

## Section 1: Background Information

# 5 Planning Context

## 5.1 State Planning Policy Framework

Every planning scheme includes the SPPF. Its purpose is to inform planning authorities and responsible authorities of those aspects of State level planning policy which they are to take into account and give effect to in planning and administering their respective areas.

Key State planning policy principles and objectives are outlined below.

### Clause 11.03 - Introduction, Goals & Principles

Clause 11.03 identifies seven statements of general principles that elaborate upon the objectives of planning in Victoria. A planning authority preparing amendments to a planning scheme or a responsible authority administering a scheme must consider these overarching and interlocking principles.

#### Settlement (Clause 11.03-1)

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

#### Environment (Clause 11.03-2)

Planning is to contribute to the protection of air, land and water quality and the conservation of natural ecosystems, resources, energy and cultural heritage.

#### Management of resources (11.03-3)

Planning is to assist in the conservation and wise use of natural resources including energy, water, land, flora, fauna and minerals to support both environmental quality and sustainable development over the long term through judicious decisions on the location, pattern and timing of development.

#### Infrastructure (Clause 11.03-4)

Planning for development of urban physical and community infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.

#### Economic well-being (Clause 11.03-5)

Planning is to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.

#### Social needs (Clause 11.03-6)

Planning is to recognise social needs by providing land for a range of accessible community resources, such as affordable housing, places of employment, open space, and education, cultural, health and community support facilities.

#### Regional co-operation (Clause 11.03-7)

Planning authorities are to identify the potential for regional impacts in their decision-making and co-ordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.

### Clause 12 - Metropolitan Development

Whilst this clause applies to Metropolitan Melbourne, which does not include Macedon Ranges Shire Council, its objectives and strategies influence municipalities beyond Metropolitan Melbourne and should be applied and taken into account where relevant. This is particularly so in relation to principles associated with enhancing urban development outcomes e.g. urban design and neighbourhood character.

Key planning policy principles and objectives are outlined below.

#### A more compact city (Clause 12.01)

The objective of this clause is to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.

#### Regional cities (Clause 12.03-2)

Promote the growth of regional cities and key towns on regional transport corridors as part of a 'networked cities' model by encouraging planning for regional areas and cities that:

- Delivers an adequate supply of land for housing and industry to meet forecast growth.

- Ensures that new development is supported by strong transport links that provide an appropriate choice of travel.
- Limits the impact of urban development on non-urban areas and supports development in those areas that can accommodate growth.
- Protects conservation and heritage values and the surrounding natural resource base.
- Develops and reinforces the distinctive roles and character of each place.
- Fosters the development of towns around the regional cities that are on regional transport routes.

#### Urban design (Clause 12.05-2)

Promote good urban design to make the environment more liveable and attractive by:

- Ensuring new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.
- Requiring development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
- Ensuring sensitive landscape areas are protected and that new development does not detract from their natural quality.
- Ensuring transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects such as open space potential and the use of vegetation to maintain wildlife corridors and greenhouse sinks.

#### Cultural identity and neighbourhood character (Clause 12.05-2)

Recognise and protect cultural identity, neighbourhood character and sense of place by:

- Ensuring development responds and contributes to existing sense of place and cultural identity.
- Ensuring development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.
- Ensuring development responds to its context and reinforces special characteristics of local environment and place.

#### Safety (Clause 12.05-2)

Improve community safety and encourage neighbourhood design that makes people feel safe by:

- Ensuring the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety.
- Supporting initiatives that provide safer walking and cycling routes and improved safety for people using public transport.
- Ensuring suitable locations for emergency services.

#### Neighbourhood design (Clause 12.05-2)

Promote excellent neighbourhood design to create attractive, walkable and diverse communities by:

- Compact neighbourhoods that are oriented around walkable distances between activities and where neighbourhood centres provide access to services and facilities to meet day-to-day needs.
- Reduced dependence on car use because public transport is easy to use, there are safe and attractive spaces for walking and cycling, and subdivision layouts allow easy movement through and between neighbourhoods.
- A range of lot sizes and housing types to satisfy the needs and aspirations of different groups of people.
- Integration of housing, workplaces, shopping, recreation and community services, to provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus.
- A range of open spaces to meet a variety of needs, with links to open space networks and regional parks where possible.
- A strong sense of place created because neighbourhood development emphasises existing cultural heritage values, attractive built form and landscape character.
- Environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution.
- Protection and enhancement of native habitat and discouragement of the spread and planting of noxious weeds.

#### Open space (Clause 12.05-2)

Improve the quality and distribution of open space and ensure long-term protection of public open space by:

- Ensuring land identified as critical to the completion of open space links is transferred for open space purposes.
- Ensuring public access is not prevented by developments along stream banks and foreshores.
- Ensuring public land immediately adjoining waterways and coastlines remains in public ownership.
- Ensuring that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction and peace and solitude.
- Protecting sites and features of high scientific, nature conservation, biodiversity, heritage, geological or landscape value.

### Clause 14 - Settlement

This clause relates to ensuring an adequate supply of land is available for residential, commercial, industrial, recreational, institutions and other public uses. It also seeks to facilitate the orderly development of urban areas. In particular, environmentally sensitive areas such as the Macedon Ranges are to be protected from development, which would diminish environmental conservation or recreation values.

### Clause 15 - Environment

There are several objectives of this clause that are relevant to the future development of Gisborne and New Gisborne. These include:

- To assist the protection and restoration of catchments, waterways, water bodies and groundwater
- To assist the protection of life, property and community infrastructure from flood hazard.
- To assist the control of noise effects on sensitive land uses.
- To assist the protection and conservation of biodiversity, including native vegetation retention and habitats for native plants and animals and control of pest plants and animals.
- To assist creation of a diverse and integrated network of public open space.
- To assist the conservation of places that have natural, environmental, aesthetic, historic, cultural, scientific or social significance.
- To encourage land use and development that is energy efficient and minimises greenhouse gas emissions.

### Clause 16 - Housing

Relevant objectives include encouraging:

- Subdivisions in locations with access to physical and community infrastructure and providing a range of lot sizes, a convenient and safe road network, appropriate pedestrian and cycle paths and sufficient useable public open space
- Residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water-sensitive design principles and encourages public transport use.
- Opportunities for increased residential densities to help consolidate urban areas.
- Development of well-designed medium-density housing which:
  - Respects the neighbourhood character.
  - Improves housing choice.
  - Makes better use of existing infrastructure.
  - Improves energy efficiency of housing.

### Clause 17 - Economic Development

This clause focuses on economic development and encourages the following objectives:

- Concentration of major retail, commercial, administrative, entertainment and cultural developments into activity centres.
- Developments, which meet community's needs for retail, entertainment, office and other commercial services and provide net community benefit.
- Availability of land for industry and to facilitate the sustainable development and operation of industry and research and development activity.

### Clause 18 - Infrastructure

Relevant key objectives of this clause include to:

- Integrate land use and transport planning around existing and planned declared highways, railways, and principal bus routes.
- Ensure access is provided to developments in accordance with forecast demand taking advantage of all available modes of transport.
- Integrate planning for bicycle travel with land use and development planning.
- Assist the integration of health and education facilities with local and regional communities.
- Plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.
- Facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans.

### Clause 19 Particular uses and development

The following objectives are applicable:

- To ensure the design of subdivisions achieves attractive, livable and sustainable neighbourhoods.
- To achieve high quality urban design and architecture that:
  - Reflects the characteristics, aspirations and cultural identity of the community.
  - Enhances livability, diversity, amenity and safety of the public realm.
  - Promotes attractiveness of towns and cities within broader strategic contexts.

## 5.2 Local Planning Policy Framework

The LPPF sets a local and regional strategic policy context for a municipality and comprises the Municipal Strategic Statement (MSS) and local planning policies.

### Clause 21 - Municipal Strategic Statement

The vision for the Shire is to 'foster economic and cultural diversity, protect natural and cultural heritage assets and creatively enhance attractive and efficient living environments'.

The MSS outlines the following key strategic directions: Management of Urban Growth and Development; Protection of the Environment and Landscape; Sustainable Rural Land Management; Promotion of the Shire's Cultural Identity and Community Values; and Encouragement of Economic Development and Tourism.

The review of the Macedon Ranges Planning Scheme was completed in April 2008. The review focuses on restructuring and updating the MSS and local policies in line with current planning practice and DPCD advice. Council have requested authorisation from the Minister for Planning to prepare Amendment C62 to implement the recommendations of the Planning Scheme Review.

### Clause 22 - Local Planning Policies

#### Macedon Ranges and Surrounds (Clause 22.01)

This Policy applies to the Macedon Ranges and their surrounds, including Gisborne and New Gisborne. This Policy is a restatement of "Statement of Planning Policy No. 8 – Macedon Ranges and Surrounds" as approved by the Victorian Government in 1975 in recognition of the Macedon Ranges' significant environmental, recreation and tourism assets. The most relevant policies of this clause for the Gisborne/New Gisborne area are:

- Urban development must be provided for only in association with township areas and must be coordinated on a regional basis;
- Development to be permitted in urban and rural areas must be planned to achieve harmony with the natural environment and to maintain both the generally rural character and high landscape values of the policy area;
- All development of an urban character must be connected to or provided with, a high-grade system for the treatment and disposal of waste materials and effluents; and
- Planning and management of the resources of the policy area must take into account not only the interests of the Victorian community but also the needs and views of the local community.

#### Gisborne (Clause 22.02-2)

The most relevant clause is the local policy for Gisborne Township.

Key objectives of Clause 22.02-2 'Gisborne' are:

- To reinforce the key urban functions and role of Gisborne as a major township in the Shire;
- To provide clear limits to population and physical urban growth of the township;
- To ensure that development occurs in a sequential manner allowing for efficient provision of development infrastructure;
- To recognise that population growth and change to age and household structure creates demand for wider housing choice, urban consolidation and infill of vacant serviced residential zoned land and the provision of community facilities;
- To protect the urban and landscape elements that contribute to Gisborne's image as a village in a rural landscape;
- To ensure that new urban development is of a low profile and compatible with the landscape qualities of the area.

The Gisborne Township Structure Plan provides the context for these objectives.

The Planning Scheme Review recommends that all township policies be addressed under a new strategic direction called 'Settlement and Housing' under the MSS. As such, the key objectives for Gisborne will still be applicable once the planning scheme is amended.

The review also recommends implementation of the Gisborne/New Gisborne Outline Development Plan.

### 5.3 Zones & Overlays

The Victorian Planning Provisions (VPP) provides a suite of standard zones and overlays for State wide application.

The zones are administered to implement the SPPF and LPPF, and thus each planning scheme includes only those zones required to implement its strategy. There is no ability to vary the zones or to introduce local zones. Some zones have schedules that provide for local circumstances, such as the Mixed Use Zone and Rural Conservation Zone. The State Government has also recently appointed an independent Advisory Committee to consider changes to the residential zones.

Further planning provisions may apply to a site or area through the application of an overlay.

Generally, overlays apply to a single issue, or related set of issues, such as heritage, an environmental concern or flooding. In Gisborne / New Gisborne, the Development Plan Overlay (DPO) is well applied across vacant residential land and Design and Development Overlays (DDO) are extensively used to control siting and built form outcomes. The Heritage Overlay (HO) is also used to identify places of heritage significance.

The Land Subject to Inundation Overlay (LSIO) is used through the Jackson’s Creek precinct to identify land that is likely to experience flooding in a 1 in 100 year flood event.

Figure 3 below shows the relevant planning scheme zones applying to Gisborne / New Gisborne.

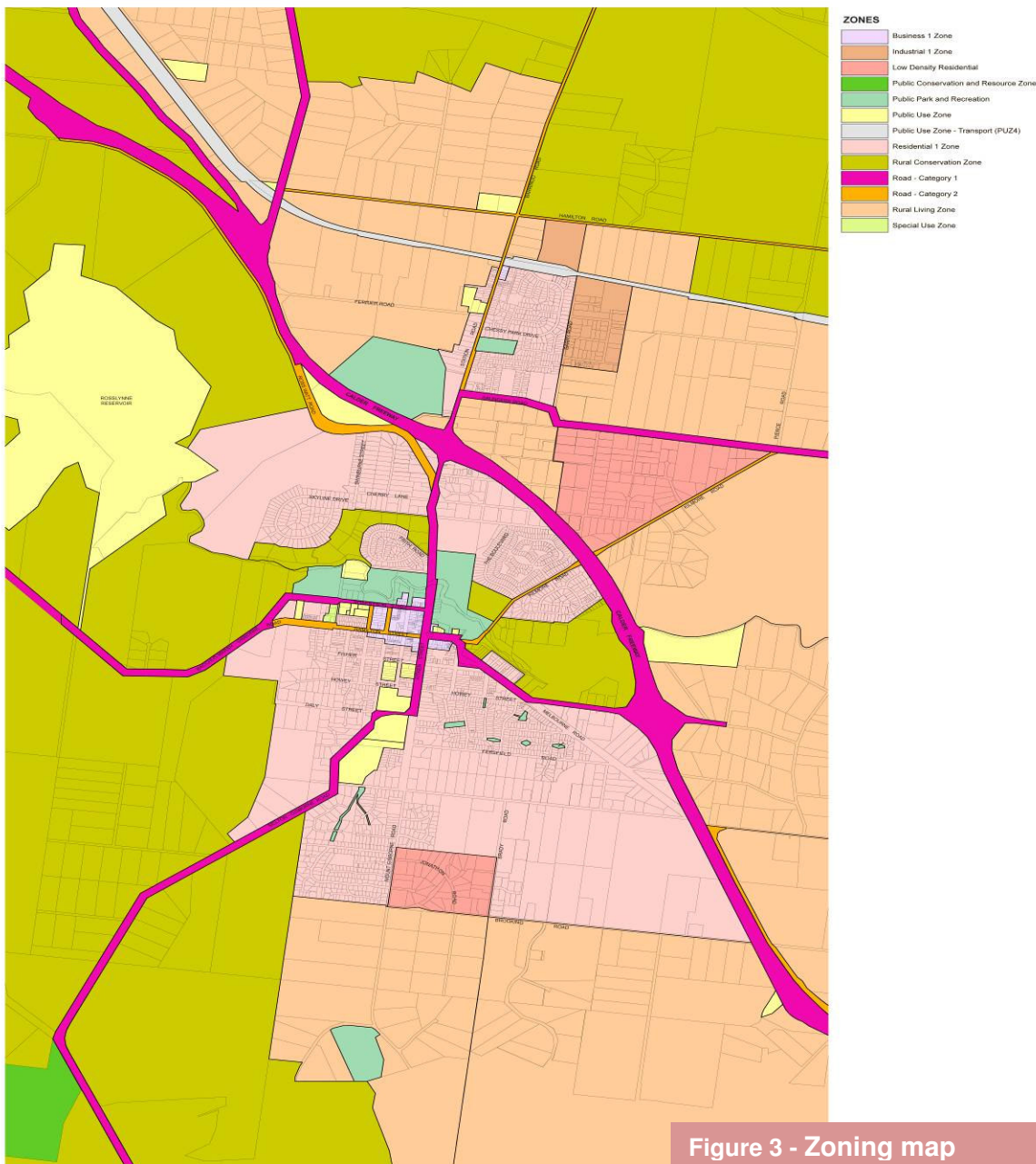


Figure 3 - Zoning map

# 6 Key Background Documents

A number of documents have been completed for both the Shire and the Gisborne township area that are relevant to the Project. The number of documents reviewed is extensive and is listed in the following table, though only summaries of documents that are fundamental to the development of the Gisborne ODP are provided below.

State Government documents	<ul style="list-style-type: none"><li>• State Planning Policies</li><li>• Statement of Planning Policy No. 8</li><li>• Melbourne 2030</li></ul>
Local Government documents	<ul style="list-style-type: none"><li>• Municipal Strategic Statement</li><li>• Gisborne Residential Study</li><li>• Gisborne Township Residential Review - Stage 2</li><li>• Station Rd, New Gisborne - Streetscape Study &amp; Report</li><li>• Macedon Ranges and Spa Country Tourism Strategy</li><li>• Cultural Heritage and Landscape Study</li><li>• Leisure Strategy Plan</li><li>• Housing Strategy</li><li>• Gisborne Flood Study</li><li>• Gisborne Population Projections</li><li>• Macedon Ranges Bicycle Strategy</li><li>• Macedon Ranges Natural Environment Strategy</li><li>• Gisborne Urban Design Framework</li><li>• Gisborne Commercial Assessment</li><li>• Gisborne Industrial Land Analysis</li><li>• Macedon Ranges Open Space Strategy</li><li>• Children and Young People's Future Service Needs</li><li>• Older People's Future Service Needs</li></ul>
Other Government documents	<ul style="list-style-type: none"><li>• Amendment C8 Panel report</li><li>• Planning for Community Infrastructure in growth areas</li></ul>

## Melbourne 2030

Melbourne 2030 is the State Government's 30-year plan to manage growth and change across metropolitan Melbourne and the surrounding region. It emphasises the city's interdependence with regional Victoria, to provide maximum benefit to the whole State.

Melbourne 2030 focuses primarily on the metropolitan Melbourne urban area and the nearby non-urban areas. However, it also deals more broadly with the wider region where, increasingly, development is linked to and affected by metropolitan Melbourne in terms of commuting, business and recreation. Hence, Melbourne 2030 also considers the area between metropolitan Melbourne and the regional centres of Geelong, Ballarat, Bendigo and the Latrobe Valley. This includes Gisborne and New Gisborne.

The core of Melbourne 2030 is the following nine 'directions':

1. A more compact city
  2. Better management of metropolitan growth
  3. Networks with the regional cities
  4. A more prosperous city
  5. A great place to be
  6. A fairer city
  7. A greener city
  8. Better transport links
  9. Better planning decisions, careful management
- All of these have relevance to this project and many of these directions are now implemented via the State Planning Policy Framework, particularly Clause 12.

Direction 3 is particularly relevant to Gisborne and New Gisborne. Its two policies are:

- 3.1 Promote the growth of regional cities and key towns on regional transport corridors as part of a networked cities model.
- 3.2 Control development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Issues to be considered by Policy 3.1 include:

- ensuring that new development is supported by strong transport links that provide an appropriate choice of travel consistent with Melbourne 2030 principles, and by providing strong communications links
- limiting the impact of urban development on non-urban areas and supporting development in those urban areas that can accommodate growth
- developing and reinforcing the distinctive roles and character of each city
- fostering the development of towns around the regional cities that are on regional transport routes.

It is however noted that no specific towns within the Bendigo Corridor have been designated for growth

nor has a corridor strategy been prepared by the DPCD to facilitate Policy 3.1.

Policy 3.2 relates more to the future planning for rural residential development.

## Statement of Planning Policy No. 8 – Macedon Ranges and Surrounds

Statement of Planning Policy No. 8 (SPP8) was introduced in 1975 to the Macedon Ranges area and is now included as a reference document to the Macedon Ranges Planning Scheme, forming the basis of Clause 22.01 – Macedon and Surrounds. Implementation of this strategy is currently being reviewed by Council.

## Gisborne Residential Strategy

This strategy maps and analyses environmental and landscape attributes important in determining suitability criteria for residential landuses within the Shire. It is a reference document to the Planning Scheme though provides little in the way of a 'residential strategy'.

## Gisborne Township Residential Review – Stage 2

This 1993 report finds that in order to address demographic changes while enhancing the township character a clear policy of consolidation of township development needs to be implemented. The report recommends that this be implemented by allowing for a maximum population of around 12,000 persons, with a clear edge to the urban area and the township presented as a 'village in a rural landscape'. The report also recommends areas where further development should be concentrated and where development should be restricted.

## Station Road, New Gisborne – Streetscape Study & Report

This study, prepared in 1989, discusses Station Road between Ferrier Road and Early Street, taking into consideration its streetscape and built form and provides specific recommendations for building controls.

## Macedon Ranges and Spa Country Tourism Strategy

The Macedon Ranges and Spa Country Tourism Strategy (1995) provided a framework for the future marketing and promotion of tourism within the region from 1995 –2000. The strategies outlined within the document were intended for implementation prior to 2000. However, tourism remains an important industry for the area, and the impacts of a strong tourism industry will benefit the area economically.

## Cultural Heritage & Landscape Study

Completed in 1994, this comprehensive study contains a detailed environmental history of Gisborne / New Gisborne, a detailed landscape assessment of the study area including individual recommendations for preservation / improvement, and detailed citations and assessments for individual buildings and sites.



It is understood some of this study has been implemented though significant portions have not yet been and that Council is continuing its process of including sites within the Heritage Overlay.

### Amendment C8 Panel Report

The now abandoned Amendment C8 sought to introduce the outcomes of the 'Macedon Ranges Residential and Industrial Land Review' (July 2000). An Advisory Committee to the Minister for Planning assessed the Amendment and reported in 2004. Its key findings were:

- Difficulty in discerning Councils vision for the roles and functions of its major towns;
- Neither the current planning scheme or the proposed amendment provide a robust and unambiguous planning scheme that can cope with the growing development pressures in Macedon Ranges;
- The lack of strategic justification and direction regarding the extent of growth to be accommodated within the Shire and where growth should be directed and the need for further work, as acknowledged by the MSS is a major flaw in the Planning Scheme.
- Melbourne 2030 will have fundamental implications on towns within the Macedon Ranges. However, this does not necessarily preclude the development of towns within a "low density" character as encouraged in appropriate areas by SPP8 as a means of protecting rural character and landscape values.

The amendment was not supported by the Advisory Committee and the ODP is intended to address some of these issues.

### Leisure Strategy Plan

This Plan (2006) assesses the recreational needs and aspirations of the Macedon Ranges community, and formulates new directions and priorities for the provision of leisure services and facilities. The proposed strategy plan identifies actions, responsibilities, timeframes and resource implications for its implementation.

### Housing Strategy

Completed in July 2007, the Housing Strategy provides a framework to ensure a planned and well-considered approach by Council, on behalf of the community, to enhance and develop housing that is appropriate, diverse, affordable and sustainable.

### Gisborne Flood Study

The Gisborne Flood Study (2006) provides detailed flood assessment and levels for Jacksons Creek in the Gisborne town centre.

### Gisborne Population Projections

This report (2009) provides population and housing projections for the Gisborne area from 2006 to 2036. Key observations from this document are discussed at Section 7.2 of this report.

### Macedon Ranges Bicycle Strategy

The 2002 Bicycle Strategy identified a bicycle link through the spine of Gisborne, connecting the station with Gisborne Secondary College, as one of the most important issues to emerge from the public consultation. The existing shared pathway along Station Street extended to the station, was designated as this route.

Other routes include:

- An off road shared pathway to connect Holy Cross Primary School, New Gisborne on the western side of Barringo Road.
- Extension of the existing pathway along Station Street towards the main township from the public toilets in Sankey Reserve to the service road.

### Macedon Ranges Natural Environment Strategy

This 2009 strategy sets out actions to address key environmental issues identified in the Macedon Ranges region. Actions related to this ODP include providing public transport and pedestrian networks for new developments, reviewing zones and overlays, providing new residential development within existing urban settlements, completing native vegetation mapping for the shire, and completing a land capability study for Gisborne.

Other significant actions included in the strategy include:

- Improving water quality by reducing litter in streams.
- Developing and enhancing reserves in public ownership.
- Working with private land owners to protect and enhance the environmental value of the land.
- Use of geographical areas called Landscape Units to identify the unique attributes of different topographical areas in the Shire and to develop management guidelines to protect and enhance those assets.
- Further development of the Sustainability Framework to ensure environmental considerations are embedded in Council's service delivery and policy development.

### Gisborne Urban Design Framework (UDF)

The 2008 UDF builds upon the Outline Development Plan for Gisborne and New Gisborne and aims to ensure that future streetscape works, commercial development and public sphere projects throughout the Gisborne Activity Centre are delivered in a planned, efficient and orderly fashion. It provides fine grain details of the proposed uses, building heights, building setbacks, and details street and open space landscaping for the Gisborne Activity Centre. Of particular importance, it recommends the rezoning of three land areas at the southern section of the activity centre.

### Gisborne Commercial Assessment

This 2009 assessment suggests that, in the period to 2031, between 4 ha and 6 ha of additional development space will be required to accommodate commercial development in Gisborne. This allows for the development of local activity centres in New Gisborne, West Gisborne and South Gisborne of approximately 500 sqm each.

It is important to retain the core retail and commercial activities within the Gisborne town centre. Because of the high level of existing vacant space, it is likely that demand for additional commercial space will not be strongly felt until after 2021. Nevertheless, there may be some potential operators for whom the existing space is not configured appropriately and who will require large format spaces in the meantime. These spaces need to be identified.

Another option would be to accommodate some peripheral commercial activities away from the town centre all together, though such sites require sufficient exposure to be attractive to investors.

There is some leeway for the New Gisborne local centre to develop into a small neighbourhood centre containing a supermarket given adequate population growth.

### Gisborne Industrial Land Analysis

This 2009 document reveals that Gisborne is the primary focus for industrial activity within the south of Macedon Ranges Shire. There is existing demand for industrial land in Gisborne/New Gisborne from local and established businesses who are planning to expand or relocate to more appropriate sites. Consumption of industrial land as demonstrated by building approvals indicates that there has been recent demand even though supply is constrained. Lot consumption is around 8 lots per annum or 2.4 ha per year.

Given that 41.5 ha of industrial land is currently provided in Gisborne/New Gisborne, an additional 23.3 ha of industrial land is required to 2021 to meet employment needs of Gisborne and surrounding areas defined as the 'Southern Employment Catchment Area'. To ensure a sufficient zoned land supply exists, an additional 34.9 ha of industrial zoned land is required in Gisborne to 2021.

Land identified for future industrial activity should have the following attributes:

- Exposure to an arterial road for large format retail and wholesale uses;
- High urban design attributes;
- A range of lot sizes for a mix of uses including industrial service businesses, large format retail/wholesale, small manufacturing businesses and transport and storage;
- Provide level and cleared development sites;
- Access to electricity, reticulated water and sewer;

- Roads to meet heavy transport requirements, allow for turning trucks and clear access to the highway;
- Have appropriate buffers from existing and future residential development.

### Gisborne Movement Network Study

The purpose of this 2007 document is to identify future transport infrastructure improvements required to cater for projected population growth to 2031, and to estimate and apportion costs of transport infrastructure improvements to enable the establishment of a Development Contribution Plan for Gisborne/New Gisborne. Key recommendations of the report include the following:

- Provision of measures to ensure adequate parking is available in the town centre,
- Provision of key pedestrian, bicycle and public transport network upgrades,
- Upgrading of key intersections (including Station Road/Robertson Street, Melbourne Road/Kilmore Road, Willowbank Road/Aitken Street/Gisborne Road, Willowbank Road/Brady Road and Willowbank Road/Melton Road),
- Upgrading key roads including Aitken Street, Brady Road, Willowbank Road and Station Road (south of Calder Freeway), and
- Provision of new road alignments to service developing areas and take pressure off existing roads.

### Planning for Community Infrastructure in Growth Areas

While not specific to the Gisborne or Macedon Ranges area, this document provides a recommended process for determining community infrastructure needs in growth areas (Shire of Melton and the Cities of Wyndham, Whittlesea, Casey and Hume). It provides a documented framework of principles, standards and benchmarks for the planning of community infrastructure. The recommended infrastructure provision for the population projection of the Gisborne/New Gisborne area is discussed further at Section 10.4 of this report.

### Macedon Ranges Open Space Strategy

This 1999 document aims to develop a shared vision, principles, goals and strategies for the sound future management of open space in the Shire. The study covers areas ranging from regional, town and local parks to trails, botanic gardens and undeveloped open space. The main initiatives in Gisborne are enhancement of parkland along Jacksons Creek, development of loop trails and links, rationalisation of small areas of open space and modification of the botanic gardens development.

### Children and Young People's Future Service Needs (2009)

This 2009 report identifies the following additional child and young people services that will be required in Gisborne to 2026:

- Kindergarten– 35 additional places;
- Pre-kinder (3yo) – 55 additional places;
- Family day care – 25 additional places and 6 additional providers; and
- Centre-based child care – 70 additional places.

The report also identifies the continued growth in the primary school, young people and young adult age cohorts.

### Older People's Future Service Needs (2009)

This 2009 report identifies that a significant increase in the aged persons population will occur in Gisborne to 2026 – a 177% increase from the 2006 population for persons aged 65 and over. This increase will result in:

- The need for residential aged care places will increase and most of these places will be provided in Gisborne and Kyneton;
- The need for Commonwealth Aged Care Packages will increase; and
- The need for Home and Community Care will almost triple.

The report also identifies there is limited ability for older residents in the Shire to 'downsize' into smaller dwellings closer to town services should they wish to do so.

# 7 Demographic Profile

## 7.1 Planning Context

Population and housing data, trends and analysis heavily influence all elements of the Macedon Ranges Planning Scheme. Initially the State Planning Policy Framework sets out land use principles which require population analysis to justify Planning Schemes' further content. For example, housing market supply and demand analysis is required to ensure that a residential rezoning will not result in more than 10 to 15 years land supply.

Most Planning Schemes include specific population analysis in their MSS and for Macedon Ranges this is currently included at Clause 21.02 'Municipal Snapshot'. This analysis provides the basis for all other planning scheme policies and to justify the use of certain zones and overlays in particular areas. For example, the Development Plan Overlay may be applied to areas where population growth is anticipated and therefore requires more detailed planning prior to subdivision.

Projections tell us about the dynamics of our society and our economy and how these are reflected in changing patterns of settlement. They are therefore, an important decision making tool. Projections point to where new services and products may be needed. They paint a picture of the future and highlight challenges for new policies and practices. Understanding this growth – what is driving it; how it is distributed across the Shire; where it is leading us to and how Council might manage this change to obtain the outcomes sought for Gisborne / New Gisborne – empowers the planning process.

Whilst it is recognised that projected scenarios, as well as other outcomes are possible, projections beyond a 15-year horizon are hazardous at best and open to a range of influences. Consequently it will be necessary for Council to monitor population growth in the town over the coming Census years and review the provisions of the ODP in 2013 and beyond.



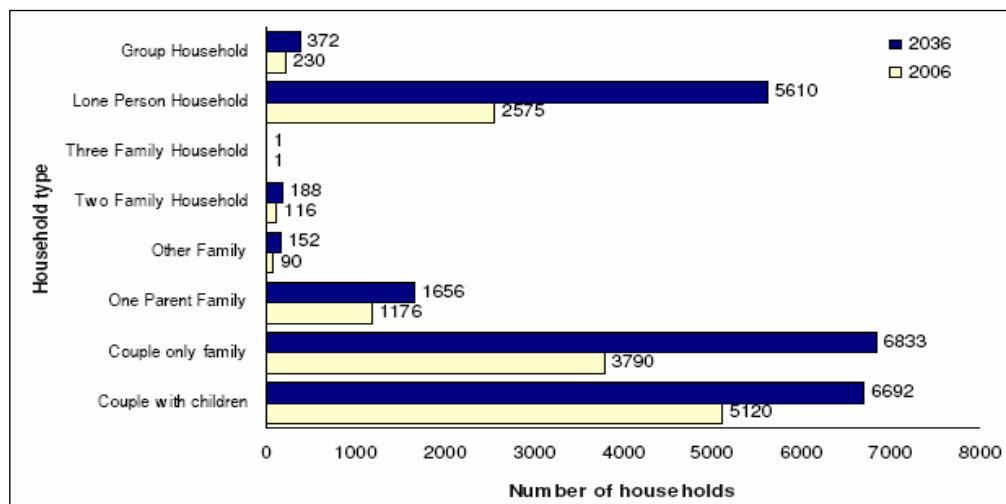
## 7.2 Macedon Ranges Shire LGA

The Department of Planning and Community Development (DPCD) publish population bulletins each year recording the population for each Local Government Area recorded as part of the Australian Bureau of Statistics census.

In 2006 the population for the Macedon Ranges Shire LGA was 39,989, an increase from 37,672 in 2001 (a growth rate of 1.2%). This represents a drop in growth rates experienced in previous census periods (e.g. 2.0% between 1995-2001). DPCD estimate that by 2026 the population for Macedon Ranges Shire will be 54,039, an increase of 14,050 persons (35%).

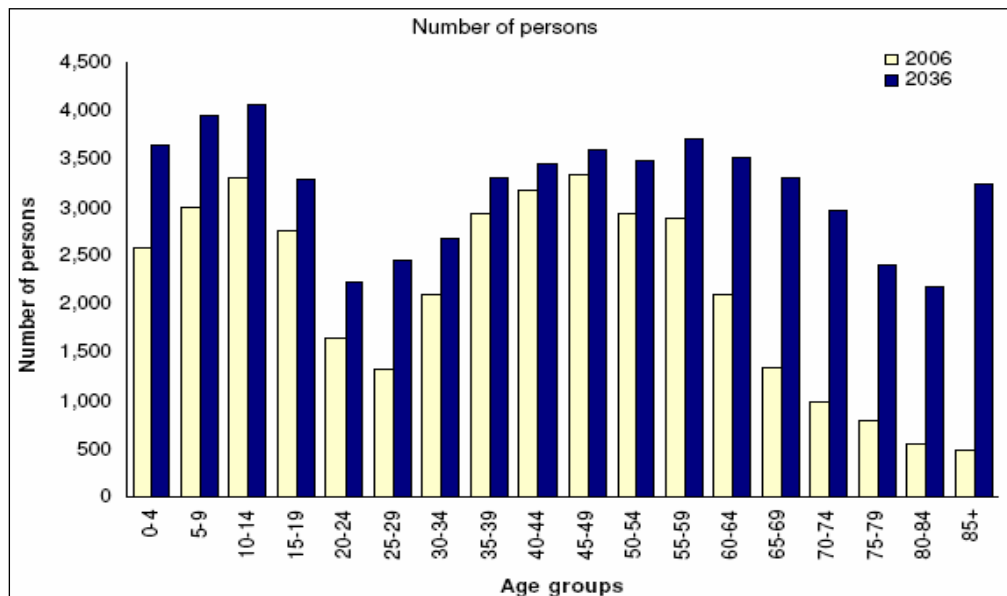
The Macedon Ranges Shire Council (MRSC) has also produced population projections for the Shire as a whole in the document titled 'Macedon Ranges Shire – Local Government Area and Towns – Population Projections 2006 – 2036'. The MRSC projections use fine grain, local level data to provide detailed projections and are slightly more conservative than those produced by DPCD showing an increase from 38,360 in 2006 to 50,380 in 2026, an increase of 12,020 persons (31%).

While all age groups in the Macedon Ranges Shire are expected to rise, there will be considerable shifts in the makeup of population in future years. There will be considerable growth in 'couple only' and 'lone person households' and a far greater proportion of 'older people' in the population particularly those aged 70 years and older.



**Figure 4 - Projected Population Growth by Household Type – Macedon Ranges.**

Source: Macedon Ranges Shire – Local Government Area and Towns – Populations Projections 2006 – 2036.



**Figure 5 - Projected Population Growth by Age – Macedon Ranges.**

Source: Macedon Ranges Shire – Local Government Area and Towns – Populations Projections 2006 – 2036.

## 7.3 Gisborne Township Area

### Population Analysis

This analysis is based on information from Council's 2009 document 'Gisborne – Population Projections 2006 – 2036'. The methodology for these projections is included in the document titled 'Macedon Ranges Shire Population Projections 2006 to 2036 – METHODOLOGY' which was prepared by Council.

In comparison to the Macedon Ranges Shire as a whole, the Gisborne Township area population in 2006 was 6,398 and is expected to increase to:

- 10,852 by 2026, an increase of 4,454 (70%), and
- 12,071 by 2031, an increase of 5,673 (89%).

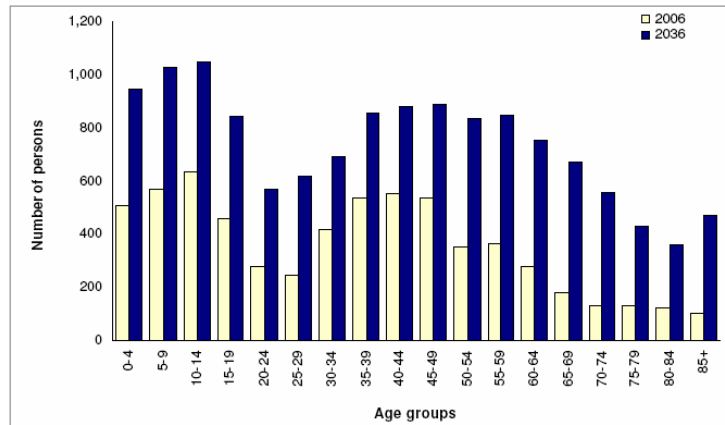
This is a marked population change compared to the Shire as a whole revealing that the Gisborne Township is a key growth area within the Shire.

Key observations of the 'Gisborne – Population Projections 2006 – 2036' are:

- Gisborne's population in 2006 was estimated to be 6,398 residents and is projected to increase to 12,071 residents in 2031, an increase of 5,673 (89%).
- The number of households is expected to increase from 2,131 in 2006 to 4,263 in 2031, a significant increase of 2,132 (100%).
- The average household size is projected to decrease, dropping from an average of 3.0 people in 2006 to 2.83 in 2031. This will continue to be above the Victoria and national average household size.
- The average annual growth rate increased from 4.4% between 1981 and 1991 to 5.6% between 1991 and 2001. However, the 2006 census shows that this rate decreased between 2001 and 2006 to 3.5%.
- In 2006, couples with children were the most common type of Gisborne household. While increasing in number, the proportion of Gisborne households in 2031 that are families with children is expected to drop.
- Growth in the number of couple only households and lone person households will be significant in Gisborne with lone person households expected to more than double by 2031.
- The Gisborne township area's age structure shows significant increases in the proportion of the 65 years plus age group, nearly double by 2031. This 'ageing of the population' is forecast across the Macedon Ranges as well as Victoria and Australia.

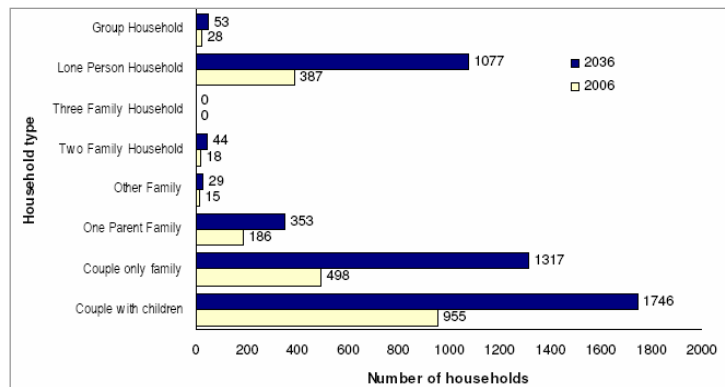
**Figure 7 - Projected Population Growth by Age – Gisborne.**

Source: Gisborne – Local Government Area and Towns – Populations Projections 2006 –2036.



**Figure 6 - Projected Population Growth by Household Type – Gisborne**

Source: Gisborne – Local Government Area and Towns – Populations Projections 2006 –2036.



**Dwelling Analysis**

As shown in the table below, detached dwellings makes up the majority of the housing stock in both the Gisborne Township and the Shire as a whole.

Private Dwelling Structure	Gisborne		Macedon Ranges	
	N. occupied private dwellings	%	N. occupied private dwellings	%
<b>Separate house</b>				
Separate house	1,911	91%	12,413	95%
<b>Flat, unit or apartment</b>				
In a one or two storey block	107	5%	365	3%
In a three storey block	3	0%	3	0%
In a four or more storey block	0	0%	0	0%
Attached to a house	3	0%	11	0%
<b>Flat, unit, apartment sub-total</b>	<b>113</b>	<b>5%</b>	<b>379</b>	<b>3%</b>
<b>Semi-detached, row/terrace house, townhouse</b>				
With one storey	52	2%	192	1%
With two or more storeys	13	1%	15	0%
<b>Semi-detached, row/terrace house sub-total</b>	<b>65</b>	<b>3%</b>	<b>207</b>	<b>2%</b>
<b>Other dwelling</b>				
Caravan, cabin, houseboat	4	0%	65	0%
Improvised home, tent, sleepers out	0	0%	6	0%
House or flat attached to a shop, office	0	0%	23	0%
<b>Other dwelling sub-total</b>	<b>4</b>	<b>0%</b>	<b>94</b>	<b>1%</b>
<b>Total occupied private dwellings</b>	<b>2,093</b>	<b>100%</b>	<b>13,093</b>	<b>100%</b>

**Table 1 - Occupied Private dwelling Structure – Gisborne and Macedon Ranges.**

Source: Gisborne Demographic Profile by MRSC Social Planning Unit Aug.

# 8 Key Issues

The review of the key background documents, the planning scheme, particular State planning policy and demographic profiles has identified the following key issues that influence the ODP's preparation:

1. Physical urban infrastructure
2. Transport & Movement
3. Landscape & Township Character
4. Natural Environment
5. Commercial & Retail
6. Community & Open Space
7. Housing and Lot Diversity

These issues also form the basis of the 'themes' discussed at Section 2.





## 8.1 Physical Urban Infrastructure

Infrastructure in this context includes water, sewerage, electricity, gas, telecommunications, sealed roads and other services.

Current infrastructure providers are:

- Water and Sewerage Authority: **Western Water**
- Electricity provider: **Powercor Australia**
- Telecommunications network provider: **Telstra**
- Major roads / local roads: **VicRoads / Council**
- Gas: **Tenix**
- Drainage Authority: **Council/Melbourne Water** (if the drainage catchment is greater than 60ha)

### Planning context

Clause 11.03-4 of the SPPF discusses the need to provide physical infrastructure in an efficient, equitable, accessible and timely manner. As the provision of this infrastructure is primarily controlled by the relevant authorities, planning authorities should consider the use of development contributions (levies) in its funding. This can be achieved via a Development Contributions Plan and Overlay (DCP/DCPO).

Melbourne Water are currently completing drainage schemes for Central Creek and New Gisborne that will include a retarding basin east of Station Road and just south of Ferrier Road. All future hydraulic and water quality works will be funded by developer contributions.

A DCP is being prepared for Council by SGS Economics and Planning. This is discussed further at Section 16.3 of this report.

### Issues

- At May 2009 the Rosslynne Reservoir was approx 3% full.
- Adequate water pressure cannot be achieved to properties further south than Nicole Court and Wyralla Crescent, and problems may be experienced in other elevated areas. Significant infrastructure upgrades would be required to overcome this to allow residential development further south.
- A second water supply pipe from Melbourne has been completed.
- Sewerage provision lags behind development in some areas. There are some existing residential areas that are developed at low densities and are currently not provided with reticulated sewerage:
  - Area generally south of the southern end of Howey Street, with the exception of Morningside Estate.
  - Jonathan Drive area.
  - South-eastern end and north of Sheedy Road.

- Eastern extent of McKim Road area.
- Existing low density area south of Saunders Road.
- Western Water has advised it is planned to extend the sewer main east of Willowbank Road under the Calder Freeway to the Recycled Water Plant. This may provide opportunities for the Sheedy Road area to also connect.
- It is understood the area south of the southern end of Howey Street is also able to be connected to a reticulated system. Other unsewered areas may be connected though will require sewer main extensions.
- The sewerage treatment plant at Haywood Drive is currently at capacity but extension works are programmed. These works will provide sufficient capacity for growth and can be further upgraded.
- On-site effluent disposal is currently a problem in some areas of Gisborne with some lots not capable of containing effluent due to lot size and soil conditions. Consequently Western Water require a minimum lot size of 6000sqm for unserviced land.
- Existing drainage infrastructure is good but increased capacity is needed to cater for development south of Gisborne. Older established residential areas have open drainage systems in easements that may not cope well in heavy rain.
- Melbourne Water have advised that a retarding basin will be required for development west of Station Road, New Gisborne. The location and size of the basin will depend upon the extent of development proposed.
- Melbourne Water have advised that a drainage scheme is required for the Central Creek area, north and south of Willowbank Road.

### Implications for ODP

- 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.
- Provide land for a retarding basin and drainage reserves west of Station Road.
- Provide land for the Central Creek drainage scheme.
- Finalise DCP and undertake an amendment to apply a DCPOverlay.

## 8.2 Transport & Movement

Gisborne / New Gisborne has good transport infrastructure with the Calder Freeway separating the two settlements and the 'Melbourne-Bendigo Railway' located at the northern edge of New Gisborne. Both provide direct access to Melbourne and Bendigo.

### Planning Context

Clause 12.08 of the SPPF seeks to create a more sustainable transport system by integrating land-use and transport. A Development Contributions Plan can address transport infrastructure provision in new developments, ensuring that new development provides the appropriate funding or infrastructure to ensure transport issues are appropriately managed and catered for by developers and Council. The same plan should require appropriate cycling and pedestrian links.

A movement network study has been prepared for the Gisborne area as discussed in Section 6 of this report.

### Issues

- Congestion on roads around schools is a significant issue at school drop off and pick up times. This is understood to be a particular issue around New Gisborne Primary School.
- Bicycle facilities are generally poor with currently no significant provision of cycling facilities in road reserves or elsewhere.
- The Gisborne Movement Network Study 2006 specifies that by 2031, traffic increases in excess of 100% (i.e. double existing traffic flows) are likely to be experienced on Aitken Street (north of Fersfield Road), Brady Road, Brooking Road, Ferrier Road, Sheedy Road, Station Road (south of Ferrier Road) and Willowbank Road.
- The Study also states that by 2031, daily traffic volumes are expected to exceed 10,000 vehicles per day on Melbourne Road (west of Calder Freeway), Robertson Street (west of Station Road) and Station Road (between Hamilton Street and Calder Freeway).
- Based on existing parking generation rates, there will be a moderate shortfall (approximately 200 spaces) in the town centre parking supply by 2031.
- The existing pedestrian infrastructure network is deficient and some existing paths are substandard.
- The existing public transport network does not fully meet the needs of residents in many areas. There is a bus link to the train station from Gisborne town centre twice a day on weekdays. The 'Gisbus', a Department of Transport initiative, was launched in January 2009 and also provides residents with a demand

responsive bus service between their homes and the train station on weekday mornings and evenings. Access to other areas within and beyond Gisborne and on weekends is limited. Pedestrian access is provided to the railway station but the distance to be travelled from the majority of the existing residential area and topographical barriers are prohibitive.

- The south side of the New Gisborne Train Station has recently been upgraded with improved 'Park and Ride' facilities.
- Residents tend to rely heavily on motor vehicles both within and out of town.

### Implications for ODP

- Investigate alternative transport networks west and east of Station Rd and south of Fersfield 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.

## 8.3 Landscape & Township Character

Gisborne/New Gisborne is known for its rural-living lifestyle, natural features and rural setting. The character of both towns and their surrounding landscape is what makes them unique places and attracts people to live or visit.

The combination of heritage buildings and properties, topographic diversity, significant landscapes (i.e. Mount Gisborne, Magnet Hill, Jacksons Creek) and heritage landscapes (i.e. avenues of honour, exotic windrows), make Gisborne/New Gisborne 'villages in a rural landscape'.

The Macedon Ranges Cultural Heritage and Landscape Study makes the following observations regarding Gisborne/New Gisborne's character:

- The town was laid out in grids at right angles to a section of the creek course with Mount Gisborne as a terminal feature to the main road;
- Reserve areas were established adjacent to the creek which have been extended as recreation areas to the west of Aitken Street;
- Mature exotic trees line the banks of the creek and the old reserves as well as the northern entrance to the town and some side streets;
- The containment of the older township within the creek gorge and on lower areas together with mature plantings forms a picturesque view of an established rural townscape;
- The Jacksons Creek gorge and escarpment contain the view of the traditional town boundary and provide the transition from town to rural;
- A peri-urban sprawl of hobby farms and large house blocks threatens the landscape character of the towns.

With more recent pressure for urban development in the Gisborne township area, the landscape and township character of Gisborne is being challenged.

### Planning Context

SPPF Clauses 11.03 and 12.05 reiterate the need to create environments that have an easily recognisable sense of place and cultural identity and encourage development that emphasises existing cultural heritage values, attractive built form and landscape character.

Council has the opportunity to place conditions on Planning Permits requiring developers to meet specific design criteria that enhance the character of the township and landscape.

The adopted Urban Design Framework for the Gisborne Activity Centre provides design guidelines to ensure that new development respects the existing historical and landscape features of the commercial town centre.

### Issues

- Appropriate recognition of heritage assets;
- Controlling building design to manage the scale and design of new buildings, particularly within established township areas;
- Ensuring that new development is responsive to its built or natural environment;
- Protection of the Calder Freeway and railway line semi-rural landscape corridors, and ensuring the landscape is not dominated by residential development on the fringes of Gisborne and New Gisborne. The main approaches leading to and through the township area are critical to the presentation of Gisborne / New Gisborne as an attractive, semi-rural town.
- Maintaining the valuable landscape and open space corridor of Jacksons Creek as an essential element of the township's character and village-like scale and atmosphere.
- Protecting significant viewlines between: Gisborne and Mount Gisborne, New Gisborne and the Macedon Ranges, and parts of Gisborne to Bullengarook.
- Retaining the avenues of exotic trees and hedgerows that line many streets throughout the town centre has a unique influence on the landscape character of the town.
- Some established residential areas have a low density subdivision pattern and are also often unsewered and in landscape sensitive locations (i.e. above Jacksons Creek escarpment, adjoining the Calder Freeway).

### Implications for ODP

- 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 Activity 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 sewerred and/or are located in areas of landscape sensitivity.
- Protect the streetscapes of Station Road, New Gisborne and the Gisborne town centre residential precinct.



**Figure 8 - Landscape & Heritage Analysis**

## 8.4 Natural Environment

The natural environmental features of the area contribute to the 'semi-rural character' and natural setting of the township, provide valuable water resources and biodiversity and are one of the Shire's most valued assets. Key features of the natural environment are:

- Rosslynne Reservoir to the north-west of the town. The Reservoir provides water for domestic, agricultural and recreational purposes.
- Jacksons Creek passes through Gisborne.
- Gisborne Racecourse Marshlands Reserve (GRMR) situated on the Calder Freeway in New Gisborne. A small section of the wetland also exists south of the Freeway, north of Ross Watt Road.
- Identified native vegetation areas through the township area, though particularly north of Ferrier Road, along Jacksons Creek, and north-west of Gisborne-Melton Road.

These features provide challenges and opportunities for future development.

### Planning Context

The importance of the natural environment of the area is reflected in Clause 14 of the SPPF and 'Statement of Planning Policy No. 8 – Macedon Ranges and Surrounds', as previously discussed. Clause 11.03-2 of the SPPF identifies the need to contribute to the protection of air, land and water quality and the conservation of natural ecosystems, resources, energy and cultural heritage.

Local Planning Policies can provide guidelines related to catchment management and water quality protection, erosion, vegetation and soil removal, to ensure that new development is responsive to identified environmental issues. In addition, Council have a number of overlays that can be applied, including the Environmental Significance Overlay (ESO); Vegetation Protection Overlay (VPO); Significant Landscape Overlay (SLO); Erosion Management Overlay (EMO); Land Subject to Inundation Overlay (LSIO); Wildfire Management Overlay (WMO); Design and Development Overlay (DDO); Floodway Overlay (FO); and the Salinity Management Overlay (SMO).

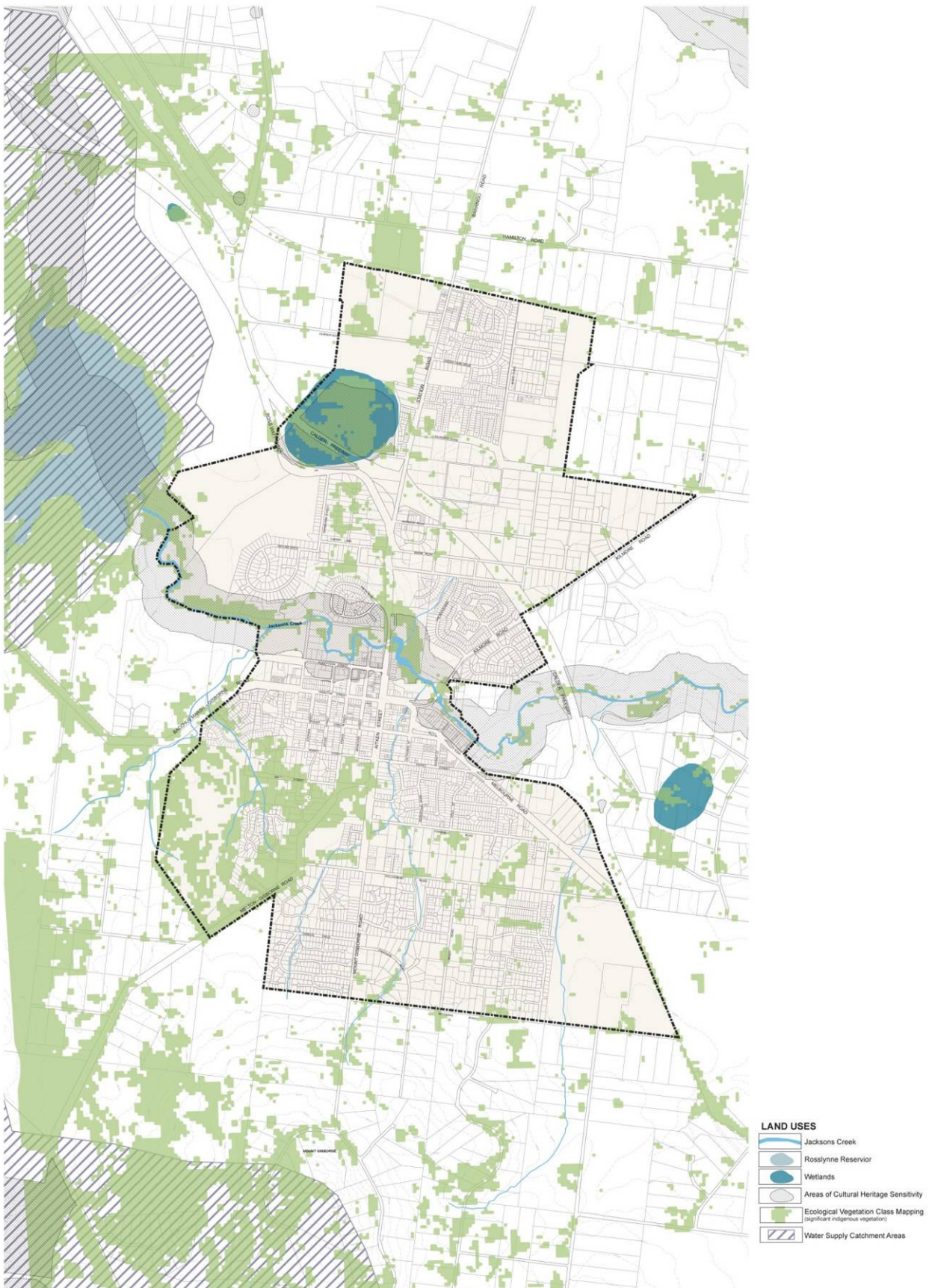
### Issues

- Managing the growth of the township area to ensure that the environmental values of the area are conserved and enhanced, including maintaining high levels of flora and fauna biodiversity, protection of waterways and wetlands and protection of sites of cultural heritage significance.
- Parts of the township are relatively low lying and subject to flooding during heavy rainfall.

- Areas of the townships are susceptible to erosion, particularly along the Jacksons Creek escarpment.
- Rosslynne Reservoir Open Water Supply Catchment adjoins the township boundary to the west. Unplanned and inappropriate patterns of development can detrimentally affect water quality in catchments. Appropriate management of water catchment areas is essential for the protection of the quality and quantity of water supply.
- GRMR is a site of "Plains Sedgy Wetland", one of only two remaining wetlands of this type in Victoria. The wetland provides habitat for the nationally Vulnerable and state endangered Growling Grass Frog, nationally and state Vulnerable Swamp Fireweed and Swamp Everlasting, state vulnerable Pale Swamp Everlasting and Plains Yam-daisy, and Wetland Blown-grass which is poorly known in Victoria.
- The GRMR and land along Jacksons Creek are areas of cultural heritage sensitivity and are subject to the *Aboriginal Heritage Regulations 2007*.

### Implications for ODP

- 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.



**Figure 9 - Natural environment**

## 8.5 Retail, Mixed Use & Employment

Gisborne provides one of the municipality's major economic centres, along with Kyneton and Woodend to the north and Romsey to the east. Major sources of local employment are retail, government and tourism. Other smaller townships in the municipality rely upon Gisborne and New Gisborne for retail, higher order employment, community and recreational needs. Importantly, New Gisborne provides the railway station and V-Line service to Melbourne and has an industrial estate.

Proximity to Melbourne is an advantage as it allows local business good access to markets, ports, airports and road networks. However, it also allows Gisborne/New Gisborne to attract a commuter population where the majority of local residents travel outside the municipality for employment, education, retail and recreational pursuits.

Gisborne and New Gisborne are also located within the Macedon Ranges Spa Country, a well-recognised tourism region of Victoria.

A sound local economy will provide a sustainable basis to accommodate not only the existing community, but also any growth that will be experienced by the community in the future.

Economic and Industrial Land Development Strategies are currently in draft format.

### Planning Context

Employment/economic development and tourism opportunities and hierarchies are currently discussed at Clauses 11.03-5 and 21.07-5 of the Planning Scheme.

Local planning policies can be introduced into the Macedon Ranges Planning Scheme to encourage sustainable urban design and to promote a high standard of built form. This can relate to tourism development as well as commercial and industrial development. Land can be appropriately zoned for business and industrial purposes to encourage the appropriate location of commercial uses. Appropriate zones include Business 1, 2, 3 and 4 Zones and Industrial 1, 2 and 3 Zones.

A commercial assessment and an industrial land analysis have been prepared for the Gisborne area as discussed in Section 10 of this report.

### Issues

- There is concern regarding escape expenditure for weekly shopping, bulky goods and entertainment.
- Recognising the existing limitations and needs of industrial and commercial development with regard to the availability of infrastructure and location of businesses.
- Encourage high quality design and built form outcomes that complement streetscape character and significant views and do not

detract from residential amenity or the townships' rural character.

- Demand for additional commercial space within the Gisborne activity centre is predicted to be stronger after 2021.
- Industrial land supply needs to be increased to cater for demand predicted for 2021.
- Provision of timely and efficient infrastructure to ensure development is well serviced.
- Recognise land use conflicts associated with the existing Industrial Estate and adjacent residential development.

### Implications for ODP

- 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 uses that may be more suitable within the expanded Gisborne Industrial Estate.



Figure 10 - Retail & business areas



## 8.6 Community Infrastructure & Open Space

One of the town's defining characteristics is its network of open spaces, particularly the Jacksons Creek linear park that incorporates adjacent sporting reserves, Council offices and Gisborne Botanical Gardens and is identified in the Open Space Strategy as the main town park. The majority of the town's community facilities and infrastructure such as emergency services, medical centres and retail/business precinct are also located in or adjacent to this area.

Primary schools are located in both Gisborne and New Gisborne, however the town's only secondary college is in Gisborne. Private primary schools exist in New Gisborne and Gisborne (Holy Cross, Montessori and St Brigids).

As development increases there will be additional pressure on existing open space, educational institutions and community infrastructure. Additional local parks, linear links and possibly active recreational facilities will be required to service new development. Additional community facilities and extension of school facilities may also be required.

### Planning Context

Community and Open Space feature strongly in Clause 12 of the SPPF, the LPPF (i.e. Gisborne Township) and the Particular Provisions (i.e. Public Open Space Contribution and Clause 55/56).

The Development Plan Overlay can address the equitable provision of open space, educational facilities and community infrastructure in relation to new development (i.e. the design must provide for future open space, educational facilities or community infrastructure where the overlay has identified that a need exists).

The Open Space Strategy (1999) provides an inventory of all open space areas within the Shire. It recognises trends in the use of open space areas, lists priority actions for existing reserves and identifies areas where additional public open space should be required as part of future development.

### Issues

- Improving the existing bicycle/pedestrian network to connect development with the Jacksons Creek environs.
- Ensuring that new local parks have a minimum area consistent with the requirements outlined in the Particular Provisions of the Planning Scheme in order to avoid the current condition of small, unsuccessful public open spaces.
- Ensuring compliance with the principles of safety through urban design in the development of linear links to avoid issues of poor surveillance.

- Increased development in New Gisborne and south of Gisborne township will create demand for additional educational facilities and community infrastructure.
- Address the need for additional active open space facilities in areas of increased development in New Gisborne and south of Gisborne township.
- Ensuring open space areas are fronted by road to provide an active frontage and adequate surveillance, as well as access for all by providing appropriate disability access.
- Ensure 5% public open space contributions are provided for developments. This land should be unencumbered land and in addition to any encumbered space.

### Implications for ODP

- 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, including waterways, 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.
- Complete an options assessment and feasibility study for a new indoor community recreation centre and two new local cricket ovals.

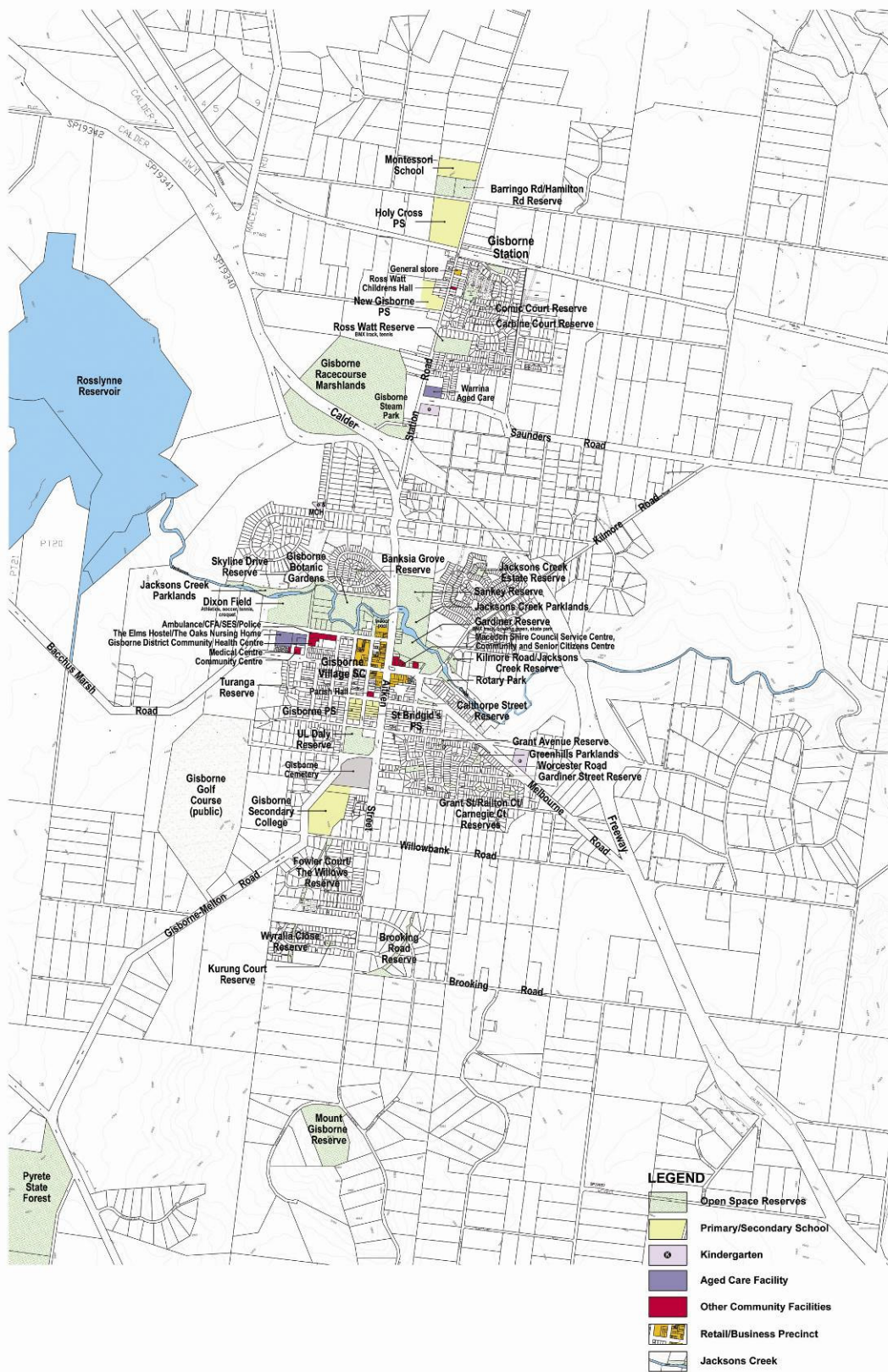


Figure 11 - Open space & community facilities

## 8.7 Housing and Lot Diversity

Traditionally in Gisborne, housing styles and densities have been characterised by a core of “town lots” of around 800 – 1200 sqm (1/4 acre), with the surrounding area comprising larger rural residential style lots of 2000 – 4000 sqm (1/2 – 1 acre) with rural land on the town fringe. Many existing residential areas were developed under the former Shire of Gisborne’s development controls, which have been translated into the new format Macedon Ranges Planning Scheme through DDOs. These areas often have a distinctive, established, low density character, though poor connectivity to surrounding areas.

Recent market pressures have led to some smaller lot development within areas that may have contained larger lots. Increasing demands on the town core have led to some medium density developments, which has led to debate about appropriate development and neighbourhood character in some cases.

The analysis opposite indicates that the style of development is not typically conventional suburban, but more consistent with that of an established rural township, with mixed lot sizes, established gardens and rural style homes.

### Planning Context

Clauses 11.03-1 and 12.01 of the SPPF discuss the need to facilitate sustainable development by taking advantage of existing settlement patterns, and investing in transport, communication, water, sewerage and social facilities.

The R1Z, LDRZ (minimum lot area 0.4 ha), Mixed Use Zone (MUZ), Rural Living Zone (RLZ) (minimum lot area 8 ha or otherwise specified) and the Urban Growth Zone (UGZ) are the appropriate zones that can be used to allow for residential and rural residential development within and around towns. The DDO and NCO can also be used to establish design controls.

### Issues

- Current R1Z land is afforded little additional control to protect the housing character and residential densities of existing areas, except where there are existing DDO’s. Neighbourhood character may exist in some areas and needs to be defined.
- Some R1Z land is not connected to reticulated sewerage.
- Some R1Z areas developed under historical planning controls are developed at lower densities in landscape and environmentally sensitive locations. They are often large lots within a landscaped garden setting with poor connections to the town centre thereby limiting redevelopment opportunities.
- Managing the transition from town to rural densities to provide appropriate interfaces

between various housing styles, lot sizes and rural activities.

- The location of medium density development needs to occur close to facilities and services, respect existing character, development, densities and add to streetscape values.
- A range of housing styles and densities appropriate to the population and demographics of the area should be planned for, and appropriate areas for certain styles of development be nominated.
- Oversupply of R1Z land needs to be carefully managed .
- The suitability of land parcels with high visibility from the freeway corridor, isolation from town services and facilities, strong semi-rural landscape character and significant vegetation, for residential development should be carefully considered.

### Current lot sizes

An analysis of both approved and current subdivision applications between 2002-July 2009 shows the following lot size trends:

- R1Z:
  - 0 – 300sqm – 4% (of total analysed)
  - 300 – 800sqm – 20%
  - 800 – 1000sqm – 17%
  - 1000 – 1500sqm – 42%
  - 1500 – 2000sqm – 6%
  - Greater than 2000sqm – 11%
- Low density residential (Both R1Z & LDRZ areas):
  - Less than 1500sqm – 10%
  - 1500 – 2000sqm – 41%
  - 2000 – 4000sqm – 43%
  - Greater than 4000sqm – 6%

### Implications for ODP

- Encourage 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, contain significant vegetation and/or not connected to reticulated sewerage
- Encourage appropriate development in landscape, environment and heritage sensitive areas. Consider the need for appropriate zoning, building setbacks and densities for new urban development in these locations.
- Provide a range of development opportunities (i.e. densities) across all areas. Increased densities should be encouraged within the identified local activity centres.
- Provide a suitable supply of residential land. This may require back zoning where necessary.

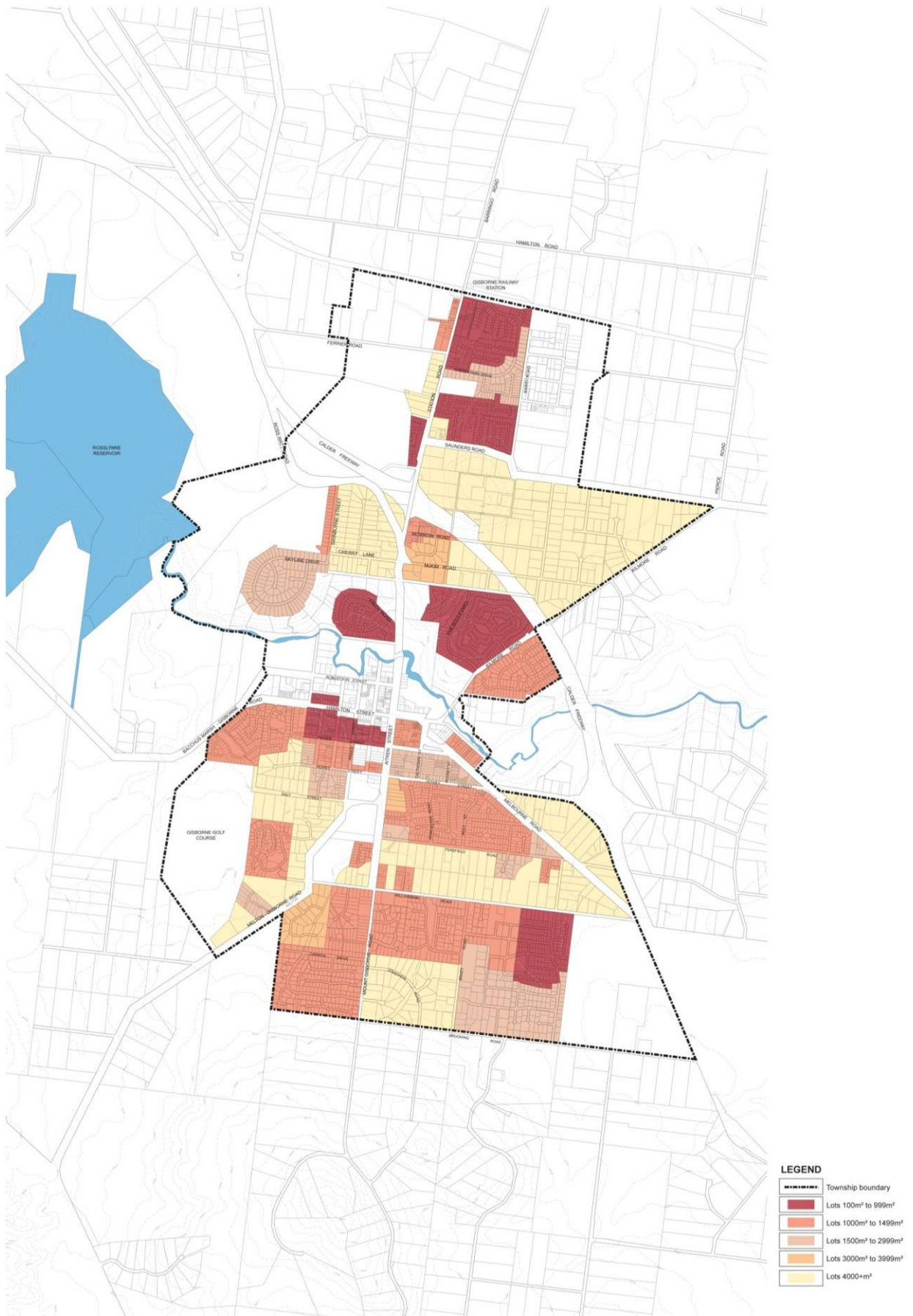


Figure 12 - Lot sizes

# 9 Sustainable Development

## 9.1 Ecologically Sustainable Development

Australia's National Strategy for Ecologically Sustainable Development (ESD) is based on the Brundtland definition of sustainability that put simply, means using, conserving and enhancing the community's resources so that ecological processes are maintained and the quality of life for present and future generations is increased. In terms of urban form, a sustainable urban form should be one that provides for the needs of the current generation without compromising the needs of future generations. The Macedon Ranges Shire has shown its commitment towards ecological sustainability through its 'Natural Environment Strategy'.

How to best implement the principles of ESD in the urban form is a challenge. The DSE discussion paper, 'Sustainability in the Built Environment' recognises the role of Melbourne 2030 in defining how sustainability manifests in a spatial context. While the principles of sustainable urban form such as the application of growth boundaries and encouraging a compact urban form are wide arching and can be applied to towns and cities, the DSE discussion paper also identifies that providing a sustainable environment will ultimately be delivered through local responses. The ODP provides the opportunity to create a framework at a local level for Gisborne/New Gisborne based on the principals of ESD.

Planning for sustainable land use and development should encompass sustainability in three broad forms: economic, environmental and social sustainability.

***Economic Sustainability: Involves protecting and enhancing assets, qualities and resources that contribute to long term economic wellbeing.***

***Environmental Sustainability: Aims to protect and enhance environmental assets, resources and qualities to ensure long term environmental well being.***

***Social Sustainability: Involves protecting and enhancing social assets, provides a safe and attractive environment and ensures the long term well being of people who live in an area.***

While the principles of economic, environmental and social sustainability provide guidelines for producing a 'sustainable urban form' these principles need to be considered in more detail in the context of the unique characteristics and existing conditions of the townships.

Often when considering these three general principles in the context of a place such as Gisborne/New Gisborne, conflicts over what is the priority issue will arise. 'Sustainability' in the built form is one policy objective that must be balanced and considered against other sometimes conflicting policy objectives such as heritage and neighbourhood character and an assessment is often required as to what outcome should prevail. Improving the sustainability of Gisborne/New Gisborne will not only benefit the local residents, but also significantly contribute to improving the well being of people and the environment in a global sense.

## 9.2 Responding to changing needs

Australian and Victorian communities are changing. The majority of households now consist of one and two persons yet most new houses still have three and four bedrooms with two car garages. The lack of fit between housing stock and households may not serve our community well.

Issues facing all forms of residential development include:

- the high cost of providing services and facilities, particularly water and sewerage, to cater for continued rapid expansion;
- the need for greater housing affordability;
- concerns about safety and security;
- a desire for greater social, economic and environmental sustainability; the need for more locally-based jobs;
- the ability to provide public transport more efficiently;
- maintenance of the economic base;
- access to education and community services; and
- the retention of environmental quality.

There has been considerable community discussion on the need for planning to respond to these issues and, at the same time, improve the design of suburban development. The design and layout of a subdivision is a fundamental determinant of the eventual urban form which:

- sets the urban character and design of an area;
- allows or inhibits social interaction and therefore influences the likelihood of community formation;
- forces car dependence or reduces it by encouraging the non-car modes of walking, cycling and public transport;

- gives or denies access to facilities for all users of the urban environment; and
- provides or prevents opportunities for locally-based business and employment.

Subdivision design therefore crucially affects the performance of residential developments in achieving the objectives of the State Planning Policy Framework.

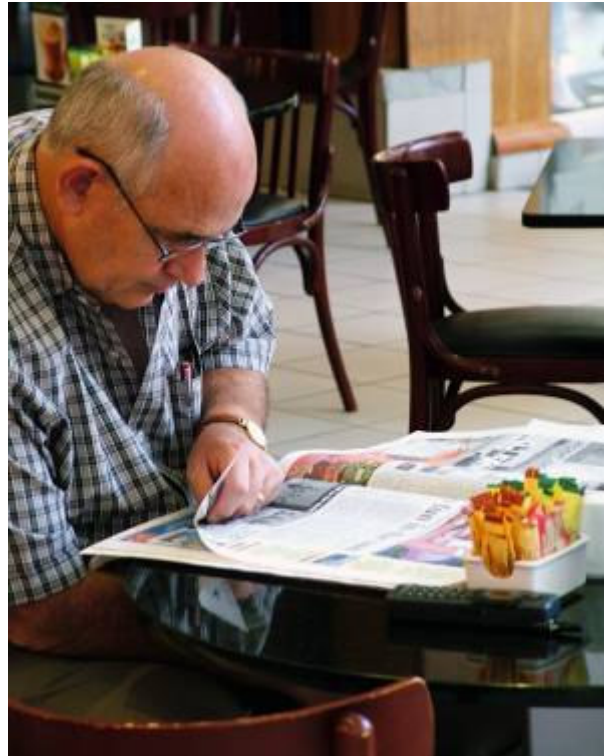
### 9.3 Trends in neighbourhood design approaches

Neighbourhood design is changing. During the 1970s and 1980s, neighbourhoods typically comprised low-density housing on large lots in a curvilinear street layout with a strong street hierarchy and low levels of connectivity with cul-de-sacs off local collector streets. Neighbourhoods were usually planned in cells bounded by arterial roads and were often walled. Most areas were almost exclusively residential.

Today there is greater emphasis on social, economic and environmental aspects. Recent neighbourhood design concepts have been given titles such as Urban Villages, Transit Oriented Design (TOD) and Traditional Neighbourhood Design (TND). In each case the underlying objective is to create residential environments that increase walkability, reduce dependency on private vehicles and are more energy and land efficient.

In response to this, the emerging planning agenda focuses on the idea of an urban structure based on walkable mixed-use neighbourhoods with interconnected street patterns to facilitate movement and to disperse traffic. Daily needs may be in walking distance of most residents. With good design, more people will actively use local streets, enhancing safety. Local employment opportunities are facilitated in the town structure, providing the community with a firmer economic base and enhancing self containment of neighbourhoods and towns.

Safe, sustainable and attractive neighbourhoods are sought with a strong site-responsive identity supportive of local community. New influences also include 'Healthy Urban Planning' which encourages decision-making based on human health and well being. These models promote better community, employment and environmental sustainability than conventional planning practice.



## 9.4 Designing new neighbourhoods

The elements to be addressed in designing new neighbourhoods are:

- Integrated neighbourhood design;
- Housing;
- Community facilities;
- Open space and natural systems;
- Activity centres and employment areas;
- Transport and movement; and
- Utilities and energy.

### Element 1 – Integrated neighbourhood design

#### Objectives:

- Provide a range of development densities.
- Use the existing landscape, environment and heritage characteristics to guide development patterns.

### Element 2 – Housing

#### Objectives:

- Provide a range of development opportunities (i.e. densities) across all areas. Increased densities are encouraged within the primary activity centres (i.e. Gisborne town centre and New Gisborne mixed use precinct).
- Provide a range of lot sizes that enable a mix of housing types and sizes.
- Provide a mix of private, affordable and social housing within and around identified town and local neighbourhood centres for households on low to moderate income.
- Provide for retirement villages and residential aged care facilities within identified town and local neighbourhood centres or within 400 metres of the same activity centres and a bus stop.

### Element 3 – Community facilities

#### Objectives:

- Provide community facilities within identified town or local neighbourhood centres; within the 400 metre walkable catchment of the centre; and on a bus route or railway station.
- Locate primary schools on connector streets with a bus stop at the school boundary.
- Locate secondary schools with direct access to the bus or railway network.
- Locate emergency services on arterial roads with good road access.
- Design walking and cycling paths to link residents to community facilities and open space areas.

### Element 4 – Open space and natural systems

#### Objectives:

- Provide a network of quality, well-distributed and cost effective open space.
- Provide active frontages to public open space areas.

- Co-locate open spaces with community facilities to maximise open space sharing opportunities.
- Take advantage of and be integrated with encumbered land, where possible and appropriate, to maximise land use efficiency and open space connections.
- Incorporate buffer areas along and around waterways to protect vegetation, water quality, fauna habitat and movement corridors and to prevent erosion.
- Provide passive open spaces in employment areas.
- Locate large areas of open space where they enable the use of open space for stormwater treatment and the capture of water.

### Element 5 – Activity centres and employment areas

#### Objectives:

- Locate local neighbourhood centres on connector streets.
- Require buildings to address the street and public spaces and have 'active' ground floor uses.
- Prioritise pedestrian movements.
- Provide multi-purpose spaces for meeting places, community events or other gatherings.
- Incorporate landscape features into the design of buildings and spaces to make activity centres and employment areas attractive places to work, do business, or live.
- Minimise the visual impact of parking and servicing.
- Incorporate high environmental standards, such as water conservation, landscaping of streets and public open spaces, bicycle paths, water sensitive urban design, energy conservation and waste management.

### Element 6 – Transport and movement

#### Objectives:

- Provide a network of pedestrian and cycle paths (both on and off street routes) to link pedestrians and cyclists safely and directly to key destinations.
- Require all connector and higher order streets to have footpaths on both sides of the reservation. All other streets have footpaths on one side.
- Provide a local permeable street network.
- Encourage the use of public transport and the establishment of local bus networks.

### Element 7 – Energy and utilities

#### Objectives:

- Provide water, electricity, sewerage and telecommunications infrastructure to all lots and phased in sequence with the development.
- Require at least 70% of lots across the precinct to have optimum solar orientation.

# 10 Land Supply and Demand Assessment

A requirement of the project study brief is to provide Macedon Ranges Shire Council with a preliminary appraisal of the land supply requirements for the settlements for the forecast planning period. This is to achieve the following objectives:

- Identify immediately key land supply issues that will need to be addressed;
- Focus on areas for potential development requiring greater attention; and

- Produce a framework which will allow for the consideration of current and future development applications and proposed rezonings.

The process of the land supply analysis consists of the following components:





## 10.1 Residential Land Supply

The following analysis and projections are based on information from Council's 2009 document 'Gisborne – Population Projections 2006 – 2036'. Additional data has been received from Council to calculate requirements to 2031 only, in line with the ODP timeline<sup>1</sup>.

The number of additional dwellings required in future years is primarily determined by population increases and household formation rates (number of new households). With respect to household formation, the long-term trend is for a smaller number of occupants per household.

### 10.1.1 Residential land supply

At a broad level, an assessment of existing residential land finds that approximately 210 hectares of vacant developable R1Z land currently exists (July 2009). These calculations are raw land areas only and do not take into account any site constraints such as environmental, heritage, engineering, current land use etc, and therefore the area of land actually available is likely to be less than this. Furthermore, these calculations only consider the larger, contiguous vacant R1Z landholdings and not infill sites or lots that are approved but not constructed (refer to commentary and **Table 3**).

As shown in **Table 2**, at a basic density of 10 dwellings per hectare (lesser than is currently targeted in new residential developments), 2,100 dwellings can be accommodated within this existing area. If densities slightly higher or lower than 10 dwellings per hectare are adopted, the number of households that can be accommodated changes significantly.

**Table 2 - Number of dwellings achievable from existing R1Z land**

Density	8 dwgs/ha	10 dwgs/ha	15 dwgs/ha
<b>Yield</b>	1680 dwellings	2100 dwellings	3150 dwellings

Note: Calculations have been based on raw land areas only, with no physical constraints allowed for (i.e. Environmental, heritage, engineering, current land use) and no allowance for provision of any community facilities within the area.

As noted above, planning permit approvals exist for some of the 'vacant' R1Z land. **Table 3** shows that as at July 2009, approximately 510 lots have been approved but not constructed. In addition, there are thought to be nearly 220 other existing vacant lots which can be considered as infill.

**Table 3 – Broad lot category breakdown**

Category	No of lots
Existing vacant lots	218
Approved lots (not constructed)	512
Current subdivision applications (lots)	137
<b>Total</b>	<b>867</b>

The approved and existing vacant lots are in addition to the existing 210 hectares of vacant R1Z land. Using the basic 10 dwellings per hectare density, the existing residential land supply can therefore be estimated at 2830 dwellings.

### 10.1.2 Residential land demand

Council's projections state that (refer Chapter 7):

- An additional 5,763 persons need to be accommodated between 2006 and 2031.
- An additional 2,132 households between 2006 and 2031 are required to accommodate the population increase.
- The projected average household size in 2031 is 2.83 persons.

As illustrated in **Table 4**, these factors result in the need/demand for approximately an additional 2,132 dwellings in Gisborne/New Gisborne by 2031.

**Table 4 – Number of dwellings required to accommodate projected population in 2031**

Year	Population (cumulative)	Average household size	Total additional dwellings required (cumulative)
2006	6398	3.0	
2011	7549	2.97	412
2016	8598	2.91	823
2021	9656	2.87	1234
2026	10852	2.85	1683
2031	12071	2.83	2132

Source: Data from 'Gisborne – Population Projections 2006 – 2036'

<sup>1</sup> Additional information received from Council titled 'ProjSystemOutput\_Gisborne\_25039'.

### 10.1.3 Residential land required

Calculations for the amount of residential land required to provide an additional 2,132 dwellings has been prepared in accordance with the following assumptions:

- An average lot size of 800sqm for R1Z areas, at the lower end of the densities identified in Section 8.7;
- An average lot size of 4000sqm for LDRZ areas that are sewerred, the minimum lot size allowed for the zone, and 6000sqm for unsewerred land
- 20% of the developable area is to be used for roads;
- 5% of the developable area is to be used for public open space;
- Not all of the land identified as vacant R1Z will actually eventuate to the market. It is unlikely that this will occur for a number of reasons, including:
  - Owner preference (e.g. desire to retain property/land indefinitely);
  - Need for consolidation to ensure infrastructure delivery;
  - Retention of property/land to be passed on to future generation;
  - Market price (i.e. market value of land may not be sufficient to entice land owner to sell/subdivide);
  - Some identified land may be in comparatively undesirable locations; and/or
  - Development costs may be prohibitive for some identified sites.

To this end, it is unlikely all of the land identified as vacant will eventuate to the market. As such it is prudent to adopt a higher level of supply than 2,132 dwellings.

Taking these factors into account the ODP should provide sufficient land to accommodate approximately 2,500 dwellings (taking the base 2,132 dwellings required, plus an additional 20% to overcome supply issues).

It is acknowledged that if developed at a basic density of 10 dwellings per hectare the existing residential land supply can accommodate the projected demand. Indeed if developed at a higher density the available land can yield well in excess of the projected demand, even taking into account physical land constraints.

### Preferred location/s

The following best practice planning principles should influence the location of 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.

## 10.2 Industrial Land Supply and Demand

The Gisborne Industrial Land Analysis 2009 provides the relevant analysis and projections for industrial land.

### 10.2.1 Industrial Land Supply

The Industrial Land Analysis identifies that Gisborne/New Gisborne currently has 41.5ha of industrial land, including 11.5ha of vacant land.

### 10.2.2 Industrial Land Demand

The Industrial Land Analysis identifies:

- 53.1ha of land is required within Gisborne/New Gisborne to support existing industrial related jobs.
- A total of an additional 23.3 ha of industrial land is required between 2009 and 2021 to support local employment requirements.
- Building approvals data indicates an additional 24 ha of land will be required between 2021 and 2031.

As such, an additional 47.3ha of industrial land (23.3ha to 2021, plus 24ha between 2021 and 2031) should be provided.

However, in addition, the Industrial Land Analysis recommends a contingency multiplier of 1.5 when determining potential future demand for industrial land to ensure sufficient zoned land supply exists.

Therefore, the ODP should provide an additional 34.9ha of land to 2021, and 70.9ha to 2031.

### 10.2.3 Industrial land required

The ODP should provide an additional 70.9ha of industrial land.

#### Preferred location/s

The Industrial Land Analysis provides the following guiding principles for development locations:

- Exposure to an arterial road for large format retail and wholesale uses;
- High urban design attributes;
- A range of lot sizes for a mix of uses including industrial service businesses, large format retail/wholesale, small manufacturing businesses and transport and storage;
- Level and cleared development sites with access to electricity, reticulated water and sewer, drainage and natural gas;
- Roads to meet heavy transport requirements and clear access to the highway; and
- Appropriate buffers from existing and future residential development.

The Industrial Land Analysis suggests that land south and east of the Gisborne Industrial Estate appears to satisfy these requirements. Further, longer term planning horizons should be considered to ensure land is not encroached upon by residential activities.

## 10.3 Commercial Land Supply and Demand

The Gisborne Commercial Assessment 2009 provides the relevant analysis and projections for commercial land.

### 10.3.1 Commercial Land Supply

The Commercial Assessment identifies that Gisborne/New Gisborne currently has approximately 46,900sqm of commercial floorspace including 4,700sqm of vacant floorspace.

### 10.3.2 Commercial Land Demand

The Commercial Assessment identifies:

- In the period to 2031, approximately 19,600sqm of additional commercial floorspace is required to meet demand, equating to between 4ha and 6ha of additional land being required to accommodate commercial development in Gisborne to 2031. The majority of this land will be required post 2021 due to the high level of vacant floorspace currently available in the Gisborne town centre.
- This assumes Gisborne will retain a much higher share of spending in household goods, a retail category in which escape spending from the area is presently over 70%.

### 10.3.3 Commercial land required

The ODP should provide an additional 4ha to 6ha of commercial land. This includes land for:

- The development of local activity centres in New Gisborne, West Gisborne and South Gisborne of approximately 500sqm each.
- The proposed local centre at New Gisborne developing into a small neighbourhood centre containing a low scale supermarket/large general store given adequate population growth.
- Additional land within the Gisborne town centre, which should remain the focus for core retail and other commercial activities.

#### Preferred location/s

- There are some existing redevelopment opportunities within the Gisborne town centre.
- Sites for large format retailers are in short supply in the town centre. Potential locations will require redevelopment of some existing uses.
- Alternatively, some peripheral commercial activities (wholesalers, automotive activities etc) could be moved away from the town centre all together. However, there are few good sites with sufficient exposure to be attractive to investors.
- Existing uses within the existing town centre that may be just as appropriately located within an expanded New Gisborne Industrial Estate should be encouraged to relocate to 'free up' the limited Business zone land for more appropriate uses.

## 10.4 Community Infrastructure

'Planning for Community Infrastructure in Growth Areas' suggests that a population of up to 30,000 people would typically require the facilities included at Table 5. It also includes the recommended provision ratio for population and the approximate area required for each facility. Based on this provision ratio, the recommended number of facilities for a population of approximately 12,000 is provided (the 2031 Gisborne/New Gisborne population projection). It should be noted that the ratios provided by the 'Planning for Community Infrastructure in Growth Areas' document are recommendations only and need to be used concurrently with Council's own facility needs investigations.

**Table 5 – Community Infrastructure Needs**

Facility	Ratio (population)	Comments	Recommended facilities for population of approximately 12,000	Existing provision within Gisborne/New Gisborne
Government Primary School	1:9000	4.5ha of land required per school.	1	2
Government Secondary Colleges	1:30000	8.4ha of land required per school	1	1
Other Primary Schools	1:18000	2ha of land required by School. Requirement assessed by others	1	3
Occasional Child Care	1:5000 dwellings	Councils to determine own desired provision levels, or adopt the 3 places per 1,000 children as a guide.	1	2
Long Day Child Care Centres	1:9000	Largely depends on private sector interest and co-operation. 0.25ha of land required per centre.	1	2
Maternal and Child Health	1:16000	Located within early years' facilities or community centres	1	1
Council Community Centres	1:9000	0.8ha of land required per centre	1	1
Social Housing	Achieve parity with Victorian State average (i.e. 3.8%).	Councils should work closely with the Office of Housing to determine appropriate social housing provision strategies including stock levels.	3.8% of estimated housing stock	Limited
Residential Aged Care	1:13000 dwellings	44 low level beds per 1,000 people aged 70 years and over.	1	2
Active Open Space	1:6000	8ha of land required	2	3
Passive Open Space	1:1000	1ha of land required	12	12
Indoor Recreation Centres	1:20000	Located within government secondary colleges	1	Nil
Tennis Facilities	1:25000	1ha (4-6 court capacity)	1	1
Youth Facilities	1:8000	Designed as part of multi-purpose council community centres	1	No designated facilities.

### What facilities need to be provided?

The only potential facilities required in the ODP area are an indoor recreation facility and youth facilities.

In relation to the indoor recreation facility, it is understood investigations into this are currently being undertaken.

No designated youth facilities exist in Gisborne, however a youth space is currently informally provided in Gisborne at Manaaki 35 Aitken Street, Gisborne.

In relation to passive open spaces, it is noted the 'correct number' of spaces is provided (12), though many of these are linear links, not designated spaces and less than 1 ha in area.

It is also understood master planning for a Community Hub is currently occurring and that Council is preparing revised social planning service needs projections.

The amount of social housing in Gisborne/New Gisborne is unlikely to meet the recommended ratio. An objective to increase the percentage of 'smaller dwellings' in town centre areas may be appropriate in this instance.

# 11 Development of ODP options

## 11.1 Previous options (2005-2008)

The key drivers in the development of the ODP options have been planning for an increase in population of 5,673 persons (or 2,500 additional dwellings), and managing the existing supply of Residential 1 Zone land.

During the evolution of the ODP, three main options have been considered and discussed with the community:

1. Managing current growth and zonings – utilises existing R1Z land and retains the status quo.
2. New Gisborne growth – utilises existing R1Z land plus introduces a new development front in New Gisborne in close proximity to the train station.
3. Balanced growth – adopts option 2 features plus rezones some areas in South Gisborne to LDRZ.

Due to previously proposed lot size restrictions and density controls, these options provided for between 1,446 and 1,676 new dwellings.

These lot size restrictions are no longer proposed, with a range of lot sizes encouraged in most residential areas. Further, with revised and up-to-date population projections, the ODP can now work to definite figures – 5,673 persons or 2,500 additional dwellings by 2031.

## 11.2 Current considerations

The 2009 ODP version has had to consider the following:

- Previous community input and desires into the development of previous ODP versions, including formal submissions through Amendment C59.
- The approval of planning permits/development plans for most of the central section of the South Gisborne growth area.
- The appropriateness of the development of the eastern most land parcels in the South Gisborne growth area (i.e. to the east of Central Creek to the freeway). This area's high visibility from the freeway corridor, isolation from town services and facilities and the strong desire to retain a rural landscape are the key drivers in needing to reconsider whether this land should remain R1Z.

- The extent of new development in New Gisborne, west of Station Road. Whilst the development of this area is strongly supported from a transit-oriented perspective, environmental and drainage constraints need to be appropriately considered and managed, and this may impact upon the extent of development possible.
- The need for additional industrial land and, to a lesser extent, commercial land.
- Continual refinement of best practice planning principles including the introduction of the Urban Growth Zone and Precinct Structure Plan guidelines.
- Refined use of the Victorian Planning Provision tools, in particular the use of the Design and Development Overlay to control built form outcomes, not subdivisional densities.
- Updated population projections courtesy of the 2006 Census and Council's population projections.
- Additional work completed by Council including the industrial and commercial land assessments, the movement network study and Urban Design Framework.

## 11.3 Driving principles

The driving principles of the current ODP are:

- Encourage the protection of Gisborne / New Gisborne's semi-rural character and natural setting
- Retain and moderately expand the New Gisborne (west of Station Road) growth area, but require due consideration of the area's drainage and environmental constraints including the identified areas of significant flora and fauna north of Ferrier Road, and the GRMR.
- Retain the west Gisborne growth area, south of Ross Watt Road, but require due consideration of the environmental and landscape constraints associated with the escarpment, Rosslynne Reservoir and GRMR.
- Identification of established residential areas that have low density characteristics, limited opportunities for infill and/or lack of reticulated sewerage. These areas should be rezoned to LDRZ with a minimum lot size of 4000sqm in sewered areas and 6000sqm in unsewered areas.

- Identification of undeveloped residential areas that due to environmental constraints, lack of urban infrastructure, slope, or exposure to the freeway corridor, should be limited in their development. These areas should be rezoned to LDRZ with a minimum lot size of 4000sqm in sewerred areas and 6000sqm in unsewerred areas.
- Retain the south Gisborne growth area, though to a lesser extent. Development of the eastern section of this area between the approved central section (Central Creek) to the freeway needs to be carefully considered due to the reasons outlined previously. There are areas of

this site which are appropriate for R1Z land as a medium to long term growth option, but this requires further detailed study and identification. These land parcels should therefore be rezoned to the Urban Growth Zone until this has occurred and a precinct structure plan prepared.

- Identification of additional industrial land in New Gisborne.
- Future provision of a mixed use precinct in New Gisborne, incorporating residential, community and business land uses adjacent to the Gisborne Railway Station.

Section 2 further details each of these issues.

# 12 Consultation

## 12.1 Open House 1

The first Open House was held on 8th February 2005 and attended by more than 65 people. It included:

- Three presentations outlining the project and promoting informal discussion with attendees;
- Individual appointments for interested parties;
- A chance for residents to provide feedback on identified issues and the ODP process in an open forum and workshop situation.

The Open House provided the following feedback:

- The importance of providing attractive townships and achieving/maintaining an attractive landscape character;
- The need for appropriate infrastructure and adequate services;
- The natural environment is a key feature of the townships and surrounds and needs to be protected.
- The ODP provides an opportunity to require a high level of sustainability and environmental standards.
- The lack of confidence in the current planning controls to achieve the preferred future development of the towns.
- Gisborne/New Gisborne should be planned to provide a 'healthy environment', providing a built environment that encourages walking and cycling.

Varying views on the following key issues were provided:

- The density and location of future development, including the demand for and location of medium density and low density housing.
- The amount of future population growth that should be accommodated in the towns. Discussions regarding the idea that population growth forecasts should not be imposed – rather residential densities and the growth boundary should be determined to maintain the character of the town.
- Whether services should remain in a centralised hub in Gisborne in order to maintain the 'village in a rural landscape' character of the area, or whether services should be dispersed more evenly throughout Gisborne/New Gisborne.
- The preferred form of future development to manage the impacts on the natural environment.

## 12.2 Open House 2

The second Open House was held on 30th March 2005 and attended by more than 55 people. It included:

- Three presentations outlining the three ODP options in Section 13; and
- Round table discussions for attendees to consider the ODP options.

The Open House provided the following feedback:

- Support for a corner store concept to serve the South Gisborne and New Gisborne communities
- Controlling medium densities – where do they go? Will medium density areas be identified on a plan?
- Not a lot of options for smaller lots – as we age can we move off larger lots to smaller lots? What is a smaller lot? How will the ODP give people choices in lot size and diversity?
- We need a good transition of lot sizes south of Gisborne. Some areas like 1000sqm on Willowbank Rd are just too small
- Traffic flows and strategies – is there a traffic analysis? Has a traffic analysis been done for the area?
- Road infrastructure issues – Station Rd is attractive at the moment but changing as development along it changes. How is its character retained?
- Gisborne Secondary School Site – is another school needed?
- Moving the railway station east to allow access via Barry's Rd to relieve traffic pressures in Station Rd.
- It is logical to have development adjacent to the railway station.
- Connection of the MET to Gisborne Station would likely change the dynamics of development at New Gisborne. How is this considered?



## 12.3 Draft ODP exhibition

Following Open House 2 a preferred draft ODP was developed and considered by the steering committee and then was exhibited during July 2005 with 31 written submissions received. All submissions were considered by the steering committee at its meeting on 26 August 2005 where the following was resolved:

- Consider alternative road access opportunities in New Gisborne.
- Population projections contained in the draft ODP are supported and to be maintained.
- Alter the ODP to allow for more lot diversity around open space and community centres in line with careful design.
- Alter the ODP report to articulate more clearly the local reasons for the DDO control.
- The southern expansion of the Business Park is supported and will require a local planning policy regarding design. The Industrial 3 Zone should be used for the expansion.
- Consider reducing density averages for Areas 3 and 4 to 800sqm with a minimum of 650sqm.
- Consider use of the Heritage Overlay in Station Rd.

Each of these issues has been considered and the ODP amended as relevant. Sections 2 and 3 of this report incorporate these

## 12.4 Amendment C59 exhibition

Amendment C59 was developed to implement the ODP into the Macedon Ranges Planning Scheme. Key changes included:

- Updates to the Municipal Strategic Statement
- Local Planning Policy and Structure Plan for Gisborne and New Gisborne
- New schedule to the Development Plan Overlay
- New Design and Development Overlay schedules
- Rezoning of land in New Gisborne
- New schedule to the Low Density Residential Zone

91 submissions were received during the formal exhibition period, which also included two community information sessions. Submissions can be grouped into the following key areas:

- Population projections;
- Residential land supply and demand;
- Impacts on Gisborne's semi-rural character;
- Planning for urban sustainability.
- Provision of medium density areas and minimum subdivision area/density requirements.
- Expansion of the Gisborne Industrial Estate.
- Residential rezoning of land west of Station Road.
- Amendment drafting issues

