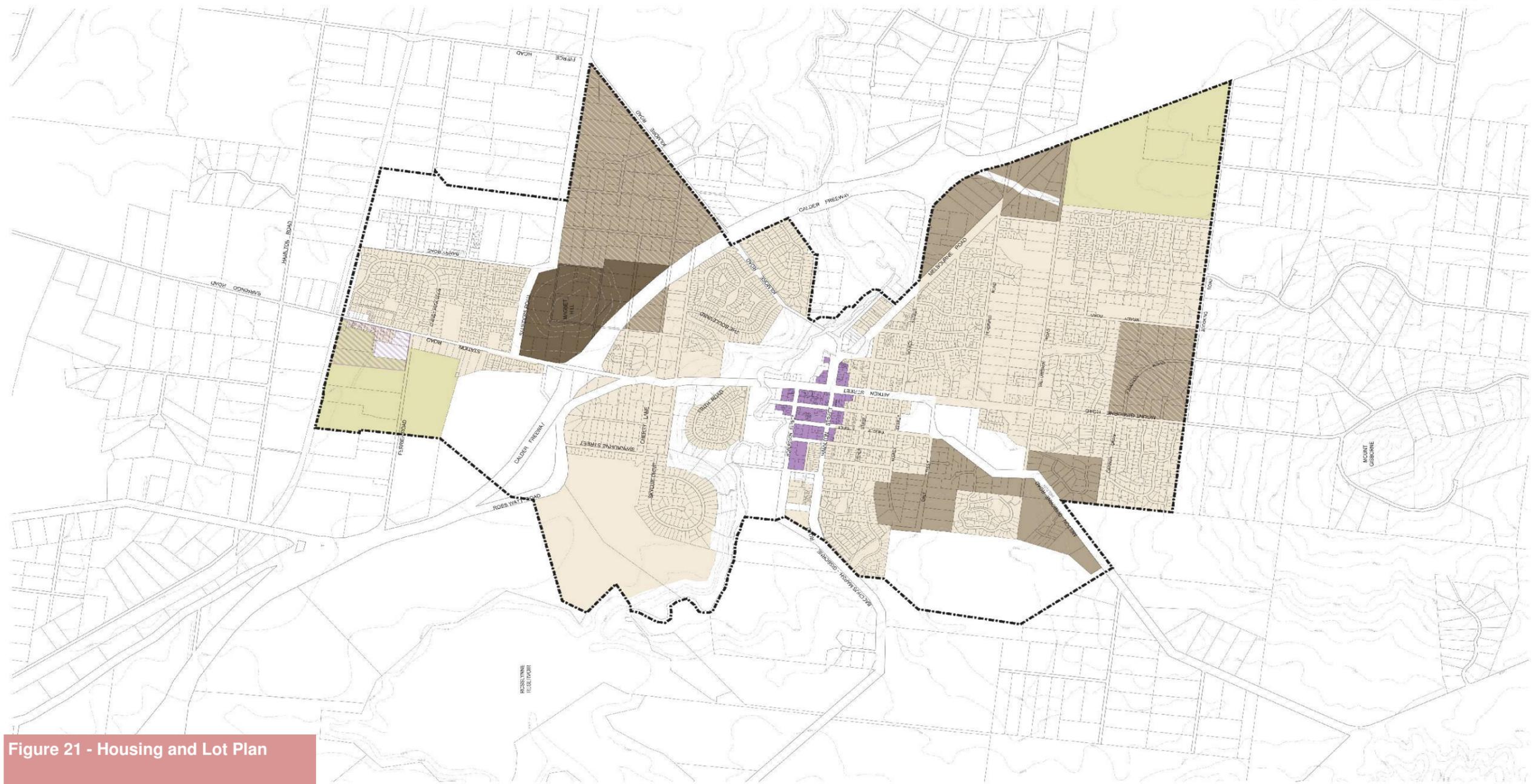
This growth area is to be developed in the short to medium term and as such the Precinct Structure Plan (PSP) process must commence immediately. Once finalised the PSP will need to be incorporated into the Planning Scheme with a UGZ schedule. This process must also include a Native Vegetation Precinct Plan (thus negating the need for additional vegetation permit removals) and the finalised DCP.

## 3. South Gisborne

The South Gisborne growth area does not meet a number of criteria. Of particular concern is the lack of proximity to the Gisborne Primary Activity Centre, bus routes and the railway station, and its high visibility from the Calder Freeway. The increased access to alternative forms of transport is a key State Planning policy objective. The protection of this corridor is of paramount importance to the Shire and maintaining the semi-rural setting of Gisborne/New Gisborne.

For these reasons the South Gisborne growth area cannot be considered a high priority growth area, particularly when there are alternatives available. It should, however be retained within the township boundary as it has medium to long term development potential, subject to the issues of concern been resolved. Its future development should not be considered until additional residential land is required to maintain a minimum 10 to 15 year zoned supply.

Given it is not to be developed in the short to medium term there is a need to 'hold' its development options. The land is currently included within the R1Z with a DPO. To ensure its development potential is maintained the growth area (between Central Creek and the Calder Freeway) should be rezoned to the Urban Growth Zone (UGZ). The UGZ is to be used as a holding zone, as recently achieved in Wodonga via Planning Scheme Amendment C49. This will ensure its development potential is not prejudiced by ad hoc planning approvals.



- LEGEND**
- Township boundary
  - Existing and proposed Residential 1 Zoned Land
  - Existing and proposed Low Density Residential Zoned Land
  - Unsewered Area - Minimum Lot Size 6000m<sup>2</sup>
  - Low Density Interface
  - Existing Rural Living Zone
  - Proposed Urban Growth Zone
  - Preferred Area for Medium Density Housing
  - Town Centre Area
  - Potential Future Mixed Use Precinct

Figure 21 - Housing and Lot Plan



## 15.6.2 ODP features

The key features of the Housing and Lot Diversity plan are described below.

### 1 - Gisborne West - Residential

- Continued support for the R1Z growth area in west Gisborne.
- This growth area is to be developed in the short to medium term.
- A revised DPO is proposed, and the land is also to be included within the DCPO.
- It is proposed this growth area will provide for a range of lot sizes.
- Development must provide for the following:
  - A local neighbourhood centre (approximate floor space of 500sqm) and large local park for active and passive use (minimum area of 2.5 ha) integrated with the existing childcare facility on Swinburne Avenue.
  - A low density interface to the Jacksons Creek escarpment and adjoining rural land.
  - Integration of identified areas of flora and fauna within the development design.
  - Protection of the Jacksons Creek escarpment via an open space designation.
  - Consideration of drainage and other development impacts on the GRMR to the north.

### 2 - New Gisborne - Residential

- Identification of UGZ land in the New Gisborne growth area, west of Station Road.
- This growth area is to be developed in the short to medium term.
- A PSP must be developed for this area as a high priority. This process must also include a Native Vegetation Precinct Plan and a DCP.
- It is proposed this growth area will provide for a range of lot sizes and take advantage of its proximity to the Gisborne Railway Station and local facilities whilst protecting the semi-rural character of New Gisborne.
- Developments must take account of the following, as relevant:
  - The provision of a north-south connector road west of Station Road;
  - The provision of a water retarding basin and associated drainage reserves in accordance with Melbourne Water requirements.
  - An appropriate development interface with the Gisborne Racecourse Reserve marshlands. At a minimum, the immediate interface must be an open space link along the boundary of the marshlands and strong consideration

must be given to a low density lot interface.

- The significance of any flora and fauna in the area, in particular remnant paddock trees and the identified areas north of Ferrier Road. This area is designated on the plan as a reserve, and an appropriate development interface must be provided.
- The interface with the railway line, station and primary school.

### New Gisborne – Mixed Use

- Identification of a potential mixed use precinct west of Station Road, incorporating the school and Whistle Stop Tavern.
- This area is to be included within the UGZ and included within the residential PSP process.
- It is possible for this area, subject to further investigations, to be developed as a village centre for New Gisborne, reflecting the heritage and built form characteristics of Station Road, but also capitalising on its transit-oriented development aspects.
- This precinct will need to be master-planned as a whole and must embrace connective, permeable and active frontage design principles.
- A future precinct should allow for:
  - The development of a neighbourhood local centre, as suggested in the Gisborne Commercial Assessment 2009.
  - Medium density development, appropriately and respectfully located with regard to the heritage and character values of Station Road.
  - Open space, potentially in the form of a village square.
  - Integration with the primary school.
  - A design based on walkability principles.
  - Appropriate interfaces with the railway station and corridor including landscaping, and pedestrian and cycling access.

### 3 - Gisborne South – Residential

- Continued support for the R1Z growth area in south Gisborne between Brady Road and Central Creek. No changes to this area are proposed.
- Development Plans and Planning Permits have largely already been approved for this area. Approved development is generally in accordance with previous ODP directions.
- A range of lot sizes should continue to be provided in this growth area. As this area is some distance from town services and facilities it is not a preferred location for medium density housing.
- A local neighbourhood centre (approximate floor space of 500sqm) is to be provided on the corner of Brady Road and Willowbank Road.

## Gisborne South – Future Urban Growth

- Rezoning of part of the south Gisborne growth area to Urban Growth Zone (UGZ). This area is east of Central Creek to the Calder Freeway.
- This area is a medium to long term development option. It is not to be considered for development until required to maintain a minimum 10 year residential zoned land supply.
- A PSP process will be required for this precinct, though will not be formally considered by Council until the land is required to maintain a minimum 10 year residential zoned land supply.
- This area is to be rezoned primarily due to its high exposure to the Calder Freeway corridor. A significant portion of the site is visible from the freeway corridor. Currently the site significantly contributes towards the rural landscape of the corridor and township. This landscape must be retained.
- Further investigations are required to determine the significant viewlines into the site, and thus the extent of the land which may be available for development purposes.
- Rezoning the site to UGZ allows these investigations to take place, whilst still intending for at least a portion of the land to ultimately be developed.
- The current zone and overlay provisions applying to the land do not provide adequate protection for the freeway corridor, and as such rezoning the site provides the best long-term outcome.
- A further justification for excluding this area is to ensure an appropriate level of land supply is provided. At this time it is considered that the New Gisborne growth area provides a more immediate development option, with greater proximity to services and infrastructure and without the constraints of the south Gisborne area.

## Gisborne – Low Density Residential – Existing Development

- Recognition of existing areas that have been developed on the edges of the township area with low density characteristics that include:
  - Significant vegetation;
  - Open landscape character with limited delineation of property boundaries and between the public and private realm, and generous building setbacks;
  - Constraints resulting from topography; and
  - Limited reticulated sewerage and other urban infrastructure (e.g. sealed footpaths and kerbs).
- These areas that have average lot sizes of at least 4000sqm will be rezoned to LDRZ. The following areas are to be rezoned:

- Areas in the vicinity of Howey Street, Daly Street, and west of Gisborne-Melton Road. This does not include the Morningside Estate.
- The Willows Estate.
- Area bounded by Willowbank Road, Bloomfield Road and Sheedy Road.

## Gisborne – Low Density Residential – New Development

- Identification of new areas to be rezoned to LDRZ. These areas have some or all of the following features:
    - Identified vegetation;
    - High exposure to the Calder Freeway corridor and key township entrances; and
    - Lack of reticulated sewerage.
- These areas are:
- Area bounded by Melbourne Road and the Calder Freeway (exposure to freeway corridor and township entrance).
  - Area on Gisborne-Melton Road, south of Morningside Estate (Gumvalley Drive) (vegetation and exposure to township entrance).
  - Area bounded by the Calder Freeway, north of McKim Road (exposure).

## Gisborne Primary Activity Centre

- Recognition of the characteristics of the town centre area through the application of a specific town centre DDO.
- The DDO will:
- Ensure that new development has proper regard for established streetscape and development patterns in terms of building height, form, siting and scale.
  - Provide for a diversity of housing types, including catering for the needs of elderly persons and sole person households within proximity of town services and public transport.
  - Ensure existing significant vegetation is protected and to encourage the provision of a high quality landscaped setting for all new developments.
  - Ensure that subdivision proposals enable new buildings to be integrated with their site and the surrounding area.
  - Encourage innovative, high quality architecture and urban design that incorporates Environmental Sustainable Development principles.

### 15.6.3 Specific Implementation Measures

- Prepare a DCP for Gisborne/New Gisborne.
- Rezone the New Gisborne growth area to UGZ.
- Rezone the identified areas to LDRZ.
- Rezone part of the south Gisborne growth area to UGZ.
- Apply a DPO to new growth areas, except those included in the UGZ.
- Apply the DDO to the town centre area and Station Road, New Gisborne.

### 15.6.4 Design Objectives

- To provide a range of residential densities to respond to local circumstances and housing market conditions, and to support the efficient provision of infrastructure and services. Lot sizes and housing types must be responsive to the character of the natural and built environment and the established landscape character in the area and respond to principles of environmental sustainability.
- To ensure an increase in housing density occurs within the context of the semi-rural character of Gisborne/New Gisborne and view lines to significant landforms (e.g. Mount Gisborne) together with a commensurate increase in the standard of urban design and infrastructure delivery.
- To provide residential neighbourhoods with attractive streetscapes and a high quality urban design and distinct urban character.
- To ensure that the dwelling, rather than the garage, is the dominant feature of the streetscape.
- To provide for lower density development in areas with significant slope, significant vegetation, high visibility to the Calder Freeway, Jacksons Creek escarpment, and key township entrances, prominent ridgelines; and/or at the interface with rural areas.
- To encourage medium density housing within 400m walking distance of the Gisborne town centre, proposed New Gisborne mixed use precinct and the railway station.
- To achieve an appropriate interface with open space, sensitive environmental features and between areas of different densities.
- To ensure new development design is cognisant of existing vegetation, including roadside vegetation.

### 15.6.5 Design Principles

#### Residential Development

Residential development includes 'conventional' density residential lots, 'medium' density residential lots and 'low' density residential lots in constrained/sensitive areas.

- Conventional density residential development within the context of Gisborne/New Gisborne includes lots with sizes generally within the range of 500 sqm to 1500 sqm (average of at least 800 sqm) and are likely to form a large proportion of new developments.  
Lot sizes in 'conventional' areas should achieve an overall average lot distribution as per the table below

**Table 10 – Preferred lot distribution**

Lot size range	Distribution
300sqm to 800sqm	25% - 30%
800sqm to 1000sqm	30% - 40%
1000sqm to 1500sqm	35% – 40%

This distribution is reflective of sustainable development trends and the analysis in Section 8.7.

- Medium density residential development should include a mix of smaller lots ranging in size from 300 sqm to 500 sqm, as well as integrated housing sites.

Medium density residential development should:

- Be encouraged in areas identified as medium density or mixed use on the Structure Plan;
- Be generally in areas within 400m walking distance of the Gisborne town centre, proposed New Gisborne mixed use precinct and the railway station;
- Overlook, abut or be within close proximity of open space; and
- Be provided in a variety of forms – terrace/ townhouse development, cottage lots, shared driveway housing, integrated development sites as well as retirement villages / aged care facilities.

Smaller dwellings, units and retirement villages are encouraged close to the town centre. Development in other areas should respect the town's existing lower density development.

- Constrained areas are identified on the Housing and Lot Diversity Plan as 'low density interface'. These areas should be carefully developed cognisant of the identified constraint (rural interface, slope, environmental interface, landscape value etc). Lot sizes may range between 1,500sqm to 2,500sqm.
- Low density residential development should:
  - Be provided in areas identified as LDRZ;
  - Comprise lots of a minimum 4,000 sqm in sewered areas which have proportionally wider frontages to maximise side setbacks and create a sense of openness between dwellings. Areas without reticulated sewerage should comprise lots of a minimum 6,000sqm in area; and

- Be provided in locations constrained by significant slope; significant vegetation; exposure to the freeway and key township entrances, prominent ridgelines; and/or the interface with rural areas.

### Subdivision Lot Design

- Lots should:
  - Generally be rectangular in shape on streets aligned on a north – south or east – west axis to maximise building and energy efficiency;
  - Encourage wider lot frontages to provide space between buildings and encourage a high quality landscaped setting for all new developments;
  - Designed so as to ensure garages are not the dominant front façade element of the house and/or the streetscape. This provision also applies to integrated development sites;
  - Designed to create a sense of street address and streetscape character;
  - Designed to maximise the opportunity for more useable private open space; and
  - Designed to enable the retention of significant vegetation.
- Public open space design should ensure that an appropriate interface with surrounding development is achieved.
- A variety of styles and types of medium density development are encouraged to further enhance lot diversity.
- Lots with shared driveway access should be designed to ensure:
  - Housing fronts out to both streets and / or public open space;
  - A shared driveway or ‘garage court’ provides access to garages sited off street to minimise the visual impact of garages on the streetscape; and
  - Private open space is maximised through careful design of the dwelling.
- Lots with direct public open space frontage or road/open space frontage with rear access are encouraged and should be designed to ensure:
  - Rear lane access to garages lessens the visual impact on the streetscape;
  - Strong building form along the open space edge provides a backdrop and active interface to open space; and,
  - Wide footpaths are provided along the frontage to ensure an ‘address’ for dwellings.
- Avoid rear lanes that:
  - Provide concealment opportunities; and,
  - Are curved, have T-intersections or are longer than 150m.

- Lots in low density areas must be designed to include building envelopes that:
  - Provide for building setbacks and heights;
  - Maximise vegetation retention and ensures the protection of existing vegetation and/or areas requiring revegetation;
  - Are located on the flatter part of sites, to limit any cut and fill on the sites; and,
  - Are located away from the tops of significant ridgelines to retain the prominence of ridgelines, and provide for the revegetation of ridgelines.
  - Lots should be designed to be proportionally wider than deep, to maximise side setbacks and create openness between dwellings.
- Low density residential areas should include the provision to require the use of colours and material that are reflective of the natural surrounds and post and wire fencing.

### Interface treatments

- Lots with an interface with public open space should:
  - Take advantage of views / aspect over open space by orienting lots to face towards the open space area;
  - Ensure lots overlook open space to increase the sense of safety / passive surveillance;
  - Recognise opportunities for smaller lots to have an alternative outdoor space readily available; and,
  - Ensure that where lots have direct frontage to parkland that a footpath access is provided along the front boundary to provide for surveillance and a sense of ‘address’.
- When creating a transition between densities, development should be designed to:
  - Limit any negative impact between lots, particularly where interfacing with lower density development;
  - Consider fencing requirements between lower density areas and conventional and medium density development;
  - Avoid larger lots (with wide frontages) on one side of a road, facing small lots (with narrow frontages) on the other side;
  - Use rear fence lines as the transition from lower densities (4000+ sqm lots) to conventional density lots; and
- The Structure Plan identifies areas within the New Gisborne and west Gisborne growth areas that require low density interfaces:
- In New Gisborne and west Gisborne, the interface with the GRMR needs to be carefully considered. Lot sizes must reflect the

environmental and landscape characteristics of this feature.

- The interface with rural land to the west of the growth areas and the visual impact of development from the Calder Freeway also need to be appropriately considered including addressing the 'transition' directions above.
- In west Gisborne, the interface with the Jacksons Creek escarpment needs to be carefully considered. Lot sizes must reflect the environmental and landscape characteristics of this area.

## 15.7 Staging

There is no plan for Staging and there was no issues paper on this matter. However, the Design Objectives and Development Principles provided are important in allowing the management of land supply and physical urban infrastructure.

### 15.7.1 Design Objectives

- To ensure that the staging of development is integrated with existing development and infrastructure.

### 15.7.2 Development Principles

- Staging will be principally driven by the development program of developers within the precinct, market demand and the economic availability of infrastructure services. However, staging will be a requirement of the DPO applying to new residential areas and where there are multiple landowners.
- Development should proceed from the interface with existing development.
- Development should not create circumstances in which residents will be unreasonably isolated from commercial and community facilities or public transport.
- Access to a development must be via a sealed road.
- Development should, to the maximum extent practical, be integrated with adjoining developments, including the timely provision of connecting roads and walking / cycling paths.
- If the above staging principles are not met, the developer will be required to bring forward infrastructure (i.e. fund up front) to the extent necessary to meet the principles outlined above.



## Section 3: Implementation