

new gisborne development plan

april 2015



prepared by hansen partnership pty ltd in collaboration with cardno pty ltd,
ecology & heritage partners, tim nott economics analysis & strategy and
the macedon ranges shire council



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macedon ranges shire council

Invaluable contributions have been provided from a range of Council officers within their areas of expertise and experience. Councillors have also provided valuable feedback at various stages of the project.

referral agencies

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new gisborne community and landowners

New Gisborne community members and landowners within and outside the study area who attended the consultation events, made submissions and provided input into the preparation of the Development Plan. Their valuable feedback and ideas have assisted to inform and shape the development plan and is greatly appreciated.

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preface

The New Gisborne Development Plan sets out the broad planning framework for the coordinated development of a new growth area to the west of Station Road, New Gisborne. The plan has been prepared by Hansen Partnership on behalf of Macedon Ranges Shire Council. Technical expertise and input has been provided by Cardno, Ecology & Heritage Partners and Tim Nott consultants.

The draft Development Plan was placed on public exhibition in June 2012 and received a total of 18 submissions, including feedback from referral and servicing agencies, State Government departments, Council officers, landowners and local residents. Each submission was considered and a response was prepared by the consultants and issued to Council for consideration.

The final New Gisborne Development Plan has been prepared on the basis of the Macedon Ranges Shire Council's response to submissions.

1 introduction

In November 2011, the Macedon Ranges Shire Council appointed Hansen Partnership and a team of consultants to prepare the New Gisborne Development Plan for a designated future township growth area to the west of New Gisborne. As outlined in the project brief the purpose of the project is to:

- *Prepare a detailed development plan that sets out the framework, conditions and requirements for future urban growth in the New Gisborne Growth Area.*
- *Identify and address opportunities and constraints that will affect the use and development of the land.*
- *Articulate the desired development outcomes and the overall form of development for the growth area. An innovative design response that balances community values regarding maintaining Gisborne's semi-rural character and environmentally sustainable development principles is required.*
- *Create a detailed development plan, which incorporates best practice urban design and provides for a sustainable neighbourhood and transit-oriented development.*
- *Advise on appropriate densities and housing types / forms within different parts of the study area.*
- *Create a strong sense of place by considering existing cultural heritage values, attractive built form and landscape character.*
- *Identify, protect and enhance native flora and fauna, Gisborne Racecourse Marshlands, as well as significant exotic vegetation and European Cultural Heritage.*
- *Establish the effect of future development on the existing traffic networks of Station Road, Saunders Road and Ferrier Road and recommend any improvements necessary.*
- *Build on work recently completed in the Gisborne / New Gisborne Outline Development Plan.*
- *Liaise with and successfully co-ordinate the views of landowners, the local community and referral agencies to create a shared vision and provide certainty for the future development of the area.*

1.1 purpose of the development plan

The New Gisborne Development Plan will be the key strategic planning document that will provide the long-term vision for the future planning and development of the New Gisborne Growth Area. The plan will provide a broad framework that will coordinate development across the entire precinct. It will also:

- identify and address opportunities and constraints that will affect the development of the land;

- provide direction about the desired development outcomes and the overall form of development;
- provide certainty to landowners and third parties about the form of development;
- assist in choosing the appropriate planning tools to achieve desired development outcomes and form of development; and
- ensure that overlay schedules are drafted to achieve the desired development outcomes and facilitate the development.

The plan will be relevant for both short term and longer term planning and development within the growth area, which is expected to take between 5 to 15 years to develop.

The principles of the New Gisborne Development Plan do not replace but support and are consistent with existing planning scheme provisions and guidelines that are relevant to the planning and development of a residential growth area i.e.:

- The State Planning Policy Framework of the Macedon Ranges Planning Scheme.
- The Local Planning Policy Framework set out in the Macedon Ranges Planning Scheme, including Clause 21.01-7 and Clause 22.01.
- Clause 56 of the planning scheme, which relates to residential subdivision.
- Safer Design Guidelines for Victoria.
- Public Transport Guidelines for Land Use and Development.

The principles, objectives and guidelines contained in the Development Plan may emphasise the importance of some of the principles contained in those documents, or may add to them.

Future development is required to be undertaken 'generally in accordance' with the approved Development Plan.

1.2 report structure

This Development Plan will guide use and development of land where a planning permit will be required under the Residential 1 Zone or another zone and where the land is also covered by a Development Plan Overlay. The vision and overarching principles describe how the growth area will be used and developed. Objectives must be met in order to achieve the vision and principles. The objectives are to be read as providing the key to the meaning of all other provisions of the Development Plan.

Guidelines including tables and figures explain how the vision and principles may be achieved in relation to specified matters. The guidelines will assist Council to exercise its discretion in certain matters that require a planning permit. They may or may not be included as a condition on a planning permit.

Not every aspect of the land use and development is addressed in this development plan and Council may manage development and issue permits as relevant under its general discretion.

The New Gisborne Development Plan should be read in conjunction with the Background Report and Technical Reports.

1.3 the land to which this development plan applies

The Development Plan applies to land shown in the figure overleaf. This area comprises approximately 67 hectares of land on the west side of Station Road, New Gisborne and south of the railway line. The development plan area is generally defined by:

- The Bendigo to Melbourne Railway Line in the north;
- Station Road (south of Ferrier and at the Whistle Stop Tavern) and the New Gisborne Primary School to the east;
- The Gisborne Racecourse Marshlands Reserve, Calder Freeway; and Webb Crescent, which is an unmade road reserve, to the south; and
- Property boundaries running north-south in the Rural Living Zone to the west.

1.4 methodology

The project involved the following four stages:



Stage 1 of the project involved the collation of a range of background material and undertaking technical assessments. Stage 2 included an 'enquiry by design' process involving collaborative and intensive consultation with interested stakeholders, landowners and agencies. The process arrived at an agreed set of principles for the consultant team to evolve into a development plan for the New Gisborne growth area.

Stage 3 involved preparation of the plan itself and public exhibition, where the community and other stakeholders had an opportunity to provide feedback on the plan itself. Stage 4 included finalisation of the Development Plan, which considered all feedback received and sought to implement the outcomes of the project into the Macedon Ranges Planning Scheme.

new gisborne development plan

location plan

legend

study area



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2 context

The New Gisborne Development Plan is informed by thorough background analysis of the study area, consultation with the community and stakeholders and a detailed analysis of the existing policy context. The background research has included investigation into flora and fauna, drainage, landscape character, urban form, open space and recreation, environmental, access and movement implications of development. The findings of the background report have been used to guide the preparation of the Development Plan. A brief summary is provided below.

2.1 regional and municipal context

The New Gisborne growth area is located in the Macedon Ranges Shire, approximately 52km north-west of Melbourne. New Gisborne has direct access to metropolitan Melbourne via the Calder Freeway and the Melbourne-Bendigo railway line.

The Gisborne and New Gisborne township area forms the major urban centre in the southern half of the Shire. South of the freeway, in the Jacksons Creek valley lies the Gisborne township, whilst New Gisborne is located north of the freeway and south of the railway line. The New Gisborne Industrial Estate is located approximately 600m east of the growth area.

Macedon Ranges Shire is experiencing increasing pressures for growth and development. This is in part due to proximity of the Shire's townships to metropolitan Melbourne and the subsequent ease of commuting, improvements to the regional rail and freeway networks, and the popularity of the area for those seeking a lifestyle change and retirees.

2.2 local context

New Gisborne is currently a small residential community with an estimated population of 1,479 (ABS census, 2006). The township forms part of the broader Gisborne / New Gisborne settlement, which had a combined population of 6,398 in 2006.

Given the size of Gisborne and its proximity to New Gisborne, New Gisborne has limited retail services. The township has good community services and infrastructure in the form of three primary schools and access to the Melbourne – Bendigo Railway Line and Calder Freeway.

2.3 demographic projections

According to the ABS in 2006 the estimated population of New Gisborne (urban area) was 1,479 people. Using the number of building permit approvals for dwellings that have been issued in New Gisborne since that time the 2011 township population is estimated to be 1,911 people (based on an average household size of 2.7 people).

The New Gisborne Growth Area is projected to provide approximately 330 - 350 dwellings in greenfields areas, with the potential for additional dwellings via infill of existing larger lots abutting Station Road. This will result in a neighbourhood of approximately 860 people (based on an average household size of 2.7 people – excluding infill opportunities).

The ultimate population of the New Gisborne township area once the study area is fully developed is expected to be around 2,860 people, noting that there is limited infill potential available within the existing township area.

2.4 study area features

The land is relatively flat and primarily consists of large rural living parcels of land ranging in size from 0.7 to 19 ha. The residential allotments along Station Road within the development plan area have lot sizes ranging from 0.02 to 1.1 ha.

The heritage significant Westport property (Heritage Overlay 270) lies in the northwest portion of the development plan area and is surrounded by both exotic gardens and more broadly a remnant vegetation patch of Plains Swampy Woodland. The Gisborne Railway Station lies just outside the development plan area. Existing commercial and community facilities in New Gisborne include three primary schools, the Whistlestop Hotel and Ross Watt Reserve.

The Gisborne Racecourse Reserve Marshlands, which lies to the south of the development plan area, has significant importance for nationally threatened flora and fauna species. The marshlands contain a number of *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) listed flora and fauna species. A manmade drainage line from the reserve runs north to the railway line.

There are native flora and fauna assets within the development plan area including EPBC Act listed Grassy Eucalypt Woodland, nationally significant Matted Flax-lily, very high and high conservation significant woodlands and significant large old scattered Swamp and River Red Gums. Some 65 fauna species were recorded, including regionally significant migratory birds.

The development plan area is highly visible between view lines from the Calder Freeway to the Macedon Ranges. New Gisborne also has a distinct village feel, particularity associated with the intact weatherboard cottages and the avenue of Oaks and Elms on Station Road.

3 the development plan

3.1 vision

Reaffirming the underlying objectives of the Gisborne / New Gisborne ODP (2009), the vision for the study area is:

To create a transit orientated settlement, building on the educational, public transport, local commercial and employment opportunities in the area, and sustainable development principles, as well as respecting the township's semi-rural character, heritage streetscapes, view lines to the Macedon Ranges and significant natural environmental assets, including Gisborne Racecourse Marshlands Reserve.

3.2 overarching planning and design principles

In order to achieve this vision the Development Plan is underpinned by the following key planning and design principles:

- Prioritise the protection and enhancement of the natural environment as a major driver in the design and layout of the growth area.
- Locate a neighbourhood activity centre in proximity to Ross Watt Reserve and existing civic facilities in a prominent, central location with main road frontage to meet the needs of the existing and future community, incorporating retail and non-retail uses, including a small community centre.
- Encourage housing diversity with medium density housing located around the Neighbourhood Activity Centre (NAC) and Whistle Stop Tavern to reinforce the importance of these two spines capitalising on proximity to the Gisborne Railway Station and community facilities.
- Prioritise pedestrian and bicycle access and permeability throughout the growth area.
- Respond to traffic concerns on Station Road, whilst recognising its role as the key north-south connector road between Gisborne and New Gisborne.
- Establish a high quality and attractive, landscaped boulevard along Ferrier Road that provides the primary east-west link through the study area and builds upon the formal street planting theme that is already established at its eastern end.
- Align roads to capture views of the Macedon Ranges and natural features, where possible, whilst retaining a grid-like layout.
- Terminate view lines and vistas with vegetation, parks and open space areas wherever possible to ensure a connection with the natural environment is a tangible feature of the growth area.
- Create a spatially memorable place through thematic landscapes and the establishment of key destinations, landmarks and nodes within the growth area.
- Develop a network of passive open space areas and natural environmental areas that are safe, attractive, comfortable places for the community, and provide for the protection, enhancement and connection of areas of native flora, fauna and waterways within and beyond the growth area.
- Incorporate principles of Water Sensitive Urban Design into public open space areas to contribute to the sustainable and efficient management of stormwater.
- Establish clearly defined and visually interesting gateways and boulevard entries that reflect the local context and provide a sense of arrival into the Development Plan area.

new gisborne development plan

development plan

legend

- study area 
- residential development areas 
- existing residential development with opportunity for further subdivision 
- boulevard roads 
- parkways 
- internal streets 
- potential future access 
- future road access 
- bicycle/pedestrian links 
- potential emergency access 
- existing freeway 
- existing roads 
- road bridge 
- existing train station 
- existing rail line 
- neighbourhood activity centre (n.a.c.) 
- community centre 
- sewer pump station 
- existing buildings 
- proposed buildings 
- vegetation to be retained and protected 
- revegetation/offset area 
- heritage conservation area: westport homestead 
- existing vegetation to be retained 
- existing large old trees to be retained where possible 
- proposed open space/ habitat links 
- proposed drainage channels to melbourne water requirements 
- proposed retarding basin 
- existing open space 
- existing waterbodies 

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4 development plan elements

The vision and overarching planning and design principles are to be delivered through a series of objectives and planning and design guidelines based around the following five key elements:

1. Land use, density and staging
2. Urban design and character
3. Natural environment and landscape
4. Open space
5. Access and movement
6. Infrastructure and servicing

Each element includes:

objectives

- Objectives describe the desired outcome to be achieved by development and underpin the vision and principles set out in the Development Plan. The objectives 'must be met' or must be reflected in a planning permit condition, where the Council considers necessary.

guidelines

- Guidelines relate to planning and design guidelines including figures and tables that 'should be met'. The guidelines set out preferred outcomes for developments that should be reflected in planning permit applications and assist Council to determine whether the objectives have been met.
- To meet the objective, an alternative proposal that does not meet the requirements of the guidelines may be proposed. If Council is satisfied that the alternative meets the objective, then the alternative may be considered to the satisfaction of the responsible authority.

4.1 land use, density and staging

The Development Plan covers an area of approximately 67 hectares and comprises a range of different land use activities. The total developable area is 56.5 ha, excluding the area of existing residential subdivision and open space to the south of Octagonal Court, the existing residential lots fronting Station Road, and the Whistlestop Tavern site.

The Development Plan area has been divided into a number of neighbourhoods: the Neighbourhood Activity Centre, including a Community Hub; Medium Density Residential area and Conventional Density Residential Area. The Land Use Budget on the following page provides sub-totals for each neighbourhood to show the relative development potential of each precinct.

4.1.1 net developable area

The Net Developable Area (NDA) is land within the growth area that is available for development. In order to determine the NDA, certain land use components such as open space, drainage lines, heritage and conservation areas etc. have been deducted from the total area of the New Gisborne Development Plan area (refer table opposite)

The total net developable area is approximately 39.3 hectares.

Description	Area (ha)	% of developable area
Total Developable Area (ha)	56.50	100%
Open space		
Unencumbered land for recreation		
- Passive open space – local park	1.17	2.06%
- Plaza	0.09	0.17%
<i>Subtotal unencumbered land</i>	<i>1.28</i>	<i>2.27%</i>
Encumbered land for conservation & drainage		
- Drainage lines, WSUD, Wetlands	3.69	6.53%
- Retarding Basin	2.09	3.70 %
<i>- Subtotal encumbered land</i>	<i>5.78</i>	<i>10.23%</i>
TOTAL OPEN SPACE	7.06	12.50%
Conservation		
- Vegetation to be retained (Westport)	4.63	8.19%
- Offset area (Westport)	0.79	1.40%
- Vegetation buffer (east side of Westport)	0.32	0.56%
TOTAL CONSERVATION	5.74	10.15%
Heritage		
-Westport Homestead heritage conservation area	2.59	4.58%
TOTAL HERITAGE	2.59	4.58%
Community facilities		
- community hub	0.02	0.04%
TOTAL COMMUNITY	0.02	0.04%
Transport		
- Ferrier Road reserve	1.80	3.19%
TOTAL TRANSPORT	1.80	3.19%
TOTAL NET DEVELOPABLE AREA EXCLUSIONS (ha)	17.21	30.46%
TOTAL NET DEVELOPABLE AREA (ha)	39.29	69.54%

4.1.2 land use budget

The Land Use Budget includes details of land allocated for the Activity Centre and for different Residential Area Types, including Dwelling Yield Estimates for each development cell across the area.

Description	Area (ha)	% of developable area
Total Developable Area (ha)	56.50	100%
Activity centre		
- Station Road neighbourhood activity centre	0.70	1.24%
Residential		
- medium density	5.50	9.73%
- conventional density	21.49	38.03%
TOTAL RESIDENTIAL	26.99	47.77%
TOTAL NET RESIDENTIAL DEVELOPABLE AREA (ha)	26.99	47.77%

The demographic profile, including housing and population projections to 2031, of Gisborne and New Gisborne was reviewed in the ODP. The ODP proposed to accommodate a portion of future population growth in the New Gisborne growth area. The project brief estimates that the growth area would yield approximately 350 dwellings.

The development scenario proposed in the Development Plan provides for medium density residential development adjacent to the railway line, behind and to the south of the Whistlestop Tavern, and immediately to the west of the Neighbourhood Activity Centre. Conventional residential development will extend across the majority of the growth area as a natural extension of the existing New Gisborne settlement patterns.

Due to the extent of encumbered land associated with drainage, heritage and conservation, the net developable area is significantly reduced and the lot yield is expected to be in the order of 330 -350 dwellings in greenfield areas. There is further infill potential of existing larger residential allotments abutting the west side of Station Road that would result in a higher yield if taken up.

4.1.3 housing

The project brief sets out to establish the New Gisborne Growth Area as a 'transit oriented settlement'. Transit Oriented Developments (TODs) are generally defined as mixed-use, dense neighbourhoods that are focused around public transport stations. The main aim of a TOD is to encourage people to use public transit instead of vehicles.

Whilst TODs and State Planning Policies promote mixed use development and higher densities around public transport nodes, the development potential related to transit facilities varies throughout metropolitan Melbourne and rural areas such as New Gisborne. The nature and role of the New Gisborne Railway Station is one of moderate public transport accessibility associated with the regional rail network. Public transport usage is also subject to wider policy decisions, such as service frequencies, fare structures and other operational factors. Thus in this context, and in recognition of the level at which Local Government is able to influence these issues, the New Gisborne Development Plan takes a generalised approach to planning for and enhancing the relationship between urban form, land use and transit.

It is also important to distinguish that New Gisborne has a unique village character due to the combination of heritage buildings and fine-grained scale of Station Road, mature street tree plantings, and natural environmental assets. As such, the community has expressed a strong desire to protect these existing character attributes, as well as ensure future development of the growth area enhances the village feel of the township. Often this desire is argued through the provision of lower densities.

The New Gisborne Development Plan responds to these issues by providing a mix of development densities, with medium density focussed closer to the Railway Station and future NAC. At the same time, a philosophy to protect and enhance rural and sensitive interfaces is proposed through the provision of lower densities at the extremities of the study area.

objective:

The objective for housing is to provide a diversity of housing types to meet the needs of existing and future residents of Gisborne / New Gisborne, in a form that will enhance the character of the township, with a higher density of housing being located in accessible locations closer to the railway station and the neighbourhood activity centre.

guidelines:

- Ensure a variety of dwelling densities and lifestyle opportunities is provided.
- Enhance links to the existing New Gisborne residential area.

4.1.4 development staging

objectives:

The objectives for development staging are to:

- Provide for orderly and efficient delivery of infrastructure.
- Ensure staging does not create circumstances in which residents will be unreasonably isolated from commercial and community facilities or public transport.

guidelines:























Generally, staging will be determined by the development program of developers within the growth area and the availability of infrastructure services. However, the following guidelines apply:

- Staging must, to the extent practicable, be integrated with adjoining development, including the timely provision of connecting roads and walking / cycling paths.
- Access to each new lot must be via a sealed road.
- Stage development to enable the early delivery of community and open space facilities.

new gisborne development plan

land use and lot density

legend

- study area 
- medium density residential development areas 
- conventional density residential development areas 
- existing residential development with opportunity for subdivision 
- heritage conservation area: westport homestead 
- vegetation to be retained and protected 
- revegetation/offset area 
- neighbourhood activity centre (n.a.c) 
- community centre 
- sewer pump station 
- existing buildings 
- proposed buildings 
- proposed local parks (unencumbered open space) 
- existing open space 
- proposed drainage channels (encumbered open space) 
- proposed retarding basin (encumbered open space) 
- existing vegetation to be retained 
- existing large old trees to be retained where possible 
- proposed roads 
- future road access 
- existing roads 
- existing rail line 



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4.2 urban design and character

The objectives and guidelines relating to urban design and character seek to achieve high quality urban design and architecture, which reflects the particular characteristics, aspirations and cultural identity of the New Gisborne community, and promotes the unique qualities of the township within a strategic context. The guidelines will help to ensure a degree of consistency in new development within the study area, noting architectural diversity and variety should be achieved 'within' a common urban design pattern applied to particular parts of the growth area.

This section articulates overall objectives for the Development Plan, and specific treatments for each of the precincts identified on the Planning and Design Principles Plan. The objectives and guidelines aim to provide a framework so that future development can enable an effective opening up of and support to the environmentally sensitive west and south edges of the Development Plan area, an attractive and safe environment for residents to live, a vibrant retail, community and recreational area and a quality built frontage to the key road network.

The purpose of the urban design guidelines is to guide new development within New Gisborne to support the preferred character for the area, which is as follows:

- The town will maintain a strong village character, preserving the natural and tranquil village setting of New Gisborne.
- The strong presence of native vegetation, particularly canopy trees, both within the public and private realms will reinforce the rural and environment character of the area.
- Buildings will be sited and designed to integrate with the environmental and landscape setting and be sympathetic to the village and rural context.

objectives

The overarching urban design and character objectives address matters that are to be achieved by any future development of the site and apply to all character precincts of New Gisborne:

- Incorporate a '**mix of uses**' within the development area including single and multi-dwellings catering for a wide range of household types, a neighbourhood activity centre as a place to shop and socialise, and other business services meeting the needs of the local community.

- Encourage a '**well designed, contemporary urban form**' that is distinctive and complements the rural, environmental and village character of the setting.
- Extend the '**local access and movement network**' into the site with a series of legible and permeable streets catering to different modes of transport and connecting the community to public spaces, recreational facilities and the like.
- Enhance local and '**valued landscape features**' with a new character based on strong landscape elements which unify the site with its adjacent parkland, marshlands and other rural areas.
- Establish a '**sense of address**' with a well-designed neighbourhood activity centre and 'entry' experience at the intersection to be derived from the built form and the landscape.
- Ensure '**interfaces**' are enhanced and respond to the landscape and visual qualities of the area, as well as noise attenuation along the railway line to the north.
- Establish '**a new built form**' that is innovative and energy efficient, contributes to a good 'sense of place', creates a coherent identity and community ambiance and incorporates a design theme and palette drawn from the broad landscape character of the Macedon Ranges and the open pastoral land.
- Encourage high standards of '**environmentally sustainable design**' at a precinct level as well as for each individual element of any future development.

character areas










Each of the character areas has a different use, density or interface relationship and therefore specific design objectives and guidelines have been developed that are relevant to these areas. The guidelines for each area will be outlined under the following headings:

- Site Design Guidelines
- Building Design Guidelines
- Access and Movement Guidelines
- Public Domain Guidelines

new gisborne development plan

planning and design principles

legend

-  maintain a strong semi-rural/village character
-  establish housing diversity
-  maintain gnd structure
-  protect heritage assets
-  integrate with the sensitive landscape setting
-  improve access and car parking at school site
-  provide key entry point
-  potential future link
-  enhance the public transport interchange
-  design a commercial & community centre
-  create north-south links
-  establish/protect existing high quality and attractive, landscaped boulevards
-  create open space corridor- 'biolink'
-  retain visual and physical links to natural environment
-  retain and protect existing vegetation
-  utilise the drainage corridor
-  minimise the noise impact along railway corridor
-  protect sensitive environmental interface



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4.2.1 main street interfaces

The 'main street' guidelines apply to development which fronts Ferrier and Station Roads. These roads form the main connector streets of New Gisborne and as such interfaces to them will have a different character to other areas within the township. It is the intention of these guidelines to promote a lower intensity residential development form, which supports a landscaped boulevard arrangement, and to protect the important character elements and view lines which exist in New Gisborne. Of particular importance are views to Mt Macedon to the north, which are freely available along certain points of these corridors. The guidelines also seek to allow the diversity of forms which will define the area in the future. The main streets of New Gisborne have the potential to be in-filled and a diversity of residential opportunities developed. The consequential increase in activity this development creates will be further encouraged through the maintenance of high levels of pedestrian amenity and the development of public realm improvements outlined in the New Gisborne Development Plan.

objectives

- To protect, retain and enhance native and exotic vegetation that contributes to the character of New Gisborne.
- To promote attractive, informal village streetscapes that emphasise dominance of native and exotic canopy vegetation and understorey planting.
- To reinforce and create vegetation dominated views of private allotments when viewed from the street.
- To encourage landscaped front setbacks that offer a sense of openness from the street rather than solid fencing.
- To ensure that signage, lighting and street infrastructure do not dominate the streetscape and visual clutter is minimised.
- To maintain the village character of Station Road and reinforce the low profile of buildings to either side of the main streets of the town.
- To ensure that development on Ferrier and Station Road supports the traditional rhythm of the town and presents an active street address.
- To maintain generously proportioned front setbacks along the streetscape that allow for garden frontages and views through to the broader landscape.
- To support a highly amenable and attractive main street spine along Ferrier and Station Roads with an emphasis on the pedestrian experience.

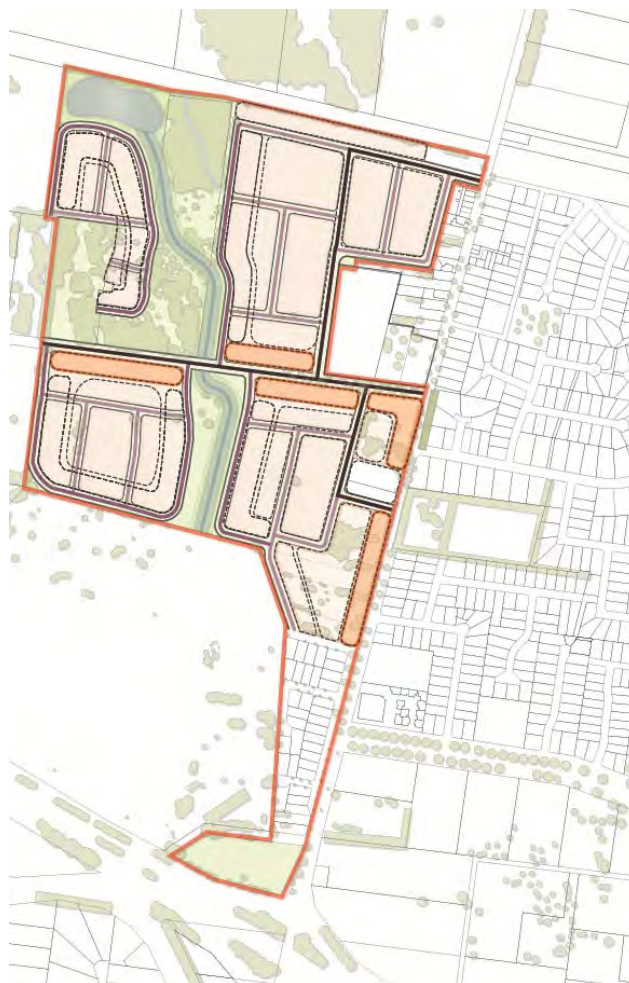


Figure 1: Main Street area



subdivision and site design guidelines

- Lots sizes should generally range from 800m² to 850m².
- Buildings should address the street and respect the particular attributes of the frontage (i.e. park, road, residential).
- Driveways, garages and carports should not dominate the streetscape.
- Building orientation should be derived from principles of passive solar design, wherever possible.
- Building entries within the frontage should be highly visible from pedestrian pathways and the streetscape.
- Buildings should be sited to provide a minimum 6m street setback.

building design guidelines

- Development should reflect a scale that is compatible with the prevailing character within the New Gisborne township.
- New residential development should present an active street frontage set 6 m back from the street frontage wherever possible, to ensure a landscaped boulevard character and a positive interface with the streetscape.
- Any upper level or double storey form should be designed to reflect the existing or perceived character.
- Some variation in front setbacks for commercial and other non-residential uses within the Station Road are supported, subject to the provision of frontage landscape treatments (refer NAC Design Guidelines).
- Residential development fronting Ferrier Road and Station Road should generally provide moderate setbacks to side boundaries.
- All new buildings within Ferrier and Station Roads interfaces should adopt a materials palette drawn from the prevailing finishes found in Station Road-
- The use of contemporary materials and their application is encouraged as long as they are consistent with the prevailing character-
- Houses on corner sites may require special treatment and should address both street frontages and should not present a continuous blank wall to either frontage.

The intent of the above building design guidelines is to provide general design suggestions and ideas for future development. These guidelines are not to be interpreted as mandatory requirements, permit conditions or implemented through Section 173 of the Planning and Environment Act 1987.



access and movement guidelines

- Pedestrian access to properties fronting Ferrier and Station Roads should be available directly from footpaths, with secondary access provided to the rear where possible.
- Primary vehicular and pedestrian routes should be clearly identifiable through visible links, strong landscape character and imposing built frontage.
- Rationalise the number of vehicle entry points. On corner sites, locate the vehicle entry along the side street.
- Where possible the amalgamation of crossovers from the streetscape to lots (i.e. on neighbouring properties) is encouraged.

public domain guidelines

- Residential buildings should include generously proportioned front setbacks for the provision of landscape behind semi-transparent or open fencing. Solid or high front fencing on boundaries is discouraged.
- Buildings should appear as recessive elements in the streetscape nestled within canopy vegetation and understorey planting.
- Ensure the retention of existing native and exotic vegetation within Station and Ferrier Roads through installation of formal timber tree guards for protection.

- Establish understorey planting with flowering shrub and native grass effects at the key intersection of Station and Ferrier Roads, as well as other key intersections.
- Establish consistent footpath surface treatments to the length of Station and Ferrier Road and incorporate natural stone kerb and channel effects.
- Lighting within the public realm should be restrained and where possible of a pedestrian scale. Tall pole flood lighting is discouraged.
- All existing and future infrastructure, including services, should be contained underground within service trenches and pits and not visible within the public realm.
- Bus stops and street furniture such as bins, seating and shelters should be consistent in design which fits in with the character of New Gisborne.
- Public art is encouraged at strategic locations and should embrace the environmental, historic and aesthetic quality of the development plan area.
- Consistent avenue planting (staggered or informal) should be reinforced with a common selection of exotic and native species available in the area.
- Landscaping should be designed to minimise the visual impact of roadside parking with low-lying shrubs and trees.
- Passive and active sustainability measures should be adopted in the public realm including the collection and storage of stormwater and the incorporation of solar panels.



4.2.2 parkland and sensitive interfaces

The parkland and rural interface design guidelines have been prepared in recognition of the different typologies of development that are necessary when considering built form along the bio-link, marshlands reserve, vegetation protection areas and rural land to the west.

The development plan area has differing physical characteristics in terms of the abutting environmental assets. In addition, much of the land has a range of possible orientations and responses which need to be carefully managed to ensure an optimal outcome for the broader growth area.

The key aim of these guidelines is not only to protect the key parkland / environmental corridor and rural interfaces from inappropriate development, but to actively encourage sensitive development which increases both the public amenity and environmental qualities of the setting. This includes implementing water sensitive urban design, encouraging passive surveillance and improving pedestrian/ cycling movement along the edges.

objectives

- To encourage development that addresses and supports active utilisation of the main drainage corridor and other public open space interfaces and reflects sensitively to the image and environmental condition of the setting.
- To retain open views to parkland.
- To ensure development integrates with the surrounding landscape and minimises disturbance to the natural landform and vegetation.
- To encourage a diverse range of buildings materials and colours that complements the rural landscape setting of New Gisborne.
- To ensure lighting of development creates a safe environment along open space interfaces.
- To support highly contemporary integrated design that improves the accessibility and amenity of both the private and public realm.
- To encourage a particularly strong natural landscape setting along the drainage corridor and marshlands interfaces in recognition of their role as scenic biodiversity areas.



Figure 2: Parkland and sensitive interface areas



subdivision and site design guidelines

- Lots sizes should generally range from 600m² to 1000m². Lots adjoining land in the Rural Living Zone should generally be at the upper end of this range in order to provide for a sensitive transition at the urban/rural interface.
- Lots should be of adequate size and dimensions to allow for a freestanding setback dwelling with vehicle access.
- Development that addresses parkland and sensitive interfaces should not dominate the environmental setting but rather enjoy the merits of outlook behind a soft landscape frontage.
- View sharing is a central principle of the Development Plan and the siting of new buildings should have consideration of existing public and private view lines.
- As a feature of the drainage corridor, the design of buildings should be particularly sensitive to slope and local drainage conditions.
- Buildings should be sited to avoid the removal of established on-site vegetation where possible.
- Siting of buildings adjoining vegetated parkland and / or vegetation protection areas should meet the CFA's buffer and setback requirements for buildings located in proximity to unmodified fuel zones.

building design guidelines

- Building heights along the parkland / rural interfaces may extend to 2 storeys, provided the height can be accommodated without compromising views.
- The use of stepped building forms and configurations to limit the perceived height and scale of drainage corridor buildings is encouraged
- Side and rear setbacks should be consistent with Clause 54 or Clause 55 of the Macedon Ranges Planning Scheme, as appropriate.
- All new buildings abutting the key open space network should adopt a colours and materials palette that blend with the natural features of the corridor.
- The use of contemporary materials and their application is strongly encouraged as long as they are consistent with the existing or prevailing / perceived neighbourhood character.
- Building roofs should positively contribute to the overall identity of the building form.
- Landscape integration is a key feature of parklands / rural interface developments and as such the use of muted natural tones and soft tactile natural materials is supported.
- Buildings adjoining parklands and rural vegetation areas to be retained should meet the CFA's requirements.

The intent of the building design guidelines is to provide general design suggestions and ideas for future development. These guidelines are not to be interpreted as mandatory requirements, permit conditions or implemented through Section 173 of the Planning and Environment Act 1987.

access and movement guidelines

- Pedestrian access from individual lots towards the biolink and its associated pathways should be provided through low-profile gates presenting to the biolink.

public domain guidelines

- All developments should provide for appropriate native canopy and understorey landscaping to integrate with the adjoining open space.
- New development should seek to retain and protect existing established vegetation, particularly canopy vegetation wherever practicable. This may include retention of trees in road reserves, front and rear yards.
- The retention and sustained livelihood of existing canopy vegetation located within road reserves should be ensured. If need be, access should be provided around vegetation as opposed to the removal.
- Buildings should in all instances front public open space to improve surveillance and activation of the public realm.
- Fencing along the parkland and sensitive interfaces should be avoided where possible in favour of informal landscaping treatments to achieve boundary separation.
- Broad areas of lawn and reliance on water use should be reduced.
- Adopt passive and active sustainability measures in both the public and private realms, including the collection and storage of stormwater on site and the incorporation of solar panels.
- Given the location and the demands of local drainage, rain gardens, detention and on-site storage facilities in keeping with Melbourne Waters' guidelines should be provided.
- Buildings should appear as recessed elements from roads and other public vantage points.
- Rain water tanks should be positioned to the rear of buildings or be placed underground. Water tanks should be of earthy tones that reflect the surrounding natural landscape and minimise visual intrusion

4.2.3 residential areas

The 'residential' design guidelines are to be applied to a large area of standard lot subdivision within the New Gisborne Development Plan area. This includes conventional density residential lots to the north and south of Ferrier Road, and larger, lower density lots in the southwest part of the study area. These areas make up most of the growth area's anticipated housing growth and will accommodate typically for detached dwellings on lots and where applicable multiple dwellings on lots in association with subdivision.

The intention of these guidelines is to assist in the design of standard detached dwellings and multi dwelling forms so that they represent a new era of dwelling design that is particular to the character and image of the New Gisborne Township. This is not to say that all new houses should be 'traditional' in image, rather that they are sited, configured and presented in a way that complements the broad character and landscape ambitions for the town. Given the importance of long range views and the village feel and informal quality of local streets within New Gisborne the guidelines emphasise development scale, setback and the use of materials and finishes.

objectives

- To establish safe, functional, practical developments that contribute to the village context of New Gisborne.
- To encourage energy efficient development appropriate to local conditions and climate.
- To promote contemporary buildings that complement the village scale and character of New Gisborne through interpretive expression and material use.
- To ensure lighting of development creates a safe environment and does not detract from the rural character of the area.
- To maintain the village character of residential areas and reinforce the low domestic profile of buildings within local streetscapes.
- To ensure that development in residential areas address local streetscapes and supports the traditional format of existing New Gisborne residential areas with detached dwellings on lots with front setbacks.
- To ensure that building siting, including side and front setbacks allow for garden frontages, vegetated side setbacks and views through to the broader landscape.

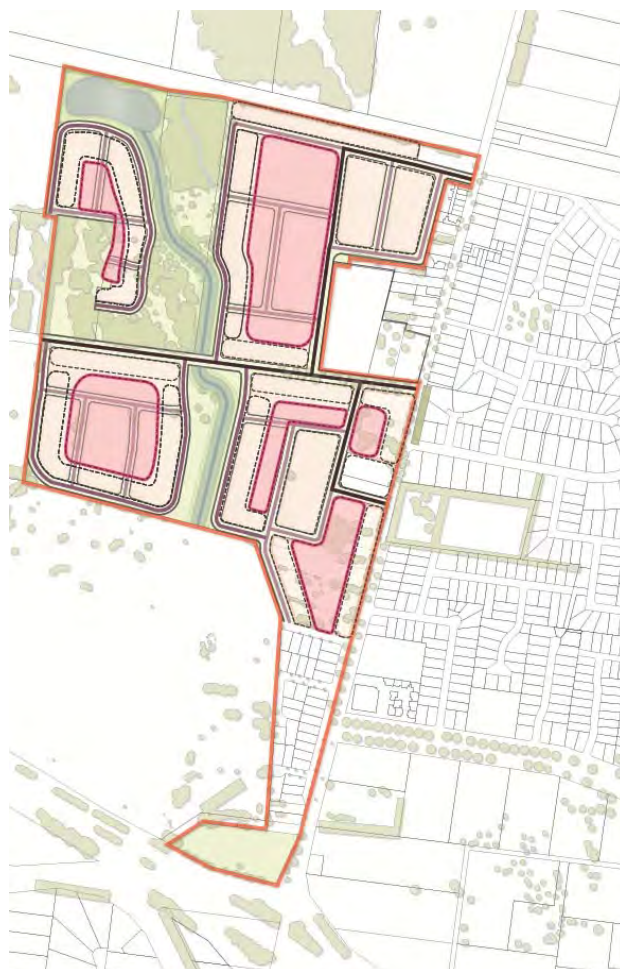


Figure 3: Residential areas



subdivision and site design guidelines

- Lot sizes should generally range from 600m² to 800m².
- Where the re-subdivision of larger lots is sought, the configuration of new lots must ensure an appropriate street address and presentation is provided.
- Building siting should be carefully considered with respect to street address, solar orientation, amenity and the prospective sharing of views from both neighbouring properties and the adjoining public domain.
- Building siting should be cognisant of existing established vegetation, including canopy trees, within the lot and the opportunity for new plantings within setback areas.
- Driveways, garages and carports should not dominate the streetscape.
- Water reuse opportunities such as stormwater tanks should be considered to reduce peak runoff.
- Private open space should enjoy high levels of natural light and sunlight.

building design guidelines

- Maintain the low profile of buildings throughout residential areas, primarily through encouraging single / double storey development with pitched roofs.
- Any upper level or double story form should be designed to reflect the existing or perceived character.
- The design of detached or attached buildings should ensure a sense of address to local streetscapes and must be set in front of any garage and / or outbuildings.
- Given the landscape and environmental setting, buildings should be setback from the front boundary to allow for the provision of soft boundary affects.
- Side and rear setbacks should be consistent with Clause 54 or Clause 55 of the Macedon Ranges Planning Scheme, as appropriate.
- All new buildings in residential areas should adopt a materials palette drawn from the prevailing finishes found in the streetscape.
- The use of contemporary materials and their application is strongly encouraged as long as they are consistent with the prevailing character.
- Ensure that services infrastructure such as air conditioning units are not visually prominent and located to minimise the acoustic impact on adjacent properties.
- Buildings should incorporate energy efficient features in their design where appropriate. This includes gaining optimal solar gain in winter and encouraging natural ventilation.

The intent of the building design guidelines is to provide general design suggestions and ideas for future development. These guidelines are not to be interpreted as mandatory requirements, permit conditions or implemented through Section 173 of the Planning and Environment Act 1987.



access and movement guidelines

- Access to allotments should be achieved directly off the local street, via a single vehicle crossing and associated driveway.
- Where possible the amalgamation of crossovers from the streetscape to lots (i.e. on neighbouring properties) is encouraged.
- Pedestrian access to the front of dwellings must be provided from the street frontage.

public domain guidelines

- New development should seek to retain and protect existing established vegetation, particularly canopy vegetation, wherever practicable.
- New areas for landscaping, including the planting of native or exotic (non-weed) species is supported within private gardens to both front and rear setbacks.
- When provided, front fencing to the street should be of a low profile and no higher than 1.2m constructed of timber or metal picket with a semitransparent profile. Post and wire fencing is also encouraged.
- Side and rear fencing should also be unobtrusive and where possible should be of post and wire form. Where privacy is of concern the provision of timber paling fence to a maximum height of 1.7m is permitted. This must transition down to 1.2m towards the street frontage.
- Ensure the retention and sustained livelihood of existing canopy vegetation located within road reserves. If need be, access should be provided around vegetation as opposed to requiring its removal.

- Street tree plantings throughout the development plan area should consist of native canopy trees of a tall character spaces in order to allow for the framing of long views and understorey views towards the mountains and pastoral landscape.
- Given the prominence of detached domestic dwellings in local streetscapes a repetition of the rhythm and order of dwellings in streets is encouraged.
- Garden frontages are a key feature of residential streetscapes and the use of such front setbacks for layered landscape effects is a key ambition.
- Removal of existing trees or development adjacent to existing native canopy trees may require an arboriculture report addressing the effect on existing vegetation.
- Landscaping and vegetation retention should maintain an area of defendable space around the dwelling. Refer to the CFA 'Landscaping for Bushfire' guidelines for specific measurements and vegetation types.



4.2.4 medium density residential areas

The 'medium density residential' design guidelines are intended to provide advice on the location and design of new dwelling forms within smaller lots to be established in three medium density precincts identified on the New Gisborne Development Plan. These medium density residential areas are the Whistlestop Precinct, which is located along the Bendigo-Melbourne railway line, the Railway Precinct, which is characterised by its proximity to public transport and the NAC precinct, which is centrally located adjacent to the proposed NAC. These precincts are different to standard residential lot precincts in that they are of a smaller lot / dwelling format due to their servicing and location opportunities. Given the visual sensitivity of the edges of New Gisborne and the location of the northern precincts at a town gateway location, it is important that their design and configuration is sensitively handled. It is also critical for their boundary condition and landscape treatment to be managed to ensure successful integration with both the broader township and the open rural surroundings. Medium density development also serves a different function, providing for important housing diversity in proximity to key public transport, commercial and community facilities.

objectives

- To design a relatively high density residential neighbourhood that is enhanced by close proximity to public transport, the NAC and characterised by landscape quality and views.
- To ensure the Whistlestop Medium Density Residential Area incorporates a combination of landscaping and noise attenuation measures to the railway line.
- To configure the design and layout to minimise noise impacts from the regional train services.
- To contribute to the retention of key view lines and vistas to Mt Macedon and beyond.
- To promote building scales consistent with the existing residential area to the east.
- To ensure the design of crossovers, footpaths and parking areas does not detract from the village character of New Gisborne.
- To support development of well-conceived medium density residential lots that have respect for views across the Development Plan area from the south.
- To ensure that the design of buildings within medium density residential areas is responsive to the visual sensitivity of the setting and the aspect from adjoining public and private realms.
- To support highly integrated design within medium density residential areas that reflect their role at the transition through to less intensely developed residential areas and rural conditions to the west.

- To encourage a strong landscape setting in medium density residential areas in order to limit the predominance of built form within the precincts.

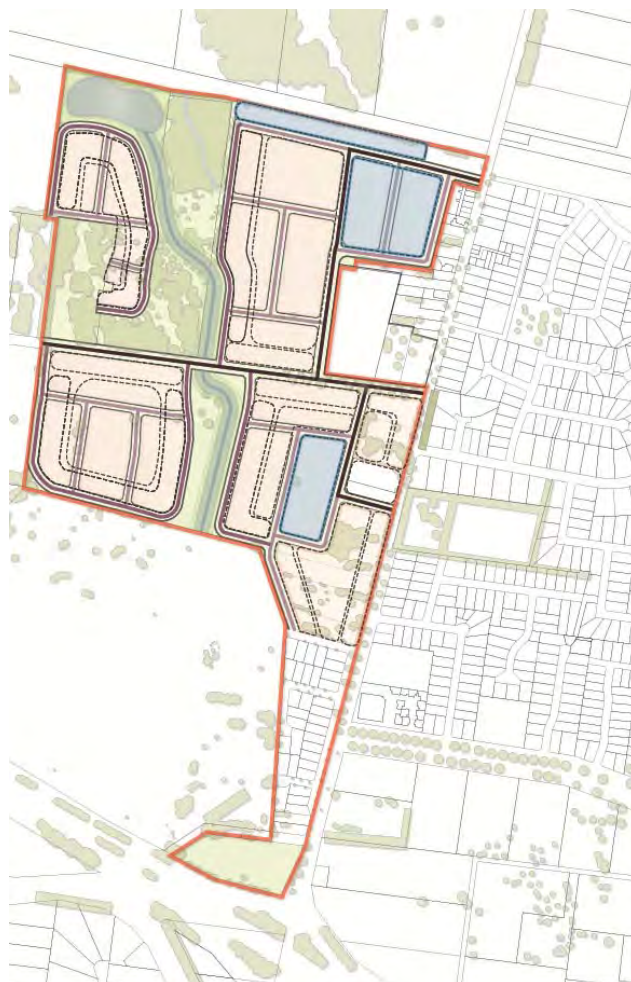


Figure 4: Medium density residential areas



subdivision and site design guidelines

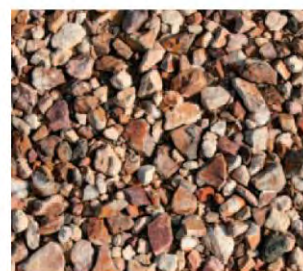
- Lots sizes should generally be less than 400m².
- The siting of buildings within smaller lots should have regard to the attributes of the site and any key features including existing drainage lines, established vegetation and prevailing view corridors from within the site or outside of the lot.
- View sharing of the surroundings is a central principle of the Development Plan and the siting of new buildings should have consideration of existing public and private view lines.

building design guidelines

- Maintain the low profile of buildings throughout medium density residential areas, primarily through encouraging single and double storey development with pitched roofs.
- Railway boundary treatments may include segments of buildings provided they are suitably articulated and incorporate an appropriate degree of design detailing and architectural finish.
- The character and presentation of the built form should integrate noise attenuation measures for areas in proximity to the railway line.
- Any upper level or double story form should be moderated in building scale with upper levels incorporated wherever possible into roof form.
- The height of any new building within medium density residential areas should be no greater than 9m above the natural ground level.
- Staggered frontage profiles are an effective means of breaking up façade bulk. These measures, including the inclusion of fenestration and eave or canopy projections, should be incorporated into the design of buildings.
- Given the landscape and environmental setting, buildings should be setback a minimum of 4m from the street to allow for the provision of soft boundary affects.
- Front setbacks from the street should be generally consistent with those properties to either side. Front setbacks should not be utilised for garages or carports.
- Side setbacks between properties should be minimal, to allow for maximum use of the land.
- Buildings should adopt a materials palette drawn from the finishes found in the locality, including use of timber cladding, detailing and the occasional use of natural stone, brick and corrugated metal surfaces.
- Roof form is varied at the town periphery, however the prevailing character includes pitched gabled end forms with ridges aligned perpendicular to the Street. Flat and skillion roofs are also supported in aid of long views.

- Garages and carports should be integrated into the main dwelling, acting as a secondary element to the main façade of the building.

The intent of the above building design guidelines is to provide general design suggestions and ideas for future development. These guidelines are not to be interpreted as mandatory requirements, permit conditions or implemented through Section 173 of the Planning and Environment Act 1987.



access and movement guidelines

- Access to new allotments should be achieved directly off the local streetscape via a single vehicle crossing and associated driveway.
- Where possible the amalgamation of crossovers from the streetscape to lots (i.e. on neighbouring properties) is encouraged.
- Pedestrian crossings should be clearly marked and at grade with footpaths.
- Position parking areas to the sides of the building combined with extensive screen landscaping.



public domain guidelines

- Given the location of medium density lots in high pedestrian activity areas, it is important for frontages to be well presented and open in profile.
- The design of buildings closest to the railway interface that would be visible beyond the site boundaries should reflect a visually interesting profile that provides a positive integration with the railway line.
- Setbacks and landscaping required to provide an appropriate interface with the railway line should be provided with the lots themselves.

- Any noise attenuation walls should be articulated with transparent sections for passive surveillance. Detailed design of noise attenuation features should be undertaken in consultation with the relevant agencies and suitably qualified professional at the time of development.
- The design of all buildings should ensure a sense of address to local streetscapes and must be set in front of any garages and / or outbuildings.
- Front fencing should be low and open in profile such as low picket fencing or vegetation hedges.



4.2.5 activity centre and community infrastructure

The New Gisborne Neighbourhood Activity Centre (NAC) will be located on a prominent site of approximately 7,000sqm centrally located within walking distance to the majority of existing and future residential areas in New Gisborne. The NAC will be serviced by the bus route to encourage public transport use and will be located central to both the new urban area and existing urban areas to encourage convenient pedestrian and cyclist access.

The NAC will include a range of local convenience services such as shops (potentially including a small line supermarket / general store and a suite of speciality shops) and may include office / business uses, and will seek to integrate with the surrounding residential areas, community uses and existing open spaces. Thus the centre will have a retail floor space of approximately 1,500sqm and non-retail floor space of 600sqm. A small community centre (of approximately 200-300sqm) will be co-located with the NAC to provide opportunities for meeting rooms and additional childcare facilities. The community centre and associated public plaza will be a focal point for the community and will be located centrally to maximise pedestrian and cyclist access.

The key retail uses will be characterised by a “fine grained” layout. The ambition for this precinct is to present an ‘active and attractive’ frontage to the public streetscape. A single storey development is generally supported in this precinct, with opportunities for future shop top activities above established retail uses. An emphasis in the precinct is on better utilisation of car parking areas and celebration of the New Gisborne ‘gateway’.

The intention of the objectives and guidelines is to assist in the design of buildings as well as the public domain. It is intended to create a safe, visually interesting, defined and activated public space through the design of the activity centre. Given the sensitivity of the northern edge in particular, it is important that the presentation of the NAC to sensitive residential interfaces is locally responsive. The Neighbourhood Activity Centre guidelines also seek to encourage a development configuration that will allow ease of future maintenance and management.



Figure 5: NAC area

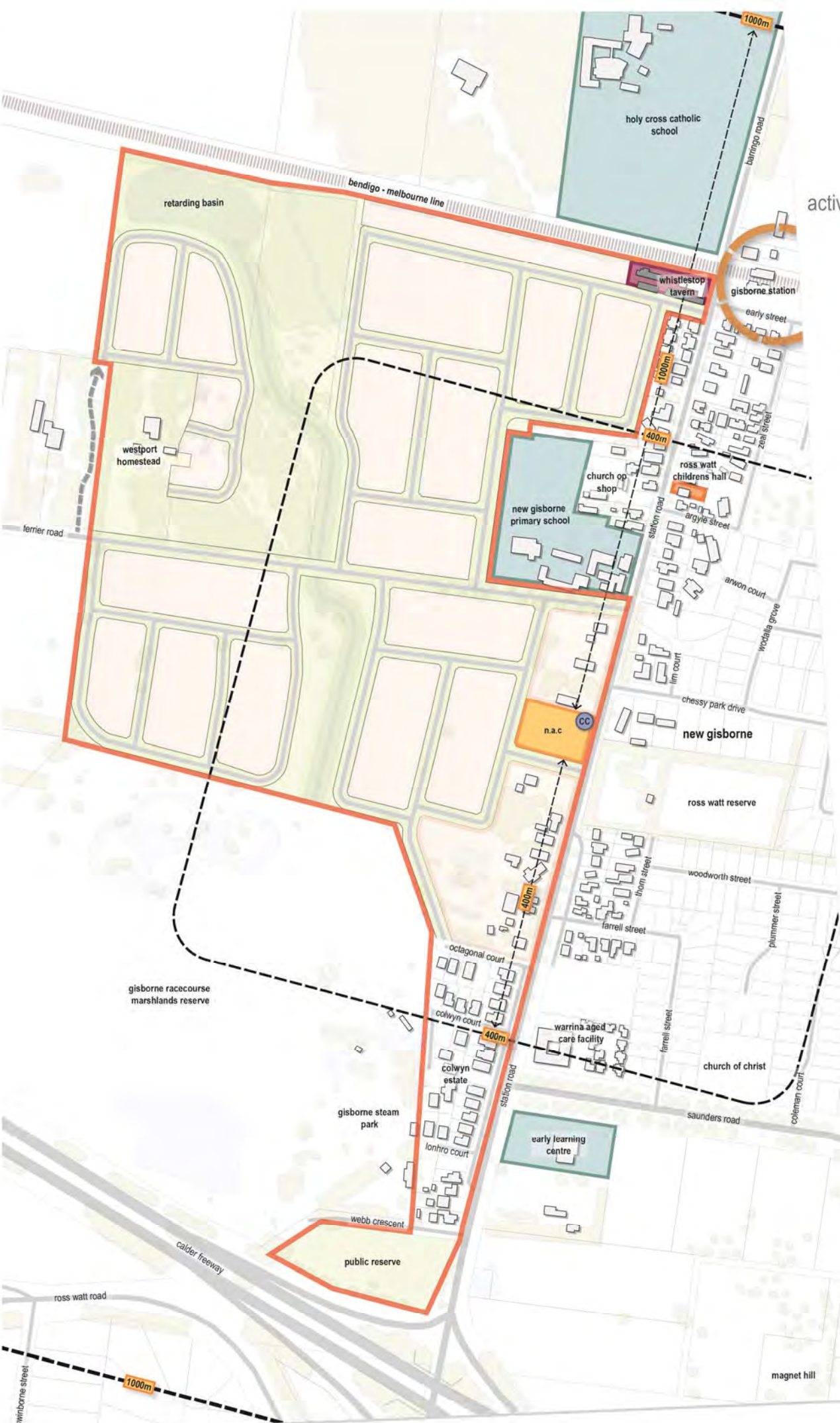


new gisborne development plan

activity centre & community infrastructure plan

legend

- study area 
- residential development areas 
- existing residential development with opportunity for subdivision 
- proposed roads 
- future road access 
- existing roads 
- existing rail line 
- existing buildings 
- proposed buildings 
- community centre 
- neighbourhood activity centre (n.a.c) 
- n.a.c 400m catchment 
- n.a.c 1000m catchment 
- existing educational facilities 
- existing whistletop tavern 
- existing community facilities 
- existing train station 



0 25 50 100 125m



Project Ref: 11.505
Dwg No.: LCD-017
Scale: 1:2,500@A1
1:5,000@A3
Date: 20.08.12
Revision: D

neighbourhood activity centre objectives

- To include a small line supermarket, shops and may include office and associated uses to serve the existing and future New Gisborne local community.
- To address the main street frontage by presenting a vibrant and relatively diverse pedestrian friendly retail and community hub that is visible and attractive to passers-by on Station Road.
- To ensure building design is site and context responsive.
- To acknowledge that the NAC forms an entrance to the development area.
- To enhance the connections with existing public open space, community uses and residential areas to the east.
- To ensure buildings are discrete in form and incorporate interesting spaces and projections rather than present as a solid bulky structure.
- To ensure that development is designed and sited to maintain the preferred village character of the town.
- To ensure the design of parking and access areas is safe, practical and attractive.
- To ensure signage is integrated into the landscape setting and responds to the village scale and image of New Gisborne.
- To ensure the public environment of the NAC reflects the vegetation character of New Gisborne.
- To ensure safe and convenient movement through the NAC as a key destination.

site design guidelines

- Frontages facing Station Road should be aligned parallel to the street with frontage setbacks that allow high visibility from the street and an expanded footpath.
- Linkages from the NAC to other areas should be obvious and clearly visible to the full range of users.
- Arrangement of buildings and orientation onto public spaces should reinforce a town centre feel, with retail and office areas providing activity to public areas that are clearly designed as public spaces.

building design guidelines

- Buildings should be oriented to create optimal solar penetration but with some protection from the sun in public areas.
- Where buildings have a public face on two sides ensure that the building configuration has dual entryways and that servicing facilities do not impact on public space. Retail buildings should present an attractive active frontage to the public realm.
- Buildings should not present blank frontages to public spaces, including car parking areas and long facades should provide for interactivity with public spaces.
- Building design should exploit views towards the park, as the development site offers extensive potential for an outlook towards Ross Watt reserve.



- Signage should generally be limited and be incorporated into the building structure wherever possible to limit visual clutter on the street and provide a sense of address.
- Avoid internal illumination of signage in recognition of the village character of New Gisborne.
- Entryways should be clearly identified in the façades of buildings by designed elements or differentiated materials, vertical features or signage incorporated into the building, creating a clear sense of address.
- Selection of external materials should be drawn from the surrounding landscape to seek to harmoniously blend with the environment with use of natural tactile materials.



access and movement guidelines

- Service and delivery vehicles should rely on loading to the rear of the NAC.
- The NAC should optimise pedestrian traffic through it and beyond, as well as being a destination in itself.
- Design of public space should ensure that the movement of pedestrians is safe and well differentiated from car movement, including through the car parking area provided to the rear.
- Clear pedestrian links to major open space should be provided.
- Shared parking resources between uses should be considered to reduce overall car parking demand to the rear.



public domain guidelines

- Treat the NAC entrance so as to distinguish between the primary thoroughfare and the defined areas for parking. This may be addressed through colour and / or surface textures applied to parking areas.
- New retail development set to the street frontage should include large areas of glazing to activate the street.
- Ensure that façade treatments wrap around corners and address both frontages where applicable.
- Roadside signs should clearly mark the entry to the local collector road and should include illumination at night. Signage should include one double sided billboard for site identification either side of the collector road.
- Deciduous trees should be located to the north side of buildings and / or open space to provide summer shade and winter sunlight penetration.
- All facilities should provide appropriate, accessible support services including information, parking, toilets, access ramps, safety lighting and signposting.
- Landscaping should be used to soften built edges, service entries and open areas especially in car parks, along exposed building facades and at residential interfaces. Trees should be planted in between car parking spaces to allow for future canopy spread and shading of parking spaces by suitable species.
- The NAC should be well lit with light poles at human scale, especially in areas where surveillance after hours may be minimal e.g. sides and rear of buildings and car parking areas.

- All lighting should be designed, located and suitably baffled to prevent light spill onto adjoining residential properties.
- Pedestrian areas should provide access for less able users and should be the same grade at vehicular crossing areas wherever possible.
- The creation of stopping and gathering places through seating, landscape and artwork should be optimised to add to the richness of the town square.
- Landscaping should form a permeable buffer between the residential area and the retail area so as to shield the residential area visibly after hours.

The entries to publicly accessible buildings should be clearly marked and include DDA compliant access.



4.3 open space

Given the sensitive environment assets of the development plan area, the open space network is proposed to primarily cater for the passive open space needs of the community through a network that includes local open space, passive open space and linear open space.

The growth area is currently bisected by a north-south drainage line that will form the spine of the open space network. This will create a series of linked open space areas, pedestrian and bicycle paths from the Gisborne Racecourse Marshlands Reserve north through the study area to the northern railway line. The open space network will also incorporate encumbered open space areas associated with drainage corridor, wetlands and the retarding basin located in the north-west corner of the development plan area. Melbourne Water will predominantly manage the hydraulic function of the drainage corridor, whilst it is anticipated Council will be responsible for managing other components of the open space network / drainage corridor, such as recreational uses.

In regard to active open space needs, these are currently met by facilities at Ross Watt Reserve, as well as in the Gisborne Township itself, where district level leisure and recreation facilities are provided along Jacksons Creek. The Gisborne Steam Park and open space on the south side of Webb Crescent also provide for additional passive open space needs within the immediate environs of the growth area. Council is preparing a master plan for the Steam Park to enhance its passive open space offer.

objectives

- To provide and develop a network of quality, well distributed and appropriately sized open space areas that meet the passive open space needs of the community.
- To create an attractive township environment with a strong sense of place through well-designed landscaping of open space areas that is sympathetic to the village qualities of New Gisborne and to its rural surrounds.
- To protect and enhance areas of environmental significance and integrate these with the open space network where practical.
- To ensure all construction works in open space areas are undertaken in accordance with the New Gisborne Conservation Management Plan and Melbourne Water's requirements.
- To integrate natural drainage functions and water sensitive urban design treatments into open space areas where practical.
- To incorporate pedestrian and bicycle paths throughout the open space network.

guidelines

- Linear links (along the main north-south drainage line) to have a minimum width of 45m in order to allow for a 25m wide hydraulic width, core riparian zone and vegetated buffers in accordance with Melbourne Water's requirements.
- Create a wider node for passive recreation by locating an unencumbered local park abutting encumbered open space in the southern half of the development plan area.
- Provide facilities in the local park on the southern side of Ferrier Road that may include a playground, picnic and bbq facilities, and car parking.
- The location of recreational facilities (i.e. shared paths, barbeques, signs, seats, etc.) must take into consideration environmental and drainage requirements of the waterway corridor and be managed to avoid conflict between these values.
- Ensure open space has either a road or other open space frontage to all edges.
- Ensure pedestrian and bicycle routes are provided with good surveillance.
- Pedestrian and bicycle paths adjoining the Gisborne Racecourse Marshlands Reserve should be designed and located to provide for potential connection following preparation of management plans for these areas and subject to the requirements of the Department of Sustainability and Environment regarding the marshlands interface.
- Ensure the design of drainage reserves, the retarding basin and wetlands are integrated with the open space network.
- Accommodate the needs of people with limited mobility in public spaces, especially the linear drainage corridor running centrally through the site. This can be achieved through the occasional siting of benches or other stopping points along the trail.
- A public open space contribution of 5% of the land to be subdivided must be provided. The 5% public open space contribution must comprise land unencumbered by other constraints (e.g. land required for drainage purposes, land within service easements) or a cash contribution of 5% of the value of land to be subdivided, or a combination of both equivalent to 5% of the site value.



























Where the land required for unencumbered public open space purposes for any land owner is more than 5% of the land to be subdivided, Council will pay an amount equal to the value of the additional land being provided by the property over the 5%.

- All open space is to be finished to the satisfaction of the responsible authority prior to the transfer of land.
- The design and location of shared paths within the open space network should align with Melbourne Water's *Shared Pathways Guidelines, 2009*.
- Constructed waterway and wetland works must align with Melbourne Water's Guidelines.
- All streets and public spaces should include lighting sufficient to provide a safe environment through good visibility of public spaces at night and provide, as appropriate, seating and weather shelters.
- Signage should be recessive, functional and of consistent design throughout the development and should communicate basic information without dominating the character of the area. Signage on cycle / pedestrian trails should indicate destinations, distances and loop opportunities as well as information regarding the environmental values of the land.
- Landscape concept plans have been prepared for the open space areas in the growth area. These plans provide guidance on appropriate landscape treatments to be considered at the detailed design stage.

new gisborne development plan

open space master plan

legend

- study area 
- residential development areas 
- proposed residential development with open space frontages 
- existing residential development with opportunity for subdivision 
- neighbourhood activity centre (n.a.c) 
- proposed local park (unencumbered open space) 
- proposed open space 400m catchment 
- open space 
- shared pedestrian/bicycle path 
- future road access 
- proposed drainage channels (encumbered open space) 
- proposed retarding basin (encumbered open space) 
- existing vegetation 
- scattered indigenous trees to be retained 
- existing indigenous trees to be retained where possible 
- street tree treatment: native 
- existing exotic avenue street trees 
- street tree treatment: exotic avenues 
- street tree treatment: exotic adjoining residential allotments & native adjoining open space / rural 
- vegetation to be retained and protected 
- revegetation/offset area 
- heritage conservation area: westport homestead 
- marshlands area 
- existing waterbodies 
- existing roads 
- existing rail line 

① local park to provide facilities such as: playgrounds, car parking, picnic & barbeque areas, see LCD-025.

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4.4 natural environment and landscape

native vegetation

Remnant native and indigenous vegetation will be retained as shown on the Biodiversity Plan subject to assessment by a suitably qualified arborist, to the satisfaction of the Responsible Authority. This will assist in creating a distinctive landscape character for the area and enhance biodiversity values, and establish an important bio-link through the middle of the development plan area.

Importantly native vegetation of very high conservation value associated with the Plains Swampy Woodland EVC and nationally significant flora species, Matted Flax-lily, on the Westport Property is proposed to be protected and enhanced. A future revegetation/ / offset area is identified between the two remnant patches of vegetation on the Westport Property. These areas of the Westport Property should not be developed and should be recognised as conservation areas.

While it is inevitable that some native vegetation will be lost as a result of the development, every effort should be made to retain vegetation, particularly large old trees, where possible. The Biodiversity Plan identifies what vegetation has potential to be retained as part of future subdivision, whether that be by retention in road reserves, front and back yards despite this vegetation being formally acknowledged as lost as part of the Native Vegetation Framework.

significant fauna species

Whilst the nationally significant Growling Grass Frog was not found within the Development Plan area, there is suitable habitat for that species within the Gisborne Racecourse Marshlands. A targeted survey of the regionally significant Brown Toadlet was undertaken, but did not find the species within the study area.

The delivery of drainage works along the central open space corridor in particular, will establish biodiversity corridors that consolidate and enhance the Growling Grass Frog and Brown Toadlet habitat and enable movement through the development plan area. Revegetation of the drainage line will also create habitat for the Lathan's Snipe, providing a movement corridor along the drainage line between the Gisborne Racecourse Marshlands Reserve and native vegetation to the north of the Development Plan area.

gisborne racecourse marshlands

While outside the study area, the New Gisborne Development Plan has had regard to the close proximity of the environmentally sensitive marshlands. In this regard, a road interface with landscaping and use of frog drift fencing is proposed. In addition, a draft Conservation Management Plan has been prepared, which details further conservation measures to be implemented at this sensitive interface. The Conservation Management Plan is to be finalised in consultation with the Department of Sustainability and Environment.

biodiversity objectives

The objectives for biodiversity are to:

- Achieve a biological 'net gain' through:
 - protection and management of areas supporting ecological values;
 - significant improvements to habitat and connectivity in the growth area;
 - conservation management and enhancement of significant native vegetation and fauna habitat; and
 - management of open space corridors to avoid conflict between their ecological, drainage and recreation functions.
- Plan for long term conservation management of significant flora and fauna species and habitats in accordance with the New Gisborne Development Plan Conservation Management Plan (once finalised);
- Provide for the co-location of public open spaces areas to assist in buffering of significant reserves and waterways; and
- Ensure that the removal, destruction or lopping of native vegetation is consistent with conserving the ecological values of the development plan area and is in accordance with the three-step approach to net gain as set out in *Victoria's Native Vegetation Management – a Framework for Action, DSE 2002*.

biodiversity guidelines

- Before the land is rezoned to the Residential 1 Zone the owner of the Westport Property should be required to enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987 to provide for the following regarding the land identified for vegetation retention and protection:
 - That the land must not be further subdivided other than to create a lot for the protection of native vegetation.
 - That a land management plan must be prepared for the area that provides for the ongoing protection of the native flora and fauna.
 - That a dwelling must not be constructed in the area without the approval of the Responsible Authority.
- The exact boundary of the native vegetation area to be protected on the Westport land is subject to further detailed planning and design. The boundary shown on the Development Plan is indicative of the extent of the area to be protected and revegetated. Detailed tree assessments, drainage design, liaison with Melbourne Water and the preparation of detailed lot layout plans will all influence the final location of the native vegetation area.

- Street tree plantings throughout the growth area should generally consist of native canopy trees (except where exotic trees are designated) of a tall character in order to allow for the framing of long distant views and understory views towards the mountains and pastoral landscape.
- Retain and protect existing established vegetation, particularly canopy vegetation wherever practicable and subject to assessment by a suitably qualified arborist, to the satisfaction of the Responsible Authority. Large old trees should be retained in open space, road reserves and in the front or rear yards of larger lots.
- Ensure building envelopes are used to provide setbacks from remnant patches of native vegetation and scattered large old trees identified to be protected and / or retained where possible.
- Avoid the removal of vegetation along Ferrier Road (road reserve) through detailed design of the road cross-section, where possible.
- Access from Ferrier Road to the Westport residential development area should be based on an alignment that minimises loss of native vegetation, particularly large old trees, and does not impact on the cultural heritage significance of the existing exotic windrow running the length of the Westport Homestead driveway.
- The development's interface with the Gisborne Racecourse Marshlands Reserve must be designed, constructed, landscaped and fenced in accordance with the New Gisborne Development Plan Conservation Management Plan, once finalised.
- New areas for landscaping including the planting of native tree species should be encouraged within the private gardens to both front and rear setbacks.
- Require a Weed Management Plan to be prepared in accordance with the *CALP Act* at the time of subdivision.

stormwater management and drainage

Melbourne Water is preparing a Development Services Scheme for the main drainage catchment in the New Gisborne Development Plan area. The scheme will define Melbourne Water and Council's requirements for major drainage and waterway management in the catchment. The scheme will also include additional details that developers will be required to comply with.

Macedon Ranges Shire Council is responsible for the local drainage catchment affecting part of the Development Plan area in the north-east.

stormwater management objectives

- To manage stormwater quantity and improve stormwater quality in accordance with best practice environmental guidelines.
- To prevent changes in the hydrological regime of the Gisborne Racecourse Marshlands.

To this end, the preferred stormwater management approach is a combination of drainage corridors, a retarding basin and wetland filtration system. In this regard the Development Plan relies on a retarding basin with an approximate storage capacity of 13,600m³ incorporating a 1.1ha wetland within a footprint of approximately 2ha. The main drainage corridor and the retarding basin are expected to manage flow conveyance and peak flow retardation up to 1 in 100yr ARI (Average Recurrence Interval) while the wetland is expected to treat stormwater from the development area to meet best practice targets. The retarding basin and wetland are to be located at the lowest point of the study area, being the north-west corner of the Westport property.

The size and shape of the retarding basin and wetland shown on the Development Plan is indicative of the expected outcome. Similarly, the alignment of the main overland flow path is generally indicative of the expected drainage route. Further detailed engineering design may result in some modifications to the size, shape and alignment of these features. The final designs must meet the requirements of Melbourne Water.

Stormwater flows up to the 1 in 100 year ARI for the eastern catchment are to be piped underground along the alignment of the east-west road. Therefore, flows will be conveyed through proposed underground drainage culverts and discharged into the upgraded north-south open drainage corridor.

Downstream water quality (noting that the marshlands are upstream) will be protected through the development of wetland bio-filters. In addition, water sensitive urban design treatments will be encouraged in all areas.

stormwater management guidelines

- Ensure new development incorporates WSUD treatment measures where practical and in accordance with Melbourne Water and Council requirements.
- Maintain the existing water regime of the existing drainage corridors traversing vegetation areas to be protected in the north-east section of the Westport Property.
- Utilise a series of bio-filtering wetlands to retard and improve the quality of water along the drainage corridor.

- The drainage corridor should wherever possible be established as a naturalistic setting, through the inclusion of natural stone beds, native water plantings with native grassed banks.
- The east-west road alignment required for the underground drainage pipe should be designed to ensure that any overflow from the culverts can flow overland to the road and discharge into the south-north open channel without flooding adjacent properties.
- The last section of the culvert passes through the drainage corridor. The alignment and levels of that section should be in line with environmental requirements.
- The local drainage network must be designed and constructed in accordance with the requirements of the Responsible Authority.

esd objectives

- To encourage best practice Environmentally Sustainable Development in the planning and development of the New Gisborne Growth Area.

esd guidelines

- Apply sustainability principles in the siting and design of new residential development in particular in the siting and orientation of new dwellings on lots.
- Passive and active sustainability measures in both the public and private realms, collection and storage of stormwater on site and the incorporation of solar panels should be encouraged.

new gisborne development plan

biodiversity plan

legend

- study area 
 - residential development areas 
 - existing residential development with opportunity for subdivision 
 - vegetation to be retained and protected 
 - revegetation/offset area 
 - neighbourhood activity centre (n.a.c) 
 - proposed open space habitat link 
 - proposed drainage channels 
 - proposed retarding basin 
 - existing waterbodies 
 - gisborne racecourse marshlands reserve 
 - proposed roads 
 - future road access 
 - existing roads 
 - existing rail line 
 - other native/exotic vegetation 
-
- vegetation to be retained:
 - scattered indigenous trees* 
 - existing indigenous trees to be retained where possible* 
 - native vegetation patches: 
 - EVC - plains swampy woodland 
 - Matted Flax Lily (*Dianella arnottii*) 
 - endangered - national significance 
 - exotic windbreak planting 
-
- vegetation able to be removed:
 - scattered indigenous trees 
 - native vegetation patches 
 - other native/exotic vegetation 

*subject to assessment by a suitably qualified arborist, to the satisfaction of the Responsible Authority.

source:

Ecology & Heritage Partners, Flora, fauna and Net Gain Assessment of the New Gisborne Development Plan area, New Gisborne, Victoria (Final Report).

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4.5 heritage

aboriginal cultural heritage

The New Gisborne Development Plan lies within the traditional land of the Woi wurrung people.

No evidence of Aboriginal cultural heritage material or historical heritage material was identified on site as part of a Cultural Heritage Due Diligence. However it is considered likely that Aboriginal cultural heritage material may be present in the study area, particularly adjacent to the Gisborne Racecourse Marshlands Reserve.

A CHMP is not required for the purposes of rezoning or to prepare the Development Plan. However a CHMP and Historical Heritage Assessment will need to be prepared prior to a planning permit being granted for future subdivision of the area.

european heritage

Post-contact heritage places and features are evident throughout New Gisborne. Within the study area there are two heritage places of local significance: Westport and the Whistle-stop Tavern.

In addition, exotic street tree plantings and hawthorn hedges are also identified cultural heritage values of the study area.

objectives

- To ensure indigenous archaeological sites are identified and managed in accordance with statutory requirements.

- To protect significant heritage sites identified in the development plan area.
- Integrate significant heritage sites with the open space network and surrounding development, where possible.

guidelines

- All planning permit applications must comply with regulatory requirements in relation to the preparation of an Aboriginal Cultural Heritage Management Plan (CHMP) and Heritage Assessment.
- If a suitably qualified professional considers that a CHMP is not required for a property, a letter is to be provided by Aboriginal Affairs Victoria (AAV) to demonstrate satisfaction with this assessment.
- If any artefact or scatter is required by AAV to be retained in-situ and is proposed to be located in an open space reserve:
 - the reserve must be of sufficient size to provide an unencumbered open space area that is functional;
 - the landscaping and design of the reserve is to be to the satisfaction of the responsible authority;
 - the design of the reserve must comply with any policy or guidelines adopted by the responsible authority.
- Exotic street trees and gardens are to be retained as a fundamental component of the Development Plan area's character and setting.
- Development adjoining heritage places should provide for appropriate setbacks and curtilages to ensure that cultural heritage values are maintained.

new gisborne development plan cultural heritage plan

legend

- study area 
- residential development areas 
- existing residential development with opportunity for subdivision 
- neighbourhood activity centre (n.a.c) 
- proposed roads 
- future road access 
- existing roads 
- existing rail line 
- heritage overlay 
- area of cultural heritage sensitivity 
- areas with identified cultural heritage value: whistletop tavern 
- areas with identified cultural heritage value: avenue planting 
- areas with identified cultural heritage value: windbreaks 



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4.6 access and movement

street network

The road network proposed for the New Gisborne Development Plan area is based on a traditional grid street network that forms a permeable pedestrian environment as well as an efficient layout. Access to the external road network is proposed via six locations, the majority of which are located on Ferrier Road. Ferrier Road is to take on the role of a key connector street and thus will be the main east-west link through the study area.

Due to this designation, its role will be that of a key landscaped boulevard that incorporates both exotic street tree plantings at its eastern end, and native landscaping toward its western end. Such a transition in landscaping reflects the transition of proposed development across the area, from the more traditional 'European' village environs of Station Road to the natural environmental qualities of the marshlands to the south and the Westport Property on the outer edge of the study area to the west.

Some widening of Ferrier Road is required to accommodate for future residential growth. Ferrier Road also provides an alternative access option to the Freeway, which given the capacity constraints at the New Gisborne Freeway interchange, is encouraged as an alternative for residents.

Additional traffic and access onto Station Road will be restricted as much as possible, without undermining the need for a permeable street network. Only two new access points will be provided onto Station Road, one at the Whistlestop Tavern and another on the southern side of the NAC. Potential to provide a future southern link through to Octagonal Court is also shown on the development plan. Connection to Octagonal Court would facilitate an alternative access from Station Road to Ferrier Road without the need to travel past the primary school.

Internally, a series of boulevards, parkways and local streets will cater for local residential traffic. The boulevards adjoining the NAC and the north-south road adjacent to the western boundary of the New Gisborne Primary School will be key internal streets and will be landscaped accordingly with formal street trees. An indented drop off / pickup point will be provided within the boulevard road reserve adjacent to the primary school. Parkway will be streets with an immediate adjacency to open space, conservation areas or rural areas. These streets will provide a street edge as an interface with open space areas, ensuring that future dwellings overlook those important assets rather than a series of back fences. Parkway will be landscaped with soft, understory native plantings in an informal design layout that will create a seamless blend between open space areas and new residential development.

Detailed lot layouts and engineering design may result in some variations to the location of lower order roads. The alignment and layout of local roads may be varied provided that the general intent of the Development Plan is achieved.

pedestrian and bicycle network

Footpaths will be provided on both sides of all roads except where precluded by the requirements of the New Gisborne Development Plan Conservation Management Plan (Brett Lane and Associates, Dec 2013). The central open space / drainage corridor will incorporate a north-south shared bicycle / pathway system. This will provide an interconnected continuous, safe, efficient, and convenient shared pathway network throughout the growth area.

Ferrier Road will incorporate 2.5 m wide shared pedestrian / bicycle paths on either side.

public transport

The Development Plan area has relatively good public transport accessibility, with the majority of the area located within 800 m walking distance of the Gisborne Railway Station. It is also proposed that the Gisbus network be extended into the Development Plan area along Ferrier Road and along the north-south boulevard road adjoining the Primary School.

objectives

- To provide a high level of accessibility throughout the Development Plan area for all forms of public and private transport, and a high level of connectivity to the existing urban area of New Gisborne.
- To place emphasis on providing a high level of accessibility by walking and cycling.
- To create a hierarchy of streets that is clearly recognisable in the design and layout of new roads.
- To minimise additional traffic impacts on Station Road, particularly those associated with the primary school.
- To ensure that walking and cycling paths focus on key destinations in the area such as the railway station, NAC and other schools and community facilities.
- To provide the opportunity for public transport routes (bus route) to be diverted through the development plan area.
- To provide for landscaping of roads and streets to create attractive public space, landscape corridors and contribute to the semi-rural / village setting of New Gisborne.
- To ensure road widths, grades and turning circles meet CFA's access requirements

guidelines

- Regular pedestrian and cycle paths should be provided to link residential areas to key open spaces. Wherever practical, trails should be developed as loops to allow a diversity of user experiences.
- Provide a safe, convenient and clearly defined pedestrian crossing point on Station Road between the railway station and the development plan area.

- Cycling should be planned for with provision for bike paths that are located in areas with high surveillance.
- Design of subdivisions abutting roads with shared pedestrian/ / bicycle paths is to minimise possible conflicts points with vehicle crossovers.
- Roads designated as potential bus routes are to be designed to accommodate bus routes consistent with the Public Transport Guidelines for Land Use and Development.
- Encourage the placement of bus stops in locations with direct connections to pedestrian/ / shared paths and in proximity to key local destinations such as the NAC, New Gisborne Primary School and open space.
- Provision should be made for appropriate access pathway(s) from the Station Road bus stop into the Development Plan Area.
- Bike stands should be provided at the NAC.
- Provide an indented drop off / pickup point within the new boulevard adjoining the west boundary of the primary school. The road reserve at this location is to be 24 m wide to accommodate traffic movements associated with the school, the drop off / pickup point and to create a landscaped boulevard effect. Landscaped kerb outstands should be provided at designated locations within the road reserve to lessen the perceived dominance of pavement in this location.
- Provide traffic calming measures such as alternative surface treatments or raised thresholds along the north-south road adjacent to the primary school to discourage through road traffic. Such measures must be cognisant of the need to accommodate future bus movements.
- Where roads require connection through adjoining properties this may be achieved through a process of negotiation at the time of subdivision.

Cross sections (refer appendix 1)

Typical cross-sections have been prepared for roads shown in the Development Plan. These cross-sections reflect the access and movement objectives set out above.

- Ferrier Road is intended to take on a wide boulevard character with a road reserve of 24m. A pavement width suitable for accommodating buses, and indented parking bays (with landscaped kerb outstands) to form an attractive and functional connector road. Off road shared pedestrian/ / cycle lanes are also accommodated.
- Parkway carriageways should be constructed of sealed surfaces with soft verges leading to grassed drainage swales at the interface with open space and conservation areas. The colour and texture of road surfaces should be consistent with that across the township.
- Standard cross-sections for local streets have been prepared for varying locations. It is emphasised that the

vision for the New Gisborne Growth Area is to create neighbourhoods that are attractive and diverse. Some modifications (e.g. alternative parking arrangements (for example angled), widened nature strips, central medians etc.) to the streetscapes may be possible provided they respond to the site context. However it is noted that narrowing of the road reserve or road pavement will generally not be supported.

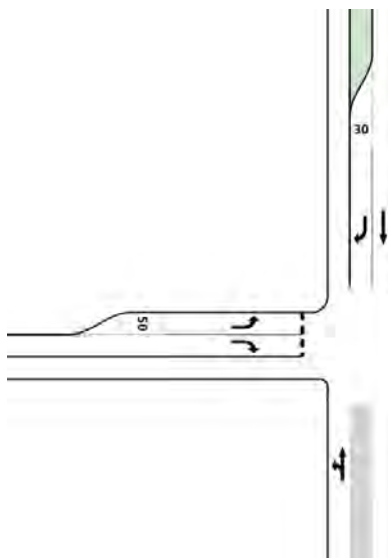
- The colour and texture of road surfaces should be consistent with that across the township.

Intersection upgrades

Intersection upgrades will be required to improve safety of existing roads once vehicle movements increase as a result of development of the New Gisborne Development Plan Area.

Ferrier Road/ Station Road

Intersection improvements comprising road widening to provide an auxiliary lane for right turns from Station Road into Ferrier Road and separate lanes for left and right turns from Ferrier Road to Station Road are required to improve the operation of the Station Road / Ferrier Road intersection. The conceptual layout of these works is illustrated below.



Widening of Ferrier Road at the intersection with Station Road should avoid impacts on existing street trees where possible.

Station Road NAC access

In order to provide safe vehicular access into the NAC changes to Station Road at the new intersection will be required. The ultimate intersection design and alignment requires detailed assessment and will be determined at the planning permit stage. The intersection should accord with Austroads Guidelines and ensure that impacts on Ross Watt Reserve are minimised.



new gisborne development plan

movement network

legend

- study area 
- residential development areas 
- existing residential development with opportunity for subdivision 
- neighbourhood activity centre (n.a.c.) 
- ferrier road: connector street (24m road reserve: 3m road widening) 
- connector street (24m road reserve) 
- access street level 2 (20m road reserve) 
- access street level 1 (20m road reserve) 
- access place (18m road reserve) 
- parkway + access place (16m road reserve) 
- station road - street widening future investigation area 
- potential future access 
- priority bicycle/pedestrian link 
- bicycle/pedestrian links 
- future road access 
- potential emergency access 
- existing train station 
- train station 800m catchment 
- existing bus stop 
- potential bus stop 
- study area entry points 
- proposed intersection upgrades (DCP infrastructure item) 
- potential bus route 
- existing bus route 
- road bridge 
- shared path bridges 
- existing roads 
- existing rail line 

parking areas:

-  school drop off/pickup area
-  n.a.c. car park and on street parking

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4.7 physical infrastructure and servicing

Physical services infrastructure required to cater for growth of New Gisborne can be readily provided based on the servicing strategies prepared for the area by the relevant authorities.

Augmentation of the local reticulation infrastructure is viable and facilitating this will extend service capacity for the full development. A new sewerage pump station (SPS) will be required to service the growth area and ultimately all of New Gisborne, following decommissioning of the existing SPS. The new SPS will require road access and a development location along the northern boundary at lowest point of the study area. An indicative location is shown on the Development Plan. It is important that at the detailed design stage the location and layout of infrastructure and services avoids impacts on surrounding uses.

objectives

- To provide all necessary physical infrastructure required to enable the area to develop for urban purposes.
- To incorporate high levels of sustainability in the design and provision of all types of physical infrastructure throughout the study area.
- To ensure that physical infrastructure is designed and located in such a way that it complements the high quality visual appearance, high level of amenity, and the high quality environmental setting envisaged for the Development Plan area.
- To ensure the design and location of physical infrastructure avoids impacts on native flora and fauna where possible.

guidelines

- Requirements of the relevant authority or service provided are to be met.
- All infrastructure including services should be contained underground within the service trenches and pits and not visible within the public realm.
- Any services to be provided must be integrated in an unobtrusive manner, including the undergrounding of power lines.
- Use of integrated water management solutions to minimise overall use of potable water is encouraged in consultation with Western Water.
- The design and siting of the New Sewerage Pump Station and associated outfall sewer must take an alignment firstly along existing and proposed road reserves and then along the edge of open space/drainage corridors in order to avoid traversing areas of vegetation identified to be retained.

5 implementation

Amendment C67 (Part 2) will introduce the New Gisborne Development Plan into the Macedon Ranges Planning Scheme through:

- The rezoning of the majority of the New Gisborne Development Plan area from the Rural Living Zone Schedule 5 (RLZ5) to the Residential 1 Zone;
- The rezoning of the Neighbourhood Activity Centre to the Business 1 Zone;
- Introducing a new Schedule to the Development Plan Overlay (DPO) at Clause 43.04 of the Macedon Ranges Planning Scheme. This schedule will be generally consistent with the DPO4 Schedule recommended by the Planning Scheme Amendment C67 Panel.
- Introducing a new Schedule to the Design and Development Overlay at Clause 43.02 of the Macedon Ranges Planning Scheme.

The New Gisborne Development Plan will be implemented by:

- Proponents who develop land generally in accordance with the adopted Development Plan.
- The use of Section 173 Agreements, as appropriate, to ensure any ongoing requirements of the Development Plan are addressed.
- Macedon Ranges Shire Council, by managing and delivering a range of infrastructure and services to support the development of the area.

5.1 development contributions

Development Contributions Plans (DCPs) are mechanisms used to levy new development for contributions towards planned infrastructure needed by a future community. DCPs enable Council to charge developers for the provision of physical and community infrastructure. Types of infrastructure that can be levied through a DCP include drainage, transport infrastructure, parks, open space and community facilities. Levies are implemented through conditions on planning permits that are granted by the responsible authority.

A DCP ensures that the total cost of infrastructure required to support future development is provided when required so that each developer, regardless of the timing of their own development, pays a fair contribution towards the overall cost of developing the area. It must also be noted that costs of infrastructure must be equitably apportioned on the basis of who will benefit from or use the infrastructure. As such, funding is often shared between developers, service providers and Council.

The following list provides a preliminary indication of the infrastructure required as a result of development of the New Gisborne growth area that could be included in a DCP:

- Upgrade of the existing Station Road/ Ferrier Road intersection.
- Upgrade of intersections of Station Road if required
- Development of the local park playground and other embellishments / landscaping in all open space areas.
- Acquisition of land and development of the community centre if required.
- Development of a pedestrian/bicycle link.

A full list of infrastructure projects for the New Gisborne Development Plan area will be identified and costed in the overall Gisborne / New Gisborne DCP project, which is currently being prepared by Council.

5.2 monitoring and review

Macedon Ranges Shire Council will monitor the implementation of the New Gisborne Development Plan. The Plan's effectiveness and continuing applicability will be evaluated at least every 5 years as part of the Macedon Ranges Planning Scheme Review.

6 references

Australian Social & Recreation Research Pty Ltd (2008)
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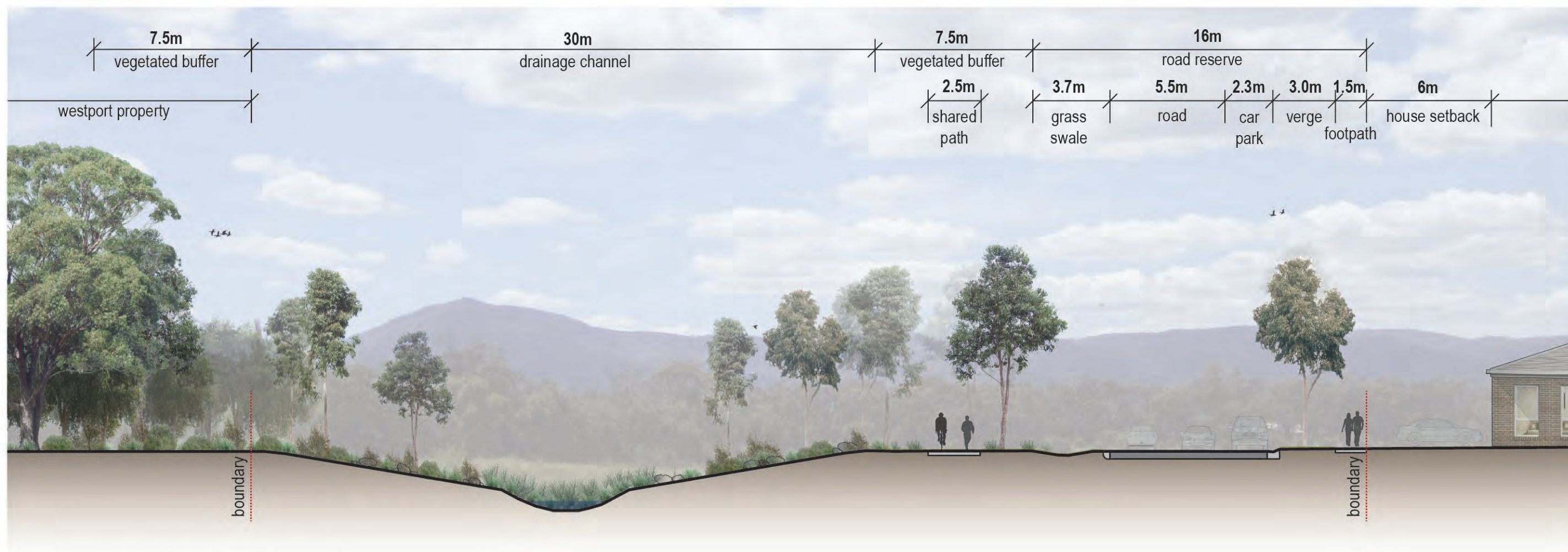
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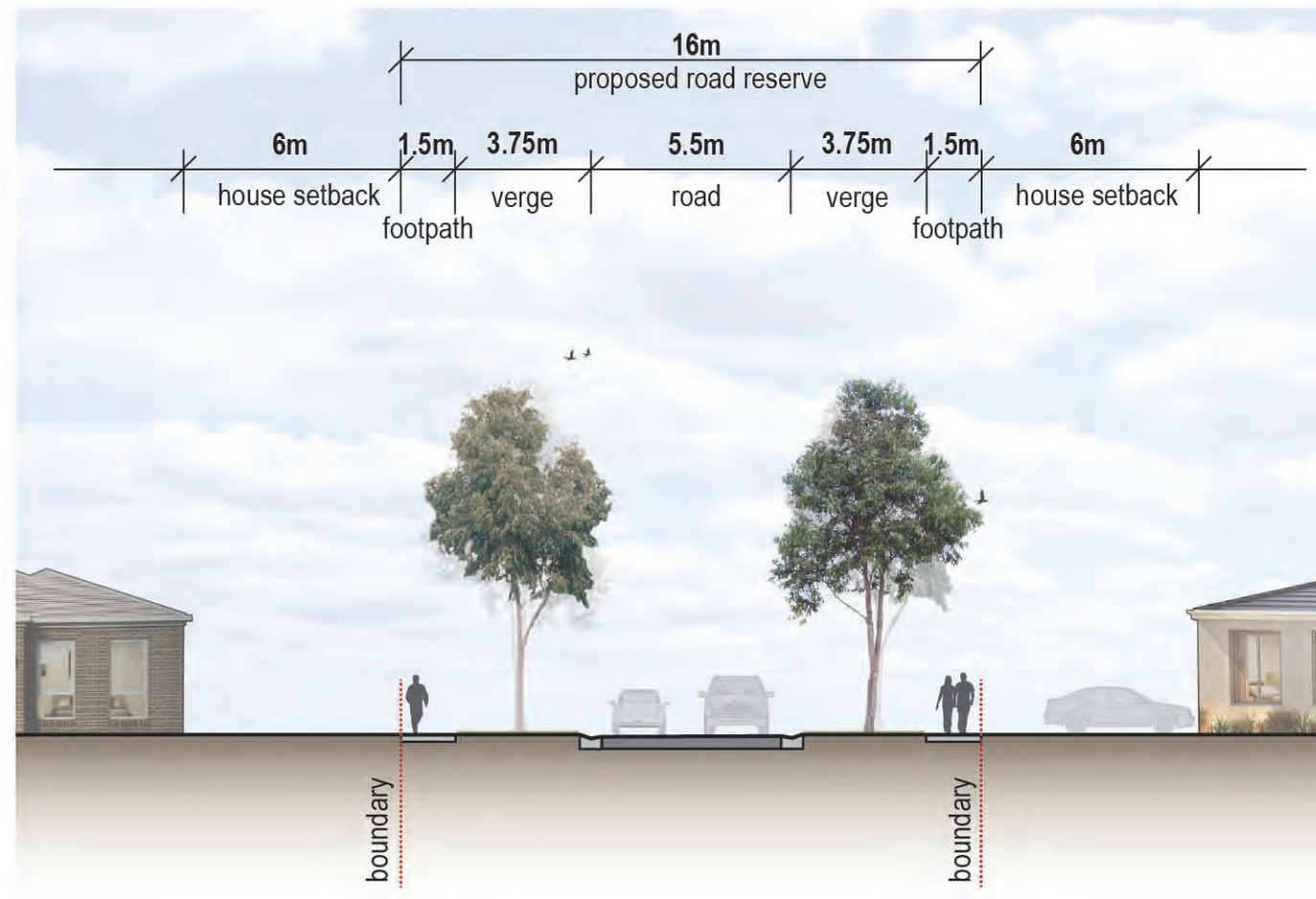
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appendix 1
indicative road cross sections

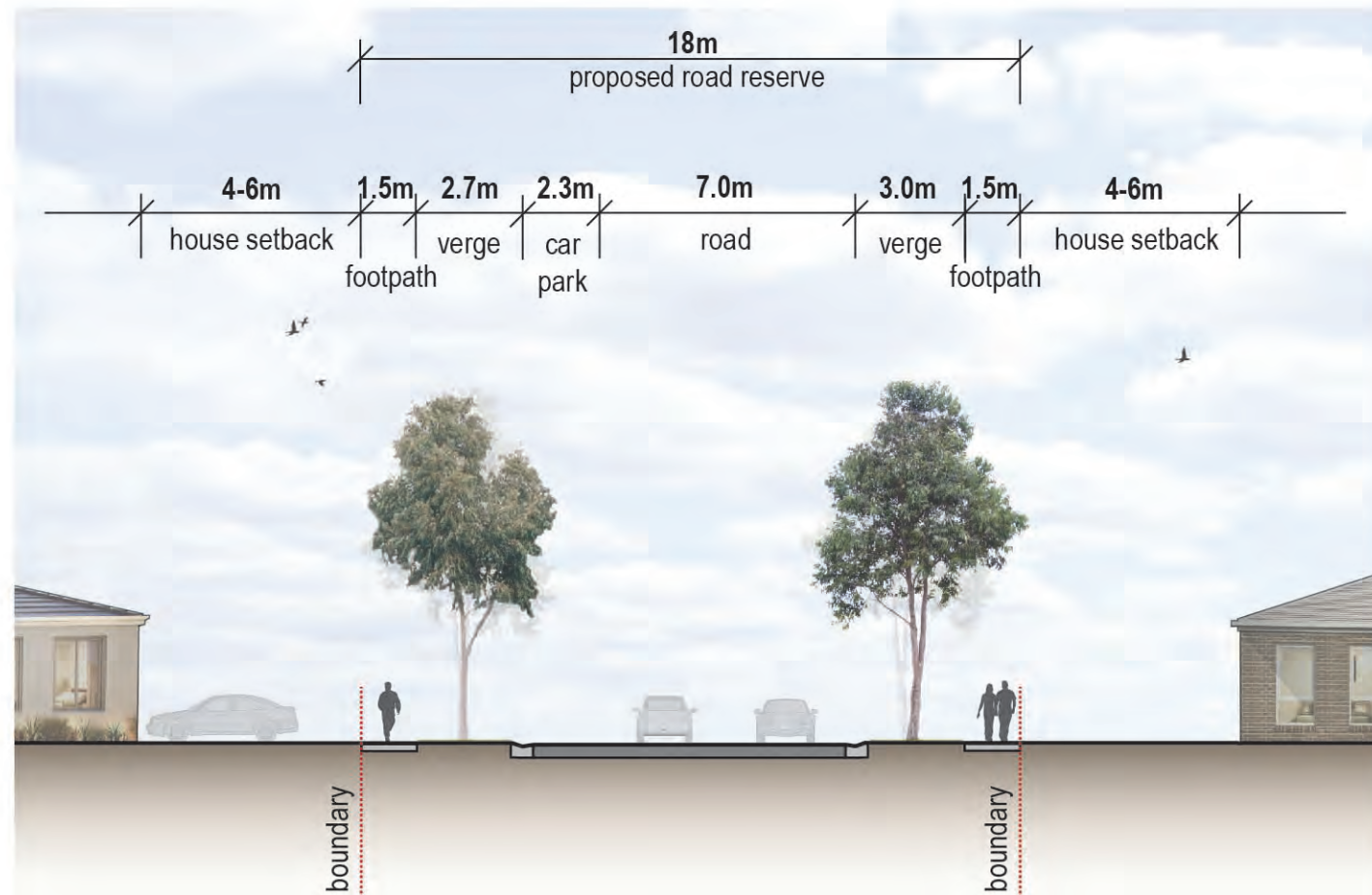


parkway with drainage channel

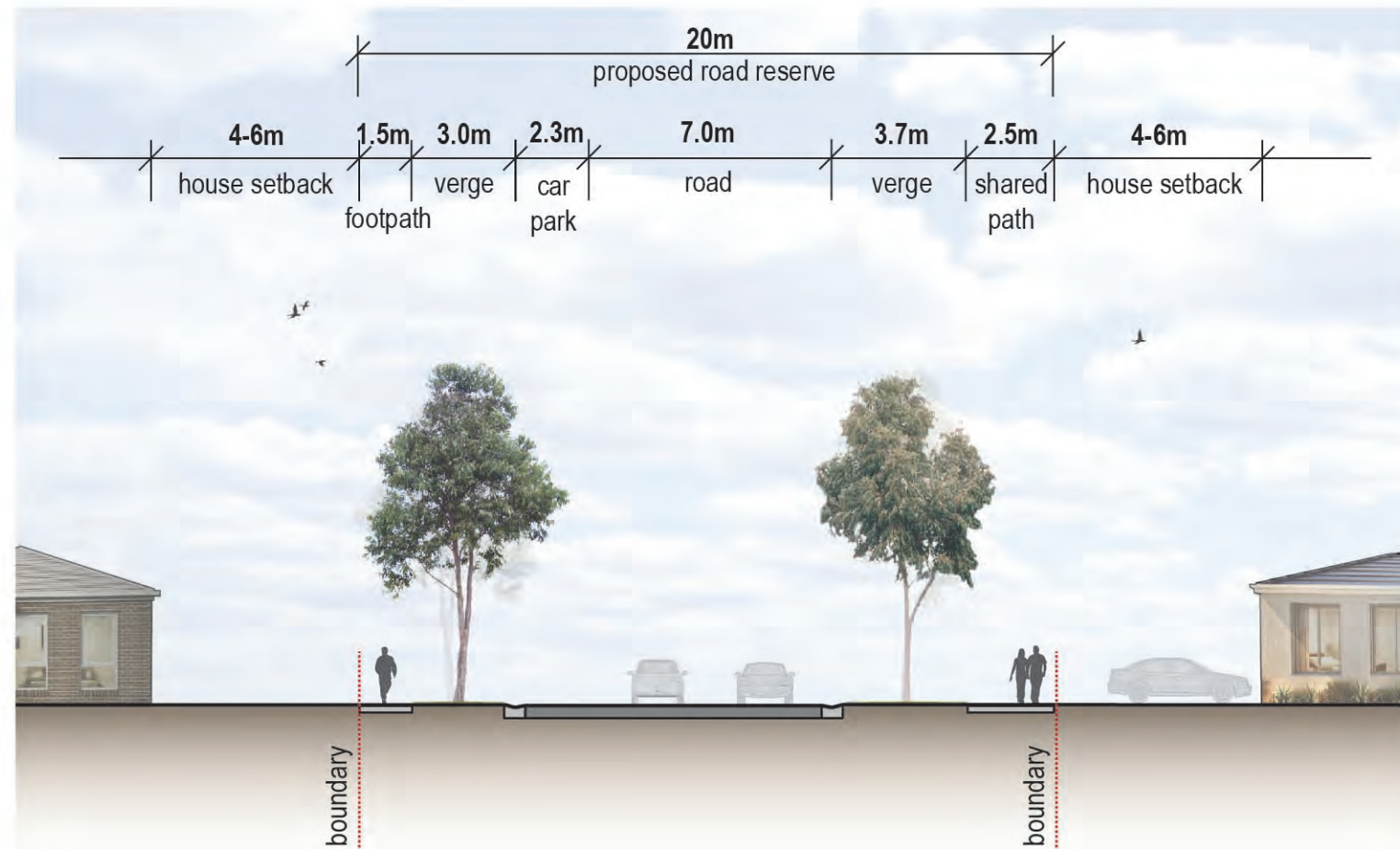
1:200@a3



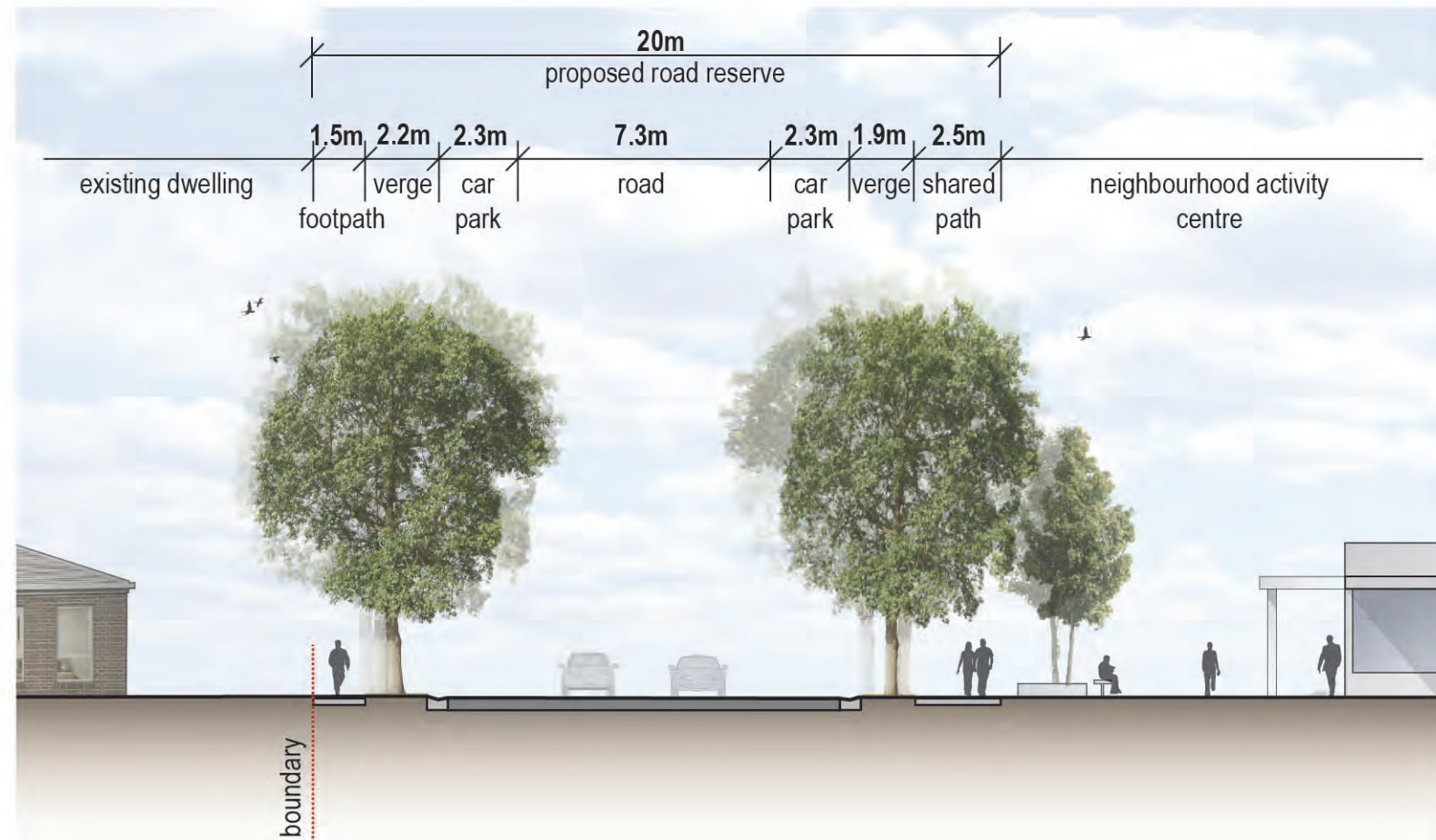
internal street (access place - 16m)
1:200@a3



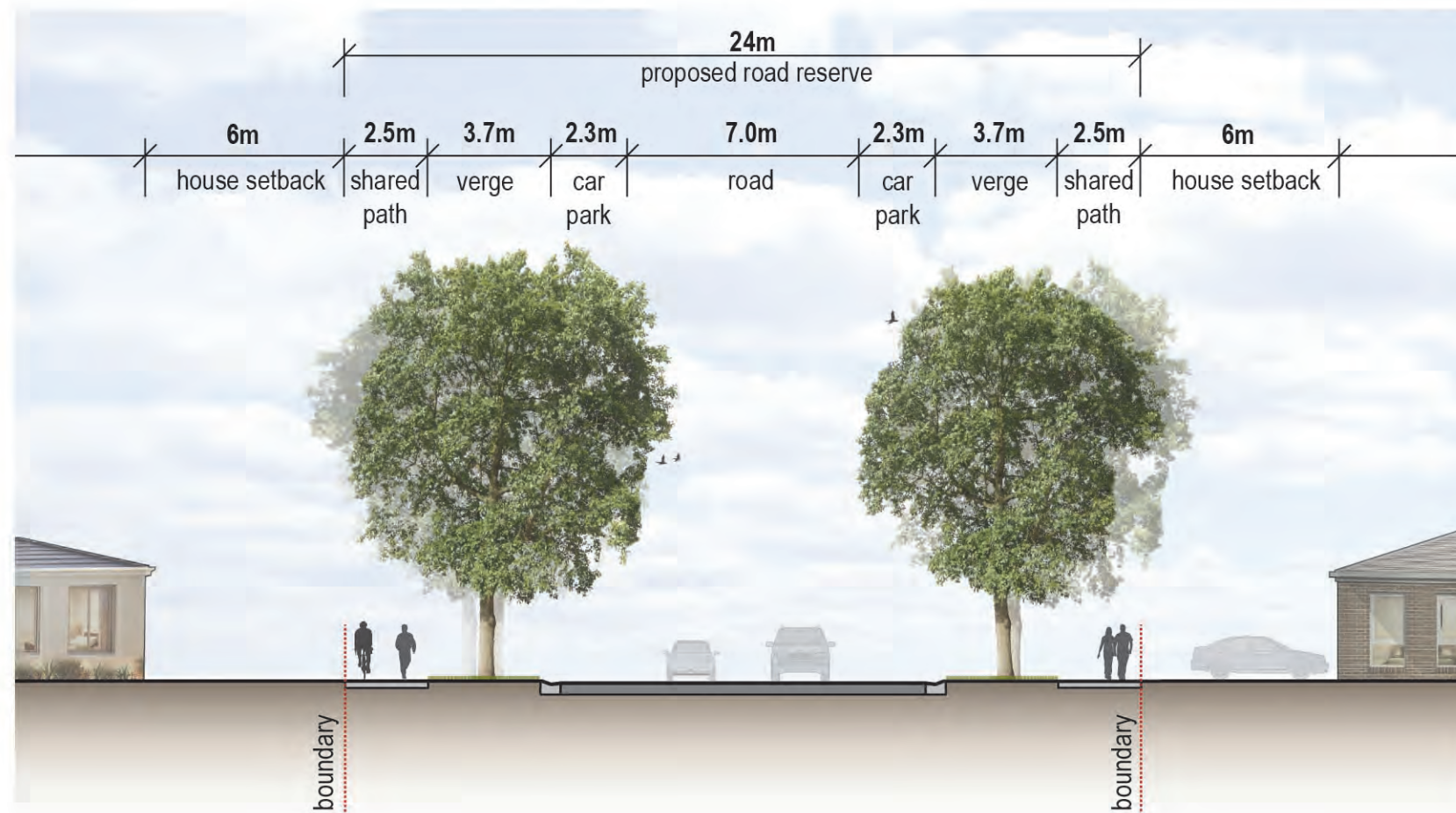
internal street (access place - 18m)
1:200@a3



internal street (access street level 1)
1:200@a3



boulevard road (access street level 2)
1:200@a3



















boulevard road (connector road)

1:200@a3

new gisborne development plan

landscape concept plan sheet 1 of 2

legend

- study area 
- residential development areas 
- existing residential development with opportunity for further subdivision 
- proposed native vegetation 
- proposed exotic vegetation 
- existing vegetation 
- existing windbreak vegetation 
- proposed open space/ habitat links 
- proposed drainage channels 
- proposed retarding basin and wetland 
- buildings 
- proposed roads 
- 2.5m bicycle/pedestrian path 
- bicycle/pedestrian path bridges 
- vegetation to be retained and protected 
- net gain offset area 

street tree planting diagram



legend:

- main streets: continuation of existing avenue planting
Quercus palustris (Pin Oak)
- internal avenue streets
Quercus robur 'Fastigiata' (Columnar English Oak),
Quercus palustris (Pin Oak), *Acer campestre* (Field Maple),
Plantanus x acerifolia (London Plane),
Quercus coccinea (Scarlet Oak)
- bushland interface
Eucalyptus pauciflora (Snow Gum)
- main streets, marshlands & rural interface
Eucalyptus leucogyron (Yellow Gum)
- internal streets
Eucalyptus pauciflora 'Little Snowman' (Dwarf Snow Gum)

note: street tree species selected in accordance with
Macedon Ranges Shire Council, Tree Species List

0 50 100
25 75 125m



Project Ref: 11.505
Dwg No.: LCD-024
Scale: 1:2,500@A1
1:5,000@A3
Date: 20.08.12
Revision: C
Amended: April 2015

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new gisborne development plan

landscape concept plan sheet 2 of 2

legend

- existing indigenous trees 
- native street trees 
- exotic street trees 
- native park trees 
- native shrubs and grasses 
- native wetland vegetation 
- landscaped drainage channels 
- open space, area of lawn 
- shelters 
- playground 
- park bench 
- 2.5m shared path 
- shared path bridges 
- on road bicycle path 
- pedestrian crossing 
- 1.5m footpath 
- roads 

area of existing vegetation to be retained and protected

indigenous trees to be retained and become a feature of the proposed local park

proposed shelter, picnic and barbecue facilities

proposed playground

series of riffles and pools in drainage line to provide habitat diversity and ecological benefits

open area providing northern views to the macedon ranges

landscaped drainage channel to be vegetated with native and indigenous wetland species

shared path

large native street trees screen houses from the calder freeway

shared path abutting marshlands provides opportunity to link with potential future passive recreation facilities in the gisborne racecourse marshlands reserve and the gisborne steam park

open area providing southern views across the gisborne racecourse marshland reserve

gisborne racecourse marshlands reserve

0 5 10 15 20 25m



Project Ref: 11.505
Dwg No.: LCD-025
Scale: 1:500@A1
1:1,000@A3
Date: 20.08.12
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