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# GISBORNE URBAN DESIGN FRAMEWORK

FOR THE MACEDON RANGES SHIRE COUNCIL

September 2008



## Acknowledgements

The Gisborne UDF was prepared with the input of many different people from the community, Council, State Government and consultant team.

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# Introduction

## About this Study

The Shire of Macedon Ranges has prepared an Urban Design Framework (UDF) to guide the future of Gisborne.

The UDF builds upon work already undertaken by the Council in preparing an Outline Development Plan for Gisborne and New Gisborne.

The UDF will ensure that future streetscape works, commercial development and public sphere projects throughout the Gisborne Activity Centre are delivered in a planned, efficient and orderly fashion.

The process of preparing a UDF is an opportunity for Council and the community to discuss the future of Gisborne, addressing social and economic issues, future development, housing opportunities, transport options and the education and recreation role of the centre.

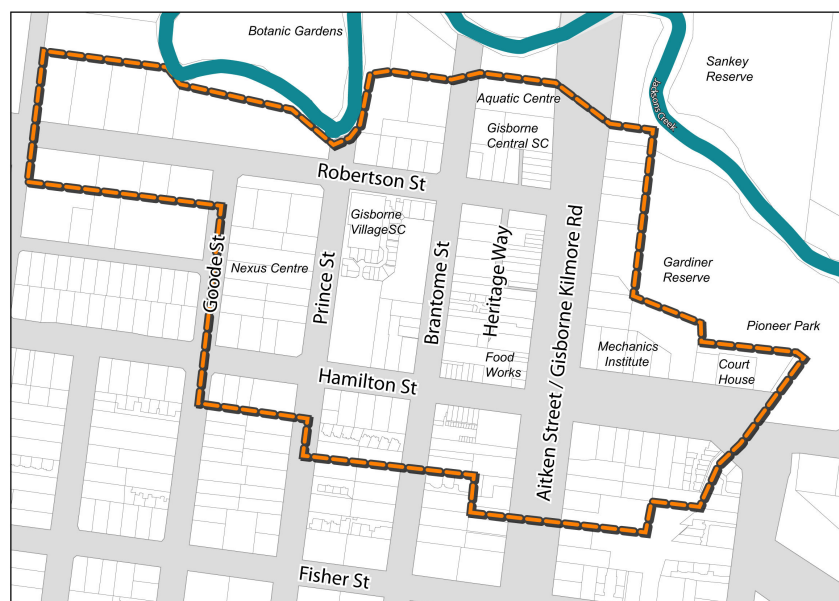
The UDF has received funding from the Department of Planning and Community Development as a part of the Creating Better Places Program.

## Study Area

The focus of the UDF is the study area shown on the map below, which comprises the business zoned areas of the Gisborne Town Centre, as well as its interfaces with the following:

- Residential zoned areas surrounding the Activity Centre.
- Jackson's Creek Parkland.
- The existing civic and sporting areas that front Aitken Street.

The UDF also considers the role of the town centre in a broader context, including New Gisborne and South Gisborne, to make recommendations on the appropriate locations of land uses within the town centre and surrounding areas. These recommendations are based on the Gisborne Outline Development Plan (ODP), which is summarised in the map on the following page. The ODP recommends that Gisborne town centre is retained as the primary activity centre of the area.



Study Area

**Study Area**  
 Gisborne Urban Design Framework

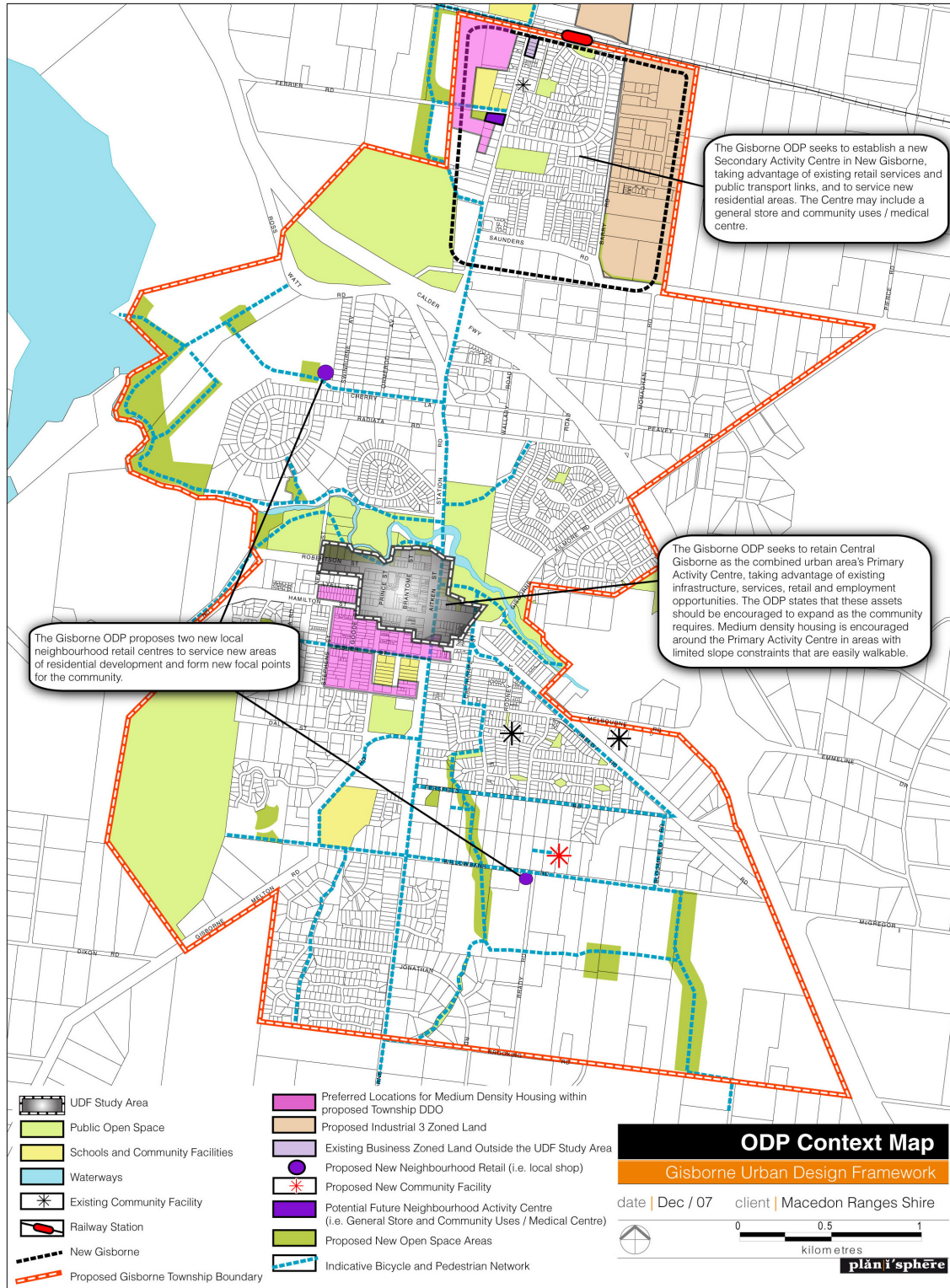
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**planisphere**

# Gisborne Outline Development Plan

The purpose of the map below is to provide a context for the UDF in terms of the hierarchy of land uses and built form directions for the wider Gisborne area. It outlines some of the directions of the Gisborne ODP as relevant to the UDF.



## Study Process

Project Stage	Steering Committee Meeting	Timing
1a: Inception and Review		October
1b: Survey and Analysis	SC1	November
1c: Issues Identification, Vision and Emerging Directions	SC2	November-December
2: Preparation of the Draft UDF	SC3	January-February
3: Consultation on the Draft UDF		March
4: Revision/Adoption of the Final UDF	SC4	August

### Next Steps

The final stage in implementation of the UDF is preparation of a Planning Scheme amendment to include relevant parts in the Macedon Ranges Planning Scheme. The exhibition of this amendment will provide another opportunity for comment by the community on the recommendations of the UDF. Other actions are detailed in the Implementation Plan, many of which can commence immediately on adoption of the UDF by the Council.

## What you have told us

### Community Workshop

A community workshop was held on Wednesday October 31<sup>st</sup> 2007 at the Gisborne Shire Offices, with around 40 people attending. Participants were asked to answer questions about the four project themes of *Buildings, Activities, Spaces* and *Access*.

The main points that arose at the workshop are included below.

- Heritage Way has the potential to become a new retail destination.
- More entertainment is needed, such as a cinema or theatre.
- There are many valued buildings in the township including older buildings and some newer buildings such as the Vet Hospital, but there are several recent developments that are considered to be unattractive.
- Additional facilities are needed for younger people. A multi-purpose stadium that accommodates indoor sports as well as a venue for performances and groups to meet would be good.
- The identity of the town needs to be strengthened while retaining the village atmosphere of Gisborne – residents like the ‘village in the valley’ feel of Gisborne.
- Street trees are a very important aspect of the town and should be replaced in locations where they have been removed.
- The town centre should be ‘pedestrianised’. In particular, residents would like to see improved pedestrian amenity around Aitken and Roberston Streets intersection, the Aitken and Hamilton Streets intersection, and to the open spaces around the town centre.
- Bike lanes and other facilities are needed for cyclists.

### Youth Workshop

A youth workshop was held on December 12<sup>th</sup> 2007 at the Gisborne Shire Offices. Ten youth representatives were present. Participants were asked questions about what they like and dislike about Gisborne, what they would change if they could and what ideas they had for the future of the town.

Key points which arose from the workshop are included below.

- Additional facilities that cater for indoor sports and entertainment such as a stadium are needed.
- A central youth hub with opportunities for music practice and performance facilities would be good.
- The indoor pool at the aquatic centre is too warm in summer – it would be good to have an outdoor pool.
- There is a general desire to retain the ‘non-commercial’, rural township character of Gisborne.
- The new Coles and Aquatic Centre buildings were mentioned as good examples of contemporary architecture, but there is concern related to the architecture of recently developed buildings that are out of character with the township.



- There is a lack of public transport in and around Gisborne and between Gisborne and Melbourne (difficulties in accessing the New Gisborne Railway Station were mentioned).
- There is concern for the lack of bike lanes along roads and dangerous conditions for cyclists.
- It is difficult to cross some streets in the town centre.

## **Consultation on the Draft Plan**

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### **Street Stall**

A Street Stall was held on the 2<sup>nd</sup> of March 2008 at the Gisborne Market. The purpose of the Street Stall was to inform people about the Draft UDF, and also to take note of any comments or issues that people had with the Draft.

### **Community Workshop**

A Community Workshop was held on Tuesday 27<sup>th</sup> May 2008 with invited stakeholders and community representatives. This included traders, property owners, sports clubs and youth/community organisations. Around 60 people attended. Three themes were workshopped in detail: Brantome Street, Heritage Way and Gardiner Reserve.

### **Feedback Form**

Once the Draft UDF had been prepared, a Community Bulletin was distributed with a Feedback Form asking people what they thought about the Draft UDF, what changes or improvements they would make if any, and if they thought anything had been overlooked in the Draft.

### **Key Comments**

The key comments that arose from community consultation included:

- Additional measures to improve the Brantome Street area including suggestions related to additional landscaping, provision of seating and traffic calming measures such as a narrowing of the roadway.
- Car parking is an issue in the town centre but deck car parking is generally not supported. If existing car parks are to be built on then replacement car parking should be supplied in other parts of the centre, for example at the periphery of the commercial area. The layout of existing surface car parks could also be improved.
- Employees should be encouraged to use the rooftop car park at the corner of Brantome and Hamilton Streets however the building may require upgrading.
- Public transport should be provided to New Gisborne Railway Station on a regular basis.
- Additional roundabouts and crossings were recommended at intersections throughout the town centre.
- The facilities in the Mechanics Institute including the Senior Citizen's Centre and the library should be incorporated and the buildings should be connected to create a community meeting space under one roof.
- Concern for the increase in building height demonstrated in some recent developments.

- Support for the revitalisation and clean up of Heritage Way but concern over issues such as the loss of parking, waste removal, loading bays and the flow of vehicular traffic. There was a suggestion that Heritage Way could accommodate apartment style residential development and become a focus for the town.
- Support for the improvement of the Robertson Street town entrance, with a request from government departments and agencies to be involved in relevant dialogue.
- Support for the proposed shared spaces and facilities associated with Gardiner Reserve with a suggestion to coordinate and take account of individual sporting group development plans.

## The Vision: Gisborne in 2030

*Gisborne retains a 'country village' feel, nestled within its rural valley setting, while reflecting its forward looking, sustainability conscious and vibrant community. The compact town centre provides locals with the range of services and facilities they need and its walkable and friendly ambience also attracts visitors from out of town to stop and enjoy. The centre's low-key contemporary architecture and its picturesque landscape location give the town a cohesive quality for which it is recognised.*

*The thriving retail area offers a mix of restaurants and cafés, day-to-day stores and specialty shopping, as well as community services and cultural activities. Street spaces are safe and pleasant, owing to the large avenue trees and the wide, continuous footpaths and active frontages that encourage people to walk throughout the centre.*

*Views and vistas to the surrounding open spaces and Jacksons Creek valley are available throughout the centre. Open spaces within and around the centre are easy to access and frequented by those wanting to relax from the bustle of the retail area.*

## Achieving the Vision: Goals

### Goals to Achieve the Vision

#### Image and Identity

Strengthen pride in the town centre by fostering a contemporary image that looks to the future while acknowledging the history and location of the township.

Develop a strong connection between the surrounding rural valley landscapes and the town centre.

Retain a village feel by re-focussing the movement systems within the centre to maximise pedestrian amenity and comfort, providing opportunities to rest and chat, and by providing services and activities that attract frequent visits.

Protect and create landmark buildings, structures and spaces that reflect the old and the new Gisborne.

Create well-defined gateways that welcome residents and visitors to the town centre.

#### Activities

Facilitate the development of a consolidated retail core that comprises a mix of thriving retail activities, restaurants and cafes.

Provide mixed use areas that accommodate small offices and other commercial uses and provide a transition to surrounding residential areas.

Retain and promote the development of medium density housing within close proximity of the town centre in accordance with the Outline Development Plan for the town, providing diversity of housing opportunities for residents with convenient access to the services offered within the centre.



Promote, facilitate and guide the development of additional community, cultural and entertainment facilities within the town centre.

Cater for the demand for medium-density shop-top housing within the town centre as the need and commercial viability arises.

Activate frontages of existing and future pedestrian thoroughfares, through-block walkways and laneways.

### Buildings



It is imperative that all heritage buildings within the town centre that provide reminders of the town's evolution be retained and restored.

Facilitate the development of a complementary mix of building styles that are of a high architectural standard and unique in their own right while being responsive to surrounding built form and landscapes.

Encourage buildings that present Gisborne as a leader in ecologically sustainable design.

Establish an appropriate scale of buildings in specific locations, with clear detailed design and site layout guidance that ensures an overall low-scale commercial centre.

### Spaces



Create street spaces that are lively, dynamic and interesting.

Encourage or facilitate the development of a new town plaza or square.

Create street spaces that encourage people to walk throughout the centre.

Protect and enhance existing parkland throughout and surrounding the town centre and improve pedestrian and visual links to and between these.

Design and maintain attractively landscaped areas that serve as a reminder of the township's rural setting.

Ensure adequate space and facilities for people of all ages to enjoy active and passive recreational activities.

Design public spaces and buildings adjoining public spaces for increased personal safety and perceptions of safety.

### Access



Improve the walkability of the centre.

Create streets that balance the needs of different modes of transport including walking.

Create a pedestrian and bicycle network that connects important locations throughout the township and allows safe and efficient pedestrian movement.

Enhance pedestrian movement between the eastern and western sides of the centre.

Improve public transport and bicycle access between the railway station at New Gisborne and the Gisborne centre.

Alleviate traffic congestion and improve the efficiency of vehicular movement within the centre.

Provide safe, convenient and well-designed car parking for shoppers and workers.



# Themes



## Theme 1: Activities

The Activities Theme relates to the types of land uses that are preferred in different parts of Gisborne, including retail, residential, office and civic uses.

### Background

#### The Retail and Commercial Role of the Gisborne Town Centre



The Gisborne Town Centre is the Gisborne area's primary Activity Centre and accordingly provides retail, services and employment opportunities to the local area. It is important that within the proposed Gisborne Township Boundary (as indicated in the Gisborne Outline Development Plan), that the Town Centre maintains its status at the top of the commercial hierarchy, with a need to avoid core retail development outside this area. While limited convenience retail may be appropriate within certain identified neighbourhood centres, all core retail activities should be directed to the Gisborne Town Centre.



#### Retail

The Town Centre is the retail focus for Gisborne and New Gisborne. Land is very tightly held within the existing retail area however there is sufficient Business 1 Zoned land to accommodate future demand for small format retail development (Urban Enterprise, 2007). This is reflected in the ODP, which states that "there is an adequate area of land currently zoned for the provision of retail / commercial purposes".



Streets throughout the Town Centre currently perform different retail functions. It is important for Aitken Street to retain its status as the 'main street' and to continue to represent what Gisborne has to offer. Day to day retail, such as supermarkets can be contained behind Aitken Street. This will encourage passers-by to stop and explore Gisborne. In addition, the vitality of the Aitken Street, Brantome Street, Heritage Way and Hamilton Street block could be enhanced by encouraging on-street activity such as outdoor dining.

As reflected in existing policy, it is important for the commercial area to retain its compact format and avoid outward expansion, particularly while there are still available redevelopment sites. There are many sites within the Retail Core Precinct that are either vacant or present subdivision opportunities, particularly along Heritage Way. Although Heritage Way is currently being used as a service laneway (primarily for the Food Works Supermarket), it has strong potential to be used as a pedestrian friendly small format, niche retail area. This would potentially require investigation of another option for primary truck access to Food Works and waste storage and collection. New and existing east-west pedestrian links would also need to be upgraded in order to emphasise the role of Heritage Way as a retail area.

At present there are limited opportunities for the development of large format retail premises. The ODP outlined concern regarding escape expenditure, among other things, for bulky goods. If existing uses along Robertson Street between Prince and Brantome Streets were to relocate to the New Gisborne Industrial Estate, this would present an opportunity for larger format retail sites. This area and the southern side of Hamilton Street, east of Aitken Street should generally be emphasised as secondary retail areas, with improved access to increase their integration with the Core Retail Precinct.

The majority of the Town Centre's off-street parking is located within the Core Retail Precinct. Most of these car parks could be considered as development opportunity

sites. Car parking could either be relocated to other peripheral parts of the centre or provided in decks or underground. The feasibility of underground car parking would need to be further investigated and as such would be considered a long-term action.



***The Nexus Building***

### **Office and Commercial**

Offices and service retail premises are generally scattered throughout the existing retail area. While there is no real need for land uses such as these to be located within the Core Retail Precinct, they should be located within close proximity of it.

Offices could be accommodated above retail uses and within the Office / Commercial Precinct. Service retail (such as copy shops, well-being services, travel agents) could be accommodated anywhere in the town centre, however it should be encouraged to locate at ground level within the Office/Commercial Precinct.

Once completed, the Nexus Centre will provide a focus for office development within the Office / Commercial Precinct.

### **Civic and Community**

Civic and community uses are focused around the north-eastern side of the Aitken/Hamilton Street intersection. The civic and community uses focus of this locality should be retained and further emphasised. The Mechanics Institute, for example, presents opportunities for additional community uses. It would also be ideal for the Municipal Offices to be located close to these community uses, although this would be a long-term action requiring further investigation.

Community facilities within Gardiner Reserve could also be improved and consolidated, with one potential option being the development of sporting club meeting rooms, a café and amenities/change rooms east of the Robertson Street intersection. Pedestrian and vehicular access to the area could be improved by extending Robertson Street to the east, or creating a service road from the north, off Aitken Street.

There are also a number of general issues related to access between this locality and the retail area, with limited pedestrian crossing points on Aitken Street. This is further investigated under the Access Theme.

### **Residential**

The economic viability of developing medium density residential development within the Town Centre is currently low. In the future, the demand for well-located medium density housing such as shop-top housing may increase. When the time is right, this should be encouraged in locations throughout the Core Retail Precinct above ground level.

There are several sites within the business zoned area of the Town Centre that are currently occupied by residential uses. A number of these sites exist along the southern boundary of the Study Area. This location would be suited to mixed uses, including medium density housing and would act as a buffer between commercial and residential areas.

Due to the currently low economic viability of residential development within the Town Centre, the surrounding residential areas will be crucial in the short-term for increasing housing densities. The Gisborne Outline Development Plan encourages medium density housing in the areas immediately to the south and the west of the Town Centre.



***Mechanics Institute***



***Example of a well-designed shop-top residential development***



***Existing residential development***

## Industrial



New Gisborne is the focus of industrial development for the overall Gisborne township. The New Gisborne Industrial Estate, located east of Barry Road, provides an adequate location for industrial uses. The Gisborne/New Gisborne Outline Development Plan has also earmarked an area to the south of the existing Industrial Estate as the preferred location for future expansion of the estate. Given the availability of industrial land at New Gisborne, it is unnecessary for industrial development to locate within the Town Centre.

## *Industrial development at New Gisborne*

## Culture and Entertainment

The lack of cultural and entertainment facilities within Gisborne emerged as a common theme through community consultation. The ODP also expressed concern regarding escape expenditure for entertainment.

Several people expressed a desire for a stadium, while others noted concern for the lack of general entertainment options for younger people. Consultation with young people in Gisborne revealed demand for a central youth hub with opportunities for music and stage performances. Suggested sites for such a facility included the site adjacent to the Skate Park or the former Police Station.

The development of a facility such as a stadium would need to be investigated in the wider municipal context, existing buildings within the Civic and Community Precinct could be investigated as places to accommodate functions. The development of facilities east of the Robertson Street intersection could also be investigated for entertainment and/or hiring out for functions.

## Mixed Use

Some parts of the southern edge of the centre act as a transition or buffer between the retail core and the residential land uses surrounding the centre. Specifically, these include sites within the Study Area fronting the eastern side of Prince Street, Brantome Street and the eastern side of Aitken Street. The use of these sites is not suited to core retail due to their location next to residential land uses and distance from the heart of the centre, therefore the current zoning is not appropriate. They are considered to be appropriate for mixed uses such as medium density housing, offices, service business and medical/health services. This area is shown on the Activities Map as "Mixed Use".



## Goals, Strategies and Actions

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### Goals

Facilitate the development of a consolidated retail core that comprises a mix of thriving retail activities, restaurants and cafes.

Provide mixed use areas that accommodate small offices and other commercial uses and provide a transition to surrounding residential areas.

Retain and promote the development of medium density housing within close proximity of the town centre in accordance with the Outline Development Plan for the town, providing diversity of housing opportunities for residents with convenient access to the services offered within the centre.

Promote, facilitate and guide the development of additional community, cultural and entertainment facilities within the town centre.

Cater for the demand for medium-density shop-top housing within the town centre as the need and commercial viability arises.

Activate frontages of existing and future pedestrian thoroughfares, through-block walkways and laneways.

### Strategies

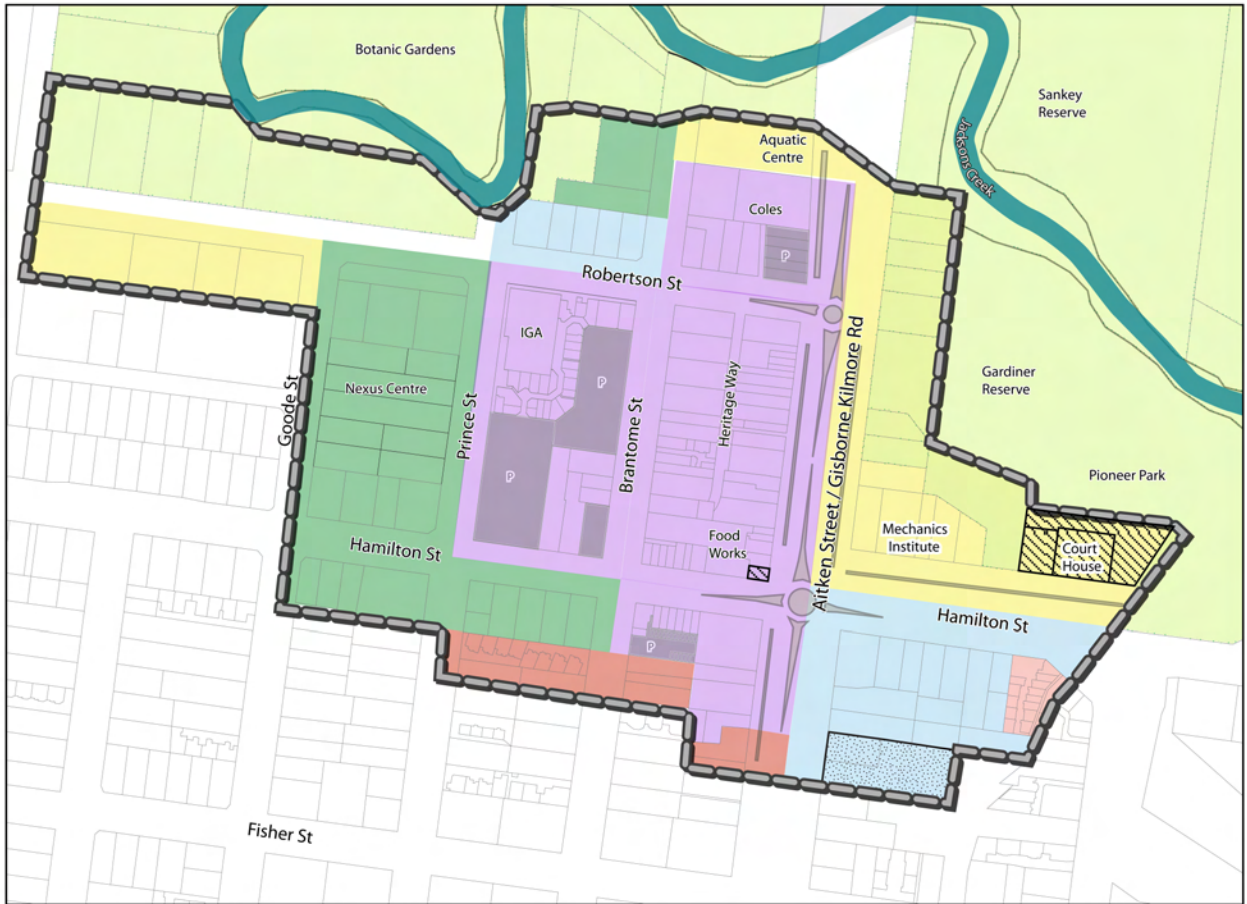
- Upgrade the community facilities associated with the Mechanics Institute and facilitate the increased use of these for various age groups within the town. The facilities should support activities / uses such as music/entertainment performances, indoor sports, shared meeting rooms and a youth centre etc.
- Pursue the recommendations of the Outline Development Plan to encourage medium density housing in appropriate areas surrounding the Town Centre.
- In the long term, encourage the relocation of the existing peripheral retail on Robertson Street to New Gisborne to free this area up for core retail or service retail uses.
- Encourage the mixed use area south of Hamilton Street to be used as medium density residential, or small offices with residential above.
- Through Council's open space and recreation planning, investigate the demand for, and an appropriate location for a sports facility such as a stadium within close proximity of the Gisborne Town Centre.
- Investigate the redevelopment of facilities at the Robertson Street entrance to Gardiner Reserve to provide additional and improved facilities in this location.
- Develop Heritage Way as a niche retail destination, with shops that present active frontages to the street.












### Actions

*The following actions are to be read in conjunction with the Activities Map on Page 16.*

- Consider redevelopment options within the Mechanics Institute site (see Gardiner Reserve and surrounds Concept Plan).
- Implement the findings of the Outline Development Plan in relation to medium density housing surrounding the Town Centre.

- Make changes to the Local Planning Policy for the Gisborne Town Centre to encourage recommended uses within the various parts of the centre consistent with the Activities Map on Page 16.
- As recommended by The Macedon Ranges Leisure Strategy Plan, undertake an options assessment and feasibility study for a new indoor community recreation centre at Gisborne.
- Consider different options available for the upgrading of the Robertson Street entrance of Gardiner Reserve (see Gardiner Reserve and surrounds Concept Plan), including the retention or upgrade of existing facilities, provision of new facilities and activities, including a café and combined meeting rooms, and improved means of access.
- Consider future options for Heritage Way to become a focus for niche retail uses (See Heritage Way Concept Plan).
- Council to commission a masterplan for Heritage Way in order to develop design solutions regarding parking, access, loading and waste disposal areas.
- Re-zone the Business 1 Zoned land currently used for residential purposes as identified on the map to the Residential 1 Zone.
- Re-zone the Residential 1 zoned land in Aitken Street to Business 1 in conjunction with an appropriate proposal for a peripheral retail use.
- Rezone properties fronting Aitken, Prince and Brantome Streets from Business 1 zone to the Mixed Use zone and include a 500sq.m. floor space limit for offices in the schedule.





-  Heritage Overlay
-  Civic
-  Core Retail
-  Office / Commercial
-  Peripheral Retail
-  Mixed Use (re-zone to MUZ)
-  Existing B1Z land used for residential purposes (re-zone to R1Z)
-  Existing R1Z land (re-zone to B1Z)
-  Existing Off-Street Car Parking
-  Open Space / Recreation
-  Study Area

**Activities**

Gisborne Urban Design Framework

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## Theme 2: Buildings

The buildings of a town centre play a key role in strengthening the identity of a place and influencing the function of an area. The Buildings Theme considers the relationship between the built form and the street space, as well as the scale and setbacks of buildings.

### Background

#### Image and Character of the Centre

Gisborne is a township that blends the old and the new, with a number of older buildings that contribute to the valued character of the town centre, as well as some examples of contemporary architecture. The Vision for Gisborne seeks to continue the pattern of protecting and maintaining older buildings, while allowing for new development that sets Gisborne apart as a vibrant and contemporary township. It is important for new buildings to respect the history of Gisborne's built form and to be uniquely designed to fit in with the character of the town centre.

#### Heritage



**The former Haig and Hussey Store on Aitken Street**

Although only a small number of buildings are listed as heritage places in the Planning Scheme, including the Court House Precinct and the former Haig and Hussey store, there are many older contributory buildings throughout the town centre. These have been identified in the Draft Review of Heritage Precincts and Places (Heritage Alliance, 2007). Existing heritage buildings should be retained and protected, with strategies developed to ensure that adjoining development respects their appearance.

#### Building Design

Gisborne is a predominantly low-scale town centre, with buildings of varying setbacks and densities. Recent development has set a new precedent, with new buildings ranging in height up to three storeys. One of the key roles of the Urban Design Framework is to articulate a desired form for buildings within the town centre.

#### Heights

In terms of building heights, a number of factors are taken into consideration, including existing building heights, views to surrounding landscapes as well as market forces and the economic viability of increased building scale.

#### Density

The density of buildings is varied throughout Gisborne. In some parts of the town centre, for example, the western side of Aitken Street and the eastern side of Brantome Street, buildings are fairly fine grain, with narrow shop fronts and no or limited side setbacks. In other parts of the centre, different development patterns have occurred, for example, Gisborne Village Shopping Centre is a large single building form with internally focused retail stores. There is potential for a greater density of buildings throughout many parts of the centre, particularly around Heritage Way and on the Gisborne Village Shopping Centre block.

#### Setbacks

Wherever possible, setbacks should be consistent and should ensure that buildings retain a connection to the street space. In the core retail area, buildings should be

located on the front boundary, with large front windows and weather protection. In other parts of the centre, a 3-5 metre setback is encouraged. Setbacks should be attractively landscaped while maintaining a visual and physical connection to the street space with the use of large windows and well-articulated facades and adequate pedestrian connections. Car parking and the dominance of access ways should be avoided wherever possible in front setbacks.

#### Articulation and Materials

Building articulation and use of materials are important considerations in the design of new development. Building articulation relates to the placement of openings, variations in the building setback and the treatment of facades with different materials. All of these elements add visual interest and richness to the quality of architecture.

#### Residential Amenity

At the interface between the commercial element of the town centre and the surrounding residential areas, buildings need to be carefully and thoughtfully designed to retain residential amenity and ensure that overlooking and overshadowing are avoided. This can be done by applying ResCode standards, particularly for setbacks, to commercial properties that abut residential areas.

#### Sustainable Land Use and Development



**Coles Supermarket**

The retention of the existing compact layout of Gisborne will assist in the creation of a sustainable urban form. As discussed under the Activities Theme, there is sufficient business zoned land to accommodate future demand for retail and commercial uses. There is also large potential for infill development as well as redevelopment of poor quality commercial stock, therefore signalling that outward expansion of the centre should be avoided.

With many opportunities for restoration and redevelopment, sustainability is a crucial consideration in all cases. It is important to promote the incorporation of Ecologically Sustainable Design (ESD) practices within individual buildings, either in new developments or through the retrofitting of existing buildings. The development of the Coles Supermarket in Aitken Street could help to provide a platform for the Council to promote the benefits of ESD and other approaches used in this project. The benefits may include the costs that are saved in the long-term as well as the benefits of working with Council officers to agree on design outcomes.



**Heritage Way**

#### New Development Opportunities

Throughout the town centre there are many opportunities for redevelopment. These occur on vacant lots, and on lots with buildings that are in poor condition. There are also some opportunities for larger lots to be subdivided, and for other lots to be consolidated. In promoting a sustainable urban form, it is important that under utilised sites within the town centre are developed before expansion is ever contemplated.



**Vacant land within the town centre**

A number of key sites have been identified through consultation and site surveys. These are marked on the Key Sites, Views and Gateways Map on page 22 and include:

- Rear of shops on Aitken Street fronting Heritage Way;
- Sites along Hamilton Street adjoining the Nexus Centre;
- The vacant site next to the church on Brantome Street;
- The site on Aitken Street currently occupied by Mitre 10;

- Car parking lots within the Robertson, Brantome, Hamilton and Prince Street block;
- Sites along the northern side of Robertson Street currently occupied by peripheral retail / service / supplies.

## Goals, Strategies and Actions

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### Goals

Where possible, retain and protect historical buildings within the town centre that provide reminders of the town's evolution.

Facilitate the development of a complementary mix of building styles that are of a high architectural standard and unique in their own right while being responsive to surrounding built form and landscapes.

Encourage buildings that present Gisborne as a leader in ecologically sustainable design.

Establish an appropriate scale of buildings in specific locations, with clear detailed design and site layout guidance that ensures an overall low-scale commercial centre.

### Strategies

- Implement the Building Heights and Setbacks Map (on page 23) which shows the proposed heights and setbacks of new buildings within the town centre.
- Encourage individually designed buildings that are suited to their location, surroundings and proposed function.
- Preserve existing views and encourage new development to take advantage of certain views, particularly where this will reinforce informal surveillance.
- Encourage landmark development at gateways to the town centre.
- Emphasise important corner sites through the quality of architectural design.
- Ensure that buildings within the retail areas make a positive contribution to the pedestrian environment, the streetscape character and the activity of the Town Centre. Refer to the design guidelines that follow this section.
- Ensure that amenity at the residential interface is retained by setting buildings back from boundaries and ensuring a lower building scale at the interface boundary.
- Through the following design guidance, ensure that new development is respectful of existing heritage and older contributory buildings.
- Encourage the use of Ecologically Sustainable Design (ESD) techniques for all new development. Guidelines that will assist development are provided in the following section.
- Promote the Coles development as a leading example of ecologically sustainable development (ESD) and utilise 'learnings' from this project for others in the town.
- Develop a signage strategy for Gisborne Town Centre that establishes a co-ordinated suite of identification, directional, information or promotional signs.

## Actions

- Encourage developers to use qualified and experienced design professionals and promote the message that good design can save long term costs.
- Apply the following design guidelines for retail and commercial buildings within the retail core, emphasising the need for consistent and contiguous active frontages, weather protection and retention of a fine grain building form.
- Apply ResCode standards to the setbacks of commercial buildings that abut residential areas.
- Encourage development of new buildings or retrofitting of existing buildings to apply the following ESD guidelines. Consider use of rating systems for residential and commercial development, namely the Sustainability Scorecard System or STEPS, that have been developed at Moreland and Port Phillip Councils.
- Consider the preparation of brochures to outline how sustainable development can save costs in the long run and how a good overall design outcome can be achieved in cooperation with the Council.
- Through Local Planning Policy, encourage landmark developments that represent the character of Gisborne at gateways and on prominent sites (see the Key Sites, Views and Gateways Map on page 24 and the Concept Plan for the Robertson Street Gateway).
- Implement the recommendations of the *Macedon Ranges Shire Review of Heritage Precincts and Places (2007)* which would see the creation of a heritage precinct for Gisborne that would include buildings, street trees and street infrastructure identified as significant in the review.

## Additional Guidelines

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### ESD Guidelines

#### Planning and design

- Encourage the construction of smaller dwellings that consume fewer resources.
- Re-use and adapt existing buildings where possible.
- Design new buildings so that they can be easily adapted for expansion or re-use in the future and can more easily respond to the different needs of a range of future occupants, including accessibility requirements.
- For sites that have limited or no garden areas, encourage the use of rooftop gardens or vertical gardens (whereby plants grow up walls or balcony frameworks within a confined space).

#### Orientation and shading

- Orient windows to maximise sunlight access in winter and cross-ventilation in summer.
- Maximise north facing daytime living or activity areas and outdoor spaces.
- Use external shading devices such as eaves, awnings or blinds to avoid heat gain in summer.

- Consider how new buildings can be sited to retain existing vegetation or incorporate new planting that assists in passive solar heating/cooling.
- Plant deciduous trees outside north or west facing windows and other appropriate species within open space areas to provide shade.

#### Choice of building materials

- Employ building techniques that slow transmission of heat between the building exterior and interior thereby reducing heat loss in winter and heat gain in summer. This could include:
  - Insulation materials in the walls, ceilings and floors.
  - External building materials with a high thermal mass which are cased in lightweight, well insulated external materials.
- Use appropriate glazing products, or double glazing, and window framing materials to contain heat in winter and release heat in summer.
- Encourage the use of building materials with minimal environmental impact such as materials that are recycled, have a low embodied energy, are locally and sustainably produced and are able to be re-used at the end of their useful life.
- Encourage the reduction and recycling of construction waste.

#### Energy efficiency

- Promote the use of:
  - Alternative renewable energy sources such as solar power and hot water.
  - Energy efficient gas or electricity systems.
  - Energy efficient appliances, lighting, heating and cooling.
  - Outdoor clothes drying.
- Avoid overshadowing of any active solar collecting device or passive solar elements of adjoining buildings, excluding areas where a substantial change in built form character is envisaged.
- Utilise building articulation to maintain a reasonable level of solar access to windows of existing buildings.
- Utilise low energy and where possible solar powered public lighting in the provision or replacement of public lighting.

#### Water conservation

- Promote water conservation measures:
  - Rainwater tanks or grey-water recycling systems, particularly for domestic or garden use.
  - Water efficient showers, taps, toilets and appliances, in both residential and commercial buildings.
- Promote Water Sensitive Urban Design (WSUD). There is a range of different initiatives that will suit the size and context of the site, including:
  - Minimise areas of impervious surfaces or grade impervious surfaces to drain to planted areas.
  - Use permeable paving materials such as porous pavers, granitic sand or grasscrete.
  - Use hardy plants such as natives with low water requirements.



- Reduce lawn areas and mulch garden beds.
- Minimise stormwater run-off by reusing rainwater.
- Swale drains (grassed or gravel) and bioretention trenches.
- Underground storage facilities such as tanks.

#### Retrofitting existing buildings

- Encourage the retrofitting of existing buildings with installation of sustainable features, such as rainwater tanks, additional insulation and energy / water efficient appliances.

#### Waste management and off site impacts

- To encourage provision of purpose built storage areas for recyclable waste, wherever practical.
- Consider how building materials can be recycled if demolishing a building.

#### Heritage Guidelines

- Apply the policy objectives recommended in the Heritage Review:
  - *Maintain the historic and visual relationship between the residential and commercial areas within the precinct and the creek areas.*
  - *Encourage the retention of original exotic landscape schemes to places where they relate to the significance of the place.*
  - *Maintain the physical and visual relationship between significant places within the precinct, particularly the Aitken and Hamilton Streets area that encompasses the concentrated core of historic buildings.*
- Refer to *The Heritage Overlay: Guidelines for Assessing Planning Permit Applications* (Heritage Victoria and the Heritage Council of Victoria, 2007) for assistance and advice in determining applications. These guidelines will also be a useful reference when considering development of buildings that are not currently located within the Heritage Overlay but may be of heritage significance.
- Encourage creative re-use of heritage buildings that will see them enhanced, well utilised and maintained. Commercial buildings could be re-used for mixed use, potentially with additional levels or rear extensions.
- Encourage the restoration of historic shopfronts and the removal of upper level signage where it obscures the original building facades.
- Ensure that new buildings adjoining heritage sites are respectful of the form, scale, siting and design of the heritage building.
- Encourage the re-fitting of verandahs and posts for buildings where original verandahs have been removed.
- Investigate the potential to establish a heritage restoration fund that could offer financial assistance to property owners to upgrade heritage buildings or adapt them to new uses.

#### Retail Development Guidelines

- Ensure that street facades in core retail areas are 'active', meaning that:

- They are designed to include clear glazing at the lower levels that allows a visual connection between the building occupants and people on the street (approximately 75% of the ground level façade should be clear glazing).
- Entrances are accessed directly from principal street spaces and are designed to show a strong sense of street address.
- Decorations or window displays are included to add interest at the street level, without blocking views into or out of the building.
- Articulate building facades through design treatments such as:
  - Well considered placement of doors and windows.
  - Variations in surface texture, colours or materials.
  - Inclusion of balconies or terraces in the upper levels, that overlook the street space.
  - Avoiding large expanses of blank walls, particularly at street level.
  - Ensuring that buildings on corner sites are designed to address both street frontages.
- Maintain existing horizontal or vertical design rhythms in the streetscape, where these are dominant features, through design treatments such as:
  - Referencing the established roof or parapet heights of adjoining buildings, where this is a consistent feature in the streetscape, in the design of a new facade.
  - Maintaining the existing 'fine grain' appearance of buildings within the core retail areas that is created by the narrow shopfronts by providing vertical articulation in wide building frontages.
  - Providing well articulated facades to larger scale buildings on wider allotments.
- Require that crossovers, garages or car park entrances are kept to a minimum width and do not dominate the street frontage of a building.
- Provide continuous weather protection along retail streets by providing verandahs or canopies.
- Design new buildings with the ground floor at street level to avoid the need for ramp or staircase access.
- Ensure that new development is designed to address specific design considerations of sensitive interfaces, such as residential properties or heritage buildings.
- Where adjoining open spaces or public car parks, design new buildings to overlook these spaces and provide a positive façade to enhance their appearance, amenity and safety.
- Locate parts of a commercial building that will produce noise or odours away from any residential interface, or provide suitable buffering.

### **Buildings adjoining open spaces**

- Ensure that buildings adjoining public spaces within the centre provide active frontages and uses to increase interaction with and passive surveillance of the space.
- Physically integrate buildings with adjoining public spaces by:

- The design of new buildings and refurbishment or extension of existing buildings should provide an outlook onto open space, particularly from upper level habitable room windows.
- Avoid blank walls and high solid fencing, to create passive surveillance opportunities and improve safety and perceived safety.
- Demonstrate that there will be no overshadowing of public spaces from 11am-2pm on 22nd June.



- Gateways
- Existing Landmark Buildings and Structures
- New Contemporary Buildings
- Key Vacant / Opportunity Sites
- Older Buildings that contribute to the town centre character
- Existing Off-Street Car Parking
- Views to Vegetation / Surrounding Landscapes
- Prominent Corners and Sites
- Improvement required to building interface
- Open Space / Recreation
- Study Area

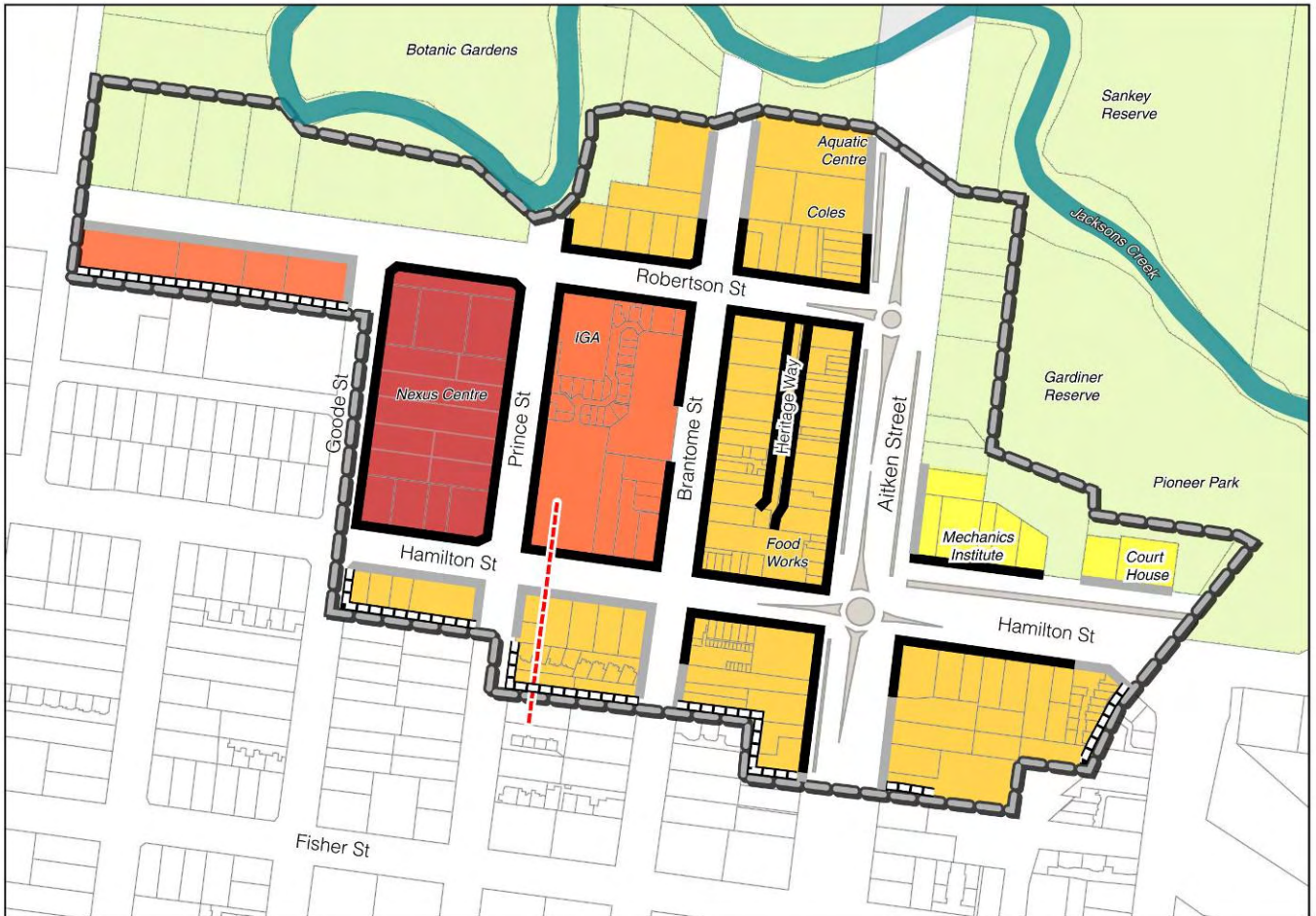
**Key Sites, Views and Gateways**











Gisborne Urban Design Framework

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-  No Setbacks, Active Frontages and Weather Protection where possible
-  3-5 Metre Landscaped Setback, Active Frontage
-  Residential Interface - restrict building heights and provide transitional setbacks to retain amenity
-  3 Storey Building Heights
-  3 Storey Building Heights, with recessed upper level
-  2 Storey Building Heights, with potential for 3 storeys where amenity of adjoining sensitive uses can be retained
-  Retain existing low scale of buildings
-  Open Space / Recreation
-  Location of Hamilton Street Cross-Section
-  Study Area

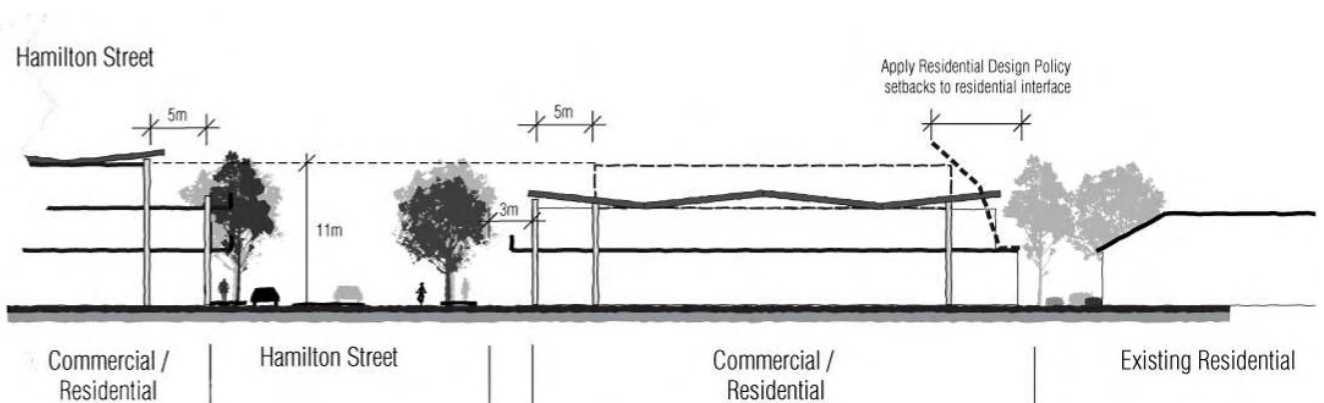
**Building Heights and Setbacks**  
Gisborne Urban Design Framework

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The Section below illustrates the application of the Building Heights and Setbacks on the map above to the area marked on the map.



## Theme 3: Spaces

The Spaces theme focuses on public spaces, that is, any area that is not in private ownership. There are two major elements that are considered under the spaces theme: open spaces and connections to these, and street spaces. In both cases the function, amenity and appearance of these spaces is considered.

### Background

#### Streetscape and Landscape Design

The town centre of Gisborne has a functional network of streets that are generally well-landscaped and lined with footpaths that are, on the whole, continuous.

The avenues of exotic trees that line many streets throughout the town centre and beyond have a unique influence on the landscape character of the town. These should be maintained and replaced as necessary with similar species. Existing trees that could be classified as significant should also be protected and enhanced. In other streets throughout the town centre landscaping is currently inadequate. Vegetation that enhances the landscape character of the township and respects the existing pattern of exotic planting should be considered.

Although Gisborne is well-served by continuous footpaths that are easy to navigate, the town centre lacks a coordinated approach to footpath design and materials. There is a mixed use of red brick, plain and aggregate concrete and asphalt which sometimes results in an ill-considered or messy appearance, particularly where different materials intersect.

#### Urban Spaces

Within the retail core, it is also important that on-street activities are considered under the Spaces Theme. Around selected areas of Brantome, Hamilton and Aitken Streets, outdoor dining will be encouraged and it is crucial for streetscape design to be conducive to these activities. Similarly, buildings should be easily accessible and visible from the street space with continuous weather protection throughout the retail core. These issues are addressed under the Buildings Theme.

Incidental spaces for people to gather, sit and relax are an important feature of places that retain a 'village' or informal atmosphere. The town centre needs to include such spaces at intervals throughout the centre. Although the town centre is well-served by open spaces surrounding the business area, there is a distinct lack of public open space within the centre itself. A town square would provide a meeting place for residents, workers and visitors and would provide visual relief from the built form. A new, centrally located urban space in Gisborne would need to be based on a design that is user-friendly all year round. Such a space could also have flow-on effects for surrounding businesses such as cafes.

Urban spaces need to have seats, bins and be well-lit and highly visible. As well as being functional, they also need to be interesting visually to add to the streetscape appearance.

#### Open Spaces

Gisborne is well-served by a large area of open space focused around Jacksons Creek. This space is divided into interconnected or linked reserves, parks and gardens that accommodate a number of active and passive recreational facilities. Although only a small proportion of the overall open space adjoining the town centre



*Hamilton Street*



*Existing streetscape paving*

is included in the Study Area, the visual and physical connection to these spaces is an important consideration.



**Gardiner Reserve**

Gardiner Reserve and Pioneer Park in particular have a strong influence on the landscape character of the town centre and this role should be retained and enhanced. Jacksons Creek, which winds across the northern and eastern sides of the town centre, is also influential, providing a scenic outlook and logical space for linear parks and recreational paths. The open space on Robertson Street, south of the creek has great potential to improve the landscape character of Robertson Street.



**Hamilton Street**

Interfaces between the built form and open spaces are also important considerations. Buildings should provide an outlook to open spaces, providing informal surveillance and attractive facades that respect the natural landscape character. This is considered briefly under the Spaces Theme but is addressed in detail under the Buildings Theme.

Open spaces are the logical places to locate recreational facilities including, among other things, playgrounds, walking paths, barbeques and picnic facilities. These are also important considerations for the Urban Design Framework.

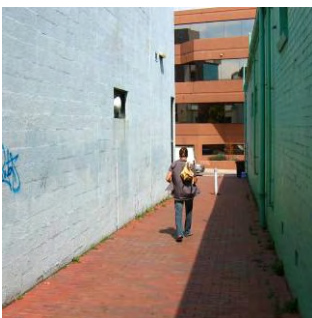
### **Gisborne Heritage Parklands Precinct Project**

The Gisborne Heritage Parklands Precinct Project involves a number of initiatives which are currently underway. A barbeque facility has been completed in Aitken Street and paths with heritage plaques and park furniture have been installed in Howey Reserve.

Projects currently underway that are relevant to the study area include:

- The creation of a 'sporting' tree sculpture, improvements to landscaping and installation of a disabled access ramp at Gardiner Reserve and Pioneer Park.
- Installation of a wind sensor and improvements to lighting at the location of the fountain.
- Installation of civic flagpoles and a Tourist Information Bay in Aitken Street
- The addition of park seating to the recently completed barbeque facility in Aitken Street with disabled drinking fountains, water wise gardens and walking paths to link the car park to the toilet block.
- The connection of Gardiner Reserve and Sankey Reserve with a bridge over Jackson's Creek.

### **Gateways**



**Example of a poorly designed space lacking the perception of safety**

Gateways play a key role in any town centre by defining the entrance to the commercial area and providing visitors with a welcoming sense of arrival. In Gisborne, the topography has a strong impact on the sense of arrival from the northern and eastern entrances. Aitken Street is well-appointed with scenic vegetation and other markers, such as the fountain at the Hamilton Street intersection. The western entrance at Robertson Street is an important gateway which is in need of attention, and this should be considered as a priority. The eastern entrance from Hamilton Street also lacks a significant marker to delineate between the commercial and residential areas.

### **Safety in Public Spaces**

While most of the retail and commercial areas feel safe during the day, there are some areas that are less safe, or could be perceived to be unsafe during the evening. Within the retail areas, there is generally a high level of visibility and good

lighting provided along frontages, with clear views provided between shops and the street. Car parks, doorway alcoves, areas that have little or no lighting, areas of low activity, and areas that are poorly maintained such as the rear of shops create the perception that the area could be unsafe, and would benefit from improvement.

Opportunities for clear glazing, further passive surveillance, including from upper levels, further lighting, and appropriately designed car parks and landscaping, as well as other safer design initiatives, should be implemented to improve the personal safety and perceptions of safety of the centre.

## Goals, Strategies and Actions

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### Goals

Create street spaces that are lively, dynamic and interesting.

Encourage or facilitate the development of a new town plaza or square.

Create street spaces that encourage people to walk or ride throughout the centre.

Protect and enhance existing parkland throughout and surrounding the town centre and improve pedestrian and visual links to and between these.

Design and maintain attractively landscaped areas that serve as a reminder of the township's rural setting.

Ensure adequate space and facilities for people of all ages to enjoy active and passive recreational activities.

Design public spaces and buildings adjoining public spaces for increased personal safety and perceptions of safety.

### Strategies

- Protect and enhance existing significant vegetation.
- Implement a coordinated palette of street furniture and streetscape materials specific to different locations.
- Encourage traders in specific locations to provide outdoor seating and dining for restaurants and cafes.
- Undertake a streetscape planting program that ensures all streets within the town centre have adequate landscaping.
- Consider the suggested location and layout for a new town plaza or town square within the centre, having regard to existing and future car parking needs (See Town Square Concept Plan).
- Provide additional locations for small seating areas within the retail core.
- Improve the appearance of gateways to the town centre through landscaping and the placement of urban art installations (See Robertson Street Gateway Concept Plan).
- Improve the interface between the built form and open spaces.
- Consider locations within existing open spaces for a new stadium facility (See the Activities Theme for more detail).
- Improve the entrances and pedestrian connections to the Botanic Gardens, Sankey Reserve, Gardiner Reserve and Pioneer Park.

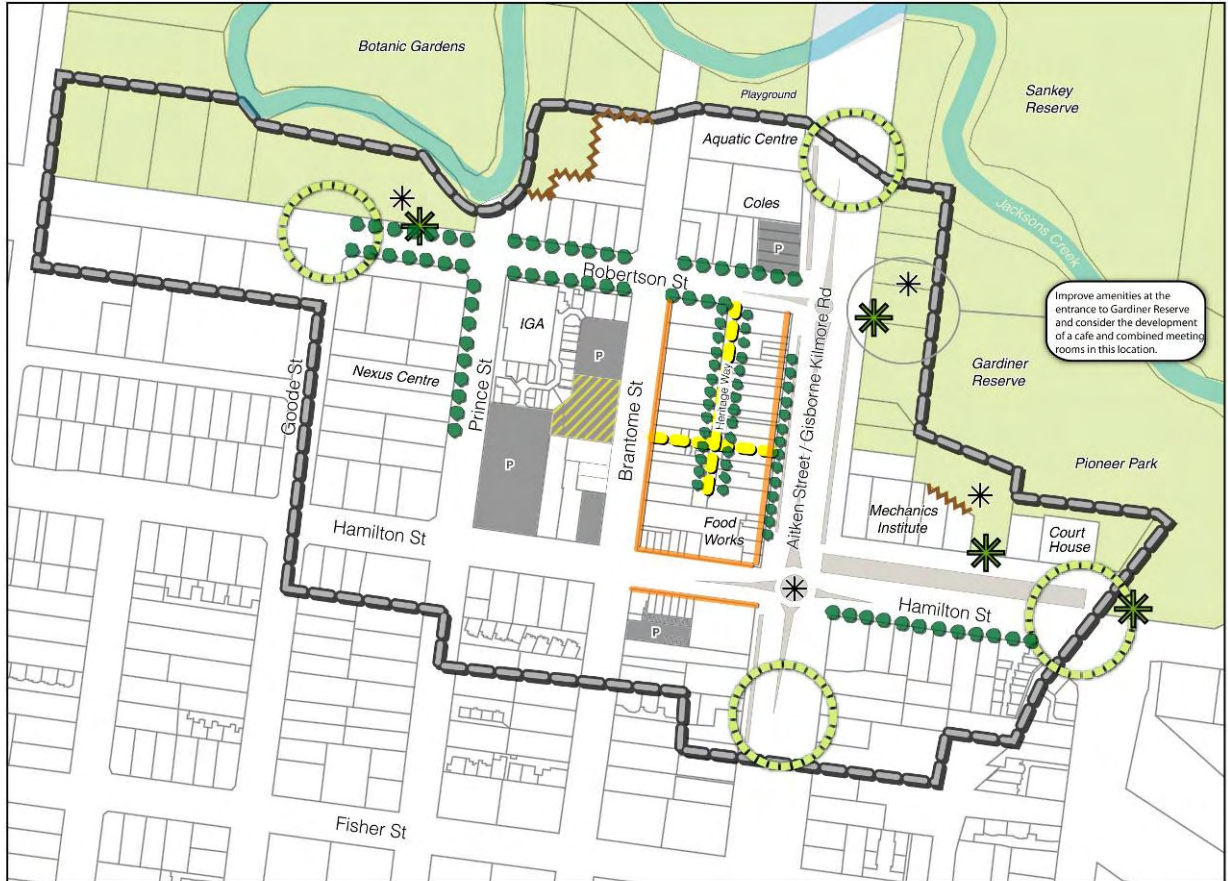
- Enhance the appearance and function of Gardiner Reserve through the provision of improved facilities at the Robinson Street entrance.
- In the redevelopment of public spaces, ensure that design adheres to established standards and guidelines for the safety of users.
- Consider the undergrounding of powerlines in certain locations including along the Robertson Street entrance to the township.

### **Actions**

- Ensure that new development protects and enhances vegetation that contributes to the valued character of the town centre.
- Ensure that new development, including buildings and any re-surfacing works are adequately set back from and located outside the root zone of trees.
- Replace footpaths throughout the town centre as necessary with the following suggested palette of materials:
  - In the Core Retail Precinct, surface footpaths with aggregate concrete (as seen in Aitken and Brantome Streets).
  - In the Civic Precinct, maintain the current red brick paving theme.
  - In Heritage Way, dependent on future access needs to Food Works (see the Access Theme), maintain the current red brick paving theme. If no other option is available for truck access to Food Works, consider resurfacing Heritage Way with bitumen.
  - In all other streets, provide standard width footpaths surfaced with concrete or bitumen.
- Develop a public seating plan for footpaths in specific locations.
- Ensure that streetscape materials and the layout of street furniture are conducive to the siting of outdoor dining areas.
- Strengthen existing landscaping through the planting of trees along identified sections of Robertson, Prince, Aitken and Hamilton Streets.
- Commission the production of urban art installations that represent Gisborne and welcome residents and visitors to the town centre.
- Strengthen existing landscaping at the gateways to the town centre, particularly at the intersection of Robertson and Goode Streets.
- Consider the application of the Town Square Concept Plan to the car park along Brantome Street. Investigate the need to replace any lost car parking within a decked car park.
- Adjacent to public open spaces, encourage vegetation screening or appropriately articulated facades in new development, with no or permeable fencing. Buildings with a frontage to open spaces should provide opportunities to provide informal surveillance to the space through the placement of openings.
- Engage all users of the Gardiner Reserve facilities in focused consultation for the preparation of a masterplan to address more detailed planning for the future of the reserve. This will provide for the inclusion of Windarring to ensure all guidelines meet the current plans.
- Investigate additional improvements to Aitken Street as an open space with seating and landscaping.



- Develop a landscape plan for the open space on Robertson Street south of Jacksons Creek that enhances the entrance to this space and uses the existing urban art installation as a starting point.
- Ensure that buildings adjoining public spaces within the centre provide active frontages and uses to increase interaction and passive surveillance of the space
- At the northern entrance to Gardiner Reserve, where the eastern extension of Robertson Street is an option, consider the use of this space for improved facilities and amenities and potentially a café (see the Gardiner Reserve / Robinson St East Concept Plan).
- In new development, refer to the international CPTED (Crime Prevention Through Environmental Design) standards for all new development and improvements to public space and landscaping as well as the Safer Design Guidelines (Department of Sustainability and Environment, 2005).
- Avoid opportunities for concealment and entrapment in areas adjoining public spaces, including
  - doorway alcoves,
  - walkways with only one entry point that could lead to entrapment,
  - movement predictors such as walkways with poor sightlines, away from areas of activity, and without active frontages or passive surveillance opportunities,
  - fenced areas to the rear of shops (provide visually permeable fencing where needed).
- Provide increased public lighting where this is inadequate, utilising lighting styles that direct light downwards to illuminate pathways and spaces.
- Increase the safety of public toilets in the centre and design new public toilets with safety as a primary consideration.



-  Gateways
-  Opportunities for improved street landscaping
-  Encourage outdoor seating and dining
-  Potential Town Square
-  Improve the main access points to open spaces
-  Existing Urban Art Installation
-  Improve the interface between the built form and open spaces
-  Opportunities to improve pedestrian spaces
-  Existing Open Space / Recreation
-  Study Area

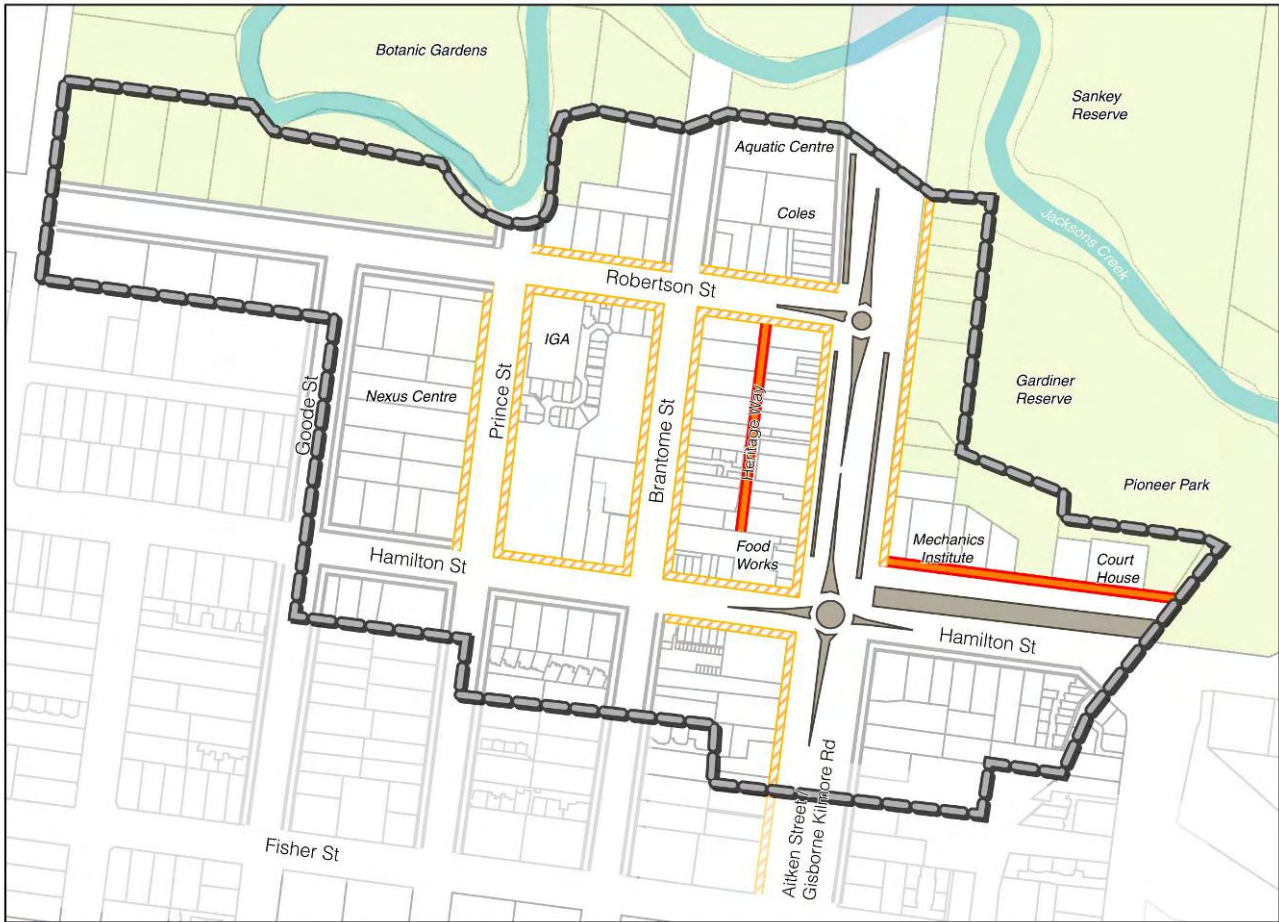
**Spaces**





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-  Aggregate Concrete, as already used in Aitken Street
-  Maintenance of existing Red Brick Paving
-  Plain Concrete or Bitumen
-  Study Area

### Suggested Streetscape Materials

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**plan i'sphere**

## Theme 4: Access

The Access Theme relates to how people access and move about the centre, by all forms of transport – walking, cycling, public transport and cars.

### Background

The Access component of the UDF is complemented by work undertaken by Maunsell in the form of a discussion paper that outlines issues, opportunities and recommendations.



### Balancing transport options within Gisborne

Gisborne is a relatively car-dependent centre, with few existing options for alternative modes of transport. The centre does however have good conditions for walkability from within close proximity of the commercial area and although alternative transport options are limited, there is significant scope to encourage users of the centre to walk or cycle to access shops and services. This could potentially reduce car dependence and may involve a combination of upgrading pedestrian and cycle routes and promoting the benefits of these modes of transportation. Travel outside Gisborne also needs to be considered through the UDF, with improved connections needed between the Town Centre and the railway station at New Gisborne.

### Cars and parking



The compact nature of the Town Centre and the large number of vehicles that visit or pass through Gisborne results in traffic congestion, particularly around peak times. There is also a high demand for car parking within the centre, and although there is currently enough parking to serve needs at present, previous studies have identified a potential shortage by 2031 based on current trends.

A comprehensive body of work has been undertaken to identify issues associated with cars and parking, through both the Outline Development Plan and the Gisborne Movement Network Study (2006). Major concerns involve the projected volumes of traffic along main roads, the future availability of car parking within the centre and the lack of a park and ride facility associated with the railway station.



Consultation revealed that traffic circulation within the Town Centre is particularly an issue at the Aitken-Robertson Street and Aitken-Hamilton Street intersections, particularly around peak times.

There are four main off-street car parks: Gisborne Village Shopping Centre Car Park, Gisborne Central Car Park, the Gardiner Reserve Car Park and the roof-top car park located on the eastern side of Brantome Street, south of Hamilton Street. All off-street car parks are in good condition however the Gisborne Village Shopping Centre car park is slightly confusing to navigate. Although the Gisborne Movement Network Study identified an adequate amount of car parking to meet existing needs, it also stated that by 2031, an additional 200 spaces would be required to meet projected needs. It is possible that these additional car spaces could be required in new development or within underground or decked car parking facilities.

The provision of additional car parking could be achieved through:

- Improving the layout of existing car parks and providing better signage directing motorists to their location.
- Improving the amenity and safety of the car parks, particularly long term ones such as deck car parks.

- The enforcement of time limits.
- The relocation of long term car parking to designated spaces in order to free up car parks for shoppers.
- Discussion with traders and office workers to encourage them to park in long term spaces.
- An investigation of alternative car parking options, for example, at Gardiner Reserve or Robertson Street.
- The encouragement of using more sustainable forms of transport.

Council may wish to undertake additional car parking assessments as part of a future study in approximately five years time, and investigate options for funding additional car parking at the time, such as a cash-in-lieu scheme.

### Public transport



There is a lack of public transport within the Town Centre, with limited bus services operating throughout Gisborne and the location of the Railway Station at New Gisborne. It is essential that public transport is provided to the station on a regular basis. Ongoing action at a local level will primarily involve advocating to State government for additional services. Much could be done to improve connections to existing services.

The Department of Transport (DOT) has recently approved a bus link between the centre and the railway station and to other parts of the township. DOT has agreed to contribute to funding for two vehicles. It has not yet been confirmed whether the bus service will be fixed to a route or will be demand responsive. If the route is fixed, there will be a need to consider different options for bus stop locations in terms of both common destinations and safe areas for buses to pick up and drop off passengers. The Access map on page 37 illustrates a potential route if it is decided that the service will be based on a fixed route. It also points out some possible locations for bus stops. At this stage the route and stops are only suggested and exact locations remain undetermined. Further work will be required to research where people will be coming from and where they want to go.

Consultation and previous studies have revealed the need for improved bicycle links to the railway station and bicycle storage facilities. Inadequate car parking facilities at the railway station have also led to the recent development of a Park and Ride facility by the Department of Transport. Future demand for car parking and bicycle storage at the station should be monitored and improved as required.

### Walking and cycling



The layout of the Gisborne Town Centre presents significant potential to enhance existing pedestrian and cycling networks.

Road crossing points are a key issue within the centre, with Aitken Street being a major barrier to pedestrian movement. Any upgrades of the Robertson-Aitken Street intersection should take into account the needs of pedestrians, while crossing points at the Hamilton-Aitken Street intersection should be upgraded and formalised. There is an existing informal crossing point across Aitken Street which should be formalised as a priority through ongoing discussions with VicRoads. Walkability could also be improved through upgrades of existing footpaths and, as a priority, construction of footpaths where they are currently absent within the commercial area. Additional and improved through-block linkages would also enhance walkability. Cycling paths are currently limited to recreational areas and dedicated cycle lanes could be introduced on main roads throughout the centre.



**Existing pedestrian link between Brantome Street and Heritage Way**

It is important for the UDF to consider activity nodes outside the Study Area and the need for improved pedestrian and cyclist linkages between these and the Town Centre. Important activity nodes include schools, community facilities and the railway station.

## Goals, Strategies and Actions

### Goals

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

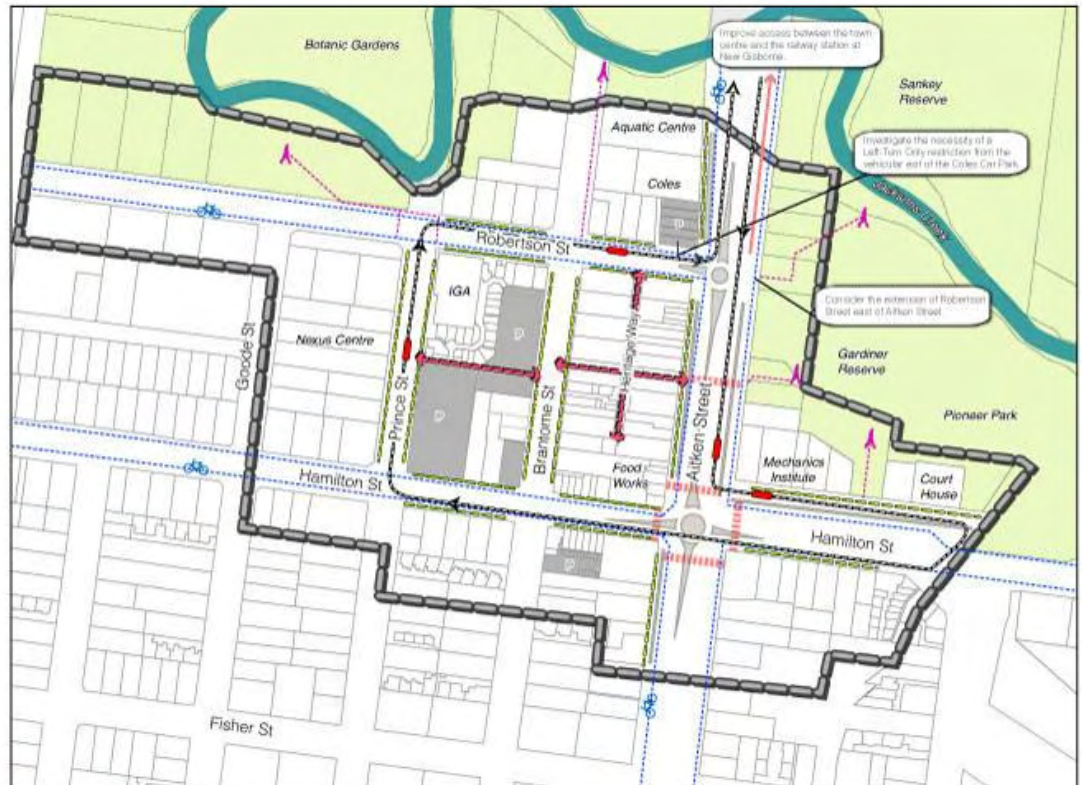
### Strategies

- Ensure the ongoing provision of a bus service between the Gisborne Town Centre and the Railway Station at New Gisborne.
- Investigate options to improve traffic, pedestrian and cycling movement through the Town Centre's two main intersections at Aitken and Robertson Streets and Aitken and Hamilton Streets.
- Develop improved pedestrian and cyclist connections between the railway station, Town Centre, primary schools and Gisborne Secondary College.
- Extend the current network of walking and cycling in Gisborne through the Jacksons Creek Reserve.
- Provide wide and continuous footpaths on both sides of roads throughout the entire commercial area.
- Improve east-west pedestrian links between Goode, Prince, Brantome and Aitken Streets and across Aitken Street to Gardiner Reserve through the formalisation of through-block linkages and pedestrian crossings.
- Continue to advocate the State Government for additional bus services within the Gisborne area, including inter-township linkages.
- Where possible, retain the existing volume of car parking within on and off-road locations.
- Improve the safety of car parking areas for motorists and pedestrians.
- Progressively improve pedestrian accessibility throughout the Town Centre to ensure compliance with the Disability Discrimination Act (DDA).

### Actions

- Maintain partnerships with the Department of Transport to ensure the ongoing provision and success of a bus service connecting the Town Centre and the Railway Station.

- Work with VicRoads to improve pedestrian access around the Aitken-Robertson Street intersection and the extension of Robertson Street to provide improved access to Gardiner Reserve.
- Work with VicRoads to improve pedestrian access around the Aitken-Hamilton Street intersection consistent with the recommendations of the Access Map.
- Implement the recommendations of the Gisborne / New Gisborne Outline Development Plan in relation to the development of pedestrian and cyclist linkages between the railway station, the Town Centre, Gisborne Primary and St Brigid's Primary schools and Gisborne Secondary College.
- As a joint program between Council and VicRoads, implement shoulder sealing and on-road bicycle paths along Robertson, Hamilton and Aitken Streets. Investigate the layout of bike tracks to link areas of Gisborne with schools, churches, train stations and bus stops in addition to footpaths.
- Investigate use of angle parking.
- Provide funding to Council's Infrastructure Planning and Design Department to undertake a needs-assessment of footpaths within the Town Centre, with streets lacking footpaths considered as a priority.
- Continue to work in partnership with other local councils through the 'Getting Around Transport Connections' project to ensure ongoing support of a transport advocacy program for improved bus services.
- In considering applications to redevelop surface car parks, ensure that the existing volume of car parking is retained through the provision of decked or underground car parking areas.
- Undertake a safety audit of the entrances, exits, and vehicular and pedestrian movement within off-road car parks.
- Ensure new development protects and enhances existing pedestrian links and provides for new links where appropriate, including cross-block linkages between Prince Street and Hamilton Street, and Hamilton Street to Aitken Street via Heritage Way.
- Refer issues regarding lighting of arterial roads to VicRoads.
- Consider the possibility of roundabouts being placed at the intersections of Station Road/Saunders Road, Firth Road/Cherry Lane and Brantome Street/Hamilton Street.



- Improve pedestrian linkages
- Existing On-Street Car Parking
- Existing Off-Street Car Parking
- Formalise and Upgrade Pedestrian Crossings
- Improve access to Railway Station
- Create On-Road Bicycle Lanes
- Improve Pedestrian Linkages to Recreational Paths
- Open Space / Recreation
- Suggested Bus Route with potential bus stop locations (fixed route option only)
- Study Area

**Access**

Gisborne Urban Design Framework

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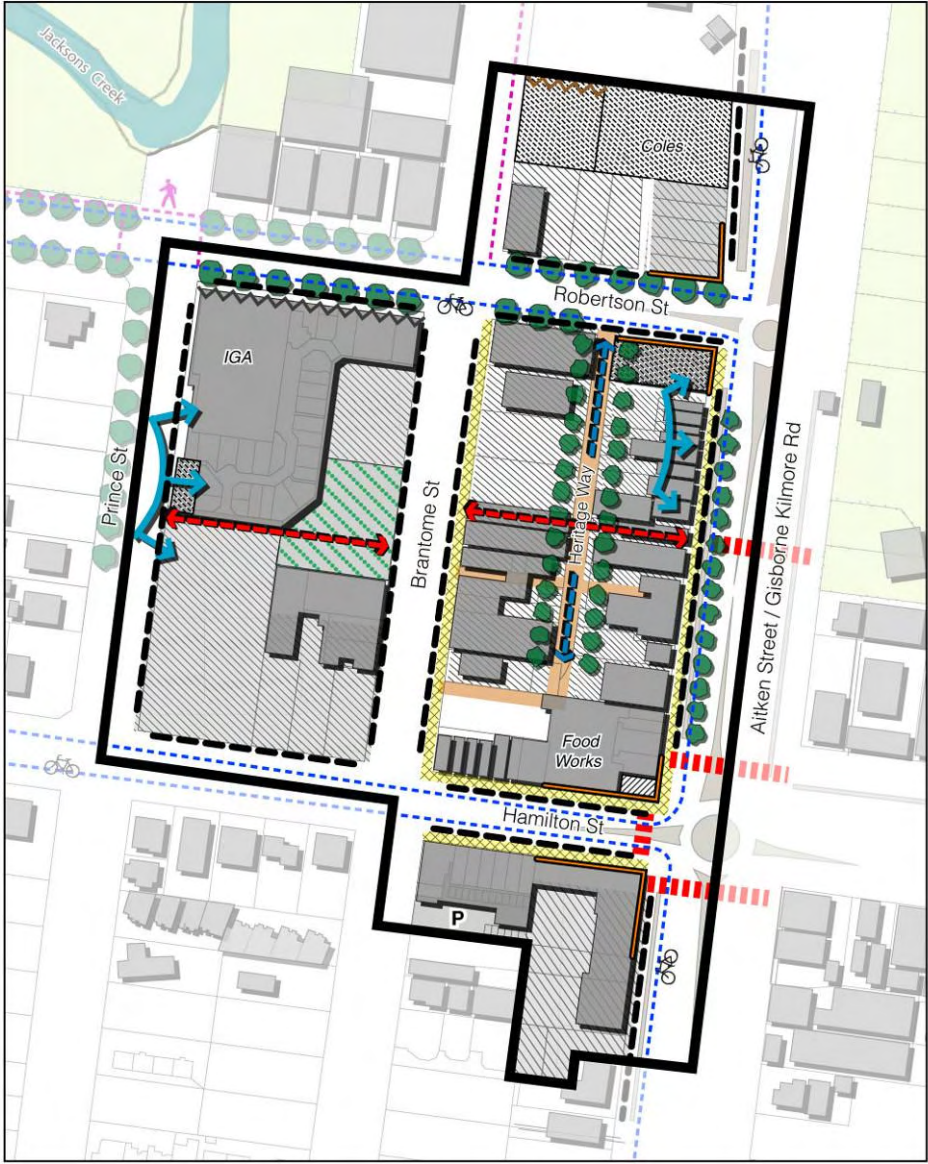























# Precincts



**Precinct 1: Retail Core**



- |   |  |   |  |
|---|--|---|--|
|  | Precinct Boundary                            |  | Opportunities for improved street landscaping  |
|  | Existing Built Form                          |  | Improve pedestrian linkages                    |
|  | Open Space / Recreation                      |  | Create On-Road Bicycle Lanes                   |
|  | Heritage Overlay                             |  | Improve Linkages to Recreational Paths         |
|  | Existing Off-Street Car Parking              |  | Formalise and Upgrade Pedestrian Crossings     |
|  | Existing On-Street Car Parking               |  | Opportunities to improve pedestrian spaces     |
|  | Prominent Corner Sites                       |  | Encourage outdoor seating and dining           |
|  | Views to Vegetation / Surrounding Landscapes |  | New Contemporary Buildings                     |
|   |  |  | Potential Town Plaza / Community meeting space |
|   |  |  | Improvement required to building interface     |
|   |  |  | Potential Built Form Envelope                  |

## Vision

The Retail Core will provide the convenience retail anchors for the Gisborne community, and a wide range of comparison and specialty goods. The Retail Core will be compact and walkable, with opportunities for incidental and more formal community gatherings.

## Strategies

- Ensure ground floor uses throughout the Precinct are active, allowing for office and residential uses above ground level.
- Improve east-west pedestrian linkages between Prince and Aitken Streets.
- Improve loading access and arrangements to reduce conflict with pedestrian access-ways.
- Develop a Town Square on land currently used for public car park, subject to replacement car parking being made available.
- Activate the rear of properties with a boundary to Heritage Way.
- Resolve on an agreed location for a shared waste collection point in Heritage Way.

## Actions

- Negotiate with owners of buildings that currently present a blank façade to pedestrian walkways and footpaths, to either open the facades to provide shopfronts or decorate the façade to improve the appearance (eg artwork, painting or landscape treatment).
- Negotiate with the owners of IGA/Gisborne Village Shopping Centre to improve the northern elevation of the IGA building. This could be achieved through artwork or planting. For example, timber posts and beams with stainless steel tension wires could be used to create a vertical garden with low level planting in front. The footpath on this section could be moved closer to the road and a wider area of planting could be located in front of the wall. The long term preference is for this wall to be activated with doors or windows.
- Require all new buildings in the Precinct to provide a minimum of 75 per cent of the frontage or sideage to footpaths or pedestrian walkways with active uses, and no front setback from the street alignment.
- Encourage the redevelopment of vacant sites, through the development of schematic ideas, and discussions with owners.
- Require new developments with a frontage to Heritage Way to provide a building with active retail or commercial uses that front the street.
- Avoid expansion of the Business 1 zoning.
- Ensure that a connecting public access way, preferably open 24 hours, is provided between Prince and Brantome Streets, and Brantome and Aitken Streets in any new development of the land.
- Provide a pedestrian activated crossing at Aitken Street, approximately mid-way between Hamilton and Robertson Streets, linking to the through block access way.
- Investigate methods, such as improved pedestrian refuge areas, to improve the pedestrian navigability of the roundabout at Hamilton and Aitken Streets.

- Negotiate with developers in the activation of frontages along Heritage Way to resolve on an agreed location for shared waste collection.
- Council to commission a masterplan for the Robertson Street area. This would involve the development of design solutions regarding treatment of the roadway, built form and land use. A new entrance into Gardiner Reserve through an extension of Robertson Street will address the interface with the park at the rear of buildings.

# Precinct 2: Secondary Retail



- |  |   |  |   |
|--|---|--|---|
|  | Precinct Boundary   |  | Existing Landmark Buildings and Structures    |
|  | Existing Built Form   |  | Prominent Corner Sites                        |
|  | Re-zone to Business 1   |  | Existing Urban Art Installation               |
|  | Re-zone to Business 1 subject to consultation with existing landowner |  | Opportunities for improved street landscaping |
|  | Open Space / Recreation   |  | Create On-Road Bicycle Lanes                  |
|  | Heritage Overlay  |  | Improve Linkages to Recreational Paths        |
|  | Existing Off-Street Car Parking                                       |  | Formalise and Upgrade Pedestrian Crossings    |
|  | Existing On-Street Car Parking  |  | New Contemporary Buildings                    |
|  | Gateways  |  | Improvement required to building interface    |

## **Vision**

These areas will provide for some of the service retail and specialty retail needs of the Gisborne community. Larger sites will be utilised for larger format stores that cannot readily fit within the Retail Core. The site currently occupied by Mitre 10 will be extended to include part of the former Council depot.

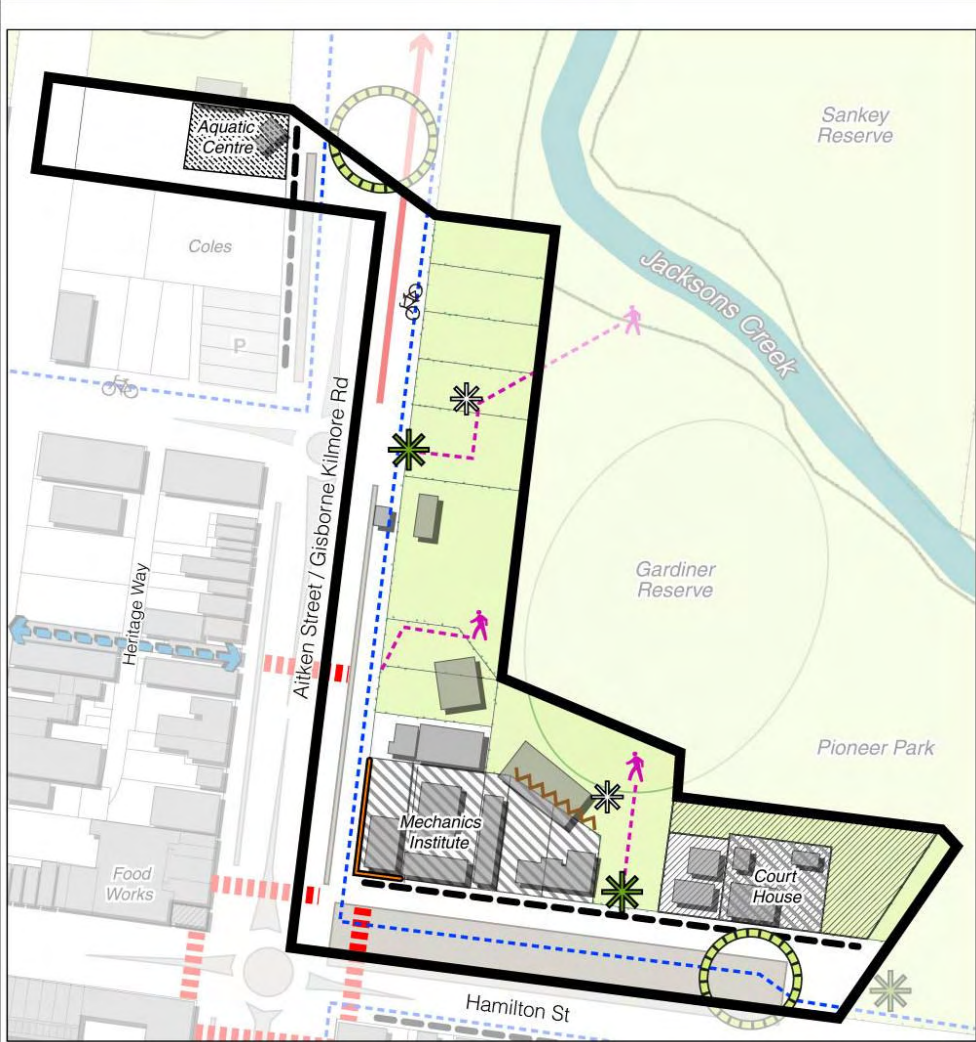
## **Strategies**










- Encourage service retail and larger format stores such as lighting, carpet, agricultural goods, plant nurseries or homewares to locate in these areas.
- Ensure that new development presents an active frontage to the street, and front setbacks for car parking should be avoided.
- Encourage existing inappropriate uses within these areas to relocate.
- Encourage use of the former Council depot site for business and mixed uses where appropriate.

## **Actions**

- Discuss options for relocation with owners of inappropriate uses in these areas.
- Approach retailers that are considered appropriate for these areas to encourage consideration of locating in Gisborne.
- Consider incentives or dispensations for appropriate uses in these locations.

# Precinct 3: Civic and Community Precinct



- |   |  |   |   |
|---|--|---|---|
|  | Precinct Boundary                          |  | Improve Pedestrian Linkages                             |
|  | Existing Built Form                        |  | Improve access to Railway Station                       |
|  | Open Space / Recreation                    |  | Create On-Road Bicycle Lanes                            |
|  | Heritage Overlay                           |  | Improve Linkages to Recreational Paths                  |
|  | Existing Off-Street Car Parking            |  | Improve main access points to open spaces               |
|  | Existing On-Street Car Parking             |  | Formalise and Upgrade Pedestrian Crossings              |
|  | Gateways                                   |  | New Contemporary Buildings                              |
|  | Existing Urban Art Installation            |  | Improve interface between the built form and open space |
|  | Prominent Corner Sites                     |   |   |
|  | Existing Landmark Buildings and Structures |   |   |

**Vision**

This area will provide a convenient agglomeration of community and civic uses that maximise opportunities for sharing of spaces and facilities. The heritage buildings will provide a focal point for the area and significant heritage ‘touch points’ for the community. Buildings and activities will front the open space as well as the street, providing opportunities to appreciate the greenery and activity.

**Strategies**

- Retain all existing buildings and enhance the heritage buildings with restoration works where necessary.
- Improve pedestrian linkages between this area and the Retail Core.
- Encourage buildings to better address the adjoining open space.
- Investigate options to upgrade the facilities associated with the Mechanics Institute and allow additional community and entertainment uses.

**Actions**

See Retail Core for pedestrian linkage across Aitken Street Action.

Incorporate the Mechanics Institute, senior citizens facilities, gym and library to one area by connecting the buildings to create a community meeting space under one roof.




Replace the existing public toilets with new facilities.

Require new buildings to provide for views over the parkland, and active uses, such as meeting rooms, public areas or cafes overlooking the park.



**Precinct 4: Office and Commercial**



- |  |   |
|--|---|
|  Precinct Boundary                            |  Opportunities for improved street landscaping           |
|  Existing Built Form                          |  Create On-Road Bicycle Lanes                            |
|  Open Space / Recreation                      |  Improve Linkages to Recreational Paths                  |
|  Existing Off-Street Car Parking              |  Improvement required to building interface              |
|  Existing On-Street Car Parking               |  Approved Building Envelope / New Contemporary Buildings |
|  Gateways                                     |  Retention of existing service laneway                   |
|  Views to Vegetation / Surrounding Landscapes |  Pedestrian refuge                                       |

**Vision**

This Precinct will provide a range of commercial and office uses that cannot be accommodated within the Retail Core. These uses will provide needed local services as well as employment opportunities for the local community. The buildings will retain a rural village feel, by incorporating landscaping and articulated facades.

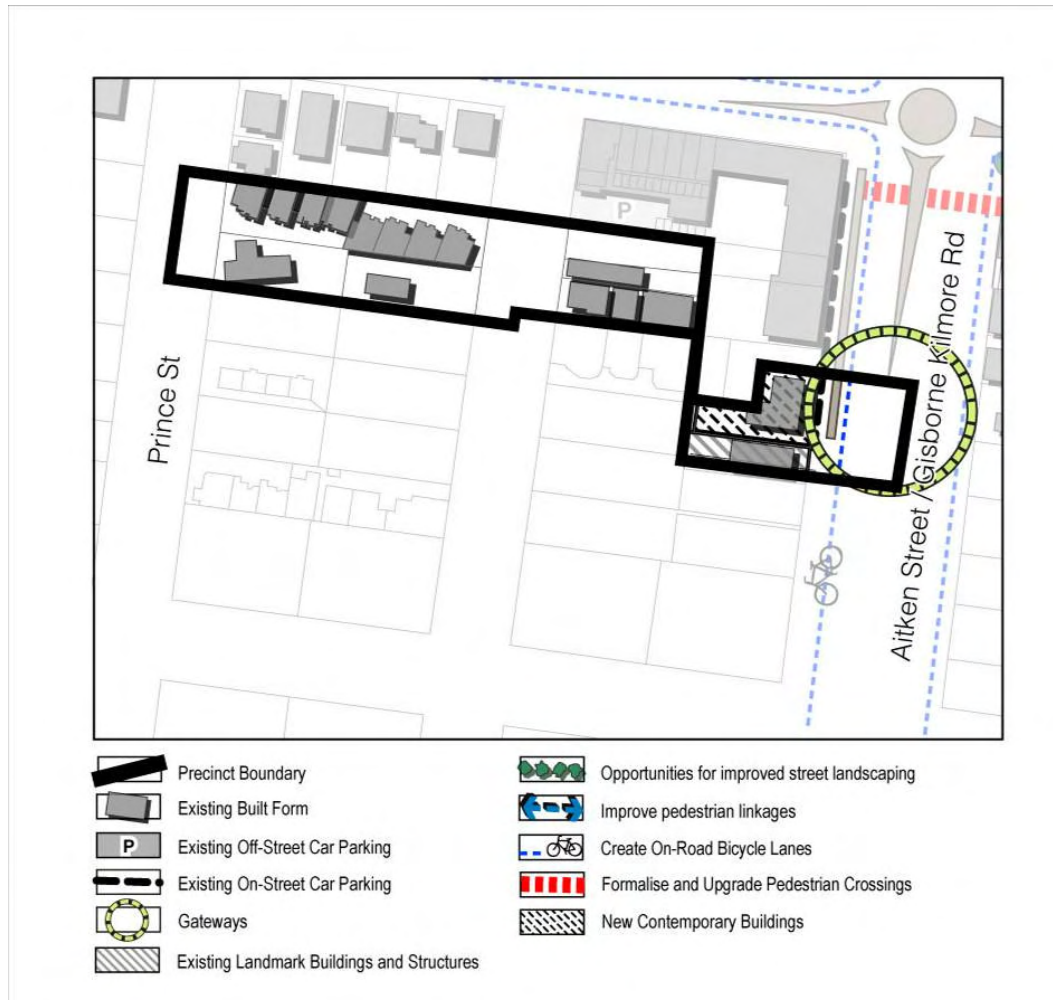
**Strategies**

- Encourage large scale office or commercial uses to locate in this area.
- Ensure new buildings are designed to fit within the scale and character of the town.
- Improve pedestrian linkages between this area and the Retail Core and open spaces to the north.

**Actions**

- Require new buildings to be setback from the frontage for a small distance (eg 3m) to incorporate landscaping.
- Require new buildings to include articulation to all visible facades and relate to adjoining residential interfaces.
- Create a pedestrian linkage across Robertson Street through the installation of a pedestrian refuge mid-block between Goode and Prince Streets.
- Discuss options for an alternative paint treatment with the owners/operators of the Middy's building.

## Precinct 5: Mixed Use



### Vision

This area will provide a transition between the retail activities of the Centre and the adjoining residential areas. It will accommodate home businesses, small offices, medical suites, and medium density residential. Buildings will be low scale and include landscaping.

### Strategies

- Encourage uses that are compatible with adjoining residential uses in terms of scale, hours of operation and noise generation.

### Actions

- Rezone properties in this area to the Mixed Use Zone and include a 500sqm. floor space limit for offices.



# Concept Plans



## Introduction

Concept Plans have been prepared for key sites that show particular development potential. These plans are indicative only, and have been developed to demonstrate an approach, or various approaches to the future of key sites within the Town Centre.

### Gardiner Reserve and Surrounds

Amongst the community, stakeholders and Council, there is a high level of interest in the opportunities related to Gardiner Reserve. This is an important area because of its location in proximity to the commercial area, its visual impact and prominence within the town centre.

Consultation revealed strong support for:



- Understanding and accommodating youth desires for dedicated facilities.
- A new indoor sports and leisure facility in Gisborne which could possibly be located at this site through consolidation of facilities and user needs.
- A progressive removal of old pine trees with their conversion to wood carvings around the Reserve.
- Investigation of a new vehicle entrance from Robertson Street.
- Consideration of better use of vacant areas and parking areas.
- More consistent materials, colours and finishes for street furniture, bollards and lighting, etc.
- Consideration of the demolition of the house next to the Court House, which would enhance views of the Reserve and provide an opportunity to enhance the surrounds of the Court House.
- Investigation of the condition, and replacement of, the amenities adjacent to the Reserve entrance.
- Maintenance of the existing space used to hold the Gisborne Olde Time Market.

The Concept Plan for Gardiner Reserve on the following page is indicative and preliminary only. Any development within the Reserve will require targeted consultation with existing user groups. Given the importance of this area, a Master Plan may also be required to comprehensively plan the future of Gardiner Reserve in more detail.

# Concept Plan Gardiner Reserve and Surrounds



Existing car parking area provides a potential envelope for youth facilities, including permanent and visiting services.

Investigate potential for fourth leg to roundabout as new entrance to Gardiner Reserve.

Opportunity site for Park Cafe incorporating outdoor seating and new public amenities for the town centre.

Future pine tree Sculptures.

Potential location for future or upgraded indoor sports facilities.

Improve the interface between the built form and open space. Potential for redevelopment of areas at the rear of the Mechanics Institute.

Investigate demolition of house and toilets to enhance the courthouse surrounds and views of Gardiner Reserve and Pioneer Park.

Establish and implement the Gardiner Reserve masterplan.

LEGEND		
	Open Space / Recreation	
	Heritage Overlay	
	Existing Off-Street Car Parking	
	Existing On-Street Car Parking	
	Gateways	

## Heritage Way

---

As explained under the Activities Theme of the UDF, Heritage Way is currently being used primarily as a service laneway, although there are some limited frontages along this strip. Given its location, size and existing layout, it has strong potential to be used as a pedestrian friendly small format, niche retail area.

There are several issues associated with the redevelopment of Heritage Way as a niche retail area. Of key importance is the existing need for truck access and waste storage and collection. One option may see the location of shared waste storage points at either end of the laneway, as illustrated in the Concept Plan on the following page. These would need to be easily accessible to all traders and also appropriately screened to retain visual amenity. The implementation of such an option would require further discussion with landowners and traders. If the Council and traders are able to reach an agreement over this issue, the redevelopment potential of the rear of lots on Aitken and Brantome Streets may be realised.

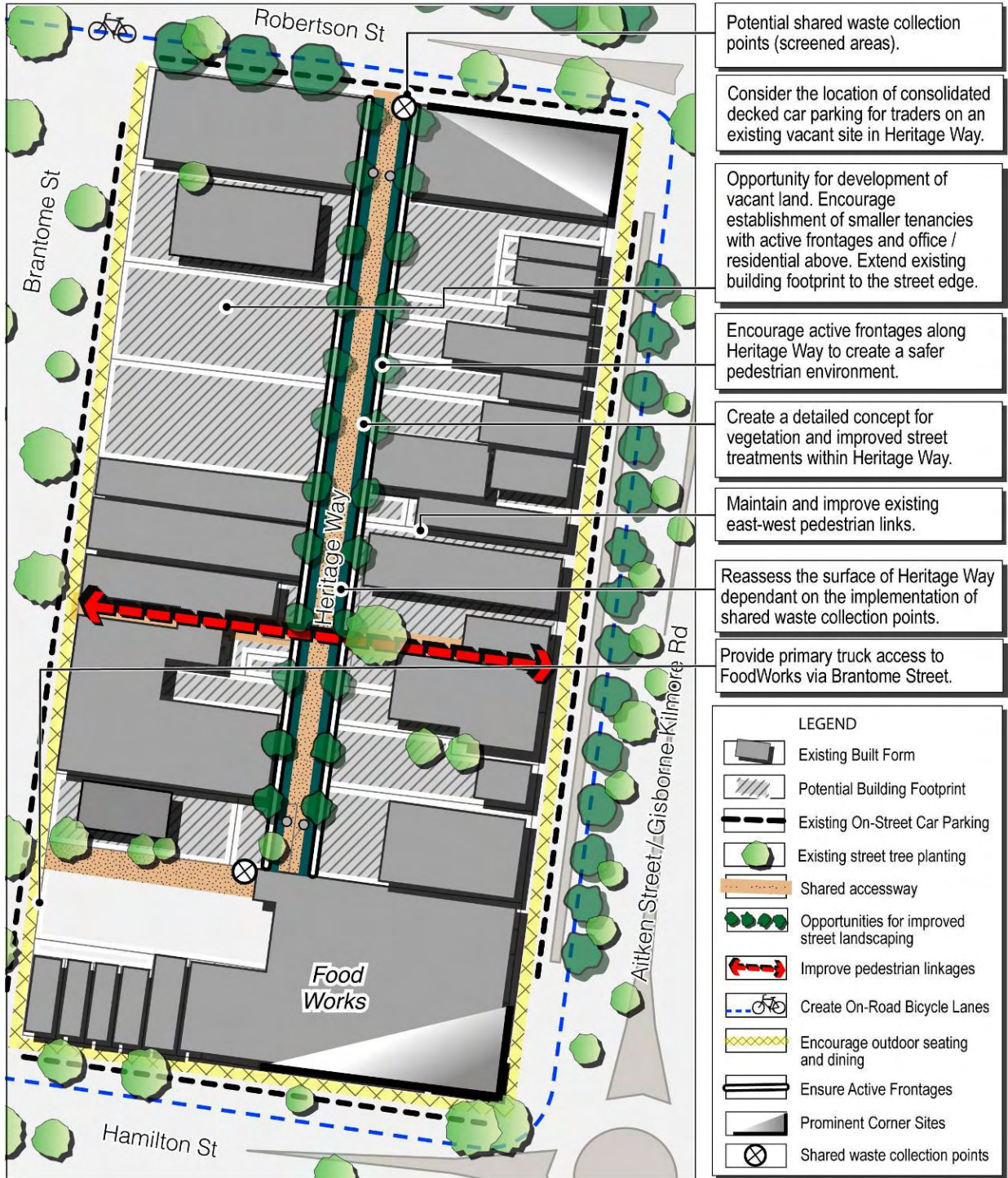
New and existing east-west pedestrian links would also need to be upgraded in order to emphasise the role of Heritage Way as a retail area. Any redevelopment would also need to involve appropriate signage on Aitken, Brantome and Robertson Streets, alerting passers-by to the existence of Heritage Way.

These ideas are illustrated in the Concept Plan and sketch on the following page.



*Heritage Way today*

# Concept Plan Heritage Way



Potential shared waste collection points (screened areas).

Consider the location of consolidated decked car parking for traders on an existing vacant site in Heritage Way.

Opportunity for development of vacant land. Encourage establishment of smaller tenancies with active frontages and office / residential above. Extend existing building footprint to the street edge.

Encourage active frontages along Heritage Way to create a safer pedestrian environment.

Create a detailed concept for vegetation and improved street treatments within Heritage Way.

Maintain and improve existing east-west pedestrian links.

Reassess the surface of Heritage Way dependant on the implementation of shared waste collection points.

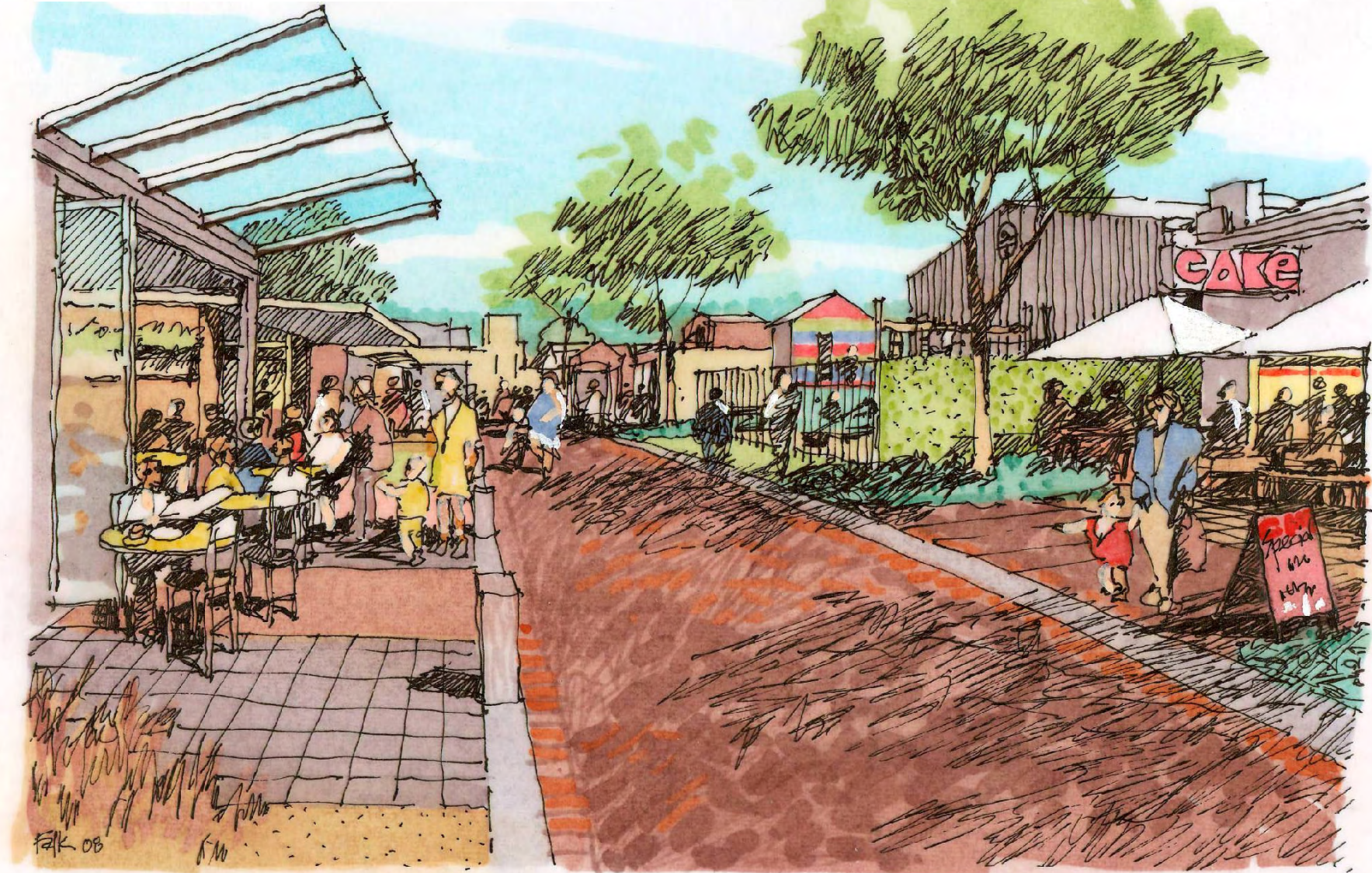
Provide primary truck access to FoodWorks via Brantome Street.

LEGEND	
	Existing Built Form
	Potential Building Footprint
	Existing On-Street Car Parking
	Existing street tree planting
	Shared accessway
	Opportunities for improved street landscaping
	Improve pedestrian linkages
	Create On-Road Bicycle Lanes
	Encourage outdoor seating and dining
	Ensure Active Frontages
	Prominent Corner Sites
	Shared waste collection points



## Heritage Way

Pedestrian streetscape with active retail frontages



## Brantome Street

Brantome Street is an important part of the Town Centre but its integration with other parts of the centre could be improved. Its role as a connection between Aitken and Prince Streets will also become increasingly critical following the completion of the Nexus Centre. The existing dominance of car parking on Brantome Street results in conflict between pedestrians and cars.

A number of suggestions arose for Brantome Street through consultation. These included support for:

- A town square or community space that is centrally located and provides a space for people to meet or gather.
- The prioritisation of pedestrian movement and improved linkages.
- The retention of the existing number of car parking spaces, whether in this location or elsewhere.
- Investigation of either one-way traffic movement or the closure of Brantome Street at the proposed location of the town square to allow for additional pavement space for outdoor uses, public art space and a reduction of the pedestrian crossing distance.
- Landscaping to be introduced into car parking areas with planter beds and trees that provide substantial canopy cover.
- Use of the existing wide footpaths or landscaping and seating.
- The creation of an avenue through the planting of two rows of trees alongside the footpaths.



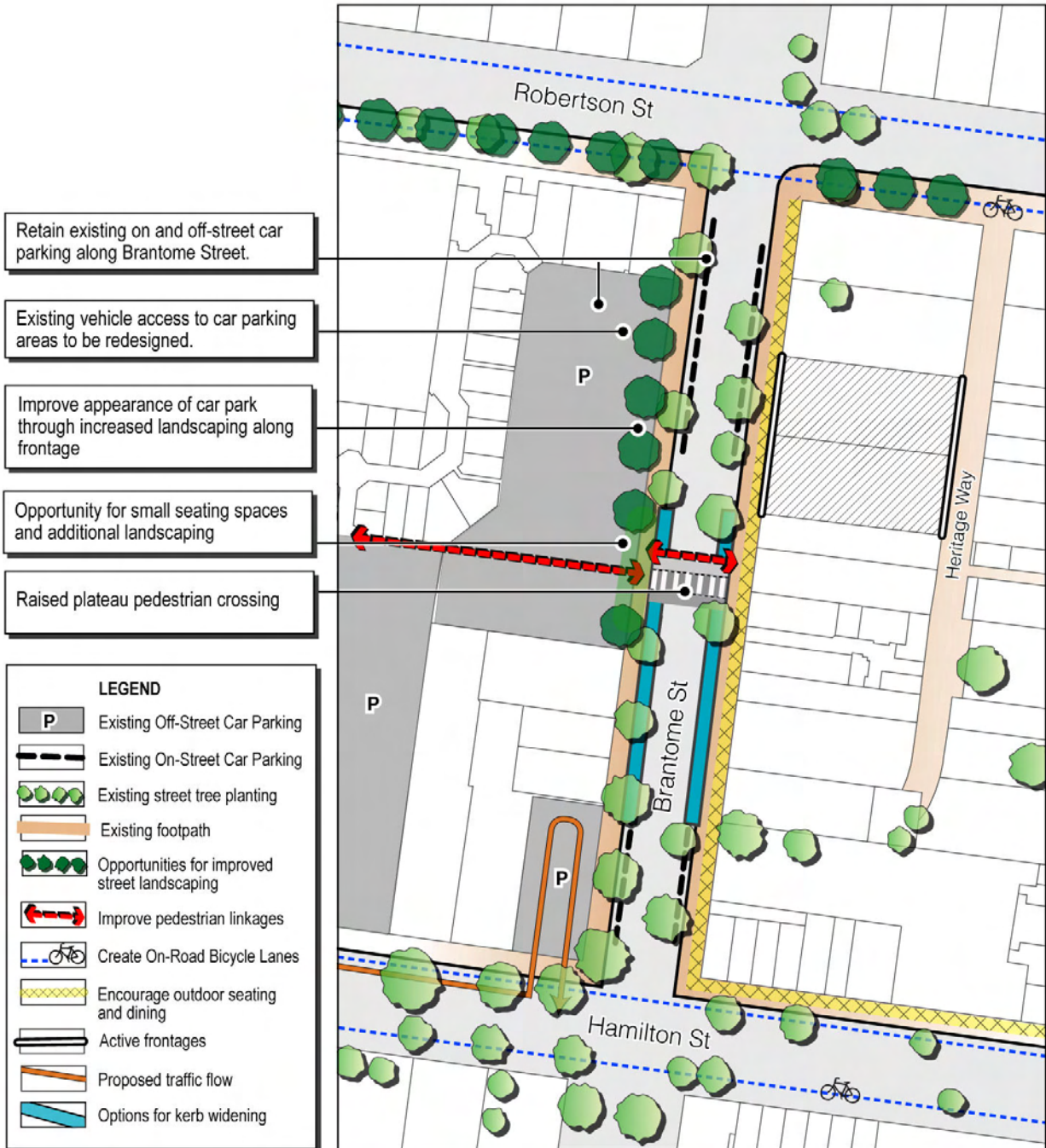
- The creation of additional seating in small areas at key locations such as the entrance to the supermarket and near the pedestrian crossing.
- Use of landscaping to provide an edge to the IGA car park along Brantome Street to reduce its current sparse appearance.
- Pedestrian priority to be improved through the introduction of traffic calming measures. Widening of the nature strip at the crossing point will create additional landscaping space and a clear east-west pedestrian route.
- A parking plan to be developed to manage any loss of car parking, for example the plan may determine areas for long and short term parking



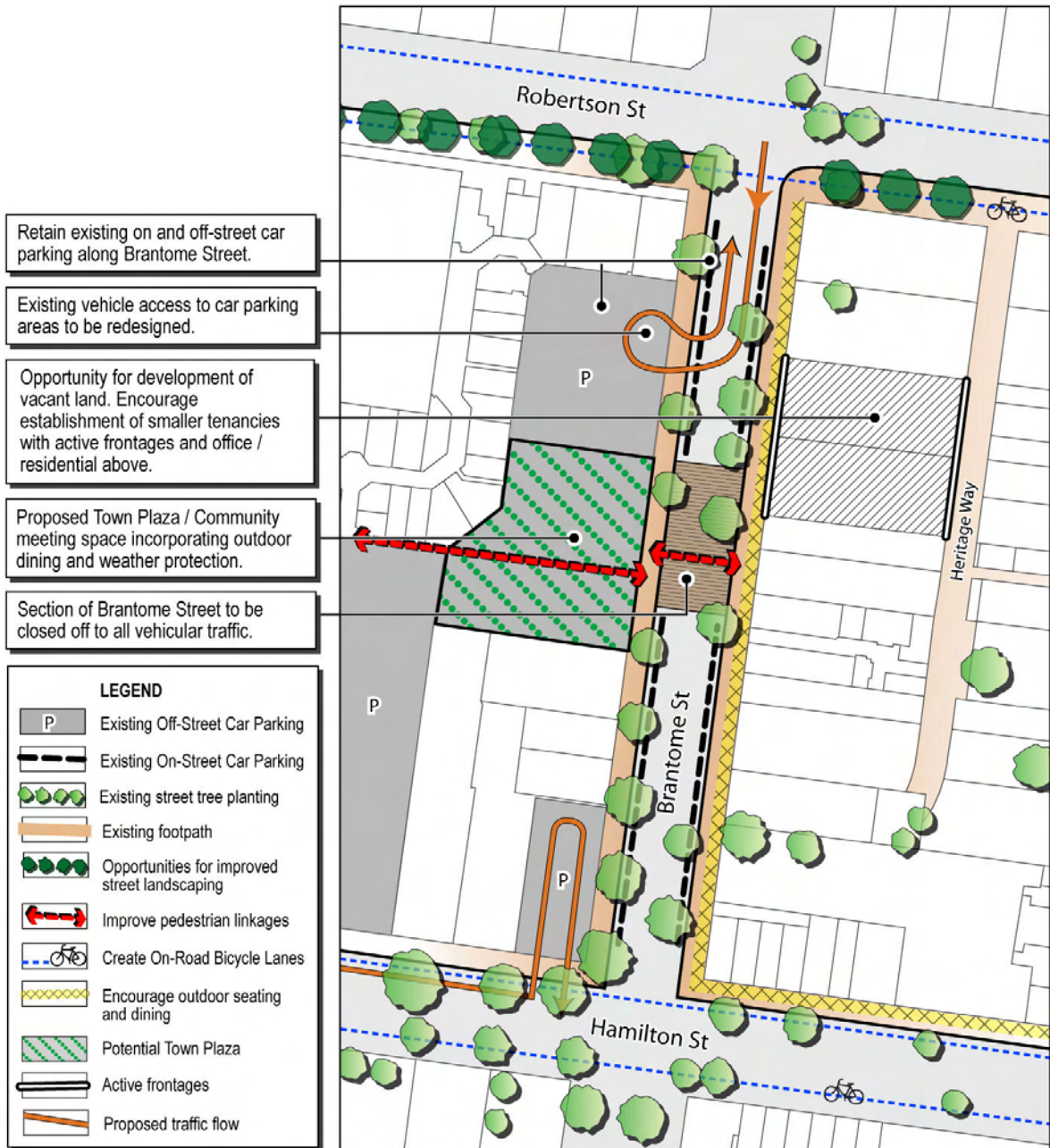
Three concepts for Brantome Street are explored on the following pages. A sketch of the Brantome Street crossing illustrated in Option 1 is included to show how this key space could become more attractive for pedestrians and improve the appearance of the streetscape through additional landscaping and public realm upgrades.

Further development of the Brantome Street concept would require extensive consultation with land-owners, adjoining businesses/premises and the community.

# Concept Plan Brantome Street (Option 1)



## Concept Plan Brantome Street (Option 2)



## Concept Plan Brantome Street (Option 3)

Option 3a- Proposed one-way traffic movement along Brantome Street.

Option 3b- Brantome Street could potentially remain a two-way access street.

Retain existing on and off-street car parking along Brantome Street.

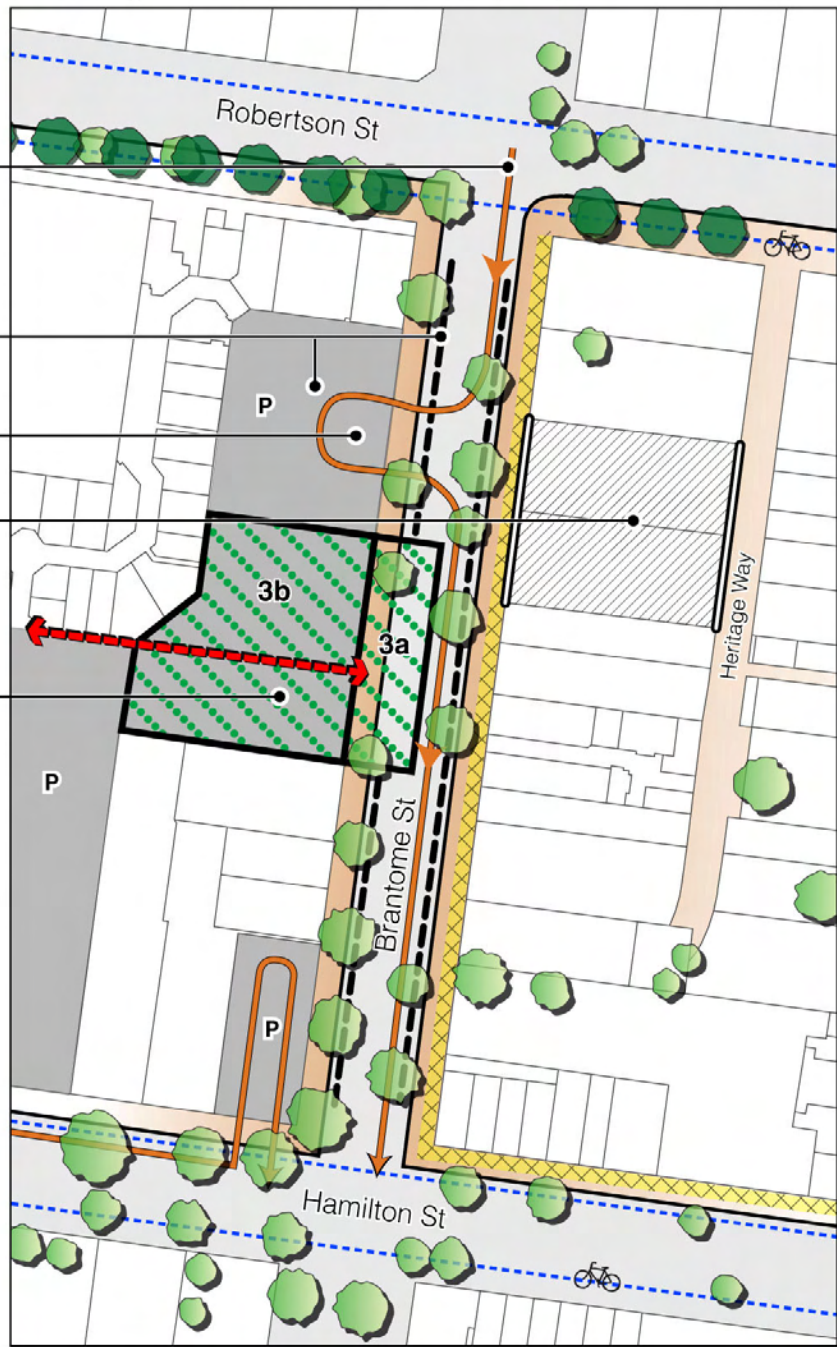
Existing vehicle access to car parking areas to be retained.

Opportunity for development of vacant land. Encourage establishment of smaller tenancies with active frontages and office / residential above.

Proposed Town Plaza / Community meeting space incorporating outdoor dining and weather protection.

**LEGEND**

- Existing Off-Street Car Parking
- Existing On-Street Car Parking
- Existing street tree planting
- Existing footpath
- Opportunities for improved street landscaping
- Improve pedestrian linkages
- Create On-Road Bicycle Lanes
- Encourage outdoor seating and dining
- Potential Town Plaza
- Active frontages
- Proposed traffic flow



## Brantome Street

Improved pedestrian link to Heritage Way and new spaces for people to stop and sit.



## **Robertson Street Gateway**

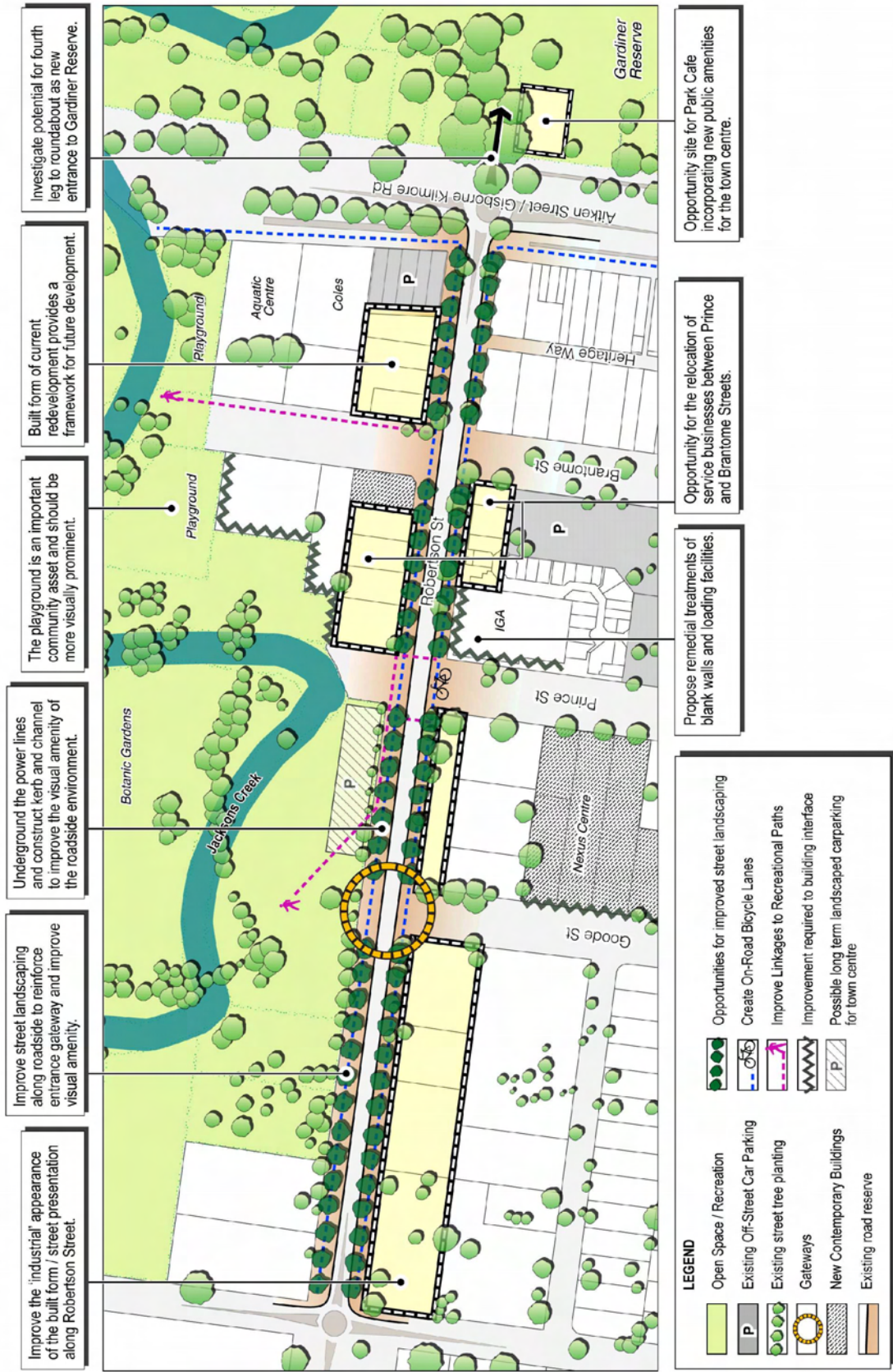
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The Robertson Street Gateway to the Town Centre is currently in need of improvement. The sense of arrival at this entrance to the township could be significantly enhanced through the improvement of landscaping within the spaces surrounding it, as well as improved articulation of the built form along Robertson Street.

The Concept Plan on the following page includes suggestions of how this streetscape could be improved as an entry point to the Town Centre.



# Concept Plan Robertson Street (Bacchus Marsh Entrance)



**LEGEND**

	Open Space / Recreation		Opportunities for improved street landscaping
	Existing Off-Street Car Parking		Create On-Road Bicycle Lanes
	Existing street tree planting		Improve Linkages to Recreational Paths
	Gateways		Improvement required to building interface
	New Contemporary Buildings		Possible long term landscaped carparking for town centre
	Existing road reserve		





# Implementation

## Implementation of the UDF

Implementation of the UDF will involve a range of statutory and non-statutory tools and actions, with responsibility for various elements falling to Council, State Government departments, public transport providers, private developers and the community (including community groups, stakeholders and residents).

### Statutory Implementation

#### Local Policy Planning Framework

There are two options for implementing the UDF into the LPPF – either as a part of Local Policy or through the MSS.

Council has recently undergone a review of the LPPF and recommended that all township policies be included in the MSS. This means of implementation is also favoured by the Department of Planning and Community Development (DPCD) as a way to reduce the quantity of Local Planning Policies in Planning Schemes. The State Government publication *Making Local Policy Stronger* (June 2007) released as a part of the recent initiative 'Cutting Red Tape in Planning' states that:

- *Clause 21 (Municipal Strategic Statement) and Clause 22 (Local Planning Policy) should be simplified and amalgamated to increase their effectiveness.*
- *Guidance on discretionary decisions should be provided by 'policy guidelines'.*

This approach would see the Gisborne UDF vision and goals and a Framework Plan that combines the key strategies and actions of the four Theme Maps included in the MSS.

The UDF, or an abridged form including the vision and all the goals, strategies and actions, and the Implementation Plan, would be included as an Incorporated Plan. The full UDF document would become a background or Reference Document.

#### Re-Zonings

A small number of re-zonings are proposed (for details see [Activities Plan](#) in the UDF Report). The proposed re-zonings are:

Proposed Re-Zoning	Explanation
R1Z to B1Z	Re-zone part of the Council Depot site at 14a Calthorpe Street from Residential 1 to Business 1 Zone. This L-shaped parcel of land, which has a frontage to Aitken Street, has been sold by Council to Mitre 10 for the purposes of expanding the existing Mitre 10 on the site to the north.

B1Z to R1Z	Rezone the land at 3 Hamilton Street from Business 1 to Residential 1. This land is currently being used for residential purposes and is considered to be outside the commercial area and appropriate for rezoning to Residential 1.
R1Z to MUZ land fronting Aitken, Brantome and Prince Streets	Re-zone from Residential 1 to Mixed Use Zone – this re-zoning has been proposed on land at the periphery of the centre where a transition of use from Business to Residential is favoured. Small scale office, medical clinics or home base businesses would provide an appropriate interface between the business and residential areas.

It is proposed that these re-zonings should form part of the Planning Scheme Amendment to implement the UDF.

### Partnerships

Between council and community groups or state government agencies

The actions listed in the attached action plan show multiple responsibilities. In some instances partnerships will need to be formed to implement the recommendations of the UDF.

### Monitoring and Review

It is important that the Council establishes and maintains a monitoring and review program for the UDF. One obvious starting point is to monitor implementation of the actions shown in the Action Plan. This should ideally be undertaken annually, as preparatory input to Council's budget preparation cycle. A formal review of the status and content of each action could be undertaken every three years. This review should also consider performance of the planning scheme policies (once they are in place), and any recommendations for change would best be considered at the same time as the Council is undertaking its three-yearly Planning Scheme review. Public consultation may be needed if the changes being considered have significant community or property impacts.

Council should keep a watching brief on the emergence of this program, and any implications it may have for its own monitoring program.

A process should be established for collecting information on development approvals on an ongoing basis, with annual reporting (perhaps feeding into Council's Annual Report), and a formal review of the effectiveness of the UDF's policies and their implementation every three years. This could occur as part of the three year Planning Scheme linked review referred to above.

### Action Plan

The Action Plan comprises a table listing the actions required to carry out the strategies and actions in this document. It identifies:

- The primary implementation responsibility within Council for each (e.g. Strategic Planning, Statutory Planning, Engineering).
- Details of other responsible agencies and stakeholders outside Council (e.g. Government departments, developers, community groups, land owners) that can assist or take responsibility in the implementation of the strategies and actions.

- The approximate cost and funding source.
- Priority and timeframe for implementation.

The goals and strategies will need to be incorporated into the Planning Scheme where appropriate to provide statutory weight to the UDF. It will also be critical to integrate the goals, strategies and actions into other Council planning processes to ensure consistent implementation across Council departments and capital works programs.

When using the Action Plan, it will be important to read the actions with the set of goals and strategies under each sub heading, to ensure a clear understanding of what the action seeks to achieve. The strategies frequently provide greater detail, which is not repeated in full in the actions to avoid unnecessary repetition.

## Gisborne UDF Implementation Program

### Timeframes:

Immediate term	Less than one year
Short term	1-5 years
Medium term	5-10 years
Long term	10+ years

### References:

DPCD	Department of Planning and Community Development
RDV	Regional Development Victoria

### Activities

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
A1	Consider undertaking a strategic review of retail land across the Shire to address where large format retail should be best located.	Council – Economic Development	DPCD RDV	\$50-\$100K Council, DPCD RDV	Medium term
A2	Work with local business operators to encourage consistent trading hours, and opening of tourism related businesses during evenings, public holidays and weekends.	Council - Economic Development	Traders Association Business operators	Within existing program budgets	Immediate term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
A3	Consider redevelopment options within the Mechanics Institute site (see Gardiner Reserve and surrounds Concept Plan).	Council – Community Wellbeing	Council – Parks, Strategic Planning	Refer also CC2 - Application for funds has been made to DHS for Windarring re-development on this site. Stage 1 is a master plan for the community centre/library/old police station precinct. If not funded council would need to fund approx. \$25,000	Short term if funded. Otherwise medium term
A4	Implement the findings of the Outline Development Plan in relation to medium density housing surrounding the Town Centre.	Council - Strategic Planning	Council - Statutory Planning	Currently budgeted for completion 08/09	Short term
A5	As recommended by The Macedon Ranges Leisure Strategy Plan, undertake an options assessment and feasibility study for a new indoor community recreation centre at Gisborne.	Council – Recreation & Culture	Council – Community Development; IP & D	Currently budgeted for 2008/09 - \$25,000. May require additional funds in later years.	Short term
A6	Consider different options available for the upgrading of the Robertson Street entrance of Gardiner Reserve, including the retention or upgrade of existing facilities, provision of new facilities and activities, including a café and combined meeting rooms, and improved means of access.	Council - Recreation & Culture	Council – Parks, Statutory Planning; IP & D	\$25,000 for master planning process.	Short – medium term
A7	Consider future options for Heritage Way to become a focus for niche retail uses.	Council - Strategic Planning	Council – IP & D, Property, Economic Development Traders Association Property owners and business operators	Design: \$10-15,000 Construction to ascertain  <i>RDV</i>	Medium-long term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
A8	Re-zone the Business 1 Zoned land currently used for residential purposes (as identified on the Activities Map) to the Residential 1 Zone.	Council - Strategic Planning	Council - Statutory Planning Property owners	Included in planning scheme amendment to implement UDF (\$25-40,000)	Short term
A9	Re-zone the Residential 1 zoned land in Aitken Street (as identified on Activities Map) to Business 1 in conjunction with an appropriate proposal for a peripheral retail uses.	Council - Strategic Planning	Council - Statutory Planning Property owners Council – Infrastructure, Property	As above	Medium term
A10	Rezoning properties fronting Aitken, Prince and Brantome Streets (as shown in Precinct 5 Map) from Business 1 zone to the Mixed Use zone and include a 500sq.m. floor space limit for offices in the schedule.	Council - Strategic Planning	Council – Statutory Planning	As above	Medium term

## Buildings

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
B1	Encourage developers to use qualified and experienced design professionals and promote the message that good design can save long term costs.	Council - Statutory Planning	Council – Economic Development Property owners	No Direct Cost	Short term- ongoing
B2	Apply the design guidelines in the UDF for retail and commercial buildings within the retail core, emphasising the need for consistent and contiguous active frontages, weather protection and retention of a fine grain building form.	Council - Strategic Planning	Council - Statutory Planning Property owners	\$10,000 DPCD, RDV	Short term - ongoing

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
B3	Apply ResCode standards to the setbacks of commercial buildings that abut residential areas.	Council – Statutory Planning	Council – Strategic Planning	No Direct Cost	Short term - ongoing
B4	Encourage development of new buildings or retrofitting of existing buildings to apply the ESD guidelines of the UDF. Consider use of rating systems for residential and commercial development, namely the Sustainability Scorecard System or STEPS, that have been developed at Moreland and Port Phillip Councils.	Council – Director Sustainable Development	Council - Statutory Planning, Economic Development, Building Property owners	No Direct Cost	Short term - ongoing
B5	Consider the preparation of brochures to outline how sustainable development can save costs in the long run and how a good overall design outcome can be achieved in cooperation with the Council.	Council - Strategic Planning	Council – Economic Development	No Direct Cost	Short term
B6	Through the Local Planning Policy Framework, encourage landmark developments that represent the character of Gisborne at gateways and on prominent sites.	Council - Strategic Planning	Council - Statutory Planning, Economic Development Property owners	See A5	Short term - ongoing
B7	Implement the recommendations of the <i>Macedon Ranges Shire Review of Heritage Precincts and Places (2007)</i> which would see the creation of a heritage precinct for Gisborne that would include buildings, street trees and street infrastructure identified as significant in the review.	Council - Strategic Planning	Council - Statutory Planning, Heritage	See A5	Short term



## Spaces

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
S1	Ensure that new development protects and enhances vegetation that contributes to the valued character of the town centre.	Council - Statutory Planning	Council - Strategic Planning, Parks	No direct cost	Short term - ongoing
S2	Ensure that new development, including buildings and any re-surfacing works are adequately set back from and located outside the root zone of trees.	Council - Statutory Planning, Conservation Planner	Council – Parks	No direct cost	Short term - ongoing
S3	<p>Replace footpaths throughout the town centre as necessary with the following suggested palette of materials:</p> <ul style="list-style-type: none"> <li>– In the Core Retail Precinct, surface footpaths with aggregate concrete (as seen in Aitken and Brantome Streets).</li> <li>– In the Civic Precinct, maintain the current red brick paving theme.</li> <li>– In Heritage Way, dependent on future access needs to Food Works (see the Access Theme), maintain the current red brick paving theme. If no other option is available for truck access to Food Works, consider resurfacing Heritage Way with bitumen.</li> <li>– In all other streets, provide standard width footpaths surfaced with concrete or bitumen.</li> </ul>	Council - Operations	<p>Council – Economic Development, IP &amp; D</p> <p>Business Operators Property Owners</p>	Costed per project	Medium term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
S4	Develop a public seating plan for footpaths in specific locations.	Council - IP & D	Council – Economic Development, Community Safety Business Operators Property Owners Community	\$5-10,000	Short term
S5	Ensure that streetscape materials and the layout of street furniture are conducive to the siting of outdoor dining areas.	Council - IP & D	Council - Strategic Planning	No direct cost	Short term - ongoing
S6	Strengthen existing landscaping through the planting of trees along identified sections of Robertson, Prince, Aitken and Hamilton Streets.	Council – Parks	Business Owners Property Owners VicRoads	Plan - \$10,000 Project – to cost RDV, DPCD	Short term
S7	Commission the production of urban art installations that represent Gisborne and welcome residents and visitors to the town centre.	Council – Recreation & Culture	Council – IP & D VicRoads	See S6	Short term
S8	Strengthen existing landscaping at the gateways to the town centre, particularly at the intersection of Robertson and Goode Streets.	Council – Parks	Council – IP & D VicRoads	See S6	Short term
S9	Adjacent to public open spaces, encourage vegetation screening or appropriately articulated facades in new development, with no or permeable fencing. Buildings with a frontage to open spaces should provide opportunities to provide informal surveillance to the space through the placement of openings.	Council - Statutory Planning	Council – Parks	No direct cost	Short term
S10	Develop a landscape plan for the open space on Robertson Street south of Jacksons Creek that enhances the entrance to this space and uses the existing urban art installation as a starting point.	Council – Recreation & Culture	Council – Parks IP & D	\$10,000	Short term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
S11	Ensure that buildings adjoining public spaces within the centre provide active frontages and uses to increase interaction and passive surveillance of the space.	Council - Statutory Planning	Council – Community Development	No direct cost	Short term - ongoing
S12	At the northern entrance to Gardiner Reserve, where the eastern extension of Robertson Street is an option, consider the use of this space for improved facilities and amenities and potentially a café (see the Gardiner Reserve / Robertson St East Concept Plan).	Council – Recreation & Culture	Council – Parks, IP&D, Economic Development Park user groups	See S10 (Repeats A6).	Short term
S13	In new development, refer to the international CPTED (Crime Prevention Through Environmental Design) standards for all new development and improvements to public space and landscaping as well as the Safer Design Guidelines (Department of Sustainability and Environment, 2005).	Council - Statutory Planning	Council – Strategic Planning, Community Development, IP&D	No direct cost	Short term - ongoing
S14	Avoid opportunities for concealment and entrapment in areas adjoining public spaces, including: <ul style="list-style-type: none"> <li>• doorway alcoves</li> <li>• walkways with only one entry point that could lead to entrapment</li> <li>• movement predictors such as walkways with poor sightlines, away from areas of activity, and without active frontages or passive surveillance opportunities</li> <li>• fenced areas to the rear of shops (provide visually permeable fencing where needed).</li> </ul>	Council - Statutory Planning	Property owners and business operators Building Designers IP&D	No direct cost	Short term - ongoing
S15	Provide increased public lighting where this is inadequate, utilising lighting styles that direct light downwards to illuminate pathways and spaces.	Council - IP & D	Council - Strategic Planning, Parks, Property	Audit - \$2,000 Delivery – to be costed	Short term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
S16	Increase the safety of public toilets in the centre and design new public toilets with safety as a primary consideration.	Council - IP & D	Council – Environmental Services, Traders	Audit - \$2,000 Delivery - to be costed	Short term - ongoing

## Access

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
X1	Maintain partnerships with the Department of Transport to ensure the ongoing provision and success of a bus service connecting the Town Centre and the Railway Station.	Council – Community Development Transport officer	Council – IP&D Department of Transport Community transport user groups VicRoads	No direct cost	Short term
X2	Work with VicRoads to improve pedestrian access around the Aitken-Robertson Street intersection and the extension of Robertson Street to provide improved access to Gardiner Reserve.	Council – IP & D	VicRoads Council – Community Development Transport officer Business Owners Property Owners	No direct cost to advocate	Short term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
X3	Work with VicRoads to improve pedestrian access around the Aitken-Hamilton Street intersection consistent with the recommendations of the Access Map in the UDF.	Council – IP & D	VicRoads Council - Community Development Transport officer Operations Business Owners Property Owners Community	No direct cost to advocate	Short term
X4	Implement the recommendations of the Gisborne / New Gisborne Outline Development Plan in relation to the development of pedestrian and cyclist linkages between the railway station, the Town Centre, the Gisborne Primary and St Brigid's Primary schools and Gisborne Secondary College.	Council – IP & D	VicRoads Council - Community Development Transport officer Traders Community	Partial funding from S173 Agreements  Balance part of Footpath Implementation Plan	Short term commencement  Medium term completion
X5	As a joint program between Council and VicRoads, implement shoulder sealing and on-road bicycle paths along Robertson, Hamilton and Aitken Streets.	Council – IP & D	VicRoads Council - Community Development Transport officer Operations	\$100,000	Short term
X6	Provide funding to Council's Infrastructure Planning and Design Department to undertake a needs-assessment of footpaths within the Town Centre, with streets lacking footpaths considered as a priority.	Council – Transport	Council – Community Development Transport officer VicRoads	\$10,000	Short term

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
X7	Continue to work in partnership with other local councils through the 'Getting Around Transport Connections' project to ensure ongoing support of a transport advocacy program for improved bus services.	Council – Community Development Transport officer	Council – IP&D Department of Transport Community transport user groups Adjoining councils	Funded position currently	Short term - ongoing
X8	In considering applications to redevelop surfaced car parks, ensure that the existing volume of car parking is retained through the provision of decked or underground car parking areas.	Council – Statutory Planning	Council - IP&D	No direct cost	Short term - ongoing
X9	Undertake a safety audit of the entrances, exits, and vehicular and pedestrian movement within off-road car parks.	Council - IP & D		Audit - \$10,000 Delivery – to be costed	Short term
X10	Ensure new development protects and enhances existing pedestrian links and provides for new links where appropriate, including cross-block linkages between Prince Street and Hamilton Street, and Hamilton Street to Aitken Street via Heritage Way.	Council – Statutory Planning	Council – IP&D	No direct cost	Short term

## Precinct 1: Core Retail

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
CR1	Negotiate with owners of buildings that currently present a blank façade to pedestrian walkways and footpaths, to either open the facades to provide shopfronts or decorate the façade to improve the appearance (eg artwork, painting or landscape treatment).	Council – Economic Development	Council – Community Development  Property owners and business owners	No direct cost	Short-medium term
CR2	Negotiate with the owners of IGA/Gisborne Village Shopping Centre to improve the northern elevation of the IGA building.	Council – Economic Development	Property owners and business open  Council – Statutory Planning,	No direct cost	Short-medium term
CR3	Require all new buildings in the Precinct to provide a minimum of 75% of the frontage or sideage to footpaths or pedestrian walkways with active uses, and no front setback from the street alignment.	Council – Statutory Planning	Council – Strategic Planning	No direct cost [May be part of A5]	Short term - ongoing
CR4	Encourage the redevelopment of vacant sites, through the development of schematic ideas, and discussions with owners.	Council – Statutory Planning	Council – Economic Development	No direct cost	Short – long term
CR5	Require new developments with a frontage to Heritage Way to provide a building with active retail or commercial uses that front the street.	Council – Statutory Planning	Property owners and business owners  Council – Strategic Planning	No direct cost [May be part of A5]	Short term - ongoing

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
CR6	Avoid expansion of the Business 1 zoning.	Council – Strategic Planning	Council – Statutory Planning	No direct cost [May be part of A5]	Short term - ongoing
CR7	Ensure that a connecting public accessway, preferably open 24 hours, is provided between Prince and Brantome Streets, and Brantome and Aitken Streets in any new development of the land.	Council – Statutory Planning	Property owners and business owners	No direct cost	Short term - ongoing
CR8	Commence procedures to provide a pedestrian activated crossing at Aitken Street, approximately mid-way between Hamilton and Robertson Streets, linking to the through block accessway.	Council – I P & D	VicRoads Business Owners Property Owners Community	\$100,000	Immediate term
CR9	Investigate methods, such as improved pedestrian refuge areas, to improve the pedestrian navigability of the roundabout at Hamilton and Aitken Streets.	Council – I P & D	VicRoads	No direct cost	Short term
CR10	Negotiate with developers and existing landholders in the activation of frontages along Heritage Way to resolve on an agreed location for shared waste collection and service deliveries.	Council – Statutory Planning	Property owners and business owners  Council – Environmental Services, Economic Development, IP&D	No direct cost	Short term



## Precinct 2: Secondary Retail

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
SR1	Discuss options for relocation with owners of inappropriate uses in these areas.	Council – Economic Development	Council – Property, Statutory Planning Business operators and property owners	No direct cost	Medium term
SR2	Approach retailers that are considered appropriate for these areas to encourage consideration of locating in Gisborne.	Council – Economic Development	Council – Statutory Planning Business operators and property owners	No direct cost	Medium term
SR3	Consider incentives or dispensations for appropriate uses in these locations.	Council – Statutory Planning	Council – Economic Development, Business operators and property owners	No direct cost	Medium term

### Precinct 3: Civic and Community

No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
CC1	Require new buildings to provide for views over the parkland, and active uses, such as meeting rooms, public areas or cafes overlooking the park.	Council - Statutory Planning	Council - Strategic Planning		Short term - ongoing
CC2	Consider redevelopment options within the Mechanics Institute site (see Gardiner Reserve and surrounds Concept Plan).	Council - Strategic Planning	Council – Parks IP&D Community Business Owners Property Owners	Refer also A3 - Application for funds has been made to DHS for Windarring re-development on this site. Stage 1 is a master plan for the community centre/library/old police station precinct. If not funded council would need to fund @ \$25,000	Short term if funded. Otherwise medium term.
CC3	See Retail Core Retail (CR8), Precinct 1, for pedestrian linkage across Aitken Street Action.	Council – IP & D	VicRoads Business Owners Property Owners	Included in CR8	Immediate term

## Precinct 4: Office and Commercial

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No.	What will we do?	Who will lead it?	Who else may help?	What is the cost and funding source?	When will it happen?
OC1	Require new buildings to be setback from the frontage for a small distance (eg 3m) to incorporate landscaping. Require new buildings to include articulation to all visible facades and relate to adjoining residential interfaces.	Council - Statutory Planning	Council - Strategic Planning		Short term - ongoing
OC2	Create a pedestrian linkage across Robertson Street through the installation of a pedestrian refuge mid-block between Goode and Prince Streets.	Council – IP & D	VicRoads Traders Assoc Business Owners Property Owners	\$50,000	Short term
OC3	Discuss options for an alternative paint treatment with the owners/operators of the Middy's building.	Council – Economic Development	Traders Association Property owners and business owners		Short term

## Precinct 5: Mixed Use

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See Action A10 under the Activities section of the Action Plan.