



# Gisborne Futures

**Phase 4** Consultation Report

July 2024



**Macedon  
Ranges**  
Shire Council

DRAFT

Gisborne and surrounds is within the traditional country of the Wurundjeri Woi Wurrung people to whom landscapes are part of a single, holistic, cultural and spiritual landscape.

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country and pays respect to their Elders past and present.

Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.

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# 1. Introduction





## 1.1. About this report

Phase 4 Consultation presented the second draft of the Gisborne Futures Structure Plan (August, 2023) to the community and stakeholders for feedback and review.

This consultation report provides a summary of the feedback received during the Phase 4 consultation for the Gisborne Futures project and Council response.

The second draft of the Gisborne Futures Structure Plan was prepared over 2022/23 and endorsed for consultation at the 23 August 2023 Scheduled Council Meeting.

Consultation was launched on Monday 3 October and ran for six weeks, closing on Monday 13 November. During this time feedback was invited from a range of stakeholders and community members.

Council received 129 submissions to the project, along with hundreds of survey comments and had numerous participants at drop in sessions, meetings and phone conversations.

Submissions have highlighted the key themes that the community is most passionate about, what values are the most important and where improvements can be made to the plan.

This report summarises these themes raised during consultation and outlines how we have taken on board community feedback, what direction or requests have or have not been supported and why.

These have been prepared as a general response to themes. Tailored responses to individual submissions are provided in Appendix 1.

The report also outlines further work that has been undertaken to prepare the final draft of the plan.

## 1.2. About the structure plan

The draft Gisborne Futures Structure Plan provides strategic direction for land use planning, infrastructure provision and sustainable community development.

The plan includes a vision for Gisborne and New Gisborne to grow as a vibrant regional centre within a protected settlement boundary, and identifies future land uses for retail, employment, housing, open space and community uses.

It explores a range of themes including housing, shops, jobs and business growth, open space, transport and community services. It includes urban design and infrastructure requirements, and seeks to ensure that new development respects environmental, landscape, township character and cultural heritage values.

The revised draft Structure Plan is underpinned by principles of sustainable community development and includes:

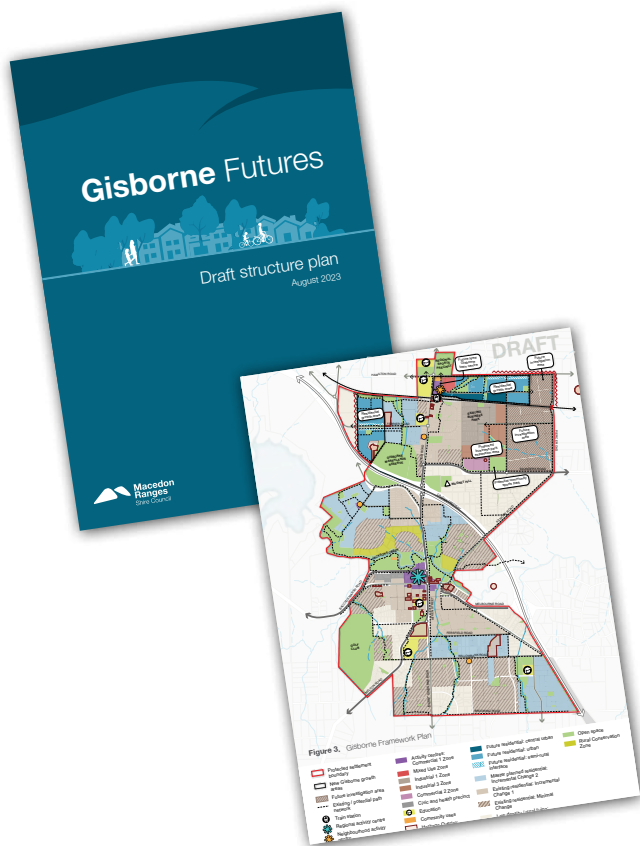
- a vision for a vibrant and sustainable community in New Gisborne with a new town centre and community hub that is set against the magnificent backdrop of the Macedon Ranges
- a settlement boundary that will protect the environmental and rural qualities of the surrounding landscape
- opportunities for diverse and inclusive housing that is accessible for a range of ages, household structures and affordability levels and gives essential workers places to live close to where they work
- an expanded business park with opportunities for local jobs and business growth
- recognition of cultural and post-contact heritage
- protection and enhancement of landscapes, open space, trees, waterways and environmental values
- a movement strategy that encourages a mode-shift towards more sustainable transport options through a safer and better connected walking and cycling network and more efficient public transport.

## 1.3. Phases of consultation

The Gisborne Futures Structure Plan has been developed through four phases of community consultation.

Summaries of consultation processes, submissions, council responses and how these have influenced the plans are provided in the following consultation reports:

- Gisborne Futures Phase 1 and 2 Consultation Report (Ethos Urban, 2019)
- Gisborne Futures Phase 3 Consultation Report (MRSC, 2022).



### Phase 1 Context and Technical Analysis

Purpose	Dates
<ul style="list-style-type: none"> <li>• Build community capacity to take part in the planning process.</li> <li>• Listen and learn about the experience of living in Gisborne and surrounds.</li> <li>• Understand community aspirations, wants, and needs for the town in the future.</li> </ul>	August 2018

### Phase 2 Emerging Ideas

Purpose	Dates
<ul style="list-style-type: none"> <li>• Promote and exhibit Emerging Ideas for the Gisborne Futures Project.</li> <li>• Test ideas/options identified in the first phase of consultation.</li> <li>• Ensure all major community concerns have been understood.</li> </ul>	May 2019

### Phase 3 Draft Gisborne Futures Plans

Purpose	Dates
<ul style="list-style-type: none"> <li>• Present three key reports - a draft Structure Plan, draft Urban Design Framework and draft Neighbourhood Character Study – for community and stakeholder feedback.</li> <li>• Understand if the balance of community needs is being achieved in the draft plans.</li> <li>• Use outcomes of consultation to further refine the draft plans.</li> </ul>	July to September 2020 (7 weeks)

### Phase 4 Revised Draft Gisborne Structure Plan

Purpose	Dates
<ul style="list-style-type: none"> <li>• To share the future vision for Gisborne and New Gisborne, present the draft plan and provide an opportunity for community and stakeholder feedback.</li> <li>• To ensure the final draft of the Gisborne Futures Structure Plan considers the views of the community.</li> <li>• To communicate that the results of community engagement are an important but contributory part of the evidence base for the structure plan.</li> </ul>	October - November 2024 (6 weeks)

## 1.4. Phase 4 consultation

### Promotion and activities

The community were informed and encouraged to participate in the consultation through Council's regular channels including 'Have Your Say' and project webpages, social media posts, a media release and advertising in local newspapers and the Gisborne Gazette.

60 landowners who would be the subject of proposed rezoning were contacted via direct mail-out with an invitation to meet with Council officers.

Two electronic mail campaigns were sent out to project subscribers and key stakeholders, reaching 505 people with a 68% open rate.

Hard copies of the plan, background reports and summary brochures

Three drop-in sessions were held at the Gisborne Community Centre, Gisborne Village Shopping Centre and Ross Watt Community Hall. Council staff were available for informal drop-ins on Wednesday mornings and Friday afternoons at the Gisborne Service Centre, and other times via appointment.

### Reach

The project had 3,211 views on Council's website, including the "Have Your Say" consultation webpage, the main project page and Council news item (media release). The draft structure plan was downloaded 895 times, and the background report was downloaded 153 times.

Social media posts had 8,403 views across Facebook, X and LinkedIn.

Three drop-in sessions were attended by approximately 59 people, and officers had 20 meetings with interested parties and fielded a number of phone and email enquiries.

**Gisborne Futures Structure Plan**

**Have Your Say**

**Be a part of Gisborne's future.**

The structure plan will guide Gisborne's development over the next 30 years.

This is an important time for shaping the future of the town. We have considered your values and views about how Gisborne and New Gisborne could change into the future, now have your say again and help us finalise this long term vision.

View the plans and stay updated  
[mrrsc.vic.gov.au/yoursay](https://mrrsc.vic.gov.au/yoursay)  
or phone 5422 0333.

 **Macedon Ranges**  
Shire Council

**Submissions close Monday 13 November 2023**

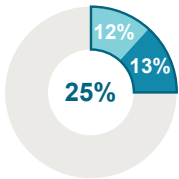


## 1.5. Submissions snapshot



### 129 submissions

129 written submissions have been received, with late submissions recorded into early 2024.



#### Support

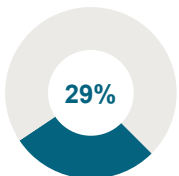
**12%** offer broad support.

**13%** support subject to changes.

32 submissions (25%) support the plan.

Of these, 15 submissions (12%) support the plan broadly, with most of these being landowners who support proposed rezoning of their property.

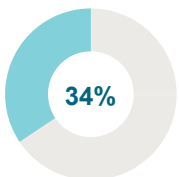
17 submissions (13%) were generally supportive of the principles in the plan but request changes related to specific sites.



#### Do not support

**29%** do not support the plan.

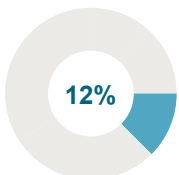
37 submissions (29%) do not support township growth in principle or the level of growth proposed.



#### Seek growth elsewhere

**34%** would like to see growth elsewhere.

44 submissions (34%) don't support the plan because they would like to see growth elsewhere, including Glen Junor (22), south of Brooking Road (10), Saunders Road (4) or in other locations (8 different sites).



#### Advocacy

**12%** single issue or advocacy items.

16 submissions (12%) were related to single topics or advocacy items and didn't express broad support or concern for the plan. Examples include seeking additional footpaths, objections to tree removal or submit for changes to planning controls on their property.

## Submissions in support of the plan

Submissions that support the plan generally:

- agree with the need for a New Gisborne Neighbourhood Activity Centre (NAC)
- support that higher residential densities will make a NAC viable
- support reduced dependency on private vehicles with active transport routes and walkable access to shops, schools and services
- support the proposal for a community hub close to the railway station, sports precinct and schools
- submit that densities will provide for population growth while preventing further outward sprawl.

Submissions raise that there is potential for a world class, sustainable precinct with a destination town centre that improves the quality of life for nearby residents, and that the northern area provides an excellent opportunity for a medium density, transit-oriented residential and mixed use outcome.

## Submissions that do not support the plan

Submissions in broad opposition to the plan (26%) do not support further township growth, stating that Gisborne has reached capacity and is unable to sustain any more development. The plans are promoting too much growth and the character is more aligned to metropolitan Melbourne than the semi-rural character of Gisborne.

There are concerns with overpopulation taking away green space replacing it with roads and roofs, and that this is not aligning with local character, landscape or environmental values.

Submissions have been made stating that growth is unsustainable, and job growth will not keep up with residential growth and more people will have to commute.

## Submissions that seek growth elsewhere

38% of submissions would like to see growth elsewhere, and half of these are advocating for inclusion of Glen Junor in the town boundary. These submissions generally submit that:

- higher density housing not supported on character grounds, and it will lead to congestion and the need to duplicate Station Road
- the plan does not address demand for school facilities and lacks 'community outcomes'
- the 2020 consultation included strong community support for Glen Junor.

Submissions have also called for a re-focus of the town centre and residential growth fronts to Area 1 on Saunders Road, arguing that Saunders Road has access to the state arterial and is better located to accommodate higher traffic flows than Area 2 to the north, which is constrained by the railway line.

Ten landowners south of Brooking Road have submitted to be included in the township boundary, with most seeking a low-density residential outcome via a pro-forma group submission.

## 1.6. Survey response

The online survey attracted 370 responses. These reflected a concerted effort to focus growth in areas not included in the draft structure plan.

When questioned on level of support for the proposed protected settlement boundary:

- around 70% didn't support it and thought that the structure plan should look at growth elsewhere
- 50% believe it should include more land
- 11% thought it was about right
- nearly 3% thought it should include less land.

Directions around providing housing within walking and cycling distance to shops, facilitating infill and avoiding sprawl through increasing densities were either supported (but not how the structure plan presents them), or not supported.

Some of the more environmentally-focussed directions such as requiring new developments to be underpinned by ESD principles, wider streets that support canopy tree planting and strengthening landscape connectivity had a higher level of support as an idea. Again, the most common response was that how the structure plan presents it is not supported.

Some responses indicated that it was either very important or somewhat important to provide more affordable and diverse housing, but that it was not at all important to plan for housing and population densities to make a town centre for New Gisborne to be viable.

There is a high level of support for the business park expansion and providing land for local business development and jobs, walking and cycling infrastructure, pedestrian safety and upgrades of intersections and connector roads.

## 1.7. Consultation process and response

### Feedback on consultation

Feedback was received that there should have been a much broader direct notification, particularly for residents in New Gisborne and those on the fringes of proposed growth areas where future land use change is going to have the most significant impact.

Landowners north of Hamilton Road have submitted about a lack of prior consultation or direct notification. Some submissions call out a lack of transparency and Council attempting to get the plans through with limited community input.

The absence of the UDF and NCS is also noted with some submissions concerned with missing detail in these documents.

A frequent critique is that the plans do not respond to past feedback, particularly in regards to growth and character, or the 'community preference' for Glen Junor to be included in the plan.

Concern with developer influence and how results of the consultation will be 'tempered' given a lot of responses will be from developers has also been raised.

Progression of the plan needs to eliminate uncertainty for landowners.

### Response

Council is committed to understanding and responding to the views of the community and stakeholders through consultation processes.

The draft structure plan has been influenced by community consultation and a clear process and explanation has been provided to date.

This has included four phases of consultation beginning in 2018 and at each stage Council has prepared communication strategies that seek to reach a wide audience, with promotion through local media (newsletter and newspapers), posters and post-cards, social media, mail-outs and web-pages and so on.

Council received nearly 130 submissions to the project, along with hundreds of survey comments and had numerous participants at drop in sessions, meetings and phone conversations.

Planning for township growth is a challenging field and the views of the community also need to be balanced with other policy direction, including state direction and existing planning policies and other strategic Council documents.

The influence of various submitters, developers or community groups is no more impactful than any other submission but the contents of their submission have been reviewed to determine if there are legitimate reasons to edit the draft structure plan.

This document outlines response to submissions and how they have influenced changes to the plan in a transparent way.

In responding to submissions, we have been guided by what we heard from the community and stakeholders and have worked to balance the range of needs and aspirations for Gisborne. However there are aspects of the plan that form the core scope of the Gisborne Futures project that not all will agree with.

The submissions in this report are from community members and stakeholders who engaged in this project and does not necessarily reflect the views of the full community.



## 2. Key themes and responses





## 2.1. Township growth and housing framework

### Township growth

Submissions of support agree that there is a need to increase the diversity and affordability of housing, and that it is logical to locate this near activity centres, the train station and other infrastructure to support the community.

Some submit that if rural living land is to be converted for residential uses then the highest density possible should be allowed to safeguard the surrounding areas from this kind of development in the future.

Some submissions do not support further township growth, stating that Gisborne has reached capacity and is unable to sustain any more development. The plans are promoting too much growth and the character is more aligned to metropolitan Melbourne than the semi-rural character of Gisborne.

There are concerns with overpopulation taking away green space replacing it with roads and roofs, and that this is not aligning with local character, landscape or environmental values.

Submissions have been made stating that growth is unsustainable, and job growth won't keep up with residential growth and more people will have to commute.

### Response

The Loddon Mallee South Regional Growth Plan, Plan Melbourne 2017–2050, the Macedon Ranges Statement of Planning Policy (2019) and the shire's Municipal Planning Strategy in the planning scheme (Clauses 02.03-1 and 02.04) all identify the shire's largest settlements — Gisborne and Kyneton — as becoming regional centres providing for population growth, employment and infrastructure.

The Macedon Ranges Statement of Planning Policy (SPP) provides protected settlement boundaries around towns that have capacity for growth. The development of this policy identified the need for a revised Structure Plan that includes sufficient land to accommodate growth while also protecting Gisborne's neighbourhood and landscape character values.

A key task for the Gisborne Futures project is to establish a longer-term framework that sets out a vision for Gisborne as a 'regional centre', while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the SPP.

The planning scheme is not a tool to restrict growth, rather it provides the strategic framework for how growth is to be planned for and managed.

Amendment C84 which implemented the Macedon Ranges Settlement Strategy reviewed settlement growth for the shire and the panel recommended that population caps be removed from population estimates to be used as a guide rather than a rule.

### Changes to the plan

The structure plan includes population and dwelling demand scenarios that have been prepared to test community infrastructure requirements, land supply estimates, retail modelling and the overall future urban structure for New Gisborne.

Using scenarios allows for a degree of flexibility to accommodate uncertainties associated with longer-term forecasts.

These are not intended to be targets or caps, rather they have been used to plan ahead for service provision and ensure that there is enough land zoned within the proposed PSB to meet the 2050 planning horizon.

## Growth in New Gisborne

Growth in New Gisborne is supported through Council’s municipal strategic statement in the planning scheme which seeks to establish New Gisborne as a transit-oriented settlement, building on the educational, public transport, local commercial and employment opportunities in the area, and sustainable development principles.

A primary objective of the structure plan is to facilitate an activity centre in New Gisborne that aligns to ‘living local’ principles which seek to create a connected community where most if not all the infrastructure, community services, shopping, parks, schools, social spaces and access to public and active transport options exist within a short walk from homes.

The 2009 ODP planned for a ‘mixed use’ area south of the station, which is now a small lot subdivision. An activity centre is nominated on Station Road as a neighbourhood activity centre is proposed in the New Gisborne Development Plan, however the existing zoning, high commuter population and low-density nature of nearby residential areas has limited the viability of establishing an activity centre.

The current community in New Gisborne has no access to local shops meaning they have to drive into the Gisborne town centre, which places pressure on Station Road.

The planning scheme promotes co-locating activity centres and higher housing densities around train stations and activity centres.

The built form and level of activity proposed in the draft structure plan align to contemporary principles of sustainable development, and 20-minute city hallmarks including:

- Safe, accessible and well connected for pedestrians and cyclists to optimise active transport.
- Provide services and destinations that support local living.
- Deliver housing/population at densities that make local services and transport viable.
- Facilitate thriving local economies.

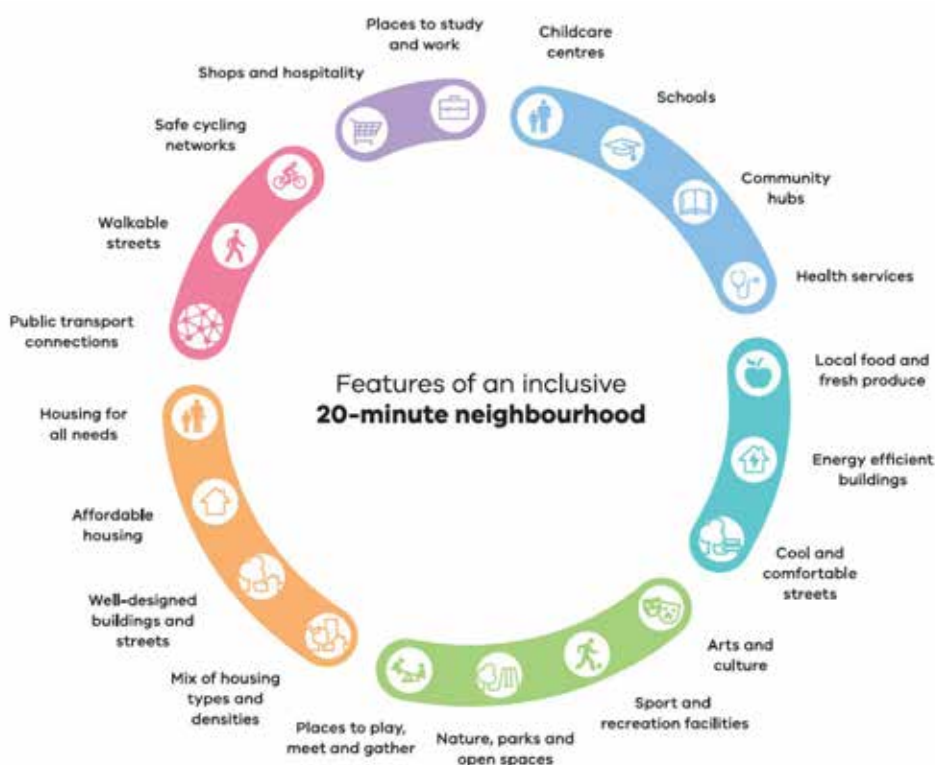


Figure 1. 20-minute city hallmarks (DTP)

## Housing affordability

Some submissions support more affordable housing, particularly for options that benefit the economy, allow young people to live in the Macedon Ranges Shire or provide opportunities for social and affordable housing as many families are doing it tough.

In contrast, other submissions raise that higher density housing will not necessarily be affordable, particularly as housing near stations can attract premium prices. The Barringo Village area is cited as an example where smaller lots and 1 and 2 bedroom houses sell for close to \$1 million.

## Density, apartment/unit development and building heights

Submissions of support raise that the northern area provides an excellent opportunity for a medium density, transit-oriented residential and mixed use outcome.

Some submissions recognise that there is a need to increase diversity and affordability of housing, and that it is logical to locate this near activity centres, the train station and other infrastructure to support the community.

Concern is raised that a higher density product has not been tested in the current housing market and that the plans need to allow for a gradual transition towards this.

Submissions in opposition raise that higher densities will bring social issues, that people do not move to Macedon Ranges to live in small homes and that people who need to live in 'cheap' homes should be accommodated elsewhere.

A number of submissions are concerned that proposed densities will introduce a metropolitan or suburban character that does not align with semi-rural character of the township.

There is also concern with loss of views from the railway line.

## Response

### Why diversity is important

Housing diversity is essential to provide an inclusive and sustainable community that is not segregated according to housing types and, therefore, demographics and income. The majority of new houses built in Gisborne are large, detached family homes. While this housing suits many people, as a regional centre Gisborne needs to provide a wide range of housing choices to accommodate smaller families, single person homes, key workers, aged person housing, family downsizing, as well as general diversity in housing prices.

### Planning for social equity

Planning for socially equitable and sustainable development must ensure that decisions are made that consider social cohesion and inclusion. This includes planning for housing that strives to be equitable for a broad cross section of the community and that provides access to services and infrastructure, such as transport, healthcare, and education, for all members of the community.

The planning scheme is not a tool to gatekeep perceived types of people from moving into the town.

### Density and sprawl

Sprawling, low density housing development is car-dependent and can fail to deliver the population required to support business viability and social infrastructure. This type of development in New Gisborne has left the community lacking access to a broad range of shops, jobs and services while the population catches up to make these viable. The population of New Gisborne is currently 2,600 (ABS, 2021) and all of these people have to travel down to the town centre or further afield to access these.

Planning for density means that the streets can be designed as high-quality, multi-modal transport corridors with the amenity of overarching street trees to encourage active transport, healthy communities and reduction in transport emissions.

State planning policy at Clause 11.03-1S encourages a diversity of housing types at higher densities in and around activity centres.

## Views from railway line

The SPP nominates the railway line as a 'corridor with significant sequence of views'.

An assessment of views from the railway line was undertaken to inform the structure plan and is provided in the Background Report.

An urban design response is provided in the structure plan to provide firmer guidance for future development.

## Future character

Township and landscape character values have been researched and responded to through the development of the project. Visually and environmentally sensitive areas and those with a character to be preserved are identified in the draft structure plan. The structure plan provides the foundation for planning controls and direction that considers these while also responding to contemporary planning challenges such as the need to increase the diversity and affordability of housing, supporting establishment of an activity centre in New Gisborne in proximity to the train station and other infrastructure to support the community.

The change in densities proposed for parts of New Gisborne will introduce a new character. It is not considered that 'pockets' of higher density housing that are located away from key views, entrances, landscapes and interfaces will have a detrimental impact on the broader character of the township.

If designed well, a compact form can support wider streets and substantial trees along with generous open spaces to deliver a new character that is compact and remains visually recessive to the broader landscape.

This change will be most felt in the immediate vicinity of the growth areas. This change will not impact the well-established character of the broader township.

An example of this is the 'Barringo Village' pocket of smaller housing. Unless you are within the development itself there is very little impact on the broader character of the area.

Some of the strategies in the plan include to:

- protect wide tree-lined streets
- maintain visual connection to surrounding landscape features
- extend the existing character of wide, boulevard roads lined with deciduous trees into the New Gisborne NAC
- ensure streets provide ample space for the establishment of canopy trees to visually soften the appearance of built form
- provide large lot interfaces to entrance roads to maintain 'semi-rural' character
- landscape mounding for visual and acoustic amenity along the freeway, so that the appearance of new development is recessive to the views of the broader landscape
- design controls and preparation of design and development overlays in commercial centres to manage the scale and bulk of built form, provide materials and signage controls and landscaping to integrate new development into the existing town.

The structure plan recognises the existing neighbourhood character values and seeks to ensure these are translated into new schedules to the residential zones. Planning for housing cannot 'prohibit' further development of existing residential areas. These measures are in place to ensure that new development responds to a preferred future character that reflects the existing values that are to be retained.

### Distribution of housing densities within the 400-800m catchments of activity centre.

Submissions to the draft plan raised concern with higher densities (35 dw/ha) beyond the 800m catchment from the proposed neighbourhood activity centre (NAC).

Submissions have called for:

- changes to 'substantial change' area and 'central urban' housing typology to all land within 800m of activity centre/station.
- removal of permissions for small lot subdivisions in 'central urban' that could undermine density targets.

Density targets are also not supported because the proposed densities are untested in the current housing market in Gisborne in terms of feasibility/viability, and that densities do not meet the typical targets for walkable catchments.

It is submitted that medium density housing is 'limited' to 400-800m catchments and restricted to the areas covered by DDO17.

The density targets adopted by the draft GFSP are significantly more ambitious than those applied for the purposes of PSP planning in metropolitan Melbourne and are also applied to a wider 800m catchment.

### Response

The rationale around distribution of housing densities in the August 2023 Structure Plan was to provide a lower density interface to rural conservation zoned land while also seeking to be efficient with available land that is also constrained by landscape and environmental values, existing land uses and the train line.

The plan is also seeking to avoid sprawling, low density housing development that is car-dependent and unlikely to deliver the population required to support NAC viability and social infrastructure.

The plans are proposing greenfield expansion in a manner that avoids some of the key challenges of sprawl by promoting viable and efficient catchments for new infrastructure and service delivery, a reduction in car dependency, quality open spaces with linear connections and more diverse housing.

### Gisborne's 'medium density preferred' area

The existing township structure plan (from the 2009 ODP) nominates a 'preferred medium density area' around the Gisborne town centre, as represented through DDO17.

The ODP speaks to 'encouraging' higher density in these locations but does not 'prohibit' it or 'limit' it elsewhere therefore has not been considered as a limitation to the incremental development potential a site.

The local policy doesn't have the statutory weight to prohibit incremental change when considered against the various objectives and strategies set out in the scheme, as has been the findings of a number of VCAT decisions.

### VPA Guidelines

A review of VPA guidelines has found that the underlying purpose of the 400-800m benchmark is to ensure that higher densities are provided within this catchment of activity centre so that densities are viable enough to support them. They do not prohibit or exclude higher densities outside these areas, rather note that density targets may be more nuanced to provide greater diversity of housing outcomes such as opportunities for higher densities within immediate catchment of activity centres or on strategic sites.

### Clause 56-04-1 Lot diversity and distribution objectives

This clause sets out that lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for residential buildings and retirement villages should be located in and within 400 metres street walking distance of an activity centre.

Clause 56 is an assessment tool relating to subdivision and does not provide the policy setting for determining where housing should go.

It is prefaced that subdivision should implement any relevant housing strategy, plan or policy set out in the scheme and that lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area.





Figure 2. 2023 Draft New Gisborne Framework

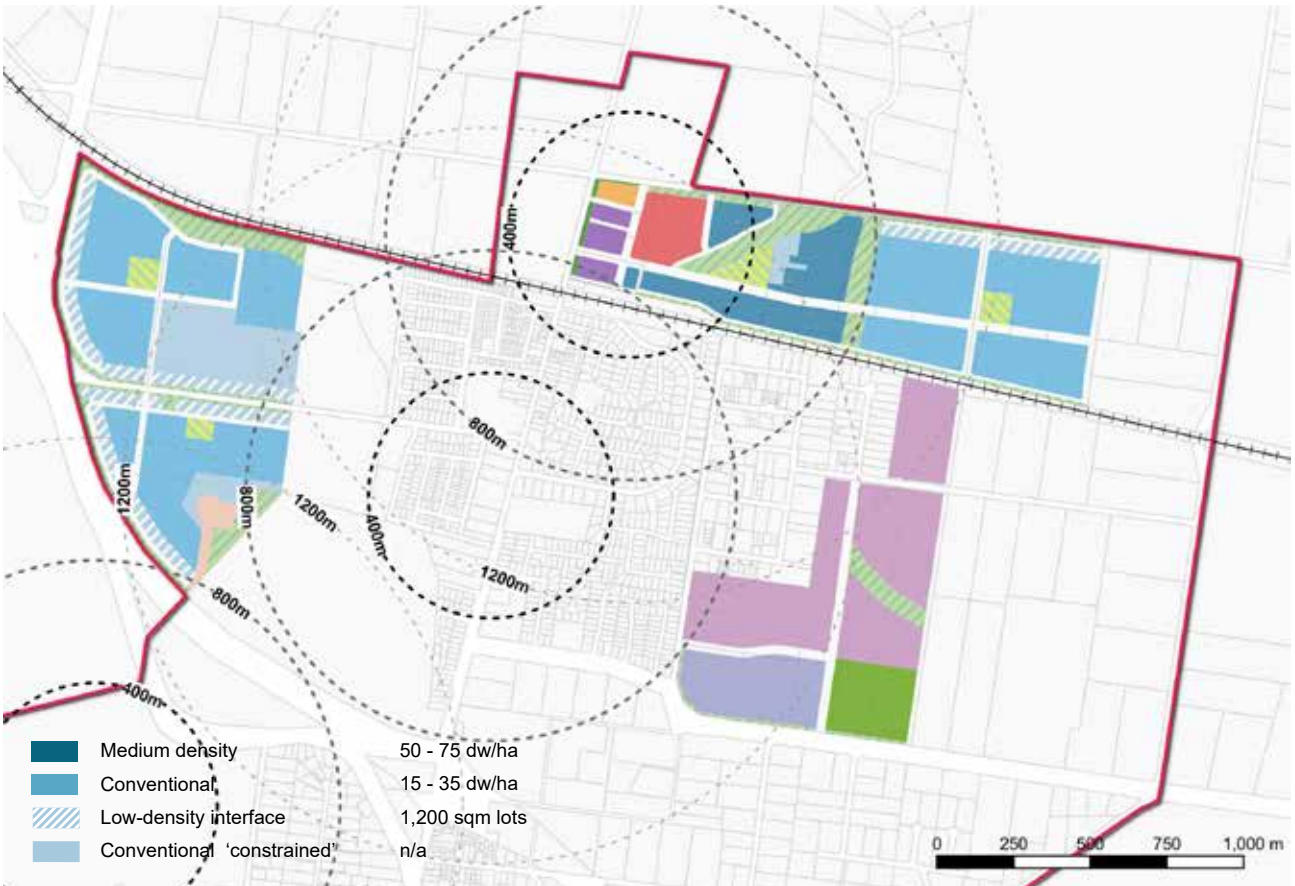


Figure 3. 2024 Revised Draft New Gisborne Framework

## Structure plan changes

The revised structure plan now includes a range of densities rather than minimum density targets.

In testing these two 'ranges' were applied that seek to both reduce densities outside the 800m catchments of activity centres while still achieving the optimal catchment for a NAC and meeting the medium-term forecasts for the town. Even though the 'range' of densities includes a higher number of 75 dw/ha near the NAC, overall the population that is expected to be homed in these areas has reduced from the 2023 draft of the plan. The revised draft structure plan also identifies additional housing opportunity sites and puts a number on potential take-up of infill capacity to consider the longer-term/higher population scenario.

Other changes to the plan with regards to densities and future character which respond to feedback have included:

- a reduction in preferred building heights from 4 storeys to 3
- further detail on streetscapes and upper level setbacks in the activity centre to mitigate scale and maintain view lines to the ranges
- inclusion of a future design response to the railway corridor.

The plan now also includes 'future character statements' for the activity centre, housing precincts and the business park.

## Impacts on RCZ land north of Hamilton Road

Landowners in the Rural Conservation Zone (RCZ) to the north of Hamilton Road have submitted about the impacts on conservation values and the loss of 'country' amenity associated with additional traffic and urban development.

Submissions highlight that landowners have made significant investment in their properties without anticipating the proposed level of change. There is concern about loss of property value without any of the windfall or benefits that landowners to the south will receive.

Another concern raised is drainage and increased flows towards in the Riddells Creek catchment. There have been calls to allow for further subdivision of RCZ land to properly plan for waterway reserves and drainage infrastructure resulting from the development to the south.

## Response

The protected settlement boundary is proposed to protect rural conservation land and views to the north of Hamilton Road. Several measures have been put in place to respond to respond to the character and amenity of land to the north:

- Higher density and commercial development to be focussed primarily on existing industrial zoned land and areas opposite the sports precinct and school that have a less sensitive interface.
- Landscape buffers provided to Hamilton Road to retain and strengthen roadsides with conservation values, and provides a visual buffer to the south.
- Open space and drainage to be located along Hamilton Road, providing further setbacks to development areas and providing landscape connectivity.
- Low density interface (approx. 1,200m sqm lots) with generous setbacks and service road access east of the open space corridors.

In terms of drainage and impacts on waterways to the north, the planning scheme requires that all stormwater flows are to be retained to pre-development levels within the development area. Detailed storm water management strategy and drainage design to be resolved as part of development plan preparation.

The structure plan includes requirements for integrated water management plans, water sensitive urban design and well-designed open spaces to enhance environmental and liveability outcomes.

## Review of housing framework

The Department of Transport and Planning (DTP) provided feedback that not all of the 'minimal change areas' meet the criteria set out in Planning Practice Note 90 (PPN90).

Other feedback included to:

- provide a residential development framework plan that overlaps housing change areas with neighbourhood character types
- include brief description of each type and preferred future character
- provide a housing capacity analysis to inform the infill to greenfield ratio in housing supply.

Other submissions have asked to tighten up some of the language – the term 'semi-rural' has been used for low density and rural living areas (character area) and also for the 'semi-rural interface' in growth areas along entrance roads. The similarity of terms is confusing when the outcomes sought are different.

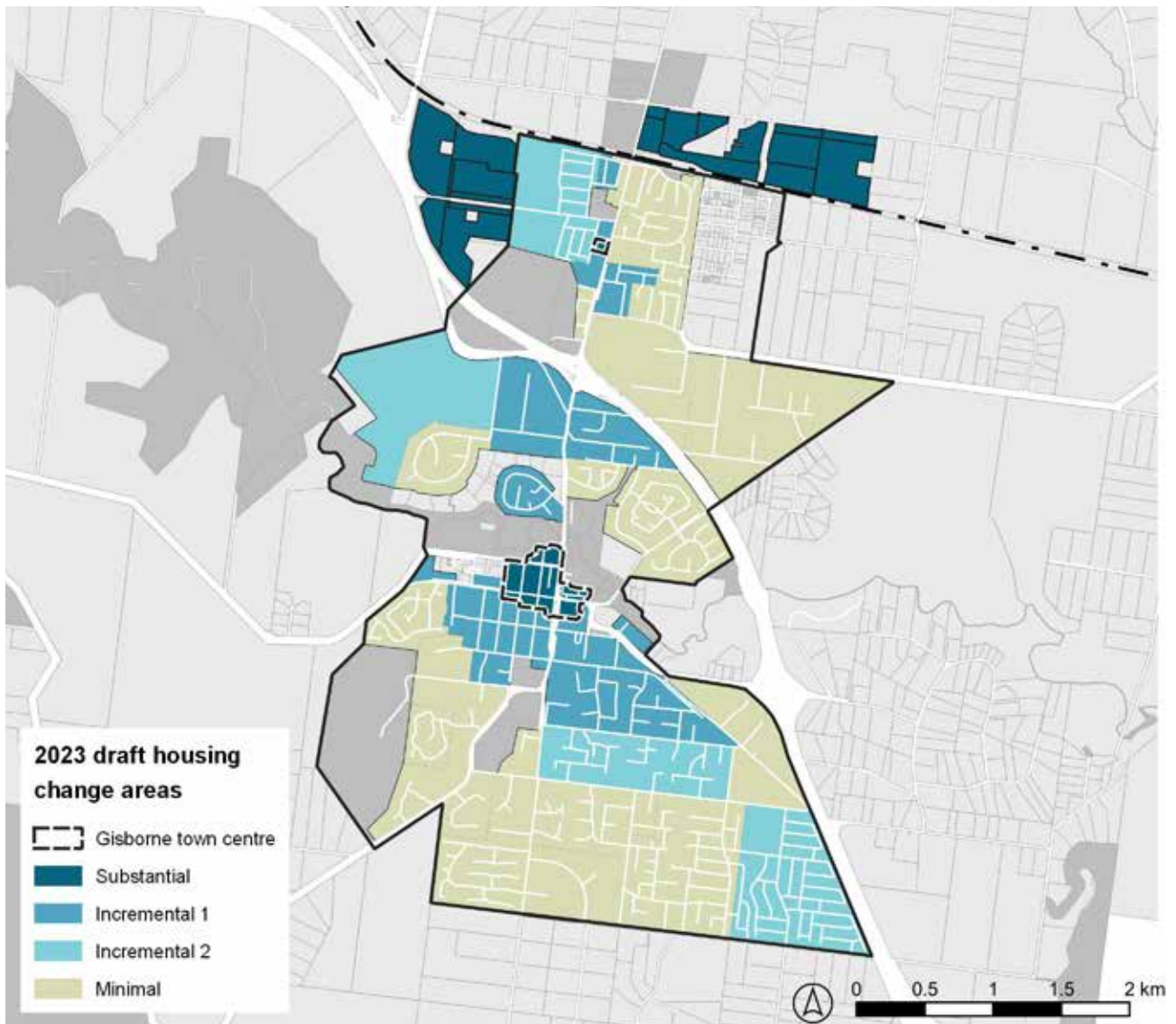


Figure 4. 2023 draft housing change areas



## Response

A revised housing framework has been prepared in response to submissions.

The 2024 change areas have been updated to better align with the criteria set out in PPN90. Key changes include:

- identification of lots on edges, interfaces and visually significant landscapes as 'minimal change'
- only applying minimal change to areas where the planning scheme specifically restricts further subdivision
- applying incremental change to any area with further capacity for subdivision (including LDRZ)
- identifying areas of substantial change around all activity centres to promote increased densities and housing diversity

Further detail on the assessment is provided in the revised Gisborne Futures Housing Framework (2024).

The Housing Framework also includes:

- population and background data (updated with latest census data and forecasts where relevant)
- an updated estimate of housing supply
- housing constraints and opportunities
- housing capacity analysis
- housing change areas, character types and future character precincts.

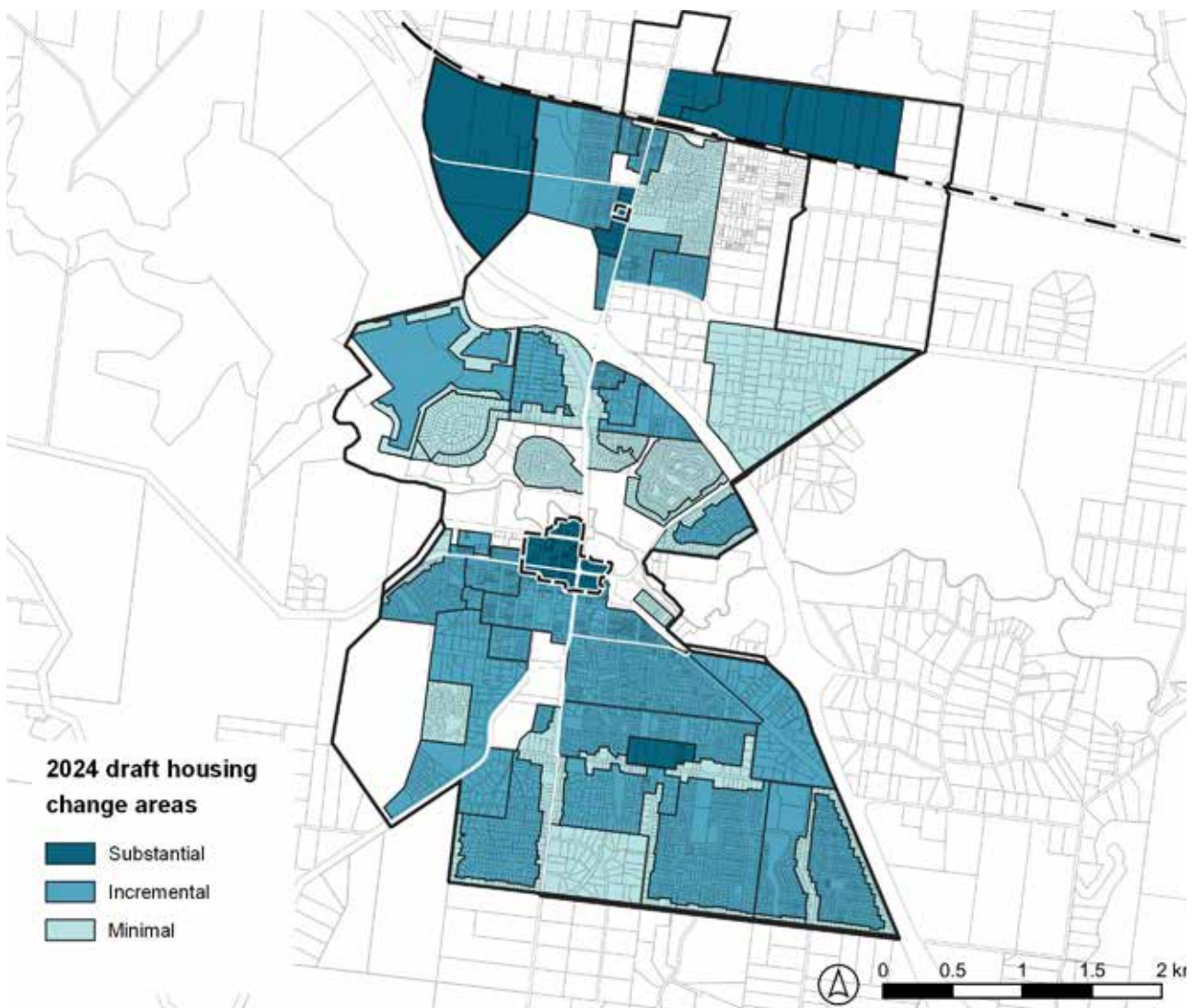


Figure 5. 2024 draft housing change areas

## Land supply and demand

Questions are raised about land/housing demand methodology and the points are raised that land is being consumed at a much faster rate than previously estimated and that this will be subject to scrutiny at Panel.

Submissions have also raised that the housing data is outdated, and that the strategy relies on reports prepared before the pandemic.

Submissions have also identified that Gisborne's housing supply comprising mostly of expensive houses on large lots has contributed to slow demand rates because they are not affordable to the average household, and that there is latent demand for smaller lot, higher density dwellings in the town.

The development of moderate density, more affordable dwellings may induce a level of demand transfer and latent demand absorption, resulting in greater than expected levels of dwelling growth in the township.

On the other hand, submissions have also raised that proposed densities are untested in the current housing market in Gisborne in terms of feasibility/viability and that newer development areas are creating housing choice and diversity by offering a variety of lot sizes, but none are of the density proposed in the structure plan.

## Response

A range of population and residential land demand scenarios have been used to ensure the plan meets short to medium term growth projections. The scenarios based approach allows for a degree of flexibility to accommodate uncertainties associated with longer-term forecasts.

The Residential Land Demand and Supply Assessment (RLDSA) from 2020 pre-dates the pandemic which saw a significant shift how people lived and worked, including increased demand for regional housing that coincided with the flexibility for many to work from home. For this reason, the RLDSA is used as a baseline for the low growth scenario.

DTP's Urban Development Program provided a greenfield land supply update that noted a significant spike in dwelling approvals, many of which were a result of a number of housing projects that were held up in planning stages coming online. The demand rate provided by the UDP was much higher than UE's previous estimate and has been used for the medium and high growth scenarios.

Urban Enterprise was engaged to prepare an update of economic and employment analysis for the Gisborne township undertaken in 2018 and 2020 to inform the preparation of the structure plan.

This update provides more recent data, incorporating the outcomes of the 2021 Census, recent updates to the Forecast.id population projections (available at the time) and considers the implications of the COVID pandemic for the Gisborne area in relation to economic activity, population and housing.

The annual average growth rate for the Gisborne SA2 in the State government's Victoria in Future 2023 (VIF23) forecasts between 2023 and 2036 is projected to be around 1.7% per annum.

The structure plan has used an annual average growth rate of 2.3% from Forecast.id projections as at time of preparation VIF23 had not been released and VIF19 pre-dated the pandemic.

These datasets and projections are always being updated and shifting. In another couple of years there will be another census and a fresh data set to work with, but this does not necessarily mean that every planning document prepared prior to this time is invalid.

For this reason monitoring and review of the structure plan will be necessary, and the plan may be revised when it is no longer fit for purpose.

The case for more diverse housing and greater housing densities is outlined in other sections of this report and the housing framework paper.



## Town centre and growth fronts on Saunders Road

Submissions call for a re-focus of the town centre and residential growth fronts on Saunders Road, arguing that Saunders Road has access to the state arterial and is better located to accommodate higher traffic flows than area to the north that are constrained by the railway line.

A number of landowners do not support industrial or commercial zoning and submissions raise issues with the uncertainty about future land use conflicts and lack of interface planning.

There is a call to locate the NAC on Saunders Road and support this with an urban residential zoning that can be better designed to provide a more transitional urban form that is 'in keeping' with local character.

A petition was received from collective of landowners in Area 1 seeking future residential zoning. The petition outlined they do not support industrial or commercial zoning in the precinct.

The appropriateness of industrial zoning next to existing and potential residential uses has also been raised.

## Response

The location of the activity centre in proximity to station, sports precinct and existing schools is considered to be preferable to the edge of business park on Saunders Road. Establishment of businesses such as trade supplies would be appropriate to the business park where similar types of businesses could co-locate, leaving the NAC for a 'finer-grain' type of development that supports the social and community focus of the precinct.

This aligns with state policy re: locating activity centres at stations and near existing infrastructure (eg - schools and sports precinct) to leverage access to these.

In terms of township growth staging priorities:

- Residential development to the east would require another activity centre to deliver a sustainable, walkable community which would compete with establishment of a 'town centre' near the train station.
- If developed at proposed densities, the other growth areas should provide 30 years of land/housing supply therefore it is not required to bring this area online.
- Too many growth fronts would require simultaneous infrastructure delivery and increased resource capacity.
- This area is left open to avoid land locking the business park, and to allow for longer term expansion of the business park beyond the horizon of the plan.
- The industrial expansion area is to be rezoned to Industrial 3 Zone (IN3Z) to provide a more sensitive interface with residential land and to buffer it from the existing Industrial 1 Zone.

## Alternative locations for growth

There were 44 submissions (34%) that do not support the plan because they would like to see growth elsewhere, including Glen Junor (22), south of Brooking Road (10), Saunders Road (4) or in other locations (8 different sites) including:

- Investigation Area 4 (Hamilton Road)
- 86 Brooking Road
- 96 Barringo Road
- 219 Hamilton Road
- 101A Melton Road
- 131 Govers Lane

## Glen Junor

The Glen Junor master plan envisions approximately 1,500 dwellings on current rural living zoned land between Gisborne and Riddells Creek. The developer team have undertaken substantial marketing of the concept and provided numerous background documents to support its inclusion.

Submissions in support of Glen Junor generally undermine the structure plan and promote Glen Junor as an alternative outcome.

- higher density housing not supported on character grounds, and it will lead to congestion and the need to duplicate Station Road
- plan doesn't address demand for school facilities and lacks 'community outcomes'
- 2020 consultation included strong community support for Glen Junor.

Reasoning for supporting Glen Junor include:

- promise of affordable housing
- community facilities including a community garden and new school.

A key aspect of Glen Junor's submission is an assessment of the 'multi criteria analysis' (MCA) that was used to determine township expansion investigation areas in the Phase 3 Consultation Report. This assessment finds that Council's MCA included calculation errors, inconsistencies, and duplications.

## Response

The Township Boundary Investigation Areas analysis in the Phase 3 Consultation Report was prepared to broadly provide response to numerous requests for inclusion in the township boundary following consultation in 2020.

The inclusion and exclusion of Glen Junor in the township boundary has been influenced by a number of Council resolutions. At the Scheduled Council Meeting on 24 August 2022 it was resolved that Council endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included.

The MCA review has rightly identified a number of instances where there are inconsistencies, miscalculations and incorrect scoring. In reviewing the submission these errors have been cross-checked and the scores and calculations adjusted accordingly.

Council does not agree with all the assertions provided in the MCA assessment, but where there have been obvious miscalculations and errors these have been resolved. A summary of these includes:

- Two columns of numbers incorrectly calculated on (Areas 3 and 7)
- Criterion 2 (Adjacent to township boundary):
  - the allocation of a '1' score to Investigation Area 3 where it does not abut the existing town boundary has been revised to '0'
  - Area 5 was originally given a score of 0.5 for being adjacent to the township boundary, when this should be 1 given it directly abuts the boundary.
- Criterion 8 (Maintaining a Rural Break Between Settlements) the score for Area 5 has been revised from 0.5 to 0 as the visual impact of development along this edge will erode the 'rural break' between Gisborne and Macedon/Woodend.
- The summary table incorrectly assigns Area 4 a 1 for cultural heritage when this should be 0.5 (as per the site assessment).

These scores have been revised and the results do not change the outcomes of the original assessment with Investigation Areas 1,2, 3, 4 and 5 all scoring the highest.

Refer to Council response and updates to assessment tables and detailed response in Appendix 2. Further critique of the methodology and scoring may be referred to a future panel process.

## Requests for changes to planning controls

A number of requests for site-specific changes to planning controls to allow for further development or subdivision within the township boundary. These largely come from landowners seeking to increase the subdivision potential of their property:

- Magnet Hill from Rural Living to Low Density Residential
- opportunity for infill housing at Frith Road (on RCZ land)
- questions around the validity of retaining rural conservation zone and rural living zone land within the town boundary
- changes to DPO4 to allow further subdivision of large lots on the south side of Wallaby Run
- Macedon House site (1 Kilmore Road) to GRZ to allow for additional housing and fund restoration of the heritage building
- lifting of DDO controls and allow further subdivision of properties on Emmaline Drive.

Landowners to the south of Brooking Road and in other RLZ areas submit that large minimum lot sizes (eg 40ha) have been applied to their properties to prevent land fragmentation and to 'safeguard' these for future urban development. Once the protected settlement boundary is in place further subdivision of these sites should be permitted.

## Response

Commonly submissions seek modification to planning controls that provide protections for significant landscapes and visually sensitive landscapes, such as Magnet Hill, the Jacksons Creek valley and escarpment and Mount Gisborne.

The structure plan has specifically avoided sites that may compromise the landscape values of these features and the RCZ and RLZ have been retained in the township boundary.

The purpose of the RLZ includes to provide for residential use in a rural environment and to protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.

The purpose of the RCZ4 is to protect the character and landscape of the Gisborne escarpment.

Council considers the ongoing use of these zones as appropriate as they recognise the underlying landscape values and provide subdivision controls to manage these.

The removal of any controls in the future would likely be subject to request for a privately-sponsored planning scheme amendment that is initiated at the request of an applicant or landowner. These are applicable to individual parcels of land where the landowner is the main beneficiary.

Privately-sponsored planning scheme amendments are usually only considered by Council when there is a demonstrated community benefit and achievement and alignment with existing planning policy direction. Council is not obliged to process a private sponsored amendment.

It is up to applicants to demonstrate why Council should accept an outcome that does not align with existing policy, particularly with regards to protections of rural and urban breaks that maintain separation between townships, protection of key views and visually sensitive landscapes.

Council's In the Rural Living Zone Strategy (IRLZS, 2015) provides the strategic direction for rural living land in the shire. The strategy recognises that larger rural living lots on the outskirts of some towns in the Shire provide a natural location for longer-term township expansion and recommended retention of large minimum lot sizes to prevent land fragmentation that could make future township expansion difficult.

The IRLZS includes a process for monitoring and review of the strategy, including updates to the supply and demand of rural living land. Any changes to the RLZ would be subject to future review of either this strategy of the or the Rural Land Use Strategy.

## Upgrades to properties in the Low Density Residential Zone

The Low Density Residential Zone is applied to areas that have an established low density residential nature that are often constrained due to landscape sensitivity, native flora and fauna, topography, and limited urban infrastructure. This zone recognises the servicing and environmental constraints of the land with a 2,000 sqm minimum applied to lots with a sewerage connection, and 4,000 sqm minimum for lots that do not.

There have been requests seeking that Council or the relevant water authority provide a sewerage connection to these properties.

### Response

Council is not a provider of sewerage connections and land owners must maintain their systems. Any new connections would be subject to water authority approval.

This would be subject to Council and water authority approval and a Special Charge Scheme would likely be applicable to the beneficiary properties.

## Retirement villages and aged care facilities

The plans need to provide more specific comment on residential villages, retirement villages, and aged care facilities, and recognise that these are an important part of the residential housing market.

Two submissions were made specifically seeking to facilitate these in the proposed growth areas.

### Response

The Community Infrastructure Assessment (SGS, 2023) notes that the two existing aged care facilities will be joined by an additional five aged care and/or retirement facilities that are at various stages of planning or development. If these are all developed the supply of residential aged care will be in surplus, providing an additional range of options for residents in the short to long term.

Retirement villages or residential aged care facilities should be located in close proximity to the town centre, the civic/health precinct or within a comfortable walking distance of activity centres and avoid places vulnerable to bushfire or other environmental risks. These should have direct access to services and facilities thorough the shared path network.

This direction is provided in the community infrastructure section of the plan.

Any application for aged care, retirement villages or similar proposals within the growth areas would be subject to assessment against the planning scheme following implementation of the structure plan.



## 2.2. Movement and transport

### Traffic and congestion

Traffic and congestion is primary concern from residents in New Gisborne and for those in support of Glen Junor.

Submissions raise that they don't think people will actually walk or cycle, and that increasing densities in an area constrained by the train line will cause unacceptable congestion, particularly around school pick up/drop off times and during sporting events. Others state that people won't walk, and replacing trips with active transport is unrealistic because:

- the weather is not always favourable for walking/cycling
- people will not walk while carrying the weekly shopping
- the NAC will not have a full range of shops and services and residents will still need to drive into the Gisborne town centre.

Concerns have been raised about safety of pedestrians and cyclists due to increased traffic volumes and the number of large truck movements that would be required to service the activity centre.

In contrast to these concerns, some submissions are highly supportive of a compact urban form that provides shops and jobs within walking distance of homes and public transport and recognise the merit of providing safer active transport routes through the wider boulevards and upgrading Hamilton Road as the primary route for traffic.

### Response

The peak times for traffic and congestion on the roads in Gisborne is experienced during school drop-off and pick-up times and commuter travel times, particularly along Aitken Street and Station Road with vehicles queuing at roundabouts during peak periods.

This type of congestion is common everywhere and is particularly symptomatic of car dependent communities.

Early assumptions about growth in New Gisborne were modelled in 2020 (including access to the sports precinct) and did not anticipate that the network would operate at an unacceptable capacity (Cardno, 2020). Recommendations from this work included to:

- upgrade the Hamilton Road / Baringo Road intersection to a roundabout, increasing capacity and improving safety at the intersection (upgrade underway, 2024)
- promote access to the Calder Freeway via Mount Macedon Road, and improve safety at the Hamilton Road / Mt Macedon Road intersection
- promote alternative access into Gisborne town centre via Pierce Road, Payne Road, and Kilmore Road, to help ease demand on Station Road
- upgrade Hamilton Road, providing appropriate access intersections into the growth area and Sports precinct.

Further traffic modelling will be required at the development plan preparation stage when volumes are more defined to determine future infrastructure requirements.

The level of growth and frequency of train services would not trigger the need for a grade separation at the train station.

A subsequent review of the traffic work found that assumptions were based on low-density residential development and that a lack of integration between transport and land use in the modelled scenarios would entrench car use and reduce viability of improved public transport (Movement and Place, 2023).

Movement and transport recommendations include the need to provide a more sustainable active and public transport network, support viability of activity centres and encourage an urban form that facilitates walking and cycling as an alternative to private car use.

## Structure plan response

The recommendations from both pieces of work are reflected in the structure plan for New Gisborne:

- Vehicle access be managed by maintaining the main entrance roads (Ferrier, Barringo and Hamilton Roads) as primary roads for vehicle movement and setting back new development via service or local street access with landscaped edges to avoid conflict with driveways and active transport infrastructure.
- Internal streets are to prioritise safe walking and cycling infrastructure, as well as trees for additional amenity to create a safe and attractive active transport network.
- A primary objective of the structure plan is to facilitate an activity centre in New Gisborne that aligns to 'living local' principles which seek to create a connected community. A connected community will have most if not all the infrastructure, community services, shopping, parks, schools, social spaces and access to public and active transport options, exist within a short walk from homes. While this doesn't mean that cars won't be used, the aim is to provide a structure that provides an alternative to driving for every trip.

Future precinct design will require preparation of transport strategies and design of movement/ access infrastructure to support new development and provide a safe and connected urban structure for the new community.

## Major road projects: duplication of Station Road and western bypass

Submissions raise that Station Road does not have capacity and that road widening/duplication will be inevitable.

There are submissions seeking to focus growth at Glen Junor and use Kilmore Road as an alternative to Station Road to access the town centre. These topics were the subject of an article published in the Herald Sun which triggered seven submissions objecting to the loss of trees.

A number of submissions raise the loss of opportunity for the western bypass road and submit that this project is a necessity.

One submission raises that the loss of the bypass opportunity is symptomatic of Council's inability to plan for a longer term view, and that planning for Gisborne is beyond the resources of Council and should be state led.

Another submission is concerned that the data used to inform the traffic impact assessment is outdated, and the traffic modelling was prepared prior to the pandemic and does not reflect changes to travel patterns associated with more flexible working opportunities.

## Response

Discussions with DTP through the scoping of the Structure Plan revision have also raised that the traffic model did not account for working from home patterns. Post-pandemic traffic counts have shown that traffic volumes have not returned to pre-pandemic levels.

The recommendations in the 2020 Structure Plan that relied on the modelling were primarily connected to the need for a bypass road. The traffic modelling exercise provided Council with a tool to consider the future need for this road and possibly future-proof for a potential alignment. A bypass was tested and found to be expensive and difficult to achieve due to complex topography, landscape and environmental values, and future development at Ross Watt Road.

Many of the other infrastructure upgrades have been identified in other sources such as existing movement network studies for Gisborne and more detailed work that has informed development plans and larger subdivision permit applications.

The opportunity for a bypass road through the Ross Watt Road development plan site is no longer available and there was strong opposition from the community during Phase 3 consultation in 2020. Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver and it is not currently considered to be a priority to pursue.

Council shares community concerns about the impacts of duplication on the boulevard character of Station Road and loss of significant street trees.

The duplication of Station Road was tested as an alternative to the western bypass. The duplication project would temporarily improve the flow of traffic along the Station Road arterial between Robertson Street and the Calder Freeway, however the project would also result in loss of the significant trees that line the road, and cause bottlenecks elsewhere. The duplication of Station Road is not currently supported by Council, consistent with a decision to rescind support for the design in 2017.

Discussions with DTP's transport planning department (October 2023) have indicated that major upgrades to Station Road would only be considered if it is a multi-modal active/public transport upgrade on a corridor level rather than just to resolve traffic congestion.

This is reflected in objectives, strategies and actions relating to tree protection on p.53 of the structure plan, and on p.62 the strategy to seek to protect and enhance significant avenue trees (related to the road network).

[Council issued a media statement in response to the Herald Sun article on 17 November 2023.](#)

## Active and public transport

Submissions have raised that:

- the weather in Gisborne is not always conducive to active transport and people will use their cars anyway
- no one is going to want to carry their weekly shop on a bicycle.

One submission states that VLine services are currently at capacity, people will drive anyway because they will not be able to get seats.

One submission advocates for school bus services and ensure stops are provided in key locations.

There is also concern with 3m concrete shared footpaths and how this impacts 'semi-rural' character.

## Response

### Active transport

People will still use their cars in New Gisborne. The plans seeks to encourage a mode-shift towards taking a higher number of active or public transport trips for short trips from home. Cars will always be used if the residential catchment is designed to be dependent on them. Not every trip made by car is to do the weekly shop. Access to schools, sports, the station and other shops and services etc can also made by alternative transport modes.

While car use will naturally increase in times of inclement weather, the structure plan is seeking to provide for a community that is not entirely dependent on the car for other everyday trips. Currently, the low-density nature of development means that this is the only option with no other alternative available.

### Footpaths

The structure plan provides an indicative shared path network and seeks to achieve a connected recreational 'loop' around the town, as well as connecting into the strategic cycling corridor and providing active transport links to primary pedestrian anchors (schools, shops, public facilities, community facilities and open spaces etc).

It does not detail every footpath or missing connection in the township. This level of detail and construction priority is set through the Shire-wide footpath plan. The Structure Plan will be used as a reference document that will provide input into future capital works programs and inform detailed planning processes (such as development plans).

### Public transport

State transport plans recognise that growing regions across Victoria increasingly require better and more efficient commuter rail services to connect them with employment, education and commercial hubs.

Planning documents such as structure plans are critical for State transport departments and operators to use to plan ahead for future services.

School bus services are primarily the responsibility of the Department of Education and Training (DET). The DET oversees and funds the School Bus Program, which is designed to ensure that students who reside in rural and regional areas have access to safe and reliable transportation to and from school. The program is managed in partnership with local bus operators and school communities to cater to the specific needs of students.



## 2.3. Landscape and environment

### Bushfire

Bushfire is raised by the community as a key risk with concern about the capacity of roads to be able to manage traffic volumes in the case of an evacuation. Preferences have been raised for development to occur south of the train line, along Saunders Road to better respond to this risk.

Exclusion of the western edge of Area 5 (Ferrier Road) has been disputed in submissions on behalf of these landowners. Discussions with the CFA and a submission from the Department of Transport and Planning (DTP) have also raised some key points relating to future vegetation management and bushfire priorities to be considered.

Bushfire reports have been submitted that assess fire risk at a local (site) level and include design response to mitigate risks. Some have peer reviewed the strategic assessment report prepared by Terralogic to inform the plan.

The bushfire reports provided in submissions touch on the broader landscape risk but really drill down to how standards can be met or risks can be mitigated on a site level, as opposed to demonstrating how the growth areas have been determined at a township and broader regional scale.

### Response

The structure plan bushfire work has been reviewed and significantly more detail on bushfire risk, the preferred location for growth at the settlement scale, the design response development at the settlement boundary/bushfire interface and vegetation/landscape management have all been included in the plan.

Overall the review has found that while there are varying degrees of bushfire risk present, subject to the implementation of appropriate bushfire risk mitigation strategies, all investigation areas could be designed to create no net increase in risk.

The Terralogic bushfire report also states that proposed road network provides good access and egress options.

### Exclusion of western edge of Area 5 (Ferrier Road)

The western edge of Ferrier Road was excluded from the township boundary in the draft structure plan (August 2023) following advice provided by Terralogic that it should be avoided/assigned the lowest priority for development.

Ecology and Heritage Partners (EHP) provided an alternative assessment that submits that while the Victorian Fire Risk Register is a useful tool at a regional scale, it doesn't account for finer-scale features that contribute to the bushfire behaviour at the local level. From a bushfire risk perspective, the space within one kilometre of the study area to the north-west does include forested areas, however it also contains large areas of managed and unmanaged grassland and roads.

These factors would likely make it difficult for a fire to build momentum to the severity required to be a significant threat if a fire was to approach the study area from this direction.

The report notes that while the site could be impacted by a landscape scale bushfire from the north or south-east, the south-western boundary is buffered from a south-west approach by the Calder Freeway.

Thus, the immediate bushfire hazard is the grassland to the north and south-east and small area of bushland to the south.

The submission that accompanies the EHP report raises that:

- the nomination of the 'constrained by bushfire risk' area and subsequent lack of development has the effect of increasing the quantum bushfire risk, as the presence of grasslands creates a higher risk
- reduction of bushfire risk is better achieved through developing closer to the freeway and Ferrier Road on-ramps, as they act as a natural spatial buffer to the corresponding risk area across the Calder Freeway, and
- development can occur in ways which mitigate bushfire risk, such as implementing BAL requirements of setbacks and edge roads around the periphery of the site and introduction of a separation distance within lots if required in higher risk areas.

Terralogic confirmed in a subsequent review of submissions received during Phase 4 consultation that the advice relating to higher risks on the western side of Areas 4 and 5 was relative to other parts of the investigation areas and the risks can be mitigated.

On this basis, the western edge of Area 5 has been included for development with requirements for an appropriate interface design in the final draft structure plan.

## Open space

Submissions call for a review of the size, purpose, location and distribution of open space across proposed development areas.

Two submissions raise concern with the location of the community sports park on Saunders Road, and the width of the waterway corridors north of the railway line has also been questioned.

The role and function of open space, and how it is to be classified and managed from a bushfire risk perspective needs further work.

## Open space review

Open spaces have been nominated in the structure for higher-level land use planning purposes. The exact size and location of open spaces, including locations and functional requirements such as drainage, preservation of high-value trees and vegetation will be subject to further detailed design as part of development plan preparation for the precinct.

The GFSP is proposing a higher density of housing in and around the proposed New Gisborne NAC. As densities increase and private open space areas are reduced, provision of quality public open spaces become increasingly important.

The types of open spaces that will be required to support the precinct include:

- a 'community' level social recreation space of nearly 2ha adjacent to the NAC
- open space offsets of 30m are provided along existing waterways are nominated as a starting point in-line with Clause 12.03-1S with future outcomes subject to detailed design
- local parks of approximately 1ha within walkable catchments for residential areas
- landscape buffers and linear open spaces along edges and entrances to provide visual and landscape amenity, a transition to rural edges and active transport and recreation links
- community level sports park (4ha) on Saunders Road
- civic open space (eg town square/plazas) in the New Gisborne town centre.

## Location of potential sport park (Saunders Road)

The New Gisborne NAC will benefit from access to the new Regional Sports Precinct which is expected to only cater for current demand. It is not expected that this sports facility will address the needs of the growing population. Upgrades to existing sports fields can address future demand in the short-medium term.

A potential 'community' level sports park (4ha) with a full-sized oval on Saunders Road will provide capacity for future sporting needs as the community grows.

Because of the dispersed nature of the township and because sports clubs attract patrons from across the district and beyond, it is anticipated that many will drive (or be driven) to use the park. The location on Saunders Road is preferred because:

- it is adjacent to Saunders Road, an arterial road with good connections to the broader district
- it can provide a visual buffer to the business park expansion area and maintain views to the ranges
- it will provide a flexible interface for future, longer-term development of the Area 1 Investigation Area, potentially buffering sensitive uses from the business park and avoiding future land-use conflicts
- it will provide an open space interface for the Woiwurrung Cottage heritage site.

## Changes to the structure plan

Include notation that open spaces are nominal and subject to detailed precinct design

## Entrances

Submissions have raised concern with development along freeway from a visual and acoustic perspective, and raised that pastoral views from entrances should be protected.

One submission requests removal of ‘visually sensitive’ nomination on sites along the western side of Area 5 (Ferrier Road, adjacent to the Calder Freeway) and submits that landscape response can be tailored to accommodate growth without prohibiting development along the periphery.

One submission proposed an acoustic wall along the edge of the freeway that returns around the edge of the Marshlands Reserve.

This direction is consistent with treatment to edges and interfaces in the current ODP and is carried forward through the current plan. The same outcome is sought as found in Clause 15.01-1L (Urban design – Macedon Ranges) which seek to protect landscape values adjacent to the Calder Freeway through vegetation and mounding for noise attenuation, landscape buffers and screens.

### Structure plan response

- Indicative landscape mounding to freeway.
- Shared path corridor adjacent to mounding to be publicly accessible and connect into the broader shared path and open space network, providing contribution for longer term recreational values.

## Response

Visual amenity, landscape protection to edges and entrances and minimising visual impact of development on views from freeway has for a long time been part of the planning direction for Gisborne.

This includes the need to ensure more memorable arrival experiences are created through management of entry roads and to keep a sense of township containment in the valley, rather than introducing the township through a bleed of residential development across the landscape.

The Calder Corridor is nominated as having a ‘significant sequence of views’ in the SPP. To the north of Gisborne up to Woodend views are confined to the road corridor through embankments and vegetation. These open up in proximity to Gisborne where a series of views is available over open rural land, across the marshlands, to the Macedon Ranges, Magnet Hill and Mount Gisborne, and across the Jacksons Creek valley.

The western edge of Ferrier Road is correctly identified as being visually sensitive because a design response is required that ensures any new development is visually recessive in the broader landscape context. This may include landscape mounding for visual and acoustic amenity, large lot sizes to provide a semi-rural interface etc. It seeks to avoid inappropriate responses such as sheer sound walls.

This is reinforced through the structure plan which seeks to ensure that housing and development is visually recessive through landscaped mounding to the edge of the Calder Freeway.

## Flora and fauna

Council’s Biodiversity Strategy (2018) identified ‘biolinks’ as landscapes across which there is increased tree and other native vegetation cover. They recognise the value of smaller bushland patches, remnant corridors particularly along waterways and road reserves, and scattered paddock trees, as habitat where some species can live and breed and as stepping stones across fragmented landscapes.

The structure plan strategy is to protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity.

A desktop review of the study area has identified areas with likely biodiversity and vegetation values and these have been accounted for in open space reserves, waterways, linear connections, patches of likely remnant vegetation and sites that are nominated as ‘constrained’ for future residential development (or subject to further detailed survey work).

Detailed flora and fauna surveys will be undertaken as part of any future development plan process.

Biolinks are to be accounted for once vegetation surveys have been undertaken during detailed planning of any greenfield development. Balance must be made in light of the CFA comments to ensure bushfire risk is not created through the biolinks.

## 2.4. Community infrastructure

Submissions state that the structure plan does not provide meaningful community infrastructure or facilities and falls short in delivering on additional demand for school facilities.

A park near the town centre, community gardens and retirement villages close to the shops have all been suggested as improvements to the provision of community and social facilities.

### Response

The structure plan identifies a new integrated community hub that can provide for a range of youth, family and elderly services along with community meeting spaces and arts/cultural facilities. This space is to be supported by a 'town square' or civic open space that extends opportunities for community gathering and events out into the streetscape. Adjacency to the regional sporting facilities, train station and existing primary schools along with access to shops and employment opportunities further enhances the focus of the activity centre as a community hub.

The structure plan nominates a new 'community park' for informal gathering and social recreation that is connected by waterway and landscape corridors, and leverages off the substantial facilities being delivered as part of the Regional Sports Precinct and the regional shared trail.

SGS Economics and Planning audited existing community facilities and projected future demand under a range of population scenarios for the Gisborne District. This work found that at a higher-growth scenario of 31,000 the current secondary college could be reaching capacity, but the additional demand could be accommodated via upgrades to the existing site rather than triggering the need for a new secondary school.

It did identify that if the medium to high growth scenarios were to be attained then another government primary school would potentially be required. Given the longer-term time-frames, it was recommended that the need for this be reassessed through ongoing monitoring of the structure plan implementation outcomes and future investigations with regards to the longer-term investigation areas.



## 2.5. Activity centres

### Reference to Gisborne and New Gisborne as ‘twin villages’

DTP have raised that referring to Gisborne and New Gisborne as ‘villages’ is a misrepresentation of what the plan is actually trying to achieve, and that focus on the town as a regional centre and gateway to the broader Loddon Mallee Precinct should be emphasised.

The community has also raised that Gisborne is no longer a ‘village’ and that the term is redundant given the development that has occurred since it was coined.

### New Gisborne Neighbourhood Activity Centre (NAC)

There are submissions in support of the NAC, with some residents looking forward to being able to walk to the shops, while others are concerned with the level of activity adjacent to rural zones, the traffic that it will generate and the capacity of the road network to accommodate this.

One submission in particular highlights the importance of publicly owned civic spaces and place making initiatives in the New Gisborne town centre so that it has a role as a community social space rather than just a shopping centre.

DTP have requested further explanation of why a new activity centre is needed at New Gisborne based on land supply/demand, with reference to size through sqm/floorspace requirements for the activity centres.

### Response

The SPP glossary defines a village as “a settlement with a low population (less than 500)”, which is also reflected how these settlements appear in the Macedon Ranges Settlement hierarchy. The Macquarie Dictionary defines a village as “a small assemblage of houses in a country district, larger than a hamlet and smaller than a town”, and a “group of small, sometimes fashionable and exclusive shops, servicing a suburb.”

Gisborne has traditionally been referred to as the ‘village in the valley’ which references containment of the town in the valley landscape, and the policy direction to keep the valley walls free of development to maintain this. ‘Village character’ is a term that has been used frequently, however this is poorly defined in a sense of what it means and what it is trying to achieve.

As a regional centre with a population estimate of 27,000 to 31,000 people over the next 30 years, the vision should acknowledge the regional centre status of Gisborne and New Gisborne using appropriate terminology.

### Response

Although the township has expanded to the south and to the north-west in New Gisborne, these areas do not currently have walkable access to convenience shopping, gathering points or services that can provide local destinations for the community.

- A NAC could provide retail (food and non-food), community services, cafés and restaurants, personal services, housing, local employment, office spaces, public spaces, healthcare and access to public transport, in addition to a supermarket.
- A smaller activity centre (convenience scale) would be less likely to provide a diversity of shops and services, which would mean a greater dependency on travelling to the Gisborne town centre (or elsewhere) to access these.
- Providing a diversity of shops, jobs and social opportunities will encourage pedestrian activity and vibrancy in streets as people move about to access a range of shops/services rather than just heading there for a single purpose.
- Delivery of the NAC would be less viable with less intensity (considering development costs including land, servicing and construction) and more traditional housing is more likely to result in a car dependent community.

### Activity centre hierarchy

DTP suggest retention of the word 'primary' for the Gisborne town centre, to align with terminology used in Clause 17.02-1L, and to refer to Gisborne and New Gisborne collectively as the 'regional centre'.

Revisit activity centre hierarchy and terminology, define 'local' and 'neighbourhood' centres, refer to state policy for guidance.

### Response

Plan Melbourne's activity centre hierarchy identifies metropolitan, major and neighbourhood activity centres.

A review of activity centre terminology used in other contexts has found that PSPs often use terms such as 'principal' or 'major' town centres, or 'local convenience' centres in the emerging metropolitan context. Hierarchies used by other councils often distinguish between 'neighbourhood' and 'local' in their activity centre plans.

Neighbourhood activity centres (NACs) commonly have a full line or medium sized supermarket, specialty shops (bakeries, greengrocer, pharmacy etc), personal services and hospitality businesses, while local activity centres (LACs) are more often clusters of around five to ten shops that perform a convenience role for a local catchment.

The terms have been loosely interchangeable in reference to Gisborne's proposed smaller activity centres. The ODP nominates these as 'local neighbourhood retail' and in New Gisborne a 'potential future mixed use precinct'. The New Gisborne Development Plan (2015) identifies the proposed activity centre on Station Road as a 'neighbourhood activity centre'.

The first draft of the Gisborne Futures Structure Plan (2020) used 'NACs' to align with Plan Melbourne terminology which uses metropolitan, major and neighbourhood activity centres.

The Phase 3 consultation outcomes included an action to provide further detail on the size and role of activity centres in response to submissions.

A task in the brief for Urban Enterprise's (UE) 2022 economic update was to outline the size and role of activity centres.

A retail demand model was used to capture current data and projections and inform the recommended scale and role of secondary activity centres in Gisborne.

UE's recommended activity centre hierarchy was used in the 2023 draft structure plan. This nominated the Gisborne town centre as a 'regional centre' and the future New Gisborne town centre as a 'neighbourhood' activity centre to provide retail, services and employment opportunities that support living local and 20-minute neighbourhood principles. The Station Road, Ross Watt Road and Willowbank Road activity centres are nominated for local convenience and community services as more substantial roles were not supportable in these locations.

In a submission to Phase 4 consultation DTP have recommended that the term 'primary' be used for the Gisborne town centre used to align with the recent PPF translation (C150macr, Clause 17.02-1L Business – Macedon Ranges) and that Gisborne and New Gisborne collectively be referred to as the 'regional centre' to align with the settlement hierarchy.

### Changes to the structure plan

- Provide further detail on retail and commercial land supply and demand in structure plan.
- Refer to the Gisborne town centre as the 'primary activity centre' in the hierarchy to acknowledge the role of the town centre for the broader district.
- Retain the term 'neighbourhood' for the New Gisborne Activity Centre to acknowledge the range of shops and services envisioned to meet daily needs of residents.
- Continue to refer to 'local' activity centres for the convenience role they provide for the immediate catchment.

## Building heights – Activity centres

Planning Practice Note 60 (PPN60) details that mandatory height and setback controls will only be considered in ‘exceptional circumstances’, where they are absolutely necessary to achieve the built form objectives or outcomes identified within a comprehensive built form analysis. ‘Exceptional circumstances’ include sensitive coastal environments, significant landscape precincts, and significant heritage places, recognised sites of State significance, and helicopter and aeroplane flight paths.

Controls for built form and building heights to be explored through urban design frameworks for Gisborne and New Gisborne town centres.

The introduction of clear and enforceable urban design guidance for the town will allow for an increase in population and revitalisation of the town centre while still retaining key elements that define its character.

## Development opportunity sites (Gisborne town centre)

Most of the Gisborne Village car parks are privately owned and zoned Commercial 1. The plans are designed to provide built form guidance if the owners of this land wish to develop. Council does not have the ability to prevent the owners of the land lodging an application to develop, however is seeking to manage the built form outcomes through a schedule to the Design and Development Overlay.

Currently Gisborne does not have any enforceable built form controls or height limits.

Nomination of these areas identifies areas of potential C1Z land supply. This does not mean that capacity will eventuate in supply. Rather, nomination of these sites as potential development sites can provide a focus for developing built form controls to ensure that if a development application lands there is sufficient weight in the planning scheme to guide a built form and design outcome. It can also ensure that sites are not underdeveloped in order to meet future floorspace requirements without the need to provide new C1Z land on the periphery of the township in order to meet the objectives that seek to achieve a compact, walkable township.

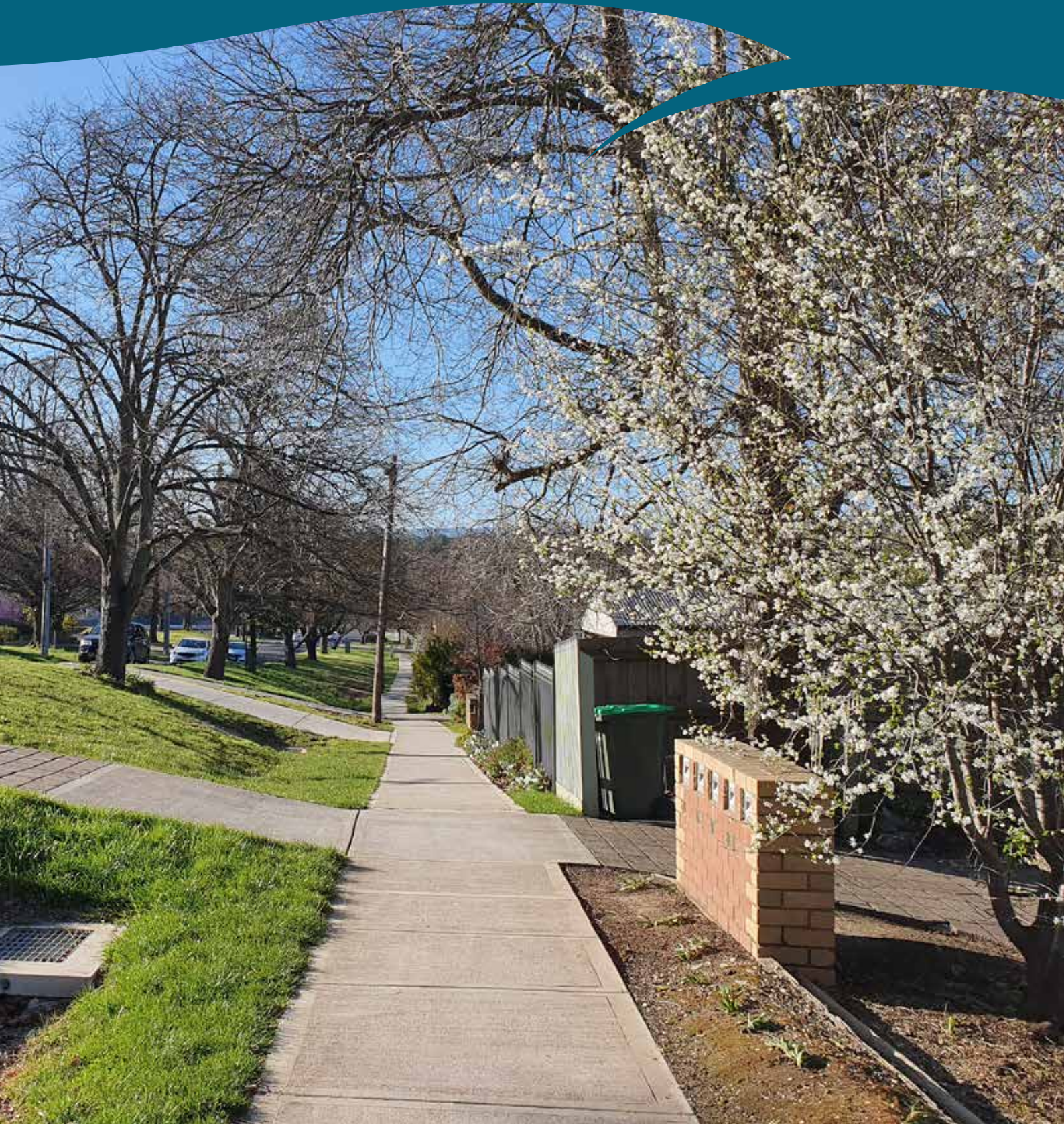
## Business park expansion

There is support for expansion of industrial and commercial land in the business park with submitters recognising the need for more employment land and hoping it will provide an opportunity for better delineation between residential and commercial/ industrial areas.

One objection has been received from residents south of Saunders Road.



### 3. Revision actions





## 3.1. Structure plan revision

Submissions have raised points to be considered for a revised structure plan. Key pieces of work include:

- land budget
- housing capacity analysis
- review of housing change areas
- future character and design guidelines for growth areas
- bushfire analysis and response
- implementation plan.

A detailed summary of submissions and officer response is provided at Appendix 1.

Proposed changes to the structure plan are listed on Table 1 as follows.

Further critique of the structure plan and background work can be referred to a future planning panel process as necessary.

Change	Sub ref.
<b>Project Stages</b>	
Include urban design frameworks and neighbourhood character study on project stages diagram.	126.
<b>Regional context</b>	
Revise regional context section to acknowledge that Gisborne/New Gisborne is a regional centre within the Loddon Mallee South Region and highlight Gisborne's position as the gateway to RDV's innovation and employment corridor. Include new map.	5, 113.
<b>Study area</b>	
Include land size of township, dwelling density (existing) – link to land budget (see future urban structure).	113.
<b>Housing and population snapshot</b>	
Provide further discussion in report linking to population growth, land supply/demand (land budget) etc.	113,126.
Update forecast data using VIF2023.	

Change	Sub ref.
<b>Vision</b>	
Revise 'twin village' terminology: the vision doesn't align with definition of 'village' being a small rural settlement.	5, 113, 126.
Reference 'preserving rural character and rural setting surrounding the township' in vision.	
<b>Protected settlement boundary</b>	
Explain why the PSB has been located where it has for the whole of the regional centre (not just New Gisborne).	106, 113.
Respond to requests for inclusions in township boundary, assessment of investigation areas and alternative locations for NAC (Saunders Road).	
<b>Future urban structure</b>	
Prepare land budget.	9, 45, 53, 74, 75, 98, 106, 113, 126.
Show existing land supply for residential, commercial and industrial – and show what is needed to accommodate population growth to 2050.	
Urban structure and open space review – consider layout in response to submissions that seek changes to densities and open space.	
Include western edge of Area 5 (Ferrier Road) subject to appropriate interface design guidelines that consider visual and acoutstic amenity and response to bushfire risk.	
<b>Activity centres</b>	
Revisit activity centre hierarchy and terminology, define 'local' and 'neighbourhood' centres, refer to state policy for guidance.	
Consider the scale of a convenience role for the Station Road LAC.	106, 113, 126.
<b>Gisborne town centre</b>	
Describe land uses in activity centre: are there any missing that should be provided or need relocating.	
Identify heritage buildings.	
List strategic development sites and outline whether zoning change is needed.	113.

Change	Sub ref.
<b>New Gisborne town centre</b>	
Provide further explanation on why a new activity centre is needed with reference to economic and employment analysis.	113.
Housing framework: background	45, 53, 54, 55, 89, 98, 106, 113, 126.
Provide summary of identified housing needs (other than more diverse and affordable).	
Housing capacity analysis.	
Provide a ratio of housing infill vs. greenfield targets (eg – Plan Melbourne uses 70:30). Note higher housing densities around activity centre and railway station consistent with Clause 16.01-1S.	
Provide response to housing market demands and viability: look at policy drivers.	
Summarise housing and employment survey results, include in background report.	
Provide definition of densities envisioned in the plan.	
Consider providing a range of densities rather than minimum density targets (test through urban structure review).	
Policy direction for aged care, lifestyle villages, and retirement villages (see also: community infrastructure).	
Review interfaces with longer-term investigation areas (esp. industrial/rural living interface).	

Change	Sub ref.
<b>Housing framework: structure plan</b>	
Provide residential development framework plan that overlaps housing change area with neighbourhood character types.	10, 113, 126.
Review housing change areas and make sure these are consistent with PPN90. Minimal change areas should be identified by physical constraints like flooding or bushfire risk or special characteristics like heritage.	
Review housing framework terminology (use of 'semi-rural' as an interface treatment and as a character area).	

Change	Sub ref.
<b>Housing framework: future character</b>	
Provide further detail on preferred built form/future character.	45, 53, 54, 55, 60, 89, 91, 95,
Review of road cross-sections – to form part of future character directions for growth areas (see also 2.2 Future urban structure).	106, 113, 126.
Review interfaces with adjacent land uses – consider potential conflicts and design responses.	
Provide detail on bushfire interface response (refer also to 8.6).	

Change	Sub ref.
<b>Neighbourhood character</b>	
Include brief description of each type and preferred future character.	113.

Change	Sub ref.
<b>Economic and employment growth</b>	
Include reference to Gisborne's position within RDV's growth corridor, and reference future precincts and partnerships programs for funding opportunities (see also 1.2 Regional context).	5, 64.

Change	Sub ref.
<b>Gisborne business park</b>	
Provide greater detail on business park map including road names, access, indicative upgrades etc.	80.
Provide options analysis on locations for business park in background report.	

Change	Sub ref.
<b>Aboriginal cultural heritage</b>	
Further investigation of the areas of Aboriginal cultural heritage sensitivity should be resolved as part of this structure plan process. Consult with DTP and RAP on the level of detail expected.	5, 113.
Expand on Aboriginal Cultural Heritage – strengthen/highlight the connection to country (intro section).	
Section 7.1: cultural values assessment - refer back to the cultural values assessment process - enhancing the profile of that work.	

Change	Sub ref.
<b>Landscape and environment</b>	

Reference urban forest strategy as a priority action in Zero Net Emissions plan. 5, 113.

Include reference to storm events.

Show areas with high biodiversity values.

Provide further detail on how visually sensitive landscapes and views have influenced direction for Gisborne/New Gisborne.

Open space	
Review open space locations, size and distribution in response to submissions.	45, 53, 74, 75, 106, 113, 119, 128.

Review open space locations, size and distribution in response to submissions. 45, 53, 74, 75, 106, 113, 119, 128.

Bushfire	
Review bushfire assessment and representation of bushfire direction in the Structure Plan.	9, 106, 113.

Review bushfire assessment and representation of bushfire direction in the Structure Plan. 9, 106, 113.

More detailed response required on landscape scale bushfire hazards and evidence on how risk has been used to determine growth areas (directing growth to areas of least risk).

Detail required on open space and conservation areas and how vegetation will be managed to minimise bushfire risk.

Further information on how the future settlement interface is designed to respond to bushfire, including access and egress.

Movement and transport	
Re-order chapter structure (walking cycling > public transport > cars).	5, 56, 58, 113.

Re-order chapter structure (walking cycling > public transport > cars). 5, 56, 58, 113.

Change upgrade of Goode Street to 'connector' road, note need for upgrade to road edges.

Update background report to include movement and place classification and aspirations.

Amend chapter in response to DTP feedback (refer to Submission 5 and 113).

Community infrastructure	
Provide next steps for community hub and community park, bring in opportunities for flagship/precinct development.	5, 103, 113.

Provide next steps for community hub and community park, bring in opportunities for flagship/precinct development. 5, 103, 113.

Develop criteria or policy for location and design of aged care, retirement villages and residential villages.

Change	Sub ref.
<b>Utilities and sustainable development</b>	

Review GWW recommendations for IWM in structure plan. 118.

Schedule meeting with GWW to discuss submission and inclusions in final draft.

Include reference to GWW buffers and need for visual impact and cultural heritage assessments for future works on Magnet Hill.

Implementation plan	
Outline planning scheme amendment documentation and process.	5, 45, 80, 106.

Outline planning scheme amendment documentation and process. 5, 45, 80, 106.

Provide staging plan outlining preferred sequencing of development.

Delivery and integration of services: outline commitments of different departments and organisations.

Provide section on monitoring and review with a structure for how implementation of the plan is to be reported back to Council.

DRAFT

## 4. Appendices



## Appendix 1: Submission summary and response

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### Submission 1

Theme	Summary	Response	Action
<b>Business Park</b>	Petition of 10 signatures in support of residential zoning in Investigation Area 1 (Township boundary options 1 and 2 in Phase 3 Consultation Report).	Area 1 remains the most logical location for expansion of business park with residential development directed to location closer to train, schools, future town centre, sports precinct etc.	
<b>Investigation Area 1</b>			
<b>Township boundary</b>			
	Do not support industrial or commercial zoning in the area.		

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### Submission 2

Theme	Summary	Response	Action
<b>Township boundary</b>	Supports inclusion of property in township boundary	Noted	

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### Submission 3

Theme	Summary	Response	Action
<b>Bypass road</b>	Supports idea of bypass road, concern that Development Plan Application at 89 Ross Watt Road will make it unviable.  Queries what alternatives are being explored.	Bypass through 89 Ross Watt Road is no longer an available option.  Strong opposition from the community during Phase 3 consultation in 2020.  Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.	

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## Submission 4

Theme	Summary	Response	Action
<b>Township growth</b>	Does not support growth.	Noted. The structure plan is seeking to deliver growth that aligns with contemporary principles of sustainable development.	
<b>Economic development</b>	Does not support economic development.		
<b>Sustainable development</b>	Concern that growth is unsustainable, we are failing to control our waste and changing the climate.		

## Submission 5

Theme	Summary	Response	Action
<b>Movement and transport</b>	Submission of support from DTP Transport Strategy.	Noted.	
<b>Activity centres</b>	Support core focus on urban containment and 'buzzing' activity centres.		
<b>Vision</b>	"Twin village" concept – Gisborne / New Gisborne is more than a village, consider something more along the lines of 'twin regional town centres'.	Terminology to be revisited.	Revise 'twin village' concept.
<b>Cultural heritage</b>	Expand on <b>Aboriginal Cultural Heritage</b> – strengthen/highlight the connection to country (intro section).  7.1 ACH - <b>cultural values assessment</b> - refer back to the cultural values assessment process - enhancing the profile of that work.	Noted for revision/inclusion in structure plan.	Include DTP edits in revised structure plan.

Add section before 1.5 to discuss **sustainable precinct with high place value (New Gisb)** - employment and residential focus - putting that up front and centre as a core objective for the plan.

## Economic development

Seek emphasis on Gisborne being the **state gateway to the RDV corridor** - and including actions that support the Regional precinct and partnership program with DTP/RDV. This will support funding opportunities to deliver aspects of the plan.

Noted for revision/inclusion in structure plan.

Strengthen emphasis on attracting an **incubator/employment generator** in the precinct context (hospital/TAFE/entertainment precinct).

p.24 Actions - put in **flagship precinct partnership** with regional housing projects, with national employment and cultural projects.

Mention the **1 billion dollar regional housing fund**, providing opportunities to support that.

## Landscape and environment

Reference urban forest strategy as a priority action in Zero Net Emissions plan.

Noted for revision/inclusion in structure plan.

Consider reference to storm events.

<b>Movement and transport</b>	<p>Movement and transport section: <b>reorder structure of doc</b> to begin with active and public transport/pedestrians/universal access (wheelchairs) first and car/truck infrastructure further on so that it doesn't look like a car-based strategy</p>	<p>Noted for revision/inclusion in structure plan.</p>	
	<p>Strategic cycling corridor <b>website</b> – use the same colours for the SCC on walking cycling map</p>		
	<p>Include reference to micro-mobility - scooters, e-bikes</p>		
<b>Community infrastructure</b>	<p>Community infrastructure section – bring in opportunities for flagship/precinct development</p>		
<b>Implementation plan</b>	<p><b>Implementation plan</b> required: including delivery and integration of services, ensure there is even distribution of commitments across the organisations, provide a structure for how it is to be reported back to Council, how DTP can assist to deliver on the actions.</p>	<p>Noted for revision/inclusion in structure plan.</p>	<p>Implementation plan.</p>
	<p>Appendix – include <b>Movement and Place</b> classifications/aspirations.</p>	<p>M&amp;P work to be integrated into Background Report. Action included in structure plan.</p>	<p>Update background report to include M&amp;P classification and aspirations.</p>
	<p><b>Duplication</b> of Station Road: would only be considered it is a multi-modal active/public transport upgrade on a corridor level rather than just to resolve traffic congestion.</p>	<p>Noted.</p>	

**Submission 6**

Theme	Summary	Response	Action
<b>Township boundary</b>	General support for the plan. Supports rezoning of property on Hamilton Road.	Noted.	
<b>Economic development Activity centres</b>	Support for the new town centre in New Gisborne and location adjacent to train station.	Noted.	
<b>Movement and transport</b>	Raises the importance of good school bus services and requests that future bus stops are designed.	Beyond scope of structure plan. Detailed design and advocacy for future planning.	Include advocacy actions for bus stops.

**Submission 7**

Theme	Summary	Response	Action
<b>Walking and cycling Growth Housing framework</b>	Would like improved walking and cycling infrastructure around Gisborne Station. Submits for denser housing. Believes Gisborne has huge potential for growth.	Noted.	

**Submission 8**

Theme	Summary	Response	Action
<b>Business park Town entrance roads</b>	Does not support business park expansion or commercial 2 zoning. Correspondence regarding concern with real estate marketing land on Saunders Road as a potential industrial, commercial or retail site.	The area south of the existing business park has been earmarked for expansion for over 20 years and is nominated in the existing structure plan which is Council's adopted policy. Existing and proposed policy provides guidance for considering the views and character of the entrance road,	

Concern with loss of character to township entrance road.

with regard given to the design and form of buildings and landscaping through measures such as siting, building heights and form, materials and colours etc.

## Submission 9

Theme	Summary	Response	Action
<b>Township boundary</b> <b>Investigation Area 4</b>	<p>Seeks inclusion of property (Hamilton Road, west of Station Road) and Investigation Area 4 in protected settlement boundary.</p> <p>Meets 20 minute neighbourhood principles, has no constraints for development.</p>	<p>Cultural heritage issues together with visually sensitive landscapes, the need to maintain separation between townships and bushfire risk challenge development in the north-west.</p>	
<b>Bushfire assessment</b>	<p>Submits that representation of bushfire risk is inconsistent throughout the plan.</p> <p>Submits that bushfire risk is not a reason to exclude Area 4, quotes from Strategic Bushfire Report and states that the basis for exclusion of Area 4 based on an increased fire risk is not substantiated.</p>	<p>Landscape-scale bushfire risk assessment required.</p>	<p>Review bushfire assessment.</p>
<b>Landscape and environment</b> <ul style="list-style-type: none"> <li>views</li> </ul>	<p>Does not support nomination of significant views from train line and that maintaining views from the train line is not a credible argument to exclude the site.</p>	<p>Other aspects include maintaining separation between townships, flood and bushfire risk and cultural heritage sensitivity.</p>	



<b>Housing framework</b>	<p>Submits no justification has been provided to exclude the land on the basis of required land supply, and that the structure plan only considers a 15 year supply when the plan has a 30 year horizon.</p> <p>New business growth in an expanded business park will mean that past projections for housing will be underestimated, and there needs to be better alignment with Council's economic development strategy.</p>	<p>The Background Report outlines projected supply for 30 years.</p> <p>Land budget and housing capacity analysis to be prepared for final version.</p>	<p>Land budget and housing capacity analysis.</p>
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## Submission 10

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Submission seeks rezoning of Magnet Hill to allow further subdivision of existing lots.</p>	<p>Magnet Hill identified as a significant landscape feature that features in a number of views and provides a 'rural break' between</p> <p>Further subdivision and development on hill not supported.</p>	
	<p>Confusion with terminology in plan: use of 'semi-rural' applies as a character area, and as a growth area interface treatment.</p>	<p>Review housing framework terminology and provide distinction between terms.</p>	<p>Review housing framework terminology.</p>

## Submission 11

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Seeks rezoning of part of 8 Frith Road to provide infill housing opportunity.</p> <p>General support for the plan.</p>	<p>Inclusion of individual sites for rezoning would require further strategic justification to be considered within the scope of structure plan.</p> <p>Would require a detailed planning application, potential</p>	

Section 96A permit/rezoning application.

Does not support 4 storeys along train line.

Building heights revised to 3 storeys.

## Submission 12

Theme	Summary	Response	Action
<b>Business park</b>	Does not support location of proposed roundabout access to business park, concern that this would turn his driveway into a 'fourth leg'.	Site to be reviewed at detailed planning stage (development plan/PSP).	Consider at detailed planning stage.

## Submission 13

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Submissions generally supportive of the urban design direction/vision in the plans.</p> <p>Highlights that there are many families doing it tough and supports social/affordable housing dotted throughout new housing, especially close to towns and train line.</p> <p>Believes developments like the Nightingale should be strongly encouraged.</p>	Support noted.	
<b>New Gisborne town centre Open space</b>	Highlights the importance of public civic space in New Gisborne and provides urban design principles to make it a successful space for the community.	Agree – review principles in development of urban design framework for the activity centre.	Consider as part of UDF.

## Submission 14

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	<p>Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.</p> <p>At the Scheduled Council Meeting held on 24 August 2022 it was resolved that Council endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included.</p>	

## Submission 15

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	<p>Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.</p>	

## Submission 16

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	<p>Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.</p>	

**Submission 17**

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 18**

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>South of Brooking Road</li> </ul>	<p>Seeking to rezone property south of Brooking Road from RLZ to LDRZ.</p> <p>Provide greater transition between conventional residential density and rural land.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 19**

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 20**

Theme	Summary	Response	Action
<b>Township boundary</b>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	



- South of Brooking Road Seeking to rezone properties from RLZ to LDRZ.

## Submission 21

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>• South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

## Submission 22

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>• South of Brooking Road</li> </ul>	<p>Submission notes lack of affordable housing in Gisborne, particularly for young people.</p> <p>Supports residential developments that benefit the economy and allow young people to live in Macedon Ranges.</p>	Support noted.	

## Submission 23

Theme	Summary	Response	Action
<b>Township boundary</b> <ul style="list-style-type: none"> <li>• South of Brooking Road</li> </ul>	<p>Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.</p> <p>Seeking to rezone properties from RLZ to LDRZ.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 24**

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support the plan, states that Gisborne is now a 'twin Sunbury'.	Noted.	

**Submission 25**

Theme	Summary	Response	Action
<b>Business park</b>	General support for the plan. Supports business park expansion and Commercial 2 Zone on Saunders Road.	Support noted.	
<b>Activity centres</b>	Submission in support of NAC and having a local supermarket in walking distance.	Noted.	
<b>Housing framework</b>	Does not support 3 or 4 storey development as it is not in keeping with country feel.	Noted.	

**Submission 26**

Theme	Summary	Response	Action
<b>Township boundary</b>	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
<ul style="list-style-type: none"> <li>• South of Brooking Road</li> </ul>	Seeking to rezone properties from RLZ to LDRZ.		

**Submission 26**

Theme	Summary	Response	Action
<b>Township boundary</b>	<p>Does not support plan.</p> <p>Submits that higher density housing belongs in metro areas.</p> <p>Does not want further development until number of local jobs doubles.</p> <p>Concerned with greenhouse gas emissions from commuting, also wants low density residential.</p>	Noted. Refer to objectives related to sustainable development and economic and employment growth.	

**Submission 28**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Seeks inclusion of Glen Junor in township boundary.</p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> <p>Supports open spaces, school, promise of affordable housing.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 29**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Seeks inclusion of Glen Junor in township boundary.</p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
<b>Movement and transport</b>	Multi-level apartments will lead to congestion.	<p>Preliminary modelling shows roads will operate within capacity.</p> <p>Plans promote walking/cycling.</p>	
<b>Community infrastructure</b>	<p>Current draft lacks community outcomes.</p> <p>Plan doesn't address demand for school facilities.</p>	<p>CIA undertaken, no demand for additional government high school.</p> <p>Structure plan includes provision for community hub and civic open space in New Gisborne.</p>	

There is solid community sentiment backing Glen Junor. Noted.

## Submission 30

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Seeks inclusion of Glen Junor in township boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
	Does not support multi-storey housing.	Noted.	
<b>Movement and transport</b>	Glen Junor will build diverse housing without adding to Station Road congestion or need for duplication.	Glen Junor will deliver a lower density car-dependent community.  Note 3km distance from town centre, steep topography etc.	

## Submission 31

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Seeks inclusion of Glen Junor in township boundary.  Finds it distressing that Glen Junor has not been included in township boundary.  Speaks on "behalf" of the Macedon Ranges community that they don't want apartment development.  Poor planning.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 32**

Theme	Summary	Response	Action
<b>Data</b>	Data used to inform plans is outdated (economic, employment and residential data).	Relevant data updated, see economic and employment memo and background report that refers to current census data and forecasts.	
<b>Movement and transport</b>	Conflict with recommendations of traffic modelling and indicated loss of trees on Station Road.	Report speaks to 'targeted widening'. Council does not currently support plans for duplication.	

**Submission 33**

Theme	Summary	Response	Action
<b>Township boundary</b>	Accepts that the town will expand.  Does not support development north of railway line. Prefer expansion to east along Saunders Road.	Noted.	
<b>Housing framework</b>	Supports smaller lots adjacent to town centre but would like larger lots (800sqm) outside proximate distance of a town centre.  Large lots to western/freeway interface.	Noted.	
<b>Environment</b> • trees	Prefer oak trees to eucalypts.	Both have their place depending on context.	
	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.  Refer to objective, strategies and actions relating to tree protection and transport planning.	



<b>Movement and transport</b>	Footpaths needed on Kilmore Road north and on LDRZ subdivision.	Note that footpaths are not an infrastructure standard in low density subdivisions. Footpaths are planned for in accordance with Council's <a href="#">Shire-wide Footpath Plan</a> .	Walking and cycling maps in structure plan show indicative shared paths on Kilmore Road.
<b>UDF</b>	Streetscape and architecture of any new town centre to be sympathetic to town heritage.	Consideration for UDF.	Note for UDF.

## Submission 34

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support current draft - divisive politics, traffic, multi-storey development <ul style="list-style-type: none"><li>Glen Junor</li></ul> Supports Glen Junor.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

## Submission 36

Theme	Summary	Response	Action
<b>Housing framework</b>	Submits for Glen Junor to be included in the township boundary. <ul style="list-style-type: none"><li>Glen Junor</li></ul> Sponsored 2020 petition.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
	Letter to the Hon. Sonya Kilkenny, Minister for Planning. Seeking inclusion of Glen Junor in township boundary.		

## Submission 37

Theme	Summary	Response	Action
Housing framework	Concern with growth north of railway line, traffic increase and loss of Station Road streetscape, heritage homes and trees.	Noted.	
	Four storey housing not appropriate for rural setting, will bring social issues.	Building heights revised to 3 storeys.  Premise that it will bring social issues not supported. Currently housing in Gisborne is only affordable to people in higher income brackets which locks out anyone on a low to middle income from housing opportunities.	
Movement and transport	Does not believe people will walk to activity centre, it will increase traffic.	The activity centre provides an alternative to walking. This is not an option for many residential areas currently.	
	<ul style="list-style-type: none"> <li>Walking and cycling</li> </ul> Make Ferrier Road one way and encourage school parents to access town centre via freeway.	Traffic review does not raise concerns that roads will be over capacity.	
	Construction amenity issues.	Temporary amenity impacts not a longer term planning consideration.  Amenity concerns can be addressed through permit conditions as part of the application process.	

## Submission 38

Theme	Summary	Response	Action
Housing framework	Shop top housing will increase traffic and congestion.	Refer State planning policy direction at <a href="#">Clause 11.03-1S</a> :	
	<ul style="list-style-type: none"> <li>Glen Junor</li> </ul> Concern with increased traffic on Station Road / need for duplication.	<i>Reduce the number of private motorised trips by concentrating activities that generate high</i>	

Previous feedback ignored.  
Glen Junor will deliver school, shops, community amenities, open space, sustainable housing.

*numbers of (non-freight) trips in highly accessible activity centres.*

Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and response to previous feedback.

## Submission 39

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	<p>Submits for Glen Junor to be included in the township boundary.</p> <p>Structure plan does not align with a vision of sustainable development (due to traffic), prioritise the long-term benefits for our community or the environment</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

## Submission 40

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	<p>Submits for Glen Junor to be included in the township boundary.</p> <p>Shop top housing will increase traffic and congestion.</p> <p>Concern with increased traffic on Station Road / need for duplication.</p> <p>Previous feedback ignored.</p> <p>Glen Junor will deliver school, shops, community amenities, open space, sustainable housing.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and response to previous feedback.	

**Submission 41**

Theme	Summary	Response	Action
<b>Movement and transport</b>	<p>Concern with school traffic on Station Road and Ferrier Road.</p> <p>Advocates for traffic lights at corner of Ferrier Road.</p>	<p>Traffic lights at corner of Station Road and Ferrier Road have been identified as required infrastructure for a number of years (see 2016 Movement Network Study), and are included in the current developer contribution plan (2013) and as a future infrastructure item in the draft structure plan.</p>	

**Submission 42**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Westport Park Retirement Estate Pty Ltd ('Westport Park') in relation to land at 92 Ferrier Road, New Gisborne.</p> <p>General support for plan.</p> <p>Highlights future need for aged care.</p> <p>Seeks rezoning and Development Plan Overlay.</p>	Noted.	

**Submission 43**

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support township growth, concern that plans are actively encouraging growth.	Noted.	
<b>Growth</b>	Does not support changes to Chessy Park controls or allowing infill.		
<b>Movement and transport</b>	Does not agree that a new activity centre will ease congestion on Station Road, or that people will walk to it.		
<b>Activity centres</b>			
<b>Gisborne town centre</b>	Does not support nomination of town centre car parks as		

development sites, or loss of car parking.

## Submission 44

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	<p>Support for Glen Junor.</p> <p>Community support for Glen Junor not reflected in current plan, effort and feedback dismissed.</p> <p>Optimistic that GJ will be including in plan.</p>	<p>Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and response to previous feedback.</p>	

## Submission 45

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Submission on behalf of Payne Road Landowners Group (PRLOG): nominated as 'investigation areas' and retained as RLZ in the plan.</p> <p>Supportive of vision and guiding principles, not how they are realised in the plan.</p>	<p>Noted.</p>	
	<p>Submits that RLZ is not appropriate zoning within the PSB, and highlights that there is no strategy for it and it will likely not be accepted through the amendment process.</p>	<p>This approach is consistent with other towns in the Macedon Ranges that have land for longer-term township growth within PSBs.</p> <p>To be resolved at panel if necessary.</p>	



Questions land/housing demand methodology, submits that land is being consumed at a much faster rate than previously estimated and raises that this will be subject to scrutiny at panel.

For this reason a range of demand scenarios have been considered, including Urban Enterprise work from 2020 and 2022 updates from DTP's Urban Development Program (UDP).

To be resolved at panel if necessary.

Raises that introducing high densities on sites adjacent to rural fields would not be considered 'in keeping' with local character, as per Plan Melbourne direction.

It is acknowledged that a change in densities will introduce a new character. This is occurring in an area of minimal visual sensitivity.

Visually sensitive areas and those with a character to be preserved are identified in the draft structure plan.

The transition is too sharp and is untested in a market sense.

High density 'clusters' should be staged so that the future investment market is taken 'on a journey of expectations from current densities to higher densities over the next two decades'.

Noted. A staging plan for development can be prepared to provide clarity.

Look at market demands/development viability.

Provide staging plan.

Consider detailed response to market demands and viability.

Raises uncertainty regarding future land uses and lack of detail on the expanding business park interface with RLZ, including that permissible uses in IN3Z may conflict with the RLZ and undermine future residential zoning.

Supportive of additional investigation into potential land-use conflicts at interface of longer term investigating areas.

Review interfaces with longer-term investigation areas.

Does not support isolated location of community sports park - the plan should include green linkages that link new residential development – including the high-density areas – to core open spaces.

Noted. To be considered as part of a review of open space.

Review open space locations, size and distribution.

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Submits for an urban residential zoning that provides certainty for landowners, strengthens the chances of a future PSA meeting ministerial tests for implementation, plans for better interfaces and connections etc.

Noted.

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**Submission 46**

Theme	Summary	Response	Action
<b>Township boundary</b>	<p>Seeks inclusion of property (Barringo Road) in township boundary.</p> <p>Property neighbouring sports precinct, concern with amenity impacts of nearby development without being rezoned. Within proximity to activity centre, station.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

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**Submission 47**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Support for Glen Junor.</p> <p>Positive outcomes for youth, locally grown food, connection to landscape, social connections.</p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

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**Submission 48**

Theme	Summary	Response	Action
<b>Township boundary</b>	Submission of support from Seventh-day Adventist Church.	Noted.	

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**Submission 49**

Theme	Summary	Response	Action
<b>Growth</b>	<p>Does not support plan.</p> <p>Queries where NCS and UDF are.</p> <p>Submits destruction of Macedon Ranges, more in common with metro growth and 20 minute cities.</p> <p>Too much growth.</p>	Noted.	

**Submission 50**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Support for Glen Junor.</p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 51**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Support for Glen Junor</p> <p>Concern with increased traffic on Station Road / need for duplication.</p> <p>It addressed the community's wish for action on sustainable and community asset development.</p> <p>Will include school, community garden, preserve character of town, avoid traffic on Station Road.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 52**

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	<p>Support for Glen Junor.</p> <p>Promises sustainable development with diverse housing, critical community assets, community food gardens, and substantial open spaces.</p> <p>Concern with increased traffic on Station Road / need for duplication.</p>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 53**

Theme	Summary	Response	Action
<b>Housing framework</b> <b>Township boundary</b>	<p>Submission on behalf of client (Flexdrive, Hamilton Road properties).</p> <p>Strongly supports vision and outcomes proposed in the plan and transparent planning process. Site offers an excellent opportunity for a medium density, transit-oriented residential and mixed use outcome.</p> <p>Supports PSB, location of town centre, amenity-based density model, increase in housing diversity and affordability.</p>	Noted.	

Broadly supports objectives and strategies for housing growth in New Gisborne, further testing is required to ensure that what is being sought is deliverable and can achieve the built form outcome desired.

Seeks changes to 'substantial change' area and 'central urban' housing typology to all land within 800m of activity centre/station.

Permitting small lot subdivisions in 'central urban' could undermine density targets.

Consider development feasibility and removal of building height limits in favour of clearer built form and design objectives.

Further investigate market demands/development viability.

Consider providing a range of densities rather than minimum density targets.

Changes to 'substantial' change are to be considered as part of structure review (alongside densities, open space).

Market demand/development viability assessment.

Urban structure and open space review.

## Movement and transport

30m/22m connectors too wide, will impact upon the developable area: suggest narrower cross-sections.

Noted. Cross-sections can be flagged as conceptual/subject to detailed design and finalised as part of detailed planning stages (DP or PSP).

## Open space

Seeks background justification for open space provisions, raises concern that 28% of client's GDA is open space and seeks review of extent of drainage reserve and more equitable distribution of open space.

Recommends reducing drainage corridor width to 20m.

Noted. To be considered as part of a review of open space.

Note too that framework plan is conceptual/subject to detailed design and will be finalised as part of detailed planning stages (DP or PSP).

Review open space locations, size and distribution.



Seeks clarification on

- location of bushfire interface and whether perimeter road is required on south side
- upgrades to Hamilton Road/cross sections
- what upgrading of railway station to integrated transport hub involves
- use of 'Incremental Change 2' along Hamilton Road, or suggests a different housing change area to identify the 'semi-rural interface'.

## Submission 54

Theme	Summary	Response	Action
<b>Housing framework</b> <b>Landscape and environment</b> <b>Bushfire</b> <b>Trees</b> <b>Chessy Park</b>	<p>Does not support plan.</p> <p>Concerns about the lack of detailed information in the plan.</p> <p>Raises questions about residential heights and density, and measures to maintain current character.</p> <p>Has concern with increased population density, traffic issues, loss of green space/trees, and potential environmental impacts and bushfire risk.</p> <p>Advocates for limiting population growth to sustainable levels.</p>	<p>Noted, structure plans are high-level land use planning documents that do not contain the level of detail found in development plans or planning applications.</p> <p>Provide further detail on preferred built form/future character outcomes in structure plan.</p> <p>Concerns with growth noted.</p>	<p>Provide further detail on preferred built form/future character outcomes in structure plan.</p>
<b>Movement and transport</b>	<p>Does not believe people will choose walking or cycling over driving.</p>	<p>The activity centre provides an alternative to walking. This is not an option for many residential areas currently.</p>	

Traffic review does not raise concerns that roads will be over capacity.

<b>Community infrastructure</b>	Criticism is directed at the perceived lack of focus on community needs, such as inadequate park facilities and a lack of new schools or early childhood centres in the plan.	CIA undertaken, no demand for additional government high school. Assessment of primary school, childcare needs etc provided in this report.
		Structure plan includes provision for community hub and civic open space in New Gisborne.
		Also note location of growth area opposite regional sports facility.

## Submission 55

Theme	Summary	Response	Action
<b>Housing framework</b>	Requests that Council reconsider the location of the proposed NAC, instead basing it around 99 Saunders Road and adjoining sites as required.		

Does not support location of NAC in New Gisborne, 20 minute neighbourhood principles will not be achievable in constrained location and urban design outcomes not optimal.

Submits that Saunders Road is a more suitable area for NAC and residential growth.

Reasoning includes:

- capacity of road network and ability to accommodate traffic growth
- a community level park would benefit from NAC
- site lies closer to the geographic heart of New Gisborne than the proposed NAC, and that the C2Z area will likely operate as a 'defacto' NAC.

Noted. Location of activity centre in proximity to station, sports precinct and existing schools is considered to be preferable to the 'outskirts' on Saunders Road. Therefore establishment of businesses such as trade supplies or larger format retail would be appropriate on Saunders Road, leaving the NAC for a 'finer-grain' type of development

Also, more consistent with state policy re: locating activity centres at stations and near existing infrastructure to leverage access to these.

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Future high density residential growth appears highly ambitious in the current market as well as questionable in sustainable design terms.

Further investigate market demands/development viability.

What is 'questionable' in terms of sustainable design is not articulated.

Consider providing a range of densities rather than minimum density targets.

Review as part of final Structure Plan.

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There needs to be more of a transition in density with the high density activity node at the core of the community and submits for application of the Rural-Urban Transect Model as a best-practice outcome. Submits that the high density core is not central to the existing township and that their client's land in (Area 1) offers greater opportunity for this design outcome to occur.

The transect is less applicable in terms of the scale of the precinct. There are some transitions in density at edges and edges, however the structure plan is aiming to deliver a compact urban form, and move away from lower-density sprawl.

Submits that land south of the railway has lesser environmental value than land to the north.

With regards to the RCZ interface this is true. In regards to the RLZ land, desktop review shows a similar set of environmental values. Detailed assessments would be required to substantiate this statement.

Raises concern with lack of detail on the future commercial/industrial interface

Supportive of additional investigation into potential land-use conflicts at interface of longer term investigating areas.

Review interfaces with longer-term investigation areas.

## Submission 56

Theme	Summary	Response	Action
Open space	Open space strategies and actions supported, seeks removal of the fencing and gates around the 'old garden area' in UL Daly Reserve and integration with rest of park.	This level of detail is outside the scope of a structure plan.	
	Strengthen alternative corridor between New Gisborne Town Centre and Calder Freeway through upgrading Hamilton Road between Station Road and Mount Macedon Road, along with intersection upgrades	This is included in draft structure plan.	
	Strengthen the corridor from the residential area north of Brooking Road to the South Gisborne Interchange – Upgrade intersections / turn lanes along Brooking Road, McGeorge Road and Couangalt Road	Upgrades to resolve maintenance issues on McGeorge and Couangalt Roads will be required in the future (subject to funding and capital works prioritisation).	
	Remove the proposal to upgrade Goode Street between Hamilton Street and Howey Street to a connector road (concern with loss of trees/amenity).	The intent of this was to provide a full road seal (current asphalt with gravel (potholed) edges). Reference to connector street can be changed to "prioritise upgrade" of road. This can	Change reference to connector road in movement and transport section.

include formalisation of road edges, kerb and channel etc.

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Provide pedestrian crossing facilities of Aitken Street at both Fisher Street and Howey Street.

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Provide a dedicated Community Arts Facility within a walkable Gisborne town centre.

Plans include community hub in New Gisborne. It is acknowledged that these types of facilities are missing in Gisborne, however the community hub is planned as a catalyst project and is proposed to accommodate a range of facilities/services to support the new precinct.

Refer also to CIA.

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Provide a Resource Recovery Facility within the Gisborne Business Park.

Subject to more detailed Council infrastructure/facility planning processes.

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**Submission 57**

Theme	Summary	Response	Action
<b>Housing framework</b> <b>Movement and transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul>	<p>Does not support plan.</p> <p>Proposed high density development causing overcrowding and congestion.</p> <p>Does not support four storey development, change to rural character.</p> <p>Concern with no plans for major roads, train capacity upgrades, schools, hospitals.</p> <p>Does not believe people will choose walking or cycling over driving.</p> <p>Infrastructure unable to cope.</p> <p>Questions degree of social housing proposed.</p> <p>Concern that opinions are not being heard.</p>	<p>Building heights revised to 3 storeys.</p> <p>Refer to background reports, community infrastructure assessment and consultation summary report for further response.</p>	

**Submission 58**

Theme	Summary	Response	Action
<b>Housing framework</b> <b>Movement and transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul>	<p>Does not support upgrade of Goode Street to 'connector' - loss of trees, increased speeds, and safety issues.</p> <p>Multi story buildings, apartment blocks, in the centre of town are not representative of what people want.</p> <p>Does not support the idea of Gisborne having a tourism focus.</p> <p>Does not support night time entertainment.</p> <p>Concern that submissions are not being heard.</p>	<p>Noted.</p> <p>Building heights revised to 3 storeys.</p> <p>Refer to background reports, community infrastructure assessment and consultation summary report for further response.</p>	<p>Change upgrade of Goode Street to 'connector' road, note need for upgrade to road edges.</p>

**Submission 59**

Theme	Summary	Response	Action
<b>Housing framework</b>	Submission seeks changes to DPO4 and to allow for further development of large lots on the south side of Wallaby Run.  Seeks meeting to discuss.	Further subdivision of lots on Wallaby Run not supported due to visual sensitivity of escarpment landscape.	

**Submission 60**

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support development north of railway line.  Does not support 4 storey development - out of character.	Acknowledge that the development of land between Hamilton Road and the railway line will be a change in character. Note that a large portion of land is currently zoned industrial so development in this location is inevitable.  Building heights revised to 3 storeys.  Refer to background reports, community infrastructure assessment and consultation summary report for further response.	Future character directions for residential and commercial buildings, preliminary work for UDF.
<b>Landscape and environment</b>	Concern with impacts to flora and fauna and proximity to Rural Conservation Zoned land.	The structure plan acknowledges the environmental sensitivity of the area through providing landscape connectivity, green buffers and wildlife-friendly lighting policies.	

## Movement and transport

Concern with traffic congestion and need for duplication/loss of trees, safety risk for children/schools.

Designing for pedestrian/cyclist priority through safe streets and bike paths, and encouraging people to walk/cycle over using cars (particularly for short trips) is a key direction in the plan.

Preliminary modelling shows roads will operate within capacity.

Suggests development on Saunders Road /to east (Glen Junor) as an alternative.

Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.

### Submission 61

Theme	Summary	Response	Action
Housing framework	Submission seeking inclusion of the Emmeline Vale estate in the Gisborne Futures plan, consider lifting DDO controls and allowing further subdivision.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

### Submission 62

Theme	Summary	Response	Action
General	Does not support the plan. Concern with overpopulation, impacts on road and rail capacity, congestion and definitions of sustainable development.	Noted.	

Taking away green space replacing it with roads and roofs is not aligning with local character, landscape or environmental values.

**Submission 63**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Does not support the plan.</p> <p>Opposed to changes to Chessy Park controls.</p> <p>New residents will still need to travel into Gisborne town centre, causing congestion.</p> <p>Rejects plans for population increases and subdivision of large blocks.</p> <p>Submits that the rural lifestyle must be preserved and not destroyed.</p>	<p>Noted.</p> <p>Chessy Park controls to be retained.</p> <p>Refer to background reports, community infrastructure assessment and consultation summary report for further response.</p>	

**Submission 64**

Theme	Summary	Response	Action
<b>Bushfire</b>	<p>Concern with bushfire danger, road network not capable of accommodating traffic in the case of an emergency.</p> <p>Concern with property insurance, cost of construction in bushfire prone area.</p>	<p>Capacity of road network has not been identified as an issue or constraint to development in Bushfire Risk assessment.</p> <p>Insurance premiums not a planning consideration.</p>	
<b>Landscape and environment</b>	<p>Queries why there is vegetation protection only on the north side of Hamilton Road, when the trees continue all the way to the railway line.</p>	<p>Historical zoning and planning decisions.</p>	
<b>Activity centres</b>	<p>Supports NAC and higher density housing at Flexdrive site, but not further east.</p>	<p>Noted.</p>	

<b>Housing Framework</b>	Demand for affordable larger blocks.	Anecdotal. Over 90% of housing in Gisborne is large houses on large lots. Research into housing data shows research shows that there is limited availability of smaller housing types.	
<b>Movement and access</b>	Access issues with residents north of train line, will cause division in community.	This point conflicts with above support for development of NAC and higher density housing at Flexdrive.  Walking and cycling connectivity planned though centrally located crossing points.	
<b>Housing Framework</b>	Developing higher density housing will not help affordability (as per Baringo development).	Smaller housing types are more affordable than large houses on large lots. To be considered in-line with incentives and initiatives to deliver more affordable housing in the shire.	
	Questions whether multi-storey development will have lifts/be wheelchair friendly.	Standard DDA requirements in the building code.	
<b>Tourism</b>	Tourism - no infrastructure for grey nomads or dump points.	Economic development/tourism consideration. Discuss with Eco Dev team and consider inclusion in tourism section.	Discuss with Eco Dev.

**New  
Gisborne  
Framework  
Plan**

Area 1 is more suitable for expansion: Saunders Road for access, close enough to walk/cycle to station/NAC, alternative access to town centre via Kilmore Road, opportunity for wildlife corridor along waterway, provide large blocks along Saunders Road, alternative access to Industrial estate, and potential for community villages to be developed.

Location of activity centre in proximity to station, sports precinct and existing schools is considered to be preferable to the 'outskirts' on Saunders Road. Therefore establishment of businesses such as trade supplies or larger format retail would be appropriate on Saunders Road, leaving the NAC for a 'finer-grain' type of housing/office/retail development.

Also, more consistent with state policy re: locating activity centres at stations and near existing infrastructure to leverage access to these.

Developers maximising profits will be the winners.

**Movement  
and  
transport**

People are time poor and won't walk.

Queries cost of infrastructure upgrades (new bridge, Hamilton/Pierce Road).

Feasibility to be investigated at detailed planning stage (refer to action on p.62).

**Submission 65**

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support the plan. Resident north of Hamilton Road.  Concerns with lack of notification/consultation or sharing of information about the project prior to purchase/development of property 5 years ago.	Structure plan has been through four phases of consultation since 2018.	



Concern with proposed density and impact on existing residents, their lifestyle and investment in the area.

Refer to background reports, community infrastructure assessment and consultation summary report for further response.

<b>Bushfire</b>	Concern with egress in event of bushfire emergency, additional traffic generated by sports precinct.	Not identified as a constraint in Bushfire Risk Assessment.
<b>Movement and transport</b>	Plans do not include additional parking at station (people won't walk) or upgrades to train services.	Included as advocacy items in structure plan.
	Baringo/Station Road too narrow to accommodate growth. A new supermarket will increase truck movements on roads not designed for them.	Road capacity not identified as a constraint, upgrades to be planned at detailed planning stages.  Plans include to widen Baringo Road.
<b>Activity centres</b>	Does not support location of NAC or community hub.	Noted.
	Does not support traffic being diverted to quieter roads adjacent to RCZ.  Concern with impacts on wildlife and habitats.	Noted.
<b>Community infrastructure</b>	Plans lack additional primary schools, high schools. These are all at capacity.	Refer to CIA.
<b>Movement and transport</b>	Railway crossing will be dangerous with increased traffic.	Not identified as a constraint in movement and transport studies. Advocacy for station upgrades is a structure plan action item.
<b>Economic development</b>	Job growth won't keep up with residential growth and more people will have to commute.	Opinion. Plans include employment land and actions for economic development

		alongside residential development.
<b>Township boundary</b>	Suggests development south of Brooking Road or at Glen Junor as an alternative.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.

## Submission 66

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Housing affordability</li> <li>Density</li> </ul>	<p>Does not support plan - destroys distinctive large lot semi-rural character.</p> <p>Housing near stations attracts premium prices and will not be affordable.</p>	<p>Refer to background reports, community infrastructure assessment and consultation summary report for further response.</p> <p>Refer to discussion on housing framework and character considerations.</p>	
<b>Movement and transport</b>	<p>Increasing population at northern end of Station Road, rather than town centre, will exacerbate congestion rather than solve it.</p>		
<b>Congestion</b>	<p>New housing should be directed to town centre.</p> <p>Submits that people won't walk as an alternative to driving with groceries.</p>		
<b>Consultation</b>	<p>Plan does not respond to past feedback from residents, particularly in regard to growth and character.</p> <p>Does not support higher density living - out of character</p> <p>Concern with increased congestion.</p> <p>Suggests conversion of parkland in town centre for higher density housing as an alternative.</p>		

## Submission 67

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support expansion of town into 'green wedge' boundaries, rural conservation.	Building heights revised to 3 storeys.	
<b>Township growth</b>	Does not support removal of overlays/covenants on Chessy Park Estate.	Refer to background reports, community infrastructure assessment and consultation summary report for further response.	
<b>Housing framework</b>	Plans do not respond to past feedback - new proposal involves even higher density and loss of green space and wildlife habitat.	Refer to discussion on housing framework and character considerations.	
<b>Density</b>			
<b>Town character</b>			
<b>Consultation</b>	Plan resembles an inner city suburb rather than the rural community.		

## Submission 68

Theme	Summary	Response	Action
<b>Cultural heritage</b>	Support for first nations recognition and environmental outcomes.  Raises questions about Henry Fyche Gisborne's role in helping the colonialists take the land with less resistance from the locals, the Gunung Willem Balluk, led by Ningulabul.	Noted.	
<b>Movement and transport</b>	Ross Watt Road development/loss of Western Bypass opportunity is symptomatic of the lack of longer term view and resources that fails the town.	Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.	
	Does not support duplication	Duplication not currently supported by Council.  State preference for improvements to active and public transport over expensive road projects.	

<b>Open space</b>	Submits failure to offer ambitious open spaces and recreational activities within significant developments, seeks minimum of 35% for open space and notes Glen Junor's proposal for 50% open space.	35% open space would require significant justification to be embedded as planning policy (noting 5-10% is usually standard for unencumbered open space).  Much of Glen Junor's open space is encumbered (can't be built on).
<b>Township boundary</b>	Disappointed community feedback re: Glen Junor was dismissed.	Noted.

## Submission 69

Theme	Summary	Response	Action
<b>Housing framework</b>	Accepts majority of structure plan.	Noted.	
<ul style="list-style-type: none"> <li>Township growth</li> </ul>	Does not support higher density living north of Hamilton Road.	Refer to CIA.	
<b>Movement and transport</b>	Concern with level of growth, congestion, capacity of aquatic centre.		
<ul style="list-style-type: none"> <li>Congestion</li> </ul>			
<b>Community infrastructure</b>			

## Submission 70

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support plan.	Noted.	
<b>Township growth</b>	Concerned with level of development that has occurred in town over the last 8 years, loss of retail in town, development of neighbouring properties blocking views.	Retail performance is ok, with low vacancy rate (with exception of IGA complex).	
	Development disrupts circadian rhythms and wildlife.	Wildlife friendly lighting policy in structure plan	

**Economic developemnt**

Does not support development of town centre, submits it should be retained as shopping centre only with single storey buildings.

Does not support higher density development, loss of views from railway line.

Views from railway line and design response included in structure plan.

Does not support residential uses at upper levels in Station Road LAC.

Does not support unit development clustered in one area, would rather see it more dispersed.

Refer to discussion on housing framework and character considerations.

Does not support removal of Chessy Park Estate controls.

Does not support rezoning of GRZ to NRZ because it allows 2 storey housing developments.

GRZ permits 3 storeys.

Does not support urban development that disregards the unique rural character and visual aspect to the ranges.

Commends objectives which cover tourism, heritage and culture, Aboriginal and cultural heritage, landscape, open space and environment, entrance and edges, trees, and environmental values, and submits these must take precedence over the dense development and increased population described in earlier objectives.

Noted.

## Submission 71

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Does not support the plan, slow growth, do not facilitate development, seeks population caps.</p> <p>Does not align with binding objectives of the SPP.</p> <p>Does not respond to past consultation or feedback, promotion of consultation lacking.</p> <p>Promoting housing diversity and affordability is just an excuse for "cheap and nasty".</p> <p>Submits document is incomplete without UDF and NCS.</p> <p>Does not support streetscape 'activation' or increasing the number of people living in town centre.</p> <p>Does not support proposed densities, suitable more for metro Melbourne.</p> <p>Three and four storey homes will destroy character and country ambience.</p> <p>Concern with lack of mention re: banning cats, and impacts on wildlife.</p> <p>Submits that development of town centre is damaging to residential, car parking, amenity and environment.</p> <p>Does not support 'incremental change' promoting higher density through dual-occupancy and unit development, concerns with congestion.</p> <p>Traffic on Station Road is dangerous, bypass is needed.</p>	Noted.	



Concern with loss of open space for car parks (eg. Bowling Club).

Biolinks and wildlife corridors must be a feature.

Seeks removal/replacement of deciduous trees

Seeks purchase of Keating land in town centre for public open space/town square.

Pine plantation on Aitken Street must be retained as open space, more passive open space and protection of waterways.

Bypass urgently needed.

Max 2 storey development.

## Submission 72

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Submission seeks inclusion of Glen Junor in Gisborne township boundary.</p> <p>Submission includes:</p> <ul style="list-style-type: none"> <li>Submission report and letter</li> </ul>	<p>Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and Council decision to limit study area to the 5 investigation areas in New Gisborne.</p> <p>Submission may referred to future planning panel process.</p>	
	<ul style="list-style-type: none"> <li>Aboriginal Heritage Report prepared by Clarkeology dated April 2018</li> <li>Biodiversity Report prepared by Odonata dated August 2020</li> <li>Biodiversity Sensitive Urban Design prepared by Trent McCamley and Partners dated August 2018</li> </ul>		

- Bushfire Hazard Statement prepared by Terramatrix dated 14 September 2020
- Concept Plan prepared by Roberts Day
- Context Plan prepared by Roberts Day
- Demographic & Affordable Housing Strategy prepared by Macroplan dated 30 October 2023
- Draft Structure Plan Review & Housing Demand Analysis prepared by Macroplan dated 30 October 2023
- Demographics Report prepared by McCrindle dated September 2020
- Development Servicing Strategy prepared by CJ Arms dated 11 September 2020
- Ecological Value Report prepared by Atlas Ecology dated 8 September 2020
- Economic Plan prepared by Macroplan Pty Ltd dated 2020
- Flora and Fauna Report prepared by Atlas Ecology dated March 2019
- Infrastructure Plan prepared by Reeds Consulting dated 7 June 2023
- Landscape Assessment prepared by CJ Arms dated January 2023
- Lifestyle Trends prepared by McCrindle dated September 2020
- Movement Network Plan prepared by Roberts Day

- Traffic Engineering Advice prepared by Traffix Group dated 23 May 2023

### Submission 73

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Does not support subdivision of existing properties.</p> <p>Moved to area for large blocks. Submits that multi-unit developments will increase crime and reduce appeal of New Gisborne.</p>	Noted.	

### Submission 74

Theme	Summary	Response	Action
<b>General</b>	<p>Landowner in proposed growth area (Hamilton Road) supportive of the plan.</p> <p>Submits the project will benefit the local community and contribute to the overall growth and prosperity of the region.</p>	Noted.	
<b>Activity centres Movement and transport</b>	<p>Supports town centre/community hub and submits it will encourage the use of public transport, reducing the reliance on private vehicles and help to alleviate traffic congestion and reduce the carbon footprint.</p> <p>Supports location of NAC near existing community infrastructure, future regional shared trail.</p> <p>Supports community hub and encouraging people to walk or cycle to meet their basic needs, reducing the need for</p>	Noted.	

unnecessary driving, which, in turn, benefits the environment and public health.

<b>Housing framework</b>	Supports smaller homes, diversity, places for downsizing and younger people, and creating a more inclusive and interconnected community.	Noted.	
<b>Landscape and environment</b>	Notes that land is unconstrained by significant landscape or environmental values and supports protecting views to Mount Macedon through future urban design.	Noted.	
<b>Open space</b>	Requests review of open space and how this can be located more centrally or shared more equitably with adjoining landowners.	Noted. To be considered as part of a review of open space.  Note too that framework plan is conceptual/subject to detailed design and will be finalised as part of detailed planning stages (DP or PSP).	Review open space locations, size and distribution.
<b>Township boundary</b>	Supports location of PSB		

## Submission 75

Theme	Summary	Response	Action
<b>Landscape and environment</b>	Resident in nearby RCZ. Submits for a wider/more appropriate buffer to Hamilton Road to protect flora/fauna and habitats in RCZ.	Can be considered as part of open space review.	Review open space locations, size and distribution.
<b>Housing framework</b>	Does not support 4 storey development and change to urban character.  Does not support changes to Chessy Park Estate.	Noted. Refer to discussion on housing framework and character considerations.	

<b>Movement and transport</b>	Concern with traffic congestion and constraints on Station Road/Barringo Road.	Not identified as a constraint to development in previous studies.
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**Submission 76**

Theme	Summary	Response	Action
<b>Movement and transport</b>	<p>Concern with increase in traffic and loss of trees on Station Road.</p> <p>Does not believe walking and cycling, public transport are viable alternatives to car travel.</p> <p>Submits people will not want to take alternative routes.</p> <p>Submits that Gisborne is car dependent because of seasonal weather.</p>	<p>Station Road duplication not supported.</p> <p>Refer to movement and transport review recommendations for response to walking and cycling comments.</p>	
<b>Township boundary</b>	Concern that there will be continual pressure to rezone RCZ beyond the town boundary.	Project is setting a protected settlement boundary that will be enforced through State legislation, and will require approval of two houses of parliament to change.	
<b>Movement and transport</b>	Submits train station does not have the capacity.	Advocacy actions for service review and upgrades. Services operators using documents such as structure plans to consider future service requirements.	
	Shopping near the station, school times and sport on weekends will all impact traffic.	Noted.	
	Does not support further development or town centre, submits it will change the area for the poorer.	Noted.	

Submits there are minimal safe cycling paths in New Gisborne and the plans have no improvement.

See walking and cycling plans in structure plan.

Submits Council should look at growth in the south.

Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.

Concern with increase in traffic and loss of trees on Station Road.

Does not believe walking and cycling, public transport are viable alternatives to car travel.

Duplication not currently supported, refer to movement and transport review recommendations.

## Submission 77

Theme	Summary	Response	Action
<b>Movement and transport</b>	Submits for a shared path on western side of Station Road, between Cherry Lane and Frith Road.	This edge is constrained with trees/vegetation and the waterway corridor. Improving crossings to the eastern side of the road is more practically achievable.	
<b>Open space</b>	Submits for recognition of the quarry near the Rosslynne Dam wall in the plan and raises potential for use as an amphitheatre for events, or a special gardens such as Butchart Gardens on Vancouver Island.	Quarry is located on Southern Rural Water land and outside Council's scope of influence.	



## Submission 78

Theme	Summary	Response	Action
<b>Town character</b>	Does not support the plan. Objects to general style of the proposed future Gisborne, submits this should be 'country style' and not 'suburban Melbourne'.	Noted. Refer to discussion on housing framework and character considerations.	
<b>Gisborne town centre</b>	Submits building heights and styles in activity/commercial centres should be maximum 2 storeys and 'country' style.  Aitken Street historic streetscape needs to be preserved.	PPN60 says that mandatory height and setback controls will only be considered in 'exceptional circumstances'.	
<b>Landscape and environment</b> <b>Movement and transport</b>	Submits that Station Road is beautiful, scenic, and a valued aspect of Gisborne and does not support destruction of trees or any widening of Station Road.	Objective in structure plan to protect the character and amenity values of Gisborne's tree-lined avenues.  The duplication of Station Road is not currently supported by Council.	
<b>Heritage</b>	Does not support development of Macedon House site and submits that Council should purchase site with community fundraising support.	Site is privately owned and any planning scheme changes recommended through private planning scheme amendment.	
	Objects to non-prescriptive language used in plan.	The planning scheme contains performance based objectives and while things may be 'encouraged' or 'promoted' in strategy or local policy this does not necessarily translate to prescriptive controls.	Review terminology.

## Submission 79

Theme	Summary	Response	Action
	Does not support the plan. Submits it does not respond to past consultation or feedback. Submits lack of transparency/clarity as UDF and NCS have not been made public.	Noted. UDF and NCS included in stages diagram.	
	Plan fails to encompass environmental values.	Refer to landscape and environment sections.	
	Concern with theme of urbanisation and overdevelopment and compatibility with the community's desire to maintain a semi-rural and village character.	Noted. Refer to discussion on housing framework and character considerations.	
	More information needed to understand strategic redevelopment sites and multi-storey buildings in town centre.	Currently no planning controls in the town centre.	
	Concerned with similarity to metropolitan growth areas and 20-minute neighbourhoods. Submits the PSB allows sprawl rather than limits it. Substantial growth in New Gisborne (residential, commercial, and industrial) will impact views.	Noted. Refer to discussion on housing framework and character considerations.	
	Seeks clarification on implications for station to be an 'integrated transport hub'.	Enhancing transport infrastructure to accommodate a range of modes (bus, trains, walking and cycling). Improved integration of services.	
	Submits for more careful consideration on the impact of the plan on the unique character, sustainability, and environmental values of the Gisborne.	Refer to discussion on housing framework and character considerations.	

## Submission 80

Theme	Summary	Response	Action
<b>General</b>	<p>Does not believe the objectives, strategies and actions in plan can be achieved.</p> <p>The document, technical work and language used is complex and bureaucratic.</p> <p>Previous concerns relating to expansion of the Gisborne Business Park have not been addressed.</p> <p>Issues include the loss of semi-rural environment, vistas from Magnet Hill, a strong desire to protect the environment, creating sufficient buffer/setback zones and the road network.</p>	<p>Noted.</p> <p>Economic and employment analysis has continuously recommended the expansion of the Gisborne Business Park to the south. This proposal has been the subject of planning investigation for over 20 years and is embedded in existing policy following previous planning panel processes (C68).</p>	
<b>Open space</b>	<p>Concern that language around 'potential community sports park' is too soft and that there should be an action that mandates this.</p>	<p>All parks should be noted as 'potential' or 'indicative' until a full commitment has been made to purchase and deliver the infrastructure.</p>	
<b>Business Park</b>	<p>Questions why the draft structure plan does not provide detailed plan on proposed business park expansion.</p> <p>Seeks 100 metre setback for business park.</p>	<p>Action in plan to prepare DDO – detail to be resolved through a more in-depth urban design analysis and controls (as part of implementation or development plan process).</p>	

<b>Movement and transport</b>	<p>Concern with lack of detail on business park diagram on p.42, and infrastructure planning/road upgrades to support expansion.</p> <p>Concern with business park access being limited to the south in the event of an emergency.</p>	<p>Additional detail can be included, including movement/access network.</p> <p>Previous movement studies have not identified traffic movements or capacity of the network as a constraint to future expansion.</p> <p>Roads that require upgrades can be highlighted in the plan, noting that a full traffic impact and infrastructure assessment would form part of the detailed planning stage (eg. DP).</p>	<p>Provide greater detail on business park map including road names, access, indicative upgrades etc.</p>
	<p>Submits there is no recognition of pedestrian safety issues resulting from any road improvements or new roadwork.</p>	<p>Refer to strategies related to pedestrian and bicycle safety and infrastructure.</p>	
<b>Data</b>	<p>Lack of reference in document to technical work and background docs.</p> <p>Concern with interpretation or manipulation of economic and employment data, lack of detail or evidence in other areas to support expansion of business park.</p> <p>Submits some reference reports are out of date.</p> <p>Do not reference changed shopping habits, e-commerce, or hours of business operation.</p>	<p>Scrutiny of data, adequacy of assessment and how it has been used may be referred to future planning panel process.</p>	<p>Refer concern to future planning panel.</p>
<b>Implementation</b>	<p>Submits lack of implementation plan and directions for how targets are to be achieved.</p>	<p>Implementation plan to be included in final structure plan.</p>	<p>Implementation plan</p>

<b>Landscape and environment</b>	<p>Conflicts in objectives not resolved: eg construction/roadworks for economic development impacting on existing character, the PSB isn't protecting rural landscapes by permitting growth etc.</p> <p>Does not believe that the decision to expand business park/C2Z over township character objectives has been transparent.</p>	<p>The structure plan seeks to find a balance where possible – eg. - introducing built form, materials, signage and landscaping requirements via a DDO in visually sensitive areas to better manage the change.</p>	
	<p>Submits that there hasn't been sufficient explanation around what other locations for the business park were explored.</p> <p>Concern with transparency in decision making process.</p>	<p>Options analysis for locations of the business park can be included in background report.</p>	<p>Provide options analysis on locations for business park in background report.</p>
	<p>Did not receive project updates as a submitter.</p>	<p>Submitter is include on project subscriber list. Updates also published on Council website.</p>	

## Submission 81

Theme	Summary	Response	Action
<b>Township boundary</b>	<p>Submission on behalf of 131 Govers Lane.</p> <p>Does not support PSB on Hamilton Road.</p> <p>Submits RCZ does not reflect the development patterns in the area and that the study area should be expanded to allow consideration of subject property in LDRZ with a minimum 4,000 sqm lot size.</p>	<p>Area outside study area. Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.</p>	

## Submission 82

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support the plan, planning is not representative of residents wishes or past feedback.	Noted.	
	Submits that the community is tired of not being heard and that the planning agenda will turn Macedon Ranges townships into "inner Melbourne suburban concrete jungle lookalikes".		
	Does not support residential density, compact cities or 20 minute neighbourhoods because "it is looking very much like the United Nation's Agenda 2030 and 20 minute cities, which all sounds great until you look closer and realise the removal of personal freedoms."  Submits 1/4 acre blocks were promoted as an ideal size to reduce the occurrence of disease and questions whether higher density living contributes to an increase in disease.	Refer to discussion on housing framework and character considerations.	
<b>Township boundary</b>	Submits township boundaries are 'token' and will not provide long term protection, citing example of Ross Watt Road site as land that was supposed to remain undeveloped to protect the Rossllynne Reservoir water supply.	Ross Watt Road was rezoned for residential development in 1993, protecting it from being developed as a quarry and land fill. Concerns at the time were with rock-blasting damaging the dam wall.	
<b>Landscape and environment</b>	Submits that the environment has only been given token acknowledgement and that green spaces need to be connected to function properly.		



**Economic development**

Does not support promotion of Gisborne as a tourist destination, night time businesses or noise coming from the town given it's valley location.

Does not agree with population projections, that retail is viable.

Refer to economic and employment assessment.

Submits that rate contributions should be used for maintenance of townships and communal facilities not for funding a State Government agenda.

**Submission 83**

Theme	Summary	Response	Action
<b>Activity centres</b>	Supports idea of have a second town centre in New Gisborne because it will create options and reduce pressure on town centre.	Noted.	
<b>Housing framework</b>	Does not support multi-storey buildings in the 'beautiful countryside'.	Refer to discussion on housing framework and character considerations.	

**Submission 84**

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support plan. Objects to high density housing, concern it doesn't respond to environmental or rural landscape qualities, will block views and be more representative of a suburban approach, rather than semi-rural.	Refer to discussion on housing framework and character considerations.	

**Submission 85**

Theme	Summary	Response	Action
<b>Deleted submission – double record.</b>			

**Submission 86**

Theme	Summary	Response	Action
<b>Settlement boundary</b>	Submission on behalf of 86 Brooking Road, Gisborne.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
<b>Landscape and environment</b>	Submits that land is a logical inclusion in the township boundary and will not impact views to Mount Gisborne being outside proposed SLO area.	Exclusion from SLO not a green light for dense development.	
• views			

**Submission 87**

Theme	Summary	Response	Action
<b>Housing framework</b>	Objects to 3 storey development and high density across the road from RCZ.	Noted.	
	Submits for Glen Junor as an alternative.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 88**

Theme	Summary	Response	Action
<b>Housing framework</b>	Submits for inclusion of property at 201A Melton Road in the protected settlement boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and Council decision to limit study	
	Location: site is contiguous with existing development to the south and provides a logical		

extension to township boundary. Within walking distance to primary and secondary schools.

Submission includes concept plan for subdivision including indicative road network, open space and housing areas.

area to the 5 investigation areas in New Gisborne.

Submission may referred to future planning panel process.

<b>Utilities</b>	Site can be serviced with water, sewer etc.
<b>Landscape and environment</b>	Submission includes bushfire and landscape visual impact assessments, both that conclude that these are not constraints to development on site.

## Submission 89

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Submits that in conversations with locals, 4 storey development raises the most concern and that proposed densities can be achieved through development such as Barringo Village behind the pub.</p> <p>Suggests that planning controls be tightly drafted to reflect this.</p>	<p>Further investigate market demands/development viability.</p> <p>Consider providing a range of densities rather than minimum density targets.</p>	<p>Review as part of final Structure Plan.</p> <p>Provide further detail on preferred built form/future character outcomes in structure plan.</p>
<b>Township boundary</b>	Supports introducing a PSB to avoid sprawl.	Noted.	
<b>Landscape and environment</b>	Submits for protection of old and significant trees.	Refer to landscape and environment section in structure plan.	
<b>New Gisborne town centre</b>	Submits that Gisborne and surrounds has been well served by the locally owned Foodworks and would like a similar local business to operate in NAC.	Noted.	

## Submission 90

Theme	Summary	Response	Action
<b>Township boundary</b>	Submission from property on Hamilton Road New Gisborne.  Is of the view that property should be included in PSB and plans to submit further justification.	Noted. No further submission made.  Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

## Submission 91

Theme	Summary	Response	Action
<b>Housing framework</b>	Submits that proposed development adjacent to Hamilton and Barringo Roads does not adequately consider impacts to landholders in RCZ to the north.	Noted.	
<b>Utilities and services - drainage</b>	Particularly concern with drainage and impacts of new development on the Riddells Creek catchment and properties to the north.  Submits that if new development is to occur north of the railway line then RCZ land should be rezoned to RLZ with suitable areas set aside for conservation, to address additional water flows and to bring zoning of land into classification consistent with surrounding properties.	This is a valid concern. The planning scheme requires that all new development retains water to pre-development levels.  Appropriate detention and drainage schemes to be determined at a more detailed planning stage.	
<b>Housing framework</b>	Notes scarcity of vacant low density/rural lifestyle properties in background report.	Refer to <i>In the Rural Living Zone</i> strategy which estimates a surplus of lifestyle properties. Structure plan is not looking at increasing this supply.	
	Submits there is excessive development north of railway line and there are large areas on the	The plan is seeking to cluster development around the train station and existing	

southern side that could absorb new housing/commercial development.

facilities/services, in-line with standard planning practice.

High density development adjacent to railway line is inappropriate.

Planning policy direction is to locate new housing where there is access to existing services.

50 Dw/ha is excessive.

Concern with developer influence.

Growth is disproportionately being directed at New Gisborne, should be focussed to the south/elsewhere.

<b>Residential character</b>	Does not support increase in density on character grounds, and if it does proceed DDOs should be applied so the style of new dwellings is sympathetic to existing township.	Noted. Future character work to be integrated into final structure plan.	Provide further detail on preferred built form/future character outcomes in structure plan.
<b>Landscape and environment</b> • Trees	Submits all new roads should be wider and planted with deciduous trees to keep in with the rest of New Gisborne.	Refer to cross sections in draft structure plan.	
<b>Movement and transport</b>	Does not support additional development due to traffic and capacity of Station Road.	Preliminary modelling shows roads will operate within capacity. Plans promote walking/cycling.	
<b>Town boundary</b>	Hard settlement boundary unfair to adjacent landowners who will experience negative impacts of additional traffic, housing and rubbish without any windfall or positive impact.	Noted.	
<b>Activity centres</b>	Would support smaller convenience shops on Station Road in current LAC location, but	Bypass through 89 Ross Watt Road is no longer an available option.	

submits a NAC will not solve congestion.

Focus on Gisborne town centre and build a bypass.

Strong opposition from the community during Phase 3 consultation in 2020.

Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.

<b>Housing framework</b>	Development at Ross Watt Road not supported.	Development plan approved. Site was zoned for residential back in the 1990s.
<b>Housing framework</b> • Glen Junor	Highlights that previous community consultation showed clear preference for development at Glen Junor and concerned that it has been excluded.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.

## Submission 92

Theme	Summary	Response	Action
<b>Movement and transport</b>	<p>Objects to structure plan primarily due to movement and transport issues.</p> <p>Believes arterial road issues need to be resolved and a western bypass is an 'absolute must' to alleviate traffic on Station Road.</p> <p>Supports walking, cycling and public transport but does not believe these will manage capacity issues.</p>	<p>Bypass through 89 Ross Watt Road is no longer an available option.</p> <p>Strong opposition from the community during Phase 3 consultation in 2020.</p> <p>Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.</p>	

**Submission 93**

Theme	Summary	Response	Action
<b>Housing framework</b>	Submission of support on behalf of the landowner of 111 Saunders Road, New Gisborne.  Supports expansion of the business park and Commercial 2 Zoning, submitting that it will reduce escape expenditure and provide local jobs/meet 20 minute city principles.	Support noted.	
	With regard to Woi Wurrung Cottage, submits that non-conforming uses be permissible on the site to allow for appropriate and viable retention of the building.	To be considered.	

**Submission 94**

Theme	Summary	Response	Action
<b>Housing framework</b>	Submits that the economic, employment, and residential data used is from the 2016 Census and the 2016 Forecast I.D population projections and is out of date.  Seeks inclusion of Glen Junor into the structure plan.	Relevant data updated, refer to background report, economic and employment update memo etc.  Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

**Submission 95**

Theme	Summary	Response	Action
<b>General</b>	Does not support the plan or removal of trees.	Noted.	Provide further detail on preferred built form/future character outcomes in structure plan.
<b>Landscape and environment</b>	Submits that the plan "seems to look just like a bland copy of any Melbourne outer suburb development".	Future character work to be integrated into final structure plan.	



## Township character

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### Submission 96

Theme	Summary	Response	Action
<b>Housing framework</b>	Resident on Saunders Road, does not support the plan.	Refer to discussion on housing framework.	
	Concern with the high density/4 storey apartments. Submits people do not move to Gisborne for this type of living, and concern with amenity impacts from industrial area, visual impact and entry to town via train, and bushfire risk.  Submits that land bound by Saunders Road/Pierce Road is more appropriate from an access perspective and that it should be subdivided into smaller hobby farms to allow for a 'country change'.	Refer to <i>In the Rural Living Zone</i> strategy which estimates a surplus of lifestyle properties. Structure plan is not looking at increasing this supply.	

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### Submission 97

Theme	Summary	Response	Action
<b>Movement and transport</b>	Concern with traffic, lack of capacity on Vline services and that people will drive.	Traffic review does not raise concerns that roads will be over capacity.	
	Road infrastructure won't keep up.		
<b>Environment</b>	Loss of habitat for kangaroos, birds of prey and location of proposed growth area opposite rural conservation zoned land.	Ecological surveys to form part of detailed planning process.  Desktop assessments do not identify these as constraints to growth.	
	Concern with lack of prior consultation or notification.	Noted.	

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**Housing framework**

Questions where the plan is for social housing.

Strategy to support the provision of social and affordable housing in new residential developments.

Action to work with government, the community sector and the development industry to improve the supply of social and affordable housing in Gisborne and New Gisborne.

Suggestions to improve the plan include a park near the town centre, a community garden, and a retirement village close to shops and Gisborne station.

Plans indicate park near town centre and civic open space within town centre.

**Submission 98**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Preference for Ferrier Road to remain Rural Living Zone.</p> <p>Should this not eventuate, submits the rezoning should allow for highest density possible to safeguard the surrounding areas for this kind of development in the future.</p>	<p>To be considered in review of housing capacity.</p> <p>Review area for 'infill potential'.</p>	Housing density distribution review.

**Submission 99**

Theme	Summary	Response	Action
<b>Housing framework</b>	Does not support 'high density' housing far from the town centre (comment related to Ross Watt Road development).	Development plan approved by VCAT.	
	Concern with developer influence and questions how results from consultation process will be 'tempered' given that a lot of the		

responses will be from developers.

<b>Landscape</b>	Concern with development along freeway edge from amenity and visual impact perspectives. Advocates for retention of views west of Ferrier Road.	Refer to sections on entrances.
	Concern that mounding hasn't been successful alongside Willows Estate.	
<b>Movement and transport</b>	Western bypass - seeks further detail.	Bypass through 89 Ross Watt Road is no longer an available option.
		Strong opposition from the community during Phase 3 consultation in 2020.
		Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.
<b>Environment</b>	Questions what Council is doing to protect and enhance places with environmental values such as the Hobbs Road area and what impact will a growing population have on wildlife.	Refer to Hobbs Road Environmental Management Plan and actions related to wildlife in the structure plan.
	Questions what Council is doing to rehabilitate the old quarry/tip at Hobbs Road.	
	Comments on style of street lighting.	This level of detail not a structure plan consideration.
	Submits for better town centre signage.	Refer to actions for wayfinding signage in structure plan.
<b>Movement and transport</b>	Submits for speed reduction along Bacchus Marsh Road.	Refer to movement and transport section in structure plan.

<b>Housing framework</b>	Seeks definition of 'minimal change'. Objects to dual occupancy/subdivision in change areas.	Refer to PPN90 and PPN91. Housing framework review.
<b>Movement and transport</b>	Concern with 3m wide concrete footpaths.	noted
	Seeks further info on UDF and NCS.	Project stages diagram can be updated to include where these sit.
<b>Activity centres</b>	Does not support 3/4 storey development in new commercial/mixed use in New Gisborne.	Refer to discussion on housing framework.
<b>Movement and transport</b>	Includes previous submission to MRSC footpath plan.	Refer to 2023 Shire wide footpath plan update.

## Submission 100

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Does not support the plan or degree of growth in the plan.</p> <p>Concern with rate of growth, traffic, pollution, scarcity of parking, increased densities, insufficient infrastructure, recent/proposed subdivision that represents a metro urban growth model rather than 'semi-rural'.</p> <p>Submits the plan would 'would lead to unprecedented levels of traffic and effectively transform what is marketed as a 'village in a valley' into a small city'.</p>	Noted.	
	<p>Seeks:</p> <ul style="list-style-type: none"> <li>slowing of population growth and subdivision</li> </ul>	No outward expansion of Gisborne town centre proposed.	

- containment of town centre and buildings limited to 2 storeys
- PPN60 outlines that mandatory height and setback controls will only be considered in 'exceptional circumstances'.

<b>Economy and employment</b>	Slow expansion of Business Park - no Saunders Road frontage.	The site was nominated for expansion in 2009 ODP, as rezoning has not occurred to date this is considered to be adequately slow.  Design controls proposed for frontage.
<b>Landscape and environment</b> • Trees	Protection of trees in streets	Refer to objectives, strategies and actions related to trees on p.53 of structure plan.
<b>Housing framework</b>	NRZ as a minimum, no further subdivision	Not supported, refer to PPN90 and PPN91.
	No rezoning north of railway line	Noted.
	Maximise bushland/pastoral views, no development within 500m entrances	Refer to section on views and visually significant landscapes in structure plan.
	No development of Macedon House site, seeks Council purchase of site and extension of parkland.	The site is privately owned and subject to private interests.
	Seeks 1,000-2,000m lot sizes	Refer to objectives, strategies and actions related to housing diversity, density and sustainable development/limiting sprawl in the plan.
	Supports some limited commercial growth in New Gisborne	Noted.
	Return to using mini buses rather than Sunbury Transport buses.	Not a structure plan consideration.

**Submission 101**

Theme	Summary	Response	Action
<b>Housing framework</b> <b>Activity centres</b>	<p>Submission interpreted as generally supportive of infill and higher density around activity centres.</p> <p>Seeks to 'keep the area beautiful'.</p> <p>Submits that urban development should be approved logically where there is a train station and infrastructure to support the community, Higher density around shopping centres and not on farmland.</p>	Noted.	

**Submission 102**

Theme	Summary	Response	Action
<b>Movement and transport</b>	<p>Objects to the plan because it has not allowed for sufficient road infrastructure to accommodate traffic and population growth.</p>	<p>Capacity of road network has not been identified as an issue or constraint to development, traffic review does not raise concerns that roads will be over capacity.</p> <p>Priority focus on mode shift and alternative transport.</p>	

**Submission 103**

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Generally supportive of plan, though have some concerns with some of the site-specific recommendations (141 Ferrier Road – Cathlaw House).</p> <p>Seeks an outcome that facilitates proposed over 55s residential village that is the subject of a current planning application.</p>	<p>Concerns raised with degree of 'lifestyle village' interest in growth areas.</p> <p>Strengthen policy direction for these in the plan.</p> <p>Refer to planning permit application for detailed response.</p>	<p>Policy direction for lifestyle villages, retirement villages etc.</p>

Submits this will increase housing diversity and respond to the current housing crisis.

### Submission 104

Theme	Summary	Response	Action
<b>Housing framework</b> <b>Movement and transport</b> <b>Activity centres</b> <b>Economy and employment</b>	<p>Supportive of the plan.</p> <p>Submits that the plan is a 'wonderful advancement' to all who may wish to live here.</p> <p>Supports a mix of dwelling densities and locating growth in proximity to facilities and 'transport avenues'.</p> <p>Submits that traffic lights would be a safer means of transferring people between the community hub and sports precinct than roundabout.</p> <p>Supports 30m boulevards providing safer movement of peds and bikes, allowing for Hamilton Road to be a primary route for through traffic.</p> <p>Supports expansion of commercial/industrial activity at industrial park to allow for better delineation of activity between residential and commercial/industrial activity.</p>	<p>Support noted.</p> <p>Roundabout planned for at Sports Precinct with signalised pedestrian crossing.</p>	

### Submission 105

Theme	Summary	Response	Action
<b>Movement and transport</b>	<p>Figure 3 on page 19 does not have existing footpath on west side of station road or potential footpath on west side of Station Road.</p>	<p>Refer to 2023 update to Shire-wide Footpath Plan.</p>	



Seeks footpath on western side of Station Road.

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Does not support access through Octagonal Court.

The Octagonal Road connection is identified in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014. The NGDP was exhibited to the community in 2013 and Council did not receive any submissions specifically concerned with the proposed road connection at that time.

The road connection is noted as a 'potential future access' in the NGDP and relies on each landowner developing, it is not proposed to be compulsorily acquired. Whether this road does indeed connect through in the future would be addressed through a future subdivision application.

Given that the NGDP has been approved, any planning permit application for subdivision that seeks to deliver on the outcomes of the Plan is exempt from notice requirements. Any planning permit application must be generally in accordance with the Development Plan, which currently includes the extension of Octagonal Court.

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## Submission 106

Theme	Summary	Response	Action
<b>General</b>	<p>Submission on behalf of landowners on the western side of Ferrier Road (Westport, McKibbons, Cathlaw).</p> <p>Submission supports preparation of the structure plan and inclusion of client's land in the protected settlement boundary.</p> <p>Submits for changes related to bushfire, landscape visual impact, density, transport network and function of activity centres and open space.</p> <p>Submission includes technical expertise in the areas of bushfire, economics, urban design, acoustic, traffic and landscape visual impact.</p>	Noted	
<b>Bushfire</b>	<p>Western edge of Area 5 incorrectly categorised as inappropriate for urban growth due to bushfire risk.</p> <p>Supporting technical report by Ecology and Heritage Partners provided. Grassland to residential interface creates greater risk than the Calder Freeway boundary.</p> <ul style="list-style-type: none"> <li>Seeks inclusion of this area along with interface/mitigation measures.</li> </ul>	Agree – to be reviewed concurrently with bushfire advice from Terralogic, the CFA and DTP.	Include further detail on freeway interface design with regards to visual amenity, acoustics and response to bushfire risk.

## Landscape and environment

Notes that subject sites are nominated as 'visually sensitive'.

Submits that landscape response can be tailored to accommodate growth without prohibiting development along the periphery.

Requests removal of 'visually sensitive' nomination from plan.

The sites are correctly identified as being visually sensitive, not because they are the subject of outstanding views but because a design response is required for these sites that ensures any new development is visually recessive in the broader landscape context.

This is not cause to exclude residential development. Design responses could include landscape mounding for visual and acoustic amenity, restrictions on building heights along the edge, large lot sizes to provide a semi-rural interface etc.

## Housing framework

Does not support 35 dw/ha, submits for 10-20 dw/ha.

The primary concerns coming through the submission:

- proposed densities are untested in the current housing market in Gisborne in terms of feasibility/viability
- that densities do not meet the typical targets for walkable catchments
- densities conflict with the existing character of the town
- newer development areas are creating housing choice and diversity by offering a variety of lot sizes, but none are of the density proposed in the structure plan.

Consider densities as part of land budget and future character review. Consider introducing a range of densities rather than a minimum target.

Land budget and housing capacity analysis.

Test a range of densities as part of land budget and urban structure review.

Technical assessments including character and density analysis and Economic Analysis by Deep End provided to support submission. Key points:

- There is no residential market analysis to determine whether the proposed densities are feasible, or whether there is a market that can deliver the proposed outcomes.
- Incorrect reference to PSP Guidelines in background report (p.68).
- Development 1,200m from train station/activity centre is well beyond the 400-800m walkable catchments typically used to justify higher density housing.
- Proposed growth area does not have sufficient proximity to existing or proposed future retail to make higher density housing an attractive and other services to make high density living an attractive proposition for new residents.
- Higher density housing does not align with existing character expectation.
- There is also little price difference in new estates between a double storey townhouse or a house and land package on a small lot because construction costs for a townhouse are higher than a single level dwelling.
- Submits forecast demand for housing is low density/conventional.

Review does not consider the direct link between recent housing trends/development approvals and the existing local policy that has sought to exclude smaller/more diverse housing (such as all subdivisions requiring an average 800m lot size), submitting that this has been driven by market forces rather than policy.

The Structure Plan housing background work identifies that there is a need for more diverse and inclusive housing in the town. Being a regional centre, Gisborne's housing market should provide for a broad cross-section of the community which is why the Gisborne Futures Structure Plan is seeking to encourage higher densities and more diverse housing opportunities.

It is not considered that 'pockets' of higher density housing that are located away from key views, entrances, landscapes and interfaces will have a detrimental impact on the broader character of the township.

<p><b>Activity centres</b></p>	<p>The proposed New Gisborne NAC is unlikely to be viable until nearly 2050 given the timeframe for when a new full-line supermarket would become viable.</p> <p>The existing centre on Station Road should continue to be supported for local retailing.</p> <p>Shop top housing on the site not supported as this will introduce a new character.</p> <p>Seeks removal of 'substantial housing' nomination from the Station Road LAC and the purpose of Local Activity Centres modified to contemplate the delivery of a smaller-scale supermarket.</p>	<p>A priority of the structure plan is to deliver a NAC. UE's economic advice has been to down-scale the role of the LAC site on Station Road to ensure this is viable.</p> <p>Consider a convenience role for the site.</p> <p>The site has capacity to accommodate shop-top housing in addition to the LAC retail/service functions.</p> <p>Consider wording of policy to encourage but not require a residential element on the Station Road LAC site.</p>	<p>Maintain convenience role for the Station Roads LAC.</p>
<p><b>Movement and transport</b></p>	<p>Requests review of cross-sections:</p> <ul style="list-style-type: none"> <li>• The north-south boulevard connector road in the Site modified to a reduced width of 20 metres.</li> <li>• The recommendation for the provision of a 26 metre 'green link' and service road either side of Ferrier Road replaced with landscape buffer in the order of 25-30 metres, inclusive of the existing Ferrier Road reserve.</li> <li>• The freeway interface treatment updated to require a reduced width or to allow for flexibility in design subject to the receipt of acoustic and landscape advice.</li> <li>• The removal of duplicate shared paths across the Site.</li> </ul>	<p>Feedback on cross-sections and shared paths to be reviewed.</p> <p>Ensure flexibility in design of freeway interface is provided subject to acoustic and landscape advice.</p>	<p>Review of cross-sections – to form part of future character directions for growth areas.</p>

<b>Open space</b>	<p>Seeks relocation of the proposed open space to the south of Ferrier Road to a location at the south-eastern edge of the Site, to reflect drainage and vegetation considerations.</p> <p>Seeks reduction to the extent of open space required around the wetland, in particular to the north-west of the wetland.</p>	<p>To be considered as part of a review of open space.</p> <p>Note too that framework plan is conceptual/subject to detailed design and will be finalised as part of detailed planning stages (DP or PSP).</p>	<p>Review open space locations, size and distribution.</p>
<b>Implementation</b>	<p>Requests that the Structure Plan be implemented alongside the rezoning of land in Gisborne and New Gisborne in a scheme amendment process.</p>	<p>Refer to implementation plan.</p>	<p>Implementation plan</p>

## Submission 107

Theme	Summary	Response	Action
<p><b>Housing framework</b></p> <p><b>Township boundary</b></p>	<p>Submission on behalf of landowners at 110 Hamilton Road, seeking inclusion in township boundary.</p> <p>Exclusion of site would be a missed opportunity to deliver state planning objectives, 20 minute cities etc.</p>	<p>Submission not supported due to landscape/vegetation considerations and maintaining rural break between New Gisborne and Macedon.</p>	
	<p>Submits that vegetation and biodiversity values have not been identified through formal assessment, and that bushfire risk is not a constraint to development.</p> <p>Retention of vegetation and important biodiversity features of the site can be managed through design which ensures there is no net loss to biodiversity.</p>		

## Submission 108

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	<p>Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.</p> <p>Refer to objective, strategies and actions relating to tree protection on p.53 of the structure plan, and on p.62 the strategy to seek to protect and enhance significant avenue trees (related to the road network).</p>	

## Submission 109

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	<p>Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.</p> <p>Refer to objective, strategies and actions relating to tree protection and transport planning.</p>	
	Concern previous feedback re: wildlife has not been integrated into the plan.	The plan includes objectives, actions and strategies to improve urban biodiversity, enhance biolinks and landscape connectivity and to prepare kangaroo management plans and a wildlife friendly lighting policy.	



**Submission 110**

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.  Refer to objective, strategies and actions relating to tree protection and transport planning.	
<b>Housing framework</b>	Does not support apartments, Gisborne is not 'inner city'.	Refer to response to housing framework.	

**Submission 111**

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.  Refer to objective, strategies and actions relating to tree protection and transport planning.	

**Submission 112**

Theme	Summary	Response	Action
<b>Housing framework</b>	Submission in support of Glen Junor. <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
<b>Movement and transport</b>	Concern with loss of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	

## Landscape and environment

- trees

Refer to objective, strategies and actions relating to tree protection and transport planning.

## Consultation

Concern that current plans do not respond to past consultation.

Reference to exclusion of Glen Junor from township boundary. Noted.

## Submission 113

Theme	Summary	Response	Action
<b>Land budget</b>	<p>Provide further analysis on population growth, land supply/demand.</p> <p>Show existing land supply for residential, commercial and industrial – and show what is needed to accommodate population growth to 2050.</p>	Noted for revision/inclusion in structure plan.	Provide further analysis on population growth, land supply/demand (land budget).
<b>Regional context</b>	<p>Acknowledge that Gisborne/New Gisborne is a regional centre within the Loddon Mallee South Region.</p> <p>Highlight Gisborne’s position as the gateway to RDV’s innovation and employment corridor.</p>	Amend plan as suggested.	Prepare new map.
<b>Study area</b>	Include land size of township, dwelling density (existing) – link to land budget.	Noted for revision/inclusion in structure plan.	Amend plan as suggested.
<b>Population and housing snapshot</b> <b>Background and technical analysis</b>	<p>Provide text overview</p> <p>Include info on land tenure and land supply (link to land budget).</p> <p>Suggested revisions for background and technical analysis section.</p>	Noted for revision/inclusion in structure plan.	Amend plan as suggested.

<b>Vision</b>	Revise 'twin village' terminology: the vision doesn't align with definition of 'village'.	Noted for revision/inclusion in structure plan.	Amend plan as suggested.
<b>Township boundary</b>	<p>Explain why the PSB has been located where it has for the whole of the regional centre.</p> <p>Justification needs to analyse the declared area's distinctive attributes or unique features and special characteristics that are protected and conserved.</p> <p>Amend map to show whole PSB, Not just New Gisborne.</p>	Noted for revision/inclusion in structure plan.	Amend map to show whole PSB, provide analysis around the whole township.
<b>Activity centres</b>	<p>Revisit activity centre hierarchy and terminology, Define 'local' and 'neighbourhood' centres, refer to state policy for guidance.</p> <p>Be consistent with C153.</p>	Noted for revision/inclusion in structure plan.	Revisit activity centre hierarchy and terminology, define 'local' and 'neighbourhood' centres, refer to state policy for guidance.
<b>Gisborne town centre</b>	<ul style="list-style-type: none"> <li>Describe land uses in activity centre: are there any missing that should be provided or need relocating.</li> <li>Identify heritage buildings.</li> <li>List strategic development sites – is rezoning needed.</li> <li>Identify Crown or council land that could be identified.</li> </ul>	Noted for revision/inclusion in structure plan.	Provide further detail on land uses.

<p><b>New Gisborne activity centre</b></p>	<p>Explain why a new activity centre is needed. Refer to economic and employment analysis, include land supply/demand analysis for retail, commercial etc.</p> <ul style="list-style-type: none"> <li>• How much land will need to be rezoned?</li> <li>• What amount of floorspace is required?</li> <li>• What is envisaged in the mixed use area?</li> <li>• What are the next steps for the community hub and community park?</li> </ul>	<p>Noted for revision/inclusion in structure plan.</p>	<p>Provide further explanation on why a new activity centre is needed with reference to economic and employment analysis.</p>
<p><b>Housing framework</b></p>	<p>Identify housing needs – summarise upfront (what else other than diverse and affordable?)</p> <p>Housing capacity analysis.</p> <p>Greenfield / infill split: Consider what the split is for Gisborne and whether this is consistent with policy.</p> <p>Higher densities expected in and around Gisborne town centre, refer <a href="#">Clause 16.01-1S</a>.</p> <p>Residential development framework plan that overlaps housing change areas with NC types.</p> <p>Minimal change areas should not be identified based on the existence of restrictions (covenants). Instead, these areas should be identified by physical constraints like flooding or bushfire risk or special characteristics like heritage.</p>	<p>Noted for revision/inclusion in structure plan.</p>	<p>Review housing section in response to DTP comments.</p> <p>Further work: housing capacity analysis.</p> <p>Provide definition of densities envisioned in the plan.</p>

<b>New Gisborne Framework Plan</b>	<p>If up to four storeys is envisaged in New Gisborne, then is this aligning with the reference in the objective to 'medium density housing'?</p> <p>Include Heritage Overlay on legend.</p> <p>Any future investigation areas should be included in PSB.</p>	<p>Noted for revision/inclusion in structure plan.</p> <p>Medium density is defined as small lots (under 500sqm), townhouses, units, attached dwelling and low-rise apartments (up to four storeys) for the purposes of the plan.</p>	<p>Provide definition of densities envisioned in the plan.</p>
<b>Neighbourhood character</b>	<p>Suggested map edits for clarity.</p> <p>Include brief description of each type and preferred future character.</p>	<p>Noted for revision/inclusion in structure plan.</p>	
<b>Aboriginal cultural heritage</b>	<p>Further investigation of the areas of Aboriginal cultural heritage sensitivity should be resolved as part of this structure plan process.</p>	<p>Clarify the level of detail that is required to resolve this.</p>	
<b>Landscape, environment</b>	<p>Provide further detail on how visually sensitive landscapes and views have influenced direction for Gisborne/New Gisborne.</p>	<p>Noted for revision/inclusion in structure plan.</p>	

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Consider design of 'urban greening' and biolinks, and the influence of bushfire risk.

Show areas with high biodiversity values.

Council's Biodiversity Strategy (2018) identified 'biolinks' as landscapes across which there is increased tree and other native vegetation cover. They recognise the value of smaller bushland patches, remnant corridors particularly along waterways and road reserves, and scattered paddock trees, as habitat where some species can live and breed and as stepping stones across fragmented landscapes.

The structure plan strategy is to protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity.

The plan has been modified to ensure that these are managed in a 'low-threat' state. By 'biolinks', we would envision that this would include revegetation of waterway corridors for bank stabilisation, water retardation and additional tree planting etc, however in open space areas that are managed in a 'low-threat' state as opposed to unmanaged conservation reserves.

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Consider an alternative to the RCZ in the township boundary – this is a rural zone.

The RCZ on private land is considered appropriate here, other open spaces in public land are PPRZ and the RCZ schedule is clear in that the values are associated with the escarpment. This is also consistent with how it is being maintained in the Hume, through Sunbury and in part of Brimabnk so not sure of the benefit in changing it, perhaps on a technicality as a 'rural' zone. Could consider alternatives in the scope of a potential master plan for the corridor, or as part of the recommended SLO review.

Look into appropriate zone for the escarpment.

## Open space

Provide strategic justification for 10% open space contribution.

10% is broadly considered to be a growth area standard. The plan is proposing a number of linear links along entrances, the railway corridor and around the Calder interface. These have been denoted as 'encumbered' but arguably those parts used for recreational links could be unencumbered so this allows some flexibility. Similarly, the edge to the Marshlands Reserve would likely have conservation and drainage values, but if there are parts to maintained for visual amenity then these might fall into 'unencumbered'. This allows for flexibility for final open space determination to be resolved at the development plan stage.



<b>Bushfire</b>	<p>More detailed required on landscape scale bushfire hazards and evidence on how risk has been used to determine growth areas (directing growth to areas of least risk).</p> <p>Detail required on open space and conservation areas and how vegetation will be managed to minimise bushfire risk.</p> <p>Further information on how the future settlement interface is designed to respond to bushfire, including access and egress.</p>	Noted for revision/inclusion in structure plan.	Update bushfire report and structure plan to include requested information.
<b>Movement and transport</b>	<p>Re-order chapter structure (walking cycling &gt; public transport &gt; cars).</p> <p>Submission includes a number of suggested document edits.</p>	Noted for revision/inclusion in structure plan.	Amend chapter in response to feedback.
<b>Community infrastructure</b>	<p>Provide next steps for community hub and community park.</p> <p>Questions location of aged care in regard to bushfire risk.</p>	<p>Include community infrastructure delivery in implementation plan.</p> <p>Develop criteria or policy for location and design of aged care, retirement villages and residential villages.</p>	<p>Amend chapter in response to feedback.</p> <p>Implementation plan.</p>
<b>Implementation</b>	<p>Include implementation plan that outlines all the actions and priority and allocate responsibility and timing to each one.</p>	Noted for revision/inclusion in structure plan.	Implementation plan.

**Submission 114**

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.  Refer to objective, strategies and actions relating to tree protection and transport planning.	

**Submission 115**

Theme	Summary	Response	Action
<b>Housing framework</b>	Submission on behalf of landowners 1 Kilmore Road (Macedon House).  Supports the structure plan and recommends the site be brought into the amendment that implements the Gisborne Futures project.  Seeks GRZ with a DDO.	Submission noted.  Any proposed planning controls and future development must have regard to the landscape and visual values of the site (as recognised through the RCZ and RO), the heritage values and open space setting, flood constraint etc.	Refer to privately sponsored planning scheme amendment.
	Provides summary of planning controls and previous technical studies that have underpinned planning work for the site, summary of some of the issues and opportunities related to the site.		
	Concept plan of indicative access layout, open space buffers.		

**Submission 116**

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.  Refer to objective, strategies and actions relating to tree protection and transport planning.	

**Submission 117**

Theme	Summary	Response	Action
<b>Housing framework</b>	Supports 3-4 storey development and shop-top apartments as an alternative to 'appalling developer driven pancake barbie land planning.'	Noted.	

**Submission 118**

Theme	Summary	Response	Action
<b>Service and utilities</b>	Submission from Greater Western Water (GWW).  Raises the importance of the project to future planning for water and sewerage supply to the region and for implementation of some of the actions from the Southern Macedon Ranges Integrated Water Management Plan.  Notes that current system has been planned based in the 2009 ODP.	Noted.	

## Submission highlights:

- likely upgrades to sewer supply to service proposed growth areas.
- the likely need for a strongly enforced buffer for the Gisborne recycled water plant
- support for additional uses for recycled water
- the need to work with traditional owners and MRSC in regards to water supply upgrades and culturally significant views on Magnet Hill.

## To be discussed with GWW:

- Recognition of the need for a buffer to the recycled water plant and how this is represented in the structure plan for final version.
- Need for visual impact and cultural heritage assessments for future works on Magnet Hill.

Include reference to GWW buffers and need for Need for visual impact and cultural heritage assessments for future works on Magnet Hill.

Submission includes recommended changes to strengthen IWM in the plans.

To be reviewed and included in plan.

Review GWW recommendations for IWM in structure plan.

Requests the MRSC work with GWW to identify the notational buffer for inclusion in the next version of Gisborne Futures and investigate planning overlays to protect buffer.

See above.

Schedule meeting with GWW to discuss submission and inclusions in final draft.

## Submission 119

Theme	Summary	Response	Action
<b>Movement and transport</b>	Landowner seeks reduction of width of waterway reserve, concern that a 30m offset from centreline will wipe out development potential on their property.	Review open space.	Review open space.

Support for rezoning of property due to proximity to the train station and enabling active transport as an alternative to driving.

Noted.

Believes the town centre proposal has merit with mixed use, community hub and shopping facilities.

Failure of plan to address Gisborne Bypass was a disaster.

Trucks and congestion will grind things to a halt.

## Submission 120

Theme	Summary	Response	Action
<b>Housing framework</b>	Submits preference for property to remain rural living, but in the event of a rezoning would prefer to see the highest density possible to safeguard other rural living land from the same fate (prefers compact urban form over sprawling development).	Noted.	
<b>Landscape and environment</b>	Keep wildlife corridors, waterbodies, trees and vegetation intact.	Refer to biolinks, waterway corridors and directions for tree protection in the plan.	
<b>Activity centres</b>	Submits for small shops in Ferrier Road to encourage people to use active transport.	Within catchment of activity centre on Station Road and NAC at train station.	
<b>Movement and transport</b>	Investigate cycling tunnel under railway to connect Ferrier Road precinct into the rail trail.	Likely cost-prohibitive at this stage. Off road connections planned from Ferrier Road precinct. Crossing point provided at Station Road.	

Connect parks via shared paths, prioritise Ferrier Road for active transport.

Refer to active transport network in the plan.

Urban design - introduce organic shapes over straight lines to keep it visually interesting.

Noted.

## Submission 121

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Support for Glen Junor.	Noted.	

## Submission 122

Theme	Summary	Response	Action
<b>Housing framework</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>	Support for Glen Junor.	Noted.	

## Submission 123

Theme	Summary	Response	Action
<b>General</b>	<p>Does not support the plan.</p> <p>Submits that the plans only cater for residential and not for roads, parking, open spaces, childcare centres, kindergartens, primary and secondary schools, youth programmes, medical and hospital, old folks homes, and local jobs.</p> <p>Submits plans will deliver a dormitory suburb.</p>	<p>Refer to following sections in structure plan:</p> <ul style="list-style-type: none"> <li>Activity centres</li> <li>Economic and employment growth</li> <li>Community infrastructure</li> <li>Movement and transport</li> <li>Open space</li> </ul> <p>Refer also to CIA.</p>	

Concern with unit development, loss of car parking, demographic of emergency workers and their housing needs.

Does not support traffic lights on Station Road as approved by VCAT as part of 89 Ross Watt Development Plan.

Approved by VCAT and DTP.

Spelling error: Gardenier instead of Gardiner Reserve.

Fix spelling error.

Fix spelling error.

## Submission 124

Theme	Summary	Response	Action
<b>Community facilities</b>	Seeks rezoning of Montessori School site from Rural Living Zone Schedule 1 (RLZ1) to Special Purposes Zone Schedule 1 (SPZ1).	Further information provided to determine appropriate application of the zone.	Include discussion and action to rezone in plan.

## Submission 125

Theme	Summary	Response	Action
<b>Movement and transport</b>	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.  Refer to objective, strategies and actions relating to tree protection and transport planning.	
<b>Activity centres</b>	Submits: "I cannot understand why you have not considered the infrastructure in New Gisborne and possibly using the \$\$ to build a supermarket, saving the residents of New Gisborne travelling into Gisborne to do	Refer to activity centre section in the structure plan, this is a primary consideration in the plan.	



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their shopping etc and relieving traffic heading into Gisborne!!!!"

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### Submission 126

Theme	Summary	Response	Action
<b>Movement and transport</b>	<p>Submission from Macedon Ranges Residents Association. Too closely aligned with metro Melbourne outcomes.</p> <p>Exceeds requirements for metro growth areas.</p> <p>Lack of transparency: needs UDF, NCS, land budget and population forecasts.</p> <p>Supporting documents out of date (eg. Town Services Engineering Report).</p> <p>Does not support:</p> <ul style="list-style-type: none"> <li>• 'intense high-rise residential development'</li> <li>• 'significant' expansion of commercial and industrial uses</li> <li>• 4 storey apartments</li> <li>• the need for a population to support a supermarket/town centre</li> <li>• future investigation areas/additional land supply for beyond the 30 planning horizon</li> <li>• Glen Junor</li> <li>• mixed use zone.</li> </ul>	<p>UDF and NCS to be included on project stages/timeline.</p> <p>Provide definition of dwelling scale (low, medium, high) noting that Gisborne does not have a particular 'standard' that is different to anywhere else in a technical sense.</p> <p>Land budget and clarity on forecasts, land supply and demand, housing capacity to be revised.</p> <p>Provide link between land budget and study area map, population and housing snapshots.</p>	<p>Definition of densities envisioned in the plan.</p> <p>Revise land budget, link to population forecasts and demand figures.</p> <p>Housing framework review.</p>

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<b>Future urban structure</b>	<p>Submits that:</p> <ul style="list-style-type: none"> <li>• 35 and 50 dwellings per hectare, 3 and 4 storeys is creating urban sprawl, not preventing it.</li> <li>• policy standards <b>limit</b> higher density development to within 400m not 800m walking distance of an activity centre.</li> <li>• Use of Gisborne SA2 instead of Gisborne UCL has 'forced' the district's growth projections into the town boundary.</li> <li>• More control than NRZ schedules will be required to guide outcomes in Incremental Change Areas (eg – DDO).</li> <li>• Too much industrial/commercial land is being provided.</li> </ul>	<p>Use of SA2 is consistent with forecast areas provided by .id and VIF2023.</p> <p>VIF2023 released after structure plan was prepared - the plans can be updated to reflect these.</p> <p>Commercial and industrial land supply aligns with recommendations from Urban Enterprise.</p>	<p>Update plans to reference VIF2023.</p>
<b>Housing framework</b>	<p>The town's preferred medium density areas are expanded out into established residential areas.</p>	<p>Refer to state housing policy for alignment.</p>	<p>Update housing framework.</p>
	<p>Land supply/demand and population forecasts aren't clear.</p>	<p>Scenarios used to inform community infrastructure assessments. These are not targets but scenarios. This section can be revisited for clarity and linked to a land budget.</p>	<p>Provide further analysis on population growth, land supply/demand (land budget).</p>
	<p>Lack of transparency in regards to dwelling density.</p> <p>Densities exceed standard benchmarks and walking catchments found in existing policy.</p>	<p>Further detail to be provided.</p> <p>Consider providing a range of densities rather than minimum density targets.</p>	<p>Provide definition of densities envisioned in the plan.</p> <p>Provide further detail on preferred built</p>

			form/future character.
<b>Project stages</b>	Show UDF/NCS on project timeline	Include urban design frameworks and neighbourhood character study on project stages diagram.	Update diagram.
<b>Implementation plan</b>	Provide implementation plan and clarity on proposed zones (including residential zones).	Noted for revision/inclusion in structure plan.	Implementation plan.
<b>Vision</b>	<p>Include 'preserving rural character and rural setting' in vision.</p> <p>Submits that the 'twin villages' concept is nonsensical.</p>	Noted for revision/inclusion in structure plan (reference character outside township boundary).	Amend vision statement
<b>Background report</b>	Background report error – lists Clause 11.03-2S (Growth Areas) as relevant to Gisborne.	Correct – change to reference Clause 11.03-3S (Peri-urban areas).	Amend reference in background report.
<b>Housing framework</b>	Housing change areas (substantial, incremental, minimal) need to be identified in the Gisborne context.	These are standardised based on State criteria – refer to PPN91 and PPN91.	
	Does not agree that housing diversity should be provided due to character outcomes.	Noted.	
<b>New Gisborne town centre</b>	Seeks deletion of mixed use zone.	Refer to economic and employment analysis (2023 update).	
	Check for consistency in how 'Semi-Rural Buffer Interfaces' are treated in the plan.		
	Provide further detail/analysis on 'essential workers'	Refer to key worker housing section in background report (p.67).	Summarise housing and employment survey results.

Summarise housing and employment survey results – include in background report.

<b>Neighbourhood character</b>	Look into deletion of preferred character statements as part of C150 and investigate appropriate location for this policy direction.	Detail to be considered for planning scheme amendment.	Implementation plan.
	Provide further detail on 'preferred future character' for growth areas.	Prepare future character statements.	Provide further detail on preferred built form/future character.
	Change use of word 'suburban' in character area titles to 'township'	Suburban areas are residential areas that surround town centres or activity centres, which describes Gisborne's composition. Terminology similar to that used in other NC studies and readily understood.	
<b>Gisborne town centre</b>	Questions use of term 'regional activity centre'.	Agree, terminology could be better defined in terms of settlement hierarchy (where Gisborne and New Gisborne together form a 'Regional Centre' and the activity centre hierarchy to be more aligned to state terminology (neighbourhood, major, state).	Revisit activity centre hierarchy and terminology.
	Delete car parking areas as 'strategic redevelopment sites'.	Car parks are privately owned and an application to development could be made at any time. Note that Gisborne towns centre currently has not development controls.	
<b>Economic and employment growth</b>	Provide a report of Shire-wide availability of industrial and commercial land.	Review industrial, commercial and retail land supply/demand analysis – provide land budget.	

	Rezone existing business park from Industrial 1 to Industrial 3 zone.	Look at business park interface and potential land use conflicts.	Review interfaces with longer-term investigation areas (esp. industrial/rural living interface).
<b>Servicing and utilities</b>	Update servicing report from 2018.	Data and network analysis still relevant, the original report was not prepared with a specific capacity in mind, rather it provided a high level assessment of service capacity and likely upgrades required.	
<b>Bushfire</b>	The structure plan and bushfire assessment don't appropriately recognise bushfire risk.	Bushfire assessment review.	

## Submission 127

Theme	Summary	Response	Action
<b>Activity centres</b>	Submission from developers with interests in developing a Coles supermarket next to train station on Barringo Road.	Noted.	
<ul style="list-style-type: none"> <li>New Gisborne town centre</li> </ul>	Supports location of PSB and NAC. Supportive of NAC being limited to one full-line supermarket to support viability. Willing to deliver supermarket early in the development of the NAC.		
	Seeks cap on leasable floor area in remainder of Commercial 1 Zone and other commercial sites.	Consider as part of implementation.	
	Supports higher density housing.	Noted.	
	Submission includes concept for NAC layout.	Review as part of UDF for the site, seek mixed use outcome	UDF

Seek changes to width of 'boulevard connector' and north-south link.

and integrated precinct response.

Maintain view corridor from station and assess against broader precinct objectives.

### Submission 128

Theme	Summary	Response	Action
<b>Business Park</b> <b>Economy and employment</b>	<p>Submission of general support on behalf of the landowner of 139 Saunders Road, New Gisborne.</p> <p>Supports expansion of the business park and the need to provide a long term supply of industrial land.</p>	Support noted.	
<b>Open space</b>	<p>Concern with location of sports park and remote location from existing and future residential areas.</p> <p>Supports a smaller open space to provide amenity for workers but submits that the sports park should be in a location that is more accessible to future residents.</p>	Refer to response: open space review.	Open space review.

### Submission 129

Theme	Summary	Response	Action
<b>Business Park</b> <b>Economy and employment</b>	<p>Submission of support on behalf of the landowner of 84 Payne Road, New Gisborne.</p> <p>Supports expansion of the business park and the need to provide a long term supply of industrial land.</p>	Support noted.	

## Submission 130

Theme	Summary	Response	Action
<b>Housing framework</b>	<p>Submission of support on behalf of the landowner of 290 Hamilton Road, New Gisborne.</p> <p>Submits that Gisborne's housing stock lacks diversity and will be unsustainable into the future for key workers. Continual development of large single dwellings will not deliver affordable housing.</p> <p>Land is suitable for residential development due to proximity of train station, future town centre, schools, business park and recreational facilities.</p>	Support noted.	
	<p>Submits that the plan supports objectives of planning in Victoria including to:</p> <ul style="list-style-type: none"> <li>encourage a form and density of settlements that supports healthy, active and sustainable transport</li> <li>limit urban sprawl and direct growth into existing settlements</li> <li>develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.</li> </ul>		



## Appendix 2: Response to MCA review

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The Township Boundary Investigation Areas analysis in the Phase 3 Consultation Report was prepared to broadly provide response to numerous requests for inclusion in the township boundary following consultation in 2020.

There have been a number of Council resolutions related to Glen Junor:

- At the Ordinary Council Meeting on 24 June 2020 Council resolved to include Glen Junor in the township boundary prior to undertaking consultation on the draft plan.
- At the Scheduled Council Meeting 24 February 2021 a Notice of Motion was carried that Council remove the land located at 284 Kilmore Road, Gisborne, known as Glen Junor, from the draft Gisborne Futures project. This is to include removal of the site from the proposed settlement boundary and draft Gisborne Structure Plan.
- At the Scheduled Council Meeting on 24 March 2021 it was resolved that Council note submissions (including petition/s and survey responses) received to the Gisborne Futures project (Phase 3 consultation) and thank submitters for their contribution to the project.
- The Phase 3 Consultation Report (including Township Boundary Investigation Areas analysis) was prepared over 2021-2022 and presented to Council at the Scheduled Council Meeting on 24 August 2022. At this meeting it was resolved that Council endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included.

(see minutes of meeting for full resolutions).

### Glen Junor Advice on Site Assessment Criteria

Prepared by Urbis, 2023.

The purpose of this assessment is to:

- review a multi-criteria assessment (MCA) provided in the Gisborne Futures Phase 3 Consultation Report to evaluate investigation areas to be considered for inclusion in the township boundary
- review relating Council policies, planning strategies and context
- prepare an alternate MCA if required.

This assessment finds that Council's MCA revealed calculation errors, inconsistencies, and duplications.

### MCA revision

Council does not agree with all the assertions provided in the MCA assessment, but where there have been obvious miscalculations and errors these have been resolved. A summary of these includes:

- Two columns of numbers incorrectly calculated on (Areas 3 and 7)
- Criterion 2 (Adjacent to township boundary):

- the allocation of a '1' score to Investigation Area 3 where it does not abut the existing town boundary has been revised to '0'
- Area 5 was originally given a score of 0.5 for being adjacent to the township boundary, when this should be 1 given it directly abuts the boundary.
- Criterion 8 (Maintaining a Rural Break Between Settlements) the score for Area 5 has been revised from 0.5 to 0 as the visual impact of development along this edge will erode the 'rural break' between Gisborne and Macedon/Woodend.
- The summary table incorrectly assigns Area 4 a 1 for cultural heritage when this should be 0.5 (as per the site assessment).

These scores have been revised and the results do not change the outcomes of the original assessment.

A detailed summary of the MCA review and Council response is provided in Table 1.

Table 2 updates the calculation and translation errors and Table 3 revises the overall score in response to the points listed above.

**Table 1: MCA review summary and response**

Summary	Response
<p><b>Criterion 1 – Existing Strategic Directions and Policies</b></p> <p>Submits that local policy does not seek to focus growth to New Gisborne exclusively, but rather in both Gisborne and New Gisborne, includes growth direction to the east and west of Station Road and that this is to occur to the south of the railway line.</p> <p>Considers that Investigation Areas 1 and 5 are the most consistent with this indicator, Investigation Areas 6 (Glen Junor) and 7 are moderately consistent with this indicator and the northern Investigation Areas 2, 3 and 4, and south Investigation Areas 8 and 9, are the least consistent with this indicator.</p>	<p>Current policy is clear that future growth is to be provided in New Gisborne.</p> <p>Areas 2,3 and 4 do not accord with existing policy to keep development south of the train line but have potential to leverage off existing and planned facilities including schools, train station and the sports precinct to create an 'activity node', and to revitalise disused and vacant industrial sites, noting that these are located north of the railway line.</p> <p>Areas 6 and 7 are both more isolated from existing services and facilities.</p>
<p><b>Criterion 2 – Whether Land Adjoins Existing Town Boundary</b></p> <p>The evaluation framework is unclear in how the scores are stipulated in relation to this criterion, there are inconsistencies with how it is applied to the investigation areas.</p>	<p>The purpose of this criteria is to avoid 'leap-frogging' of development and ensure that new growth areas are a logical extension to the town boundary.</p> <p>The criteria have been based on whether the growth areas are a 'logical' extension, not solely on whether they abut the boundary.</p>

<p>Concern is the allocation of a '1' score to Investigation Area 3 where it does not abut the existing town boundary.</p> <p>Investigation Area 4 achieves a score of '0.5' with reference to the separation caused by the existing railway line, this is not a consideration for other areas north of railway line.</p>	<p>Agree that Investigation Area 3 does not abut the existing town boundary and should be given a revised score of 0.</p> <p>The assessment notes that Area 4 is separated by both the railway line and the vegetation on properties to the east which will result in fragmented development.</p> <p>The part of Area 8 that adjoins the boundary is particularly constrained by flood risk and has been considered from the edge of the site that may have development potential.</p>
<p><b>Criterion 3 – Walkable Access to Shops, Station and Services</b></p> <p>Note identical evaluation, but inconsistency in scoring for Investigation Area 3 (0.5) and areas 4/5 (1) and an absence of clearly defined specific indicators such as a distance, safety concerns etc.</p>	<p>The 800m catchment to shops and the station was broadly used as a benchmark for this assessment.</p> <p>As score of 1 for sites within 800m, 0.5 for sites within 800-1600m and 0 for sites beyond this (measured from site access points).</p> <p>Evaluation is not identical for Areas 3, 4 and 5. It notes that Area 3 is not with the 800m catchment but is within 1600m so is given a score of 0.5.</p>
<p><b>Criterion 4 – Access Barriers such as Major Roads, Watercourses and the Railway Line</b></p> <p>Duplication with criterion 1 reference of railway 'development is to be contained south of the railway line'.</p>	<p>The two criterion assessed different factors (policy and access). This criterion looked at whether there is potential for multiple entry multiple entry and exit points to an area allows for efficient movement.</p> <p>Area 9: Note there is an error where it states that access is limited to Bacchus Marsh Road, no potential access to existing development to east. This should refer to Melton Road.</p>
<p><b>Criterion 5 – Preservation of Environmental and Landscape Features, Township Entrances, Views and Vistas</b></p> <p>It is considered that this criterion is reductive, combining a series of features within a single indicator. Environmental conservation and landscape values could have been separated into two distinct criteria.</p>	<p>These could have been split out. A high-level assessment determined that all sites demonstrated some landscape and/or environmental value or constraint and were given a baseline score of 0.5. No sites scored a 1 (eg - no known values).</p> <p>A zero score was applied if values were further recognised in the planning scheme through zones/overlays.</p>

<p><b>Criterion 6 – Cultural Heritage</b></p> <p>It is considered positive that this criterion acknowledges the mitigation of impacts on cultural heritage. However, this criterion does not acknowledge the opportunity to protect or re-instate cultural heritage, a missed opportunity.</p>	<p>This assessment considered both the Cultural Values Assessment undertaken by the Wurundjeri Woi Wurrung, cultural heritage sensitivity mapping (CHMP triggers) and existing heritage sites (Heritage Overlay) or potential heritage sites (Extent report).</p>
<p><b>Criterion 7 – Access to Utilities</b></p> <p>The explanation provides no clarity on how this criterion has been assessed or why it is relevant.</p>	<p>Based on TGM servicing report (2018).</p> <p>Services available with site upgrades (1), major upgrade works required (0.5), not assessed/unknown (0).</p>
<p><b>Criterion 8 – Maintaining a Rural Break Between Settlements</b></p> <p>Clause 11.03-3L contains the strategy:</p> <ul style="list-style-type: none"> <li>Maintain the ‘rural break’ between the Gisborne / New Gisborne township areas and Sunbury and Mount Macedon. Development is to be contained south of the railway line to protect the separation between New Gisborne and Macedon and the landscape characteristics of the Macedon Ranges to the north.</li> </ul> <p>Therefore the preservation of the rural break has always been considered to apply the rural conservation land to the north, not the rural living zone area between Gisborne and Riddles Creek.</p> <p>It is unclear why investigation areas 2, 3, and 4 north of the railway line received 0.5 scoring points.</p> <p>The reference to the erosion of view sequences in area 6 scoring justification is misplaced and should only be referenced in criterion 5.</p> <p>Inconsistency in scoring between investigation areas 5 and 6. Both areas were provided with the exact same evaluation justification but received a different final assessment score (0.5 for area 5 and 0 for area 6).</p>	<p>Refer also to:</p> <p>Clause 11.03-3S</p> <ul style="list-style-type: none"> <li>Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.</li> <li>Prevent dispersed settlement and provide for non-urban breaks between urban areas.</li> </ul> <p>Clause 11.03-3L</p> <ul style="list-style-type: none"> <li>Prevent further subdivision of land north of Kilmore Road between Macedon Court and Hamilton Road, to maintain the urban break between Gisborne and Riddells Creek and preserve views of the Macedon Ranges.</li> </ul> <p>DPO19</p> <ul style="list-style-type: none"> <li>Objective to limit the visual intrusion of development around the Jacksons Creek escarpment and from Kilmore Road, particularly between Pierce Road and Campbell Road.</li> <li>Land fronting Kilmore Road between the Pierce Road and Campbell Road intersections where lots must be a minimum of 4 hectares.</li> </ul> <p>This criteria overlaps with the visual values (criteria 5) to a degree and covers off on visibility from township edges and entrances. Primarily about avoiding impact of sprawl across landscapes that are visually sensitive and retaining a ‘rural’</p>

	<p>character and clearly defined urban edge on the outskirts of town.</p> <p>All areas except Area 7 (which is heavily screened by vegetation from Kilmore Road) contribute to erosion of rural landscapes (baseline score of 0.5).</p> <p>It considers sensitivity through the number of viewers of landscape and the potential magnitude of change at a high level and the ability to mitigate the visual impact of this.</p> <p>Areas 2, 3 and 4 are less visible from the more highly trafficked roads that form key links between settlements (Hamilton Road is the ‘back road’ between Gisborne and Riddells Creek).</p> <p>Revised down score for Area 5 from 0.5 to 0 due to impacts on views from the Calder Freeway (identified as a part of the sequence of views).</p>
<p><b>Evaluation table errors</b></p> <p>The evaluation framework allocates different scores within the summary results table when compared to the individual site tables and demonstrates inconsistencies between the total of the individual criterion scores and the overall investigation area scores.</p> <p>We suspect that the evaluation scoring system was not automated, which led to human error in transfer.</p>	<p>The review has correctly picked up the following errors:</p> <ul style="list-style-type: none"> <li>• The total score for Area 3 is incorrect – the final score should be 5 and not 4.5.</li> <li>• The summary table incorrectly assigns Area 4 a 1 for cultural heritage when this should be 0.5.</li> <li>• The total score for Area 7 is 3, not 2.5.</li> </ul>
<p><b>Duplication</b></p> <p>Areas 4 and 5 both have the same assessment and score for Criteria 4 (Land adjoins existing/potential township boundary to the south, however is separated by the railway line and vegetation on properties to the east which will result in fragmented development.). This has been incorrectly applied to Area 5.</p> <p>The Investigation Area 5 table states that there are no environmental overlays applying to the land. The Vegetation Protection Overlay – Schedule (VPO2) applies to the land.</p>	<p>Error noted.</p> <p>Score adjusted for Area 5 to 1 (site is adjacent to existing town boundary).</p> <p>VPO2 applies to the Calder Freeway, along the edge of the site. The VPO doesn’t cover the primary development area therefore is not considered to be a constraint.</p> <p>Refer also to comment on Criterion 8 above re: viewlines.</p>

<p>The Investigation Area 6 has a duplication of statements regarding the erosion of view lines. The assessment appears in Criteria 5 and 8 but should only be addressed in Criterion 5.</p>	
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**Table 2: Original assessment showing calculation errors and revised scores**

		1	2	3	4	5	6	7	8	9
1	Existing strategic directions and policies	1	0.5	0.5	0.5	1	0	0	0	0
2	Adjacent to existing town boundary	1	1	1	0.5	<b>0.5</b>	0	0	0	0
3	Walkable access to shops, station and services	0.5	1	0.5	1	1	0	0	0	0
4	Access barriers such as major roads, watercourses and the railway line	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5
5	Preservation of environmental and landscape features, township entrances, views and vistas.	0.5	0.5	0	0.5	0.5	0.5	0.5	0	0
6	Cultural heritage	0.5	1	1	1	0.5	0.5	0.5	0.5	0.5
7	Access to utilities	0.5	1	1	1	1	0.5	0.5	0	0
8	Maintaining a rural break between settlements	0.5	0.5	0.5	0.5	<b>0.5</b>	0	1	0.5	0.5

<b>SCORE original</b>	5	6	4.5	5.5	6	2.5	2.5	1.5	1.5
<b>SCORE revised</b>	5	6	5	5.5	6	2.5	3	1.5	1.5

<b>RANK original</b>	3	1	4	2	1	5	5	6	6
<b>RANK revised (calculation errors fixed)</b>	2	1	2	2	1	4	3	5	5

**Table 3: Revised assessment**

		1	2	3	4	5	6	7	8	9
1	Existing strategic directions and policies	1	0.5	0.5	0.5	1	0	0	0	0
2	Adjacent to existing town boundary	1	1	0	0.5	1	0	0	0	0
3	Walkable access to shops, station and services	0.5	1	0.5	1	1	0	0	0	0
4	Access barriers such as major roads, watercourses and the railway line	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5
5	Preservation of environmental and landscape features, township entrances, views and vistas.	0.5	0.5	0	0.5	0.5	0.5	0.5	0	0
6	Cultural heritage	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5
7	Access to utilities	0.5	1	1	1	1	0.5	0.5	0	0
8	Maintaining a rural break between settlements	0.5	0.5	0.5	0.5	0	0	1	0.5	0.5
Adjusted scores: post-review		5	6	4	5	6	2.5	3	1.5	1.5
Final adjusted rank		2	1	3	2	1	5	4	6	6

**Acronyms**

CIA	Community infrastructure assessment
DP	Development plan
DPO	Development Plan Overlay
DTP	Department of Transport and Planning (State)
Dw/ha	Dwellings per hectare
GWW	Greater Western Water
IWM	Integrated water management
LAC	Local activity centre
MCA	Multi criteria analysis
NAC	Neighbourhood activity centre
NCS	Neighbourhood character study
PSB	Protected settlement boundary
PSP	Precinct structure plan
SPP	Statement of Planning Policy (DTP, 2019)
SWMS	Storm water management strategy
UDF	Urban design framework
UDP	Urban Development Program
VIF2023	Victoria in Future 2023