



**Macedon
Ranges**
Shire Council



GISBORNE FUTURES VISUAL IMPACT ASSESSMENT

FINAL REPORT JULY 2024

Project	Gisborne Futures Visual Impact Assessment
Report Title	Visual Impact Assessment
Version	[2]
Project Code	LS000600
Prepared for	Macedon Ranges Shire Council
Author	LatStudios

Version	Date	Approved by	Details
A	17/06/2024	AR	Draft Report
B	01/07/2024	TR	Final Report

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1.0

**PROJECT INTRODUCTION
AND PLANNING CONTEXT**

1.0 Project Introduction



Gisborne (including New Gisborne) is a regional centre earmarked for growth. Macedon Ranges Shire Council has prepared a Structure Plan that is proposing a new town centre and precinct of higher density housing between the railway station and new sports precinct in New Gisborne.

The plan is also proposing expansion of the existing industrial estate/business park to ensure local employment opportunities. Some of the primary concerns that have emerged through community consultation are increased building heights and the 'new character' that land use changes will introduce to this semi-rural location.

A Visual Impact Assessment (VIA) has been undertaken, to understand potential future growth and development in Gisborne, as described in the Gisborne Futures Structure Plan (2023).

Project Scope

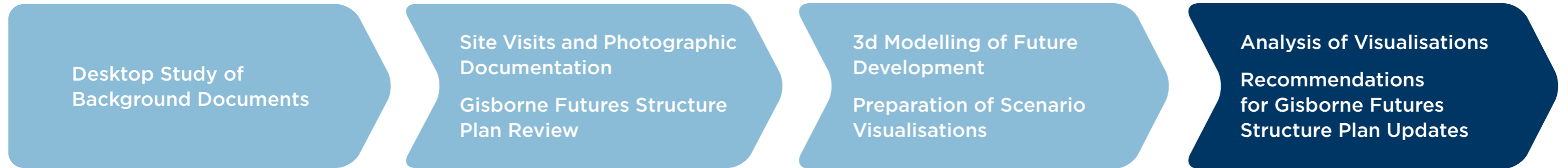
The objective of this task is to demonstrate the magnitude of change to the visual character and significance of New Gisborne's landscape setting through the introduction of new development to the precinct around the Gisborne train station and in the business park expansion area.

The work is required to test proposed building heights and visual impact of these from township entrance roads, the railway line, key viewing points and the surrounding residential area.

A secondary task is to prepare built form and landscape recommendations to mitigate the visual impact of proposed development and identify planning tools that may be used to implement these.

These will be integrated into the Gisborne Futures Structure Plan and will inform future urban design frameworks and/or more detailed development plans for the area.

1.1 Project Deliverables



Reviewing a series of background documents pertinent to the study area and an in-depth review of the Gisborne Futures Structure Plan (GFSP). Within the GFSP there are a range of objectives, guidelines, and actions to achieve good design outcomes. These centre on integrating new development with the town's semi-rural character; protecting and enhancing visually sensitive landscapes (such as Mt Macedon); and maintaining a protected settlement boundary.

A site visit to ground truth initial findings and to observe and document existing conditions and key physical, cultural, and natural features that contribute to the neighbourhood character, including the existing building typologies, architectural styles, and historical elements. Photographs were taken from six pre-selected viewpoints that were considered to be particularly important, sensitive or representative, including entrance roads, the railway line, key viewing points and the surrounding residential area.

Organising the existing controls contained in the GFSP under character categories and sorted into fixed or variable controls. Using these constants and variables to build a 3d model to test proposed building heights/built form controls and the visual impact at each viewpoint.

Preparation of basic visualisations. For the purposes of this assessment, visualisations have been compiled to interpret the design controls within GFSP from a selection of the representative viewpoints, which are described in further detail in the following pages.

The photomontages have been generated using digital photographs stitched from images obtained on-site, GIS software, and 3D modelling software (Trimble Sketchup) to geolocate, generate and render the future development impacts.

Using the photomontages to conduct a review, analysis and discussion about the potential visual impacts of development of varying heights and mass. Providing design and policy recommendations arising from the analysis to inform future adjustments to the GFSP and associated policies.

1.2 Study Area

The town of New Gisborne is situated in the Macedon Ranges region of Victoria, approximately 54 kilometres northwest of Melbourne (Figure 01).

To the west of the town is the Lerderderg State Park, a significant natural reserve characterized by rugged terrain, dense forest cover, and the Lerderderg River. This area provides a stark contrast to the more urbanised landscape of New Gisborne itself.

To the east and north lies the Macedon Ranges, known for its rolling hills, lush greenery, and iconic landmarks such as Hanging Rock. This area attracts tourists and visitors seeking natural beauty and recreational activities, contributing to the unique character of the region. Mount Macedon forms a prominent backdrop to the town, offering scenic views and opportunities for outdoor activities.

North of New Gisborne are the Cobaw Ranges, characterised by expansive pastures, grazing livestock, and scattered homesteads. This rural landscape adds to the diverse tapestry of environments surrounding the town.

Finally, to the south lies the urban fringe, with suburban developments gradually merging into the outskirts of Melbourne.

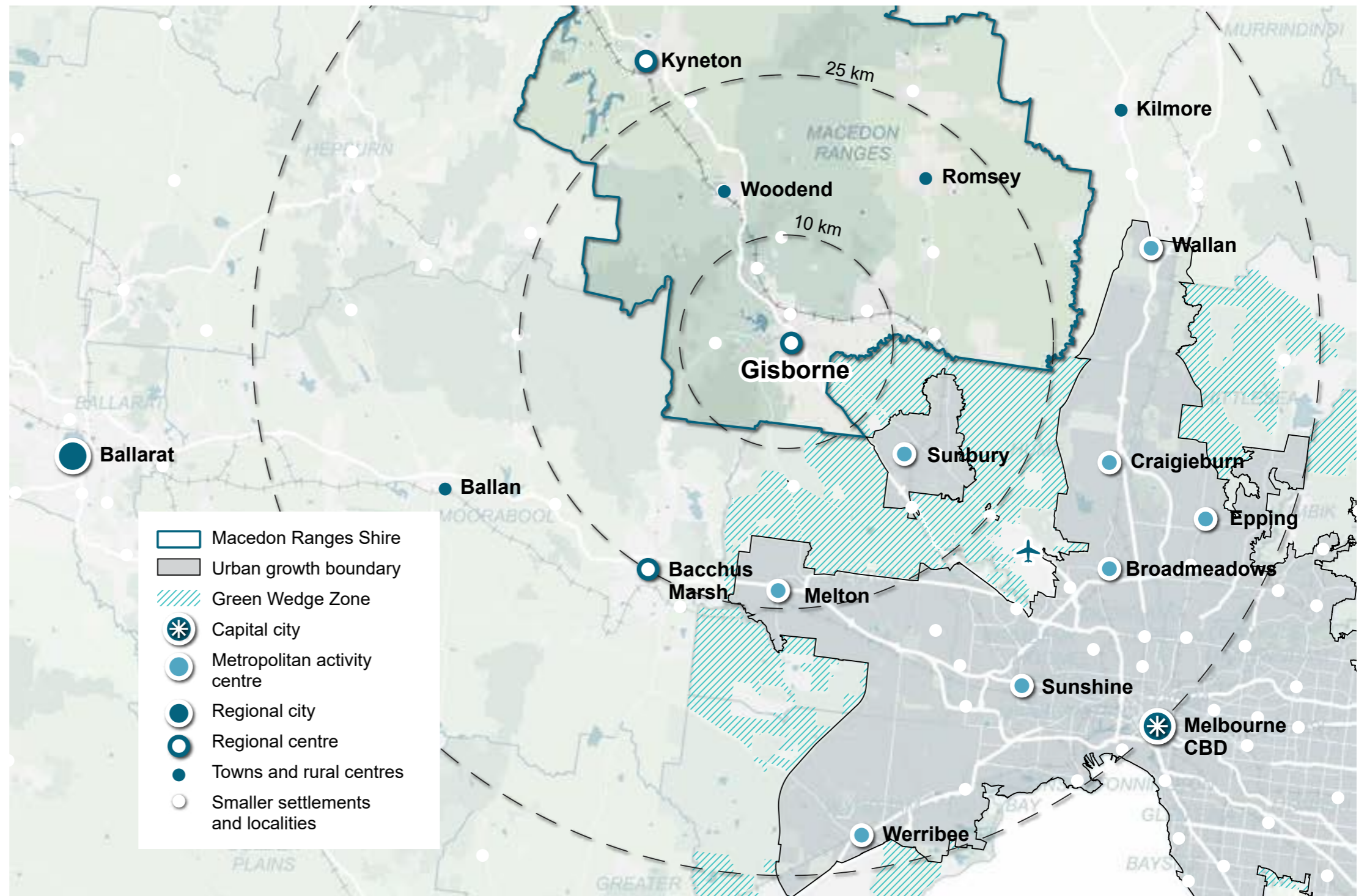


Figure 01: Gisborne location relative to Melbourne (GFSP 2023)

Two study areas have been identified for this report: a wider, contextual study area (hereafter the study area) and a detailed study area.

The approximate study area is shown by the dotted line in Figure O2.

New Gisborne has been flagged as a regional centre with capacity for growth in the Macedon Ranges Shire.

Council has prepared a draft Structure Plan that is proposing a new town centre and precinct of higher density housing between the train station and new sports precinct in New Gisborne. The plan is also proposing expansion of the existing industrial estate/business park on Saunders Road with a Commercial 2 Zone frontage. Some of the primary concerns that have emerged through consultation is proposed building heights of 3-4 storeys and the new character proposed land use changes will introduce to this 'semi-rural' location.

This LVIA helps provide some understanding of the magnitude of change to the existing conditions and how the valued character features of New Gisborne can carry through to new development to the precinct around the Gisborne train station and in the business park expansion area.

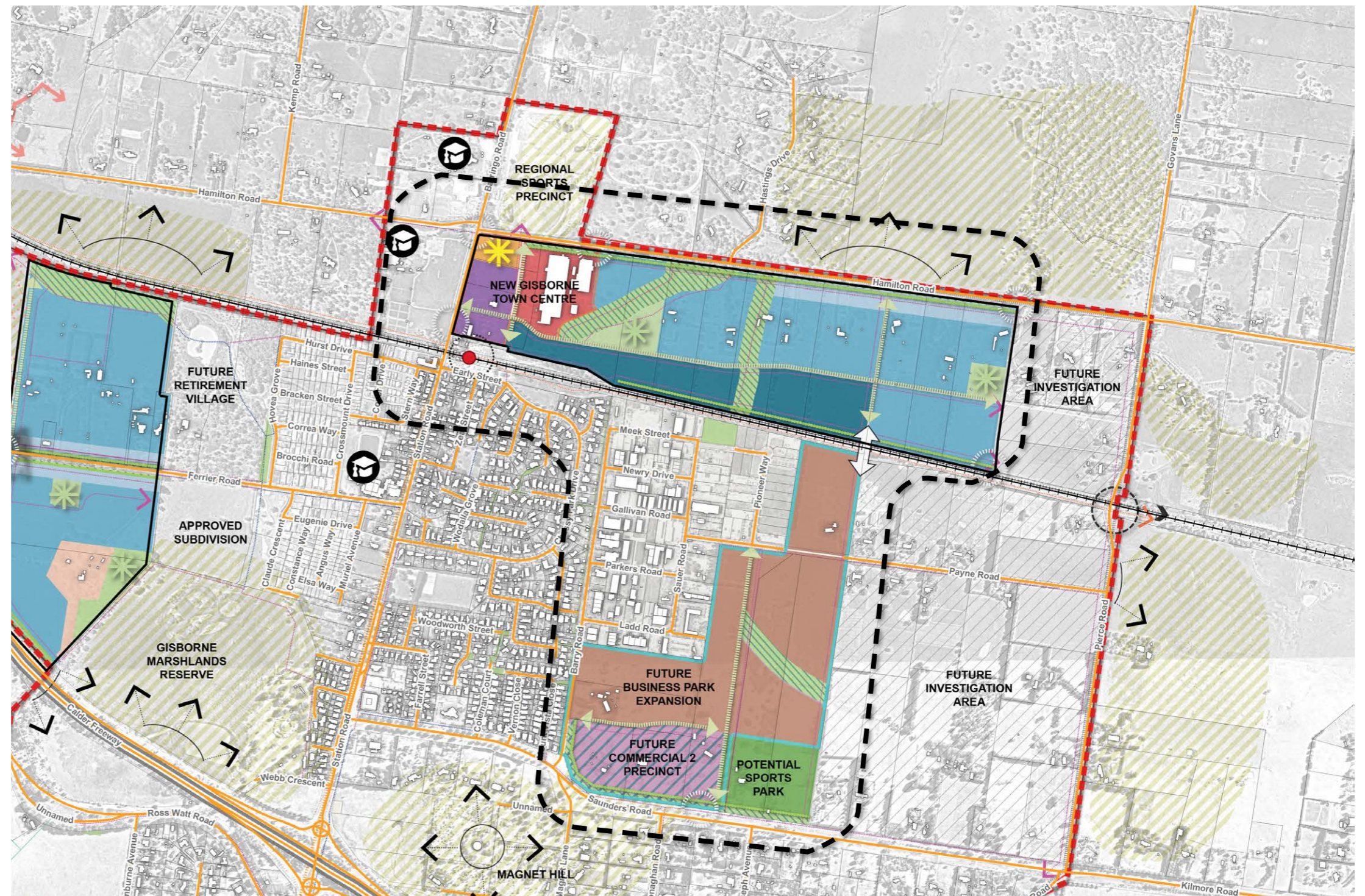


Figure O2: New Gisborne and project focus areas based on Framework Plan in GFSP, 2023

2.0 Strategy & Planning Background

2.1 State Planning Policy

Council's land use and development vision is that the shire remains predominantly rural, with a hierarchy of settlements set in an attractive and productive rural environment. Council seeks effective land management, with agriculture remaining important and native vegetation retained and enhanced. Development both occurring now and projected to occur is to complement the nature and character of the rural landscapes (in particular Mount Macedon) and land is appropriately zoned and serviced to meet the needs of the shires changing demographic.

The following clauses are relevant to this Visual Impact Assessment:

02.03 Settlement

Gisborne will continue to be a major population and employment centre within the municipality, with growth to be focused here. New Gisborne is to be established as a transit-oriented settlement, building on the educational, public transport, local commercial and employment opportunities in the area. Balancing rapid growth and development with the community's desire to maintain the semi-rural village character, whilst also providing for sustainable development has been identified as a challenge.

02.03-2 Environmental and landscape values

Significant landscapes including Macedon Ranges provide topographic variety and relief, and such sites or views to such as this are to be protected and enhanced, in the face of competing demands.

02.03-3 Environmental risks and amenity

The amenity of the areas interfacing with industrial and commercial uses and the quality of the rural environment are to be maintained to minimise land use conflicts.

02.03-5 Built environment and heritage

The significant landscape qualities of the shire and highly valued built form of towns necessitate that development is sustainable and respects character. Respecting landscape values in the rural areas, so that built form is submissive to the environment, is a priority.

02.03-6 Housing

With the population of Gisborne and North Gisborne expected to grow significantly, there is an increased demand for greater housing diversity, affordability, in proximity to town centres – with approximately 2,130 additional dwellings required by 2031. Careful management is needed to ensure that this development aligns with preferred character of the town.

02.03-8 Transport

Existing public transport infrastructure provides opportunities for growth in well serviced locations, subject to landscape/character impacts and access. There are substantial areas of vacant land within walking distance of the railway station in New Gisborne – there is a need to better integrate transport with land use and development to facilitate efficient transport use.

11.01-1L Settlement – Gisborne (including New Gisborne)

Gisborne and New Gisborne are to be maintained as distinctive semi-rural settlements with clear limits to physical urban growth, whilst providing for medium density residential development within and close to the mixed-use precinct and railway station.

11.03-3L Peri-urban area – Gisborne (including new Gisborne)

Urban growth in Gisborne and New Gisborne is to respect the existing townships' semi-rural character, heritage streetscapes, topography, view lines to the Macedon Ranges and significant natural environmental assets, including Gisborne Racecourse Marshlands Reserve.

12.05-2L Landscapes – Macedon Ranges

Residential development is to be designed to retain and enhance the environmental and landscape features of forest areas and maintain and enhance the open character of the plains area of the southeast of the shire by ensuring development is a subservient visual element and incorporating significant landscaping of development.

Buildings are to be designed so that landscape values, natural features and important vistas including significant stands of cypress hedges are not degraded. Furthermore, development within viewsheds to the shire's backdrop of ranges, hills and ridges should not detract from their significance as a landscape feature.

15.01-1L Urban design – Macedon Ranges

Development in townships is to respond to key features of existing streetscapes including building materials, colours, height, setbacks, bulk, articulation, significant vegetation, site coverage and density.

15.01-5L Neighbourhood character – Macedon Ranges townships

Key urban and landscape elements, and heritage assets that contribute to the established semi-rural township and village character of Gisborne and New Gisborne are to be maintained and improved. Urban development is to be of a low profile and compatible with the landscape qualities of the area.

15.01-6L Design for rural area – Macedon Ranges

View lines between Gisborne/New Gisborne and Mount Gisborne, Mount Aitken, the Macedon Ranges and Magnet Hill, and parts of Gisborne to Bullengarook are to be protected and reinforced. The visual appearance of development should be minimised on land in Gisborne and New Gisborne adjoining key township entrances and land along the Calder Freeway and railway corridor.

16.01-1L Housing – Macedon Ranges

In appropriate locations, medium density housing within 400 metres walking distance of the Gisborne town centre (as designated on Gisborne/New Gisborne Framework Plan) is to be encouraged. A range of conventional residential development opportunities and densities in other residential areas that respect the semi-rural character and village setting of Gisborne/New Gisborne is to be provided.

16.01-3L Rural residential development - Macedon Ranges

The provision of additional rural residential lots in Gisborne South and between Gisborne and Riddells Creek is to be supported to meet long term forecast demand.

17.02-1L Business - Macedon Ranges

Gisborne town centre is to be retained as the primary activity centre for the Gisborne and New Gisborne regional centre. The compact urban form of the Gisborne town centre commercial area is to be consolidated and retained, and the expansion of commercial activities along major entry roads into Gisborne is to be discouraged. Infill commercial development on land within the Gisborne town centre is to be encouraged, before rezoning additional commercial zoned land.



Figure 04: The backdrop of Mount Macedon

2.2 Zones and Overlays

The areas subject to this study are surrounded by the following zones, as detailed below.

Industrial 1 Zone (IN1Z)

General Residential Zone - Schedule 1 (GRZ1 - Macedon Ranges General Residential Area)

Rural Conservation Zone - Schedule 1 (RCZ1 - Conservation Values)

Low Density Residential Zone (LDRZ)

Rural Living Zone - Schedule 5 (RLZ5)

Public Park and Recreation Zone (PPRZ)

The areas subject to this study are surrounded by the following overlays, as detailed below:

Design and Development Overlay - Schedule 8 (DDO8 - Chessy Park Estate, Gisborne)

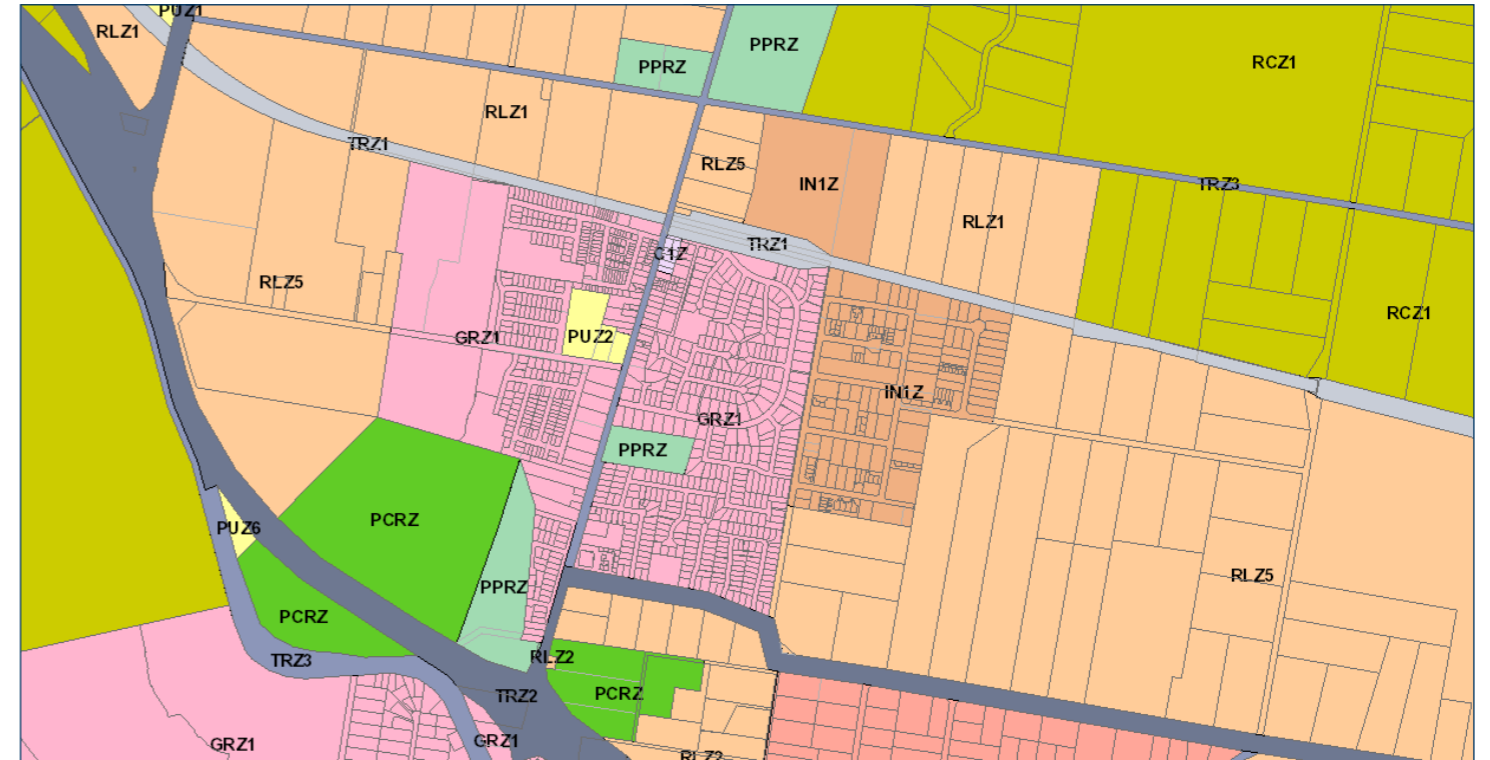
Design and Development Overlay - Schedule 13 (DDO13 - Primary Lots)

Design and Development Overlay - Schedule 16 (DDO16 - Station Road, New Gisborne)

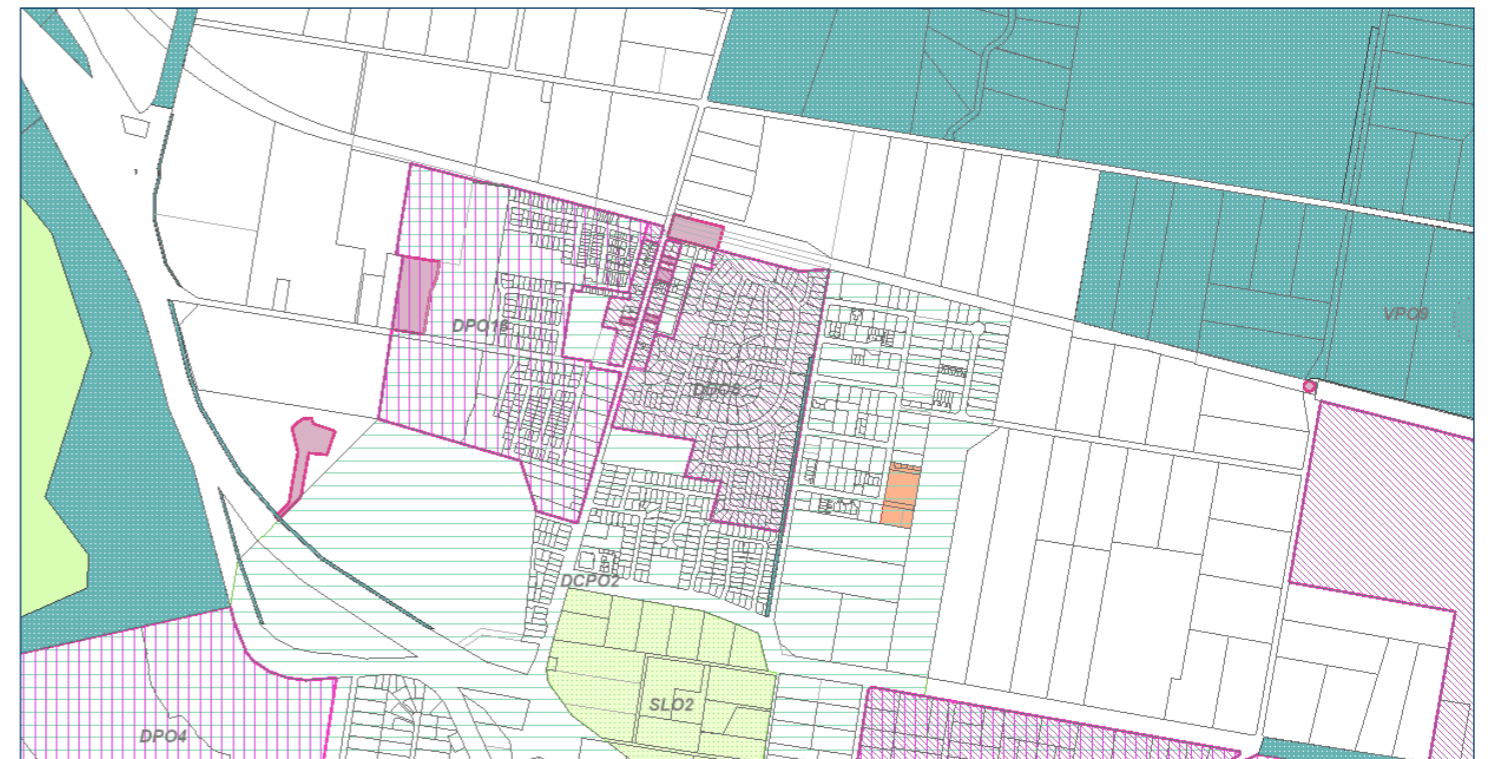
Heritage Overlay (HO250 - Gisborne Railway Station Complex - 175 Station Road, New Gisborne)

A planning scheme amendment to rezone the New Gisborne growth areas will commence following adoption of the GFSP. The interface between Rural Conservation Zone (RCZ) and the GFSP development will need to be carefully managed. There are several purposes listed for RCZ which may be impacted by development (i.e. relating to flora, fauna, character, water catchment protection).

There will also be an expanded interface between the business park and established residential areas (INZ and GRZ). Any flow-on impacts to residential areas from business activities will need to be considered.



Current Zones (Vicmaps 2024)



Current Overlays (Vicmaps 2024)

2.3 Background Documents

Macedon Ranges Statement of Planning Policy (2019)

The Macedon Ranges Statement of Planning Policy has become an incorporated document to the Macedon Ranges Planning Scheme and embedded in the State Planning Policy Framework. The statement implements the Distinctive Areas and Landscapes (2018) legislation and provides mechanisms for implementing protected settlement boundaries and set objectives and strategies for landscape, environment, and cultural heritage protection. The statement acknowledges the exceptional natural, cultural, and historical significance of the peri-urban areas surrounding Melbourne and major regional cities in Victoria. These areas, rich in biodiversity and essential resources, play a vital role in maintaining our quality of life and providing recreational opportunities.

Recognising the challenge of managing growth while preserving significant landscapes, the policy advocates for sustainable planning that respects the unique values of Victoria's natural and cultural heritage. It prioritises conservation efforts alongside factors like rural livelihoods, tourism, infrastructure, and climate resilience. The purpose of the statement is to safeguard and celebrate the distinctiveness of the Macedon Ranges, emphasising the interconnectedness between land, heritage, and the community's well-being. It outlines specific goals, such as recognising Indigenous stewardship, protecting landscapes, enhancing biodiversity, and fostering community resilience. This statement serves as a guiding framework for land use planning and development, supplementing existing legislation and planning schemes. Its long-term vision envisions the Macedon Ranges as a region cherished for its natural beauty, ecological significance, and vibrant communities, ensuring a sustainable and prosperous future while honouring its past.



Macedon Ranges Design Guidelines for Industrial and Commercial Development (2012)

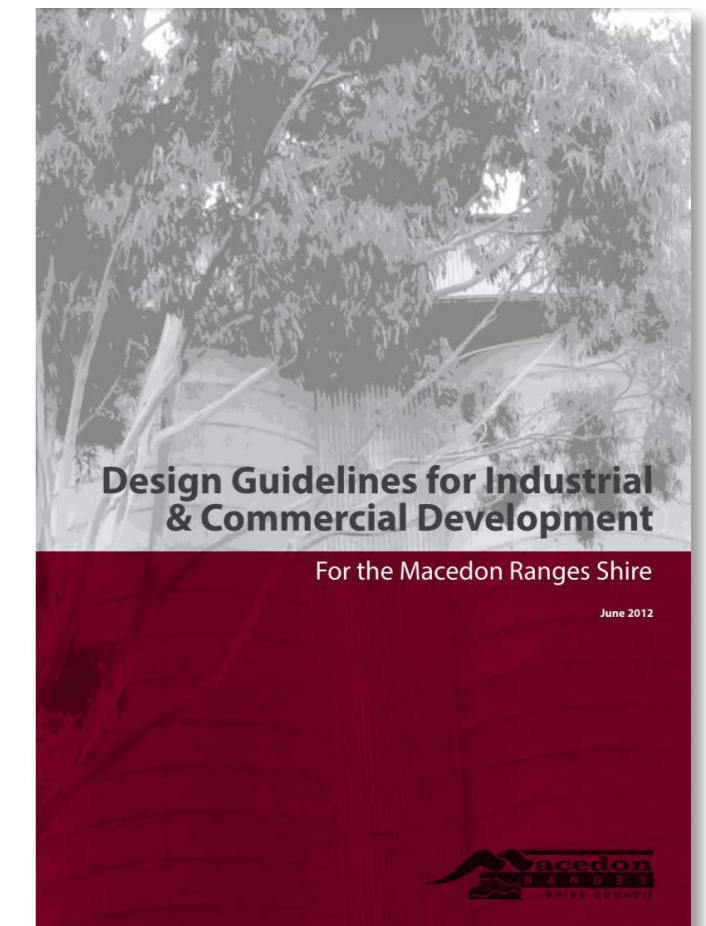
The C71 Design Guidelines for Industrial & Commercial Development has become an incorporated document to the Macedon Ranges Planning Scheme and embedded in the State Planning Policy Framework. The guidelines provide direction for development and subdivision within the Shire's Industrial Zones and Business 3 and 4 Zones. They guide the design of these developments, aid in planning permit applications, and assist Council in evaluating permit applications. Ultimately, the guidelines aim to create functional and visually appealing industrial and commercial spaces that cater to business operators, workers, visitors, and residents, while responding to the local environment and context and protecting and reinforcing the 'rural character' of the municipality.

The guidelines are important for this study based on their definition of 'rural character' and its reinforcement and protection is a key feature of the guidelines. The guidelines specify that this character should be reinforced in areas that are visible from main roads, the Calder Freeway, rail corridors, key public viewing areas, and from adjoining rural and residential uses. In the context of the guidelines rural character is defined by the following elements:

- A strong connection to the surrounding landscape which is reinforced by views to surrounding landforms such as the Macedon Ranges and Hanging Rock, waterways, and views to areas of vegetation.
- A sense of spaciousness within streetscapes defined by wide roads and buildings set in grounds and a flow of landscape between the private and public realms.
- Low-key development that integrates with the surrounding environment through the use of compatible landscaping, materials, colours and building forms.

The guidelines are relevant to the built form testing component of this study as they provide design guidance for landscaping and buildings in new subdivisions including:

- Site responsive design
- Access and circulation
- Building siting and orientation
- Built form
- Landscaping
- Site amenity
- Interface treatments



Background Documents (continued)

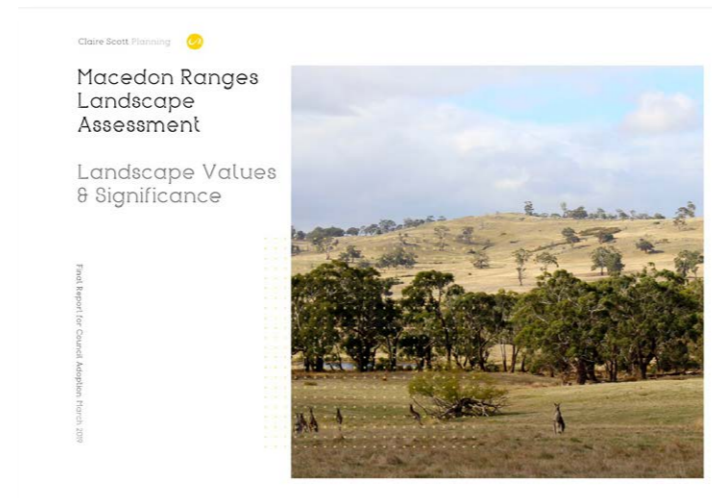
Macedon Ranges Landscape Assessment (2019)

Adopted by the Council in 2019, the Macedon Ranges Landscape Assessment is underpinned by the declaration of the Macedon Ranges as a distinctive landscape area, as mandated by the Planning and Environment Amendment (Distinctive Areas and Landscapes) Act 2018. The assessment offers a comprehensive examination of the diverse and layered landscapes within the Macedon Ranges Shire. It highlights the unique geological, ecological, and cultural features that contribute to the area's significance. The assessment utilises field surveys, community consultation, and existing data to understand the values and significance of the landscapes. The assessment also acknowledges that landscapes are significant to different people for different reasons, whether it be their scenic beauty, cultural heritage value, environmental qualities, or personal associations. The visual values of landscapes often elicit emotional responses, reflecting the subjective nature of human perception and making the assessment of landscape significance challenging and sometimes contentious.

Key findings include the identification of Significant Landscape Overlays (SLO) such as the Macedon Ranges and Mount Gisborne. Recommendations are made for refining these overlays to better capture the true extent of significant landscape features. The report emphasises the importance of visual values in determining landscape significance, with prioritisation stemming from the focus on managing the visual impact of development on significant landscapes, emphasising what is appropriate to be seen based on their visual qualities. While visual values are prioritised, other factors such as cultural heritage, environmental, scientific, and social values are also considered.

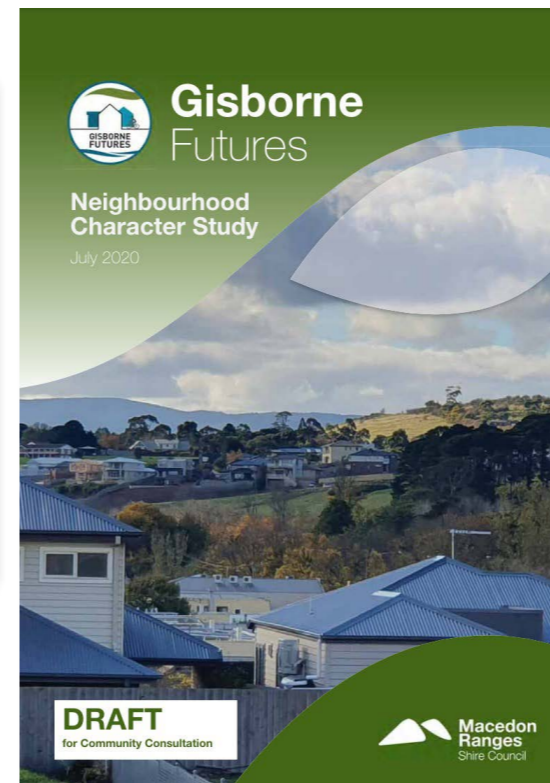
The assessment identifies the Macedon Ranges and Hanging Rock as state significant landscapes due to their exceptional visual qualities, high cultural heritage, environmental, and social values. Mount Gisborne is recognised as a regionally significant landscape. Furthermore, the report defines significant views within the region, highlighting locations such as Camels Hump, Major Mitchell Lookout, Mount Macedon Memorial Cross, and Mount Towrong. These viewpoints offer outstanding panoramas and compositions, contributing to the overall significance of the region's landscapes.

In essence, the purpose of the Macedon Ranges Landscape Assessment is to manage the visual impact of development on visually significant landscapes. Through a thorough consideration of visual values and other cultural landscape values, the assessment aims to guide conservation and management efforts to protect the rich natural and cultural heritage of the Macedon Ranges Shire.



Draft Gisborne Neighbourhood Character Study (2020)

The Draft Gisborne Neighbourhood Character Study evaluates the physical attributes of Gisborne with reference to development era and architectural styles. The document stipulates that every place has character regardless of its age or appearance, and character controls are designed to manage new development rather than conserve older buildings. This study highlighted the Gisborne community desire to maintain the existing semirural neighbourhood character and low scale of development. A primary concern for the community is the provision of smaller blocks and medium density development that may have a detrimental impact on the rural and country character of the town, particularly in newer residential areas. Feedback from residents underscores the importance of retaining the village atmosphere, quiet streets, and rural feel, while also advocating for diversity, affordability, and thoughtful planning.



Key aspects highlighted in the study include:

- **Desired Character:** Residents want to preserve the village feel, quiet streets, and rural ambience, while consolidating urban areas with neighbourhood design and protection measures.
- **Urban Development:** There's a concern about the potential impact of smaller blocks and medium-density development on the rural character, particularly in newer residential areas.
- **Vegetated Landscape:** The heavily vegetated landscape is a unifying feature of neighbourhoods, and efforts should be made to respect and enhance existing tree coverage and greenery.
- **Neighbourhood Precincts:** The study identifies seven neighbourhood character precincts and proposes planning controls to maintain their preferred character.
- **Semi-Rural Character:** This includes wide, tree-lined streets, large setbacks, established gardens, and building designs that complement the rural landscape.
- **Proposed Changes:** The study outlines proposed changes in housing frameworks for different precincts, such as minimal change or incremental change, and suggests zone changes to maintain the desired character.
- **Implementation:** Each precinct is broken down into existing character elements, anticipated changes, housing frameworks, future character statements, design objectives, and implementation strategies.

The study provides a comprehensive understanding of the neighbourhood character in Gisborne and offers recommendations for preserving and enhancing its unique identity while accommodating necessary development.

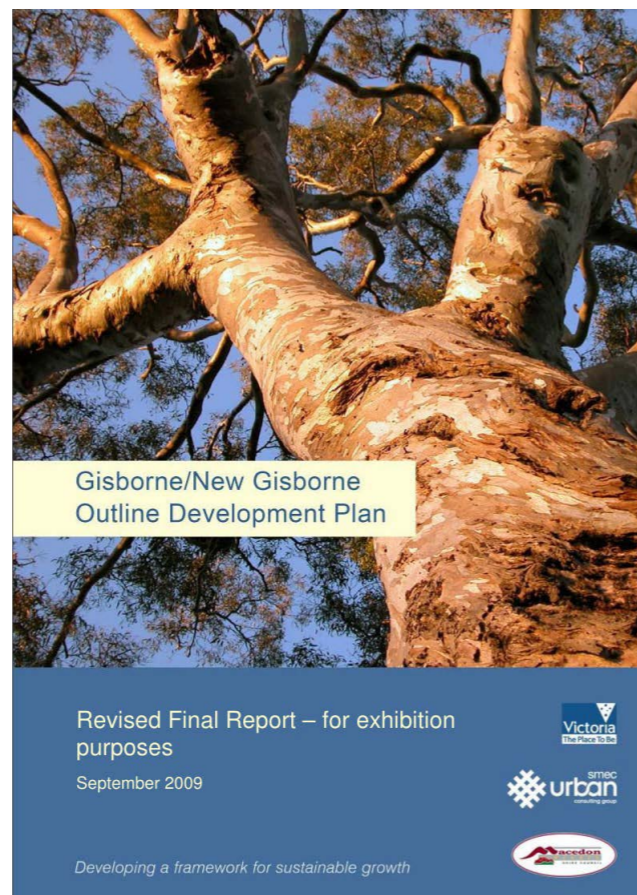
Gisborne Outline Development Plan (2009)

The Outline Development Plan was developed to ensure Gisborne's future development is managed in an orderly, coordinated, and sustainable way. This document was initially adopted by the Macedon Ranges Shire Council in February 2006, with a revised Final Report adopted in August 2007. The current September 2009 report has been amended to respond to the submissions received to Planning Scheme Amendment C59.

The report is broken down into three parts:

1. Strategic background, assessment of existing conditions, servicing issues, land zonings, current planning policy, community consultation
2. Vision statements
3. Implementation and amendments required to be made by planning scheme.

The report highlights how the Macedon Ranges Shire is experiencing growth and development pressures due to demographic changes and regional transport corridor improvements. The aim of the document is to provide a development plan that provides for future residential, commercial, and industrial growth of Gisborne over the next 20 years. It provides design objectives and development principles to guide Council and community.



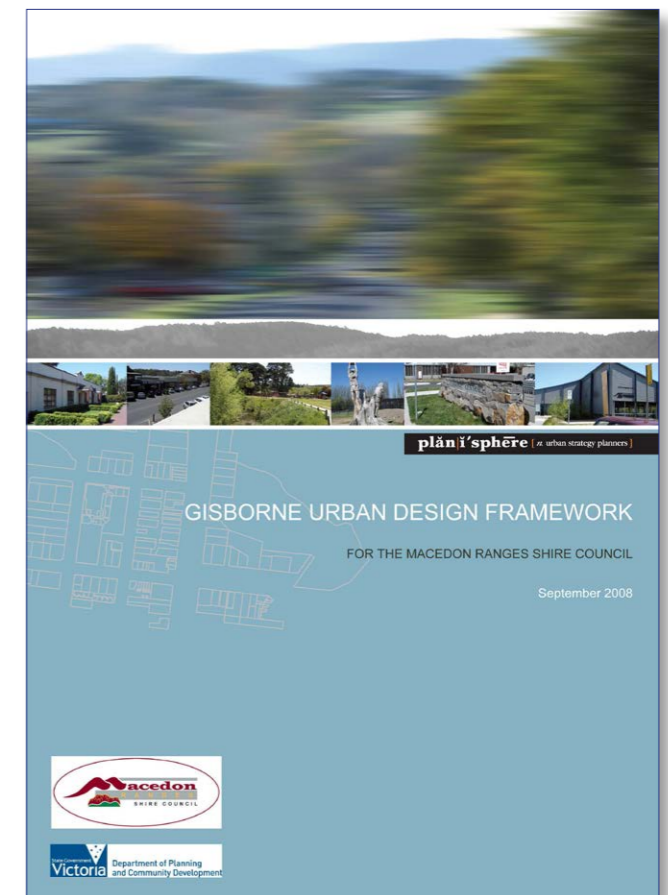
Gisborne Urban Design Framework (2008)

The Gisborne Urban Design Framework was adopted by the Council in September 2008 but never implemented into the planning scheme and holds little weight. This UDF builds upon previous work for the Outline Development Plan. It identifies five precincts, each with its own vision, strategies, and actions, including mixed-use, office, commercial, civic, community, and retail areas. The framework recommends appropriate locations for various land uses based on community consultation.

Key points from community feedback include the need for new retail destinations, more entertainment options, preservation of older buildings, and improvements for young people's facilities while retaining the village atmosphere. Street trees, pedestrianised town centres, and bike lanes are emphasised, along with concerns about car parking, public transport, building heights, and town entrances.

The vision for Gisborne in 2030 aims to retain its country village feel while establishing a thriving retail area and ensuring views and vistas throughout the town. To achieve this vision, the framework focuses on enhancing the town's image and identity, promoting diverse activities, improving buildings and spaces, and ensuring accessible transportation access.

Following the adoption of the GFSP, the UDF document will be reviewed and updated.



2.4 Gisborne Futures Structure Plan

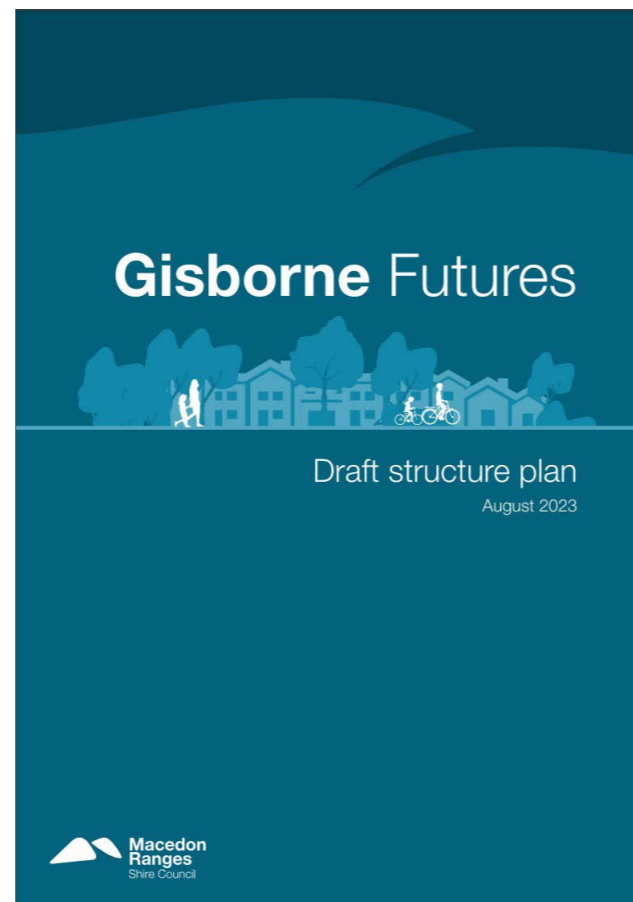
Gisborne Futures Draft Structure Plan (2023)

The Gisborne Futures Draft Structure Plan outlines a strategic framework to manage growth and change in Gisborne and New Gisborne over the next 30 years. It provides a sustainable vision, a land use framework, directions for social, community, and physical infrastructure, and proposes a settlement boundary.

The township's character is defined by its topographical features, wide streets, deciduous trees, mountain views, and open spaces. Key elements influencing Gisborne's character include a defined commercial town centre, legible township edges, entrance roads, historical features, and a distinct separation between Gisborne and New Gisborne.

The plan identifies several drivers of change, such as regional development, population growth, climate change, and the potential of New Gisborne. The vision for 2050 includes a thriving regional centre, protected settlement boundaries, celebration of cultural history, pedestrian-friendly environments, and convenient access to services. It provides a housing framework with objectives, strategies, and actions, including amendments to local policies to reflect housing aspirations contained within structure plan, extending development overlay areas, and rezoning residential areas to accommodate housing diversity.

The plan proposes rezoning most existing residential areas to Neighbourhood Residential Zone (NRZ) with a two-story height limit to maintain the village character. Implementation includes requirements for setbacks and built form in line with neighbourhood character studies to guide new development.



Gisborne Framework Plan

The Gisborne Framework Plan provides guidance on the whole of Gisborne area (including New Gisborne).

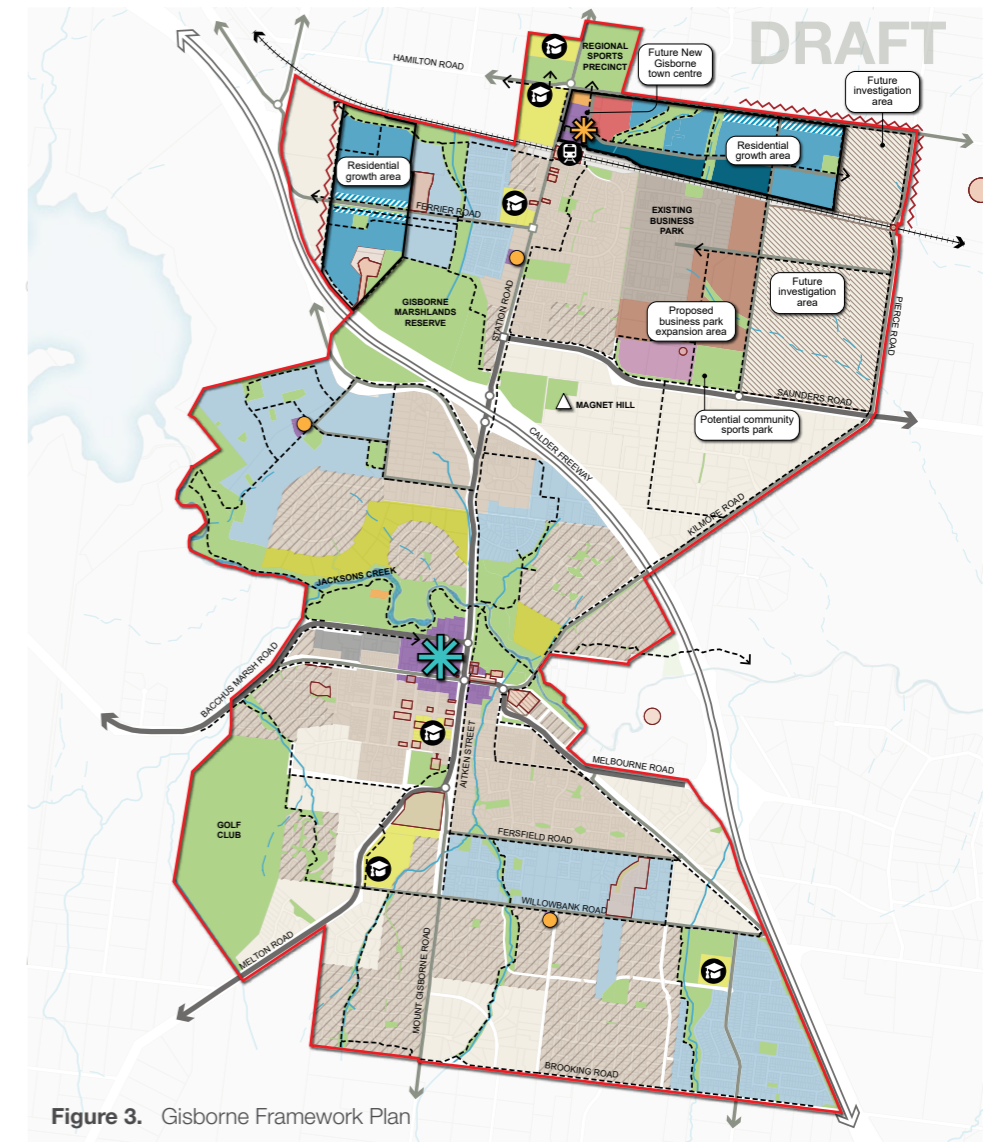


Figure 3. Gisborne Framework Plan

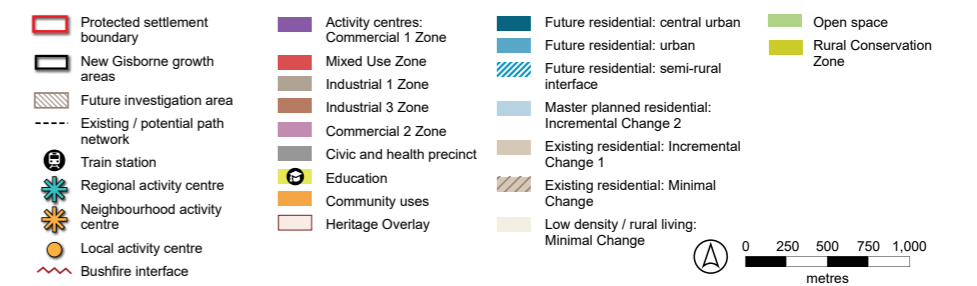


Figure 05: Gisborne Framework Plan (GFSP 2023)

New Gisborne Framework Plan

New Gisborne Framework Plan provides a high-level urban structure for areas north of the Calder Freeway. This framework determines the land uses that will be visible in the VIA.

- Protected settlement boundary
- Key views
- Visually sensitive landscapes
- Area constrained by bushfire risk
- Landscape buffer to sensitive interfaces
- 30m boulevard connector roads
Refer to section diagram
- Open space: social recreation and local parks
- Open space: potential sports park
- Open space: future conservation, waterways, encumbered land and landscape buffers
- 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.
- Potential pedestrian and bicycle connection across railway line.
- Existing schools
- New Gisborne growth areas
Detailed design subject to future Precinct Structure Plan or Development Plan.
- Central urban
50 dwellings per hectare
Small lot housing, townhouses / units, low-rise apartment buildings (up to 4 storeys).
- Urban
35 dwellings per hectare
Detached dwellings, dual-occupancy, small lot housing, townhouses / units, low-rise apartment buildings (up to 3 storeys)
- Semi-rural interface
6.5 dwellings per hectare
Detached dwellings
- New Gisborne town centre
Prepare an Urban Design Framework for New Gisborne town centre, consider use of DDO or DPO to guide development.
- Potential community hub and civic open space
- Rezone to Commercial 1 Zone
- Rezone to Mixed Use Zone
- Integrated transport hub
- Business park expansion area
Apply Development Plan Overlay (DPO)
- Proposed Design and Development Overlay (DDO)
- Rezone to Industrial 3 Zone
- Rezone to Commercial 2 Zone
- Future investigation area
- Upgrade the Hamilton Road, Pierce Road and Kilmore Road corridor to relieve pressure on Station Road.
- Existing / planned shared path
- Potential shared path
- Potential on-road connections
- Regional shared trail
- Investigate feasibility of alternative road bridge
- Potential high-frequency bus route along Station Road / Aitken Street / Mount Gisborne Road

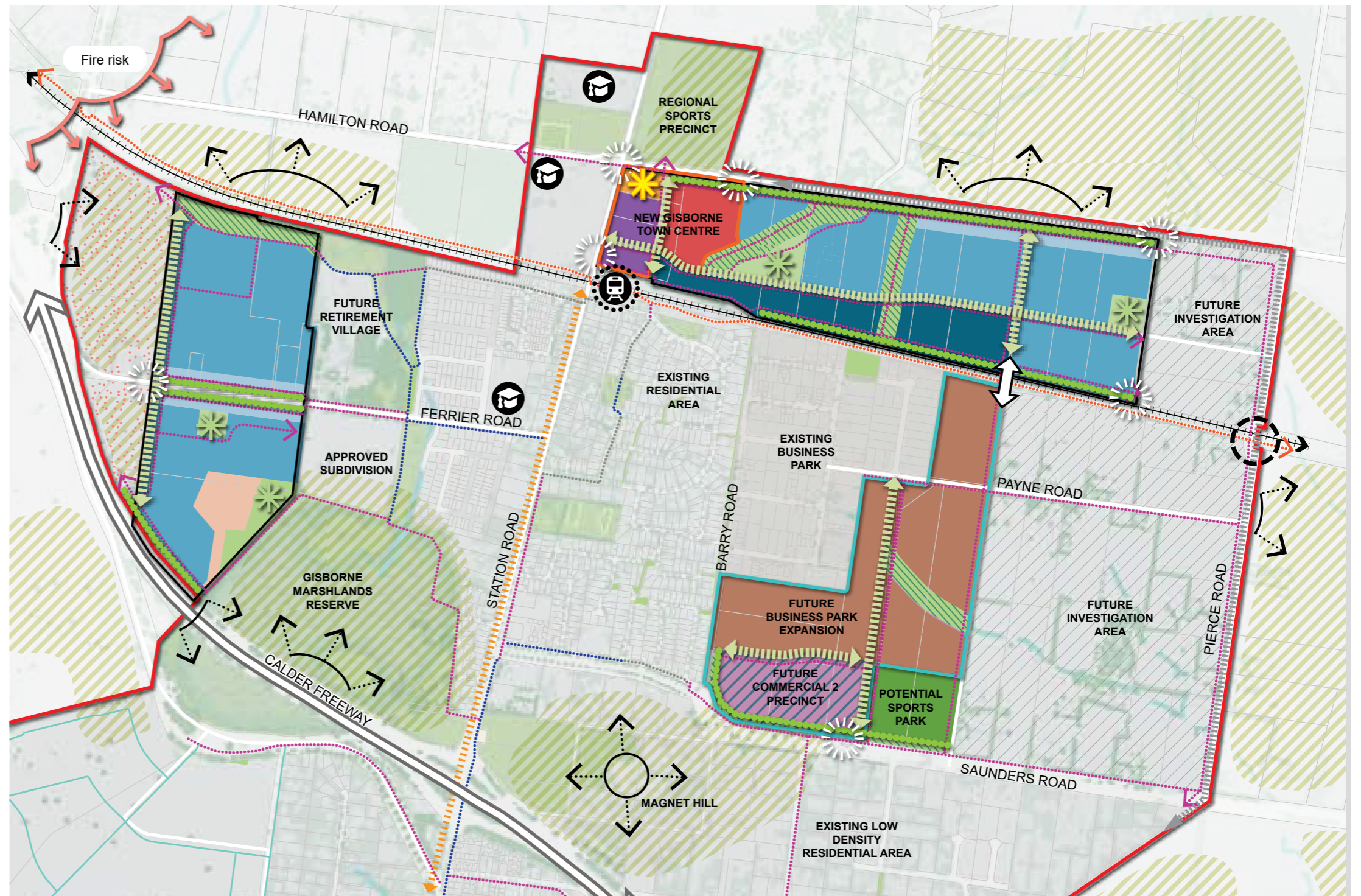


Figure O6: New Gisborne Framework Plan (GFSP 2023)





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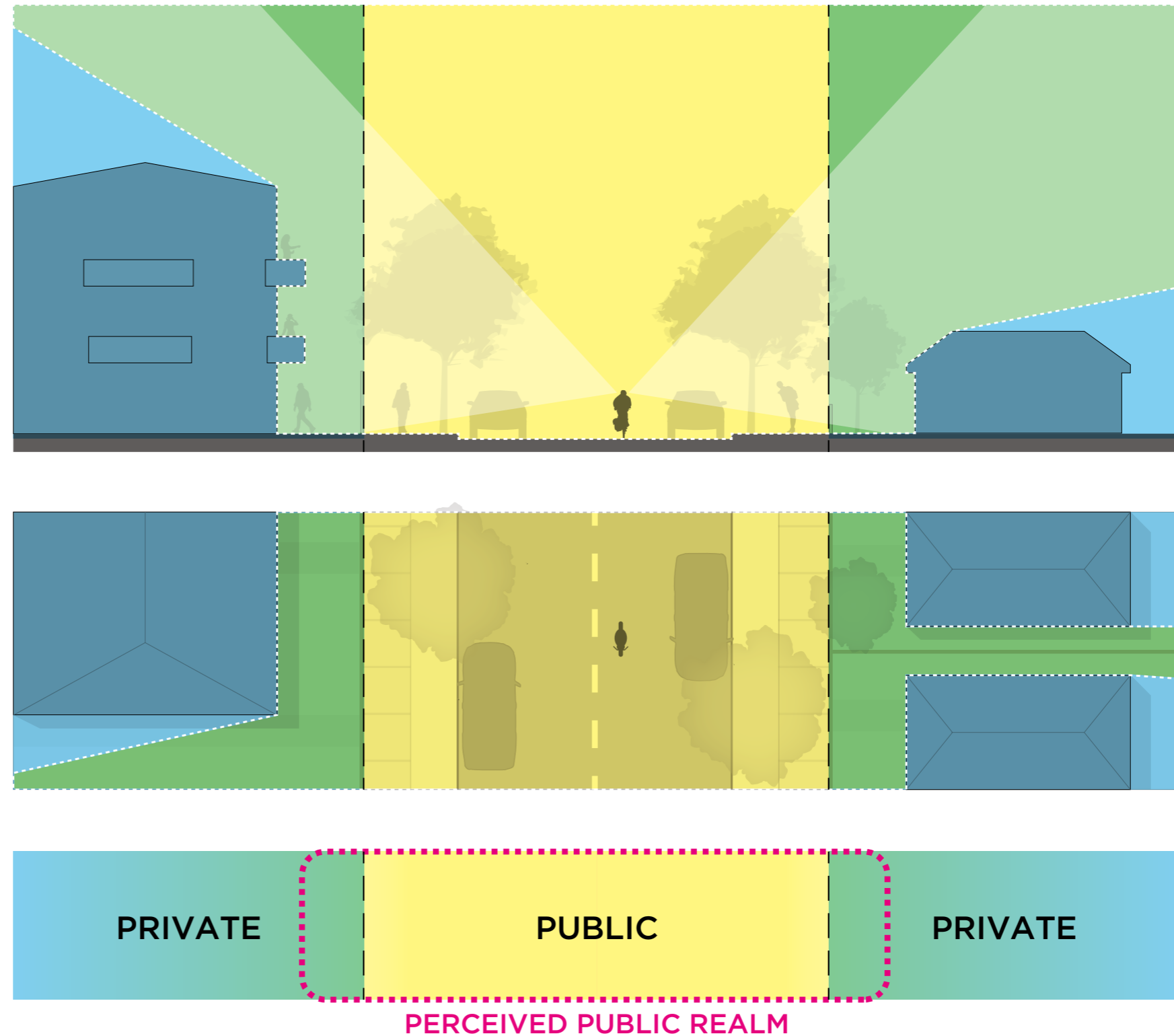
CHARACTER ELEMENTS AND VISUAL IMPACT

3.0 Character Elements and Visual Impact

3.1 What is Character

Neighbourhood character is a neutral description of physical elements that contribute to a neighbourhood's "sense of place and community meaning" (PPN43). Character is not the same as attractiveness. All neighbourhoods - even unattractive ones - have character, just as all places have a physical identity.

"Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character."



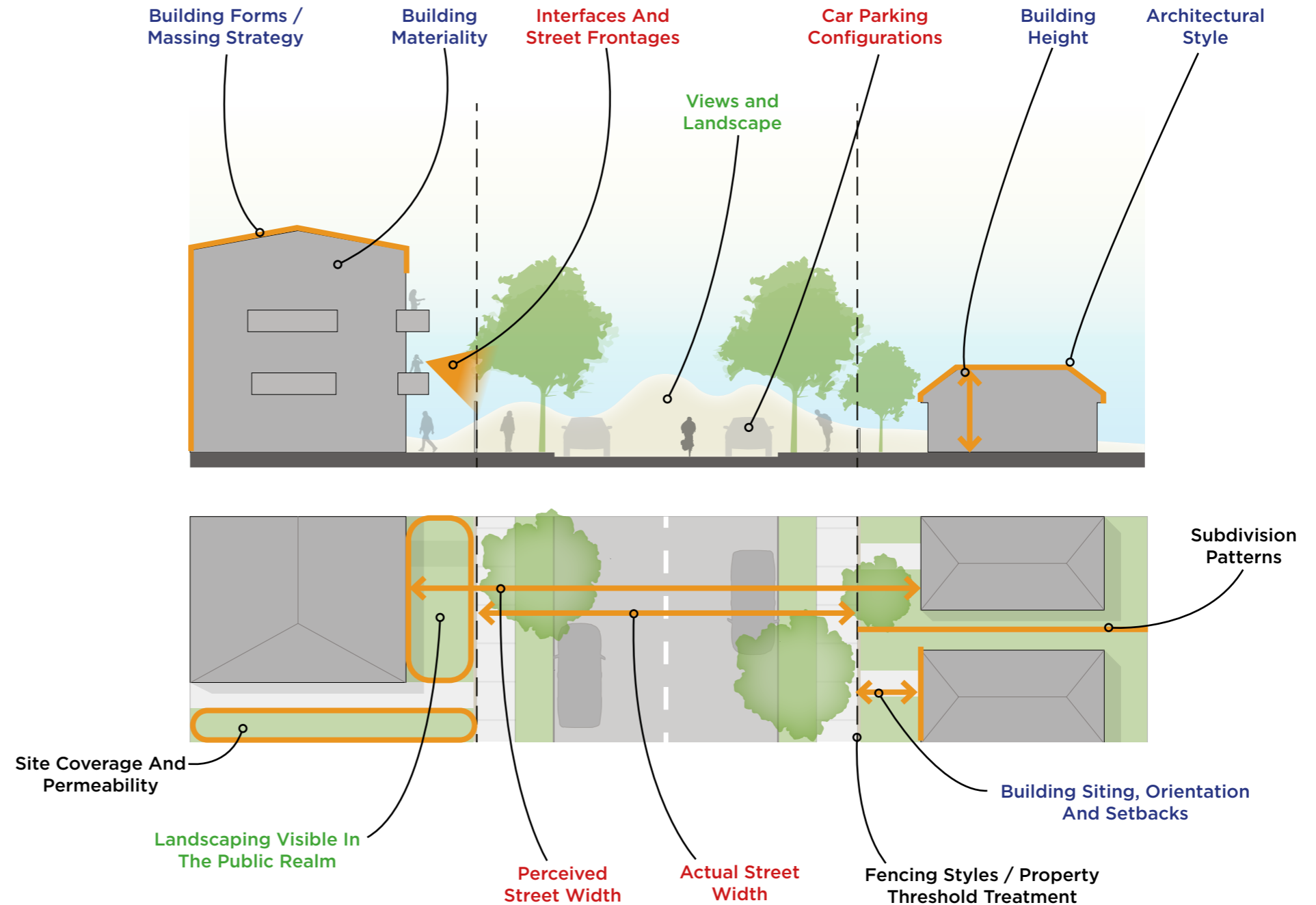
3.2 Built Environment Character

The built environment significantly shapes the character and identity of a locality. It encompasses physical structures, such as buildings and infrastructure, as well as the intervening spaces, including parks, streetscapes, and public areas.

These elements collectively influence community functionality, aesthetic appeal, and the overall quality of life for residents. Elements such as street furniture, landscaping, lighting, and signage, along with the scale and style of adjacent buildings, create a unique atmosphere and identity. Well-designed streetscapes can enhance walkability, promote social engagement, and provide a sense of place, thereby reinforcing the distinctive character of a community.

These streetscape elements informed a large part of the assessment. The elements listed on the adjacent diagram summarise the traditional components of neighbourhood character. They include architectural era, style, form and scale, as well as car parking, street setbacks, fencing, landscaping and street structure.

It is important to mention that many of these character elements typically do not have specific guidance within structure plans. These details will more likely be resolved during subdivision, development or development plan phases.



Built Environment Examples

Understanding the impact of the built environment on character is essential for urban planners, architects, and policymakers as they endeavour to create spaces that are both functional and representative of the community's values and aspirations.

Some images taken in New Gisborne are shown to highlight the different elements which contribute towards a place's character.



Fencing styles, verge landscaping



Streetscape variation



Material choices and built form massing in New Gisborne

3.3 Landscape Character

Natural features such as hills, forests, rivers, and coastlines, as well as cultivated spaces like parks and gardens, contribute to the visual and experiential qualities of a locality.

These elements enhance the aesthetic appeal of an area and provide a sense of place and connection to the natural environment. Views, whether expansive panoramas or intimate vistas, define the uniqueness of a location and influence the experiences of residents and visitors.



Different land uses (such as a school) can help to determine what views are seen.



Vegetation (or the lack of) can help to curate views.



The topography of a town can also impact the balance between landscape and built environments.

Photomontage Process

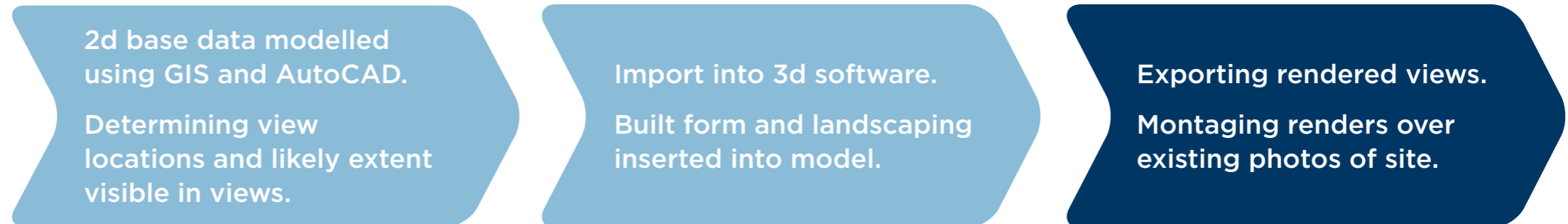
3.4 How the visualisations have been produced

Creating semi-realistic photomontages involves a multi-step process integrating Geographic Information Systems (GIS), AutoCAD, SketchUp, Enscape, and Photoshop.

GIS provides precise geospatial data and maps, which are used in AutoCAD to generate detailed 2D plans and layouts.

These plans are then imported into SketchUp to develop 3D models of the envisioned environment. Enscape enhances these models with realistic lighting and textures, producing immersive visualisations.

Lastly, Photoshop is used to refine these renderings, adding final touches such as adjusting colours, blending elements seamlessly, and incorporating additional visual effects, resulting in a cohesive and realistic photomontage.



Software used:

QGIS, AutoCAD and Google Sketchup

Process:

All available data on the existing conditions is accumulated to form a base in which to prepare 2d likely designs for the different viewpoints.

Council has provided the alignments of key roads, road cross sections, depths of landscape and tree reserves.

Approximate subdivision design has been undertaken where relevant to depict a reasonable development outcome. This is based off LatStudio's strong understanding of Greenfield Subdivision and the controls within the GFSP.

Software used:

Google Sketchup

Process:

The linework developed in 2d is brought into 3d modelling software (Sketchup).

Within Sketchup built forms massing and insertion of landscaping designs is undertaken.

These elements are separated into layers which allows for quick exporting of different scenario visualisations.

Software used:

Google Sketchup, Enscape and Adobe Photoshop

Process:

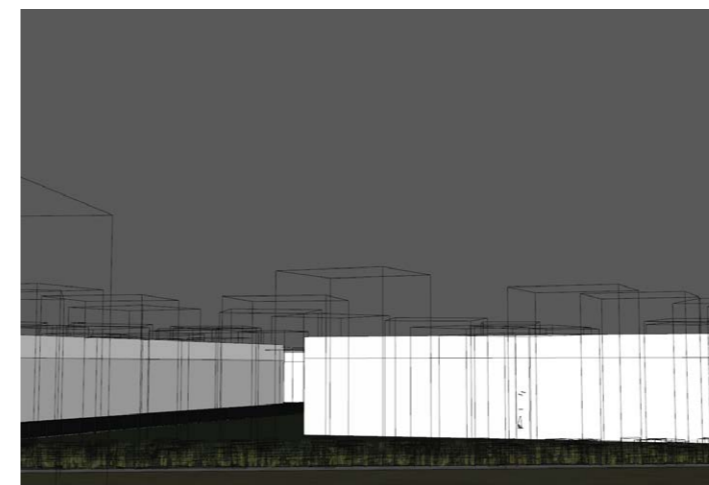
Enscape allows us to semi-realistically render our perspectives.

These perspectives are overlayed on photos and the two are blended together to produce the montages.

Any final adjustments are done in Photoshop to maximise realistic outcomes (where possible).

Note:

- We had limited access during site visit which restricted view points.
- The scope of the project includes simple 'white-card' built form modelling only.
- We have only modelled Indicative landscape & road treatments to give general insight to visual impacts.
- Our process is imprecise, and is not a full comprehensive LVIA.



3.5 Fixed vs. Variable Elements



In visual impact photomontages, fixed elements are aspects which are unlikely to be changed as development occurs. These often reflect the overarching design choices underpinning Framework or Structure Plans, or topography.

Variable elements are those likely to be resolved during later more-detailed planning phases (such as permit applications or urban design frameworks). Manipulating these variable elements, one can assess the visual impact of various design options and environmental conditions.

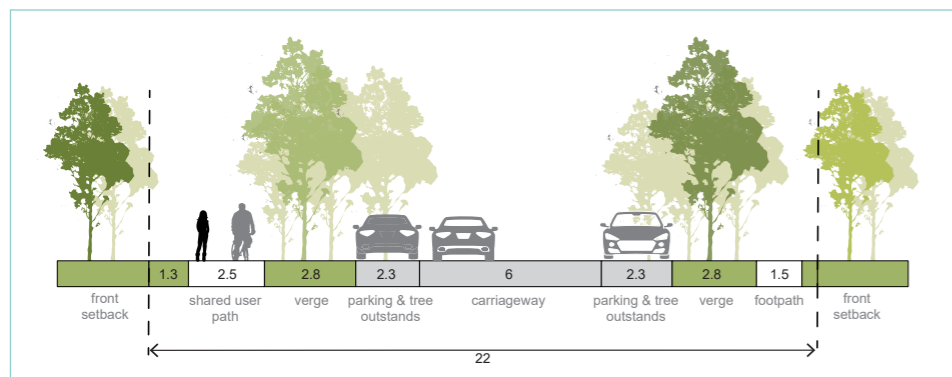


Assumed Fixed

- Basic topography
- Urban structure
- Road cross-sections - Structure Plan and Council standards

Variable

- Built form massing (indicative footprints)
- Built form heights
- Vegetation / landscaping standards



3.6 What Has Informed Our Scenario Modelling

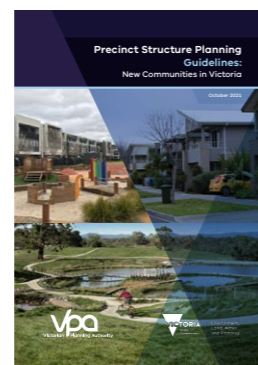
The concepts of character and visual impact are interlinked. The character of a place is the cumulative result of numerous tangible elements, as well as a more subjective interpretation of intangible elements.

How do we decide what to model? Some documents provide ambitious high-level design guidance for developments. However this needs to be tempered with an understanding of developer preferences when actually preparing subdivision masterplans or architectural drawings.

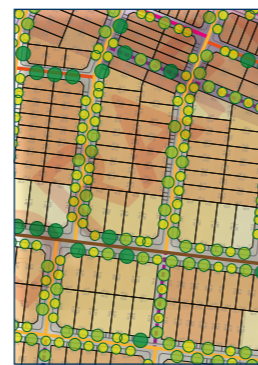
There are two key sources of general information relating to urban design and planning of neighbourhoods: The Victorian Planning Authority's Precinct Structure Planning Guidelines 2.0 and The Urban Design Guidelines For Victoria. These documents contain 'rules of thumb' and set expectations for Councils and Developers alike. Whilst these documents have been developed in partnership with the private sector, they do not always reflect what developer priorities are when it comes to on the ground outcomes.

This understanding of developer preferences can come from working for developers or assessing permit applications for (or on behalf of) Councils. LatStudios has significant experience in both sides of this process and our understanding is reflected with tending to show 'worst-case-scenarios' in modelling our scenarios.

There is a well-established set of design elements which can be controlled or implemented through zone schedules or strategic planning policy. These elements are listed on the right.



Precinct Structure Planning Guidelines (VPA)



Experience in Greenfield Subdivision



Urban Design Guidelines for Victoria (Department Transport & Planning)



To consider how these elements combine towards character and potential visual impact

-  Architecture
-  Materiality
-  Building Height
-  Building Form
-  Subdivision Pattern
-  Siting, Orientation Setbacks
-  Site Coverage and permeability
-  Front Garden Landscaping and visible landscaping
-  Front Fencing
-  Street Frontages and Interfaces
-  Car Parking

Within the GFSP there is more place specific guidance. Structure plans generally do not go into details regarding some of the design elements listed on the previous page, but often set objectives which are interrelated. The GFSP can also specify more detailed planning documents which need to be prepared to guide these design elements. For example an Urban Design Framework could be prepared for the NAC, and could cover elements such as heights or setbacks. Alternatively the GFSP could require that design guidelines should be prepared for subdivision applications prior to permit plans being endorsed.

The GFSP covers issues to varying levels such as: neighbourhood vision, applied zoning, land use preference, density, key movement network, open space networks, topography, drainage, heritage and built forms types.

Some extracts from the GFSP (Figure 7) and the Urban Design Guidelines For Victoria (Figure 8) are shown to the right.

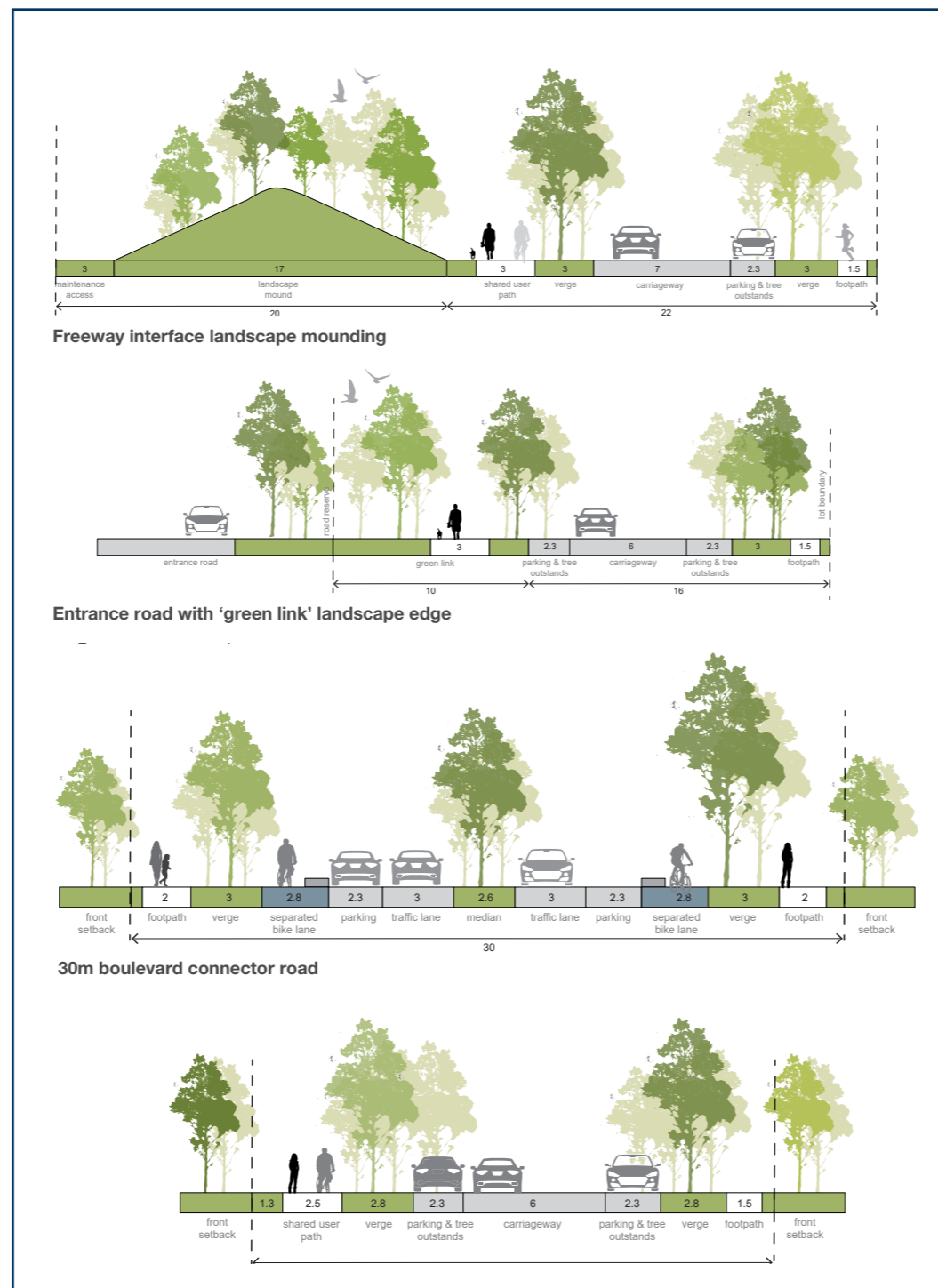


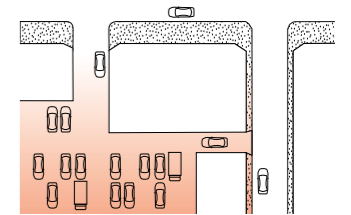
Figure 07: Street Cross-Sections contained within the GFSP

2.8 Car parking lots

Objective 2.8.1 To ensure that car parking lots support the amenity and safety of the local area

2.8.1a Locate larger car parking lots to the rear or side of the buildings they serve.

→ **TIP** Locating larger car parking lots between the street and the building frontage may reduce street amenity and compromise pedestrian access to buildings.

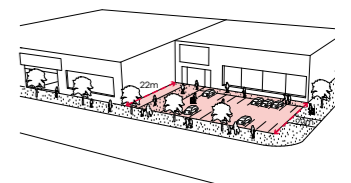


2.8.1b Provide car parking lots with opportunities to receive informal surveillance from surrounding buildings and spaces.

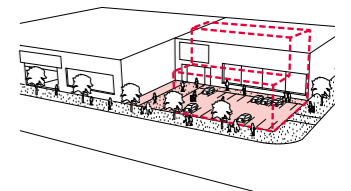
→ **TIP** Car parking lots bordered by blank walls or fences enclose the area and reduce the opportunity for informal surveillance.

2.8.1c Where a car parking lot must be located between the building frontage and the street, arrange the parking space to maintain a visual connection between the building and the street.

→ **TIP** A 22m setback allows for two rows of 90 degree parking with single vehicle access way between, landscaping along the street edge and pedestrian paths serving the parking. A setback of up to 22m will maintain a visual connection from the building to the street, whereas greater distances can compromise visual connection.



2.8.1d Where a car parking lot must be located between the building frontage and the street, arrange the site to allow for future development options.



2.8.1e Lay out car parking lots to minimise noise, fumes and lighting impacts into adjacent properties.

Figure 08: Example of design guidance contained within the Urban Design Guidelines for Victoria.





4.0

**KEY VIEW LOCATIONS AND
VISUAL IMPACT ASSESSMENT**

4.0 View Locations

4.1 Introduction

In order to provide useful recommendations on further development of the GFSP, we have:

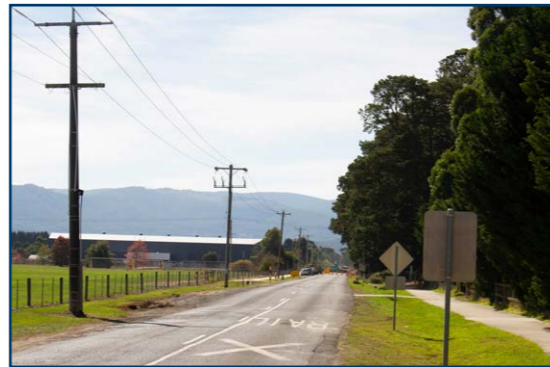
- Reviewed the New Gisborne Framework Plan and GFSP and sorted relevant strategic guidance into common character topics.
- Used this information to understand what would likely be visible from each viewpoint.
- Identified what aspects could be assumed 'fixed' in each view, and what aspects are variable and need to be tested in visual impact scenarios.

Following our review of the GFSP, Council has subsequently provided some additional feedback on preferred cross sections, structure plan elements and design outcomes which were ambiguous or missing after undertaking our review.

These are concept only, and LatStudios has taken aspects from these concepts we think are reasonable given the local context. The GFSP review for each view is discussed in Appendix C.

For each view we have developed scenarios depending on the range built form heights envisaged in the GSFP. For some views, this may be as many as 3 scenarios. Each view has been also depicted without trees to provide some insight towards how vegetation might filter views to landscape or built form, vs. built forms themselves filtering these views.

Assessment of existing conditions



Consideration of strategic planning guidance visible from viewpoints



Analyse different development scenarios and consider impacts on landscape and built form character



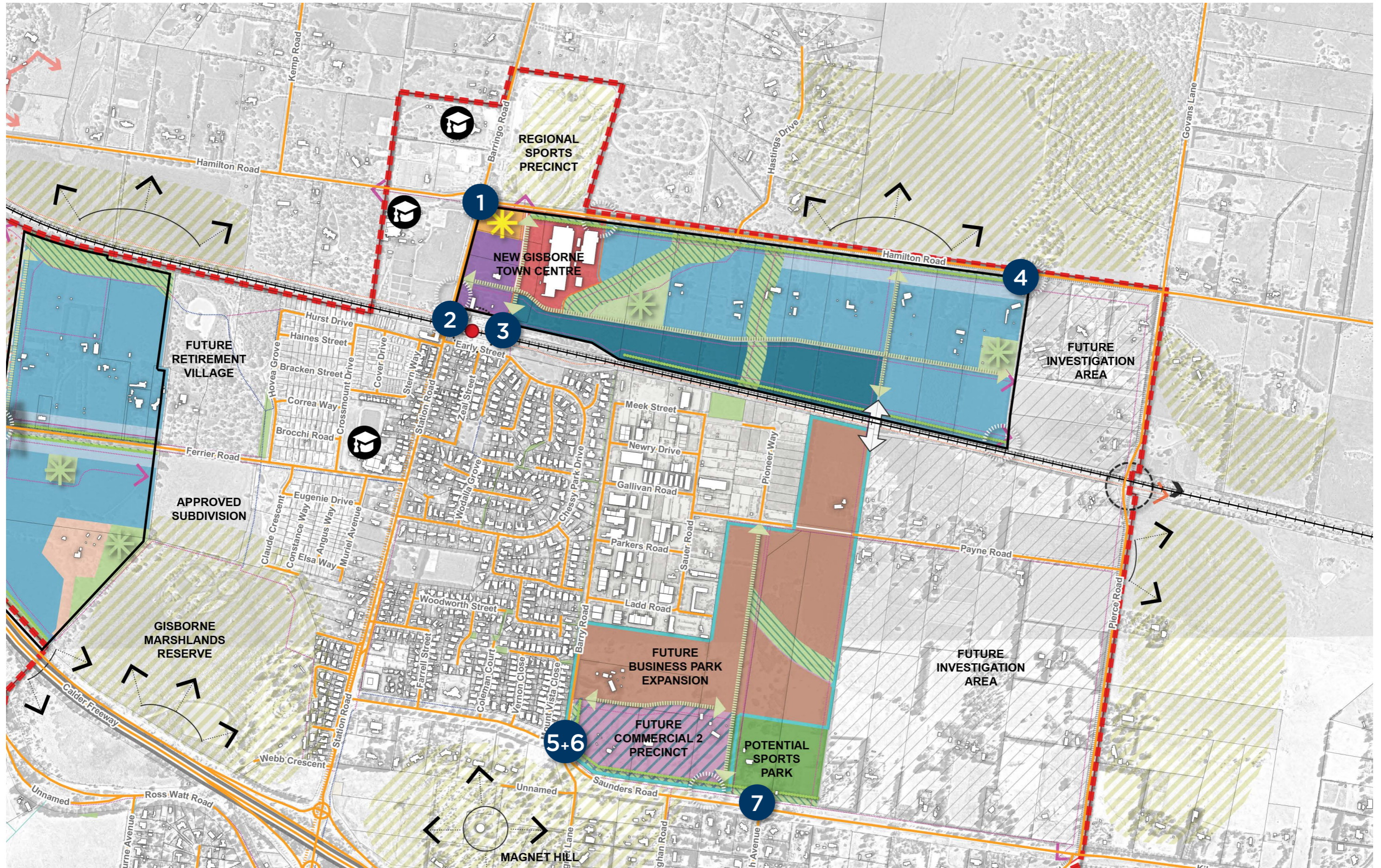


Figure 09: View Locations for Assessment

4.2 View Locations and Supporting Rationales

As the key focus of our work is to consider the visual impacts of potential built form from key gateways into the township, and how this built form may impact the preferred character of the neighbourhood in relation to near and distant views, landscape and canopy trees and built form massing. The following chapter proposes view locations with supporting rationale which consider gateways, character and existing distant views.

It is important to note that this is a work-in-progress. During our site visit, we were unable to gain access to all necessary points due to construction of a new roundabout on the intersections of Hamilton and Barringo Roads.



View 1 – Corner of Hamilton and Barringo Roads, looking south-east.

- This view is identified as a key gateway or entrance into the New Gisborne Neighbourhood Activity Centre (NAC) and growth area (as identified in GFSP Figure 13; Landscape Values, page 49).
- This gateway is important for vehicles approaching from the West and North towards the future NAC and will 'set the scene' for the character of the planned neighbourhood
- The area will experience regular pedestrian and vehicular activity arising from the existing school, regional sports precinct and the future NAC and growth area.



View 2 – Railway crossing Barringo Road, looking north.

- Located at a key gateway to the New Gisborne NAC and growth area. As identified in GFSP Figure 13; Landscape Values, page 49.
- Station/Barringo Roads serves as a spine of movement from Gisborne to New Gisborne.
- When travelling northwards along Barringo Road, there are unhindered distant views to Mount Macedon on the left of the road due to the existing school sports fields.
- This distinct interface between future development and open landscape views across the school is important to the character of the area and should be considered in future development siting.



View 3 – Gisborne Train Station platform, looking north

- The train station is a major arrival point for the New Gisborne township, and will only become more important with further population growth in the area.
- This location aligns with a gap in existing vegetation when standing on the station platform, and looks along the length of the future NAC boulevard street to the distant Ranges views.
- We have chosen this location to gain further understanding of different scales of NAC development and how they may impact distant views to Macedon Ranges.

4



View 4 -Eastern edge of New Gisborne growth area on Hamilton Road, looking south-west

- Located at a key gateway to the New Gisborne growth area. As identified in GFSP Figure 13; Landscape Values, page 49.
- This section of Hamilton Road is mostly enclosed by roadside vegetation, and is proposed to be interfaced by a landscape buffer and low density residential.
- Considering built form impacts at this location will allow us to further understand how a respectful and subtle transition from rural to township could be managed.

5



View 5 - Corner of Barry and Saunders Road, looking north

- This view depicts the expansion of the existing business park. There are several actions contained in the GFSP relating to the expansion of the business park. They can mostly be found on page 42.
- Located at the interface between existing residential and future business park expansion.

6



View 6 - Corner of Barry and Saunders Road, looking north-east

- This view depicts the expansion of the existing business park. There are several actions contained in the GFSP relating to the expansion of the business park. They can mostly be found on page 42.
- Understanding the impact of larger building footprints and the opportunity for integrated landscape treatments will help mitigate the visual impact of these larger lot developments.

7



View 7 - Edge of growth area on Saunders Road, looking north-west

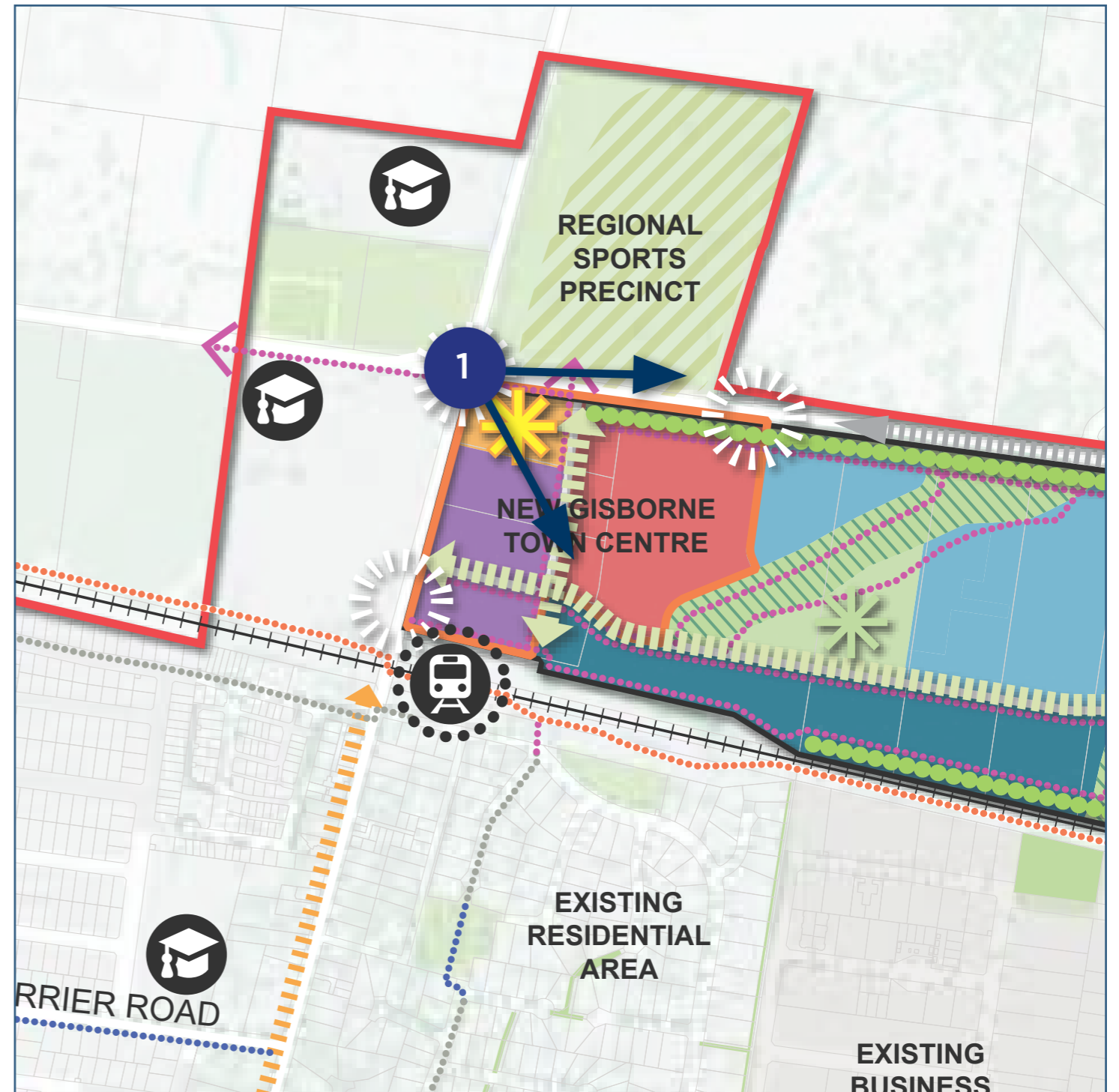
- This view depicts the expansion of the existing business park. There are several actions contained in the GFSP relating to the expansion of the business park. They can mostly be found on page 42.
- Located at a key gateway to the township and the edge of the future expansion of the existing business park. As identified in GFSP Figure 13; Landscape Values, page 49.
- See bullet point above.

Visual Impact Assessment

4.3 View 1 - Existing Conditions



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- Current road reserve of Hamilton Road is relatively flat and has no footpaths and no curbs.
- There is low rural fencing bounding the edge of the reserve and powerlines running along the northern side of the carriageway.
- In the foreground and midground the private land is currently used as a grassy paddock with a small wetland close the intersection.
- Closer to the horizon line a mix of vegetation and low-rise sheds limit any views further afield.
- There are no major distant or near views from this viewpoint.

Note: that since the date of the Streetview photo, further vegetation clearing has occurred around the sheds and along the roadside. More recent photos have been provided in Appendix D.



Corner of Hamilton and Barringo Roads, looking south-east. Image sourced from Google Streetview (October 2022) due to intersection upgrades at the time of the site visit.

4.4 View 1 - Scenario 1

Discussion of visualisation

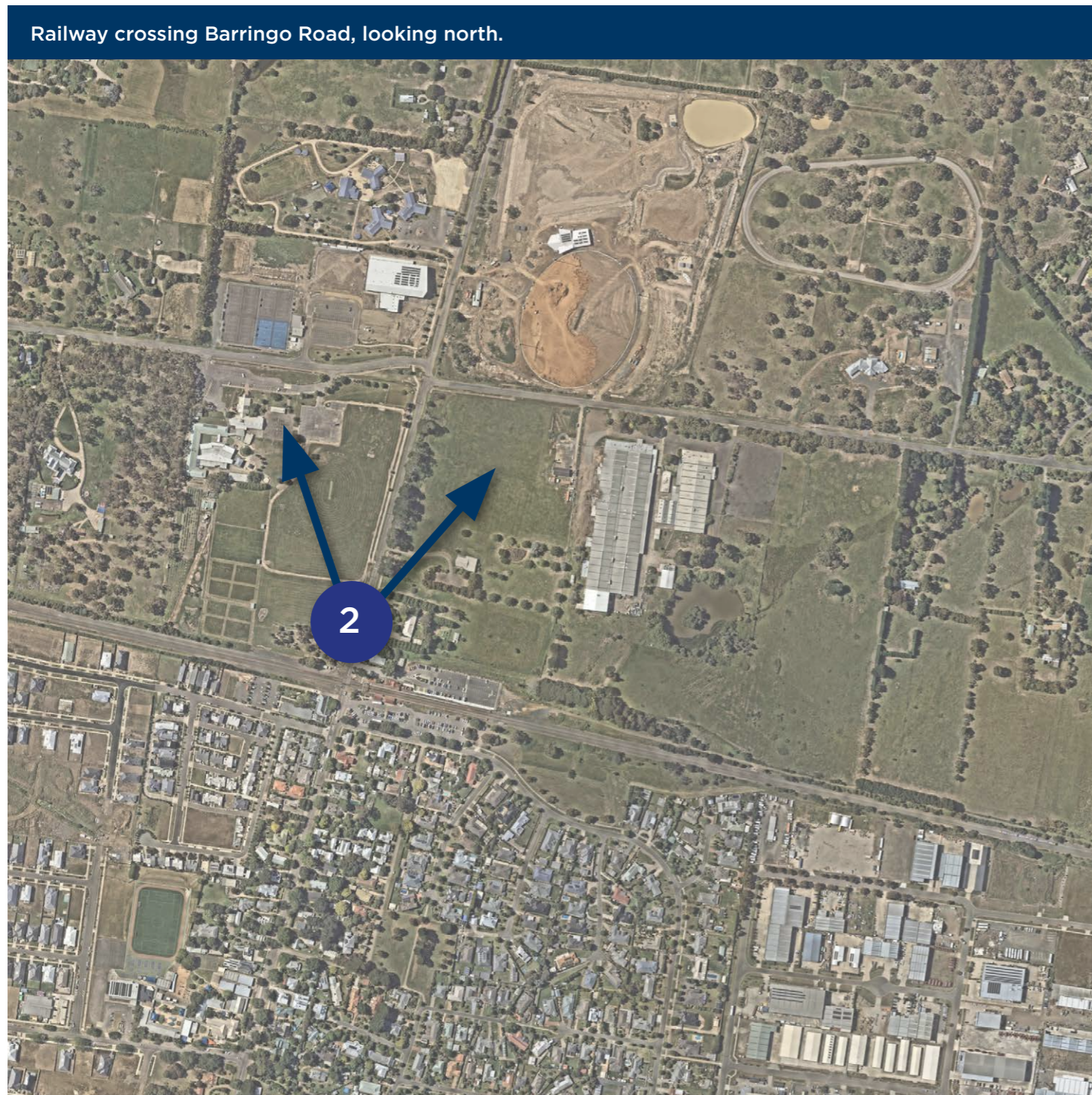
- The Framework Plan designates this corner at a future community centre. Whilst specific built form or height controls have not been prescribed for this community centre, based off similar regional town precedents we have modelled the built form at two (2) levels (or 7m).
- The Hamilton Road reserve has been widened to allow for a shared path and space for street tree planting.
- A 5m landscaped setback is proposed to mimic the consistent pattern of setbacks along Barringo Road and the broader Gisborne township.
- The built form as well as the vegetation located within the landscape setback, in particular the double row of canopy trees, limit any distant views towards the future NAC and residential areas.
- Distant views of the sheds in the background for the most part have been lost.
- The visual prominence of the Community Centre Built form will be largely dependent on the detail design of the building. The materiality, articulation and the relationship between the architecture and the landscape will determine how it is perceived. These elements can be informed by detailed design guidelines provided in future work.
- The GFSP could consider further how the 'gateway' on this intersection is achieved and what objectives are appropriate to curate the desired vision.



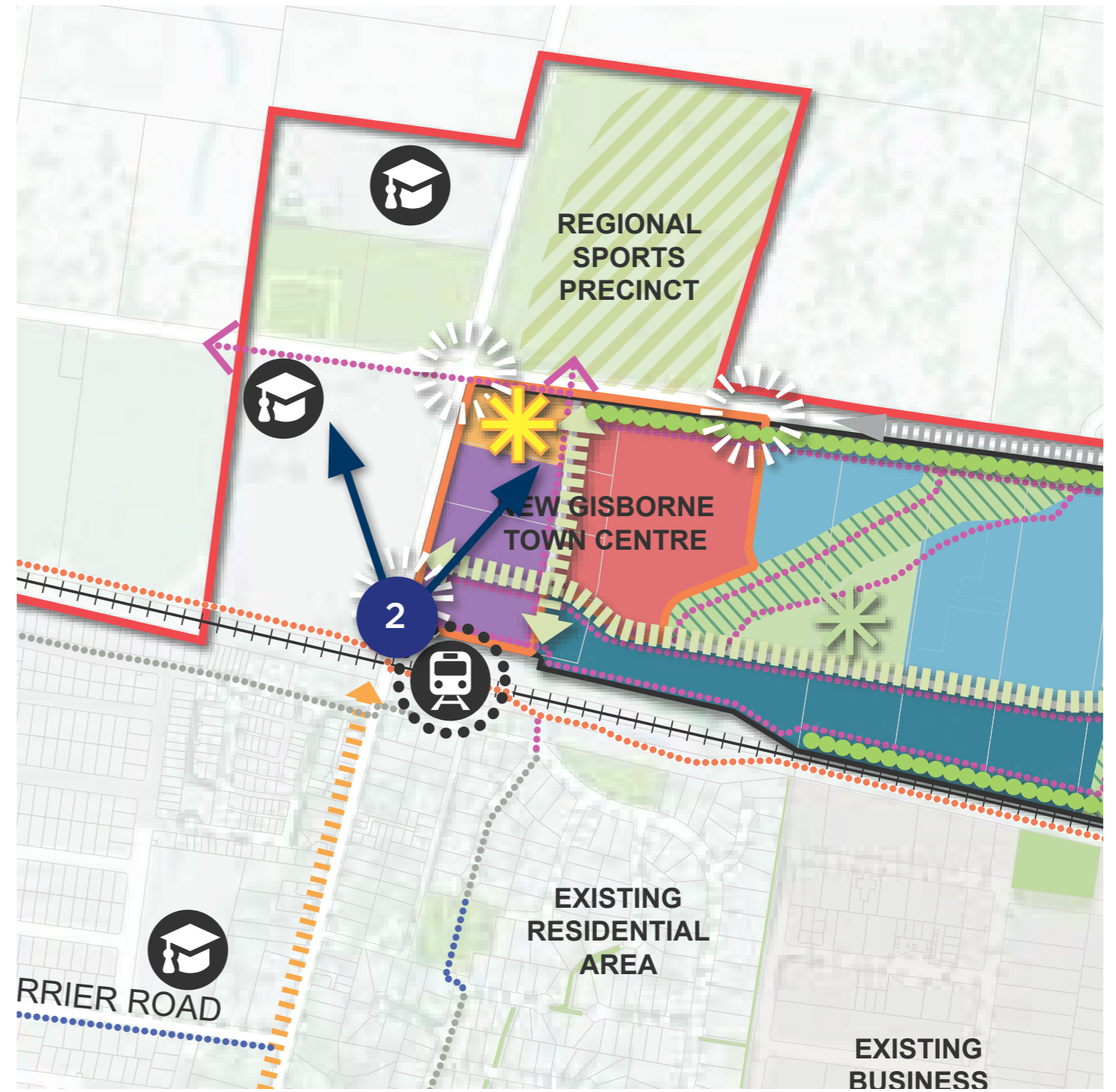
Corner of Hamilton and Barringo Roads, looking south-east.

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4.5 View 2 - Existing Conditions



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- This view is of Barringo Road reserve looking north. There is an existing school on the west and private properties on the east.
- Powerlines feature in the west verge.
- A footpath runs along the east side of the road, and crosses to the west side providing access to the school.
- Expansive distant views towards Mount Macedon are unbroken to the centre and left-hand side of the road.
- Within the road reserve there is no existing significant tree planting. However, a row of mature pines located within private property, dominate the eastern interface. These trees form a dense foreground of landscape however block any distant views. They will be removed in the future to facilitate the future development.
- In the mid-distance is a newly constructed recreation facility. The roofline is roughly in line with the tree tops beyond, blocking views to this mid-range canopy.



Railway crossing Barringo Road, looking north.

4.6 View 2 - Scenario 1

Discussion of visualisation

- Depicts the existing school on the left (which remains unchanged) and the future NAC on the right.
- Buildings have been modelled to 2 storeys (7m) in this scenario.
- Barringo Road has been modelled on Councils cross section concept which envisages Barringo Road as a boulevard with a treed central median and avenues of trees and a shared path within the eastern verge.
- In the midground a 12m service road has been shown (as per Council's supplementary advice)
- In the foreground a 12m landscape setback has been shown ensuring a consistent distance to built form along Barringo Road.
- The existing pine windrow has been removed and new street trees, approximately 7 metres tall have been modelled (noting that this height is dependent on species/growing conditions).
- By removing the existing windrow, views towards the ranges have been exposed, these are then filtered by the proposed tree planting.
- Views of new built form are also filtered by the street trees as well as potential low level planting in the landscape setback.
- Similar to View 1, the visual prominence of these built forms will be dependent on façade articulation and material choices.



Railway crossing Barringo Road, looking north.

View 2 - Scenario 1 - No Trees

Discussion of visualisation

- This visualisation removes the tree planting to provide an approximate understanding of the distant views which may be seen.
- Depending on the spacing and species selection of the street trees, and balancing the desire for canopy coverage and ecology with viewsheds, views towards the Macedon Ranges could become more or less prominent.



Railway crossing Barringo Road, looking north.

4.7 View 2 - Scenario 2

Discussion of visualisation

- Buildings have been modelled to 3 storeys (10.5m) in this scenario. The 3rd level has been recessed by 3 meters.
- The increase in building massing may reduce potential new views towards the ranges.
- The overall impression of Barringo Road remains similar to Scenario 1, with a similar sense of openness to the streetscape.



Railway crossing Barringo Road, looking north.

View 2 - Scenario 2 - No Trees

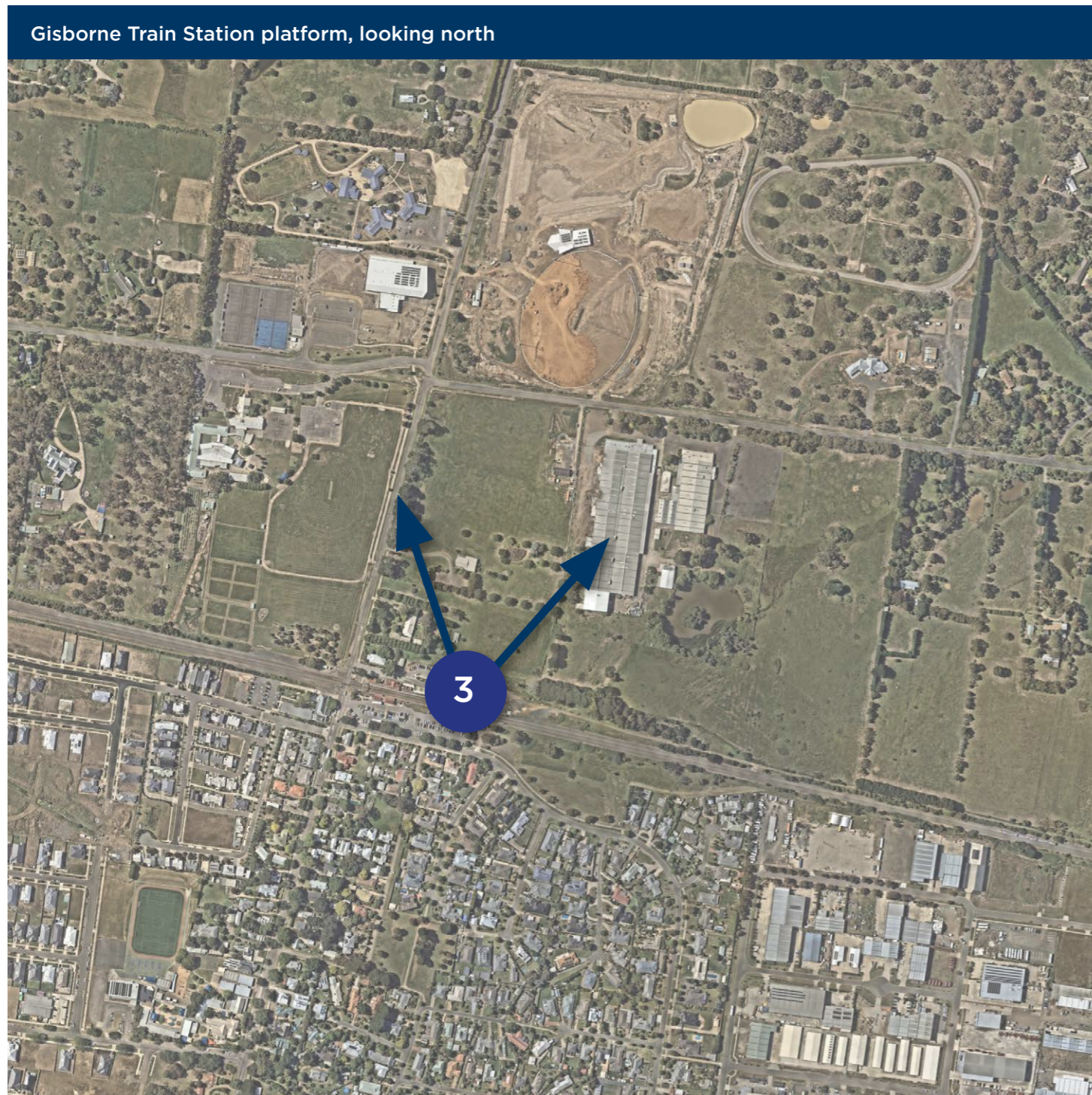
Discussion of visualisation

- This visualisation removes the tree planting to provide an approximate understanding of the distant views which may be seen.
- Without canopy trees, the additional built form marginally reduces the views to the Ranges compared to Scenario 1.
- The views over the school/shed remain unchanged noting these may be impacted by tree canopy from median planting.

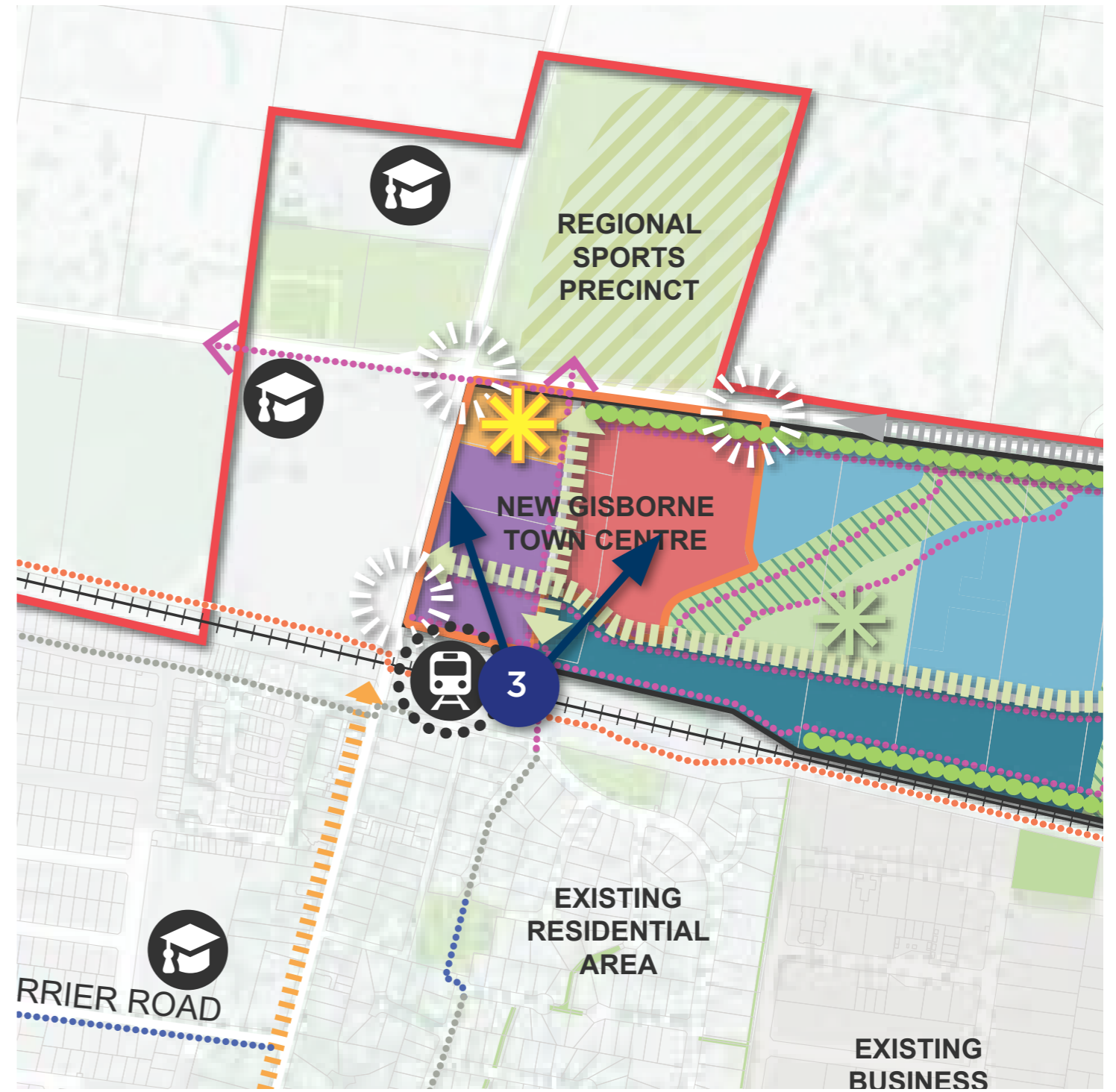


Railway crossing Barringo Road, looking north.

4.8 View 3 - Existing Conditions



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- This viewpoint is located on the existing New Gisborne Train Station platform looking northwards. There is a newly upgraded station car park in the foreground.
- In the midground there is a low rural style fence behind that a grassy paddock containing a variety of vegetation. This vegetation ranges from low shrubs to taller trees. Glimpses of buildings can be seen between the trees and shrubs.
- Behind these trees, light poles from the Hamilton Road sporting fields can be seen in front of the Ranges.
- In the distance there are broad views towards Mount Macedon, the vegetation in the midground and light poles currently filter these views.



Gisborne Train Station platform, looking north

4.9 View 3 - Scenario 1

Discussion of visualisation

- From this viewpoint, the future main street of the New Gisborne NAC can be seen.
- Council's street cross section concept proposes a single traffic lane in each direction, parallel parking with street trees in outstands, a separated bike lane on both sides and a wide footpath with flexible space for trees, street furniture and outdoor dining. Built form will have 0 metre setbacks at ground level to create a typical 'main street' interface and feature 2.5m awnings to provide shade and weather protection to pedestrians.
- According to the GFSP there will be commercial focused land on the left, and mixed-use land on the right. The GFSP envisions shop top housing along the main street and medium density development in the surrounding neighbourhood.
- In this modelled scenario, built forms are shown to 2 storeys in height (7m) and street trees range from 6m to 8m.
- Given the viewpoint is from the train station platform, the outlook towards future NAC sits in the mid-ground. .
- The distant views towards the Macedon Ranges are reduced by the town centre buildings and accompanying street trees.
- It's possible that the double row of street trees may grow taller than what has been depicted in this render.



Gisborne Train Station platform, looking north

View 3 - Scenario 1 - No Trees

Discussion of visualisation

- Without the street trees, a view to the ranges can be seen along the centre of the road. The built form obscures the majority of the ranges view on either side of the road.
- If a funnelled view from the road centre is required, the tree species would need to be carefully considered to control canopy density and height allowing for this view.
- It is noted that views to the ranges from the town centre footpath are unlikely to be achieved regardless of height or tree canopy due to the desire for street canopies providing shade and shelter over the footpath.

Note: it is likely that the view at the end of the main street would be of built form and street trees further obscuring long range views, however there is insufficient detail available at this stage to model it as part of this scenario



Gisborne Train Station platform, looking north

4.10 View 3 - Scenario 2

Discussion of visualisation

- Buildings have been modelled to 3 storeys (10.5m) in this scenario. The 3rd level has been recessed behind the streetwall by 3 metres.
- The third level obscures the top of the ranges when viewed from the elevated train platform noting that it is unlikely to be seen as prominently from the pedestrian environment of the main street due to the building canopies over the footpath.



Gisborne Train Station platform, looking north

View 3 - Scenario 2 - No Trees

Discussion of visualisation

- With the street trees removed, it can be seen that the built form partially obscures views to Mount Macedon either side of the street.
- All filtered views towards the ranges are constrained to within the streetscape field of view. This is largely dependent on street tree species selection and density.
- Similar to scenario 1, it may still be possible to see distant views when standing on the centreline of the road (dependent on vegetation or built forms in the background).



Gisborne Train Station platform, looking north

4.11 View 3 - Scenario 3

Discussion of visualisation

- In this scenario buildings have been modelled to 4 storeys (14m). The 3rd and 4th levels have been recessed by 3 metres to allow for a two storey street wall.
- The built form occupies more of the view on either side of the streetscape noting that the view down the centre of the road remains unchanged from Scenario 1 and 2.
- Street trees shown have remained the same in all scenarios (6-8 metres). Depending on species selection this may vary and street trees commensurate with a 14 metre building height are not uncommon.



Gisborne Train Station platform, looking north

View 3 - Scenario 3 - No Trees

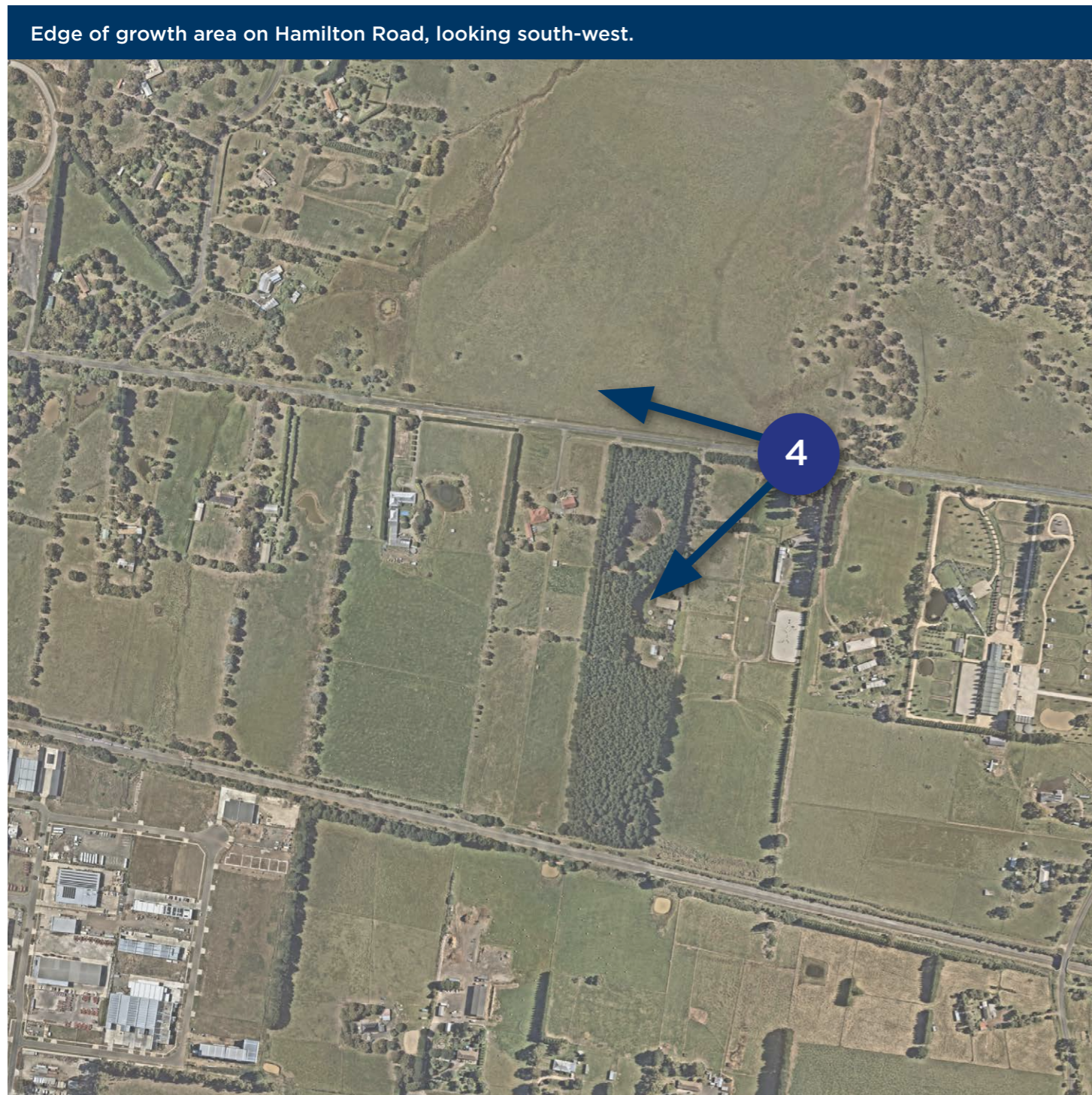
Discussion of visualisation

- Similar to Scenario 2, any views towards the ranges are constrained to within the streetscape field of view. Similar to scenario 1, it may still be possible to see distant views when standing on the centreline of the road (dependant on vegetation or built forms in the background).

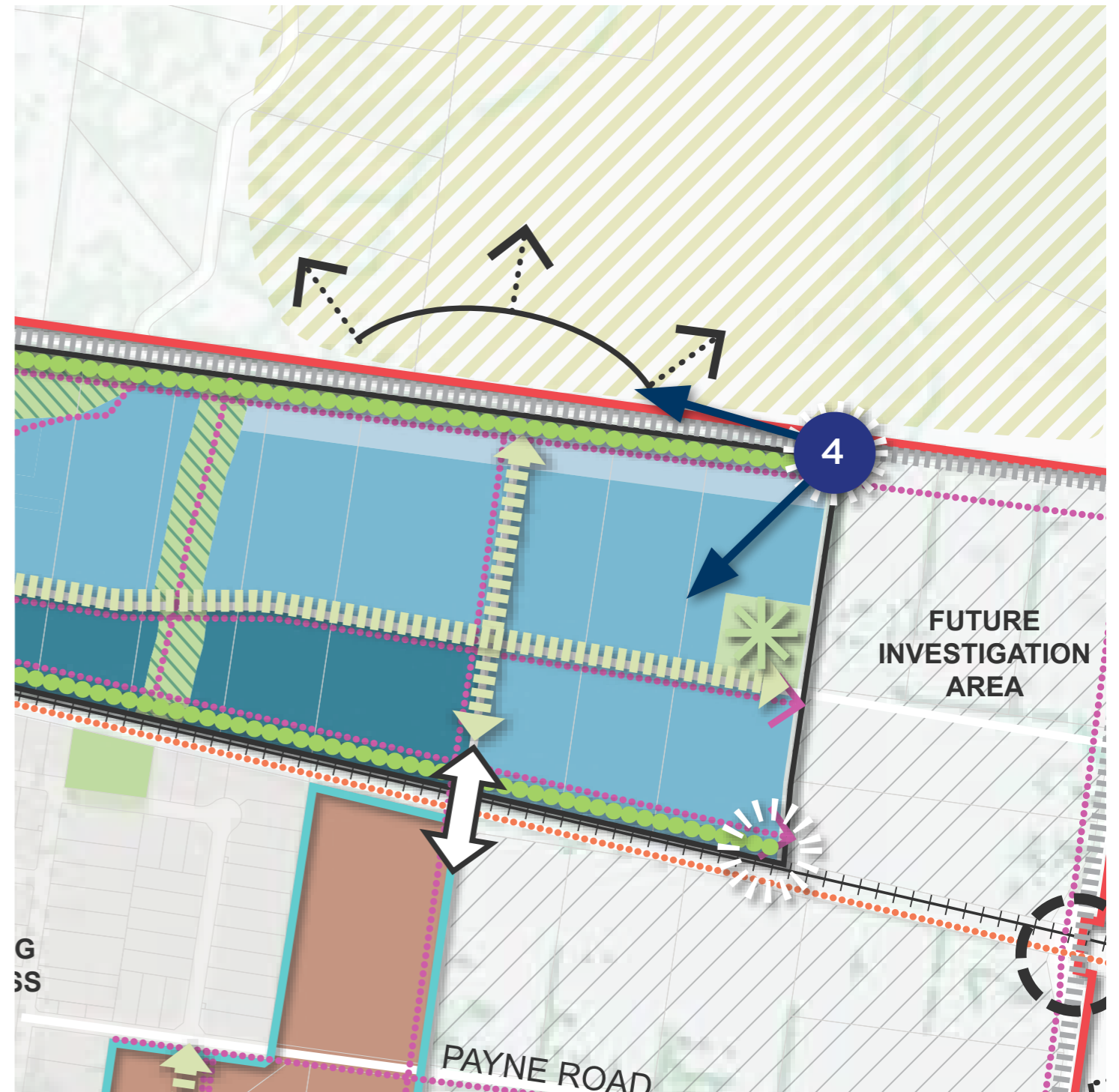


Gisborne Train Station platform, looking north

4.12 View 4 - Existing Conditions



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- Similar to View 1, Hamilton Road is relatively flat and has no footpaths and no curbs.
- There is low rural fencing bounding the edge of the road reserve and powerlines running along the northern side of the carriageway.
- On the left is a consistent windrow of pines, and on the right is a stretch of paddocks with no trees in the foreground and midground. This block of tall vegetation on the right allows for unbroken wide views to Mount Macedon. As a result, it is possible that when approaching this viewpoint from the east, the viewer's attention may be focused on the distant mountains on the right, rather than the subject site on the left.
- Closer to the horizon line a mix of vegetation and low-rise sheds limit any views further afield.



Edge of growth area on Hamilton Road, looking south-west.

4.13 View 4 - Scenario 1

Discussion of visualisation

- The GFSP identified a 10m wide landscape strip with a shared path along the lefthand side of the road.
- Behind the buffer are low density residential lots (1,200m² each). For this scenario we have assumed dwellings are single storey with a large footprint. With the indicative rooflines modelled, the dwellings are approximately 1.5 storeys in height. Assumptions have been made that lots are rear loaded to avoid multiple driveways conflicting with the shared path.
- The dwellings are setback 10 metres from the lot boundary to allow for sufficient defensible space for bushfire purposes and 'front yards'.
- A post and rail fence has been shown along property boundaries to reflect the semi-rural location.
- It is assumed that the existing pine trees will be removed. As a result, the views become much more open.
- With the 10m landscape buffer and 10m setback to built forms, the dwellings are diminished compared to the shared path and street trees.
- The dwellings will likely have additional private landscaping further filtering views to built form.
- Careful consideration to materials, landscaping and roof styles may be important to curate the desired gateway the GFSP envisions.

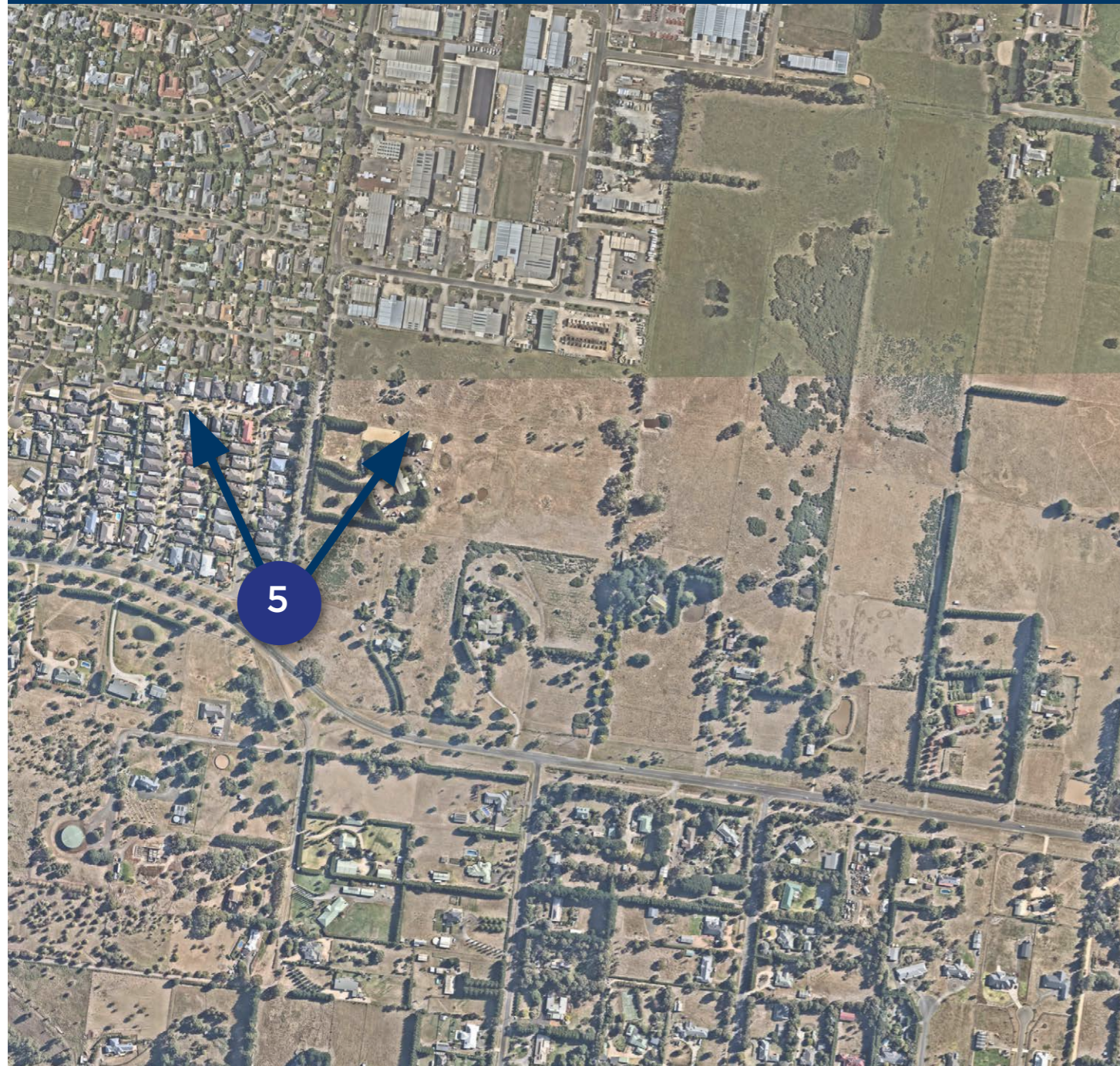


Edge of growth area on Hamilton Road, looking south-west.

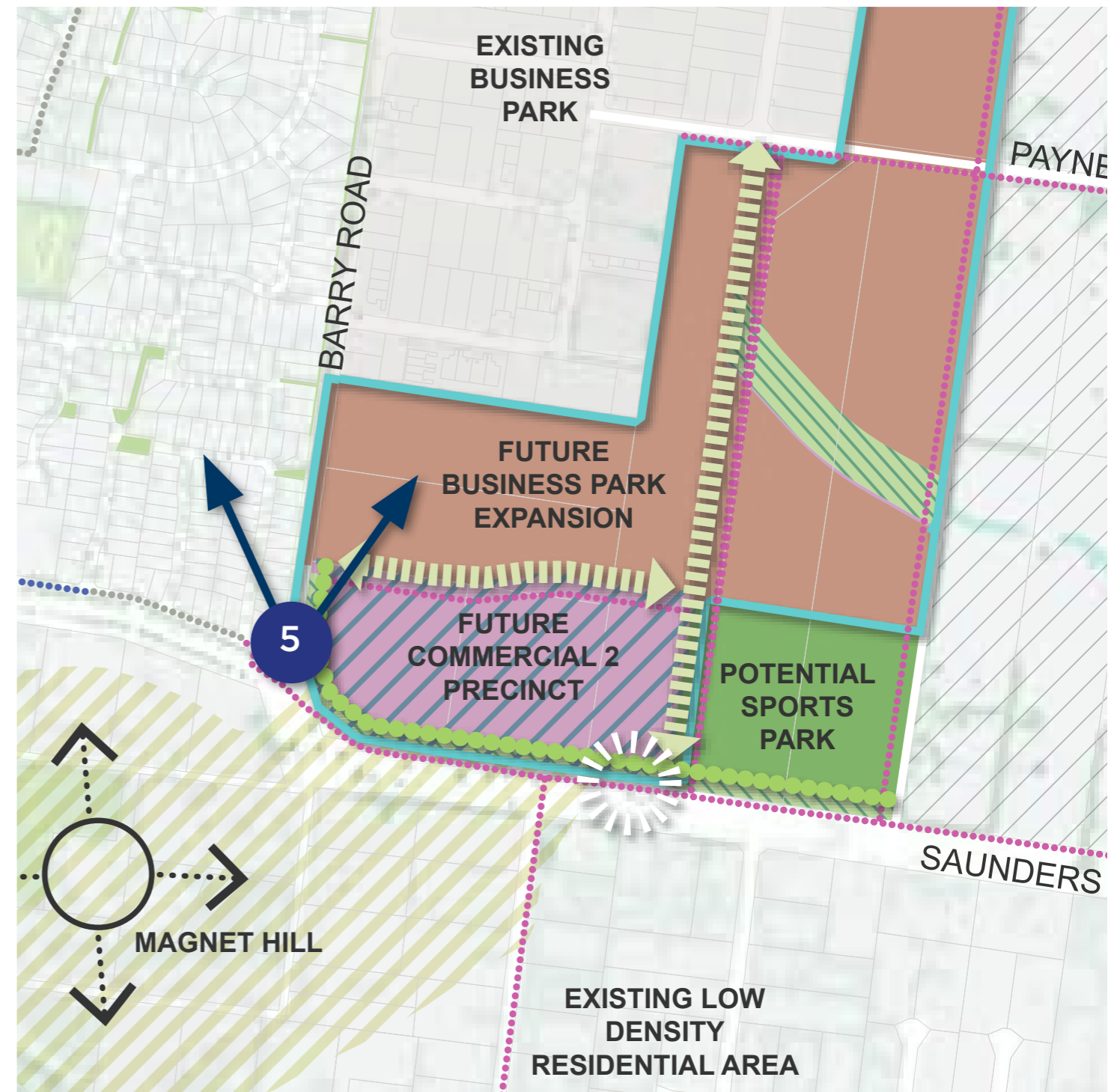
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4.14 View 5 - Existing Conditions

Corner of Barry and Saunders Road, looking north-east.



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- This viewpoint is at the southern end of Barry Road and captures Barry Road looking northwards.
- There is existing dense roadside vegetation on both sides of the street, with most being native on the left side.
- There are powerlines on the eastern road verge. There are no footpaths in the foreground and midground, however there is one in the distance, Barry Road also has consistent curbs along the edge of the carriageway.
- There are very limited views to any built forms visible.
- There are partial distant views to the Macedon Ranges obscured by the existing dense vegetation.

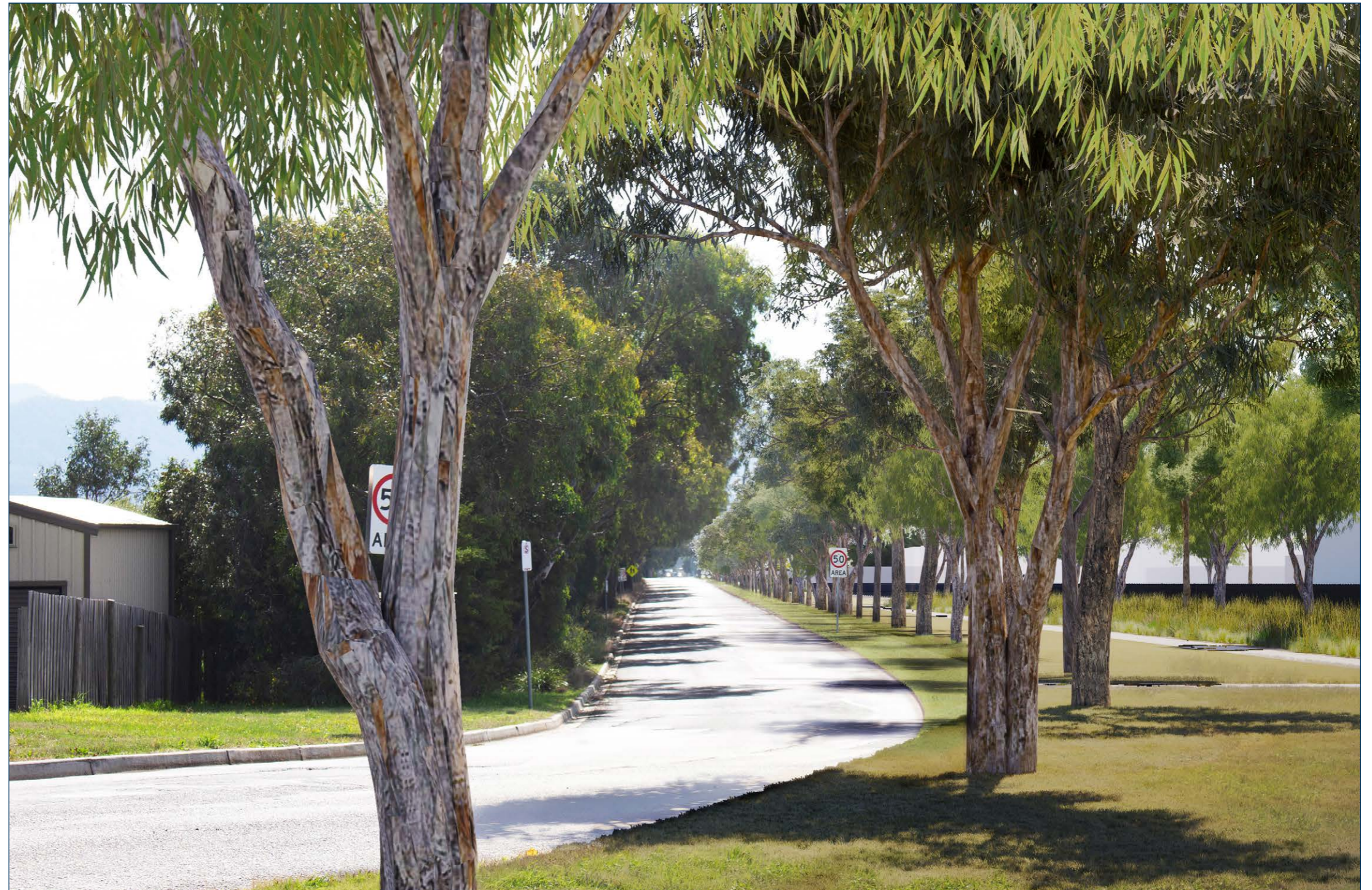


Corner of Barry and Saunders Road, looking north-east.

4.15 View 5 - Scenario 1

Discussion of visualisation

- The GFSP identifies this area as future business park expansion. There will be commercial lots in the foreground with light industrial in the background. The GFSP also states that the existing business park Design Guidelines will be applied to new areas, as a result we have used recent business park developments in combination with the Design Guidelines to inform our modelling and fence choices.
- It is on the edge of an existing established residential area with Barry Road forming the interface between residential and the future expansion of the town.
- The Structure Plan identifies a 10m landscape buffer wrapping around from Saunders Road and up Barry Road. Within this buffer is a shared path.
- Built forms have been modelled at 7m. This height has been based on recent developments in the existing business park and standard large format shed developments.
- Black fencing along property boundaries has been shown matching the predominate styles of the existing business park.
- The treed landscape buffer largely obscures the built form with glimpses available through the tree trunks.
- This may vary depending on the species selection and density and may be further obscured with mid level vegetation immediately in front of the built form.



Corner of Barry and Saunders Road, looking north-east.

View 5 - Scenario 1 - No Trees

Discussion of visualisation

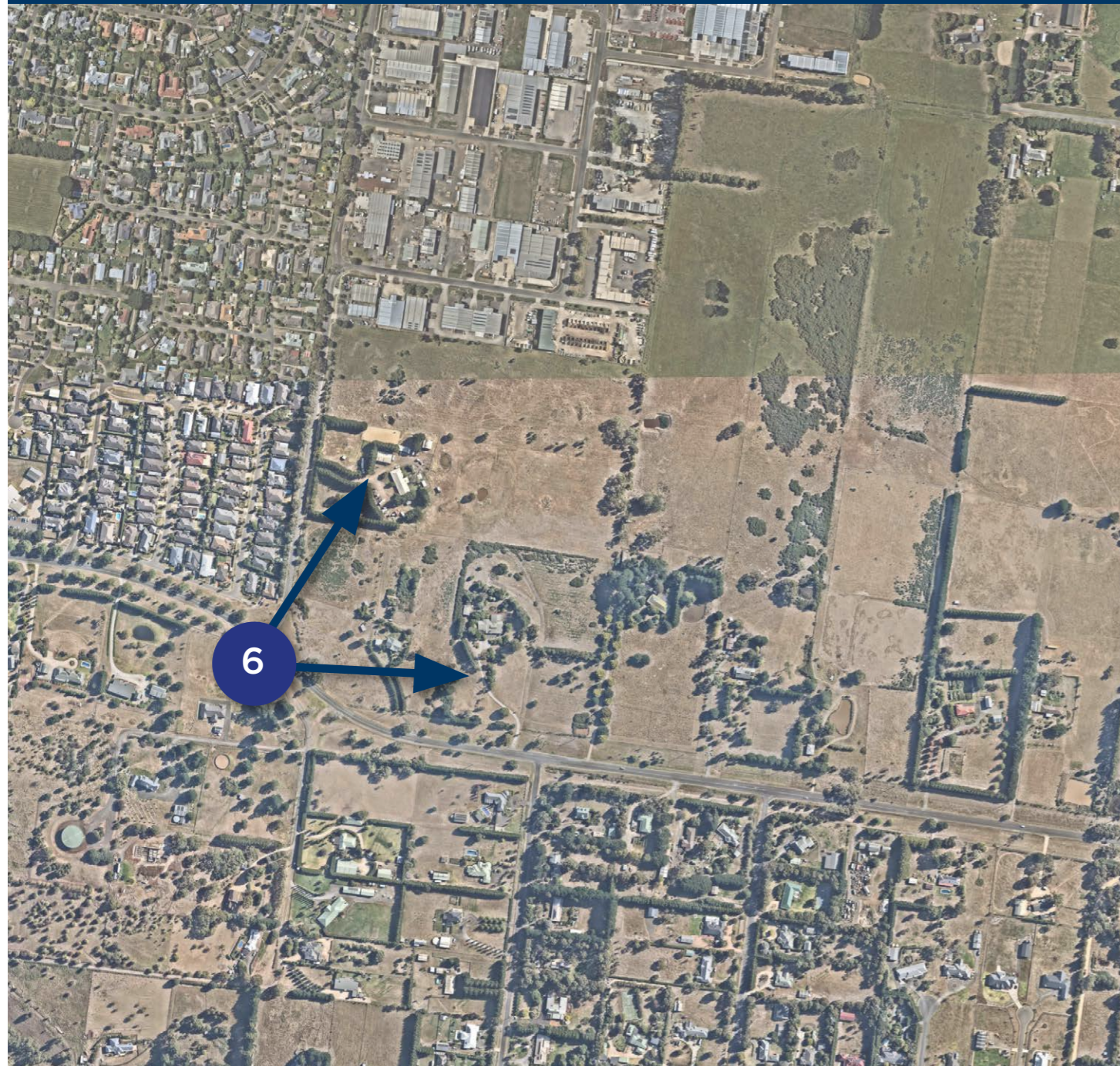
- It is assumed that most of the native vegetation on the left-hand side of the road will be retained as it forms a relatively consistent buffer between the residential areas and future development.
- Without the trees the mass of the large-format buildings is more obvious, however views to the ranges are not overly obscured.



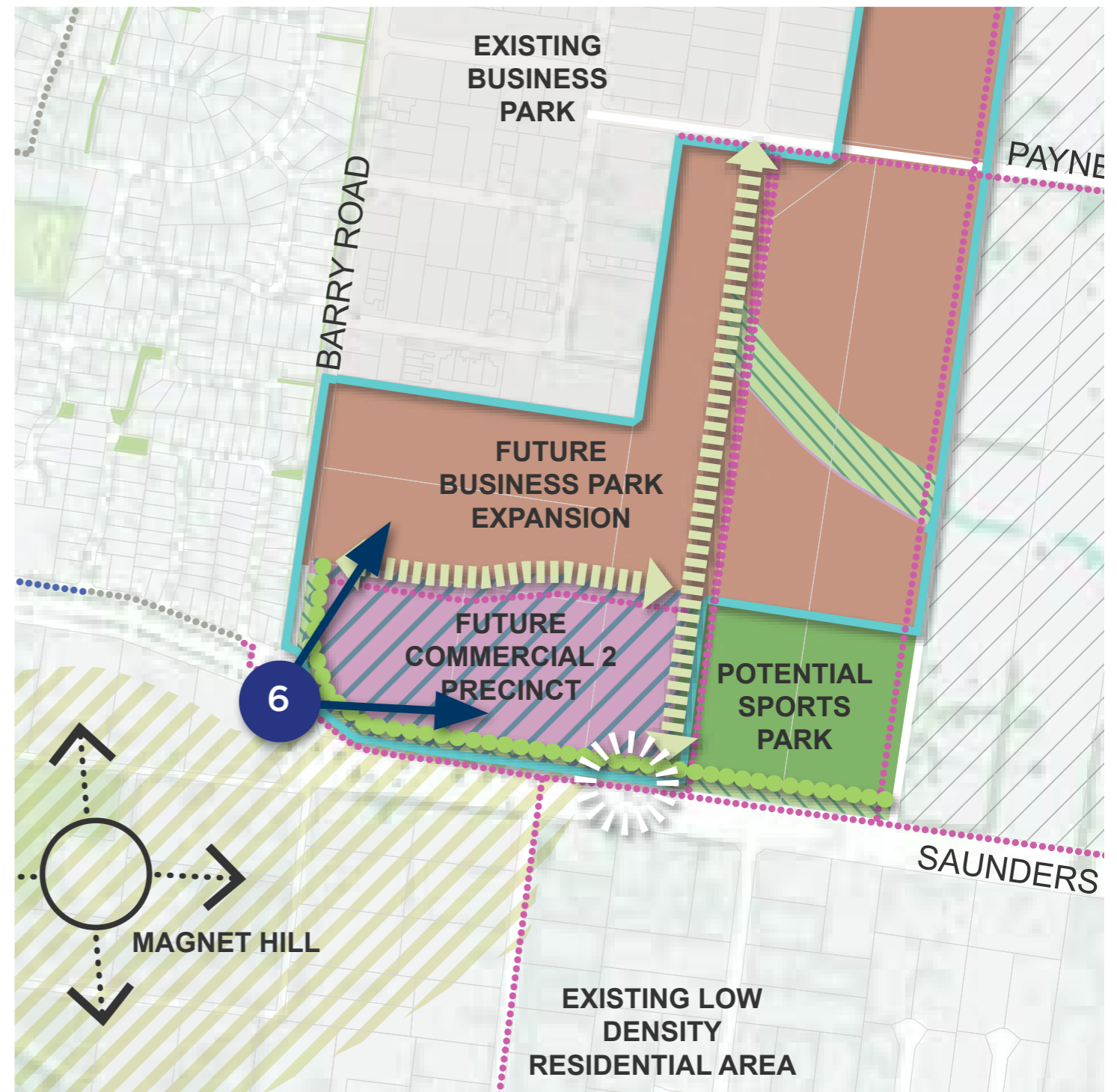
Corner of Barry and Saunders Road, looking north-east.

4.16 View 6 - Existing Conditions

Corner of Barry and Saunders Road, looking north-east (Google Streetview)



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- This viewpoint is located at the intersection of Saunders and Barry Roads and looks north-east across private property.
- There is patchy, mostly low vegetation visible in the private property. Some property fence lines have windrows planted along them.
- There are some glimpses of built forms (sheds and dwellings) between trees and paddocks in the midground.
- There are some distant views towards the lower eastern end of the Macedon Ranges.
- The private property is slightly lower in elevation than the intersection which allows for slightly elevated distant views.
- On the day of this photo, there were views further afield to Mount Disappointment in the Upper Plenty area.



Corner of Barry and Saunders Road, looking north-east (Google Streetview)

4.17 View 6 - Scenario 1

Discussion of visualisation

- This view location is very similar to View 5, however captures a different angle.
- The GFSP identifies the 10m landscape buffer wrapping around the intersection in the foreground, and the commercial business park in the mid ground.
- Built forms have been modelled at 7m, with black fencing along property boundaries.
- The landscape buffer filters views to the built forms, however depending on the detail designs of these properties, and the density of tree canopy and lower level planting, it is possible that large areas of the facades and parking areas will be visible.



Corner of Barry and Saunders Road, looking north-east.

View 6 - Scenario 1 - No Trees

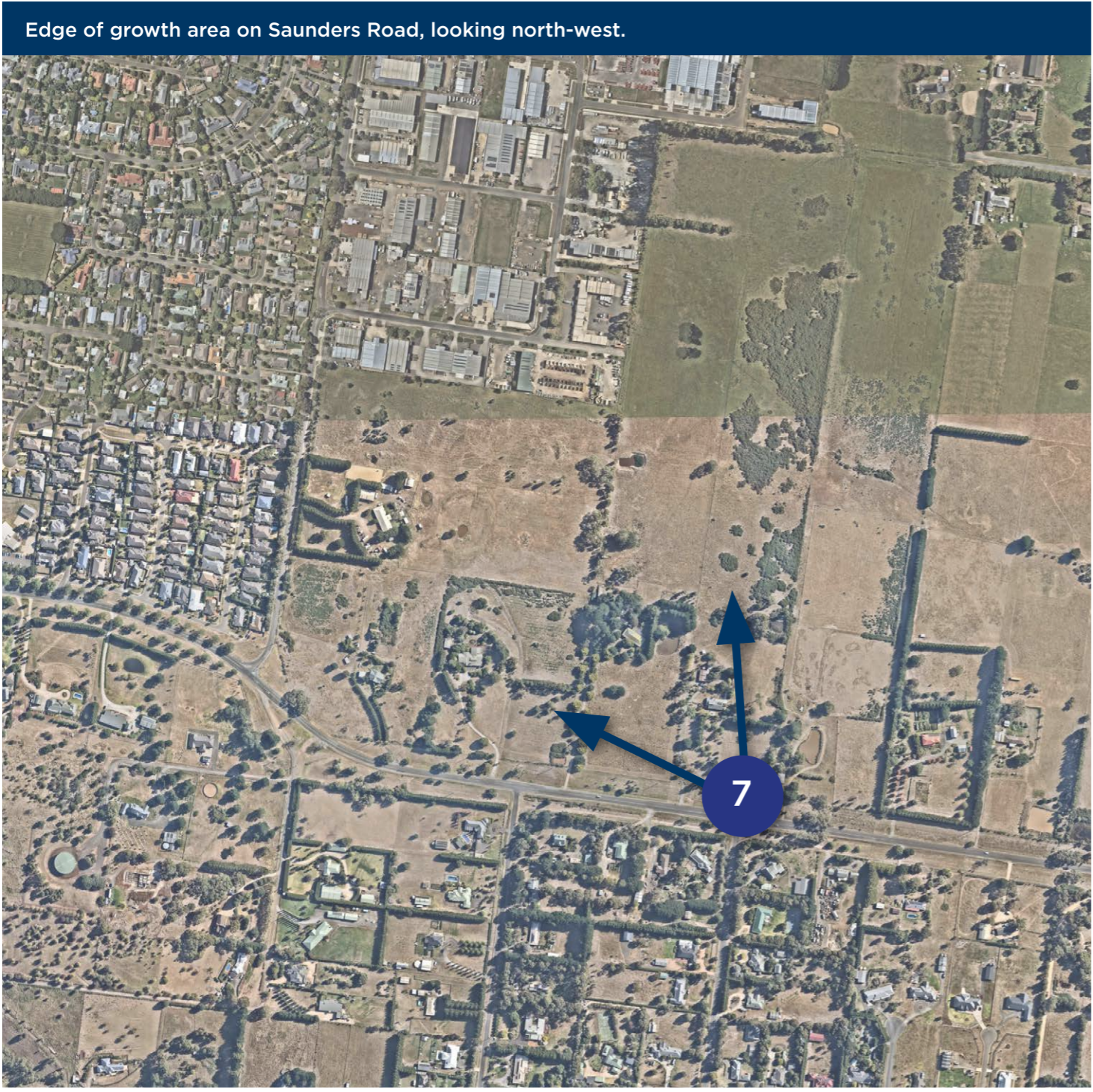
Discussion of visualisation

- Based on the visualisations, the built forms alone obscure almost all distant views to Mount Macedon and Mount Disappointment.
- Given that the building footprints in this area are much larger, there will be limited gaps visible between buildings to gain distant views.
- It is possible that business signage or branding will be visually prominent if located closer to the road reserve.

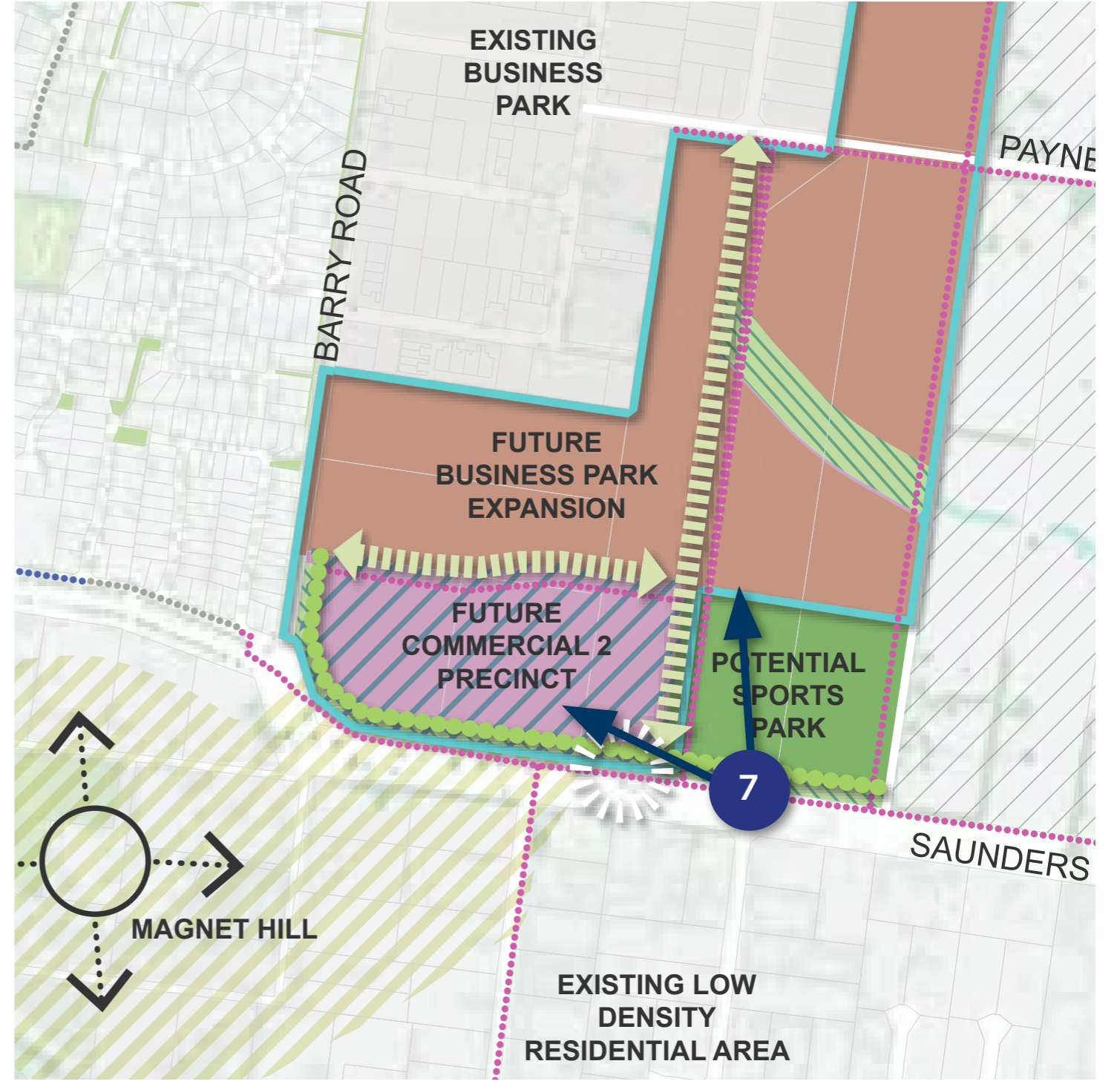


Corner of Barry and Saunders Road, looking north-east.

4.18 View 7 - Existing Conditions



Existing Conditions (Nearmap 2024)



Gisborne Futures Structure Plan

Existing Conditions

- This view is located close to the edge of the growth area, on Saunders Road looking north-west.
- Saunders Road is wide (60m) and has ditches along the verges for drainage. There are powerlines on both sides of the road.
- This section of Saunders Road has relatively inconsistent roadside vegetation. Several properties have driveway gates and windrows planted along property boundaries.
- The land is very flat and there are no distant views beyond the paddocks in the foreground.



Edge of growth area on Saunders Road, looking north-west.

4.19 View 7 - Scenario 1

Discussion of visualisation

- GFSP identifies a community sports park adjacent to the road, and a boulevard connector street on the far side of the park.
- Behind the park is the proposed commercial and industrial business park.
- The business park built forms have been modelled at 7m, with black fencing along property boundaries.
- The future sports park has low permeable fencing along its boundaries.
- Whilst the GFSP shows a landscape buffer along the southern edge of the park, we have opted to not show it and present a worse case scenario. With the proposed use of the park, there would likely be a desire to open up some foreground views into the facilities.
- Compared to the visualisation, it is also likely that when the design of the park is undertaken, there will be more substantial vegetation than shown in Scenario 1.



Edge of growth area on Saunders Road, looking north-west.

View 7 - Scenario 1 - No Trees

Discussion of visualisation

- The visualisation shows that views towards the business park are substantially filtered by any landscaping in the open space.



Edge of growth area on Saunders Road, looking north-west.



Ⓢ

Ⓢ

STERN WAY
NO THROUGH ROAD

⚠

A scenic view of a road lined with trees, with a blue semi-transparent overlay at the bottom containing text.

5.0

**DISCUSSION &
FUTURE PLANNING
RECOMMENDATIONS**

5.0 Future Planning Recommendations

5.1 General

General Findings

Given the topography is relatively flat within the subject site, one of the key factors to perceived visual impact is proximity to the built forms. For example; View 3 looking north from the station platform

As seen in the visualisations, street trees and landscape have a major impact on the future views including the potential to obscure distant views to the ranges; both existing and new views opened up by the removal of pine windrows.

5.2 Built Form

Considerations

The quality of the built form will have a significant role on its visual impact. Given the low heights modelled (1-4 storeys) the massing of the buildings has a minimal impact on the views to the ranges and farmland beyond. The future design guidelines prepared for the built form will have a large impact on the character of the neighbourhood when considered in conjunction with landscape guidelines and streetscapes.

It is possible that whilst built forms may reduce views from the ground, they may allow for new views from upper level windows. This may help to improve sense of connection to place, particularly if these views are from buildings frequently visited by the public.

Recommendations

1. Provide built form controls where views, landscape or character is important.
These could include:
 - Height
 - Upper level setbacks
 - Materiality
 - Front, side and rear setbacks
 - Sustainability requirements
 - Active edges
 - Access
 - Canopy
2. Include landscape guidelines that work together with built form guidance including:
 - Site permeability
 - Canopy tree requirements
 - Species guidance

5.3 Streetscapes

Considerations

In a town where built environment and landscape character is prevalent, one-size-fits-all does not adequately guide streetscapes for New Gisborne.

It is important to provide custom cross sections for key streets, to deliver the preferred character and support the future role of each street. I.e. Hamilton Road should be different to a street in the business park.

Gateways could also be considered in a similar way. How is a gateway perceived from a private vehicle compared to on-foot? Is the land use associated with something considered visually attractive? Or is it likely to be plain or visually dominant/unattractive?

We suggest that Council carefully consider connectivity including pedestrian and cycle networks. Some cross sections could be adapted depending on the desired users of the street.

Street tree species selection to respond to desired streetscape uses and character including deciduous trees for autumnal colour and winter sun.

Recommendations

3. Provide clear character and urban design objectives for key streets.
4. Consider the species of trees and landscaping to build upon the dynamic seasonal character of Gisborne.

5.4 Land Use and Open Space

Considerations

There are some landuses which are perceived to contribute more significantly to character, or that land use allows for more customisable elements to help curate character.

Some buildings contribute to a civic 'presence' on the street, and can be key landmarks which help with place identity and wayfinding.

Parks and sporting fields are valued parts of any community. Whilst there might be a desire to mitigate the visual impact of all development, certain types might better contribute to neighbourhood identity by being seen.

It is important that the GFSP help identify these opportunities and ensure there is a planning framework to identify and guide how these amenable land uses achieve the desired landscape and built form character.

Recommendations

5. Provide clear character and urban design objectives key locations/landuses.



An example dwelling in the town of Eynesbury, where clear design guidelines were implemented.



Example streetscape in Warrnambool. Liebig Street was recently redeveloped with widened footpaths and increased room for street tree planting. The street retains and enhances its existing positive character. (Warrnambool City Council and 2Construct Pty Ltd)



Example community centre in Melton which uses a combination of landscaping, architecture and materials to manage its visual appearance. (City of Melton and Brand Architects)



Aitken Street in Gisborne Town Centre. There is limited landscaping and outdoor dining space along shop fronts. Substantial areas of paving and carparking takes the focus away from the pedestrian spaces.

5.5 Recommendations and Scales of Implementation

The visual impact assessment has identified that in most views, the future development would be a significant change to existing conditions.

In reviewing the Gisborne Futures Structure Plan, there is limited detail of how the valued character elements of Gisborne 'hit-the-ground'. With more detail the GFSP (or future supporting documents) could provide a framework in which landscape and township character values can filter through the scales of implementation to manifest in built forms and streetscapes.

Below, three scales of implementation have been considered and general recommendations have been provided for each. As outlined below, our recommendations differ between public and private land because the planning.

Scale of guidance	Whole of Structure Plan Approach
Opportunities	<p>At a structure plan scale, more specificity is needed around how character, movement and placemaking is informed:</p> <ul style="list-style-type: none"> • Use the Landscape and Township Character Assessment/Neighbourhood Character Study (NCS) to propose character precincts. Develop character objectives for each precinct's built form, streetscapes, open spaces and gateways. • Use a Movement and Place framework assessment to determine the functional/performance objective for streets. • Reflect the combination of these objectives in specific streetscape cross sections where relevant. <p>Other considerations:</p> <ul style="list-style-type: none"> • Consider if any future street alignments could be amended to capture on key views. • If there are sensitive interfaces identified across New Gisborne which require specific guidance to ensure certain design outcomes, Council could consider providing concept subdivision designs and written requirements embedded within the GFSP.
Implementation Opportunities	<p>Update the GFSP by:</p> <ul style="list-style-type: none"> • Preparing a future character precincts plan • Preparing objectives for each character precinct • Updating the current movement plan to capture the movement and place hierarchy • Prepare specific cross sections for streets which reflect the character, movement and place values.

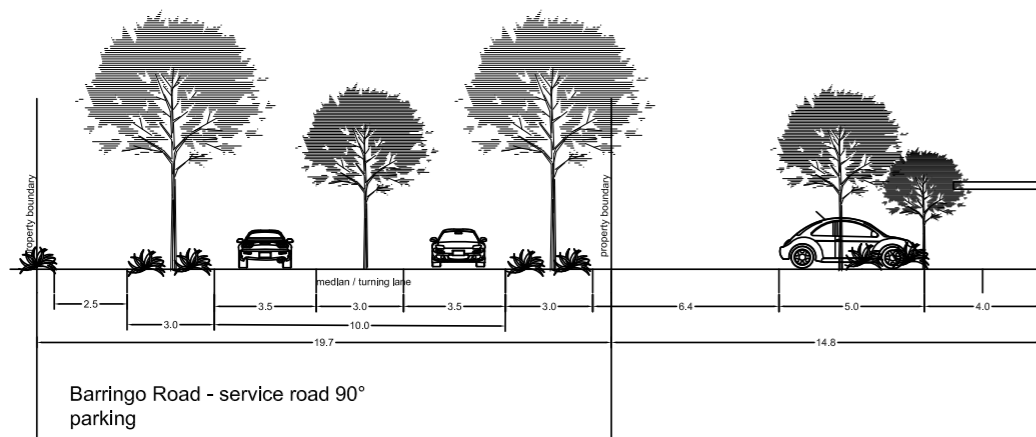
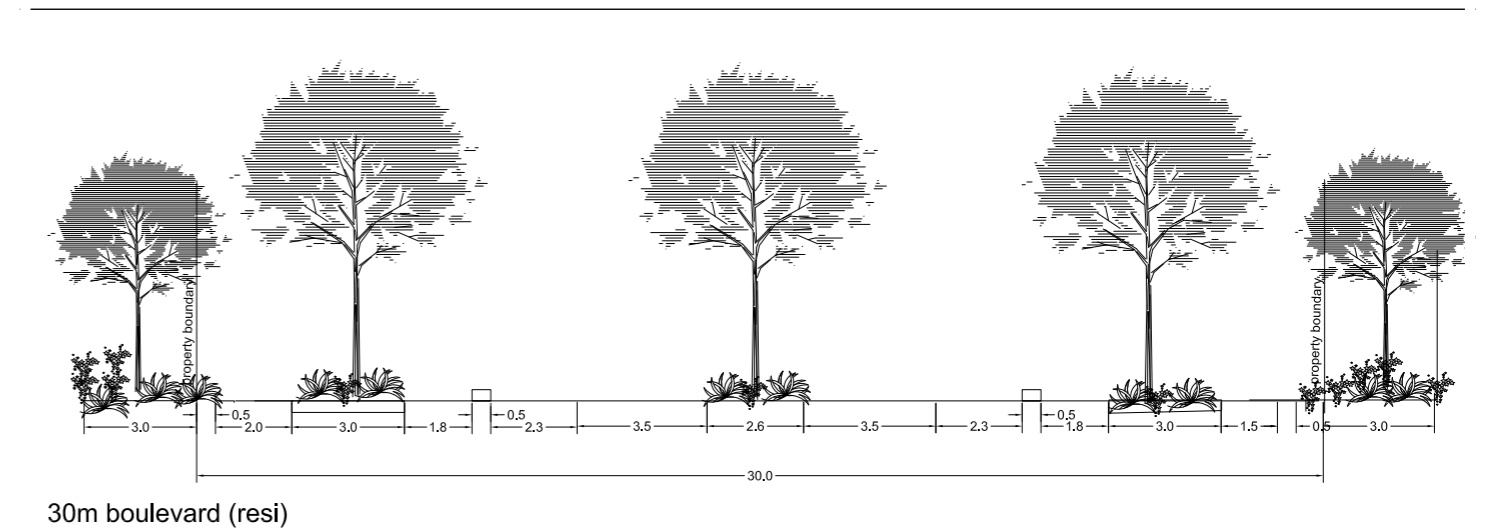
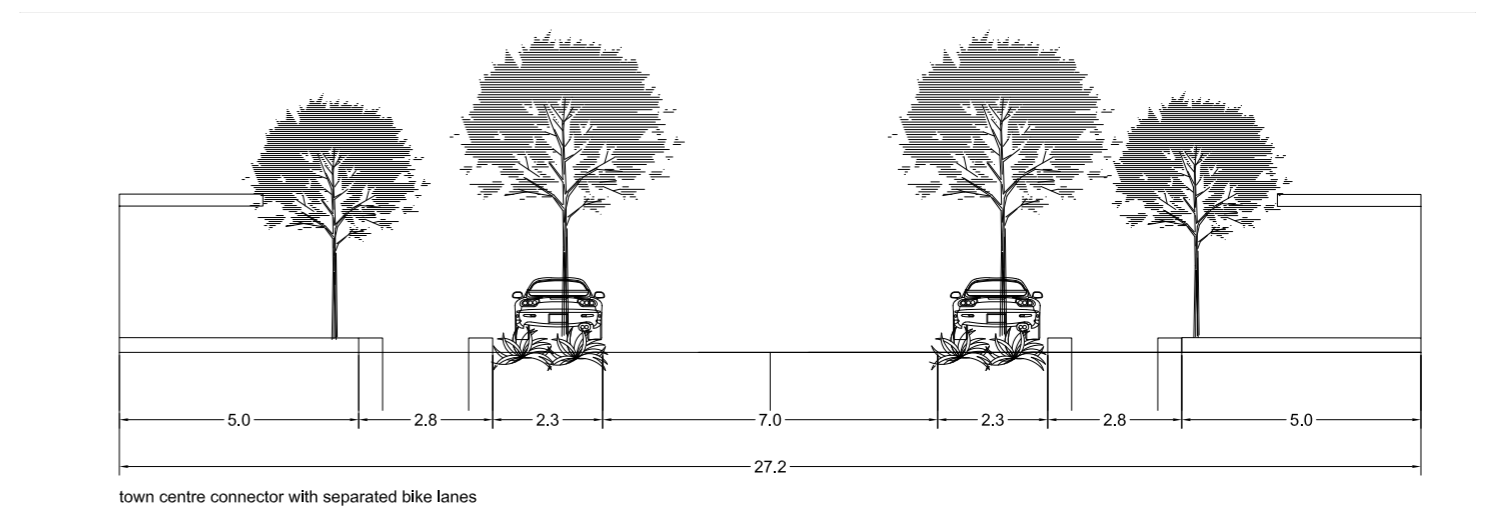
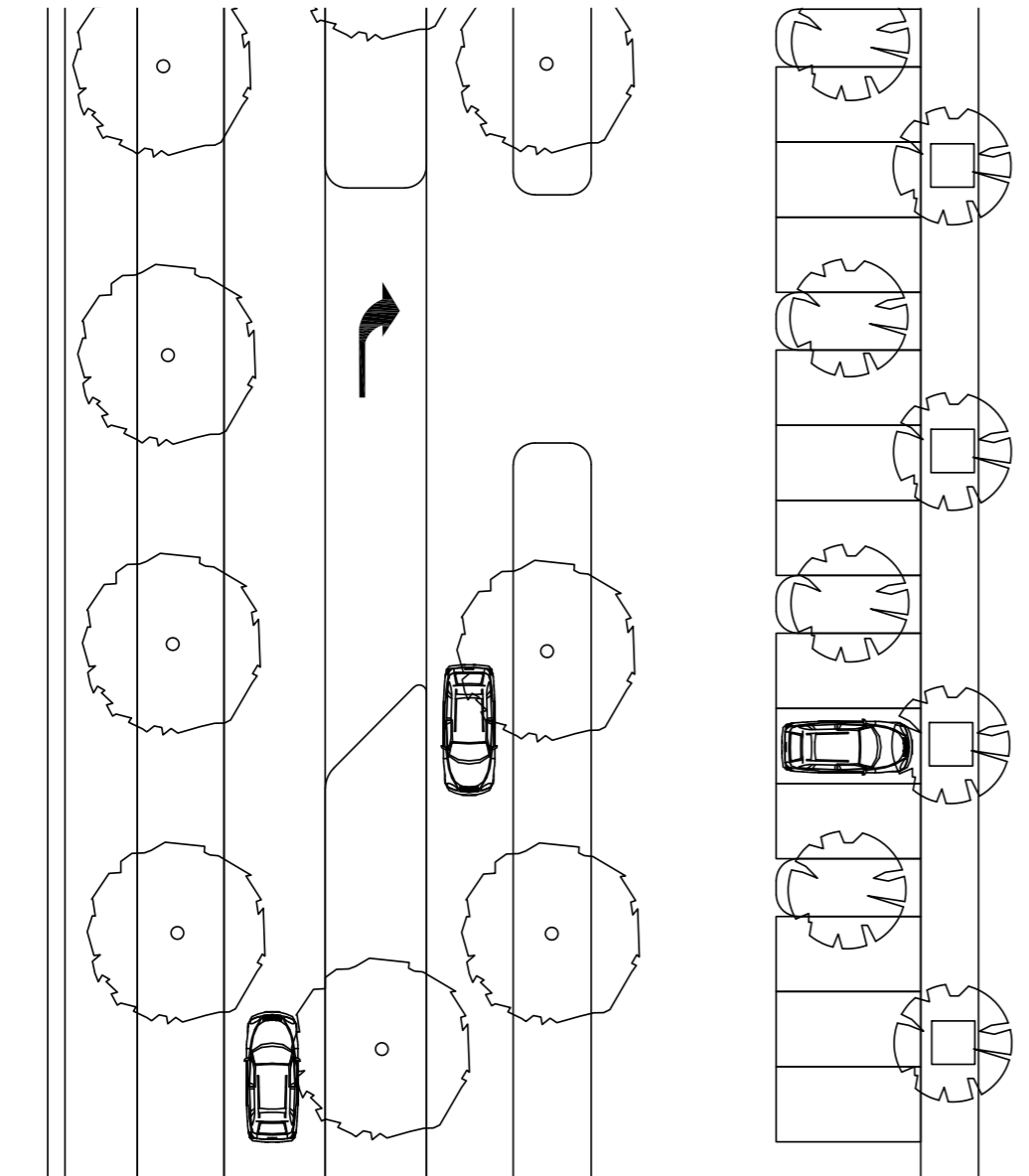
Scale of guidance	Private Land		Council Land	
Opportunities	<p>Consider the flow-on implications of the streetscape objectives on built forms:</p> <ul style="list-style-type: none"> • If the desire for a street is to create a sense of openness/enclosure then consider providing guidance on building setbacks and heights. • If there is a desire to encourage substantial tree canopies or landscaping, then consider establishing requirements for permeability and deep soil planting. • If there are particular architectural elements which contribute towards character and place, then consider providing guidance on elements such as building massing, orientation, awnings, materials, glazing, balconies, entries and vehicle access. 		<p>Consider preparing concept designs for gateways, landscape buffers, drainage corridors and open spaces to capture or curate views or contribute towards future township character:</p> <ul style="list-style-type: none"> • If deciduous trees or tree boulevards are a key element of existing gateways, then consider whether the proposed gateways for New Gisborne reflect this (or a differing) approach. • Consider the species of trees and landscaping to build upon the dynamic seasonal character of Gisborne. • If there are key views which need to be protected, then consider whether elements of landscaping or topography can assist (i.e. limiting trees where unbroken views are desired, using cut/fill to create mounds for viewpoints). 	
Implementation solutions	<ul style="list-style-type: none"> • Require the preparation of Design Guidelines for subdivision and larger development permit applications. • Support the preparation of an Urban Design Framework for the Neighbourhood Town Centre (NAC). 		<ul style="list-style-type: none"> • Require Landscape Master Plans to be prepared by proponents prior to permit approval. These plans should reflect in more detail the high-level concept designs prepared by council. 	
Scale of guidance	Built Form	Front Landscaping Setbacks	Streetscape Landscaping	Streetscapes
Other Opportunities	<p>Noting in greenfield developments, often the opportunities for detailed review of built forms is bypassed by planning mechanisms (such as the Small Lot Housing Code) we think the best approach is imbedding the Design Guidelines requirement into the planning scheme.</p>	<p>If there is a strong need for additional canopy coverage or landscaping, consider requiring Design Guidelines that specify landscaping in front setbacks.</p> <p>If fencing is needed, consider specifying fencing styles and heights to fit in with desired character objectives</p>	<p>Trees and landscaping species selection, must be specified on landscape master plans, and can not be amended without approval from Council.</p>	<p>The outcomes of the Movement and Place priority should carry through to the detailed designs of streets. Space allocation for different users should reflect this hierarchy.</p> <p>Detailed designs (i.e. curbs, materials, street furniture, etc...) could be captured in Functional Layout Phases.</p>





APPENDICES

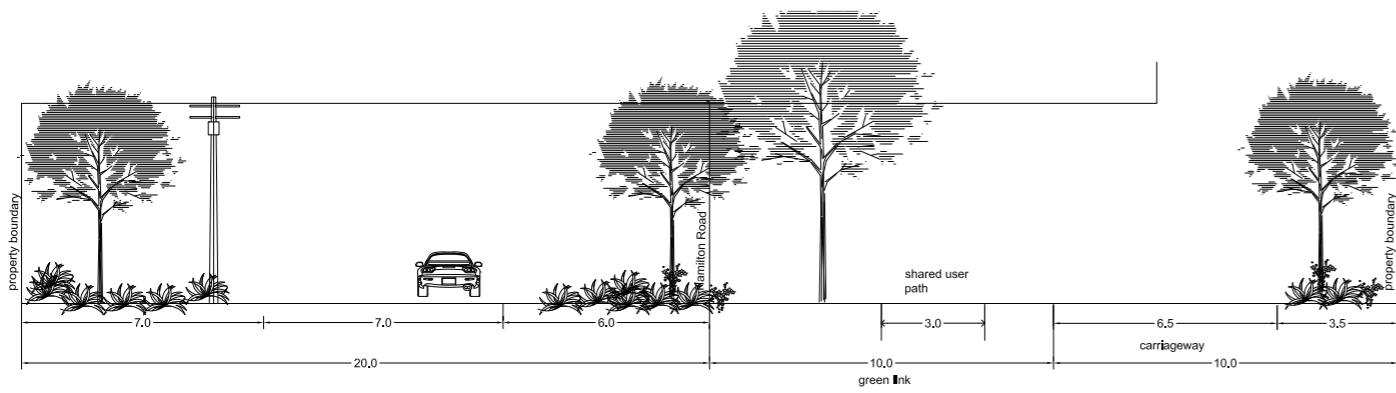
A - Supporting Information Provided By Council



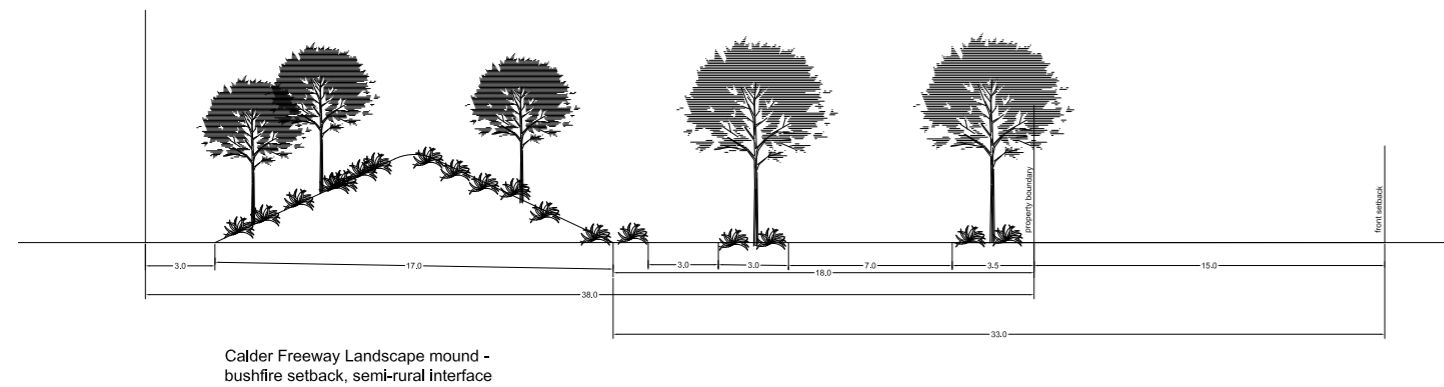
Additional cross-sections were supplied by Council following our analysis of the GFSP.

The main street for the NAC was based upon the 27m cross-section shown above.

Barringo Road was modelled based on the provided cross-section (shown left). This cross section shows a service road providing slow speed parking and pedestrian areas.



Hamilton Road - green link / tree reserve with service road



Calder Freeway Landscape mound - bushfire setback, semi-rural interface

Above is a potential cross-section for Hamilton Road. According to the GFSP, the cross section of Hamilton Road changes multiple times. Depending on the abutting land use or landscape buffer there are differing cross-section outcomes.

For View 4, a slightly different cross section was used. We have modelled View 4 with properties fronting the landscape buffer with access from the rear, however there is potential for a differing outcome to be determined at the Development Plan stage.

B - Additional Built Form Examples

Community Centres

Some examples of different community centre developments are provided on this page.

These provide some understanding of how landscape, architecture and movement can help to shape the visual impact of buildings.



Woodend Community Centre Redevelopment, Woodend (Macedon Ranges Shire Council)



Golden Plains Shire Community & Civic Centre, Bannockburn (Golden Plains Shire Council)



Kurunjang Community Hub (City of Melton and Brand Architects)

Neighbourhood Activity Centres

These examples have been included to provide ideas for different streetscape and built form outcomes in activity centres.

For Warrnambool Town Centre, the angled car parking is as much a feature of the city as the built forms.

Whereas Maddingly Village has carparking towards the rear of the village and out of sight.



Soho Village, Point Cook - ClarkeHopkinsClarke



Liebig Street, Warrnambool - Warrnambool City Council and 2Construct Pty Ltd



Maddingly Village Activity Centre, Bacchus Marsh - ClarkeHopkinsClarke

C - GFSP Review Tables

View 1 – Corner of Hamilton and Barringo Roads, looking south-east.

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Topography	Relatively flat in all directions. This means more short-distance views are easily obscured by vegetation or single-level built forms.	Land is mostly flat.	None
Road Reserves and Landscape Buffers	<p>Barringo and Hamilton Roads – No cross sections have been included in the GFSP. Council has provided an indicative cross section for Barringo Road which we have based our model on.</p> <p>The Framework Plan proposed a landscape buffer between Hamilton Road and the future mixed-use, this buffer contains a shared path. For the section abutting the community uses, it appears that the shared path falls within the existing road reserve. However, the existing road reserve is quite narrow and we suggest the shared path could be located in what is currently private land.</p> <p>This infers that any roadside landscaping will likely be within private property for the community and commercial areas.</p> <p>Throughout the Gisborne Township there is a mix of deciduous and evergreen street trees. Generous boulevards of deciduous trees are iconic of this region and could be considered for gateways to the town.</p>	<p>Barringo Road to be modelled based on Council's concept cross section.</p> <p>Hamilton Road Reserve to be widened to contain a 2.5m shared path in what is currently private land.</p>	<p>The extent of planting within the proposed landscape buffer could be varied.</p> <p>Consider both deciduous and evergreen trees for road reserves.</p>
Land Use	<p>Community Uses on the corner of Hamilton and Barringo Roads, “that can 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” (GFSP p27).</p> <p>Commercial 1 Zone further south along Barringo Road. There are a range of building typologies which may eventuate in this area. As per the planning scheme there could be a mix of retail, office, business, entertainment and community uses. Residential uses could also be included at densities complimentary to the role of the NAC.</p> <p>Mixed Use Zone further east along Hamilton Road. This zone is similar to commercial except is generally limits larger format stores, and encourages housing at higher densities.</p>	<p>The proposed community built form should ‘hold the corner’.</p> <p>The commercial and mixed-use zones will also be visible in the distance.</p>	None.

(Continued over page)

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Subdivision Pattern, Density, Building Typology, Site Coverage	<p>The subdivision pattern will depend on the exact tenancies that eventuate. We can expect relatively large lots with potential for multiple businesses in each lot.</p> <p>No residential density minimum has been set for the town centre (p37). However Figure 7 explains a desire to “Promote shop-top residential and mixed use development in activity centres.” Our experience is that developers are generally more adverse to providing true mixed-use development., but Council has suggested our assessment tests this. Council has given examples of Soho Village (Point Cook) and Polaris Centre (Bundoora) to consider in our modelling.</p> <p>Site coverage will likely be high, due to high demand for maximising retail floor space and car parking. Council has suggested that the land use area calculations have been based off 40%, however when considered with the proposed height limits of 4 storeys, it makes providing higher densities of dwellings more difficult.</p>	<p>Assume minimal residential in this area. Potential townhouses could be considered; however, we will assume they are not visible from our chosen viewpoint.</p> <p>Assume high site coverage based off the land use.</p>	<p>Based off relevant case study examples, we will need to identify likely built forms for the Commercial and Mixed-Use areas.</p>
Built Form (Height, Setbacks, materiality, car parking arrangement)	<p>As a general approach, it makes sense to locate taller built forms towards the core of the site where they are less visible from the perimeters of the growth area. If the preferred maximum is set at 4 storeys, for this viewpoint we could consider testing 1-2 storeys, with a potentially recessed 3rd storey.</p> <p>There will likely be a need for off-street parking areas. Best practice urban design advice dictates that this be located towards the sides or rear of buildings.</p> <p>Buildings should create a consistent street frontage to Barringo and Hamilton Roads. However, the exact building setback has not been defined in the GFSP. Given that this is not the main street of the NAC, we feel between 4-6m is appropriate reflecting the existing context of Gisborne.</p> <p>Upper-level setbacks will be designed accommodate enough space for balconies. Typical apartments have living room widths of 4m, if the balcony abuts this space then a setback of 3m from the 2nd floor parapet will allow sufficient space for an acceptable balcony whilst maximising development envelope.</p>	<p>Built forms should maintain a consistent front setback to frame the street.</p> <p>Car parking will not be visible from this viewpoint. However several breaks between buildings will be proposed either for vehicle access to back of house or property boundaries.</p> <p>Upper-level setbacks of 3m.</p>	<p>Heights will be tested at 1,2 and a recessed 3rd storey.</p>
Fencing	<p>Generally fencing is not recommended abutting road reserves unless it serves a functional purpose, or there is an existing strong character associated with fences and styles. Fencing can contribute towards perceived and literal social inclusion in the built environment.</p> <p>Should any fencing be necessary, it should be visually permeable and low in height as per the Urban Design Guidelines for Victoria (6.4.3: Point 1).</p>	<p>Assume a visually permeable low timber ‘post and rail’ fence to protect private landscaping.</p>	<p>None.</p>
Private Landscaping / Vegetation	<p>There is substantial existing roadside vegetation along Barringo Road. Much of this is not native and potentially could be removed in the future. However currently this tall vegetation could screen multiple storeys of future development. We recommend that our VIA assumes a continuing high level of landscaping in the front setbacks to maintain current visual conditions.</p>	<p>Provide large canopy trees in the private landscape setbacks.</p>	<p>Potential to also consider lower-level shrubs and planting in setbacks.</p>

View 2 – Railway crossing Barringo Road, looking north.

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Topography	Relatively flat in all directions. This means more short-distance views are easily obscured by vegetation or single-level built forms. There are distant views towards Mount Macedon.	Land is flat.	None
Road Reserves and Landscape Buffers	<p>Barringo Road – No cross section has been included in the GFSP.</p> <p>For the southern section of Barringo Road, there is a footpath on the east side, which crosses to the west side of the road reserve and subsequently becomes a slightly wider shared path until it reaches the intersection of Barringo and Hamilton Roads. As per the previous view point, we will base Barringo Road off Council’s provided cross-section.</p> <p>In the foreground of this viewpoint there will be shared path abutting the train station land.</p> <p>Slightly further afield there is a 30m boulevard connector road (with shared path) entering from the east. There is an example cross section provided on p38 of the GFSP. Figure 17 of GFSP shows this intersection as a roundabout. Council has subsequently suggested that this may be signalised.</p> <p>As mentioned in View 1, generous boulevards of deciduous trees are iconic of this region and could be considered for gateways to the town. Barringo Road could be considered for such treatment.</p>	<p>Barringo Road to be modelled based on Council’s concept cross section.</p> <p>Intersecting connector road depicted as per example cross section on p38, and intersection to be shown as signalised.</p>	<p>The extent of planting within the proposed landscape buffer could be varied.</p> <p>Consider both deciduous and evergreen trees for road reserves.</p>
Land Use	<p>The Framework Plan proposes Commercial 1 Zone along Barringo Road. There are a range of building typologies which may eventuate in this area. As per the planning scheme there could be a mix of retail, office, business, entertainment and community uses. Residential uses could also be included at densities complimentary to the role of the NAC.</p> <p>To the west of Barringo Road is the existing school. This will be retained in the future with minimal change.</p> <p>In the distance the community uses on the corner of Hamilton and Baringo Roads may be visible.</p>	School remains unchanged.	None.

(Continued over page)

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Subdivision Pattern, Density, Building Typology, Site Coverage	Same discussions as per View 1.	Assume minimal residential in this area. Potential townhouses could be considered; however, we will assume they are not visible from our chosen viewpoint. Assume high site coverage based off the land use.	Based off relevant case study examples, we will need to identify likely built forms for the Commercial areas.
Built Form (Height, Setbacks, materiality, car parking arrangement)	Same discussions as per View 1.	Built forms should maintain a consistent front setback to frame the street. Private car parking will not be visible from this viewpoint. However, several breaks between buildings will be proposed either for vehicle access to back of house or property boundaries.	Heights will be tested at 1,2 and a recessed 3rd storey.
Fencing	Generally fencing is not recommended abutting road reserves unless it serves a functional purpose, or there is an existing strong character associated with fences and styles. Fencing can contribute towards perceived and literal social inclusion in the built environment. Should any fencing be necessary, it should be visually permeable and low in height as per the Urban Design Guidelines for Victoria (6.4.3: Point 1).	Assume a visually permeable low timber 'post and rail' fence to protect private landscaping where appropriate.	None.
Private Landscaping / Vegetation	There is substantial existing roadside vegetation along Barringo Road. Much of this is not native and potentially could be removed in the future. However currently this tall vegetation could screen multiple storeys of future development. We recommend that our VIA assumes a continuing high level of landscaping in the front setbacks to maintain current visual conditions.	Provide large canopy trees in the private landscape setbacks.	Potential to also consider lower-level shrubs and planting in setbacks.

View 3 – Gisborne Train Station platform, looking north

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Topography	<p>Relatively flat in all directions. This means more short-distance views are easily obscured by vegetation or single-level built forms.</p> <p>There are distant views towards Mount Macedon.</p>	Land is mostly flat.	None
Road Reserves and Landscape Buffers	<p>In the foreground of this viewpoint there is an existing train station carpark and a shared path along the northern edge.</p> <p>Running northwards into the distance is a 30m boulevard connector road (with shared path). However, Figure 17 conflicts with this and appears to be a 'Collector Road'. Council has subsequently provided a 27m indicative cross-section to base this road on.</p> <p>Slightly further afield there is a 30m boulevard connector road (with shared path) intersecting perpendicular from the east and west. There is an example cross section provided on p38 of the GFSP.</p> <p>As mentioned in View 1, generous boulevards of deciduous trees are iconic of this region and could be considered for gateways to the town. Barringo Road could be considered for such treatment.</p>	<p>North-south connector road to be depicted as per Council's 27m cross-section. This road will connect into the station existing carpark.</p> <p>The 30m east-west connector roads to be depicted as per example cross section on p38.</p> <p>Intersection to be shown as 4-way give way.</p>	Consider both deciduous and evergreen trees for road reserves.
Land Use	<p>Immediately north of the carpark to the left, the Framework Plan proposes Commercial 1 Zone. There are a range of building typologies which may eventuate in this area. As per the planning scheme there could be a mix of retail, office, business, entertainment and community uses. Residential uses could also be included at densities complimentary to the role of the NAC.</p> <p>To the east there is designated residential land 'Central urban', proposes 50 dwellings per hectare, and desired typologies include small lot housing, townhouses / units, low-rise apartment buildings (up to 4 storeys).</p> <p>Further up the northbound connector road the residential switches to Mixed Use Zone. This zone is similar to commercial except generally limits larger format stores and encourages housing at higher densities.</p>	Carpark remains unchanged.	None.

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Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Subdivision Pattern, Density, Building Typology, Site Coverage	<p>The strip designated as 'Central Urban', here is at its narrowest. This limits the variety of typologies we may see. , This location is the best located in walking distance to the train station, this could be a potential location for apartments.</p> <p>Same as discussed in View 1, the section of the connector street further afield, could be a likely location for shop-top residential and mixed-use development as per Figure 7. Given this view captures the core of the NAC precinct we should test a variety of heights in this location up to the envisaged maximum of 4 storeys.</p> <p>The subdivision pattern will depend on the exact tenancies that eventuate. We can expect relatively large lots with potential for multiple businesses in each lot. No residential density minimum has been set for the town centre (p37).</p> <p>Site coverage will likely be high, due to high demand for maximising retail floor space and car parking.</p>	<p>Assume minimal residential in this area. Potential townhouses could be considered; however, we will assume they are not visible from our chosen viewpoint.</p> <p>Assume high site coverage based off the land use.</p>	<p>Based off relevant case study examples, we will need to identify likely built forms for the Commercial and Mixed-Use areas.</p>
Built Form (Height, Setbacks, materiality, car parking arrangement)	<p>As previously mentioned, it makes sense to locate taller built forms towards the core of the site where they are less visible from the perimeters of the growth area. This view looking northwards will capture view areas where there may be building of up to 4 storeys.</p> <p>Buildings should create a consistent street frontage to the collector road. However, the exact building setback has not been defined in the GFSP. Given that this is a main street of the NAC, we feel 0m is appropriate to create a sense of enclosure and human scale. The cross-section Council has provided shows a consistent awning over the footpaths.</p> <p>There will likely be a need for off-street parking areas. Best practice urban design advice dictates that this be located towards the sides or rear of buildings.</p>	<p>Street wall height of 2 storeys.</p> <p>Built form awning over footpaths.</p>	<p>Test visual impacts of 2 storeys, and recessed 3rd and 4th storeys.</p> <p>Test a 3 and 4 storey apartment footprint in the foreground (if visible).</p>
Fencing	<p>Fencing is unlikely to be provided in this area for built forms. Activated facades is the priority.</p>	<p>No fencing will be visible.</p>	<p>None.</p>
Private Landscaping / Vegetation	<p>The car park in the foreground has young trees planted along the northern edge. We should assume that these will be kept and will mature.</p> <p>Given the 0m built form setbacks elsewhere along the north-south connector road, there is little space for landscaping.</p> <p>The apartment which will be modelled could have a narrow strip of landscaping around its perimeter or have front balconies with raised garden beds for low level planting.</p>	<p>Car park trees will be retained and mature.</p> <p>The apartment building will have a 1m setback with planted raised garden beds along its edge.</p>	<p>None</p>

View 4 – Edge of growth area on Hamilton Road, looking south-west.

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Topography	<p>Relatively flat in all directions. This means more short-distance views are easily obscured by vegetation or single-level built forms.</p> <p>There are expansive distant views towards Mount Macedon to the north of Hamilton Road.</p>	Land is mostly flat.	None
Road Reserves and Landscape Buffers	<p>Hamilton Road – No future specific cross section has been included in the GFSP. However Council has subsequently provided a concept cross-section for Hamilton Road.</p> <p>The north side of Hamilton Road is clear of vegetation for several hundred meters. The south side of Hamilton Road has quite abundant roadside vegetation which is a mix of introduced and native species. Because much of this is not native it potentially could be removed in the future. We recommend that our VIA assumes a continuing high level of landscaping along the south roadside to maintain existing visual screening.</p> <p>The Framework Plan proposed a landscape buffer between Hamilton Road and the future low density residential, this buffer contains a shared path.</p> <p>To avoid the driveways of the rural lots creating conflict points with the shared path, we suggest that these lots could be rear-loaded from a local street abutting the urban area behind.</p>	<p>Hamilton Road to remain the same.</p> <p>Landscape buffer to the south of the road reserve which contains a shared path.</p> <p>Roadside vegetation to be replaced with more native species in the future.</p>	<p>The extent of planting within the proposed landscape buffer could be varied.</p> <p>Consider both deciduous and evergreen trees for road reserves.</p>
Land Use	<p>The Framework Plan proposes residential abutting Hamilton Road. This is designated as ‘Semi-rural interface, 6.5 dwellings per hectare with primarily Detached dwellings.</p> <p>Sitting behind this designated as ‘Urban, 35 dwellings per hectare.’ With a potential mix of detached dwellings, dual-occupancy, small lot housing, townhouses / units, and low-rise apartment buildings (up to 3 storeys).</p>	Assumed larger lots of detached dwellings for the semi-rural interface.	None.

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Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Subdivision Pattern, Density, Building Typology, Site Coverage	<p>6.5 dwellings/ha equates to approximately 1,500m² for each lot. These lots could be 30m wide and 50m deep.</p> <p>Council has provided guidance that these lots will be 1,200m² (30x40m) with 10m front setbacks (note: 33m setback from woodland/classified veg) and 5m side boundaries with rural style fencing.</p>	<p>Detached dwellings within 1,200m² sized lots.</p> <p>Front setback of 10m.</p> <p>Side setback of 5m (or more).</p>	<p>Based off relevant case study examples, we will need to identify 1 or 2 likely built form typologies for this interface.</p>
Built Form (Height, Setbacks, materiality, car parking arrangement)	<p>Built forms are assumed to be single storey, with a larger floorplate based off some case study examples.</p> <p>Buildings will have generous setbacks (5m).</p> <p>As mentioned, it may be preferable to have the semi-rural lots be accessed via a local street to the rear.</p>	<p>Dwellings are single storey, have large setbacks and floorplates.</p> <p>Driveways will not be visible from this viewpoint.</p>	<p>None.</p>
Fencing	<p>It is likely that given the larger spacing between properties and the semi-rural interface, there will be a stronger desire for rural styled fencing along the perimeters.</p>	<p>Assume a visually permeable low timber 'post and rail' fence to protect private landscaping.</p>	<p>None</p>
Private Landscaping / Vegetation	<p>Given the larger setbacks around buildings, there will be more space for future residents to plant trees and vegetation.</p>	<p>Minimal understory landscaping in road reserve and landscape buffers due to bushfire constraints.</p>	<p>Where visible, consider testing sparse planting in private setbacks, and more substantial planting in scenarios.</p>

View 5 & 6 – Corner of Barry and Saunders Road, looking north-east

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Topography	<p>The viewpoint sits on a slight rise at the road edge, and falls away to the subject site, offering views in the midground along with the mountainous background.</p> <p>The site itself is relatively flat.</p>	<p>The subject site is flat, but the viewpoint is elevated.</p>	<p>Test visual impact on midground views as well as mountains on the horizon</p>
Road Reserves and Landscape Buffers	<p>Saunders Road – No cross section has been included in the GFSP. The Framework Plan proposed a landscape buffer between Saunders Road/Barry Road corner and the future commercial 2 precinct. The GFSP also proposes a potential shared path along this landscape buffer along Saunders Road p38 of the GFSP.</p> <p>The framework Plan proposes a 30m wide boulevard connector road running perpendicular to Barry Road between the future business park expansion and commercial 2 precinct. There is a section diagram showing the structure of this road on p37 of the GFSP.</p> <p>Barry Road – No cross section has been included in the GFSP. The Framework Plan proposed a landscape buffer between Saunders Road/Barry Road corner and the future commercial 2 precinct.</p> <p>Council has provided an indicative design (figure 1) for this area which shows a large shared parking area and commercial lots with a rear laneway. This design is somewhat non-standard for a business park development. The extensive car park may have a more negative visual outcome than having some built form closer to Saunders Road which shields views to carparking.</p>	<p>Barry Road to have a 1.5m footpath added to the eastern side.</p> <p>Saunders Road to include a 2.5m wide shared path with a landscape buffer that extends around the corner with Barry Road to the end of the Commercial 2 Zone.</p> <p>At this stage, we will not test councils concept design because it requires much more substantial modelling and we have limited case study examples to support it.</p>	<p>Test trees of varying height in the landscape buffer.</p>
Land Use	<p>The GFSP lists an action item that the Future Commercial Precinct will be Rezoned to Commercial 2 Zone. There are a range of building typologies which may eventuate in this area. As per the planning scheme these could include offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.</p> <p>The GFSP lists an action item that the Future Business Park Expansion Area will be Rezoned to Industrial 3 Zone. There are a range of building typologies which may eventuate in this area. As per the planning scheme these could include warehouses, limited retail opportunities including convenience shops and small scale supermarkets.</p> <p>The GFSP lists an action item to update information included in the Design Guidelines for Industrial & Commercial Development 2012 (IDG) for the DDO & DPO (p42)</p>	<p>Development will generally be in accordance with the existing Design Guidelines for the business park.</p>	<p>None.</p>

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Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Subdivision Pattern, Density, Building Typology, Site Coverage	<p>The subdivision pattern will depend on the exact tenancies that eventuate. We can expect large lots with potential for multiple businesses in each lot with some parking to the front but most parking to the sides of each lot.</p> <p>The GFSP calls for concentrating large format and restricted retailing in the business park (p40).</p> <p>The GFSP suggests that the provision of employment land can respond to demand by providing a diverse mix of lot sizes within the business park (p40).</p> <p>The GFSP discourages supermarket and shop uses in the business park (p40).</p>	<p>Designs will generally follow the existing IDG's.</p> <p>Lots shapes, sizes and building typologies will follow the pattern of development in the newer areas of the existing Business Park including Pioneer Way. We note that the industrial built form in these areas generally follows the IDG's very closely.</p>	None
Built Form (Height, Setbacks, materiality, car parking arrangement)	<p>Building Heights should generally not exceed 9m unless a taller built form is required for the purpose of the industry or business. In this case, it will need to be demonstrated that the taller element will have minimal visual impact on views from surrounding residential and rural living areas, views from key public viewing areas, views from the adjoining street and views to and from significant landscapes (IDG p33).</p> <p>The IDG's suggest that for corner sites, the setback from the secondary street frontage should be a minimum of 3 metres to enable sufficient space for landscaping and building access. (p28)</p> <p>The IDG's recommend that taller elements of the building over 9m in height should be recessed from the street (p33).</p> <p>The IDG's state that proposed buildings should be setback at least 5m from property boundary (p33).</p> <p>The CAD file received from council shows a 10m setback to Saunders Road and Barry Road</p>	<p>We will use a 10m setback on Barry Road and Saunders Road.</p> <p>We will need to provide a greater setback to Saunders Road.</p> <p>Provide nominal amount of parking in front setback with landscaping and car park entries off side roads. (Not great as a UD principle, but it does increase setback and can include trees to further filter views of built form).</p>	Heights will be tested at 7m & 9m based on the predominant building heights in the existing business park area.
Fencing	<p>The IDG's recommend that fencing along the front boundary should generally be avoided unless accepted by the responsible authority. Security fencing as required based on use (p40).</p> <p>It is reasonable to consider that many business park properties will want to secure their properties outside business hours, and may propose fencing. We should err on the side of caution and model fencing.</p>	<p>A slightly taller and security-focused fence will be shown for this viewpoint, however these fences will still be very visually permeable.</p>	None.
Private Landscaping / Vegetation	<p>Front setbacks should be designed with at least a 3 metre wide landscape strip that incorporates clean trunk canopy trees that will reach over 8m in height. Low shrubs, grasses, sedges and ground covers can be utilised in combination with the canopy trees provided uninterrupted views at ground level are maintained. Semi-mature trees should be utilised when appropriate. (IDG p37)</p>	<p>Canopy trees in landscape strip in front setback and setbacks to Saunders Road/ Barry Road.</p>	Test trees and landscaping of varying heights.

View 7 – Edge of growth area on Saunders Road, looking north-west

Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Topography	The view from the viewpoint is flat in all directions. This means more short-distance views are easily obscured by vegetation or single-level built forms.	Land is flat.	None
Road Reserves and Landscape Buffers	No cross section has been included in the GFSP for Saunders Road. The GFSP proposes a landscape buffer to Saunders Road, with a potential shared path. The GFSP proposes a 30m wide boulevard connector road running perpendicular to Saunders Road between the future commercial 2 precinct and community park. There is a section diagram showing the structure of this road on p37 of the GFSP.	Saunders Road to include a 2.5m wide shared user path in the road reserve with a landscape buffer.	Test trees of varying height in landscape buffer.
Land Use	The GFSP lists an action item that the Future Commercial Precinct will be Rezoned to Commercial 2 Zone. There are a range of building typologies which may eventuate in this area. As per the planning scheme these could include offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services. The GFSP lists an action item that the Future Business Park Expansion Area will be Rezoned to Industrial 3 Zone. There are a range of building typologies which may eventuate in this area. As per the planning scheme these could include warehouses, limited retail opportunities including convenience shops and small-scale supermarkets. The GFSP lists an action item to update information included in the Design Guidelines for Industrial & Commercial Development 2012 (IDG) for the DDO & DPO (p42). The GFSP proposes an Open Space (potential community sports park) “Community Sports Park” to Saunders Road. The Gisborne Futures Structure Plan Background Report (BR) defines a Community Park as a local park with: ‘good facilities’ and recommends this includes additional organised sport space to accommodate a senior AFL oval with cricket pitch. (p92). The BR gives the below examples of: <ul style="list-style-type: none"> • Gisborne Fields (a public park with playground, shelter and kickabout space and on street parking) • UL Daly Conservation Reserve (an informal bushland reserve) 	The Community Sports Park will consist of a sports oval, and canopy trees will be provided to all site interfaces. Given we are unsure of the exact design of this open space, we will be conservative in the amount of vegetation and features shown. Surrounding development will generally be in accordance with the existing Design Guidelines for the business park.	None.

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Topic	GFSP review findings and visual implications	Assumptions	Variables to test
Subdivision Pattern, Density, Building Typology, Site Coverage	<p>The subdivision pattern will depend on the exact tenancies that eventuate. We can expect large lots with potential for multiple businesses in each lot with some parking to the front but most parking to the sides of each lot. The GFSP calls for concentrating large format and restricted retailing in the business park (p40).</p> <p>The GFSP suggests that the provision of employment land can respond to demand by providing a diverse mix of lot sizes within the business park (p40).</p> <p>The GFSP discourages supermarket and shop uses in the business park (p40).</p>	<p>Designs will generally follow the existing IDG's.</p> <p>Lots shapes, sizes and building typologies will follow the pattern of development in the newer areas of the existing Business Park including Pioneer Way. We note that the industrial built form in these areas generally follows the IDG's very closely.</p>	<p>Based off relevant case study examples, we will need to identify 1 or 2 likely built form typologies for the Commercial and Business Park areas.</p>
Built Form (Height, Setbacks, materiality, car parking arrangement)	<p>Building Heights should generally not exceed 9m unless a taller built form is required for the purpose of the industry or business. In this case, it will need to be demonstrated that the taller element will have minimal visual impact on views from surrounding residential and rural living areas, views from key public viewing areas, views from the adjoining street and views to and from significant landscapes (IDG p33).</p> <p>The IDG's suggest that for corner sites, the setback from the secondary street frontage should be a minimum of 3 metres to enable sufficient space for landscaping and building access. (p28)</p> <p>The IDG's recommend that taller elements of the building over 9m in height should be recessed from the street (p33).</p> <p>The IDG's state that proposed buildings should be setback at least 5m from property boundary (p33).</p> <p>The CAD file received from council shows a 10m setback to Saunders Road and Barry Road.</p>	<p>Setbacks and car parking will be consistent with the IDGs.</p>	<p>Heights will be tested at 7m & 9m based on the predominant building heights in the existing business park area.</p>
Fencing	<p>The IDG's recommend that fencing along the front boundary should generally be avoided unless accepted by the responsible authority. Security fencing as required based on use (p40).</p> <p>It is reasonable to consider that many business park properties will want to secure their properties outside business hours, and may propose fencing. We should err on the side of caution and model fencing.</p>	<p>A slightly taller and security-focused fence will be shown for this viewpoint, however these fences will still be very visually permeable.</p>	<p>None.</p>
Private Landscaping / Vegetation	<p>The IDGs suggest that front setbacks should be designed with at least a 3 metre wide landscape strip that incorporates clean trunk canopy trees that will reach over 8m in height. Low shrubs, grasses, sedges and ground covers can be utilised in combination with the canopy trees provided uninterrupted views at ground level are maintained. Semi-mature trees should be utilised when appropriate. (Industrial Design Guidelines p37)</p>	<p>Canopy trees will be provided in landscape strip in front setback and setbacks to Saunders Road.</p> <p>A landscaped buffer will be provided between community park and adjacent business park uses as well as the proposed boulevard connector road.</p>	<p>Trees and veg of varying heights will be tested</p>

D - Selected Site Visit Photos Hamilton Road



Existing view of Hamilton Road looking east (LatStudios 24th April 2024). Compared to to the 2022 Google Streetview image, substantial vegetation has been removed around the sheds.



Existing view of Hamilton Road looking east (LatStudios 24th April 2024).



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