

Gisborne Futures



Structure plan

Adopted 24 July 2024



**Macedon
Ranges**
Shire Council



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.

Contents

1.	Introduction	8	7.	Economic and employment growth	60
1.1.	Structure plan stages.....	9	7.1.	Gisborne Business Park	61
1.2.	Regional context.....	10	7.2.	Tourism	65
1.3.	About Gisborne	12	8.	Heritage and culture	66
1.4.	Study area.....	12	8.1.	Aboriginal cultural heritage.....	68
1.5.	Township character	14	9.	Landscape, open space and environment ..	70
1.6.	Planning context.....	15	9.1.	Gisborne's landscape setting.....	70
1.7.	Community consultation	17	9.2.	Entrances and edges.....	72
1.8.	Population and housing snapshot.....	18	9.3.	Railway line.....	73
1.9.	Drivers of change.....	20	9.4.	Trees	74
2.	Vision	22	9.5.	Environmental values	76
2.1.	Delivering the vision	23	9.6.	Open space.....	80
2.2.	Guiding principles	24	9.7.	Bushfire risk.....	82
3.	Protected settlement boundary.....	26	10.	Movement and transport	87
4.	Land supply and demand overview	28	10.1.	Walking and cycling	88
4.1.	Population scenarios	28	10.2.	Public transport	90
4.2.	Future housing supply	29	10.3.	Road network.....	92
4.3.	Retail, commercial and employment land....	30	10.4.	Car parking.....	92
4.4.	Open space and community facilities.....	32	11.	Community infrastructure.....	94
4.5.	New Gisborne land budget.....	33	12.	Utilities and sustainable development	96
4.6.	Precincts land budgets	34	12.1.	Environmentally sustainable development ...	98
5.	Activity centres	35	13.	Implementation.....	100
5.1.	Gisborne town centre	36			
5.2.	New Gisborne town centre	39			
5.3.	Local activity centres	42			
6.	Housing framework	44			
6.1.	Sustainable housing growth in New Gisborne	48			
6.2.	Existing residential areasv	52			
6.3.	Neighbourhood character types	54			
6.4.	Future character precincts	56			

Abbreviations

Australian Bureau of Statistics	ABS	Integrated Water Management Plan	IWMP
Biodiversity Sensitive Urban Design	BSUD	Local Activity Centre	LAC
Bushfire Attack Level	BAL	Macedon Ranges Statement of Planning Policy	SPP
Bushfire Management Overlay	BMO	Melbourne Water	MW
Commercial 1 Zone	C1Z	Mixed Use Zone	MUZ
Commercial 2 Zone	C2Z	Neighbourhood Activity Centre	NAC
Commonwealth Environment Protection and Biodiversity Conservation Act 1999	EPBC Act	Neighbourhood Character Study	NCS
Community Infrastructure Assessment	CIA	Neighbourhood Residential Zone	NRZ
Country Fire Authority	CFA	Precinct Structure Plan	PSP
Design and Development Overlay	DDO	Protected Settlement Boundary	PSB
Development Plan Overlay	DPO	Recycled Water Plant	RWP
Dwellings per hectare	dw/ha	Regional Development Victoria	RDV
Ecological Vegetation Classes	EVC	Rural Conservation Zone	RCZ
Environmental Significance Overlay Schedule 4	ESO4	Rural Living Zone	RLZ
Environmentally Sustainable Development	ESD	Significant Landscape Overlay	SLO
General Residential Zone	GRZ	Special Use Zone Schedule 1	SUZ1
Global Village Learning	GVL	Urban design framework	UDF
Greater Western Water	GWW	Vegetation Protection Overlay	VPO
Heritage Overlay	HO	Victoria Heritage Register	VHR
Industrial 3 Zone	IN3Z	Victoria in Future	VIF
Integrated Water Management	IWM	Water Sensitive Urban Design	WSUD

Acknowledgements

We thank the community groups and individuals, business owners and other community stakeholders who gave generous input to the generation of the Gisborne Futures Plan. Your feedback and ideas have been invaluable to the project.

We also thank the Victorian Planning Authority (VPA) for grants and funding to commence the Gisborne Futures project in 2018 and to undertake the Cultural Heritage Values Assessment.

Project Team

Macedon Ranges Shire Council has prepared this report, which has been underpinned by extensive background and technical analysis from the following project partners:

Ethos Urban

- Project coordination and management (Stages 1, 2 and 3)
- Community engagement (Phases 1 and 2)
- Background and technical analysis
- Strategic planning and urban design (2020)

Urban Enterprise

- Economic & Employment Analysis (2020)
- Residential Land Demand and Supply (2020)
- Economic and Retail Update 2023

Extent Heritage

- Heritage Assessment

Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation

- Cultural Heritage Values Assessment

Cardno

- Movement and Transport Recommendations Report (2020)
- Traffic and Transport Assessment
- Strategic Traffic Modelling

Movement and Place

- Movement and Transport Strategy Review and Recommendations (2023)

TGM Engineers

- Servicing Report (2018)

SGS Economics and Planning

- Gisborne Community Infrastructure Assessment (2023)

Terralogic

- Bushfire Risk Assessment (2023)

Eighth Street Planning

- Workshop facilitation
- Housing framework peer review

LatStudios

- Landscape Visual Impact Assessment (2024)

1. Introduction

The Gisborne Futures Structure Plan has been developed to manage growth and change in Gisborne and New Gisborne over the next 30 years.

The Gisborne Futures Project comprises three key documents:

- structure plan
- urban design framework
- neighbourhood character study

This report presents the first of these - the Gisborne Futures Structure Plan which provides:

- a sustainable vision for Gisborne and New Gisborne that is consistent with state and local policy
- a land use framework to manage urban development and growth opportunities and promote sustainable outcomes
- directions for social, community and physical infrastructure for existing and future residents
- a proposed settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne and New Gisborne.

The revised draft structure plan has been prepared with consideration given to community feedback received through four phases of consultation.

This draft structure plan is underpinned by principles of sustainable community development and proposes a new town centre for New Gisborne to provide walkable access to basic daily necessities.

Increased residential densities are proposed to minimise outward sprawl, protecting the environment and surrounding landscape, while planning for housing that is both affordable and accessible to a diverse range of people within the community. An expanded business park is proposed to provide opportunities for local jobs and business growth.

The draft structure plan has been prepared with significant input from the community, Councillors, internal departments and service agencies, and has been informed by expert consultant advice.



1.1. Structure plan stages

Table 1. Structure plan stages

2018	Background and inception Background research, data gathering and technical analysis.	
2018	Context paper Summary of background work, issues and opportunities.	Consultation Phase 1 Community engagement on issues and opportunities.
2019	Emerging ideas Community engagement on issues and opportunities. Gisborne Business Park Development Plan merged into Gisborne Futures project.	Consultation Phase 2 Ideas for the future of Gisborne and New Gisborne were presented back to the community for feedback and discussion.
2020	Draft Gisborne Futures plans Draft Structure Plan, Urban Design Framework (UDF) and Neighbourhood Character Study (NCS) (July 2020).	Consultation Phase 3 The draft Structure Plan, Urban Design Framework and Neighbourhood Character Study presented to the community for feedback.
2023	Gisborne Futures Structure Plan refresh Draft August 2023.	Consultation Phase 4 Community consultation on second draft of Structure Plan.
2024 Current stage	Final Gisborne Futures Structure Plan Final Gisborne Structure Plan to be considered for Council adoption.	
2024-25	UDF and NCS refresh	Consultation Phase 5 Community consultation on second draft of UDF and NCS.
2025	Final UDF and NCS Final UDF and NCS to be considered for Council adoption.	
	Commence planning scheme amendment Seek authorisations to commence planning scheme amendment.	Exhibition Formal exhibition of planning scheme amendment.

1.2. Regional context

Gisborne (including New Gisborne) is a regional town located 55 kilometres from the Melbourne city centre, at the southern end of the Macedon Ranges Shire, which sits within the peri-urban region of metropolitan Melbourne.

This region acts as an interface between city and country, falling within the social and economic influence of metropolitan Melbourne while being predominantly rural in character.

The Macedon Ranges is located at the southern end of the Loddon Mallee South region which bridges central Victoria from the peri-urban outskirts of Melbourne to Echuca in the north.

Gisborne is an entry point to the Loddon Campaspe “Regional Employment and Innovation Corridor” that seeks to recognise the region’s creativity, innovation, sustainability and liveability, leveraging the population and associated significant public investment throughout the transport corridor.

The Macedon Ranges Shire was the first local government area to be recognised as a Distinctive Area and Landscape (DAL) in state legislation. This is recognised in the planning scheme through the Macedon Ranges Statement of Planning Policy (SPP).



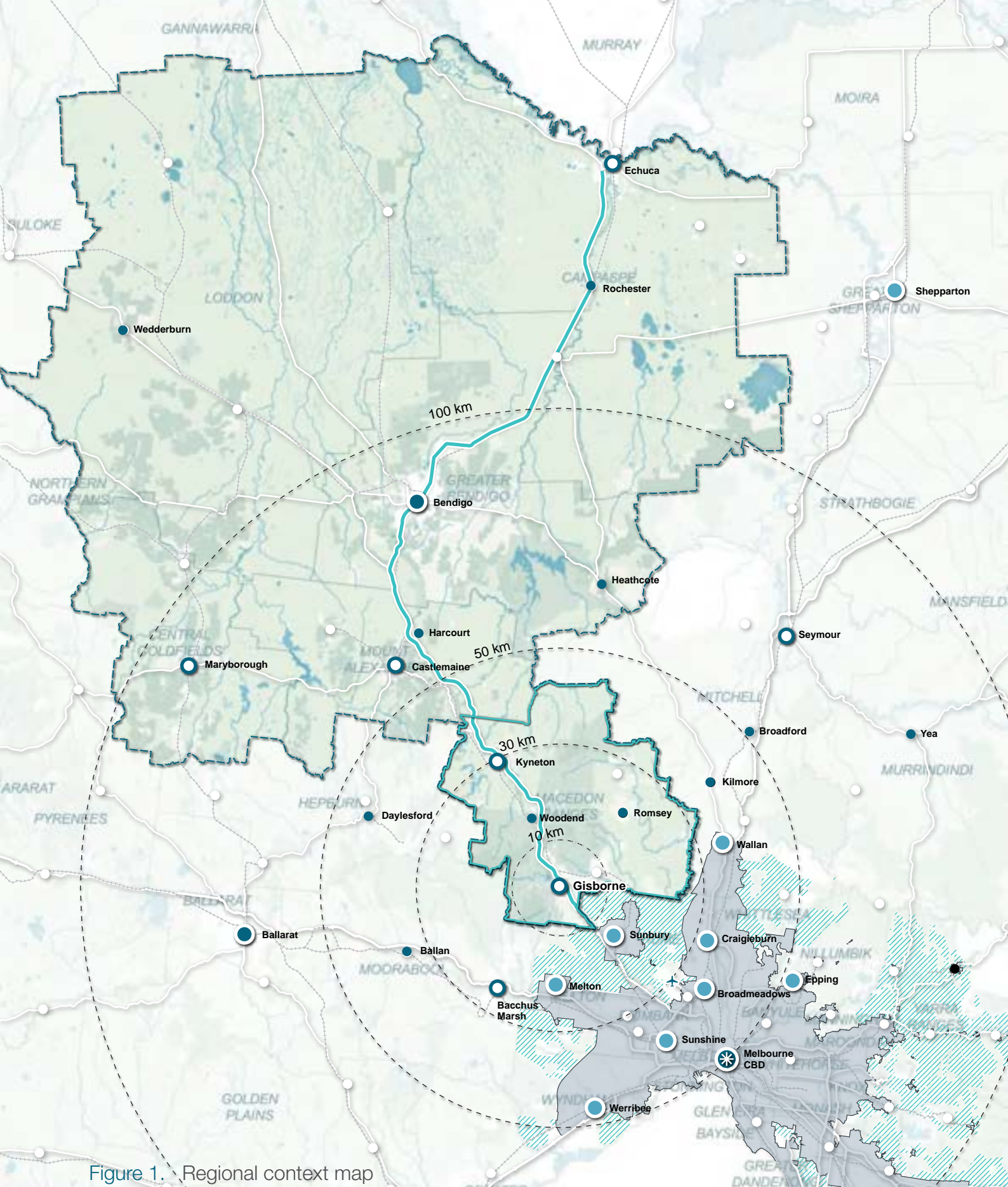


Figure 1. Regional context map

- | | |
|---|------------------------------------|
| Loddon Mallee region | Capital city |
| Macedon Ranges Shire | Metropolitan activity centre |
| Urban growth boundary | Regional city |
| Green Wedge Zone | Regional centre |
| Loddon Campaspe Regional Employment and Innovation Corridor | Towns and rural centres |
| | Smaller settlements and localities |

1.3. About Gisborne

Gisborne and surrounds lie within the traditional lands of the Wurundjeri Woi Wurrung people who have lived and traded here for thousands of years.

Gisborne grew as a wayside stop for travellers heading to the Central Victorian gold fields. The road from Melbourne followed the escarpment above Jacksons Creek and entered the valley in a series of turns to a low point within the valley. The original village was laid out on a formal grid with wide tree lined streets and confined to the inner slopes of the Jacksons Creek Valley on the south side of the creek.

The railway line was constructed to service the goldfields in the 1850s. It follows the northern edge of the escarpment from Sunbury, avoiding the difficult topography of the valley and following the gentler terrain to the north. The station at New Gisborne was constructed along this line and the smaller village of New Gisborne evolved in proximity to the station.

Today, Gisborne and New Gisborne form the Gisborne Regional Centre as a single community that shares facilities and resources and acts as a district hub to nearby smaller settlements and rural areas. The township offers a diversity of retail and community services, recreational and cultural facilities and is a focus area for economic and employment growth in the region.

Gisborne's location approximately one hour from Melbourne or Bendigo makes the town a popular choice for commuters, families and those seeking a well-connected semi-rural lifestyle.

1.4. Study area

The study area for the Gisborne Futures Structure Plan includes all land within the existing Gisborne and New Gisborne town boundary, and the investigation areas for township growth as set out on Figure 2 on page 13.

The current township boundary contains over 1,500ha of land and extends 5.6km from Gisborne Station in the north along the central spine of Station Street / Aitken Street and Mount Gisborne Road to the southern boundary near the base of Mount Gisborne.

The main town centre sits within the Jacksons Creek Valley and is structured around a commercial grid and a meandering parkland corridor that aligns with Jacksons Creek.

Residential areas that are predominantly low density and semi-rural in character extend across the volcanic plateaus above the creek valley. Densities range from 1 - 2 dwellings per hectare (dw/ha) in low density residential areas, 5 -10 dw/ha in larger lot subdivisions and between 10 -15 dw/ha in contemporary residential areas. There is some higher density housing (15-20 dw/ha) near the station, and a number of multi-unit and dual occupancy developments have occurred around the Gisborne town centre and in some of the older neighbourhoods.

The investigation areas for township boundary expansion were nominated in the Gisborne Futures Phase 3 Consultation Report (August 2022). At the August 2022 Scheduled Council Meeting Council endorsed the proposed draft boundary for further investigation.

This report includes references to the Gisborne District SA2 statistical area. SA2 areas are defined by the Australian Bureau of Statistics (ABS) as regions that interact socially and economically and represent the functional areas from which people come to access township services. SA2 areas are used by Victoria in Future (VIF) and Forecast ID for demographic profiling. The Gisborne District SA2 area includes the rural localities of Bullengarook and South Gisborne.

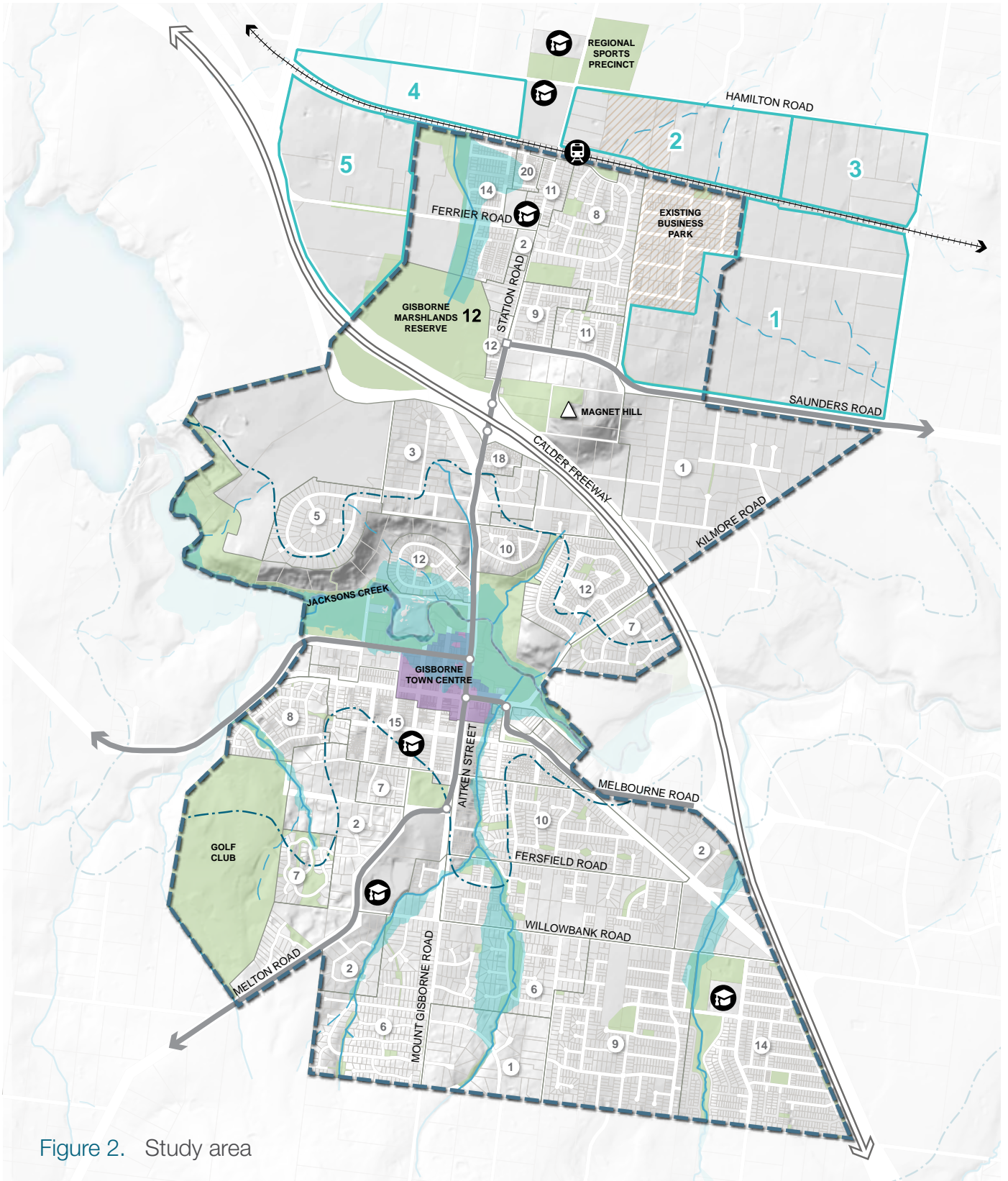














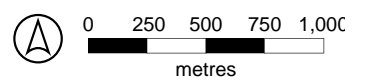


Figure 2. Study area

- | | |
|---|--|
|  Existing township boundary |  Gisborne town centre |
|  Township boundary investigation areas |  Industrial land |
|  Railway |  Residential neighbourhoods |
|  Freeway |  Existing residential densities (dwellings per hectare) |
|  State arterial roads |  Railway station |
|  Open space |  Existing schools |
|  Flood prone land (1/100 ARI) | |
|  Jacksons Creek Valley landscape | |



1.5. Township character

Gisborne's township character is highly valued by the community, many who are drawn to the beautiful wide streets lined by mature deciduous trees, mountain views to the north and south, generous open spaces and village atmosphere. These elements contribute to the beauty of the township, and its unique sense of place.

Planning for Gisborne in the past has focused on the concept of the 'village in the valley' with the commercial township confined to the central grid and preservation of the escarpment landscape to provide a sense of township containment within the valley.

The key elements that influence Gisborne's character include:

- a clearly defined commercial town centre that is compact with a pedestrian scale streetscape and a diverse mix of local businesses
- township edges that are legible and mark the transition from open rural or forested landscapes
- entrance roads and linear viewing corridors that provide memorable entry experiences
- outward views that provide visual connection to the surrounding landscape and containment of the older township within the valley landscape
- historical features including buildings, broad avenues and streetscapes that provide a sense of identity and connection to township heritage
- wide streets lined with stunning, mature canopy trees
- distinctive, large lot and 'semi-rural' residential neighbourhoods
- a distinct separation between the Gisborne town centre and New Gisborne to the north, with the Calder Freeway, Gisborne Marshlands and Magnet Hill forming a rural break in between
- community facilities, sporting grounds and parkland and bushland reserves within the town centre forming a 'village green'.



1.6. Planning context

State planning policy

Distinctive Areas and Landscapes

In 2018 the Macedon Ranges was the first local government area to be declared a Distinctive Area and Landscape (DAL) under Part 3AAB of the Planning and Environment Act 1988.

This legislation identifies the Macedon Ranges Shire as an area of outstanding environmental and cultural significance to be protected. It acknowledges the unique environmental, productive and scenic qualities of the landscapes and recognises the pressure on these from urban encroachment due to its proximity to Melbourne and other regional cities.

Macedon Ranges Statement of Planning Policy

The Macedon Ranges Statement of Planning Policy (SPP) implements the DAL legislation and provides protected settlement boundaries (PSB) with objectives and strategies for landscape, environment and cultural heritage protection. This structure plan will define a PSB for Gisborne and New Gisborne.

Loddon Mallee South Regional Growth Plan (2014)

Gisborne is targeted for new growth and will develop its role as sub-regional employment and service centre to smaller settlements. Planning for Gisborne will need to consider bushfire risk and potential flood hazards.

Plan Melbourne (2017 - 2050)

Plan Melbourne identifies Gisborne as having potential for growth, including more housing and employment-generating development. It notes that development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl.

Plan Melbourne introduces a 20-minute neighbourhood concept placing emphasis on the role of town centres to provide access to food and services such as health facilities, schools and entertainment to meet daily needs of the community within a 10 minute walk from home (or a 20 minute round trip).

The structure plan has been prepared to align with numerous State planning policies, including (but not limited to):

Clause 11.01-1S (Settlement)

Plan for development and investment opportunities along existing and planned transport infrastructure.

- Encourage a form and density of settlements that supports healthy, active and sustainable transport.
- Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Clause 11.02-1S (Supply of urban land)

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.

Clause 11.02-2S (Structure planning)

- Undertake comprehensive planning for new areas as sustainable communities that offer high-quality, frequent and safe local and regional public transport and a range of local activities for living, working and recreation
- Protect and enhance areas of natural and cultural significance.
- Assist the development of walkable neighbourhoods.
- Facilitate the use of active and sustainable transport modes.
- Facilitate the logical and efficient provision of infrastructure.
- Incorporate integrated water management and urban greening.

Clause 11.03-1S (Activity centres)

- Encourage a diversity of housing types at higher densities in and around activity centres.
- Improve access by walking, cycling and public transport to services and facilities.
- Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Local planning policy

Municipal Planning Strategy

The settlement hierarchy in Council's Municipal Planning Strategy (MPS) recognises that Gisborne and Kyneton continue to be the major population and employment centres for the shire and provides the strategic direction to focus growth in these two regional centres.

The MPS highlights that the character and heritage of the shire's towns is renowned, and that heritage buildings and streetscapes contribute to the amenity and character of the townships.

The vision for the shire at Clause 02.02 is that it remains predominantly rural, with a hierarchy of settlements set in an attractive and productive rural environment. The vision includes that:

- development complements the nature and character of the rural landscapes of the shire
- development occurs in an orderly and sustainable manner, maintaining clear distinctions and separations between settlements
- a diverse range of residential and commercial opportunities is to be provided in appropriate locations, and growth is generally to be directed to the transport corridors including the Calder Freeway and the railway line
- economic growth and development is encouraged to deliver jobs and reduce escape expenditure.

The role the shire plays in maintaining a non-urban buffer to the edge of the Melbourne metropolitan area is recognised.

Clause 02.03-1 contains strategic direction to focus growth in the regional centres of Gisborne and Kyneton, while also recognising that balancing growth with the community's desire to maintain the semi-rural village character, while also providing for sustainable development, is a key challenge for Gisborne.

The primary strategic directions for Gisborne and New Gisborne are to:

- manage urban growth and development in a co-ordinated and environmentally sustainable manner that respects the established semi-rural village character, natural setting, topography and view lines of the area
- 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
- ensure development occurs in a sequential manner allowing for the efficient and timely provision of social and physical infrastructure, and integration with existing development.

1.7. Community consultation

The structure plan has been influenced by 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).
- Gisborne Futures Phase 4 Consultation Report (MRSC, 2024).

1.8. Population and housing snapshot

At the time of the 2021 census the Gisborne District (SA2) had just over 14,200 people, and over 5,000 homes. The district grew by over 3,000 people in the 10 years between 2011 and 2021, a growth rate of 2.5% per year. If the annual average growth rate was to average at 2.2% between 2023 – 2051 (28 years) the Gisborne District could reach 27,000 people, or 31,000 in a higher-growth scenario.

Gisborne is a popular place to raise a family. Young families make up the majority of new residents and parents and families with children and teenagers make up the largest portion the Gisborne community.

Gisborne's housing stock suits this demographic with large, detached homes, most with three bedrooms or more, making up most dwellings. The availability of greenfield land is particularly attractive to young families and second homeowners.

The next biggest cohort is empty nesters and people above the age of 50, and there are fewer young adults (under 35). This reflects generational change with younger adults moving away to access education and begin their careers, while the parents and home builders of the previous decade or two remain in the family home.

Recent population projections anticipate the Gisborne community will be home to between approximately 18,000 and 20,000 residents by 2036 (based on current trends and existing land supply). Age structure forecasts anticipate Gisborne will grow across all age groups, with a 27% increase in population under working age, 21% increase in population of retirement age, and a 51% increase in population of working age.

Household sizes currently average at 2.8 people per house, but nearly 50% of homes contain only one or two people. The trend towards smaller household sizes is also attributed to Millennials (born 1980-2000) who are having babies later in life than the previous generation and are also having fewer children. There has also been an increase in couples without children, and lone-person households. It is anticipated that this trend in household sizes will remain steady over the next 15 years.

Detached homes form 91% of housing stock, and 92% of these contain three or more bedrooms. This lack of diversity means there is limited opportunity for older people to downsize from large family homes and remain in town, or for single people or first home buyers to enter the housing market.

36% of homes are owned outright, and 48% are mortgaged. Renters occupy 14% of homes, and 1% of these are provided by social or community housing providers.

In Gisborne, the median house price doubled between 2012 and 2018, and in 10 years has risen 160% from \$429,500 in 2012 to \$1,125,000 in 2022. Current house prices make it very difficult for anyone on an average wage to enter the housing market, particularly for key workers who provide essential services for the town.

Local employment, employment retention rates and business numbers have increased in recent years, a sign of strong economic performance in the context of the economic disruption caused by the COVID pandemic. Jobs and business growth has been primarily driven by the health, education, food and accommodation, construction and professional services sectors.

Gisborne's employment catchment extends to other towns in the region including Riddells Creek, Macedon, Woodend, Romsey and Sunbury. 47% of people who work in Gisborne also live in Gisborne, and 29% of workers live in Sunbury or elsewhere in the Macedon Ranges, with 24% travelling from elsewhere.

The close proximity to Melbourne coupled with a strong transportation network (Calder Highway and regional rail) make Gisborne an attractive location for commuter residents. Of employed people in Gisborne, 29% work in town while 71% travel to work elsewhere.

Population forecasts



Gisborne District SA2



2021 population

Gisborne district (SA2) ABS 2021



2036 Forecast

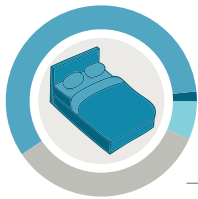
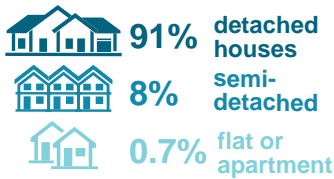
VIF 2023 / Forecast.id 2022



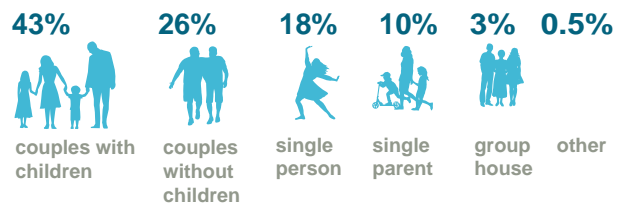
2050 estimates

2.2% growth rate or high dwelling demand rate.

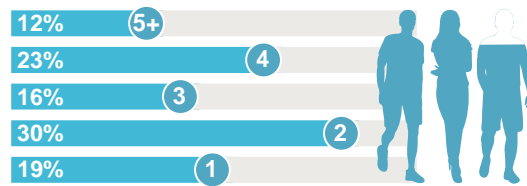
Housing types



Household structure

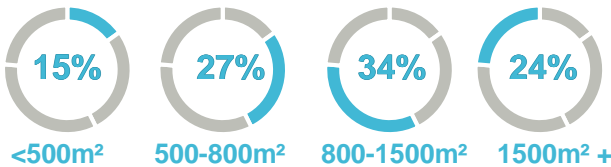


Number of people per home

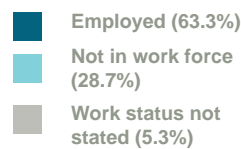


Average 2.8 people per household

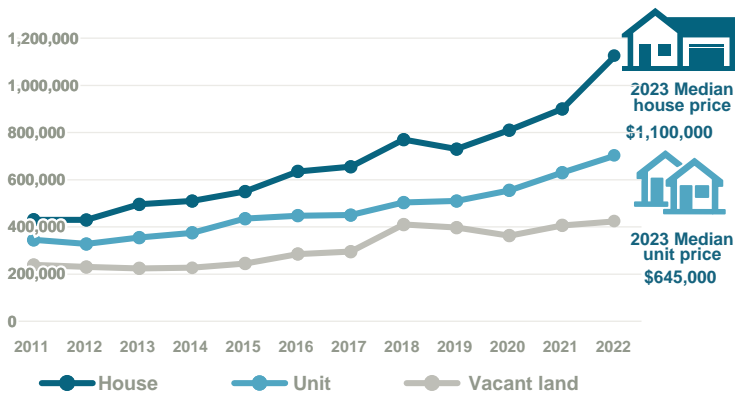
Lot size distribution



Employment status

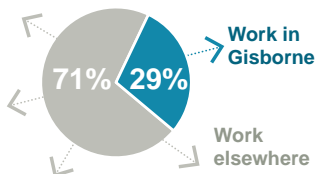


Gisborne's house price growth

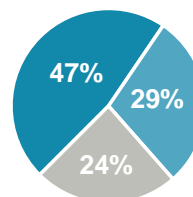


Job containment

Of employed residents in Gisborne 29% work in town while 71% travel elsewhere



Workers place of residence



47% of people who work in Gisborne also live in Gisborne.

29% of people who work in Gisborne live in Sunbury or elsewhere in the Macedon Ranges.

24% of people who work in Gisborne travel from elsewhere.

1.9. Drivers of change

Gisborne as a regional centre

State and local policy nominates Gisborne as a regional centre where growth is to be managed and supported.

The SPP reinforces the role and function of settlements through a settlement hierarchy that informs future direction to accommodate housing, employment and services to meet community needs and promote jobs, investment and infrastructure delivery.

As a regional centre Gisborne is to be a focus for higher-order services and amenities for surrounding rural communities and smaller settlements.

Setting a protected settlement boundary

The SPP requires that long-term protected settlement boundaries be set around townships with capacity for growth in the Macedon Ranges Shire, to conserve and enhance significant landscape features, biodiversity, ecological values and 'working' rural landscapes.

Population change

The Gisborne District has experienced ongoing population growth in recent years and is projected to continue growing at a rate of 2.3% per year, increasing from 14,222 residents in 2021 to over 20,100 by 2036 (Forecast.id, 2023).

If a 2.3% growth rate remains consistent, the district population could reach 27,000 people by 2050.

The structure plan will ensure that housing, services, and infrastructure are provided while protecting the character of the natural environment and landscapes surrounding the town.

Realising the potential of New Gisborne

As a community, Gisborne and New Gisborne are strongly linked, but they are physically separated.

New Gisborne has the advantage of a railway station, but limited local shopping and services which means residents largely have to drive into the Gisborne town centre, contributing to congestion and car dependency.

There is an opportunity to focus new growth in the precinct surrounding the New Gisborne train station, to develop a self-contained community serving new and existing residents, while easing the pressure on the Gisborne town centre and Station Road.

Climate change

Climate change is one of the most significant challenges of our time and is no longer an abstract concern for future generations – it is an issue that is affecting Australians now. The consequences of increasing temperatures, changed rainfall patterns and increases in the frequency and intensity of extreme weather events are being experienced more often, by more people, in more locations.

Planning is required to set the framework for sustainable urban development that is designed to mitigate the impacts of climate change and adapt to harsher conditions including a hotter and drier climate and more frequent storms, floods and bushfires. Responses include:

- providing new housing within walking or cycling distance to shops, jobs, services and public transport to reduce transport emissions and enable development of a resilient and connected community
- facilitating infill development which can reduce environmental and economic costs by building on existing services and infrastructure
- avoiding low density sprawl in favour of more compact and efficient urban form
- planning for communities that are resilient to the impact of climate change, including designing for flood, fire, drought and storms
- requiring new developments to be underpinned by Environmentally Sustainable Development (ESD) principles.

Housing affordability and diversity

Gisborne has a lack of housing diversity and poor housing affordability with over 91% of homes being single dwellings on large lots, and a median house price of over \$1.1 million (2023).

High housing costs makes it difficult for key workers such as teachers, early childhood educators, healthcare and emergency service workers to live close to their workplace. Long commutes increase the cost of living and impact physical and mental health, while businesses and service providers may struggle to attract and retain staff who cannot afford to live nearby.

The structure plan can help to address housing affordability by identifying areas appropriate for greater housing density and diversity to increase housing choice.

This complements other social and affordable housing measures delivered by State and Federal Governments and the not-for-profit sector.

Economic growth

Gisborne's location at the gateway to the Loddon Campaspe Regional Employment and Innovation Corridor provides regional strategic support for delivery of future employment land that can open up opportunities for economic growth and job creation, close to where people live.

2. Vision

In 2050, Gisborne and New Gisborne will be a thriving regional centre that provides a range of housing, employment and lifestyle opportunities for a diverse and inclusive community.

A protected settlement boundary (PSB) will cater for future growth, define areas protected for environmental conservation and landscape value and preserve the rural character and rural setting of the township

Respect and understanding of the town's rich cultural history and values of traditional owners will be celebrated and form part of the town's identity.

The town centres will be inviting places for people to meet, explore and do business in a safe, attractive and pedestrian-friendly environment.

The growth of creative and innovative businesses and a diverse mix of local job opportunities will allow residents to live and work locally.

New development will contribute to the defining village character and the environmental, landscape and heritage values of the town, and be designed to function well under forecast climate scenarios.

Future communities will have convenient access to services and facilities and an accessible environment that is connected by a network of pedestrian and cycle paths.

Lifestyle opportunities will be provided for all ages, abilities and cultures to ensure that existing and future generations can live within a connected, sustainable and vibrant community.

2.1. Delivering the vision

Gisborne and New Gisborne will develop as two distinctive town centres that will complement each other through provision of a range of services and facilities, and reduce the need for all residents to travel into the town centre by private vehicles.

The Gisborne town centre will continue to grow as the primary town centre which provides a range of integrated land uses and is enhanced through place-based activation and amenity improvements, while New Gisborne will become a vibrant, self-sufficient and sustainable community that provides for the daily needs of residents within a compact, walkable catchment, set against the magnificent backdrop of the Macedon Ranges.

The Gisborne Business Park will provide for long-term employment growth, with clear guidelines to protect the amenity of surrounding areas

The structure plan seeks to concentrate residential densities and avoid outward sprawl to facilitate the development of a sustainable community that respects the surrounding landscape and environmental values while providing housing that is inclusive and financially accessible for a broad cross-section of the community, including young people, older people, single people and key workers.

The structure plan boundaries take into account the sensitive environmental and landscape values of the surrounding rural area, while ensuring there is sufficient land within the protected settlement boundary to future-proof longer term expansion of employment and residential opportunities, beyond the life of the plan.

2.2. Guiding principles

Protected settlement boundary

Establish a protected settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne and New Gisborne.

Activity centres

Plan for the development of Gisborne and New Gisborne as vibrant and attractive town centres that are complemented by a network of accessible local destinations.

Housing

Provide inclusive and diverse housing including options that are accessible for a range of ages, household structures and affordability levels in locations with good access to services and infrastructure.

Ensure that new development makes a positive contribution to the sense of place and responds to the existing or preferred future character.

Economic and employment growth

Increase opportunities for economic growth, business development and local employment so people can live close to where they work.

Heritage and culture

Identify, protect and celebrate important elements that contribute to Gisborne's unique post-contact and Aboriginal cultural heritage.

Landscape, open space and environment

Enhance landscape, open space and environmental values through connected green spaces, protection of important landscape features, and integration of biodiversity values while planning for more resilient and sustainable communities that can withstand the effects of a changing climate.

Movement and transport

Provide safe and accessible walking and cycling infrastructure and an efficient public transport system that provides a convenient alternative to private vehicles.

Community infrastructure

Strengthen community services and facilities, and ensure these are delivered for the existing and future people of Gisborne and New Gisborne, and the surrounding district.

Utilities and sustainable development

Sequence and deliver sustainable development in collaboration with development proponents, State Government departments and servicing authorities.

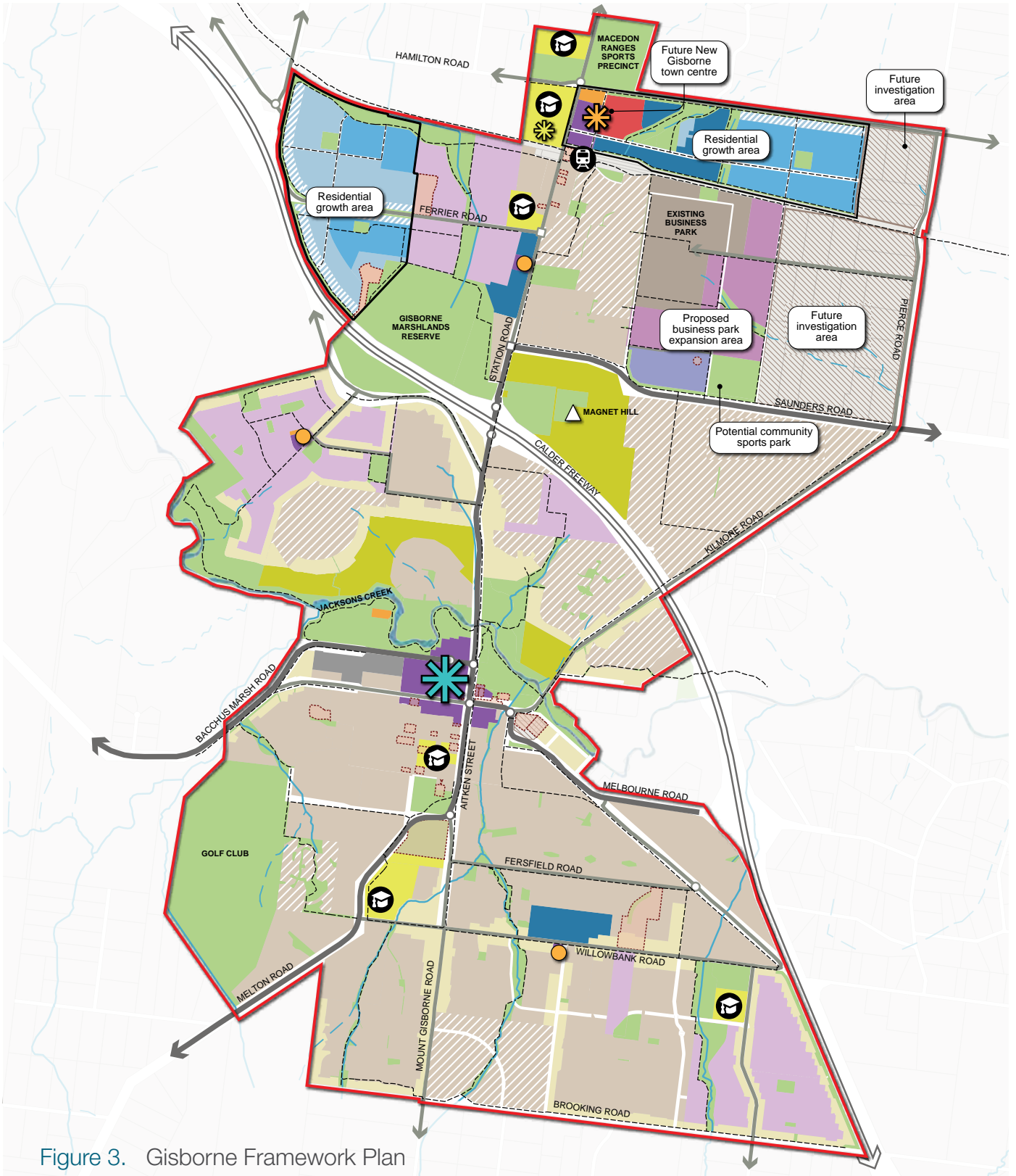
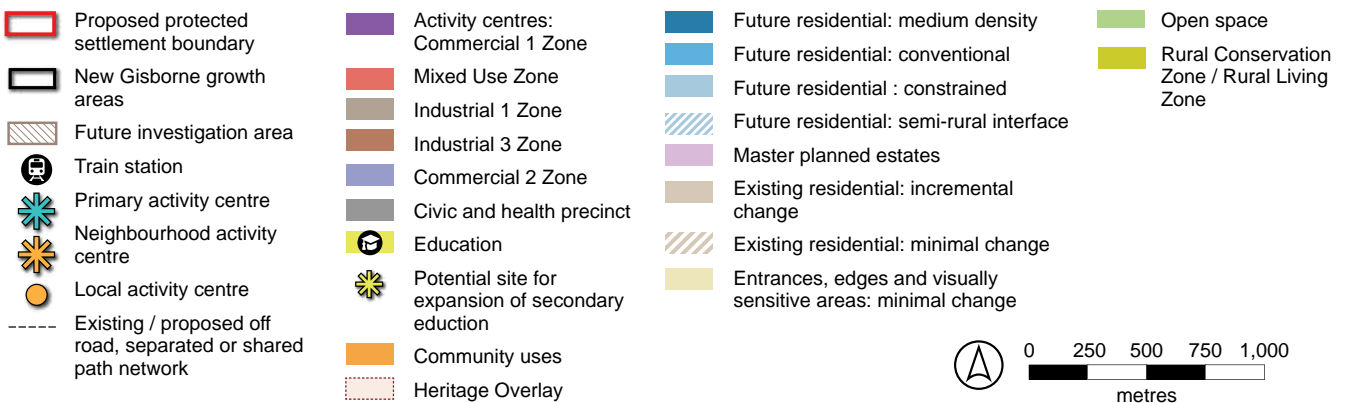


Figure 3. Gisborne Framework Plan



3. Protected settlement boundary

Establish a protected settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne and New Gisborne.

The SPP identifies the need to set a long-term PSB for Gisborne.

The purpose of the PSB is to protect rural landscapes, provide an open setting to the Macedon Ranges and other significant landscape features and maintain rural breaks between townships.

The PSB isn't set to meet population targets or a set number of dwellings. These are tested through the structure plan growth scenarios to ensure that the proposed PSB provides for the continued growth of Gisborne as a regional centre with sufficient land supply for housing and employment to 2050 and beyond.

Protection of landscape and environmental values need to be at the forefront of setting a PSB, and this needs to be based on whether the land possesses any of the distinctive attributes that the SPP is seeking to protect.

The proposed PSB along Hamilton Road protects the visual and environmental values of the landscape to the north, while providing an opportunity to facilitate a transit-oriented development in New Gisborne between the train line and Hamilton Road, on less visually sensitive and highly modified Rural Living Zoned land.

The current township boundary is retained to the south of Brooking Road to preserve rural views, avoid development further crowding the lower slopes of Mount Gisborne and to maintain the rural breaks between metropolitan Melbourne and Sunbury.

To the west of Bacchus Marsh Road outward views to the rural landscapes are to be preserved, development on the floodplain avoided and the values represented through the Rural Conservation Zone (RCZ) and Vegetation Protection Overlays (VPO) are upheld.

The proposed boundary to the east of New Gisborne is formed by Pierce Road. This avoids the low rise of Hay Hill and maintains the open rural landscape and views to the north of Saunders Road from further fragmentation as represented through Design and Development Overlay Schedule 13 (DDO13) and the rural break between Gisborne and Riddells Creek.

The RCZ is retained over the Jacksons Creek valley landscape throughout the township and to the east to protect the visual qualities of the landscape.

Cultural heritage values are recognised and will be celebrated through the careful planning and design of new communities.

Flood prone land has been avoided, as has land included in the Environmental Significant Overlay Schedule 4 (ESO4) for protection of water catchments.

A landscape scale bushfire assessment has confirmed that the south of Gisborne has greater bushfire risk than New Gisborne and at a settlement scale should not be prioritised as the direction for growth. In the broader context, New Gisborne is considered to be a lower-risk area to focus outward growth.

Rural living land is retained within the PSB as future investigation areas to allow for development in the longer term, beyond the horizon of this structure plan.

Objectives

To provide clear limits to township growth and protect the landscape, environmental and cultural heritage values of the landscape surrounding Gisborne and New Gisborne.

To maintain a rural break and separation between townships.

Strategy

- Manage future township growth within the proposed protected settlement boundary as set out in the Gisborne Framework Plan at Figure 3.

Action

- A 1. Amend the Macedon Ranges Statement of Planning Policy to include the proposed protected settlement boundary for Gisborne.

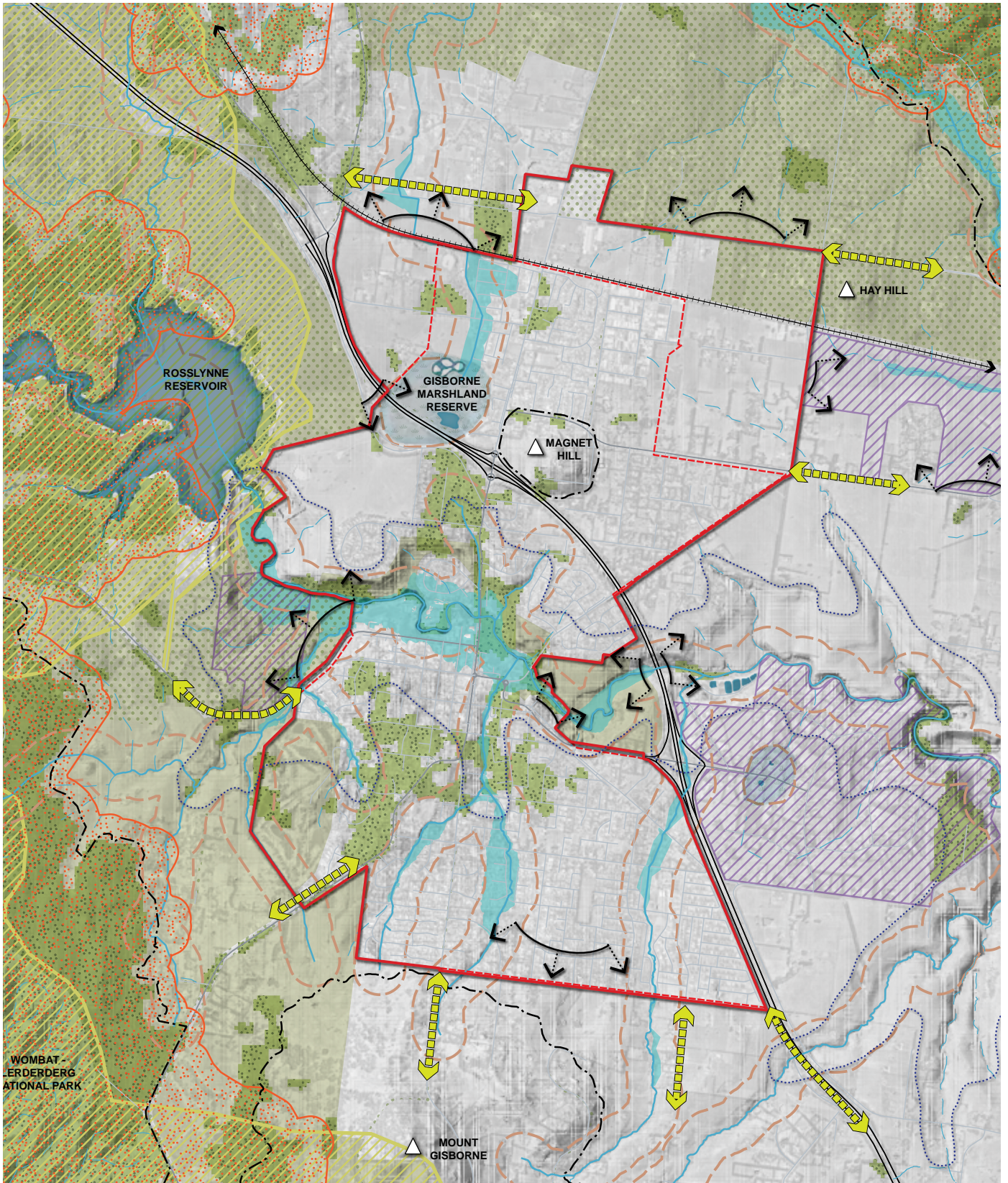


Figure 4. Proposed protected settlement boundary

- | | | | |
|--|---|--|--|
| | Proposed protected settlement boundary | | Rural Conservation Zone |
| | Existing township boundary | | Design and Development Overlay |
| | Significant landscape areas | | Environmental Significance Overlay |
| | Landscape features | | Vegetation Protection Overlay |
| | Jacksons Creek valley | | Aboriginal cultural heritage sensitivity |
| | Key views | | Forested areas |
| | Maintain rural breaks between townships | | Flood prone land |

4. Land supply and demand overview

4.1. Population scenarios

Population scenarios 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 sufficient land zoned within the proposed PSB to meet the 2050 planning horizon.

Table 2. Population scenarios

Scenario	Description	Additional pop.	Total pop.
Low (2036)	Existing supply - this is the growth that the town will see in the short - medium term (to 2036) based on existing land supply, predominantly focussed in Gisborne. This figure aligns with recent population projections anticipate the Gisborne community will be home to between approximately 18,000 and 20,000 residents by 2036.	Approx. 4,900*	19,800**
Medium (2051)	If the annual average growth rate of 2.2% were to remain steady over the next 25 years.	Approx. 12,000	27,000
High (2051)	If the high dwelling demand rate of 200 lots per year as estimated by DTP's Urban Development Program (UDP, 2022) is realised, it could mean approximately 31,000 residents by 2050.	Approx. 16,000	31,000

*Figure uses 2024 vacant land supply update (1,751 lots) and average household size of 2.8 people.

**Figure adds additional population to the 2023 estimate residential population of 14,900.

Dwelling demand ranges

Annual dwelling demand ranges have been informed through the Residential Land Demand and Supply Assessment (RLDSA, 2020) and the State Government's Urban Development Program (UDP, 2022).

Table 3. Dwelling demand rates

Source	Annual dwelling demand rate
UE – RLDSA (2020)	130
UDP (low range)	160
UDP (high range)	200

4.2. Future housing supply

Existing vacant land supply

In 2023 the Estimated Resident Population for the Gisborne District (SA2) was 14,905.

There is an estimate 1,751 vacant residential lots in 2024, or homes for approximately 4,900 people (at an average household size of 2.8 people), which will bring the district population to around 19,800. This falls within the mid-range of forecasts provided by VIF 2023 (18,000) and Forecast.id 2023 (20,000).

At a demand range of 130 – 200 lots per year, this could provide between 13.4 to 8.7 years worth of housing supply.

New Gisborne growth areas

For the medium to longer term housing supply, the structure plan seeks to accommodate the majority of new housing within a compact, sustainable community with an activity centre that meets most of the daily needs of residents. Creating a strong local catchment of between 8,000 -10,000 people is recommended to support the development of a diverse, vibrant and viable NAC.

At the 2021 Census there was an estimate population of 2,600 people in the New Gisborne postcode. There are approximately 157 lots currently planned or under development, plus a retirement village, which could see the population increase by around 900 people in the short to medium-term, reaching 3,500 people.

Accommodating a large percentage of the additional population of 6,500 required to meet the medium range growth needs in New Gisborne will ensure the optimal recommended catchment of 8,000-10,000 people is achieved. This would require approximately 2,300 homes, which would equate to an additional 11 to 17 years worth of dwelling supply using the current demand ranges, or 19 to 30 years overall if existing supply is included.

To achieve the population range the structure plan nominates minimum density targets of 50 to a maximum of 75 dw/ha in 'medium density' areas and the mixed use precinct, and 15 to a maximum of 35 dw/ha in 'conventional' areas. In addition to these, there are some areas that are constrained by existing vegetation, heritage values, visual values or fragmented land ownership which will require further detailed assessment and precinct planning work to determine future housing supply.

Low density interfaces are also proposed at township entrances and edges to retain a 'semi-rural' character and ensure that bushfire risk mitigation measures can be accommodated through design of the precinct.

Infill capacity and development opportunity sites

There are approximately 1,474 existing residential lots that have some form of capacity to accommodate additional dwellings. If past trends of approximately 20 infill dwellings per year remain consistent then uptake of this capacity could provide an additional 600 lots over the lifetime of the plan which would equate to another 3 - 5 years of supply, noting that the take up of this capacity is less certain.

There are potentially over 1,000 larger lots that could accommodate an additional home or small second dwelling in backyards without demolition of the existing home. It is also less certain how this capacity could translate to supply through the uptake of these opportunities as there has been minimal development of this type in the town to predict future trends on.

Key opportunities for additional housing are identified as:

- undeveloped sites with infill capacity near local activity centres
- upper levels of new developments on opportunity sites in the Gisborne town centre
- development of a sustainable community in New Gisborne through targeted expansion onto greenfield sites and promotion of mixed use around a new NAC.

4.3. Retail, commercial and employment land

Activity centre floorspace

The Gisborne town centre has over 12ha of Commercial 1 Zoned land. This supports approximately 50,000 sqm of floorspace, 30,000 sqm of which is retail floorspace and 18,000 sqm of commercial floorspace, with the balance of floorspace including other uses (UE, 2020).

Retail modelling prepared for Gisborne in 2018 estimates that the town centre could support an additional 11,000 sqm of retail floorspace over the period 2018 to 2036. This floorspace would generally require approximately 2.5 – 3 ha of land within commercial zones. In addition, commercial floorspace projections show that around 7,000 to 8,000 sqm of floorspace is likely required to 2036 to support the commercial sector, which would support in the order of 1 to 1.5 ha of commercial land at traditional densities (UE, 2020).

The bulk of this demand should be catered for within the existing town centre. There is limited vacant land in the Commercial 1 Zone. In 2024, approximately 0.6 ha of vacant land remains which could provide 2,400 sqm of commercial or retail floorspace at traditional densities (40% site coverage).

To maintain a compact, walkable centre and avoid outward expansion of commercial land along entrances and town gateways, additional floorspace will primarily need to be delivered through development of vacant sites and encouraging intensification of other development opportunity sites. This may result in greater development of commercial floorspace at upper levels, with ground levels primarily used for retail purposes.

In the medium to long term, opportunities in the existing town centre are likely to be limited, warranting consideration of rezoning new land to support retail and commercial development either at the fringe of the town centre or within a designated urban growth area.

The structure plan seeks to focus new growth in the precinct surrounding the train station, schools and sports precinct in New Gisborne, and to deliver a neighbourhood activity centre/NAC that provides shops, jobs and services to meet the daily needs of residents within a compact, walkable catchment.

The need for an activity centre in New Gisborne is heightened by the distance to the town centre (2-3km) and the barriers to movement created by the train line, freeway and steep topography which all challenge access by active transport modes.

The structure plan provides a site for neighbourhood-scale retail as well as a range of civic, community, employment and education uses that are encouraged to co-locate by planning policy.

An updated retail assessment (UE, 2023) estimates that 15,000 sqm of retail floorspace will be supportable across the township to 2051. Of this, approximately 7,350 sqm can be supported in the New Gisborne NAC, anchored by a 3,000 sqm full-line supermarket (the balance of 7,650 sqm is attributed to the Gisborne town centre). Half of the projected commercial floorspace for the township (eg 3,500 sqm) has been factored into the land requirements for the NAC.

New Gisborne has a small but emerging tourism and events role, with smaller scale accommodation and events spaces, active nearby. The ongoing provision of land suitably zoned to accommodate events, hospitality and visitor accommodation should be made, especially as part of the emerging New Gisborne cluster of such uses and within the town centre.

There is an opportunity to integrate mixed use development in the NAC, which could accommodate office and related business types in addition to the core retail and community services.

The structure plan provides a 4.6 ha Commercial 1 precinct in the New Gisborne NAC. This provides approximately 2.6ha NDA for town centre commercial uses, which could meet the projected demand with 10,400 sqm of commercial and retail floorspace.

Gisborne Business Park

There is 38 ha of Industrial 1 zoned land in the Gisborne Business Park. In early 2023, 6.2 ha of this was vacant. At a consumption rate of 0.9 ha per annum (net), the existing business park would be fully occupied in the next 6-7 years. In order to accommodate demand over the 30 year planning period, the business park should provide for:

- at least 25 ha of gross land (and up to 46ha under the higher growth scenario) to accommodate business growth over a 30 year period
- an allowance for Commercial 2 Zone (C2Z) land of approximately 5-10 ha which should be accessible (if not necessarily adjacent to) main road access.

The framework plan provides for 38 ha of Industrial 3 zoned land, and 9.98 ha of Commercial 2 zoned land to cater for this future growth.

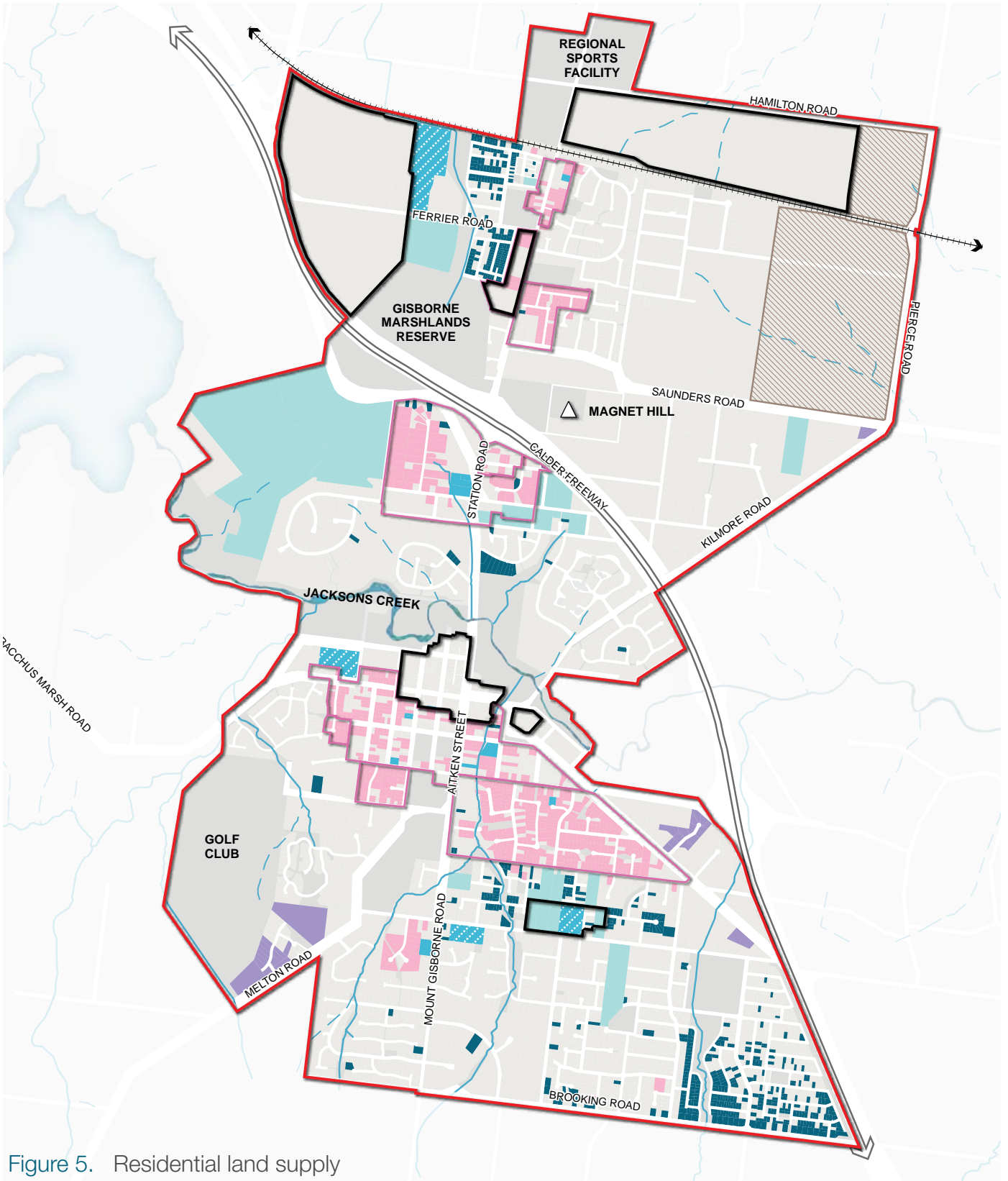
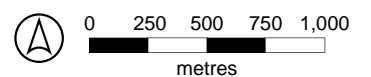


Figure 5. Residential land supply

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> Proposed protected settlement boundary Housing opportunity sites and substantial change areas Future investigation areas | <p>Existing land supply</p> <ul style="list-style-type: none"> Vacant residential land Approved development plan areas Vacant low density Potential infill site Proposed aged care / retirement living | <p>Housing capacity</p> <ul style="list-style-type: none"> Neighbourhoods with housing capacity Sites with housing capacity |
|--|--|---|



4.4. Open space and community facilities

Open space

The New Gisborne NAC is planned to be the focal point of new community that will benefit from access to the new Macedon Ranges Sports Precinct. This facility will meet current demand for sports parks but it is not expected to address the needs of a growing population. Upgrades to existing sports fields could address future demand in the short-medium term and 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.

A nominal 'community' level open space of nearly 2 ha is centrally located in the proposed medium density precinct adjacent to the NAC to provide residents with access to high quality social recreation space.

Open space offsets of 30m are provided along existing waterways for drainage, potential water treatment and retention, open space/recreational links and enhanced biodiversity outcomes. The width of these are nominated as a starting point in-line with Clause 12.03 -1S of the planning scheme.

Indicative 0.5 -1ha unencumbered open spaces are provided within residential areas to provide walkable access to local parks.

Landscape buffers and linear open spaces are nominated along edges and entrances, the Marshlands Reserve and along the train line to provide visual and landscape amenity, a transition to rural edges and active transport and recreation links. A landscaped mound is also provided along the freeway for acoustic and visual amenity.

These open space estimates are indicative and provided at a high level for land use planning purposes and to illustrate desired principles and outcomes for the precinct. These will be subject to further detailed design as part of development plan preparation for the precinct.

Community facilities

There is an identified shortage of community meeting spaces, arts and cultural spaces, youth spaces and senior citizens facilities. The gap in these services only increases with additional population growth.

The structure plan nominates a 1ha parcel for a community hub on the corner of Hamilton Road and Barringo Roads. The community hub can facilitate co-location of a range of services and programs, with the proposed location providing ready access to a number of primary schools and the Macedon Ranges Sports Precinct.



4.5. New Gisborne land budget

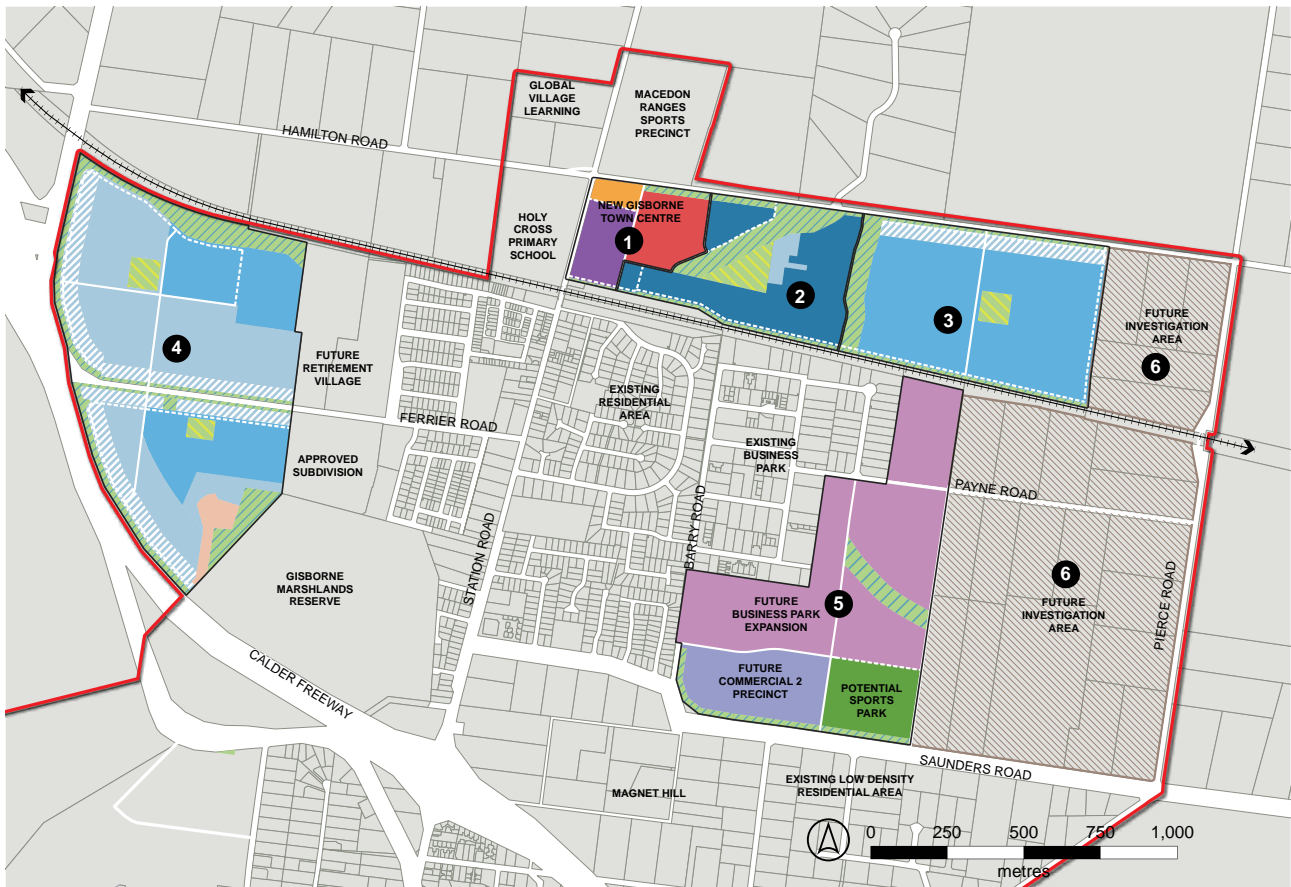


Figure 6. New Gisborne land budget

		Land Use	NDA ha	% total
	Proposed protected settlement boundary			
	Future investigation areas			
	New Gisborne growth areas: precinct boundaries			
Precincts				
1	Precinct 1 New Gisborne NAC	Commercial 1 Zone	2.7	1.27%
2	Precinct 2 New Gisborne Medium Density	Community	0.8	0.38%
3	Precinct 3 New Gisborne Conventional	Mixed Use Zone	4.6	2.16%
4	Precinct 4 Ferrier Road West	Future residential - medium density	12.7	5.97%
5	Precinct 5 Gisborne Business Park	Future residential - conventional	42.5	19.96%
6	Precinct 6 Future Investigation Area	Future residential - constrained	29.5	13.86%
		Future residential - semi-rural interface	12.9	6.06%
		Cathlaw Heritage Area	1.8	0.85%
		Open space - social recreation	4.2	1.97%
		Open space - active	6.4	3.01%
		Open space - encumbered	25	11.74%
		Future Industrial 3 Zone	33.1	15.55%
		Future Commercial 2 Zone	9.4	4.42%
		Roads and streetscapes	27.3	12.82%
Precinct total (gross ha*)			212.9	
*excludes investigation areas				

4.6. Precincts land budgets

Table 4. Precinct land budgets

Precinct 1 New Gisborne NAC		
Land Use	NDA ha	% total
Commercial 2 Zone	2.7	23.08%
Community	0.8	6.84%
Mixed Use Zone	4.6	39.32%
Open space - encumbered	0.5	4.27%
Roads and streetscapes	3.1	26.50%
Precinct total (gross ha)	11.7	

Precinct 2 New Gisborne Medium Density		
Land Use	NDA ha	% total
Future residential - medium density	12.7	53.59%
Future residential - constrained	1.1	4.64%
Open space - social recreation	1.6	6.75%
Open space - encumbered	4.7	19.83%
Roads and streetscapes	3.6	15.19%
Precinct total (gross ha)	23.7	

Precinct 3 New Gisborne Conventional		
Land Use	NDA ha	% total
Future residential - conventional	25.9	64.59%
Future residential - rural interface	2.8	6.98%
Open space - social recreation	1	2.49%
Open space - encumbered	4.1	10.22%
Roads and streetscapes	6.3	15.71%
Precinct total (gross ha)	40.1	

Precinct 4 Ferrier Road West		
Land Use	NDA ha	% total
Future residential - conventional	16.6	21.04%
Future residential - constrained	28.4	35.99%
Future residential - rural interface	10.1	12.80%
Open space - social recreation	1.6	2.03%
Open space - encumbered	10.8	13.69%
Open space - conservation	2	2.53%
Cathlaw Heritage Area	1.8	2.28%
Roads and streetscapes	7.6	9.63%
Precinct total (gross ha)	78.9	

Precinct 5 Business park		
Land Use	NDA ha	% total
Future Industrial 3 Zone	33.1	56.58%
Future Commercial 2 Zone	9.4	16.07%
Open space - active	6.4	10.94%
Open space - encumbered	2.9	4.96%
Roads and streetscapes	6.7	11.45%
Precinct total (gross ha)	58.5	

5. Activity centres

Plan for the development of Gisborne and New Gisborne as vibrant and attractive town centres that are complemented by a network of accessible local destinations.

Gisborne has traditionally evolved with the current town centre being the focus for retail, community and service uses. 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. This leaves many people little option but to drive to access these amenities.

Research has shown that residents living within convenient walking distance of local destinations, such as supermarkets, shops, parks and public transport, are more likely to choose walking as a transport option over driving.

The activity centre hierarchy in Gisborne will provide a network of places for people to shop, work and live, with access to a variety of goods and services at a range of scales.

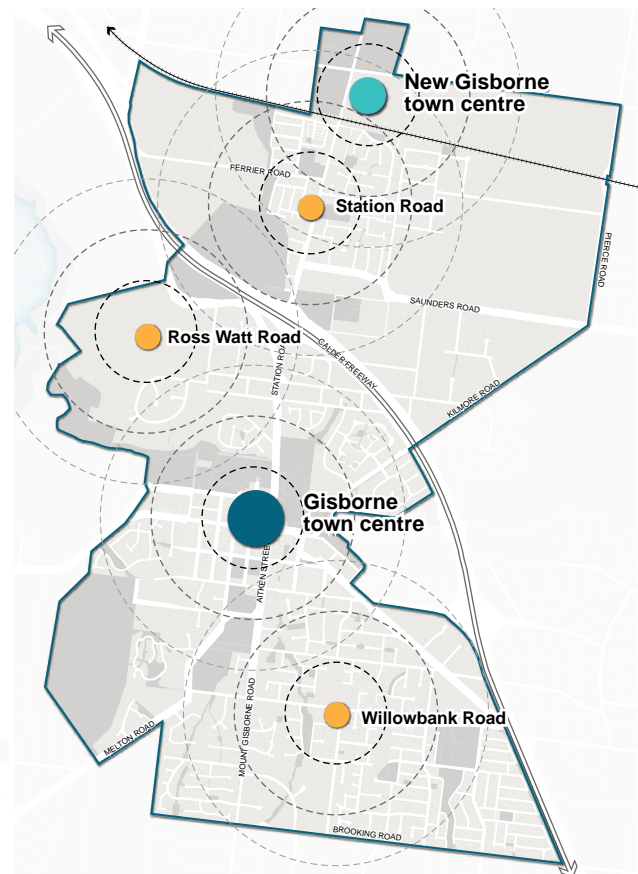
Key to this is providing an activity centre in New Gisborne that can perform a second 'town centre' role for the community, and a network of smaller, local centres that can serve as local destinations for existing residential areas.

Because of the expected longer-term time frames for delivery of the NAC in New Gisborne, a local activity centre (LAC) on Station Road is to provide convenience retail and ancillary shops and services and a local destination for the existing and emerging community in the short to medium term.

Table 5. Activity centre hierarchy

Activity Centre	Centre type
Gisborne town centre	Primary Activity Centre
New Gisborne town centre	Neighbourhood Activity Centre
Station Road, New Gisborne	Local Activity Centre
Willowbank Road	Local Activity Centre
Ross Watt Road Estate	Local Activity Centre

Figure 7. Activity centre hierarchy



5.1. Gisborne town centre

The Gisborne town centre will continue to grow as a vibrant and attractive town centre that provides a range of integrated land uses and is enhanced through streetscape activation and amenity improvements.

Gisborne's town centre is contained within the Jacksons Creek valley. The topographical change, wide streets lined by mature deciduous trees, mountain views to the north and south and generous open spaces all contribute to Gisborne's unique sense of place.

Gisborne is an important employment hub for local residents and the broader region. As the primary activity centre, Gisborne's town centre will provide the daily shopping needs for the local community and the surrounding rural area.

The local village character is influenced by the compact nature of the town centre and physical features including:

- a pedestrian-scale streetscape with generous footpaths, verandahs and established street trees
- a fine grain pattern of development that accommodates a diverse mix of local, small businesses
- community facilities, sporting grounds and parklands within the town centre.

There is opportunity and capacity in the Gisborne town centre to accommodate further housing by including shop-top residential development in the mix of retail, commercial and community uses.

Increasing the number of people living in the town centre will provide greater housing diversity, promote walking and street activity and support the viability of local businesses.

Large areas of surface car park have capacity to accommodate a greater mix of uses. They are relatively unconstrained by existing buildings and have existing access points that are clearly defined. There is also opportunity for renewal of existing sites, including the laneway environment of Heritage Way and consolidation of some of the older commercial buildings.

There is potential for light industrial uses north of Robertson Street to relocate to future Commercial 2 Zone (C2Z) or industrial land in the business park. This would provide opportunity for redevelopment of these sites for medium density, mixed use development appropriate to the town centre.



Concept image Brantome Street (looking north) (image courtesy of Ethos Urban).

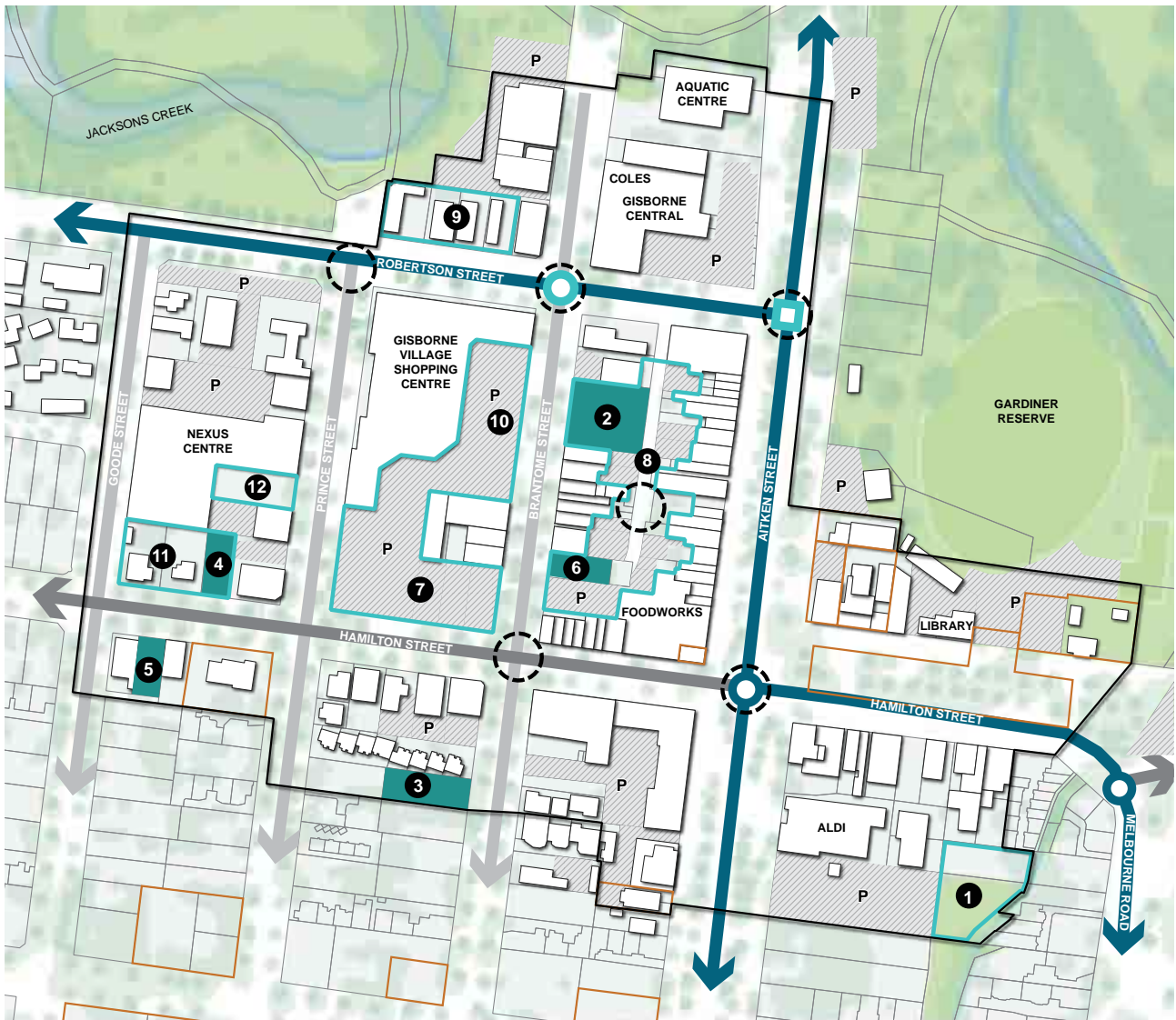


Figure 8. Gisborne town centre











-  Town centre boundary
-  Strategic redevelopment sites
-  Vacant sites
-  Car parks
-  Heritage Overlay
-  State arterial roads (DTP)
-  Connector roads (MRSC)
-  Local Roads (MRSC)
-  Intersections upgrades (roundabout/signals)
-  Priority focus areas for pedestrian safety upgrades

Table 6. Development opportunity sites

id	Type	Desc.	Area HA
1	Vacant - constrained	SUZ land adjacent to Bunjil Creek	0.3
2	Vacant	27 Brantome Street	0.2
3	Vacant	48 Brantome Street	0.1
4	Vacant	46 Hamilton Street	0.1
5	Vacant	49 Hamilton Street	0.1
6	Vacant	35 Brantome Street	0.1
7	Opportunity site	Surface car park	0.5
8	Opportunity site	Rear of sites - Heritage Way	0.5
9	Opportunity site	14 to 20 Robertson Street	0.3
10	Opportunity site	Surface car park	0.3
11	Opportunity site	48-50 Hamilton Street	0.2
12	Opportunity site	16 Prince Street	0.1
Total vacant			0.9
Total opportunity site			1.9
Total			2.8

Objectives

To strengthen the role of the Gisborne town centre as a local and regional destination that supports a wide range of activities, jobs and housing options.

To encourage residential development in the Gisborne town centre that provides opportunities for greater housing diversity, promotes walking and street activity, and supports the economic viability of businesses.

Strategies

- Support development that accommodates a mix of uses including main street retail, commercial and community uses, and complementary residential development.
- Ensure ground floor uses are reserved for retail, commercial and other uses that promote street-level activity, and locate residential and office-type uses on upper floors.
- Encourage co-working spaces and adaptive reuse of vacant retail shopfronts for start-ups, creative industries, and small enterprises.
- Support built form which provides opportunities for night-time dining, entertainment, arts, cultural and tourism uses.
- Direct light industrial, trade supplies, restricted retail and bulky goods uses to the Gisborne Business Park.

Objectives

To maintain the compact, walkable form of the Gisborne town centre.

To enhance Gisborne's public realm through active and vibrant streets designed for pedestrian comfort and enjoyment.

Strategies

- Consolidate future town centre development within the current extents of town centre commercial zoning.
- Support development that maximises the capacity of available vacant and strategic redevelopment sites.
- Ensure that new development contributes to pedestrian amenity, business presentation and streetscape activation through design and built form.
- Ensure that the external edges of development that traditionally has blank walls on the street (such as supermarkets or car parks) provide active uses such as office, retail or residential units on the street edge.
- Ensure that access to services, vehicle entries, car parking and loading facilities are located and designed to minimise amenity impacts on the street.
- Support adaptive re-use of heritage buildings that contribute to the character of the town centre.

Actions

A 2. Finalise the Gisborne UDF to provide a vision and set of principles to guide growth and change in the Gisborne town centre that includes:

- built form design requirements and guidelines that are tailored to respond to the township character
- streetscape concepts designed to improve pedestrian amenity and safety, and encourage private-sector investment in the town centre
- place making strategies to revitalise and activate underutilised buildings and spaces, including through use of public art, decorative lighting and local cultural interpretation.

A 3. Prepare a Design and Development Overlay (DDO) for the town centre that embeds directions provided in the UDF into the planning scheme to ensure a high quality built form and streetscape outcome is achieved through future planning applications.

A 4. Prepare local policy and decision guidelines to ensure that development applications in the town centre deliver on the vision contained within the structure plan.

5.2. New Gisborne town centre

New Gisborne will become a vibrant, self-sufficient and sustainable community that provides for the daily needs of residents within a compact, walkable catchment, set against the magnificent backdrop of the Macedon Ranges.

New Gisborne has excellent access to public transport and the Calder Freeway. A collection of community and social facilities have emerged to support the growing community, including a medical centre, schools, child care and aged care services. The Macedon Ranges Sports Precinct will enhance the sporting, leisure and community focus for the precinct, and the Macedon Ranges Shared Trail will provide an active, recreational connection to nearby smaller settlements and attract visitors to the region.

New Gisborne is currently lacking a town centre, shops and access to basic daily necessities. Currently residents rely on private vehicles to travel into the Gisborne town centre which contributes to congestion, transport-related emissions and increased car dependency.

New Gisborne has the potential to deliver on the 20 minute neighbourhood concept, supporting the daily living needs of local residents.

Land use vision

The proposed town centre will support a mix of uses including retail, office and commercial spaces, community, health and personal services with new homes at upper levels.

These will be anchored by a full-line supermarket and community hub with high-quality, landmark buildings and public spaces that will strengthen the civic role of the town centre.

The community hub will provide meeting spaces, arts and youth spaces, kindergarten and maternal child health services and senior citizens facilities. It will provide high-quality built form presentation to the corner, provide key community infrastructure and services and act as a catalyst for further development in the precinct. and will be delivered early so that essential services are available when they are needed. Refer to further detail on this in Section 10 (community infrastructure).

Nearby, a publicly owned 'town square' will provide space for community events, markets and incidental social gathering.

The Mixed Use Precinct will have a primary focus on providing housing while also permitting flexibility to incorporate a range of uses, including office and retail. These can offer a variety of workspaces, from open-plan offices and co-working areas to private suites, hospitality and accommodation that caters to diverse business needs.

Future character and urban design

The town centre will be supported by vibrant, high quality streetscapes and civic spaces that allow for on-street activity and support safe active transport corridors.

Contemporary architecture will have an emphasis on aesthetic quality, pedestrian comfort and creating a sense of place. It will be designed with sensitivity to the surrounding landscape values and rural context.

The street network will be oriented to maximise connectivity to the railway station and other key destinations with short, walkable blocks that are laid out to provide views to the Macedon Ranges from the rail corridor and train station.

Barringo Road will be widened to form a boulevard with avenue tree planting and service lane setback that extends the wide tree-lined streets that form part of Gisborne's highly valued township character.

Buildings will be kept low-scale with a three-storey height limit. These will have upper-level setbacks of 3-5 metres above a 2 storey street wall to ensure that built form does not overpower the street or narrow the view corridors to the north too much, while also ensuring sunlight access and sky views are available from the street.

The Mixed Use Precinct will provide a positive address to the waterway and open space as well as a buffer between commercial and residential land uses. The renewal of existing industrial zoned land will allow for high-quality, contemporary buildings along Hamilton Road that are setback back behind a landscaped buffer that protects existing trees and vegetation with aesthetic and conservation value.

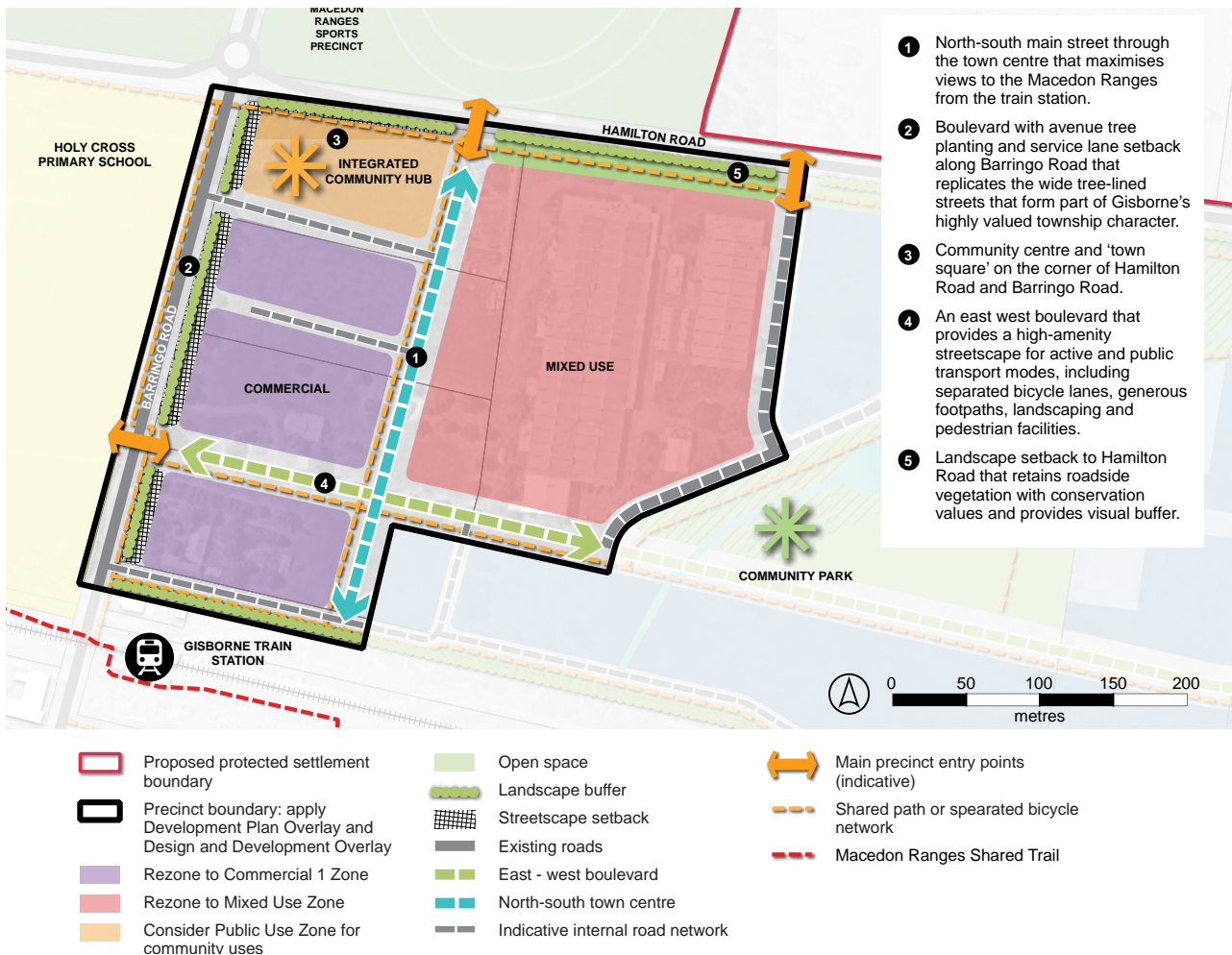


Figure 9. New Gisborne town centre concept

Objectives

To provide for a self-contained town centre at New Gisborne which capitalises on existing infrastructure, accommodates a mix of uses and maximises the capacity of sites.

To ensure that a visual connection to the ranges is maintained to embed a strong sense of place and enhance wayfinding throughout the precinct.

To minimise impacts of development on Rural Conservation Zoned land to the north.

Strategies

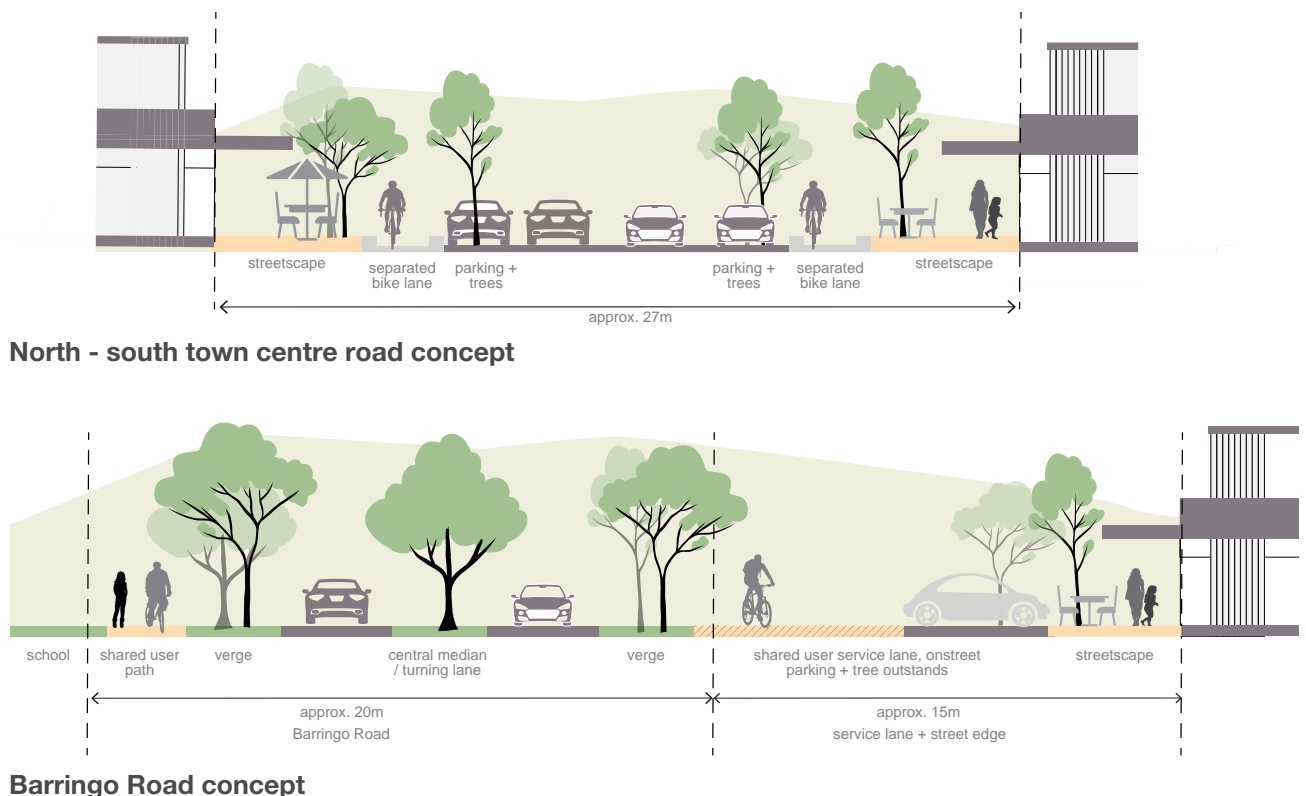
- Support the location of a full-line supermarket in the New Gisborne NAC to anchor future fine-grain retail, commercial and residential uses.
- Plan for increased population within walking distance of the NAC to support the viability of businesses.
- Encourage a mix of uses that adds to vitality on the street.

- Ensure urban structure, built form, streetscape and landscape treatments consider how visual connection to the ranges can be maximised through precinct design.
- Focus mixed use and commercial development primarily on existing industrial zoned land.
- Provide landscape buffers that allow for generous setbacks and development of a 'bush boulevard' character that retains and strengthens roadsides with conservation values while providing a visual buffer to the south.
- Minimise road access points, driveway crossovers and interruptions to the landscape edge along Hamilton Road.
- Co-locate future open with existing drainage lines and maximise opportunities to setback development from the Hamilton Road edge.
- Provide a large-lot, semi-rural interface to 'conventional' residential areas.

Actions

- A 5.** Prior to rezoning of the precinct, work in collaboration with the state departments, utility and service providers and landowners to develop a development plan for the New Gisborne growth areas that captures the direction provided in the Gisborne Structure Plan.
- A 6.** Prepare a UDF to inform a DDO for the NAC Precinct that provides:
- a street network which is:
 - oriented to maximise connectivity to the railway station and other key destinations
 - laid out to provide views to the Macedon Ranges from the rail corridor and train station
 - main streets with an engaging pedestrian environment and active frontages that support a diversity of businesses, rather than internal car-based shopping centres
 - a layout and format that capitalises on key pedestrian anchors and short, walkable blocks
 - wide footpaths to support pedestrian safety and mobility, and activities such as outdoor dining and footpath trading
 - built form designed to attract a range of retail, commercial and business services to facilitate business growth and provide a variety of employment opportunities
 - a maximum building height of 3 storeys with 3-5m upper level setbacks above a 2 storey street wall
 - substantial canopy trees and landscaping to buffer the visual impact of commercial built form as visible from nearby entrance roads and the rail corridor
 - controls for signage and building quality and presentation that respect the character and visual qualities of the semi-rural landscapes
 - publicly owned and managed civic open space to support events, community gatherings and social interaction
 - car parking that is consolidated away from active street frontages to encourage walking throughout the precinct
 - a community hub on the corner of Hamilton and Baringo Roads
 - local place making elements including art, cultural interpretation and public lighting.

Figure 10. New Gisborne town centre streetscape concepts



5.3. Local activity centres

Local Activity Centres (LACs) will provide community focal points for walking and cycling, reduce the need to drive for basic convenience shopping, and will generate opportunities for incidental interaction in communal social spaces.

LACs will provide community focal points for walking and cycling, reduce the need to drive for basic convenience shopping, and will generate opportunities for incidental interaction in communal social spaces.

Station Road, New Gisborne

The Station Road LAC will provide local convenience retail with space for other commercial uses such as medical, office and smaller shopfront retailers, with more substantial supermarket development directed to locate in the NAC.

The site has capacity to incorporate a mix of uses, including residential upper levels, with a form and scale that is complementary to the highly valued character of the Station Road streetscape.

Willowbank Road

The Willowbank Road LAC will have a local convenience and community services role with approximately 600sqm of retail space that includes a small supermarket, café spaces and a medical centre.

There is opportunity to improve the streetscape environment and enhance connections between existing and emerging land uses in proximity to the activity centre.

Ross Watt Road

The Ross Watt Road Development Plan proposes a small activity centre that will provide convenience retail and community services for the surrounding residential catchment.



Proposed local activity centre at Willowbank Road (image courtesy of Clarke Hopkins Clarke).

Objective

To facilitate delivery of local activity centres that act as community focal points and provide walkable access to convenience retail and local services.

Strategies

- Support the provision of convenience retail and community infrastructure in LACs to meet the daily needs of residents, without compromising the function and roles of the Gisborne and New Gisborne activity centres.
- Support delivery of the Willowbank Road LAC.
- Encourage development of a LAC in the early stages of Ross Watt Road development to provide walkable access to convenience retail.
- Promote a high-quality streetscape outcome for the Ross Watt Road LAC that includes safe pedestrian crossing facilities, landscaping, and a streetscape that is wide enough to support outdoor dining and on-street activities.
- Support delivery of the Station Road LAC to retain a focus on local convenience retail and services, with any larger format supermarket development to be directed to the New Gisborne NAC.

Actions

- A 7. Review and amend the New Gisborne Development Plan and the role of the Station Road LAC to allow the flexibility to accommodate a mix of uses, including residential.
- A 8. Prepare a streetscape master plan for the Willowbank Road LAC that focuses on improving pedestrian and cyclist amenity and provision of safe and comfortable access between the existing and emerging activity nodes and traffic calming on Willowbank Road.
- A 9. Rezone Ross Watt Road and Station Road LACs to Commercial 1 Zone together with appropriate design controls (eg), consistent with their intended scale and role.



6. Housing framework

Provide inclusive and diverse housing including options that are accessible for a range of ages, household structures and affordability levels in locations with good access to services and infrastructure.

The housing framework will guide Gisborne and New Gisborne's residential development to ensure that housing supply is inclusive and caters for the needs of a growing and diverse community.

Currently, over 90% of homes are detached dwellings on large lots, with over 50% of houses containing only one or two people. House prices put home ownership in beyond the reach of most moderate to low income households, particularly for key workers who provide essential services for the town.

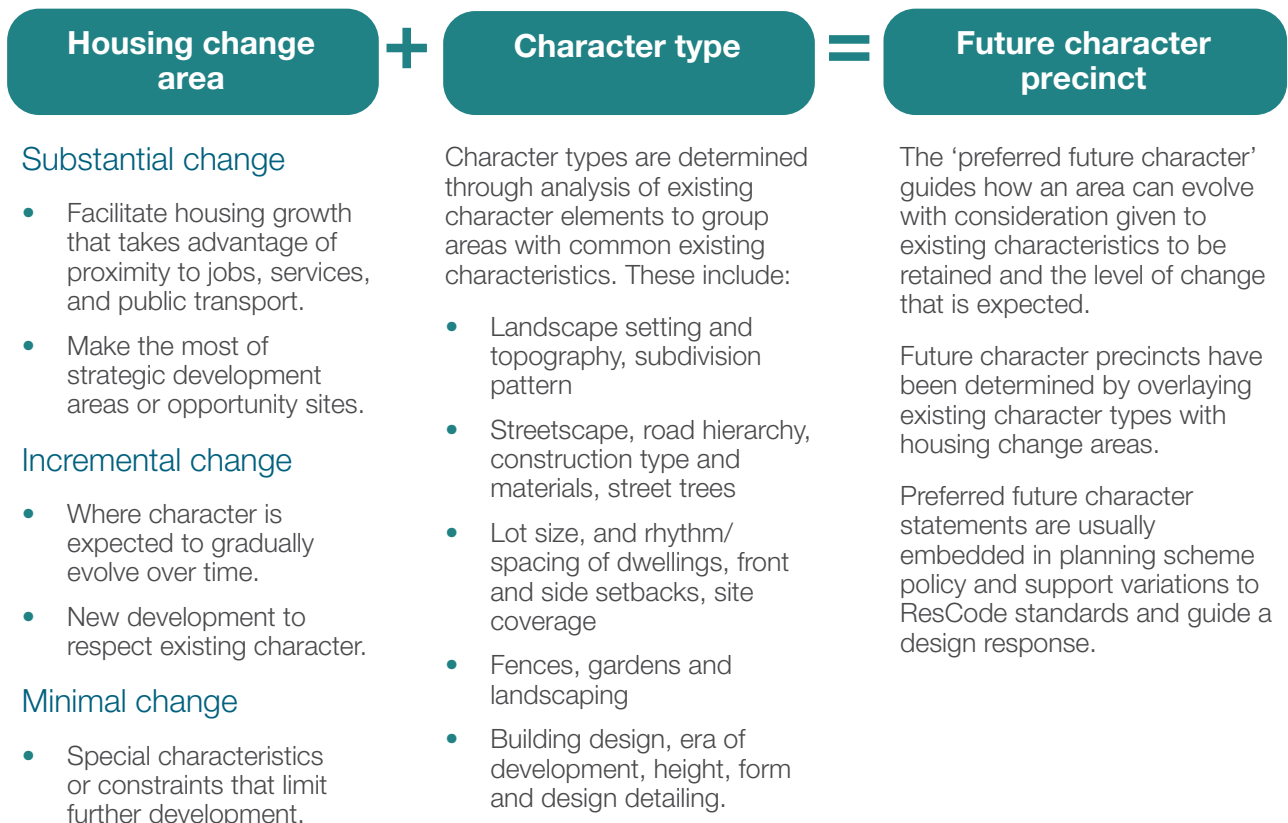
As a regional centre, the Gisborne township will provide housing choice for all members of the community, including key workers, smaller families, single person households and younger and older people. The housing framework seeks to increase diversity and affordability of housing.

Offering greater choice in dwelling size, tenure type and price will support local businesses and provide essential workers with places to live close to where they work.

Increased diversity of housing will also include housing for ageing in place, aged care and retirement villages, housing for younger people, housing for people with a disability or accessibility needs and emergency accommodation.

Greater housing diversity is to be achieved by increasing the range of dwelling types including shop-top dwellings, low-rise apartments, units and townhouses and detached family homes of different sizes, and on different sized lots, that provide for a range of affordability levels. The housing framework takes the broad township character types and layers them with the housing change areas to form future character precincts.

Housing framework methodology



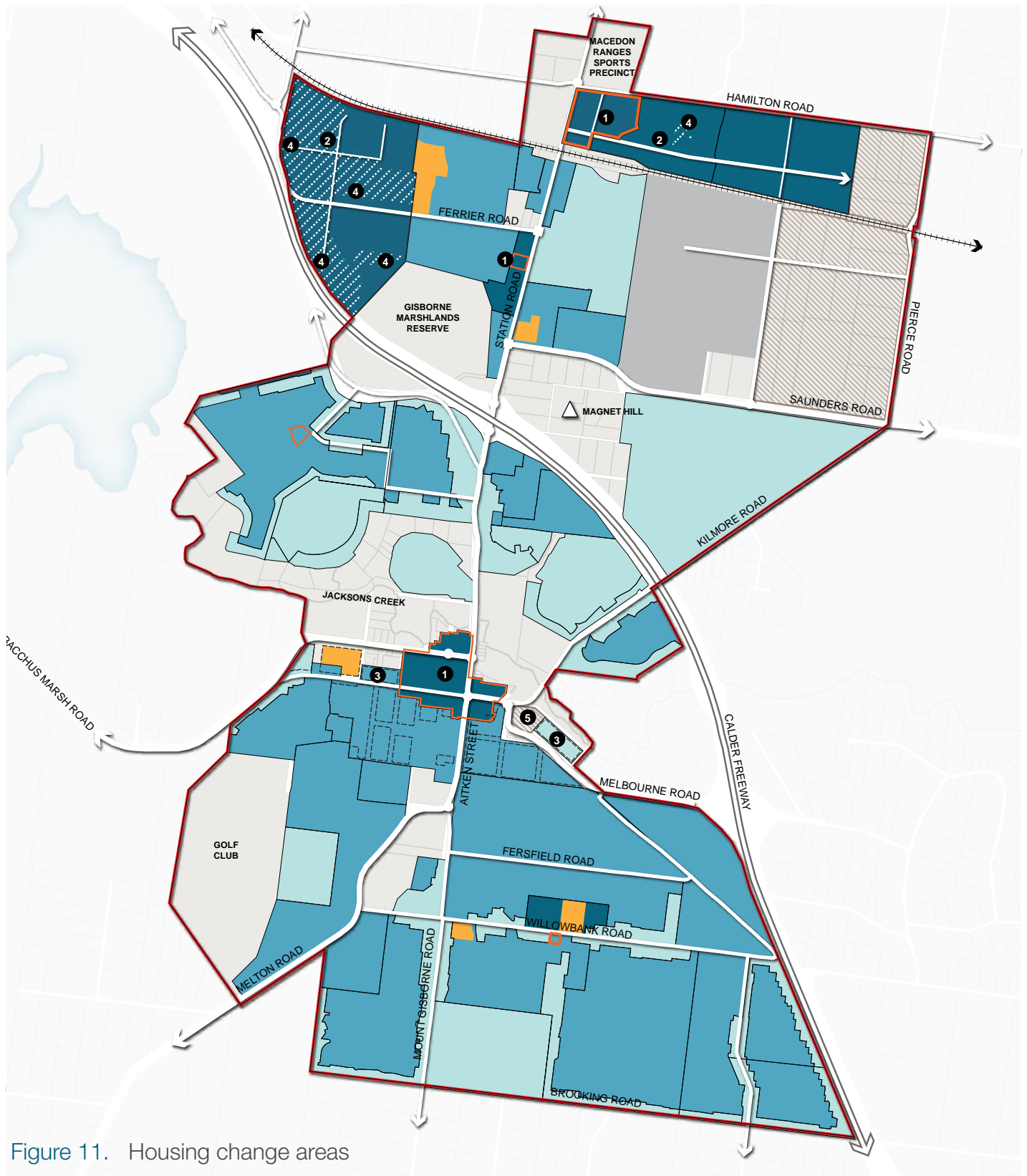
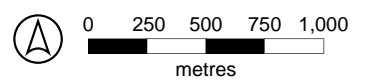


Figure 11. Housing change areas

- | | | | |
|--|---|--|--|
| <ul style="list-style-type: none"> Proposed protected settlement boundary New Gisborne growth areas Activity centres Existing and proposed business park Existing and proposed DDO17 Existing and proposed aged care or retirement living Future investigation area Constrained future residential areas | <ul style="list-style-type: none"> Substantial Change
Enable housing growth and diversity at increased densities.
New growth areas. Incremental Change
Existing residential areas that could accommodate additional dwellings.
Existing master planned estates and development plan areas. Minimal Change
Limited capacity for housing growth due to special neighbourhood, environmental, heritage, landscape characteristics. | <ul style="list-style-type: none"> 1 Promote shop-top residential and mixed use development in activity centres. 2 Facilitate sustainable community development with greater housing diversity and choice within proximity to the train station, schools and sports precinct. 3 Proposed extension of DDO17. 4 Development in constrained areas subject to ecological investigation, vegetation retention, consideration of heritage and landscape values, and coordination across adjacent landholders. | <ul style="list-style-type: none"> 5 Investigate planning controls for the Macdon House site that address: <ul style="list-style-type: none"> • the heritage values of the significant building • flooding and contamination constraints • protection of the escarpment landscape and significant trees • the visual sensitivity of the gateway location. |
|--|---|--|--|



Objective

To increase the supply of more diverse and less expensive housing that is suited to a range of household structures and ages.

Strategies

- Direct new housing to locations with access to services and infrastructure.
- Support the subdivision of larger lots in incremental change areas into dual occupancies or multi-unit developments providing neighbourhood character requirements are met.
- Provide greater housing diversity and choice in substantial change areas through a range of lots and buildings that are capable of accommodating a variety of dwelling types.
- Ensure that multi-unit and apartment developments provide for a range of household structures, including three and four bedroom family units as well as one and two bedroom homes.
- Promote shop-top residential and mixed use development in activity centres.
- Support the provision of social and affordable housing in new residential developments.

Actions

- A 10. Amend the local policy for Gisborne and New Gisborne to reflect the housing aspirations contained within the structure plan.
- A 11. Extend DDO17 to include the block bound by Hamilton Street, Lyell Street, Goode Street and Neal Street, and lots with infill capacity at township entrances.
- A 12. Translate planning controls contained within Development Plan Overlays (DPO) into new schedules to the residential zones in areas that have been developed.
- A 13. Work with government, the community sector and the development industry to improve the supply of social and affordable housing in Gisborne and New Gisborne.
- A 14. Amend development plans in proximity to LACs to encourage more diverse housing opportunities.
- A 15. Investigate planning controls for the Macedon House site that address:
 - the heritage values of the significant building
 - flooding and contamination constraints
 - protection of the escarpment landscape and significant trees
 - the visual sensitivity of the gateway location.
 - the visual sensitivity of the gateway location.



Example contemporary townhouses using natural materials and muted colours. Image courtesy of MGS.



Example low rise apartments in a garden setting. Image courtesy of MGS.



Mixed use development with apartments, office space and active ground floor level. Image courtesy of Hayball.



Use of trees and landscaping to mitigate views to higher density built form.

6.1. Sustainable housing growth in New Gisborne

The structure plan envisions a sustainable new community in New Gisborne with an urban form that will:

- provide greater housing diversity and choice
- facilitate walking or cycling for everyday trips such as to shops, jobs or public transport
- assist in reducing car dependency and transport-related emissions
- boost business viability and increase economic activity
- provide a sensitive design response to the character of nearby rural landscapes.

The plan for New Gisborne seeks to ensure there are enough people to support a NAC that includes a range of shops and services and will reduce the need for residents to drive into the Gisborne town centre to access everyday necessities.

Higher housing densities in New Gisborne will be supported by a high-quality public realm as smaller dwellings will require connections to outdoor communal and public open spaces that provide amenity for residents.

New streets will be wide enough to contain landscaping, active spaces and water sensitive urban design (WSUD) with substantial canopy trees to visually buffer higher built form.

If developed within the proposed density ranges, this can be achieved in New Gisborne while limiting the need for excessive outward sprawl.

Objectives

To achieve residential densities and urban design that supports the viability of local shops and services, promotes walking and cycling and decreases car dependency.

To provide medium density housing that is responsive to the site and local context, with high levels of amenity and contemporary design.

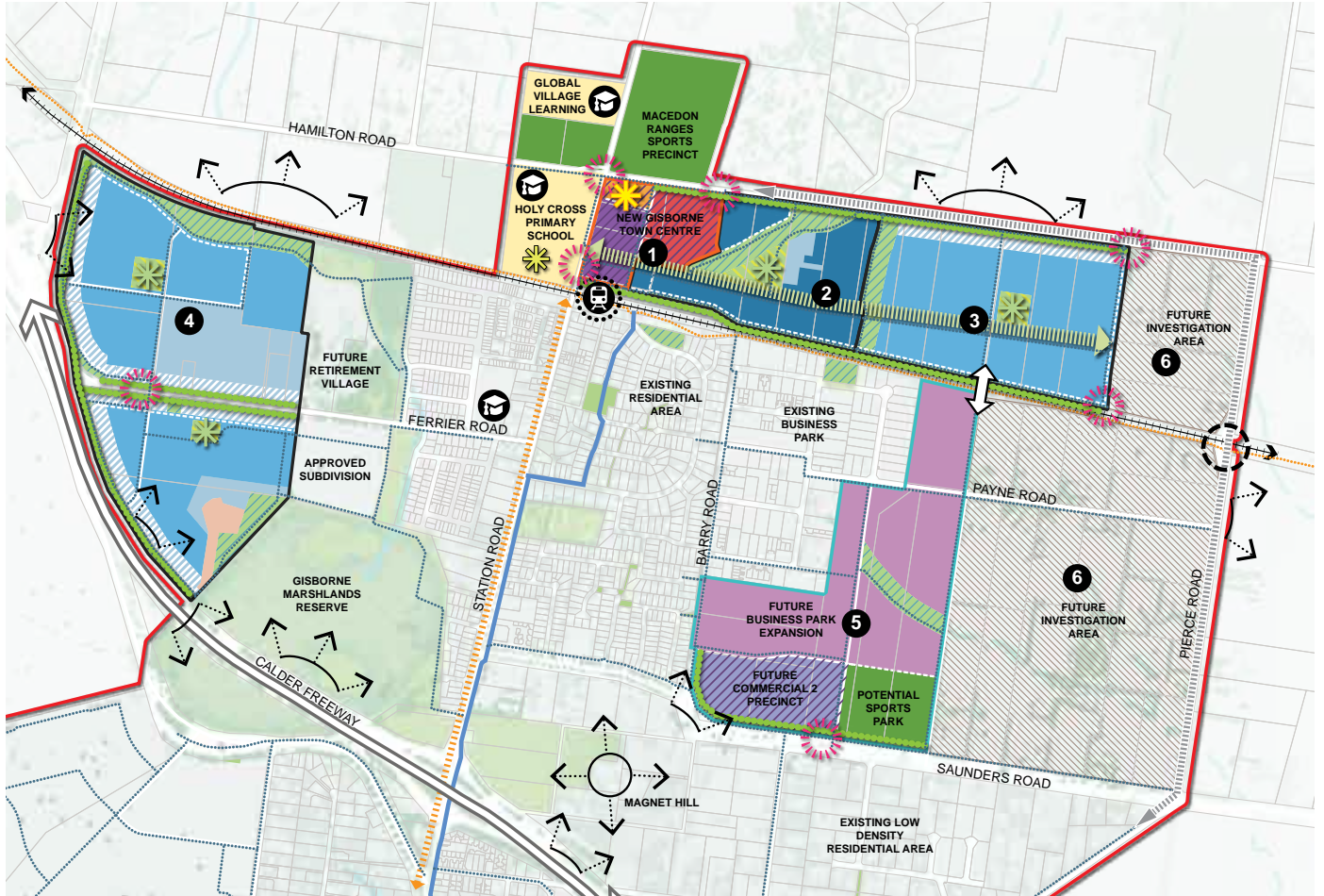
To achieve wide streets that support substantial tree canopies for cooler urban environments and to visually soften the appearance of higher density housing.

To promote a 'semi-rural' character along township edges and entrances.

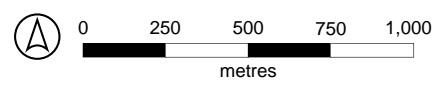
Strategies

- Require higher densities within 800m of the NAC and the train station and apply averaging provisions to the remainder to ensure the balance is provided at sufficient densities.
- Future residential precincts are to achieve densities within the following ranges:
 - 50 and a maximum of 75 dw/ha in the New Gisborne Medium Density Precinct (Precinct 2) and in the Mixed Use Zone within the New Gisborne NAC (Precinct 1)
 - 15 and a maximum of 35 dw/ha in 'conventional' residential areas: New Gisborne Conventional (Precinct 3) and Ferrier Road West (Precinct 4).
- Require a future development plan for New Gisborne to demonstrate how a range of densities will be delivered across all precincts to achieve approximately 2,300 dwellings.
- Provide semi-rural interfaces to entrance roads and the Calder Freeway with lots of approximately 1,200 sqm.
- Ensure buildings are delivered with a maximum height of three storeys in the mixed use and medium density precincts.
- Support developments that provide ample green spaces within verges and road reserves.
- Support consolidated medium density sites that include communal open spaces and gardens.

Figure 12. New Gisborne Framework Plan



Proposed protected settlement boundary	New Gisborne precincts Detailed design subject to future Development Plan.	Business park expansion area Apply Development Plan Overlay (DPO)	Precincts
Key views	Medium density residential Rezone to General Residential Zone 50 - 75 (max) dwellings per hectare.	Proposed Design and Development Overlay (DDO)	
Landscape buffers and setbacks	Conventional residential Rezone to General Residential Zone 15 - 35 (max) dwellings per hectare.	Rezone to Industrial 3 Zone	1 Precinct 1 New Gisborne NAC
Boulevard connector road	Semi-rural interface Rezone to Neighbourhood Residential Zone / 1,200 sqm lots.	Rezone to Commercial 2 Zone	2 Precinct 2 New Gisborne Medium Density
Open space: social recreation and local parks	Constrained sites Future development subject to ecological studies, heritage impact assessment and coordination across multiple landowners.	Future investigation area	3 Precinct 3 New Gisborne Conventional
Open space: sports park	New Gisborne town centre Prepare an urban design framework for New Gisborne town centre and apply the DDO and DPO to guide development.	Upgrade the Hamilton Road, Pierce Road and Kilmore Road corridor to relieve pressure on Station Road.	4 Precinct 4 Ferrier Road West
Open space: future conservation, waterways, encumbered land and landscape buffers	Potential community hub and civic open space Consider rezoning to Public Use Zone	Existing and proposed shared user, off road and separated path network	5 Precinct 5 Gisborne Business Park
Town entry points Reinforce town centre entry points and key intersections with high quality built form and landscape treatment that provides a clear signal of entry.	Rezone to Commercial 1 Zone	Macedon Ranges shared trail	6 Precinct 6 Future Investigation Area
Potential pedestrian and bicycle connection across railway line.	Rezone to Mixed Use Zone 50 - 75 (max) dwellings per hectare.	Investigate feasibility of alternative road bridge	
Existing schools	Rezone private schools to Special Use Zone Schedule 1	Potential high-frequency bus route along Station Road / Aitken Street / Mount Gisborne Road	
Potential site for expansion of secondary education	Integrated transport hub		
Cathlaw House heritage area			



Actions

- A 16. Work in collaboration with the state departments, utility and service providers and land owners to prepare a development plan for the New Gisborne growth areas that captures the direction provided in the Gisborne Structure Plan. Planning for future growth areas is to include:
- a detailed assessment of the site conditions including flora and fauna, Aboriginal cultural heritage, European heritage and noise and visual impacts from the railway line and freeway interfaces
 - an integrated water management plan (IWMP) that demonstrates efficiency in the capture, storage, treatment and re-use of water resources
 - hydrology modelling to ascertain flood conditions and a storm water management strategy that supplements the IWMP
 - residential housing densities that provide 2,300 homes across the growth areas, with densities of:
 - 50 and a maximum of 75 dw/ha in the New Gisborne Medium Density Precinct (Precinct 2) and in the Mixed Use Zone within the New Gisborne NAC (Precinct 1)
 - 15 and a maximum of 35 dw/ha in 'conventional' residential areas: New Gisborne Conventional (Precinct 3) and Ferrier Road West (Precinct 4)
 - traffic impact assessments to determine intersection and future infrastructure requirements
 - open spaces that are designed to be multi-functional and integrate active, social recreation, drainage and conservation uses
 - a subdivision and built form interface that reflects the semi-rural setting at the township edge and provides breaks for views to the ranges
 - a landscape and streetscape plan that demonstrates how the layout and design of public and private spaces and selection of plants can improve urban biodiversity outcomes, and encourage landscape connectivity through areas of new development, with regard given to bushfire risk
 - future roads that accommodate a fine-grain shared user path and active transport network with verges and medians that accommodate substantial tree planting and green infrastructure
 - application of ESD and sustainable subdivision principles
 - bushfire risk assessments and a design response to achieve Bushfire Attack Level (BAL) 12.5.

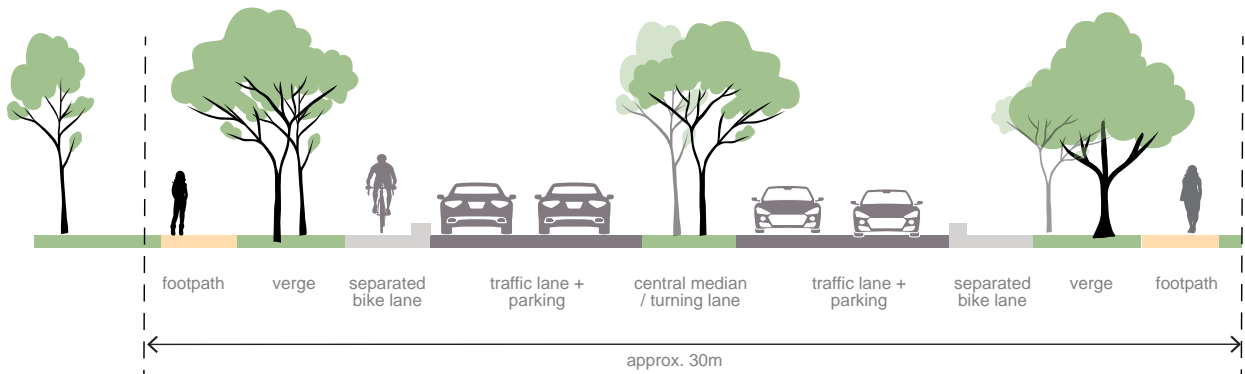


- A 17. Rezone new residential areas in New Gisborne to GRZ (for medium density and conventional areas) and NRZ to low density interfaces.
- A 18. Apply the DPO to all new residential growth areas.
- A 19. Apply the DDO to the NAC and Mixed Use Precinct with a maximum building height of 3 storeys (refer also to A6 on page 41).
- A 20. Prepare design guidelines/controls for medium density and low-rise developments to ensure a high-quality built form, amenity and landscape response is provided.

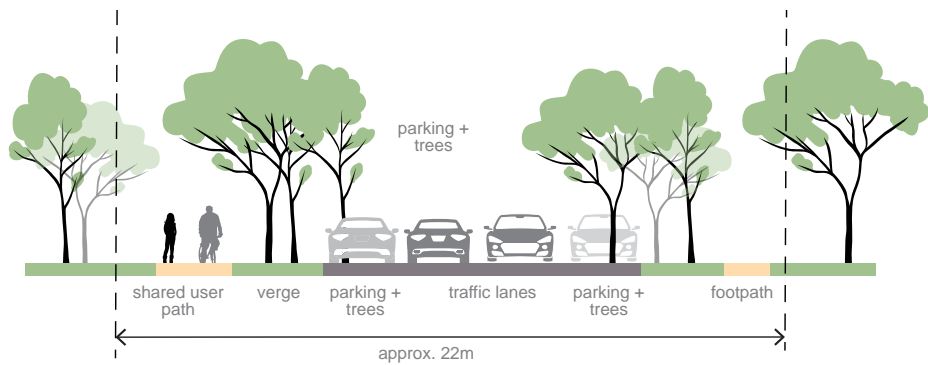
These are to demonstrate how new housing is to be responsive to the site and local context, with high levels of amenity, open space and landscaping, contemporary design and use of natural materials and muted colours that reflect the surrounding rural landscapes.
- A 21. Ensure new development areas plan for, coordinate and contribute to all necessary supporting infrastructure across precincts.

This includes roads, pedestrian and cycle facilities, open space, servicing and utilities connections, community facilities and other infrastructure as identified through detailed planning stages or future review of the Gisborne Development Contributions Plan.

Figure 13. Example street cross sections



East - west boulevard connector concept



Connector road with shared user path - concept

6.2. Existing residential areas

Gisborne's existing residential neighbourhoods have a highly valued character that is defined by large houses on large lots set back in an established garden setting.

The draft Gisborne Neighbourhood Character Study (NCS) brings together a large volume of research that explores the various characteristics of streetscape and housing elements that define each neighbourhood.

Across the township a sense of spaciousness around houses is enhanced by:

- generous front and side setbacks
- low, permeable or non-existent front fences that allows for a generous visual connection between public and private realms.
- wide, tree lined streets with roads that follow topography and are aligned to capitalise on views to mountains, hills and open, rural landscapes.

All residential areas in Gisborne are currently zoned General Residential Zone (GRZ) (excluding low density and rural living areas). The purpose of this zone is to facilitate housing diversity and housing at increased densities in locations offering good access to services, jobs and public transport. The GRZ permits building heights of up to 3 storeys, or 11 metres.

It is proposed to rezone most existing residential areas to Neighbourhood Residential Zone (NRZ) which places a two storey height limit on developments.

The character study has identified five broad neighbourhood character types and 15 future character precincts.

Implementation of the NCS will include greater setback and built form requirements in the schedules to the zones to ensure that any new development responds to the preferred future character of each area.

Objective

To ensure that new development makes a positive contribution to Gisborne's sense of place and responds to the existing or preferred future character.

Strategies

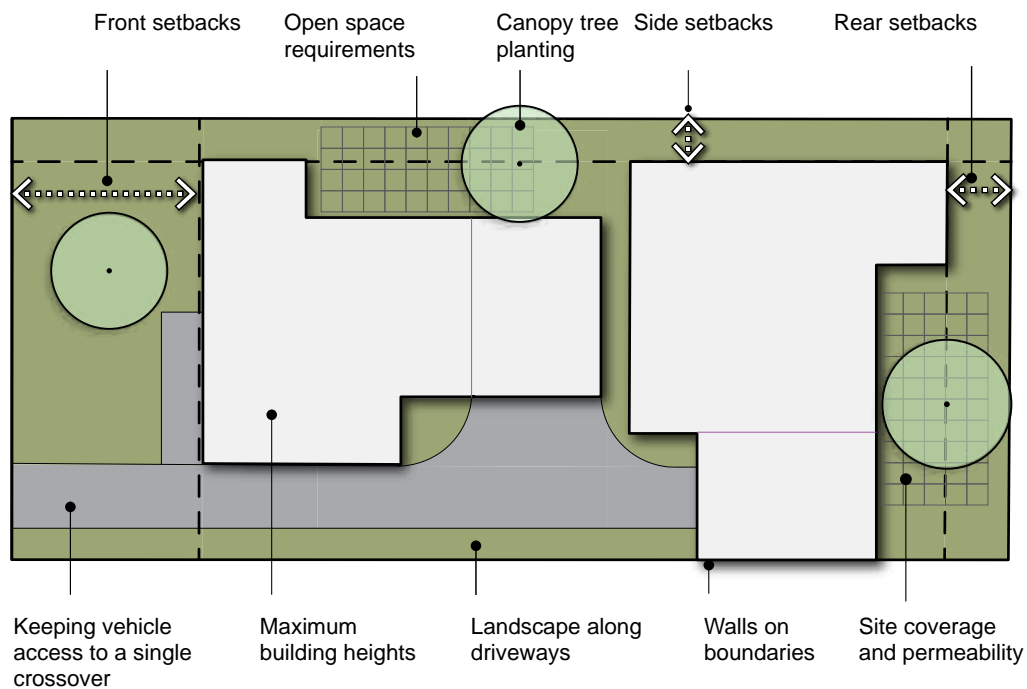
- Maintain the character of single and double storey development in Gisborne and New Gisborne's existing residential areas.
- Accommodate infill housing development that respects the existing rhythm, spacing and alignment of dwellings along the street.
- Ensure the design and siting of new buildings includes generous landscaping through the retention of existing canopy trees (where practicable) and allowance for the planting of new canopy trees and vegetation.
- Encourage innovative, contemporary design that is high quality and complementary to the prevailing form of development along the street.
- Maintain the spaciousness of front gardens and the view of these gardens and surrounding trees from the street.
- Ensure new development respects any visually sensitive interfaces with open space or the escarpment landscape.
- Support development proposals that demonstrate how the siting and design of new buildings and landscape response respects the existing or contributes to the preferred future character of the area.

Actions

- A 22. Finalise the Gisborne NCS.
- A 23. Prepare a local policy that embeds preferred future character statements and design objectives for Gisborne and New Gisborne's residential areas into the planning scheme.
- A 24. Rezone most existing GRZ areas to NRZ and prepare schedules for precincts to guide the preferred future character.
- A 25. Retain GRZ in residential areas north of the Gisborne town centre, and to the west along Robertson Street (Incremental 1) and local activity centres (Substantial 1).



Figure 14. Character variations



Example neighbourhood character elements that can be varied through policy and schedules to the residential zones.

6.3. Neighbourhood character types

Township residential



Township residential areas are the original ‘villages’ of Gisborne and New Gisborne. The most significant character elements of these areas are the wide tree lined streets that were established in the early phases of town development.

Dwellings are single and double storey and set back beyond wide grassed verges in established gardens.

Unit and townhouse developments have maintained the prevalent setback and rhythm of built form on the street through side setbacks that provide separation and landscaping to driveways and boundaries.

Established garden suburban



Established garden suburban areas are characterised by detached dwellings with spacious gardens. These precincts were developed from the 1970s through to the 1990s.

Dwellings are predominantly single storey and detached, with a low profile, wide frontages and pitched roofs. This character type retains a high proportion of original houses with some occasional multi-unit development and dual occupancies occurring in large backyards.

Most lots don't have front fences which contributes to a sense of spaciousness in the streets.

Contemporary garden suburban



Contemporary garden suburban areas are master planned estates or contemporary subdivisions that generally conform to ResCode standards.

Single dwellings occupy most of the lot width and have short front setbacks and landscaped gardens. While most dwellings are detached, side fences and garages built to boundary often provides limited visual break between buildings.

Uniform lot sizes, with repetitive building styles and similar massing and siting creates a consistent rhythm along the streets.

Large lot residential



This character type bridges conventional garden suburban housing with much larger semi-rural allotments found in low density or rural living areas.

Subdivisions from the 1970s, to 1990s feature large, ranch style dwellings. Post-2000 houses have a more diverse mix of architectural styles that includes larger, statement homes that are either modern ranch or contemporary suburban in design.

Lots are generally large with substantial dwellings and large front and side setbacks. Post and wire fencing is common and lack of front fences lends an open, spacious character and an attractive garden setting.

Low density living



Large, lifestyle homes in low density residential areas are generally single storey with a large floor area and substantial setbacks from all boundaries which allows for a spacious, open grassed setting that is complemented by feature planting and landscaping. There is often evidence of hobby farming including low-level grazing and animal keeping, post and rail fences and large sheds.

Long, ranch style houses and large, statement homes are the most common dwelling types. These have wide frontages, mostly constructed from brick, are set deep into allotments that allow expansive private open spaces to occupy the rear.

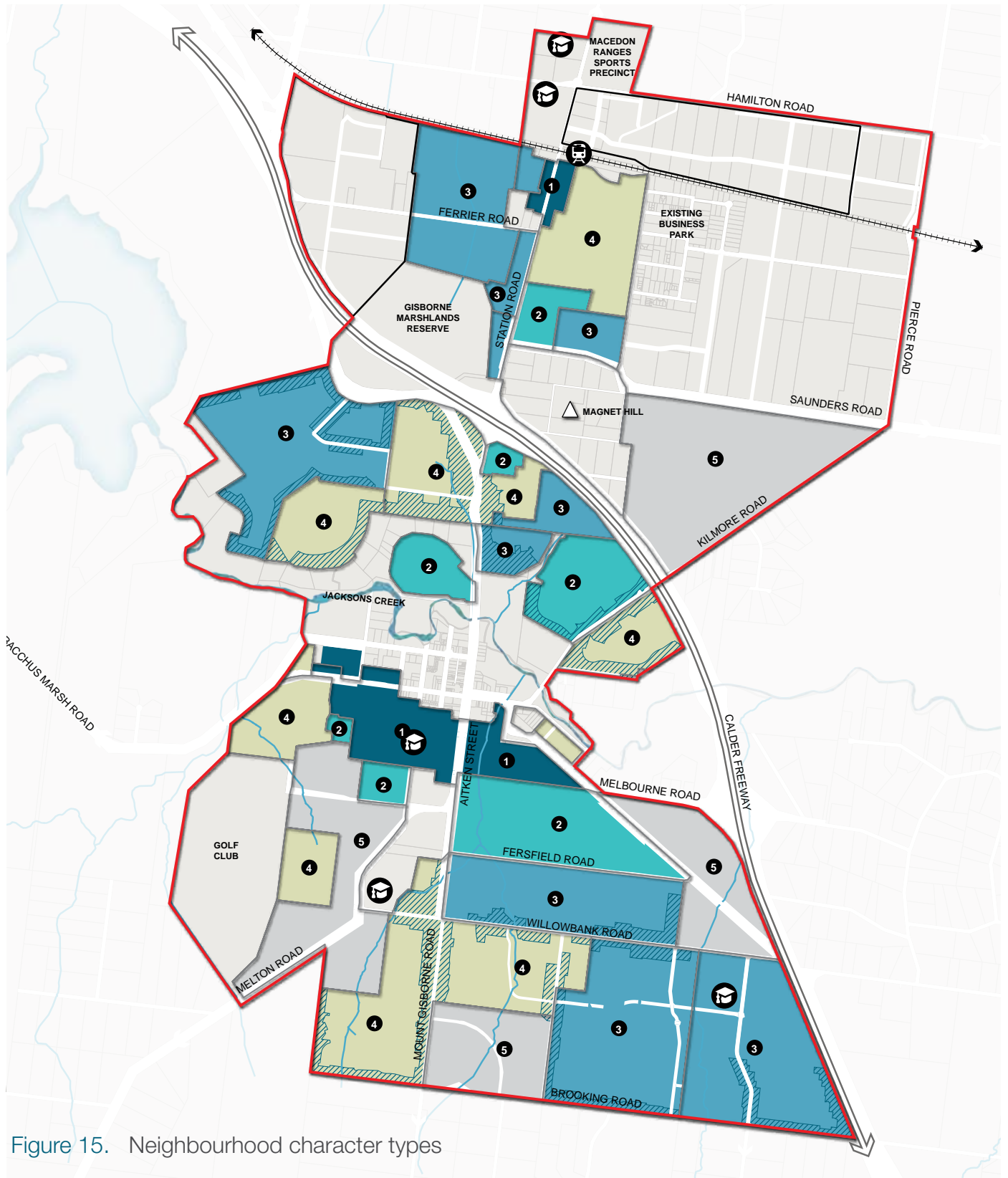









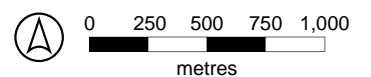


Figure 15. Neighbourhood character types

- | | |
|--|--|
|  Proposed protected settlement boundary |  Township Residential |
|  New Gisborne growth areas |  Established Garden Suburban |
|  Neighbourhood areas |  Contemporary Garden Suburban |
|  Entrances, edges and visually sensitive areas |  Large Lot Residential |
| |  Low Density Living |



6.4. Future character precincts

Minimal change areas		
M1	Entrances, edges and visually sensitive areas	Large lots are retained on township edges and entrances, visually sensitive landscapes and along some key roads to reinforce the township's 'semi-rural' character and provide a transition from the rural landscapes into the township areas.
M2	Large lot residential	Dwellings of one to two storeys are set back deep into large spacious lots with a substantial garden setting. There is expected to be minimal housing change in these areas as subdivision is restricted through the planning scheme.
M3	Established and contemporary garden suburban	Established garden suburban areas will continue to be defined by detached dwellings set back in a generous, landscaped garden setting. There is expected to be minimal housing change in these areas as subdivision is restricted through the planning scheme.
M4	Low density residential	Low density residential areas with limited capacity for subdivision will experience minimal change. These lifestyle properties will retain a character dominated by large, detached buildings in a semi-rural setting of sweeping lawns and small packs or bush garden woodland.
Incremental change areas		
I1	Township residential (GRZ)	Areas close to the Gisborne town centre will gradually accommodate more diverse and compact housing that is designed to respond to the surrounding context and provide high levels of amenity for existing and future residents.
I2	Township residential (NRZ)	This precinct will see further incremental change as larger lots are subdivided to provide for more diverse housing. Building heights are limited to ensure they are designed with sensitivity to the sloping topography and to maintain visual connection to the valley landscape from existing dwellings and streetscapes.
I3	Large lot residential	Dwellings of one to two storeys are set back deep into large spacious lots with a substantial garden setting. Any new development will be sympathetic to the scale, form, and siting of existing dwellings, including maintaining the pattern of single, detached dwellings as viewed from the street and any semi-rural edge treatments.
I4	Established garden suburban	The character of established garden suburban areas will continue to be defined by detached dwellings set back in a generous, landscaped garden setting. These areas may see gradual, incremental change through further subdivision of lots with new housing to present as a single, detached dwelling of similar frontage width to the existing pattern of development from the street.
I5	Contemporary garden suburban	The character of contemporary garden suburban areas will continue to be defined by individual dwellings with consistent front and side setbacks and a uniform rhythm to the spacing and form of dwellings as viewed from the street. These areas may see gradual, incremental change with additional dwellings to the rear of lots the most likely form of development.
I6	Low density residential	Some low density residential areas may see incremental change as larger lots are subdivided down to minimum sizes permissible in the zone, or if future sewerage connections provide opportunities for further subdivision. These precincts will continue to exhibit a character that is expressed through large, detached buildings that are sited prominently within established gardens and a broader, open, semi-rural grassed setting of sweeping lawns and small paddocks.

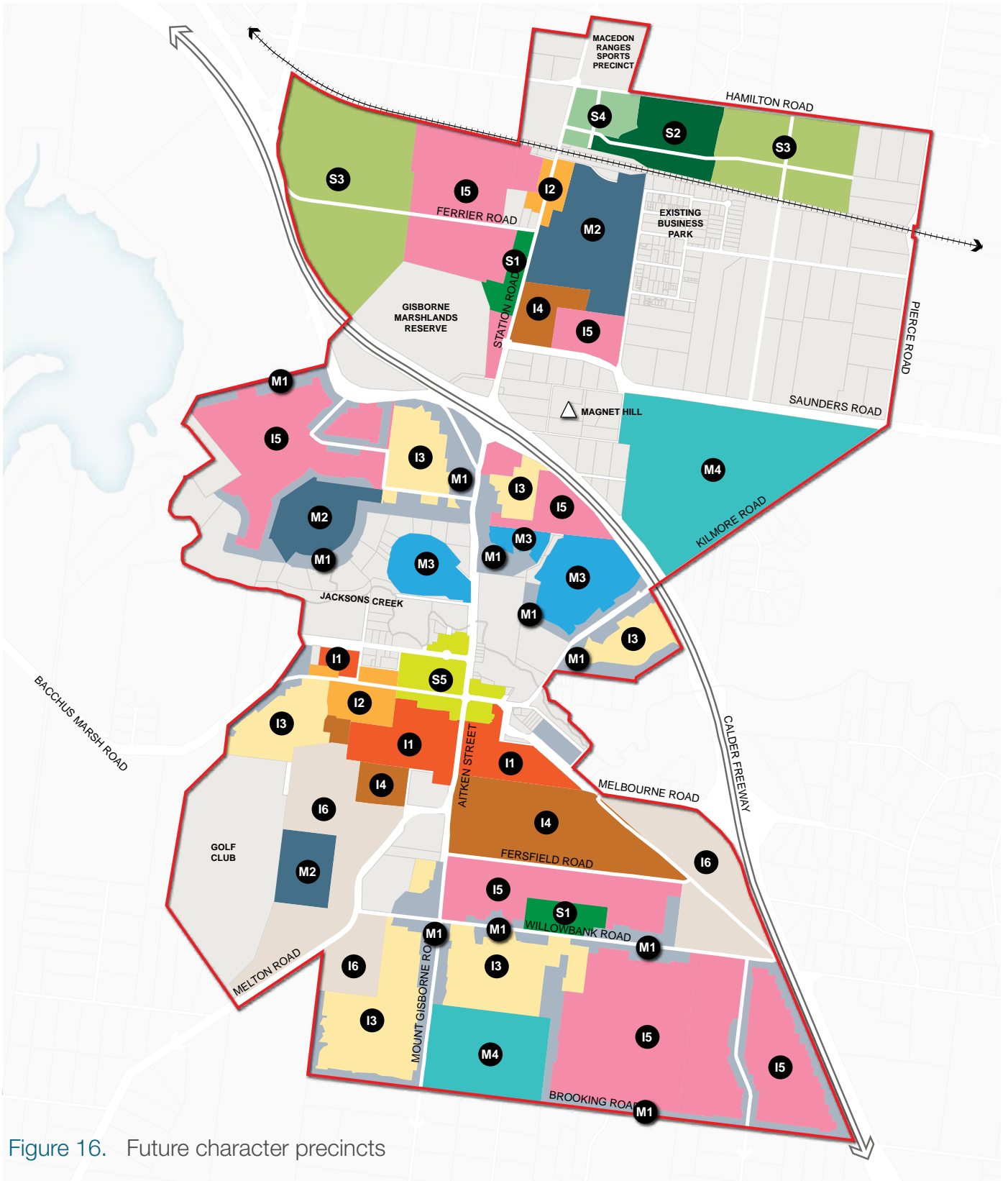















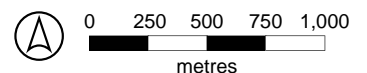


Figure 16. Future character precincts

- | | | |
|--|--|--|
|  M1 Minimal 1 - Entrances Edges Visually Sensitive |  I1 Incremental 1: Township Residential (GRZ) |  S1 Substantial 1: Local Activity Centres |
|  M2 Minimal 2: Large Lot Residential |  I2 Incremental 2: Township Residential (NRZ) |  S2 Substantial 2: New Gisborne Medium Density |
|  M3 Minimal 3: Established and Contemporary Garden Suburban |  I3 Incremental 3: Large Lot Residential |  S3 Substantial 3: New Gisborne Conventional Density |
|  M4 Minimal 4: Low Density Residential |  I4 Incremental 4: Established Garden Suburban |  S4 Substantial 4: New Gisborne NAC and Mixed Use Precinct |
| |  I5 Incremental 5: Contemporary Garden Suburban |  S5 Substantial 5: Gisborne Town Centre |
| |  I6 Incremental 6: Low Density Residential | |



Future character precincts (cont.)

Substantial change areas		
S1	Local activity centres	<p>Consolidation of development opportunity sites for a higher density of housing is encouraged within proximity to activity centre, schools and open space.</p> <p>These sites will transition from semi-rural allotments to accommodate greater housing diversity that introduces contemporary design that is respectful of the scale and character of surrounding areas.</p>
S2	New Gisborne growth areas: Medium density	<p>Medium density housing in the form of compact apartment buildings and townhouses will be provided in a substantial garden setting.</p> <p>Communal open spaces, landscaped access-ways and wide (3-5m) side and rear setbacks will provide deep soil zones for canopy tree planting and gardens, while car parking will be consolidated to maximise opportunities for open space.</p> <p>Buildings will provide a positive address to the street with minimal crossovers interrupting a high-quality public realm that includes safe active transport connections and wide verges for substantial tree planting.</p>
S3	New Gisborne growth areas: Conventional density	<p>Attached, semi-detached and small lot housing developments will be accommodated in a high quality public realm with safe access-ways and wide verges for substantial tree planting.</p> <p>Consolidation of sites is encouraged to provide for compact and diverse housing opportunities. Buildings will provide a positive address to the street and rear-loaded access is encouraged so that these are not dominated by driveway crossovers and garages. Rear lanes will be activated by providing alternating garages and private open space with permeable fencing that provides passive surveillance.</p>
S4	New Gisborne growth areas: Mixed use precinct	<p>The mixed use precinct will have a primary focus on providing housing while also permitting flexibility to incorporate a range of uses, including office and retail, with a building height of 3 storeys.</p> <p>New buildings will provide a positive address to the waterway and open space as well as a buffer between commercial and residential land uses. The renewal of existing industrial zoned land will allow for high-quality, contemporary buildings along Hamilton Road that are setback back behind a landscaped buffer that protects existing trees and vegetation with aesthetic and conservation value.</p>
S5	Gisborne town centre	<p>The Gisborne town centre is a vibrant, inclusive, and sustainable focal point for the community.</p> <p>Development opportunity sites will provide for a mix of uses that includes retail and commercial spaces at street level with residential uses at upper levels.</p> <p>New buildings will demonstrate exemplary contemporary architecture that is designed with sensitivity to the existing township context. These will contribute to vibrant streetscapes with active facades, high-quality design detailing and landscaping and provision of space and facilities for on-street activity.</p>

Future densities: substantial change areas

The Future Homes (VC243, Clause 53.24) model which seeks to facilitate apartment developments that increase the density and diversity of housing can be applied to GRZ land within 800m of an activity centre or railway station outside metropolitan Melbourne.

These three storey apartment designs can deliver approximately 15 dwellings on a 1,500 sqm block while providing consolidated car parking (ground floor or basement) and common garden spaces within side and rear setbacks.

A one hectare site with 25% land set aside for roads, open space and other services could potentially accommodate 5 Future Homes developments containing 15 dwellings each. As a blunt estimate, this could deliver a density of 75 dw/ha.

Townhouse developments of 2-3 storeys could deliver density ranges of 50 dw/ha (depending on lot sizes, and assuming 70% of the site is used for dwellings, with the remaining 30% for roads, parking and common areas).

For conventional areas, seeking to achieve a range of 15 to a maximum of 35 dw/ha can allow for conventional development as well as higher densities on consolidated sites to achieve the overall density ambitions.

Overall, consolidated sites with 2-3 levels of development and substantial garden areas is preferred over small lot housing with a high site coverage.



Image courtesy of Clarke Hopkins Clarke



Image courtesy of Northcote Collective



Image courtesy of DTP

7. Economic and employment growth

Increase opportunities for economic growth, business development and local employment so people can live close to where they work.

Regional and local economic context

Gisborne is located at the southern edge of the Loddon Campaspe region, with the advantage of ready access to Melbourne's infrastructure, markets and workforce.

The Loddon Mallee Economic Growth Strategy (LMEGS, RDV, 2019) identifies the 'Regional Employment and Innovation Corridor' between Gisborne and Echuca-Moama as a focus for investment. Among other things, the strategy seeks to:

- attract new business investment, particularly manufacturing
- ensure provision of adequate industrial and employment land to support the growth of regional industry
- boost resource recovery and materials reprocessing
- invest in township renewal to increase amenity and attract a skilled workforce.

The 'Thriving Townships' objective in Council's Economic Development Strategy 2021-2031 expands on the LMEGS and emphasises the importance of

'investment in township infrastructure, land for local employment and future housing requirements that underpin sustainable local economic development'.

It highlights the need for integration of economic development activity with land use planning through township structure plans.



7.1. Gisborne Business Park

The Gisborne Business Park performs an important economic and employment role for the district and, along with Kyneton, is one of the key employment areas within the shire.

Despite the economic disruption caused by the COVID pandemic, the business park has continued to experience business and employment growth in recent years.

The precinct is home to a diverse mix of businesses, many of which are more commercial than industrial including private recreation facilities, trade supplies and a distillery. Demand for commercial uses serving the local population will continue to grow as Gisborne's population expands.

In addition to 'core' retail-based activity centres, there is projected to be substantial growth in demand for bulky goods and restricted retail.

A C2Z precinct on Saunders Road will attract both new businesses seeking affordable land and allow some businesses in the town centre to relocate, freeing up existing town centre sites for more integrated land uses.

Expansion of the precinct to the south and east will improve the profile of the business park by increasing exposure, however the built form interface must be carefully designed to respect the visual values of the township entrance.

It is vital the Gisborne Business Park is protected and supported to:

- increase local employment opportunities
- provide goods and services to the local resident and business population, and reduce the need to travel outside the Shire
- attract new business opportunities aligning to growth sectors of the economy
- reduce escape expenditure.

Economic and land supply modelling recommends:

- that the business park accommodate an additional 30-46 ha of land over the next 20-30 years to support local and regional jobs and services
- that 5-10 ha of C2Z land be provided.

Future character statement

The Gisborne Business Park will be a vibrant and sustainable precinct that provides jobs and local business growth within a purpose-built area that is set into a highly landscaped setting.

The broad silhouette of the Macedon Ranges will continue to be a defining feature of views to the north from Saunders Road, with views to new buildings filtered through canopy trees within a substantial landscape setback.

New buildings will demonstrate excellence in architectural quality with signage and use of bright or reflective colours kept to a minimum to ensure that it is visually recessive and complementary to the broader landscape setting. These will be designed to provide a positive address and open outlook to the township entrance along Saunders Road, connector roads within the precinct and adjacent open space.

Waterway corridors will be captured in green links, and multi-functional open space will provide for drainage requirements as well as opportunities for outdoor recreation to encourage a healthy work-life balance. This will be further enhanced by the adjacent future sports ground which will extend activity into the evening hours, generate a higher level of natural surveillance and improve perceptions of safety.

Safe, well-lit cycling and walking paths will be integrated throughout the precinct to encourage active commuting and transport connections to the train station and the Macedon Ranges Shared Trail.

Flexibility to accommodate adaptive uses for the Woiworung cottage site will ensure that it is respectfully integrated to the precinct, with adjacent open space ensuring that the heritage site is not overwhelmed by built form.

Objectives

To promote the Gisborne Business Park as a key location for commercial and industrial business growth and local employment opportunities, complementing the roles of the Gisborne and New Gisborne activity centres.

To reduce the need for residents and business to travel outside of the municipality to access goods and services, improving economic efficiencies and reducing travel emissions.

Strategies

- Facilitate expansion of the Gisborne Business Park to the south and east to attract business investment and the creation of new employment opportunities.
- Concentrate large format and restricted retailing in the business park and direct higher-order uses, including commercial and residential, to the Gisborne and New Gisborne town centres.
- Ensure that the provision of employment land can respond to demand by providing a diverse mix of lot sizes within the business park.
- Discourage supermarket and shop uses in the business park that may undermine the viability of the New Gisborne NAC.



Actions

- A 26. Rezone land along Saunders Road and Barry Road in the business park expansion area to the Commercial 2 Zone.
- A 27. Rezone the balance of land within the business park expansion area to Industrial 3 Zone to provide for light industrial and commercial uses.
- A 28. Apply the Development Plan Overlay to ensure logical and coordinated delivery of the business park.
- A 29. Review and finalise the Gisborne Business Park Development Plan to include proposed expansion areas in accordance with the following key principles:
 - integration with the established business park
 - investment and business attraction
 - attractive and consistent design of the public realm
 - well-designed built form and treatment of sensitive interfaces
 - functional design of the movement network
 - functional design of servicing infrastructure.
- A 30. Ensure new development areas plan for, coordinate and contribute to all necessary supporting infrastructure across precincts.

This includes roads, pedestrian and cycle facilities, open space, servicing and utilities connections, community facilities and other infrastructure as identified through detailed planning stages or future review of the Gisborne Development Contributions Plan.



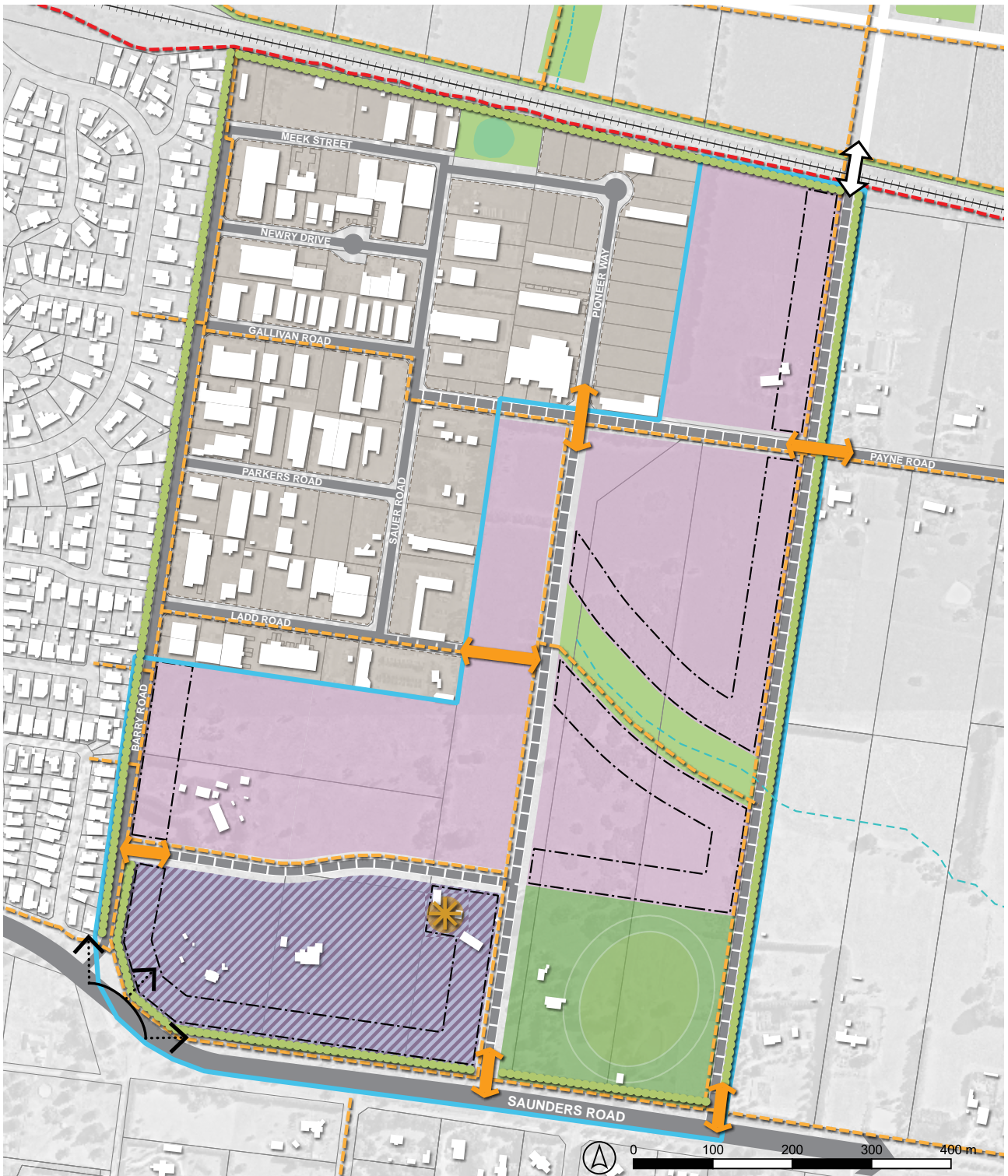

















Figure 17. Gisborne Business Park

- | | | | | | |
|---|--|---|---|---|--|
|  | Apply Development Plan Overlay |  | Key views to Macedon Ranges |  | Potential shared path network |
|  | Rezone to Industrial 3 Zone |  | Sensitive design interface
Provide landscaped front setbacks and well-designed built form to sensitive interfaces.
Control building form and presentation (heights, setbacks, signage, materials and colours, extent of glazing etc) through DDOs or amendment to Industrial Design Guidelines. |  | Macedon Ranges Shared Trail |
|  | Rezone to Commercial 2 Zone (C2Z) and apply Design and Development Overlay (DDO) |  | Landscape buffer |  | Potential future pedestrian and bicycle crossing |
|  | Potential future sports park |  | Woiworing Cottage, apply Heritage Overlay |  | Existing road network |
|  | Existing Industrial 1 Zone | | |  | Potential future road network |
| | | | |  | New precinct access points
Future intersection treatments subject to detailed design. |

Objective

To ensure that the business park is a high quality development that is designed to provide a sensitive design response to the entrance and landscape setting of Gisborne.

Strategies

- Support commercial development along Saunders Road that provides a high quality, attractive frontage to the business park, and a well-designed interface that is compatible with adjacent residential uses and provides a sensitive response to the visual qualities of views to the north.
- Support development of light industrial uses, including office-warehouses; automotive and building services; and small-scale manufacturing as a buffer between the existing industrial area and nearby sensitive land uses
- Design and locate use and development in the business park to protect the visual and physical amenity of adjacent residential land.
- Support public realm improvements within the existing business park area (landscaping, footpaths etc) to improve access and amenity, and to provide an attractive setting for future private investment into the area.
- Ensure future development protects and retains the creek corridor within open space, and incorporates integrated water management (IWM), WSUD and Biodiversity Sensitive Urban Design (BSUD) to support the ecological and drainage functions.

Objective

To future-proof for longer term expansion of the business park beyond the horizon of the structure plan.

Strategies

- Support longer-term expansion of the business park to the east, along the train line to provide an appropriate buffer to sensitive uses.
- Retain Rural Living Zone (RLZ) within the township boundary to retain a 'semi-rural' edge in the interim, and to ensure that sufficient land is available for long term business needs in locations that are not likely to result in land use conflict.

Actions

- A 31. Prepare a DDO to control the built form outcome along the Saunders Road frontage of the business park. The is to include (but not be limited to)
 - built form height and setback controls to minimise visual impact of development from gateway entrance
 - building separation that provides for views to the north
 - a material/colour palette that includes muted and natural colours and materials that provide sensitive response to the entrance road and backdrop of views to the north
 - an attractive, active interface that provides address to the road
 - controls that minimise the extent of signage
 - provision for attractive landscaping, active transport access and substantial canopy trees.
- A 32. Apply the Heritage Overlay (HO) to Woiworung Cottage at 111 Saunders Road, and ensure adequate curtilage and a sympathetic design response is provided to protect the amenity of the cottage.
- A 33. Investigate adaptive uses for Woiworung Cottage to ensure that it is respectfully integrated to the precinct.
- A 34. Prepare policy guidelines to ensure advertising and building signage or branding makes a positive contribution to the amenity, streetscape or landscape character of the area, particularly in sensitive and strategic areas and along main roads.
- A 35. Amend the 'Design Guidelines for Industrial & Commercial Development for the Macedon Ranges Shire' (2012) to include new industrial and commercial zoned land. Expand the scope of these to cover C2Z if necessary.

7.2. Tourism

Gisborne is the gateway to the Macedon Ranges. It has a small but emerging tourism and events role, with smaller-scale accommodation and event spaces available. Although tourism is not currently identified as an economic strength, there is an opportunity to support ongoing provision of spaces for events, hospitality and visitor accommodation.

Gisborne is also a popular destination for day trippers to the Macedon Ranges and Hanging Rock for its food retail offerings, while the monthly Gisborne Olde Time Market is a popular regional attraction.

The benefits of tourism must be balanced against the protection of Gisborne's valued amenity and landscapes, including its reserves, the Jacksons Creek corridor, and existing vegetation, street trees and landscaping.

Opportunities exist to support tourism including increased provision of overnight accommodation, as well as building on Gisborne's well-established strength in retail food by addressing gaps in night-time dining and entertainment.

Realising these opportunities will enhance the emerging brand of the town centre as a regional gathering place for food and trade in a village setting.



Objective

To promote Gisborne as the gateway to the Macedon Ranges, and an attractive place to visit for shopping, food, events and recreation.

Strategies

- Support development that provides opportunities to increase tourism in the town.
- Promote Gisborne as a destination for cycling, walking and recreation, in addition to food retail.
- Promote the Gisborne town centre as a destination village to be enjoyed, through prioritising the pedestrian experience and economic activity.
- Promote and develop community and entertainment facilities that attract visitors from the region and further afield.
- Encourage food and entertainment businesses and events that provide night-time activation.
- Support the Gisborne Market and work with organisers to ensure the location and operations remain appropriate.
- Facilitate development of and connections to the Macedon Ranges Shared Trail project
- Support uses in New Gisborne that promote use of the Macedon Ranges Shared Trail and visitation to the area.

Actions

- A 36. Develop a program of community events, festivals and activities to take place in the streets and open spaces within the town centre.
- A 37. Prepare and implement a wayfinding strategy that encourages visitors to extend their experience and explore the retail and hospitality offering of Gisborne.
- A 38. Finalise the Gisborne UDF to set out guidelines for signage and provide details of pedestrian and streetscape improvements in the town centre.
- A 39. Update the Macedon Ranges Shire-Wide Footpath Plan to identify and prioritise links between the New Gisborne NAC and the Macedon Ranges Shared Trail.

8. Heritage and culture

Identify, protect and celebrate important elements that contribute to Gisborne's unique post-contact and Aboriginal cultural heritage.

Macedon Ranges Shire has a strong and proud Aboriginal heritage stretching back many thousands of years. Gisborne and surrounds is within the traditional country of the Wurundjeri Woi Wurrung people for whom natural landscapes form part of a single, holistic, cultural and spiritual landscape.

Contact between the Woi Wurrung people and European settlers in the Gisborne region began in the early nineteenth century. Dispossession of the Woi Wurrung was facilitated by the occupation of the land by squatters and pastoral settlers.

Robert Hoddle was commissioned to lay out a proper township in 1851. The original village was laid out on a formal grid with wide streets, and confined to the inner slopes of the Jacksons Creek Valley on the south side of the creek. Hoddle named it 'Gisborne' after Henry Fysche Gisborne, the Commissioner of Crown Lands who set up an outpost for his Border Police troopers in 1840 to assist colonists with the suppression of Aboriginal resistance.

From 1851, the town quickly grew as a result of the gold rushes in Bendigo and Castlemaine and the railway line was constructed to service the goldfields. Schools, churches, dwellings, hotels and other buildings and bluestone infrastructure were built from this time, and for at least seven decades, from 1871 Gisborne was the focus of a strong and dedicated tree planting program which has resulted in the stunning tree-lined avenues that contribute to the amenity of local neighbourhoods, open spaces and landscapes today.

A number of historic buildings and places from Gisborne's early development still stand today and are highly valued by the community. At least two of these early buildings are of state significance: Macedon House and the Gisborne Railway Station are both listed on the Victoria Heritage Register (VHR). Both sites have important roles as entry gateways to the township, and future development in the vicinity of these sites will need to recognise the significant value of the buildings, their curtilage and setting.

There is also a large number of locally significant heritage precincts and buildings in Gisborne that are protected by a HO. These include the Gisborne Cemetery, current and former civic buildings, and historic homes.

Objective

Ensure new development appropriately responds to heritage sites, places and values.

Strategies

- Protect Macedon House and Gisborne Railway Station, including its curtilage and setting, when designing any development in and adjacent to the heritage buildings on these sites.
- Support sympathetic development around heritage sites so the heritage significance of a site or streetscape is protected and retained.
- Support sympathetic restoration and adaptation of heritage sites by allowing complementary uses that facilitate ongoing preservation and maintenance.
- Support adaptation and re-use of heritage buildings and older dwellings within the township.
- Continue work to identify, assess and document places of cultural heritage significance in Gisborne for protection under the planning scheme.

Actions

- A 40. Undertake a heritage assessment to determine whether two sites in the vicinity of the Gisborne Railway Station should be included under the HO in their own right and, if considered to be of potential State-level significance, nominated for inclusion in the VHR:
- possible former stationmaster's house at 4 Barringo Road
 - hotel building at 283 Station Road.
- A 41. Apply the HO to Woiworung Cottage at 111 Saunders Road.
- A 42. Continue work to identify, assess and document places of cultural heritage significance in Gisborne for protection under the planning scheme.

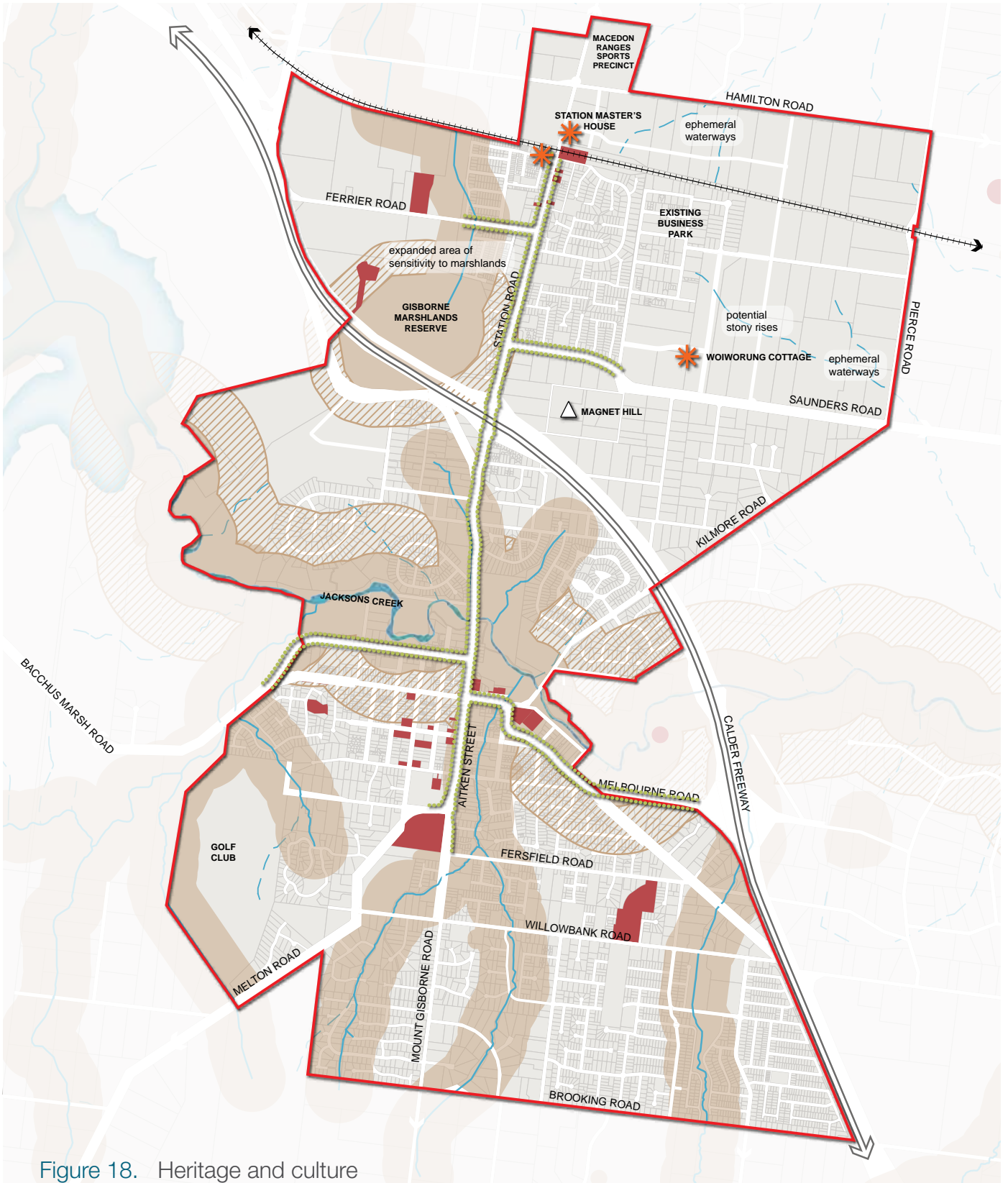
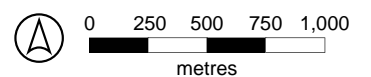


Figure 18. Heritage and culture

- Proposed protected settlement boundary
- Waterways
- Cultural heritage sensitivity
- Potential expansion of cultural heritage sensitivity mapping.
- Existing Heritage Overlay
- Roads with significant avenue trees
- ✳ Potential heritage site



8.1. Aboriginal cultural heritage

Aboriginal cultural heritage encompasses intangible aspects, such as cultural landscape associations, including important views (both to and from places of significance) and associations with particular landforms and natural features, such as waterways and their corridors.

While the significance of tangible assets like scar trees and stone tools is well recognised, Aboriginal cultural heritage also encompasses intangible aspects such as cultural landscape associations, including with particular landforms and natural features, such as waterways and their corridors; and important views both to and from places of significance.

Wurundjeri Elders contributed to a cultural values survey, both augmenting known existing cultural values, and identifying further cultural values in the early stages of the structure plan.

The review includes information and data not traditionally included in cultural heritage surveys such as resource use of the local plant and animal species, vegetation communities, and intangible information, and contains the perspectives of the Wurundjeri Woi Wurrung Elders and Community who participated in the field visits.

Areas of cultural heritage sensitivity are mapped around a number of Aboriginal cultural heritage sites in and around Gisborne, as well as along waterway corridors including Jacksons Creek. Aboriginal artefacts have also been found at numerous sites in the Gisborne region outside of these defined areas.

The following areas of Aboriginal cultural heritage sensitivity should be recognised as part of any future development:

- **Landscape features and significant views**, including towards Camel Hump, Mount Macedon, Mount Robertson and in the direction of the Sunbury Earth Rings, and to and from Mount Gisborne and Magnet Hill.
- The **Jacksons Creek corridor** is identified as having the potential for Aboriginal cultural significance as an important travel route and place of natural resources.
- The **Gisborne Marshlands Reserve** has cultural significance for the potential presence of items of cultural heritage significance, including flora and fauna.
- **Ephemeral creeks**, unnamed drainage lines and stony rises could contain artefact scatters.
- **Large old trees** should be retained and surveys for scar trees should be undertaken. Further regeneration is encouraged via natural recruitment and revegetation programs.

Objective

To enhance and celebrate Gisborne's Aboriginal cultural heritage in its open spaces and landscapes.

Strategies

- Provide a buffer to the Gisborne Marshlands Reserve to protect areas of potential cultural heritage sensitivity.
- Protect remnant large old eucalypts and other indigenous species and encourage their regeneration within the landscape.

Actions

A 43. Provide access along waterways and to landscape highpoints that would have been featured in the cultural interpretation of the landscape (i.e. wayfinding, travel routes, food sources).

A 44. Use culturally significant species in revegetation projects, and landscaping of public open spaces and parks.

A 45. Include interpretative signage, pause points and design elements that reflect Aboriginal values through the town centre and Gisborne's open space areas.

A 46. In consultation with Wurundjeri Woi Wurrung, use Aboriginal names and terminology in the future naming of places, and symbolism in the future design and interpretation of places, which could be through layout or materiality.

A 47. Continue to work with the Registered Aboriginal Party to identify cultural heritage values, including the Jacksons Creek river terraces, ephemeral creeks and stony rises.

Objective

To ensure new development appropriately responds to Aboriginal cultural heritage sites, places and values.

Strategies

- Ensure identified sites are appropriately and respectfully integrated with open space and landscape connections during the early stages of the design process for new development.
- Encourage the use of culturally significant species in the landscaping of new development.

Actions

- A 48. Identify, assess and document places of Aboriginal archaeological and natural significance within the proposed PSB, in consultation with the Wurundjeri.
- A 49. Request cultural impact assessments prior to the design phase, for any development within the areas identified as having potential cultural sensitivity. These include:
- undeveloped land within 500m of Jacksons Creek, including the escarpment and alluvial terraces
 - undeveloped land to the south and west of the Gisborne Marshland Reserve, ephemeral creeks and stony rises.
- A 50. Advocate to First Peoples – State Relations to expand areas of cultural heritage sensitivity along the Jacksons Creek corridor and around the marshlands perimeter.
- A 51. Consult with the Registered Aboriginal Party on any development within the Jacksons Creek corridor area of sensitivity. The location and design of any crossing or works should:
- maintain continuity of the creek line along this movement and resource corridor
 - retain unmodified natural outcrops and remnant native vegetation
 - be designed to minimise visual impact on the cultural landscape.
- A 52. Identify areas containing culturally valued species (not just rare or endangered) and explore the potential to protect these through Planning Scheme controls, such as VPO or ESO.



9. Landscape, open space and environment

Enhance landscape, open space and environmental values through connected green spaces, protection of important landscape features, and integration of biodiversity values while planning for more resilient and sustainable communities that can withstand the effects of a changing climate.

9.1. Gisborne's landscape setting

Gisborne is located on the edge of the Victorian volcanic plain, near where the flat to undulating landscape intersects with hills and mountains of the upland region.

The township is established in the alluvial valley of Jacksons Creek that has worn a deep ravine into the basalt plain and provides a green backdrop to the town centre with its steep escarpments and adjoining open spaces.

Mount Gisborne provides a natural edge to the township to the south, and the smaller rise of Magnet Hill is a landmark featured in the middle ground of many views within and around town.

The Macedon Ranges are the defining landscape feature of the shire and are exemplary within the state context. The wide, forested backdrop of the ranges terminates views and makes a significant contribution to the visual landscape setting of Gisborne and New Gisborne.

Protection of the visual and physical qualities of the landscape around Gisborne has shaped the town's historic development. The PSB will ensure that the views to significant landscape features and Gisborne's rural landscape setting is protected from further development in perpetuity.

Within the settlement boundaries the visual impact of residential development on the escarpment has the potential to compromise the quality of the landscape and must be carefully managed.

Views and visually sensitive landscapes within the settlement boundary have been identified to ensure that the attributes of these are recognised and an appropriate design response is applied.

Objectives

To enhance Gisborne's semi-rural character through retention of views to significant landscape features and surrounding rural landscapes.

To protect visually sensitive landscapes from development that will compromise their quality and influence on the semi-rural character of Gisborne.

Strategies

- Recognise the local landscape significance of the Jacksons Creek escarpment and its visual sensitivity.
- Support development that minimises the visual intrusion and potential impact of buildings, earthworks and infrastructure on landscape features and views through sensitive siting, design and landscaping.
- Support contemporary design responses that minimise visual impact through low-scale built form and upper level setbacks, design detailing, use of muted colours and simple material palettes.
- Encourage subdivisions and new developments to orient streets and pedestrian links to capture views and vistas to nearby landscape features.
- Retain the township boundary at Brooking Road to prevent development creeping further up the lower slopes of Mount Gisborne.

Actions

- A 53. Amend the SPP to include the proposed PSB for Gisborne.
- A 54. Review and amend local policy and decision guidelines in planning controls to trigger appropriate design responses to visually sensitive landscapes.
- A 55. Assess the Jacksons Creek valley landscape for potential application of the Significant Landscape Overlay (SLO).

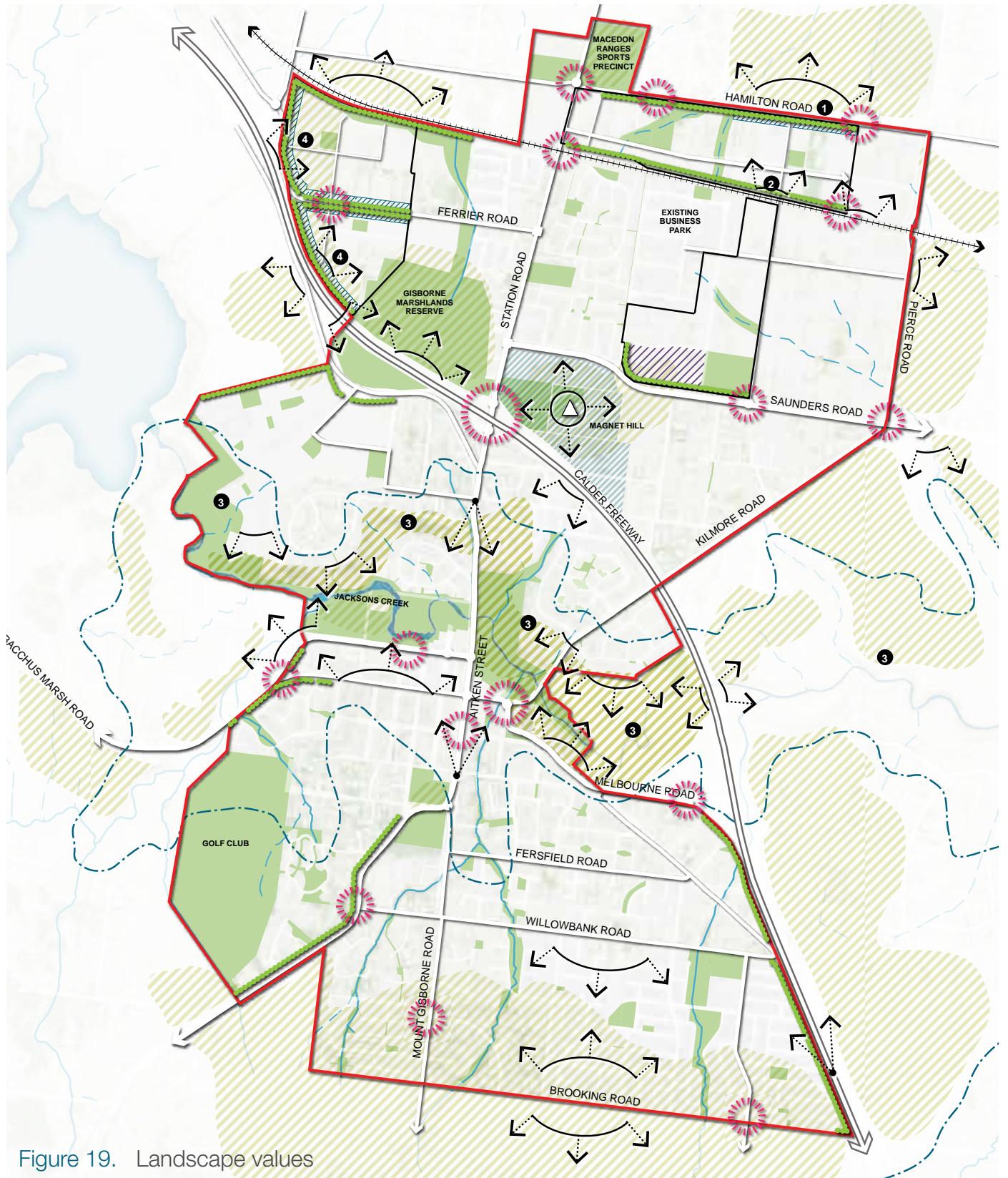
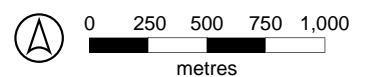


Figure 19. Landscape values

Proposed protected settlement boundary	Gateways and township entry points	1 Align settlement boundary to Hamilton Road to protect significant views to the north.	4 Future growth along the western edge of Precinct Four (Ferrier Road West) is subject to further visual assessment to maintain corridors with significant sequences of views along the Calder Freeway.
New Gisborne growth areas	Visually sensitive landscapes	2 Ensure breaks in built form, open space and road alignments along railway line are designed to capture views to the Macedon Ranges.	
Calder Freeway corridor with sequence of significant views	Open space	3 Assess the Jacksons Creek valley landscape for potential application of the SLO.	
Jacksons Creek valley landscape area	Semi-rural interfaces		
Existing Significant Landscape Overlay (SLO)	Landscape buffer		
Key views	Proposed Design and Development Overlay (DDO): Saunders Road entrance		



9.2. Entrances and edges

The township entrances and edges provide a series of different landscape experiences as a number of main roads from the surrounding region converge on the town centre of Gisborne.

These include the heavily forested entrance from Bullengarook, to the undulating hills and bush in the south, the mountain terrain in the north and the rural farmland in the east. From each direction there is a clear transition into Gisborne's valley at Jacksons Creek, creating a sense of arrival into the town centre.

The structure plan recognises the character and visual significance of Gisborne's entrance roads, including avenue trees, wide road reserves and the rural and open space setting of the township, the visually recessive interfaces to residential areas and views and vistas to surrounding landscape features.

Objectives

To provide semi-rural township edges that provide a transition from open, rural landscapes to the township.

To ensure that housing and development is visually recessive to the broader landscape setting on township edges and entrances.

To strengthen the sense of arrival to the Gisborne / New Gisborne township area.

Strategies

- Support site responsive development and infrastructure that is considerate of sensitive interfaces, particularly for land on township edges that is adjacent to low density residential or rural zoned land.
- Ensure access to new development is designed to provide a transition from rural landscapes, with opportunity to retain existing significant roadside vegetation or perimeter planting and landscape buffers to visually separate new housing.
- Nominate existing larger lots at entrances, edges and in visually sensitive areas as 'minimal change' in the housing framework.

Actions

- A 56. Require landscaped mounding to the edge of the Calder Freeway to provide visual and acoustic amenity, maintain the significant sequence of views and minimise the appearance of new development as viewed from the road corridor as part of any future precinct or development plan.
- A 57. Require lots adjoining entrance roads to provide service roads or local street/rear lane access and landscape buffers with shared user paths adjacent to entrance roads.
- A 58. Provide large lot, semi-rural interfaces to entrance roads and visually sensitive landscapes in new subdivisions.
- A 59. Reinforce township entry points and key intersections with high quality built form and landscape treatment that provides a clear signal of entry.
- A 60. Avoid insensitively branded built form, lighting, billboards and signage that could detract from the quality of township entrances.
- A 61. Extend the character of wide, tree-lined avenues and boulevards into areas of new development.

9.3. Railway line

The railway line is identified as a corridor with a significant sequence of views in the SPP. Views to the Macedon Ranges to the north are a strong feature of the rail journey between Riddells Creek and Macedon, with many of the peaks and ridges discernible from the railway corridor. In the proposed New Gisborne growth area views to the ranges are filtered by vegetation along the railway corridor with some clear breaks across open paddocks.

The structure plan recognises there is a tension between maintaining rural and landscape views and sustainable development objectives that seek a higher density of housing around train stations, including planning for transit-oriented development and improved housing diversity.

A balance needs to be achieved that recognises that within township boundaries there are going to be impacts on the views. These may take the form of interruptions, but removal of low-value vegetation and woody weeds along the train line also presents an opportunity to open up views in strategic breaks through the future urban design of the precinct.



Objective

To ensure view lines and visual connection to the Macedon Ranges are responded to through new development near the railway line.

Strategy

- Support development that provides an attractive interface to the railway corridor with opportunities for visual connection to the Macedon Ranges in the north.

Actions

- A 62. Require future urban design frameworks and/or development plan preparation to provide a views assessment and design response that demonstrates how the view lines and the visual connection to the Macedon Ranges have been considered and enhanced through the design of the precinct. Responses may include:
- creating a strong sense of ‘arrival’ into the New Gisborne township through clear delineation between the ‘rural’ and ‘urban’ conditions
 - providing strategic breaks and steps in built form that enable views to the ranges
 - aligning view corridors with open space to enhance long-range views
 - orienting roads to the north to capture views and further separate built form
 - providing a lower interface of two storeys to the railway line (with upper levels setback) to avoid sheer built form
 - use of architectural detailing to create visual interest and materials in muted and natural tones that reflect the nearby rural character
 - providing windows, balconies and openings along the train line for passive surveillance and activation
 - providing a road interface and landscape buffer wide enough to support active transport and substantial canopy trees to soften the appearance of buildings, as viewed from the train line
 - seeking opportunities to open up views through removal of low-value vegetation and woody weeds.

9.4. Trees

Gisborne's street trees are an important part of the township history, character and identity with many of the significant oaks and elms planted over 130 years ago. Stunning tree-lined avenues contribute to the amenity of local neighbourhoods, open spaces and landscapes. They feature in views and gateways and have biodiversity, habitat, visual and recreational values.

Trees are essential elements of urban streetscapes. They sustain cooler, healthier environments, support biodiversity and habitat for wildlife in urban areas, restore soil moisture levels to recharge and stabilise groundwater levels in catchments, which are all attributes that can assist with climate change mitigation.

In addition to the street trees, there are many large significant old trees on private property that contribute to the town's green backdrop.

Substantially increasing tree cover is a major priority for climate change adaptation as trees provide shading and cooling to urban areas, support a comfortable walking environment, and contribute to improved storm water management.



Objectives

To protect and retain existing trees on public and private land, and increase tree canopy cover throughout the township.

To ensure that new development provides for a substantial tree canopy and that provision for canopy trees is a key consideration in the design of streets, public spaces and private garden areas.

To foster a sense of ownership and responsibility among the community towards the town's trees and green spaces.

Strategies

- Prioritise establishment of green infrastructure in streets and open spaces including canopy trees, water sensitive design and landscaping in streetscape verges, gardens and open spaces.
- Design new subdivisions to ensure that road widths and soil volumes are sufficient to accommodate canopy trees.
- Require site-responsive subdivisions and developments that protect and retain existing trees by incorporating them into the design of streets and open spaces.
- Ensure new development is designed to accommodate medium to large canopy trees through provision of communal or private open spaces and garden areas with deep soil zones and adequate provision for canopy trees in front setbacks.
- Ensure that tree species selection and spacing has regard to bushfire risk.
- Ensure longevity of street trees by selecting species that withstand future climate forecasts.

Actions

- A 63. Vary the landscape standard in schedules to the residential zones to include requirements for canopy trees in front setbacks and garden spaces.
- A 64. Review planning scheme provisions related to trees and vegetation and develop options for increasing tree canopy coverage and strengthening tree protection on public and private land. The review should:
 - develop criteria that provides clear thresholds for establishing the significance of a tree
 - identify significant trees within both public spaces and private property, and use appropriate planning tools (such as the VPO) and management techniques to provide greater protection
 - include an urban cooling study to identify areas of low canopy cover, including neighbourhoods and key pedestrian routes
 - establish tree canopy targets and prioritise areas according to need
 - plan for additional street tree planting and succession planting for trees that are ageing, or for those that are identified as potentially impacted by future road widening or intersection works
 - encourage use of management techniques such as lopping and consideration of under-canopy use to retain large old trees on private and public land.
- A 65. Undertake educational campaigns to educate residents, businesses, and local organisations about the benefits of trees, proper tree care and the role of trees in climate change adaptation and mitigation.

9.5. Environmental values

Gisborne has over 81 hectares of environmentally significant reserves within the township boundary. The largest is the Gisborne Marshlands Reserve which is one of the few remaining wetlands in the shire on public land, and home to significant native flora and fauna. UL Daly Conservation Reserve, Magnet Hill, Jacksons Creek and its tributaries and Mount Gisborne are also important environmental assets.

There is opportunity to strengthen landscape connectivity through the Gisborne township by supporting the restoration and protection of existing biodiversity corridors, and by creating 'green biolinks' using local indigenous species through new development areas that connect open spaces and conservation reserves. This will provide greater connectivity for flora and fauna as well as human residents and improve the biodiversity and conservation values in the area.

The Gisborne region contains two vegetation communities listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act):

- Ecological Vegetation Classes (EVC) 647 Plains Sedgy Wetland (Marshland Reserve)
- EVC 55 Plains Grassy Woodland.

EVC (2005) mapping shows that the now endangered Plains Grassy Woodland EVC was found extensively across land proposed to be included in the PSB, and that there is a likelihood of patches occurring primarily along roadsides and the train line, with some smaller patches scattered throughout.

Wildlife

Eastern Grey Kangaroos are commonly found grazing in the open grasslands and packs surrounding town. The Gisborne Golf Club hosts a significant population, as does Magnet Hill and the Gisborne Marshlands.

The bushland areas have a range of small to medium-sized mammals including Swamp Wallabies, Ring-tail and Brushtail Possums, Krefft's (Sugar) Gliders, Echidnas, a suite of microbat species, Bare-nosed Wombats, as well as native rodents and small carnivorous marsupials known as Antechinus. Koalas are occasionally seen. The marshlands and waterways host Australian Water Rats and Platypus.

Threatened species

- Gisborne Marshlands and Jacksons Creek support rare wetland species such as Latham's Snipe, Lewin's Rail, Great Egret and occasionally the White-bellied Sea Eagle.
- EPBC Act Listed species include the endangered Gang-gang Cockatoo which nests in hollow trees in Gisborne.

The PSB has largely avoided areas identified as having high environmental values as identified through the VPO and RCZ. The exception to this is the north western corner where a desktop review has found that the highly modified landscape is unlikely to contain significant environmental values.



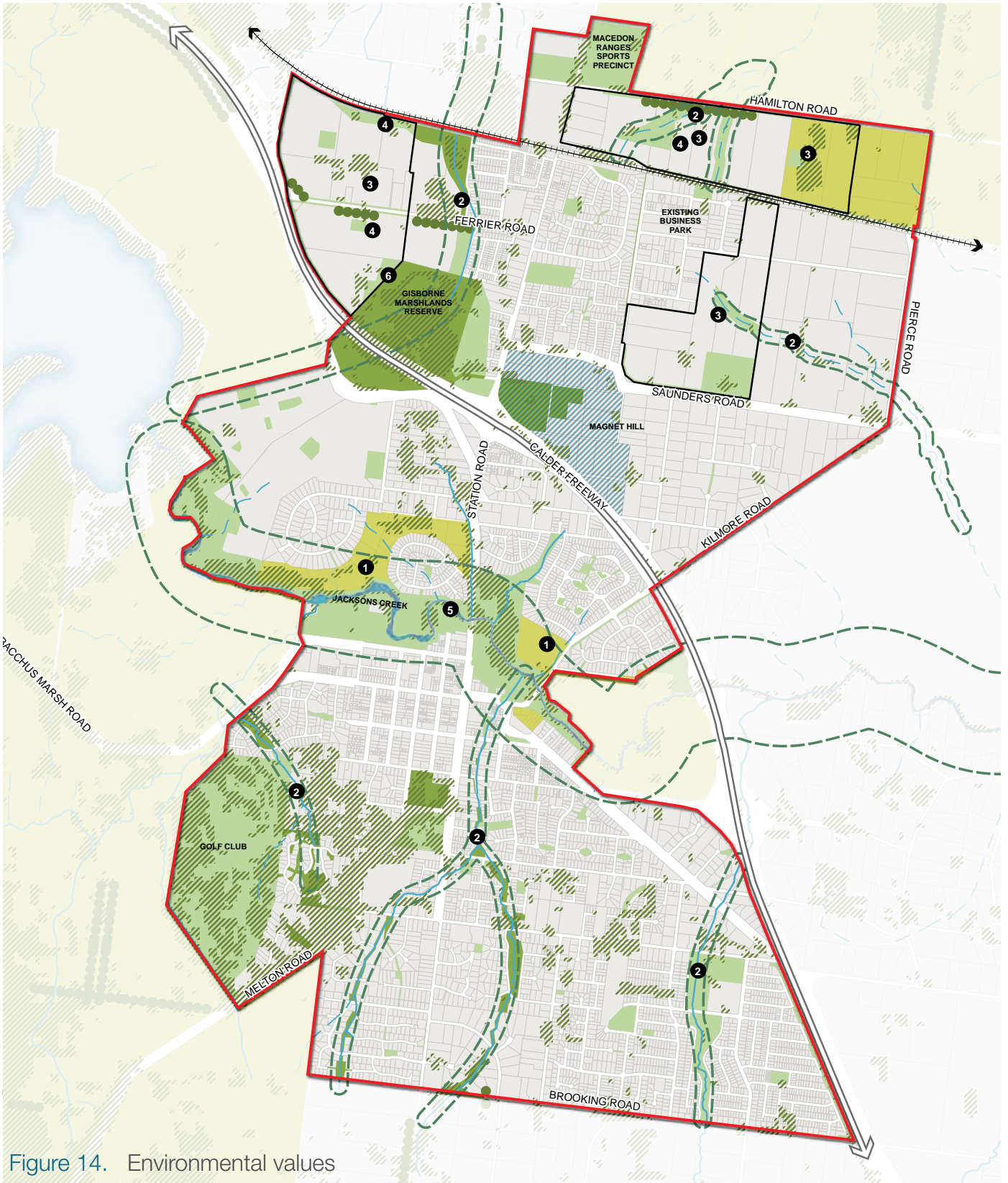
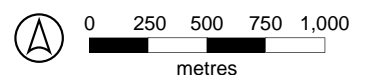


Figure 14. Environmental values

- | | | | |
|--|------------------------------|--|---|
| Proposed protected settlement boundary | Likely remnant EVCs | 1 Retain land within Rural Conservation Zone along the Jacksons Creek corridor. | 4 Retain habitat values by protecting remnant native vegetation in new subdivisions, including mature trees and intact native grass patches. |
| New Gisborne growth areas | Conservation reserves | 2 Protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity. | 5 Prepare a master plan for the Jacksons Creek corridor. |
| Rural Conservation Zone (RCZ) | Other open space | 3 Undertake ecological assessments prior to rezoning land in New Gisborne growth areas. | 6 Maintain an area of open space between the heritage curtilage of Cathlaw House and the Gisborne Marshlands Reserve. |
| Significant Landscape Overlay (SLO) | Biolinks | | |
| | Roadside conservation values | | |



Objectives

To identify, protect and enhance areas identified as having high biodiversity and habitat values.

To strengthen corridors connecting green spaces and provide landscape connectivity.

To encourage use of Biodiversity Sensitive Urban Design (BSUD) in the design of new urban development.

Strategies

- Continue to support local environmental groups and contribute to the revegetation of waterways and riverbanks and projects that improve biodiversity, prevent erosion and strengthen habitat corridors.
- Support implementation of actions and strategies contained within Council's Biodiversity Strategy and environmental works plans and increase funding to better manage conservation areas.
- Support IWM initiatives to mitigate pollutants and stormwater loads on the Jacksons Creek and Maribrynong River catchments (refer also to Section 12).
- Retain land within the RCZ along the Jacksons Creek corridor to protect the visual and environmental qualities of the valley
- Protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity.
- Retain habitat values by protecting remnant native vegetation in new subdivisions, including mature trees and intact native grass patches.
- Maintain an area of open space between the heritage curtilage of Cathlaw House and the Gisborne Marshlands Reserve to protect view lines and cultural heritage values associated with the reserve.
- Encourage the use of indigenous and culturally significant species in gardens, streets and open spaces to provide for urban biodiversity and landscape connectivity.
- Encourage integration of street landscaping with private gardens to enhance the function of public and private spaces as biodiversity corridors.



Actions

- A 66. Prior to any application for subdivision or development, require ecological and arboricultural assessments that identify existing trees and vegetation (including grasses), fauna, habitats and waterway corridors that are important for conservation and enhancement of biodiversity and landscape connectivity.
- A 67. As part of new development, consider the need for wildlife corridors and fencing controls, and the preparation of Kangaroo Management Plans or wildlife salvage operations as necessary.
- A 68. Prepare a master plan for the Jacksons Creek corridor that provides a vision for the development of a regional open space corridor.
- A 69. Prepare landscape guidelines and planting palettes that include indigenous and culturally significant species designed to enhance biodiversity values and provide landscape connectivity through the design of urban environments.

Objectives

To minimise the disturbances caused by public lighting to native wildlife and ecosystems and reduce electricity use.

Strategies

- Support the use of innovative lighting technology such as dimmers, timers, motion sensors, colour temperatures and solar lighting
- Avoid excessive illumination, glare and spill, and the indiscriminate use of floodlighting, particularly along the rural interface, in areas of open space or those with conservation values.

Action

A 70. Prepare a Wildlife Friendly Lighting Policy that requires that new lighting schemes employ best practice design to minimise light pollution for streets, commercial premises and open spaces.



Male Gang Gang Cockatoo. Photographed by Ambika Bone.



9.6. Open space

Gisborne's primary open space is the Jacksons Creek corridor which has been preserved as a significant landscape backdrop and parkland setting for the town. It features a linear network of open spaces incorporating the Gisborne Botanic Gardens, sports fields and facilities, playgrounds, pathways, biodiversity and habitat linkages and opportunities for both active and passive recreation.

New Gisborne is host to the Macedon Ranges Sports Precinct which will provide a diverse range of sports, events and activities. The staged development will connect to the existing netball facility and include two full sized sports fields and pavilion, indoor courts, a playground and circuit paths.

Most residential areas have access to local reserves or conservation areas that provide landscape amenity and a conservation function, but many of these lack facilities for social recreation such as quality playgrounds, picnic areas or other amenities.

Where greater housing diversity and increased infill development is planned, quality open spaces are to be provided to ensure access to natural environments and visual relief along with social and recreational opportunities for residents who do not have the amenity of a large backyard.



Objectives

To ensure that new development delivers open spaces that protect and enhance biodiversity and trees, township character, and waterways.

To provide for high quality social recreation and sports reserves to meet the needs of the existing and growing population.

Strategies

- Provide an open space network that promotes health and wellbeing and serves the needs of a diverse community.
- Ensure that residents have equitable access to open spaces that are fit for purpose, safe and engaging for a broad cross section of the community.
- Support implementation of Council's open space strategy, existing and future master plans and environmental management plans.
- Ensure waterways and drainage reserves are multi-functional, allowing for drainage, flood mitigation, water quality protection and improved biodiversity while facilitating recreation through pathways, seating and play areas.

Actions

- A 71. Prioritise upgrades to local reserves to improve access to quality open spaces for social recreation.
- A 72. Deliver the following open spaces in the New Gisborne residential growth areas:
- destination social recreation (2-5ha), co-located with creek corridor/drainage reserves and town centre
 - community level active sport space of at least 4 hectares, to accommodate a full sized oval
 - smaller local parks of around 1 hectare to capture trees for conservation and provide local social recreation destinations for residential areas
 - a civic community space connected to the future community centre and town centre retail precinct to function as a 'public square'.
- A 73. Seek a minimum open space contribution of 10% subdivision land area to ensure that higher density development is supported by a network of high quality and connected open spaces.

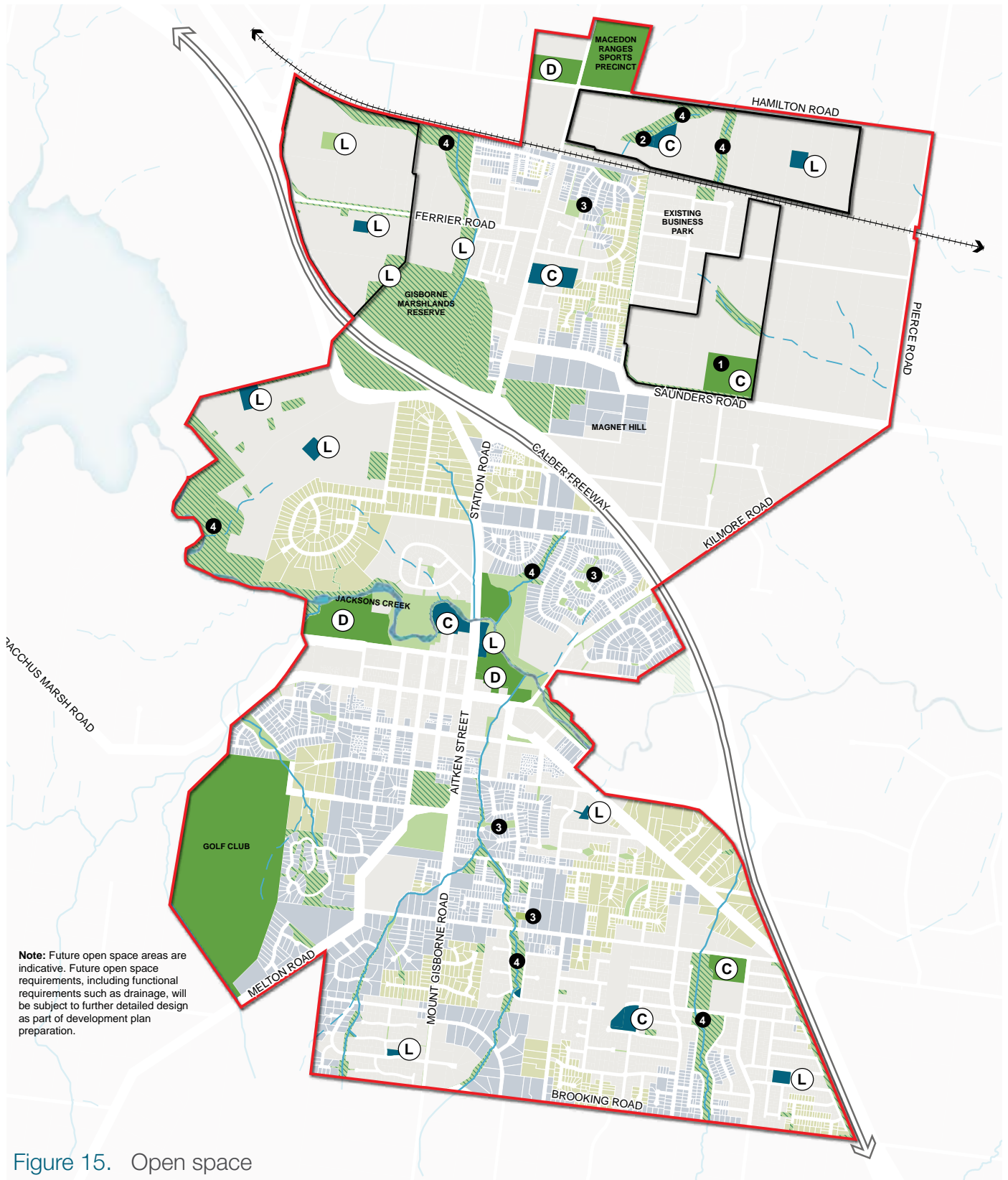
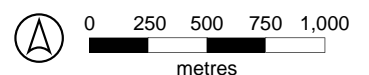


Figure 15. Open space

- Proposed protected settlement boundary
- New Gisborne growth areas
- Existing / proposed path network
- Properties outside 400m open space catchment
- Properties outside 400m catchment to social recreation or sports parks

- Open space types**
- Sport
 - Social recreation
 - Conservation / encumbered
 - Special purpose / landscape amenity
- Open space hierarchy**
- D Destination park
 - C Community park
 - L Local park

- 1 Proposed community sports park
- 2 Proposed community social recreation park
- 3 Prioritise upgrades to local reserves to improve access to quality open spaces for social recreation.
- 4 Enhance waterways as multi-functional reserves that allow for drainage, flood mitigation, water quality protection and improved biodiversity while facilitating recreation through pathways, seating and play areas.



9.7. Bushfire risk

The landscape within 20 kilometres of Gisborne includes rugged terrain with complex topography and forested vegetation that is likely to generate extreme fire behaviour. These areas are covered by the Bushfire Management Overlay (BMO) and are the type of locations where the creation of new or expanded settlements should be avoided.

The landscape surrounding Gisborne features a mix of grazing, agricultural and rural residential properties, some of which interface with or are set amongst woodland or forested vegetation.

When assessed against the broader region Gisborne is a lower bushfire risk location where it would be preferable to direct development over other higher risk locations like Macedon, Mount Macedon, Woodend and Bullengarook.

The most likely directions of bushfire attack on severe fire weather days in Victoria are from the north-west or south-west (and to a lesser extent from the north and east). At the landscape-scale, both directions contain large, forested areas.

A fire travelling through these has the potential to generate embers on days of severe bushfire weather that can travel for many kilometres before landing in packs/grasslands around the town.

Radiant heat and direct flame contact from grassfires and areas of forest and woodland that have direct interfaces with the township boundary form the most likely fire behaviour that could impact the settlement. Localised flame contact or radiant heat from a fire that develops in any unmanaged vegetation within the settlement is also a risk to be considered.

The planning scheme requires that settlement growth be directed to the lowest risk locations, and at the settlement scale the higher risk areas to the south of Gisborne were avoided on the basis that land to the north and east was relatively lower risk.

Discussions with the County Fire Authority (CFA) in the early stages of the project indicated a preference for growth to be directed to New Gisborne due to higher bushfire risks associated with the more rugged and forested landscape to the south.

BMO landscape type

The landscapes immediately around the township boundary have been classified as landscape type two according to the BMO Technical Guide. These are landscapes where:

- The type and extent of vegetation located more than 150 metres from the site may result in neighbourhood-scale destruction as it interacts with the bushfire hazard on and close to a site.
- Bushfire can only approach from one aspect and the site is located in a suburban, township or urban area managed in a minimum fuel condition.
- Access is readily available to a place that provides shelter from bushfire. This will often be the surrounding developed area.



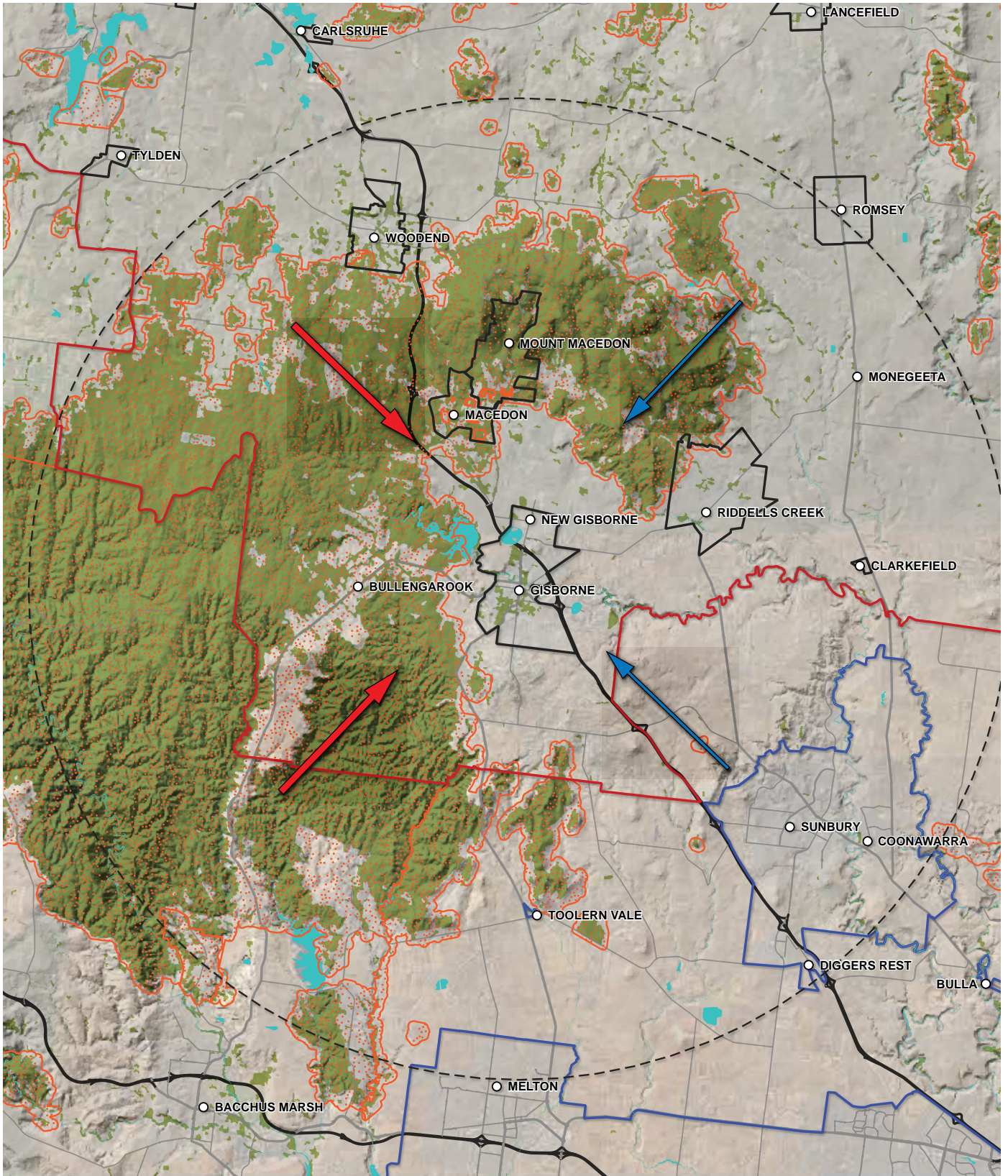


Figure 20. Bushfire: landscape context

- Township boundaries
- Shire boundary
- Urban growth boundary
- 20km assessment radius
- Forested areas
- Bushfire management overlay
- Main fire runs
- Secondary fire runs



Development prioritisation

The following development priorities are identified from a bushfire risk perspective:

- **Lowest risk:** Infill development and Precincts 1, 2, 3, 5 and Precinct 6 (south of railway line).
- **Partial risk:** Precinct 4 where there is no direct interface with forest or woodland.
- **Highest risk:** Western third of Precinct 4 and Precinct 6 (north of railway line), and areas with direct interface with woodland or forest.

The lowest risk location is the infill areas within the existing settlement. This is land where there is limited classified vegetation, areas that are unlikely to be impacted by landscape scale fires (except for ember attack) and can expect lower levels of radiant heat exposure if a fire did ignite. This is also an established urban area where existing vegetation (including parks and linear reserves) can feasibly be managed in a low threat manner.

The next best lower risk locations are Precincts 1, 2, 3, 5 and 6 (south of railway line), and Precinct 5 (where there is not a direct interface with forest or woodland). These are areas which are likely to be exposed to grassland fires, with some localised spotting from individual trees in the landscape. This is a relatively easy risk to manage through perimeter roads and appropriate setbacks.

Subject to the implementation of appropriate bushfire risk mitigation strategies, all investigation areas could be designed to create no net increase in risk.

Objectives

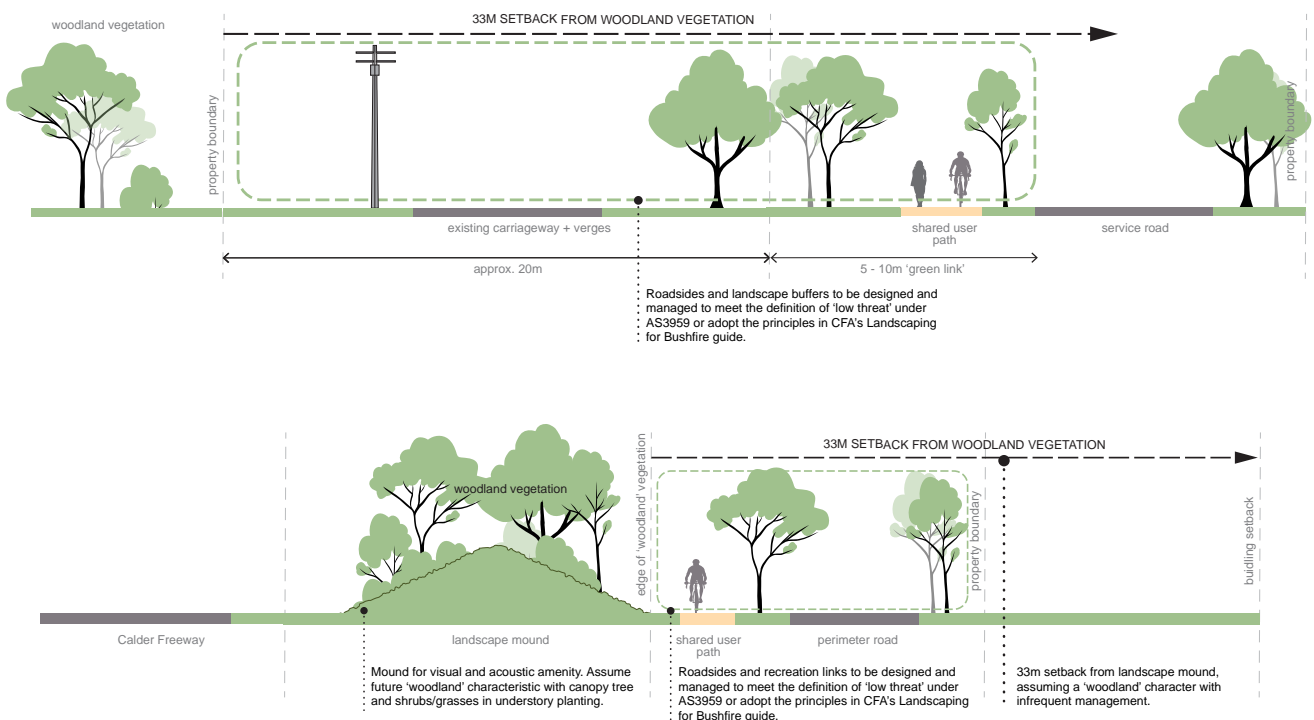
To minimise bushfire risk at the settlement interface.

To strengthen community resilience to bushfire by addressing the risk at the local level and broader landscape context.

Strategies

- Direct township expansion in New Gisborne as the preferred 'lower risk' location at the settlement scale
- Support development that provides a design response that minimises the risks associated with the bushfire interface.
- Avoid positioning any vulnerable uses (eg: aged care and retirement living) or hazardous uses such as petrol stations on the interface or in the western part of Precinct 4.
- Ensure development staging minimises exposure to unmanaged vegetation with a 100 metre vegetation management buffer from the development front.
- Design the settlement interface to include perimeter roads and low threat vegetation.

Figure 21. Concept interface diagrams



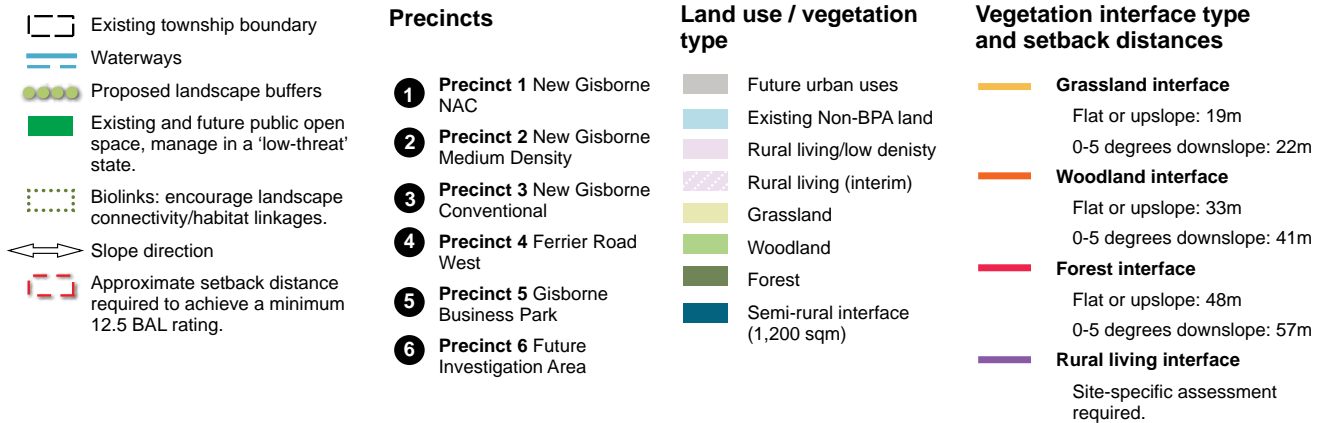
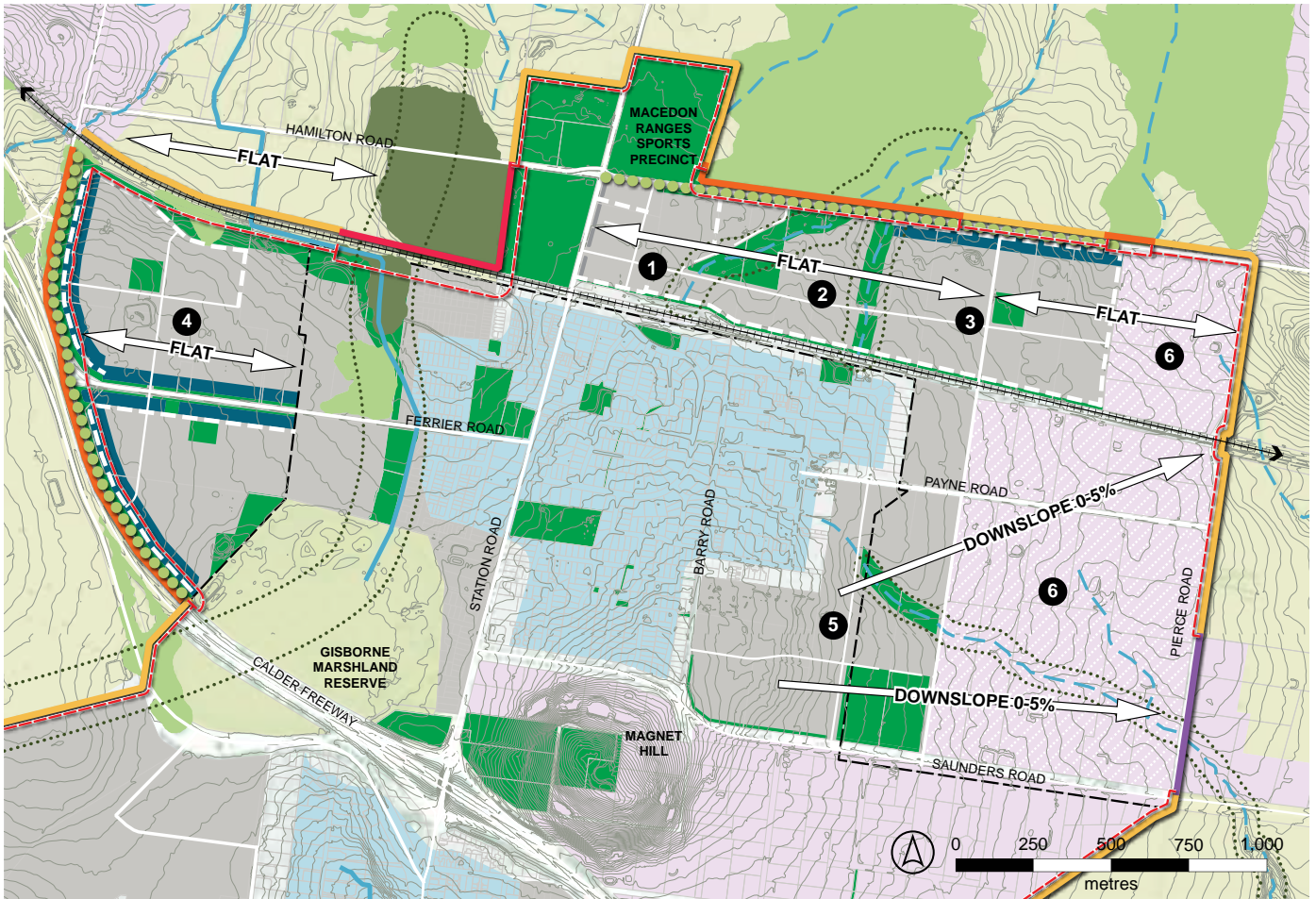


Figure 22. Bushfire considerations: New Gisborne

Actions

- A 74. Require any new development in BPAs to prepare site-specific bushfire risk assessments at the development plan or subdivision stage.
- A 75. Design and manage vegetation in new settlement areas (except areas required for conservation and biodiversity) to minimise bushfire risk where practicable (eg: street planting to achieve a low threat standard under AS3959).
- A 76. Provide lots on the settlement edge that are large enough to avoid structure to structure fires but not too large that they enable fires to run into the settlement (eg. 800 -1,200sqm).

- A 77. Ensure new development provides:
 - perimeter roads where there is a direct interface with existing forest or woodland, or where new conservation areas are proposed
 - landscaped avenues and edges that are managed as 'low risk' landscapes
 - building setbacks achieve a minimum 12.5 BAL rating for all new development
 - a permeable road network that includes multiple options for access and egress.

this page is intentionally left blank

10. Movement and transport

Provide a safe and accessible walking and cycling network and an efficient public transport system that provides a convenient alternative to private vehicles.

Gisborne has evolved as a car-dependent community with low density, dispersed residential areas located up to three to five kilometres away from the town centre.

Most people are reliant on their cars to travel into the town centre for basic necessities which places pressure on the road network. This is heightened by a lack of shops and services elsewhere, including to service residential growth areas in New Gisborne and to the south of town.

This leads to congestion at peak times, with traffic counts showing an increase, particularly around school drop off and pick up, and at the beginning and end of the work day.

Having arrived in the town centre, there is a tendency for people to drive to destinations rather than walk, which results in a high number of vehicles circulating the streets and comparatively low pedestrian activity. Car parking demand is high in some locations, and there are a number of uncontrolled intersections that struggle with capacity at peak times.

A number of arterial roads converge in Gisborne, providing a link from the south and west to the Calder Freeway and areas to the north. This through traffic places additional pressure on the road network, particularly the north-south spine of Station Road, while truck movements through the town centre impact on the amenity of streets

Both the duplication of Station Road and the construction of a western bypass have been suggested as possible solutions to alleviate these issues.

A bypass was tested through the movement and transport investigations for Gisborne Futures, however this was found to be expensive and difficult to achieve due to complex topography, landscape and environmental values, and future development at Ross Watt Road.

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.

Major arterial road issues cannot be resolved via the structure plan. Instead the plan focuses on providing viable alternatives to private vehicles, including:

- supporting activity centres to create a multi-centric town with walkable access to conveniences
- improvements to the pedestrian and cycle network
- advocating for improvements to both local and regional public transport.

New Gisborne growth areas

Hamilton and Barringo Roads will be primary roads for vehicle movements around the precinct while internal 'main streets' will provide a safe environment with a high level of amenity for pedestrians and cyclists.

Wide footpaths in the NAC will support pedestrian safety and mobility and activities such as outdoor dining and footpath trading. They will include amenities and 'pause-points' for public gathering, safe pedestrian crossings and space for landscaping and canopy trees.

Active and public transport will be encouraged and facilitated with separated bicycle lanes and bus-capable roads through the town centre, with an east-west 'boulevard' through the precinct providing a continuous, safe and direct connection to new residential areas.

Additional off-road shared user paths will be provided within landscaped reserves along Hamilton Road and the train line, further reinforcing active and safe east-west connections throughout the precinct.

10.1. Walking and cycling

Objectives

To promote sustainable transport (walking, cycling and public transport) as a viable alternative to private car use.

To provide a safe and enjoyable multi-modal transport network, which enables independent travel for users of all ages and mobility levels.

Strategies

- Prioritise pedestrian movement in activity centres and around school zones through safe crossing opportunities, reduced speed limits, canopy trees and an attractive public realm.
- Provide pedestrian wayfinding that includes information on distances to key destinations across the township to enable pedestrians to orient themselves and encourage walking.

Actions

- A 78. Prepare an updated movement network study that prioritises key actions and intersection upgrades, and sets out a strategic plan to encourage a mode shift from private vehicle use to sustainable transport alternatives.
- A 79. Factor in facilities and infrastructure for micro-transport such as scooters and e-bikes in future precinct design.
- A 80. Provide low-stress bicycle riding infrastructure including off-road paths and protected bicycle lanes to improve separation from traffic, particularly along the Strategic Cycling Corridor, arterial and connector roads, and as part of new development.
- A 81. Deliver an off-road shared user path network that provides continuous connections to entrance roads, open space and to key destinations.
- A 82. Update Council's Walking and Cycling Strategy to reflect recent development and integrate a sustainable transport vision, with a plan of works to improve the off-road shared path network.
- A 83. Prepare and implement a wayfinding strategy.
- A 84. Identify opportunities for pedestrian safety/ access improvements in the Gisborne UDF.

Objective

To plan for a sustainable future community in New Gisborne that prioritises active and public transport modes of travel.

Strategies

- Support development that provides a high quality pedestrian environment and public realm that supports active and public transport networks.

Actions

- A 85. Ensure that any future precinct structure plan or development plan for the New Gisborne growth areas provide:
 - linear linkages within wider road reserves and access 'boulevards' that include separated bike lanes to act as active transport arterials, supplemented by a dedicated shared user path network throughout all precincts
 - safe and convenient crossing points of connector roads and local streets (including kerb outstands and raised thresholds) at all intersections and on key desire lines and waterway crossings
 - a permeable, direct and safe street network that accommodates all transport modes, including shared user paths and separated bicycle lanes, as part of new development
 - for use of Hamilton Road and Pierce Road as a 'circuit road' for vehicle access around the growth area with internal streets prioritised for active and public transport.
- A 86. Plan for a pedestrian connection across the railway line between Station Road and Pierce Road to provide a direct link between residential and employment areas.
- A 87. Provide 'end of travel' infrastructure for active transport including safe and secure bicycle parking and repair stations.



Figure 23. Active transport network

<ul style="list-style-type: none"> +++++ Railway line ==== Calder Freeway ==== Arterial roads (DTP) ==== Collector roads ==== Strategic cycling corridor ⊙ Integrated transport hub ⊙ Potential pedestrian crossings and safety improvements 	<ul style="list-style-type: none"> ----- Existing shared or off-road path ----- Potential or planned shared path/active transport route ----- Potential on-road connections ----- Macedon Ranges shared trail ⊙ Investigate feasibility of alternative road bridge ⊙ Activity centres ⇄ Potential pedestrian/cyclist connection 	<ul style="list-style-type: none"> 1 Prioritise active and public transport upgrades over road widening. 2 Prioritise pedestrian movement in activity centres and around school zones through safe crossing opportunities, reduced speed limits, canopy trees and an attractive public realm. ⊙ Future road network and infrastructure requirements for New Gisborne growth areas to be resolved at development plan or detailed design stages.
---	--	--

0 250 500 750 1,000 metres

10.2. Public transport

Objectives

To improve the frequency, reliability and accessibility of Gisborne's public transport network.

To ensure an equitable public transport system that provides ease of mobility for all members of the community, including those who cannot drive or don't have a car.

Strategies

- Plan for higher land use intensity in the Gisborne town centre and in New Gisborne to support viability of high frequency public transport services.
- Ensure all new dwellings are within walking distance of bus services and that new connector roads are bus capable to physically allow for future services within these areas.
- Ensure that all new developments in New Gisborne provide clear and direct linkages to the train station.

Actions

- A 88. Advocate for a high, frequency and direct bus service along Aitken Street and Station Road from Willowbank Road to Gisborne Station that provides a convenient alternative to private vehicles for access to town centres, schools, employment areas and the train station.
- A 89. Work with the Department of Transport and Planning and bus operators to expand bus services to new development areas, the Gisborne Business Park and future residential areas.
- A 90. Ensure that bus stop locations and access to bus stops (including for public transport and school bus use) are carefully integrated into the design of new precincts.
- A 91. Consult with transport operators and the Department of Education to ensure bus stop locations are safe, accessible and fit for purpose across the township.
- A 92. Advocate for the upgrade of Gisborne Station to an integrated transport hub.
- A 93. Advocate for future service frequency improvements on the Melbourne-Bendigo railway line that stop at Gisborne.
- A 94. Review the bus timetable to ensure appropriate alignment with train services and reduced travel time between stops.



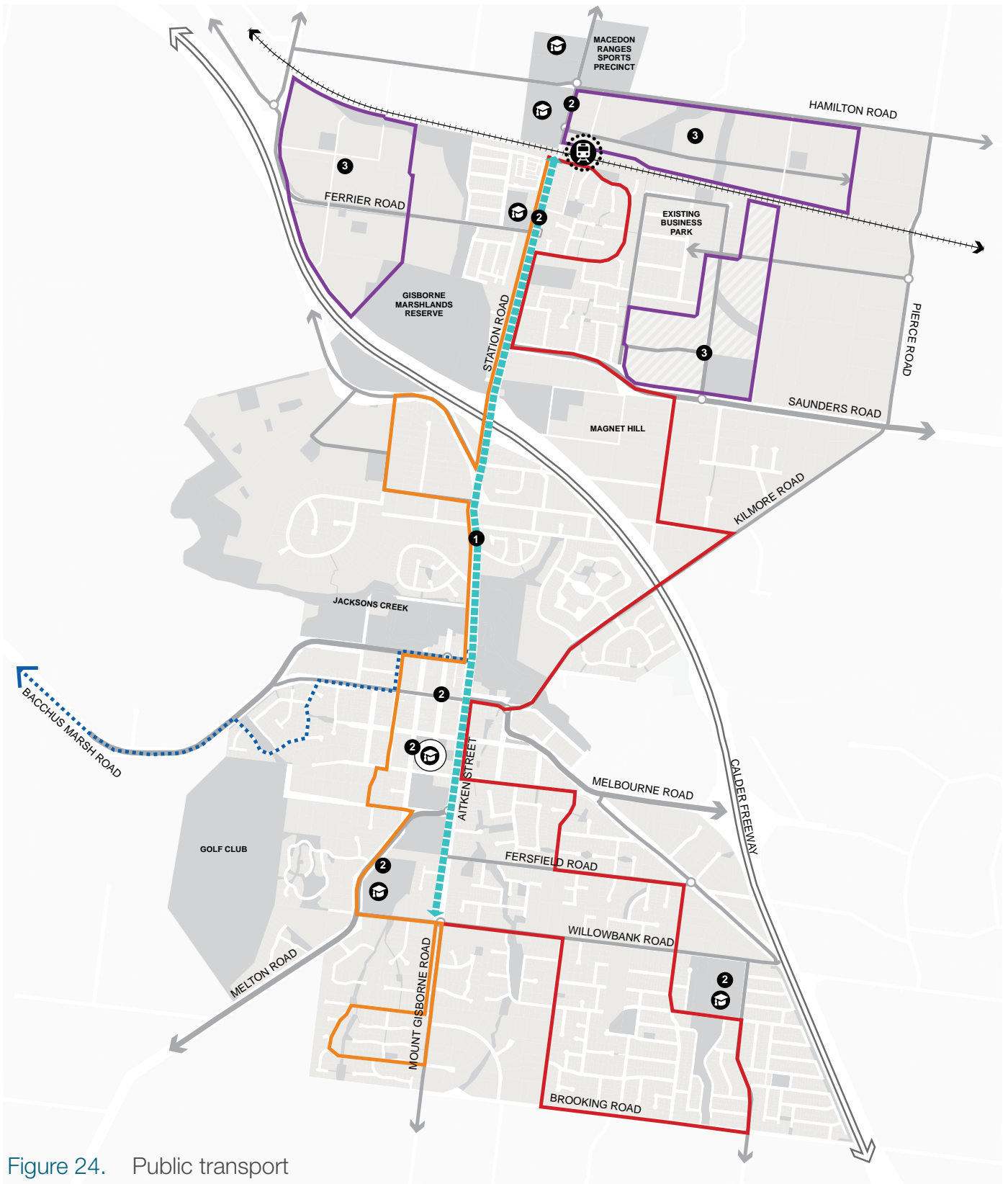


Figure 24. Public transport

- Railway line
- Calder Freeway
- Arterial roads (DTP)
- Collector roads
- Integrated transport hub

- Potential high-frequency bus route along Station Road / Aitken Street / Mount Gisborne Road
- New Gisborne growth areas

- 1 Prioritise active and public transport upgrades instead of road widening.
- 2 Provide safe and accessible bus stops and facilities around schools and activity centres.
- 3 Provide bus-capable roads through the New Gisborne growth areas.

Potential / proposed bus routes*:

- Bus route 74
- Bus route 73
- Bus route 77 (on-demand)

*Bus routes as shown on the Gisborne Bus Network Review and subject to finalisation (Engage Victoria, 2024).

10.3. Road network

Objective

To provide an accessible movement network with clear and direct routes that are safe and connected.

Strategies

- Manage the road network to optimise safety, amenity and efficiency for all road users including cars and bicycles.
- Plan for development south of Hamilton Road and to the east of Station Road in New Gisborne and strengthen Hamilton, Pierce and Kilmore Roads as a primary route into the Gisborne town centre to relieve pressure on Station Road.

Actions

- A 95. Work with Council departments, authorities and developers to plan and deliver road infrastructure and intersection upgrades highlighted on Figure 25.
- A 96. Investigate feasibility of alternative road bridge over the railway line at Pierce Road to avoid bottleneck at the historic Mitchells Bridge.
- A 97. Develop a sustainable transport network that aligns with the State Government's Movement and Place Framework, ensuring safe and efficient mobility for all users while enhancing liveability of the town.

Objective

To protect the character and amenity values of Gisborne's tree-lined avenues.

Strategies

- Prioritise walking, cycling and public transport upgrades over road widening or duplication.
- Facilitate delivery of an activity centre in New Gisborne to reduce the need for all residents to travel into the town centre via Station Road.
- Seek to protect and enhance significant avenue trees.

Action

- A 98. Plan for early succession planting along road corridors and intersections where there is likely to be impacts on trees.

10.4. Car parking

Objectives

To provide a reliable parking experience through best practice parking management.

To ensure efficient use of parking spaces, minimise congestion, and promote sustainable transportation options in the community.

Strategies

- Ensure that car parking supply is distributed and managed to meet demand in town centres.
- Promote the use of all-day parking outside areas of high demand.
- Improve pedestrian amenity to encourage walking through out the town centre.

Actions

- A 99. Prepare a Car Parking Plan for the Gisborne town centre that:
 - explores parking management options to improve availability and distribute demand more evenly across Gisborne town centre.
 - addresses issues such as parking duration, enforcement, and considers the potential for paid parking in areas of high demand to encourage all-day parking in nearby areas that are less utilised
 - includes recommendations for parking management and controls for higher density development
 - explores potential use of a Car Parking Overlay that requires developers to contribute to public car parking infrastructure as an offset to on-site parking, particularly for constrained sites where meeting car parking requirements may be prohibitive to the future development of the site.
- A 100. Identify opportunities for additional car parking in the Gisborne Urban Design Framework.
- A 101. Improve wayfinding signage to all-day parking spaces as part of a new wayfinding strategy.

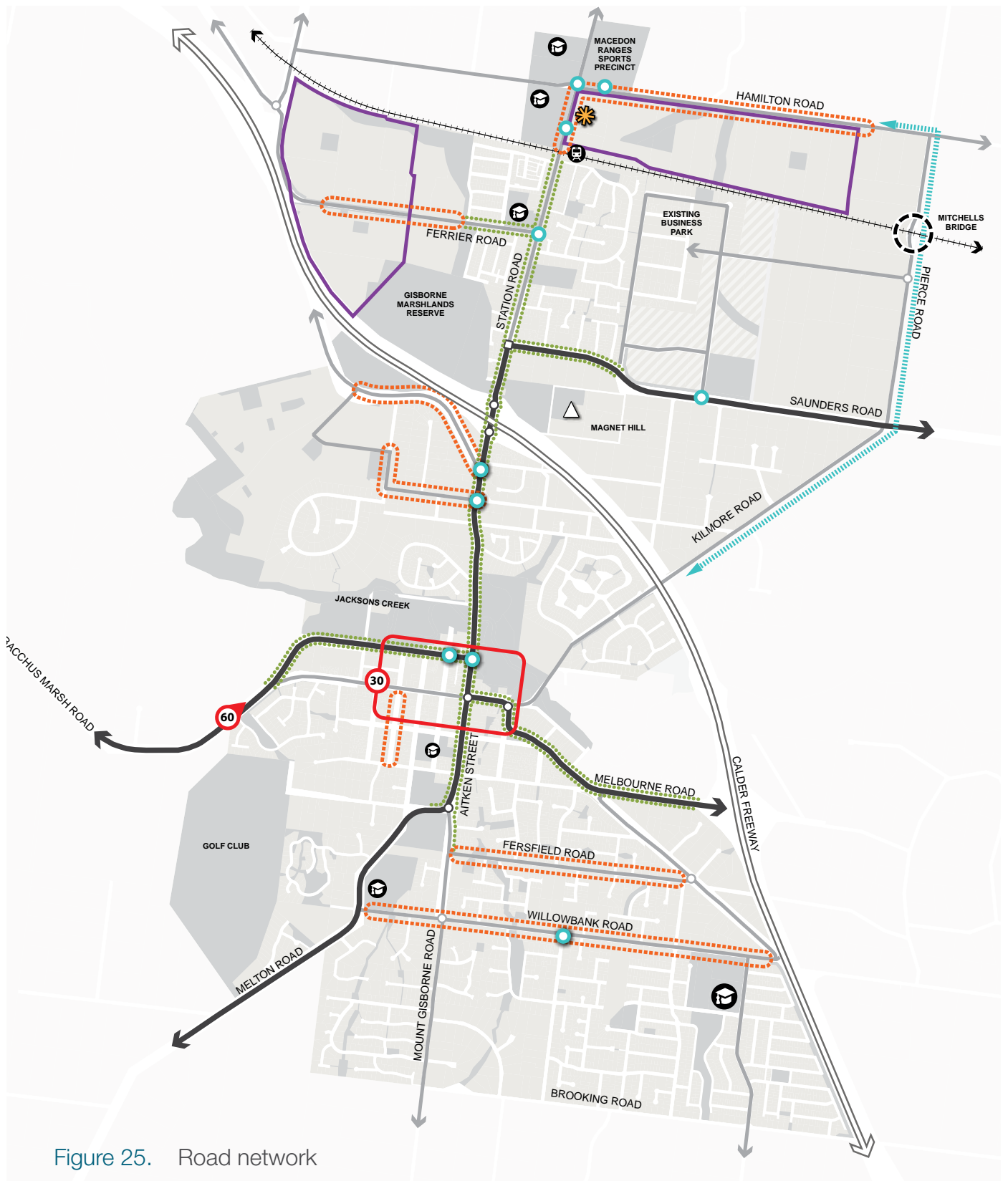
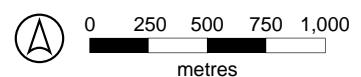


Figure 25. Road network

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> +++++ Railway line ==== Calder Freeway ==== Arterial roads (DTP) ==== Collector roads ○ Intersection upgrade ←→ Strengthen Hamilton, Pierce and Kilmore Roads as a primary route into the Gisborne town centre | <ul style="list-style-type: none"> ←→ Future boulevard roads --- Future road upgrades ... Seek to protect and enhance avenue trees ○ Investigate feasibility of alternative road bridge 30 Trial a 30km/h speed limit in the Gisborne town centre 60 Extend 60km/h speed zone to Mulgutherie Way | <ul style="list-style-type: none"> ✳ Facilitate activity centre in New Gisborne to reduce the need for all residents to travel into the Gisborne town centre. □ Future road network and infrastructure requirements for New Gisborne growth areas to be resolved at development plan/detailed design stages. |
|---|--|--|



11. Community infrastructure

Strengthen community services and facilities and ensure these are delivered for the existing and future people of Gisborne and New Gisborne, and the surrounding district.

Community facilities play an important role in regional townships, supporting health, wellbeing and community inclusion. They provide key services such as libraries and maternal and child health, arts and cultural facilities as public spaces for people to meet. Importantly, they complement the more commercial function of town centres by providing spaces and services at low or no cost.

The Gisborne District is well-serviced by community infrastructure across a number of categories. Over time it is expected that the community infrastructure needs of the town will increase alongside population growth and shifts in demographics.

A community infrastructure assessment (CIA) has been undertaken using the three possible population scenarios (low, medium, and high) to identify existing and potential future community infrastructure needs.

Integrated community hub

There is an existing shortage of community meeting spaces, arts and cultural spaces, youth spaces and senior citizens facilities. The gap in these services only increases with additional population growth.

The structure plan nominates a site for a new integrated community hub on the corner of Hamilton Road and Barringo Roads. A range of services and programs can be co-located within the hub and the proposed location will provide ready access to the schools, public transport and the rMacedon Ranges Sports Precinct.



A new community hub in New Gisborne can act as a catalyst project for the precinct. Example above: Sprinvale Community Hub. Images courtesy of Lyons Architecture.

Education

The CIA indicates that education across all levels will be reaching capacity under the medium to high growth scenarios.

The existing provision of one government secondary school is sufficient across the low and medium scenarios and would generate only minimal excess demand that could likely be managed at the existing site under a higher growth scenario.

It is proposed to rezone Holy Cross Primary School and Global Village Learning (GVL – former Montessori School) from RLZ1 to Special Use Zone Schedule 1 (SUZ1).

In recent years GVL has expanded to provide secondary education and kindergarten services, all of which will see an increase in demand as the community grows. Holy Cross is nominated as a potential site for expansion of secondary education.

This zone is intended specifically for private schools to provide for private education and associated uses. This will apply a more appropriate zone to allow for ongoing development of these education facilities.

In terms of tertiary education, proposed TAFE campuses in both Sunbury and Melton will significantly improve access to higher education and training opportunities for people in the community.



Objective

To provide for well serviced, connected communities that have access to essential services and community infrastructure.

Strategies

- Ensure that community services are readily available to meet existing and future community requirements.
- Prioritise an integrated community hub in New Gisborne to act as a catalyst project for further development of the precinct.
- Locate community infrastructure so that it is integrated with retail and other employment opportunities, is safe, accessible and designed to meet the diverse needs of a growing population.
- Provide for the co-location of services to enable the sharing of resources and encourage participation through ease of access.
- Design and manage community infrastructure to be flexible and adaptable over the long-term to ensure it can change with community needs and be used by a variety of groups for many different types of activities.
- Locate aged care facilities and retirement or residential villages 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 through a safe and connected path network.
- Support the ongoing operation and development of private schools (including Holy Cross and GVL) to provide early years, primary and secondary education for the existing and future community.

Actions

- A 102. Commence planning to deliver an integrated community hub in New Gisborne which provides for a broad range of services, including:
 - early years (kindergarten, maternal and child health, and playgroup)
 - space for seniors groups
 - an expanded Gisborne Library
 - arts and cultural activities
 - community meeting spaces.
- A 103. Review the use and leasing arrangements of existing sports pavilions to identify opportunities for broader use of these spaces as community meeting rooms.
- A 104. Continue to monitor population change and community needs. In the longer term consider the need for:
 - additional pavilions that include flexible meeting spaces as part of any new sports reserves
 - additional netball facilities
 - an additional kindergarten in south west Gisborne
 - an additional government primary school (long-term).
- A 105. Review and update the Gisborne Development Contributions Plan to identify, cost and determine contributions toward the funding of new community and other infrastructure.
- A 106. Facilitate partnerships between TAFE campuses, local businesses, and secondary schools to ensure that the community can benefit from local access to tertiary education opportunities.
- A 107. Engage with the Department of Education regarding population growth and the need for additional government schools in the medium to long term (between 2036 and 2051).
- A 108. Advocate for improved public transport services to support access to community infrastructure and schools.
- A 109. Explore opportunities to form partnerships with State Government, not-for-profit and private sector providers as a means of improving access to public infrastructure, community facilities and related services.
- A 110. Rezone the Holy Cross and GVL school sites from RLZ1 to SUZ1.

12. Utilities and sustainable development

Sequence and deliver essential servicing infrastructure in collaboration with development proponents, State Government departments and servicing authorities.

Water supply, sewage and recycled water

Greater Western Water (GWW) provides water, sewerage and recycled water services to a broad region that includes the towns of Gisborne and New Gisborne.

Gisborne's water is supplied from both Rosslynne Reservoir and the Melbourne supply system.

GWW is currently delivering a series of projects in the Macedon Ranges region to secure long term supply to the region and support growth. Key projects in Gisborne are a new transfer main from the Rosslynne Reservoir water filtration plant to Magnet Hill, and an additional storage tank on Magnet Hill.

All general residential zoned dwellings in Gisborne are connected to GWW's sewerage network. Due to the undulating landscape sewerage is transported via gravity and pumped rising mains to the Gisborne Recycled Water Treatment Plant.

GWW is currently upgrading the Gisborne Recycled Water Plant (RWP) to ensure it has the capacity to meet demand and adopts new technology to improve environmental performance. GWW is confident that any necessary future upgrades works can be accommodated within the footprint of the existing site. Two key challenges emerge for future growth:

- increasing capacity of the RWP is likely to require a new strongly enforced buffer surrounding the plant; and
- the additional recycled water resulting from the urban growth cannot just be discharged to Jacksons Creek and will need to find a beneficial reuse.

Sewerage is treated to produce Class B recycled water and may be used for irrigating public parks, gardens and sports grounds, with limited use for food production and stock pasture.

The proposed new growth areas for residential, industrial and open space uses will require a reconfiguration of the sewer system to respond to both the increased volume of sewage and the increased geographical distribution of sewer customers.

Stormwater

Macedon Ranges Shire Council is responsible for the installation and maintenance of drainage systems for catchments with an area smaller than 60 ha. This includes roadside drains, sediment basins, retarding basins and swales.

The water catchment management authority is Melbourne Water (MW) who are responsible for the installation and maintenance of drainage systems, including drain capacity and flood mitigation works for catchments with an area greater than 60ha. MW's drainage schemes outline the functional design of infrastructure required to service growth, with costs recouped through financial contributions paid by developers.

If any development is planned outside the boundaries of the existing drainage schemes, it may trigger the need for MW to undertake a drainage analysis and decide if another drainage scheme is required.

Integrated water management

Traditionally, three 'areas' of the urban water cycle have been managed separately: water supply, wastewater, and stormwater. Roles and responsibilities have similarly focused on the different areas of water management.

IWM recognises and seeks to improve the relationship between the three components of the urban water cycle.

Electricity and gas

Powercor is the authority responsible for the electrical supply to the region. New developments will be required to have their electrical cables laid underground. Land will also need to be reserved for electrical kiosks to convert the high voltage lines into low voltage for domestic use. Any substantial development is to be referred to Powercor's systems engineers to access the impact of additional load on the network.

Ausnet is the authority that owns the gas infrastructure in the Gisborne region, which has an extensive reticulation network for residential supply. New gas connections for residential development are being phased out in Victoria as part of a broader strategy aimed at supporting the state's transition to clean energy.

Objective

To plan for and sequence utilities and servicing infrastructure so they are integrated and coordinated across landowners and precincts, with costs equitably shared.

Strategy

- Ensure that the cost of delivering necessary service infrastructure is shared equitably among all parties involved in any development.

Actions

- A 111. Regularly consult with utility providers to ensure that services are fit-for-purpose and that infrastructure upgrades are planned to accommodate future township growth.
- A 112. Require detailed servicing plans that identify utilities to be upgraded, constructed and delivered at the precinct level to support township growth as part of any development plan, subdivision or PSP process.

Objective

To ensure that utilities are sited and designed to be visually unobtrusive in the landscape or streetscape setting.

Strategies

- Support upgrades to services, utilities and telecommunications infrastructure that are designed to minimise impacts on existing trees and vegetation, views and visually sensitive or significant landscape features.
- Ensure that service infrastructure such as electrical kiosks and pumping stations are visually recessive and integrated into landscaping that minimises their visual impact while still allowing access for maintenance.

Actions

- A 113. Consider the placement of utilities and services and how they are integrated into the streetscape, open space or building design during the planning, subdivision and detailed design stage of developments.

12.1. Environmentally sustainable development

Power generation and the environmentally sustainable development (ESD) of subdivisions and buildings are two areas that can be enhanced to deliver more sustainable communities by embracing advancements in technology to create, store and efficiently use power and water resources.

Developments designed using ESD principles have the potential to produce their own power, to collect, store and re-use water efficiently, to have reduced heating and cooling demands and a reduced demand for fossil fuels.

Advancements in technology to create, store and use these utilities can be integrated into new developments at the subdivision level, delivering improved environmental performance.

Objective

To encourage application of ESD principles and the sustainable subdivisions framework for new development to produce its own power, to collect, store and re-use water efficiently, to have reduced heating and cooling demands and a reduced demand for fossil fuels.

Strategies

- Encourage services and utilities that are designed to meet ESD guidelines to deliver more sustainable communities.
- Require future subdivisions to provide underground reticulated electricity and telecommunications services.
- Encourage new dwellings, buildings and developments to provide domestic scale renewable energy generation on site.
- Discourage gas supply in new estates and promote use of renewable energy sources.
- Promote ESD through buildings and infrastructure that are environmentally responsible and resource-efficient throughout their life-cycle.
- Promote the use of energy-efficient technologies including encouraging the use of renewable energy such as solar and wind power, and ensuring communities are energy self-sufficient in the event of grid interruptions.
- Support built form that demonstrates application of ESD principles.

Actions

- A 114. Review Council's policy position to consider introducing an ESD policy for new developments into the planning scheme.
- A 115. Embed ESD and sustainable subdivision principles into requirements for precinct structure plans, development plans and subdivisions.

Objectives

To complement traditional water services with IWM solutions to deliver positive environmental and liveability outcomes.

To maintain safe and affordable water supply, reduce potable water use and supplement existing supply.

To maintain healthier waterways through a reduction in stormwater runoff.

To increase use of recycled water and minimise discharges of treated water into Jacksons Creek.

Strategies

- Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways by supporting developments that include IWM initiatives such as:
 - rainwater tanks for non-potable uses including outdoor use, irrigation, laundry and toilet flushing
 - increased permeability and use of porous pavements for hard surfaces such as driveways and outdoor areas
 - use of domestic-scale of rain gardens and/or infiltration trenches on private property.
- Integrate streetscape WSUD and passive irrigation of trees and open space.
- Support investigations into the development of a long-term stormwater harvesting and treatment scheme to supplement regional water resources.
- Support opportunities to supply existing and proposed open spaces with recycled water for irrigation, including extension of the existing recycled water scheme north to New Gisborne.

Actions

A 116. Plan to design and construct bioretention basins and wetlands in public open space to improve the performance of existing storm water assets that service existing areas.

A 117. Manage and protect waterways to enhance riparian value while moderating the rate of stormwater infiltration.



13. Implementation

Implementation will involve seeking Council's formal adoption of the plan followed by a planning scheme amendment process to implement key policy and strategic directions into the Macedon Ranges Planning Scheme. Other non-statutory actions will commence subject to Council budget cycles.

Council's Role

Macedon Ranges Shire Council will play different roles in the implementation of the Gisborne Futures project. These will vary between the roles of planner, provider, advocate, partner/ facilitator, educator and regulator. A description of these various roles is provided below.

Planner

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

Advocate

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

Partner / facilitator

Working closely with developers, landowners, residents and businesses.

Educator

Provide information to businesses, residents and interest groups.

Regulator

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

Protected settlement boundary

The SPP will need to be amended to include the PSB for Gisborne.

Planning scheme amendment

A planning scheme amendment will be required to embed the structure plan's direction into the Macedon Ranges Planning Scheme.

Municipal Planning Strategy

The MPS outlines the strategic planning framework for the municipality, including key strategic directions and objectives.

Following exhibition of the planning scheme amendment and further community consultation, revisions to the MPS will include insertion of the new Gisborne Framework Plan into the settlement policy at Clause 11.01-1L.

Local planning policy

Local policies will be prepared to set out principles and guidelines to guide decision making for land use and development that aligns with the direction set out in the Gisborne Structure Plan.

The structure plan should be included as a policy document in this clause and as a background document at the schedule to Clause 72.08.

Detailed precinct planning and other work

Development plans

Prior to rezoning of the new growth areas in New Gisborne, detailed development plans will be required to coordinate growth and infrastructure delivery across multiple landholders or precincts.

The conditions or requirements for a development plan can be set out in the schedule to the overlay, and can include directions for:

- urban form and structure, densities, block sizes and layout
- movement and access, traffic and road infrastructure requirements
- landscape, open space and environmental consideration
- servicing infrastructure, drainage.

The development plan preparation process can determine developer contributions and sharing of infrastructure costs.

Business Park Development Plan

Review and finalise the Gisborne Business Park Development Plan to include proposed expansion areas

Amend the 'Design Guidelines for Industrial & Commercial Development for the Macedon Ranges Shire' (2012) to include new industrial and commercial zoned land. Expand the scope of these to cover C2Z if necessary, or apply the DDO.

Residential design guidelines

Prepare residential design guidelines/controls for medium density developments to ensure a high-quality built form, amenity and landscape response is provided.

Significant landscape assessment: Jacksons Creek escarpment

Review the visual character and local landscape significance of the Jacksons Creek escarpment.

Urban design frameworks

Further urban design work required to justify the controls within any DDO, including comprehensive site analysis, design response and preparation of planning scheme controls.

This work is commonly integrated into UDFs that involve:

- preparing a vision statement and design objectives.
- built form controls and guidelines for building heights, setbacks, density, and massing to ensure that new developments are compatible with the desired future character of the area.
- building design including materials, signs, facade presentation, lighting and other design details.
- plans for public realm improvements and providing public spaces, such as streetscapes, parks, and plazas, including landscaping, street furniture, lighting, and signage.
- movement and access plans that provide strategies for pedestrian, cycling, and car movements, and ensuring accessibility for all users.

Neighbourhood character study

Finalise the Gisborne NCS and prepare schedules and ResCode variations for areas within the NRZ and GRZ to reflect the preferred future character statements in the structure plan.

Development contributions

Review and update the Gisborne Development Contributions Plan to identify, cost and determine contributions toward the funding of new community and other infrastructure.

Ensure new development areas plan for, coordinate and contribute to all necessary supporting infrastructure across precincts.

Proposed Planning Zones

Residential zones

- Rezone most existing residential neighbourhoods from GRZ to NRZ.
- Retain GRZ in substantial change areas and Incremental Change Area 1 adjacent to the Gisborne town centre.
- Rezone new residential areas in New Gisborne to GRZ (for medium density and conventional areas) and NRZ to low density interfaces.
- Prepare variations to the residential zones to implement preferred character outcomes in the planning scheme.

Activity centres

- Rezone the Station Road and Ross Watt Road LACs to Commercial 1 Zone.

New Gisborne NAC

- Rezone the New Gisborne NAC town centre precinct to Commercial 1 Zone.
- Consider rezoning the NAC community centre site to Public Use Zone.
- Rezone the New Gisborne NAC mixed use precinct to Mixed Use Zone.

Education

- Rezone Holy Cross Primary School and Global Village Learning (GVL – former Montessori School) from RLZ1 to SUZ1.

Gisborne Business Park

- Rezone land along Saunders Road and Barry Road in the business park expansion area to the C2Z.
- Rezone the balance of land within the business park expansion area to IN3Z.
- Rezone the sports park site to PPRZ.

Proposed overlays

Development Plan Overlay

The DPO requires that the form and conditions of future use and development be set out on a development plan (DP) before a permit can be granted to use or develop the land. The DPO is a particularly useful tool for coordinating and staging development across multiple landowners within a precinct.

The DPO is proposed for:

- New Gisborne growth areas (Precincts 1,2,3 and 4)
- Gisborne Business Park expansion area (Precinct 5).

Amendment to the following existing development plans may be considered to permit a higher density of housing in Substantial Change Area 1 (LACs), and to allow to allow the flexibility to accommodate a mix of uses, including residential, on LAC sites:

- New Gisborne Development Plan (2014)
- Fersfield Road Development Plan (2013).

Design and Development Overlay

The purpose of the DDO is to identify areas that are affected by specific requirements relating to the design and built form of new development. It embeds urban design directions into the planning scheme to ensure a high quality built form and streetscape outcome is achieved through future planning applications.

The DDO is proposed for the following areas:

- Gisborne town centre
- New Gisborne NAC
- Commercial 2 Zone along Saunders Road (Business Park expansion area)
- Station Road and Ross Watt Road LACs

It is also proposed to extend the existing DDO17 to include the block bound by Hamilton Street, Lyell Street, Goode Street and Neal Street, and lots with infill capacity at township entrances.

Heritage Overlay

Apply the HO to Woiworung Cottage at 111 Saunders Road, and ensure adequate curtilage and a sympathetic design response is provided to protect the amenity of the cottage.

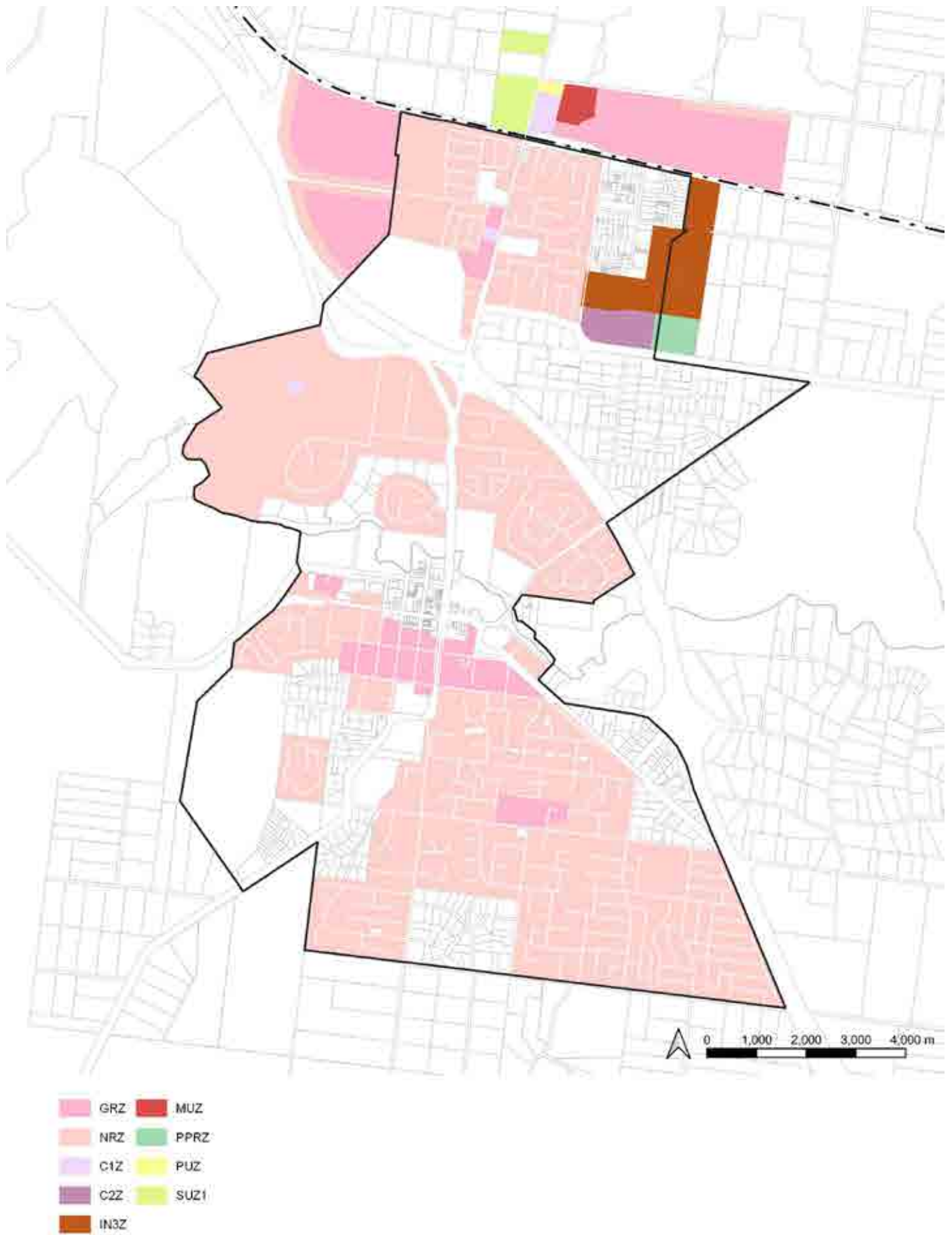


Figure 26. Proposed zones

Significant Landscape Overlay

Following review of the visual character and local landscape significance of the Jacksons Creek escarpment, consider for application of the SLO.

Vegetation Protection Overlay

Identify significant trees within both public spaces and private property, and use appropriate planning tools (such as the VPO) and management techniques to provide greater protection.

Monitoring and review

Council will provide a regular progress report on the implementation of the structure plan. This will provide a means of measuring the success of the structure plan.

It can be used to guide future resource allocation and ensure there is rolling budget support for ongoing implementation of the plan.

Regular monitoring of data projections, trends and the impacts of the plan will ensure that the vision and actions within it remain relevant.

The Structure Plan review process will occur every 2-5 years and report back on:

- progress on the implementation actions and projects that have been undertaken or underway
- monitoring of population growth and uptake of development opportunities
- monitoring of economic trends and employment and commercial land supply
- monitoring of housing capacity and development trends
- reporting back on whether development outcomes have aligned with the vision set out in the plan, and identification of any challenges or practicalities that have prevented successful implementation for future review
- the successful delivery of key actions, advocacy items or projects.

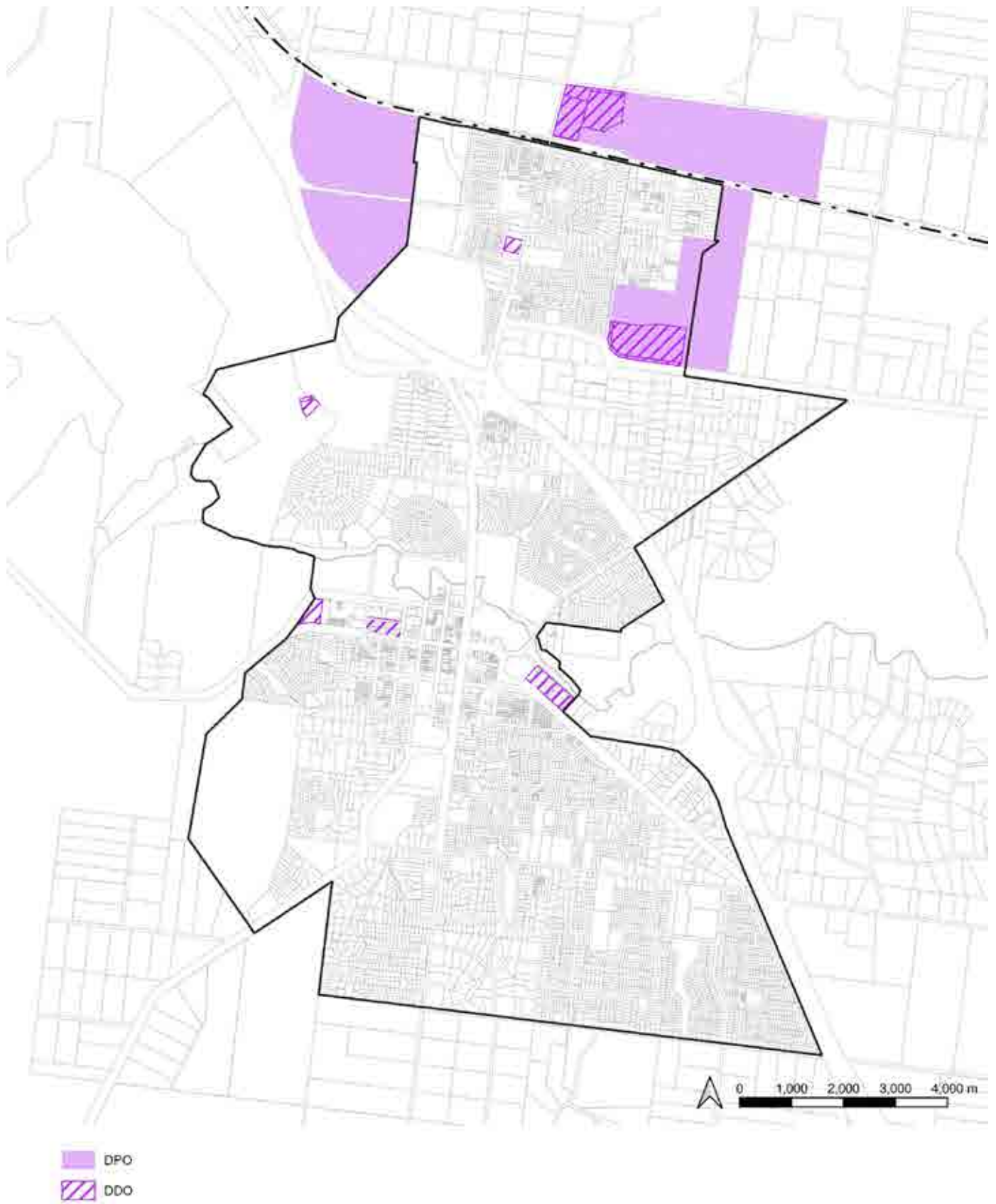


Figure 27. Proposed overlays

this page is intentionally left blank

this page is intentionally left blank



**Macedon
Ranges**
Shire Council