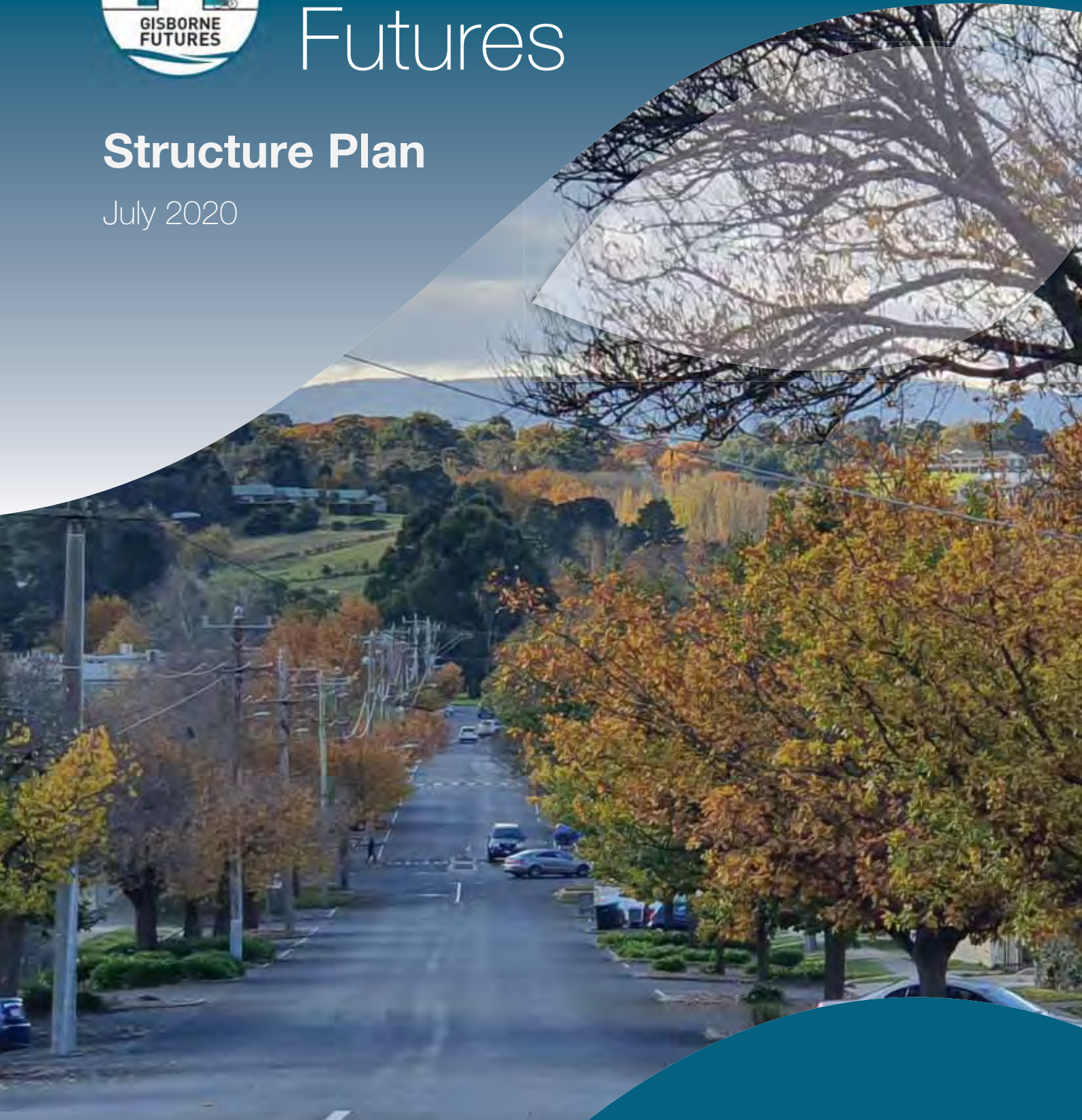




# Gisborne Futures

## Structure Plan

July 2020



**DRAFT**

for Community Consultation



**Macedon  
Ranges**  
Shire Council

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#### Version Control

Date	Version	Purpose
March 2020	Version 1	Preliminary Draft for Internal review
May 2020	Version 2	Preliminary Draft for Community Consultation
July 2020	Version 3	Draft for Community Consultation



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# Acknowledgments



**The project team acknowledges the Traditional Owners of country throughout Australia, and specifically the Wurundjeri Woi wurrung People, and recognises their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.**

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

## Project Team

Macedon Ranges Shire Council prepared this report following the extensive background work, project management and technical analysis undertaken by Ethos Urban.

### Ethos Urban

- Project coordination and management
- Community engagement
- Background and technical analysis
- Community infrastructure needs assessment
- Strategic planning and urban design
- Draft plan preparation

### Urban Enterprise

- Economic & Employment Analysis
- Residential Land Supply and Demand Analysis

### Extent Heritage

- Heritage Assessment

### Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

- Cultural Heritage Values Assessment

### Cardno

- Traffic and Transport Assessment
- Car Parking Precinct Plan
- Strategic Traffic Modelling

### TGM Engineers

- Servicing Report







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

Gisborne Futures is the culmination of a number of projects, including:

- Gisborne Structure Plan
- Gisborne Urban Design Framework
- Gisborne Neighbourhood Character Study
- Gisborne Business Park Development Plan

**The Structure Plan gives broad direction on development of the town, and the Urban Design Framework provides greater detail on the look and feel of the town centre.**

Gisborne Futures is the first major new planning document developed for the town since the Gisborne Outline Development Plan (ODP) was adopted in 2009. Since that time the town has changed in terms of its land use and demographics and a review is required to ensure planning direction for the town remains current.

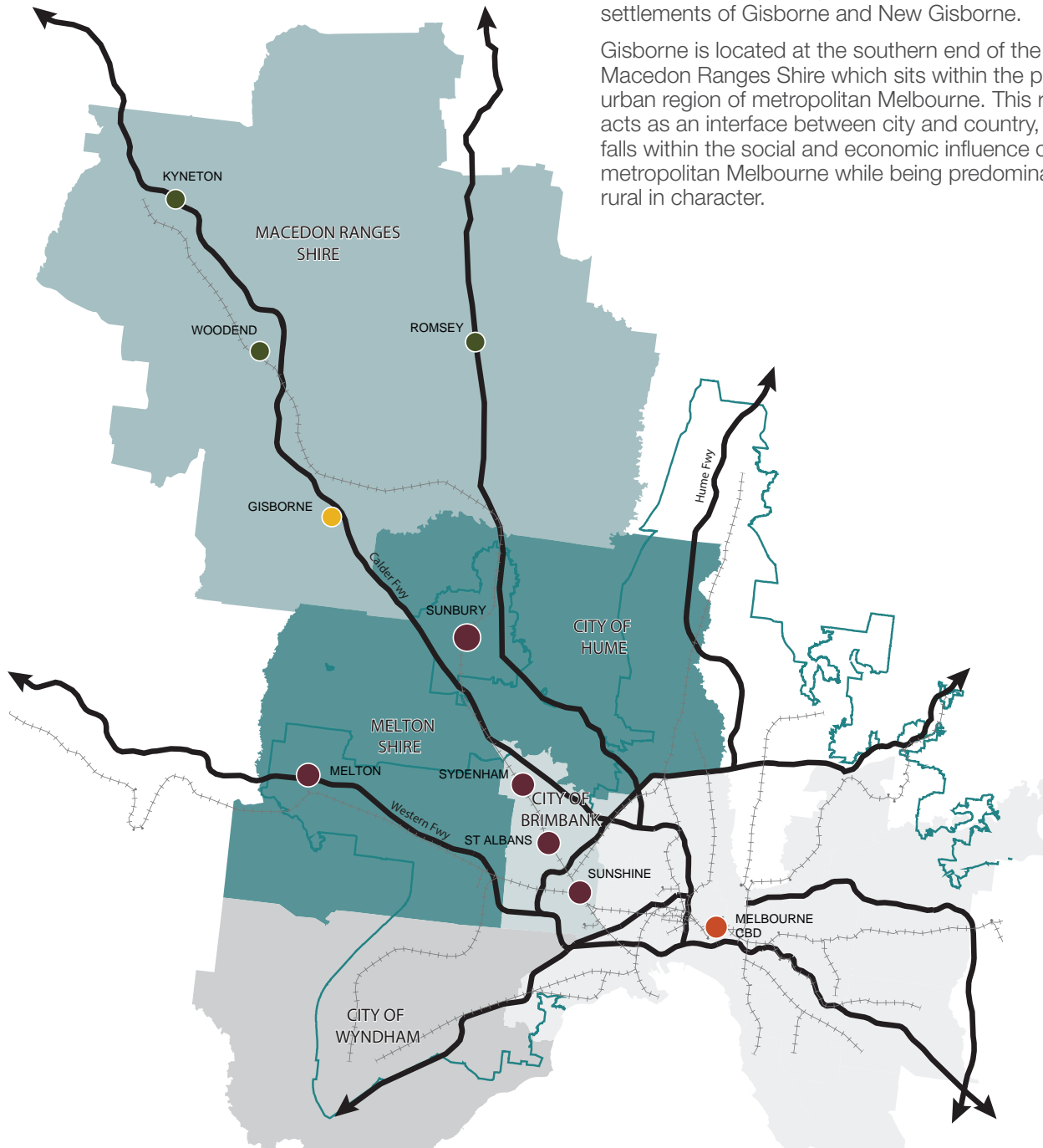


# 1. Introduction & Background

## 1.1. Regional context

The Gisborne township is located 55 kilometres from the Melbourne city centre and includes the settlements of Gisborne and New Gisborne.

Gisborne is located at the southern end of the Macedon Ranges Shire which sits within the peri-urban region of metropolitan Melbourne. This region acts as an interface between city and country, and falls within the social and economic influence of metropolitan Melbourne while being predominantly rural in character.



**Figure 1. Regional Context**

Source: Ethos Urban



## 1.2. About Gisborne

Gisborne has many qualities that make it an attractive place to live and work. The tree-lined streets and open spaces, landscape setting, semi-rural atmosphere and the spirit of the local people have all been identified as aspects of the town that are highly valued by the community.

Gisborne's location approximately 1 hour from Melbourne or Bendigo and the diversity of established social, education and health services, and retail and hospitality offering have made the town a popular choice for commuters, families and those seeking a well-connected rural lifestyle.

These desirable features have seen Gisborne grow over the past 20 years from a district town to a regional centre that services a broader catchment.

## 1.3. Drivers of change

### State Planning Policies

- Plan Melbourne (2017)
- Loddon Mallee Regional Growth Plan (2014)
- Macedon Ranges Statement of Planning Policy (2019)

State Government policy including Plan Melbourne (2017-2050) and the Loddon Mallee Regional Growth Plan (2014) identify Gisborne as peri-urban settlement with capacity for growth, and as regional centre with a diversity of residential options, employment opportunities and social infrastructure.

Plan Melbourne states that “development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets”.

The Macedon Ranges Statement of Planning Policy (SPP) applies protected settlement boundaries to towns within the Macedon Ranges identified as having capacity for future growth. Once in place, amendment of the settlement boundaries will require approval of both houses of parliament.

The Settlement objective within the SPP is

**“To plan and manage growth of settlements in the declared area consistent with protection of the area’s significant landscapes, protection of catchments, biodiversity, ecological and environmental values, and consistent with the unique character, role and function of each settlement.”**

### Local Planning Policies

- Macedon Ranges Settlement Strategy (2011)
- Gisborne/New Gisborne Outline Development Plan (2009)

The Macedon Ranges Settlement Strategy encourages the development of Gisborne as a regional centre by facilitating the provision of a large, diverse, employment and housing base and the provision of higher order goods and services. It also endeavours to ensure there is consistency with the capacity of settlements to grow and plan for growth by focussing development on and consolidating the roles of the key towns of Gisborne and Kyneton which have the highest levels of infrastructure, services and employment.

The Gisborne/New Gisborne Outline Development Plan (ODP) provides the strategic background and a detailed framework for the future residential, commercial and industrial growth for Gisborne and New Gisborne.

**Population growth has exceeded the level anticipated in the ODP, and the introduction of protected settlement boundaries has initiated the need to review the township plan through the Gisborne Futures project.**

## 2. About the Gisborne Futures Project

The Gisborne Futures project recognises the long-term implications for Gisborne in terms of capacity for change within the peri-urban influence of metropolitan Melbourne. The Plan considers housing development and the need for community and service infrastructure in tandem to meet the needs of the community, and provides direction for how these may be accommodated to respond to the highly valued characteristics of the town.

Consideration of neighbourhood and landscape character values, tree retention and preservation and enhancement of parks and open space throughout the town is included to ensure these are not compromised as the town continues to grow and change.

Within this context, the Gisborne Futures project seeks to identify and harness the opportunities provided by growth to ensure that it delivers positive outcomes for the township and the community. Setting a long-term vision for land development will help identify what social, community and physical infrastructure will be required for existing and future communities, and will plan to deliver them in a timely and coordinated manner.

### The Gisborne Futures project comprises three key documents:

#### Gisborne Structure Plan

The Gisborne Structure Plan sets out the long-term strategic vision and action plan for the whole town including New Gisborne.

#### Gisborne Urban Design Framework

The Gisborne Urban Design Framework (UDF) sets out the direction for new development within the Town Centre, including buildings, streetscape works and public realm improvements.

#### Gisborne Neighbourhood Character Study

The Gisborne Neighbourhood Character Study identifies the precincts of Gisborne that share common neighbourhood characteristics and identifies planning controls to assist in achieving the precinct's preferred character

### 2.1. Planning for 2050

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

As a regional centre where growth is to be managed, and as the primary town in the Macedon Ranges Shire where growth will be focussed, it is necessary to ensure that sufficient land is set within the Gisborne township boundary to fulfil this role.

The year 2050 is not a date to aim for and it does not define a desired future population for the township. Rather, it has been set to ensure the sequential development of land occurs in an orderly fashion, and that all the essential infrastructure and services are available to communities as they are required.



## Gisborne Structure Plan

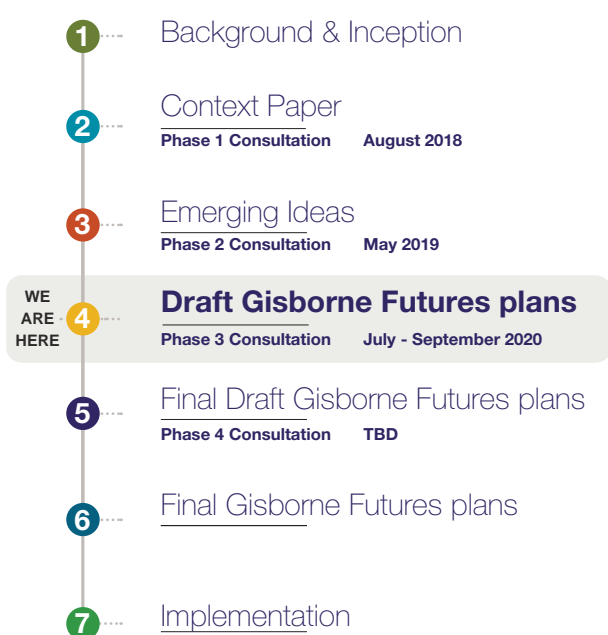
**This Plan presents the Draft Structure Plan for community comments. It follows on from the Emerging Ideas phase completed in May 2019 and takes into account further research and feedback received during that phase.**

The Structure Plan:

- Articulates a sustainable vision for Gisborne and provide direction for the town which is consistent with state and local policy directions.
- Considers urban development and growth opportunities and achieve sustainable outcomes for existing and future residents.
- Provides a township boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne while providing sufficient land to accommodate growth for the next 30 years.
- Develops a framework for the use and development of land to meet the future needs of the community.



## Project stages



The Gisborne Futures project is being prepared over seven stages.

The project commenced with background research, data gathering and technical analysis to inform the input into the plans.

Following engagement with the community about issues and opportunities for the towns, ideas for the future of Gisborne/New Gisborne were presented back to the community for feedback and discussion through the “Emerging Ideas” Phase.

The preferred options for the Structure Plan, Urban Design Framework and Neighbourhood Character Study have been developed into draft plans for community consultation (current stage).

Preparation of a second set draft plans and an Implementation Plan (Stage 5) will consider community comments and suggestions received and will include a detailed implementation plan. These will be exhibited to the community for comment again before the final Plans are prepared (Stage 6).

Implementation (Stage 7) will require seeking Council’s formal adoption of the plan which will be followed by a planning scheme amendment process to implement key policy and direction into the Macedon Ranges Planning Scheme.

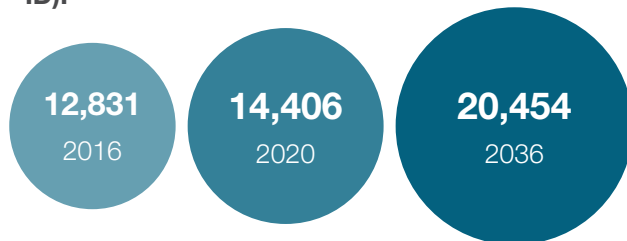
# 3. Gisborne's People

## Demographic Snapshot

### Population

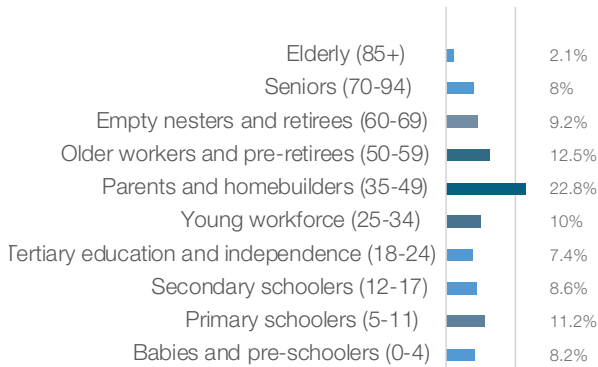
In 2016, Gisborne had a population of 12,831 residents. The 2020 population estimate is 14,406, and strong population growth is predicted to continue, with a population of 20,454 residents expected by 2036 (Forecast ID).

**52%** of Macedon Ranges residents **travel outside the Shire** to work



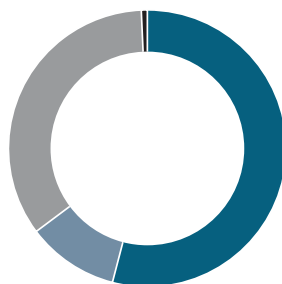
### Age Structure

Gisborne District residents are slightly younger on average than those in the rest of the municipality with a median age of 39 compared with the Macedon Ranges Shire median of 42.



### Household Structure

In Gisborne the largest household type is couples with children (54%), followed by couples without children (34.5%) and single parent households (10.7%).





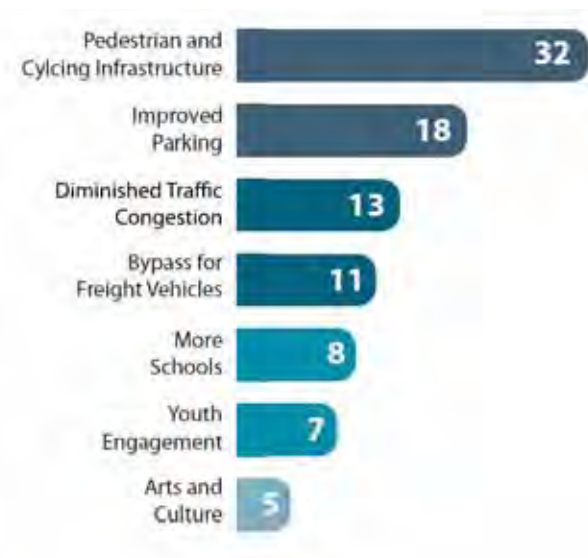
# 4. Consultation Summary

The community has contributed to the development of Gisborne Futures through two rounds of consultation:

- Context and Technical Analysis in August 2018
- Emerging Ideas in May 2019

The feedback received as part of these consultations has been considered, and where possible incorporated into the draft Gisborne Structure Plan and draft Urban Design Framework.

Top responses to the question “What would make Gisborne a better town?”



Top responses to the question “What could the Plan address to manage Gisborne’s character?”



What we heard

**There is apprehension about the expected population growth in Gisborne. Feedback is divided into support for growth—particularly greater affordability, some increased density, and diversity of housing—and a sentiment that population growth poses a threat to Gisborne’s existing character and infrastructure. Future land uses should serve the community through access and inclusion.**

Feedback included:

- The importance of retaining and protecting the semi-rural ‘feel’ and character of the town;
- Continued apprehension regarding growth and development;
- The need to protect heritage features of the town;
- The importance of protecting and enhancing the town’s open space areas and landscape features;
- Pedestrian and cycle safety and infrastructure improvement;
- Importance of ensuring ease of access and mobility throughout the town;
- Economic development should occur through support for local business;
- Importance of protecting village and semi-rural landscape character through lot sizes in new subdivisions;
- Participants noted that future residential development should prioritise affordability and choice, while also minimising car dependency;
- Protection of the environment should also be a key consideration;
- Keen for an increase in diversity of retail, business and employment offerings but not supportive of large-format retail in the town centre;
- Support for neighbourhood activity centres outside the town centre; and
- Improved need for community infrastructure and services.

**Further detail on engagement activities and responses is provided in the Gisborne Futures Engagement - Phase 1 & 2 Summary Report.**

## 5. Vision

In 2050 Gisborne will be a thriving regional centre that sustains, engages and provides people with opportunities and choice for living, working and recreation. It will provide a healthy and accessible environment that enables people to move actively around the town through a connected network of pedestrian and cycle paths.

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

The town centre will be an inviting place for people to meet, explore and do business in a safe, attractive and pedestrian-friendly environment. The growth of creative and innovative businesses and a diverse mix of local job opportunities will allow residents to live and work locally.

New development will respond to the defining village character, environment and landscape qualities of the town and its surrounds.

Planning for future communities will provide convenient access to services and facilities. A protected settlement boundary will cater for future growth and define areas protected for environmental, conservation and landscape value.

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



## 6. Key Principles

.....

### Housing Framework

Increase housing diversity, choice and affordability within the town, ensuring new housing development is well planned, sustainable and respects the established built and natural character of the town as a regional centre within a rural setting.

### Heritage & Culture

Protect, define and celebrate important elements that contribute to Gisborne's unique post contact and Aboriginal cultural heritage.

### Activity Centres

Provide for vibrant and attractive places for people to obtain a range of services (community and commercial) and experiences appropriate to the level of centres with the main town centre being the "heart" of the town.

### Landscape & Environment

Respect and enhance the natural landscapes, waterways, open space corridors and conservation values of the town and ensure that development protects and responds positively to these unique environmental assets.

### Economic Development & Employment

Provide a range of opportunities to encourage economic prosperity and job creation across diverse industries, fostering local business growth and innovation.

### Transport & Movement

Provide a movement network which connects communities through a range of transport options - public transport, cars, walking and cycling to move people safely, efficiently and easily within Gisborne and which manages the impacts of external freight movements to reduce adverse impacts on local amenity.

### Community Facilities & Utilities

Provide for well-serviced, connected communities that have access to essential services and community infrastructure which supports the needs of the local and regional population.



# 7. Gisborne Framework Plan

## 7.1. Key Objectives

### Housing Framework

- Manage housing growth and land supply within a protected settlement boundary.
- Provide a variety of housing opportunities to accommodate a changing and growing community, including a diversity of housing types that are suited to a range of ages, abilities, household structures and affordability levels.
- Plan for sustainable and resilient future communities.
- Ensure future urban growth in New Gisborne respects the township's semi-rural character; heritage streetscapes; view lines to the Macedon Ranges; and significant natural environmental assets, including Gisborne Racecourse Marshlands Reserve.
- Ensure infill development reflects the valued character of Gisborne's residential neighbourhoods with respect to built form, scale, setbacks and vegetation.

### Activity Centres

- Strengthen the role of the Gisborne town centre as a local and regional destination for business, retail, entertainment and community activities that provides access to a range of services and facilities.
- Provide existing and future communities with walkable access to everyday goods and services.

### Economic and Employment Growth

- Support the ongoing growth of the small to medium business sector in the town centre.
- Ensure there is adequate land supply for future economic growth and local employment to provide opportunities for people to work where they live, reducing commute times and offering subsequent health and wellbeing benefits.
- Ensure that the business park is a high quality development designed to integrate with the semi-rural township character of Gisborne.

### Heritage and Culture

- Ensure new development in Gisborne appropriately responds to Aboriginal cultural heritage sites, places and values.
- Enhance and celebrate Gisborne's cultural heritage in its open spaces and landscapes.
- Ensure new development in Gisborne appropriately responds to heritage sites, places and values.

### Landscape and Environment

- Protect visually sensitive landscapes, views and vistas from development that will compromise their quality and influence on the semi-rural character of Gisborne.
- Maintain trees and vegetation that contribute to Gisborne's highly valued green, leafy character.
- Promote Gisborne as a 'village in the valley' through retention and enhancement of township edges and entrances.
- Ensure new development does not detract from the highly-valued character of Gisborne's landscape setting.
- Protect and enhance waterways, roadsides and connected areas of open space as wildlife corridors.
- Provide an open space network that promotes health and wellbeing and serves the needs of a diverse community.
- Develop and enhance the Jacksons Creek open space corridor as a parkland of regional significance.

### Movement and Transport

- Provide an accessible town with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.
- Create a road network that provides a high level of amenity and safety for pedestrians and cyclists.
- Provide a walking and cycling network that enhances opportunities for passive recreation and leisure through a series of connected open spaces.
- Promote cycling as a healthy and sustainable alternative to driving for commuters traveling from Riddells Creek and Macedon to Gisborne for work and access to services.
- Ensure new developments provide a safe and accessible walking and cycling network with high levels of connectivity, activation and amenity that connect to activity centres, services, employment areas and public transport.

### Community Facilities & Utilities

- Ensure the community infrastructure needs of existing and future communities are identified and delivered, and supported by a built environment that is integrated and accessible.
- Ensure that utilities and essential services are planned for and identified early, and are designed to meet ESD guidelines to deliver more sustainable communities.
- Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.

### Figure 2. Gisborne Framework Plan

# 8. Housing Framework

**Increase housing diversity, choice and affordability within the town, ensuring new housing development is well planned, sustainable and respects the established built and natural character of the town as a regional centre within a rural setting.**

## 8.1. Housing Diversity

**Gisborne will provide a variety of housing opportunities to accommodate a changing and growing community. The population of Gisborne is expected to age and more young families are also moving into town. Family structures change with the life cycle and a long term plan must cater for these diverse needs.**

Of the current Gisborne housing stock, 91% consists of detached dwellings on individual lots. Current house prices put home ownership in Gisborne beyond the reach of most moderate to low income households who may be seeking to enter the market. A unit or townhouse may be a more affordable alternative to a detached dwelling.

Greater housing diversity may be achieved by increasing the range of dwelling types including shop-top apartments, units and townhouses. Detached family homes of different sizes, and on different sized lots, provides for a range of affordability levels.

Gisborne is already experiencing a trend towards greater housing diversity, including medium density housing close to the train station in New Gisborne. There are also redevelopment opportunities close to the town centre.

Further development of medium density housing in the form of smaller housing lots, townhouses or units is promoted where there is good access, to shops, services, public transport, open space and schools.

It will be important for future medium density housing to provide a high level of amenity for residents, with quality buildings designed to reflect the semi-rural township character of Gisborne.

## 8.2. Housing Change Areas

Many of Gisborne's residential neighbourhoods have potential for medium density infill development that can respect the existing character of neighbouring houses and streetscapes. The scale and degree of development will vary depending on where the site is located and what the preferred future character of that area is. The following Change Areas have been defined.

### Incremental Change Area 1

Medium density housing is promoted in existing residential areas within close proximity to the town centre.

### Incremental Change Area 2

Subdivision of larger lots into dual occupancies or multi-unit developments within reasonable walking distance to the town centre, future activity centres and transport will be supported, provided neighbourhood character objectives are met.

### Minimal Change Areas

Minimal Change Areas provide for a limited degree of housing growth and change in established residential areas.

### Development Plan Areas

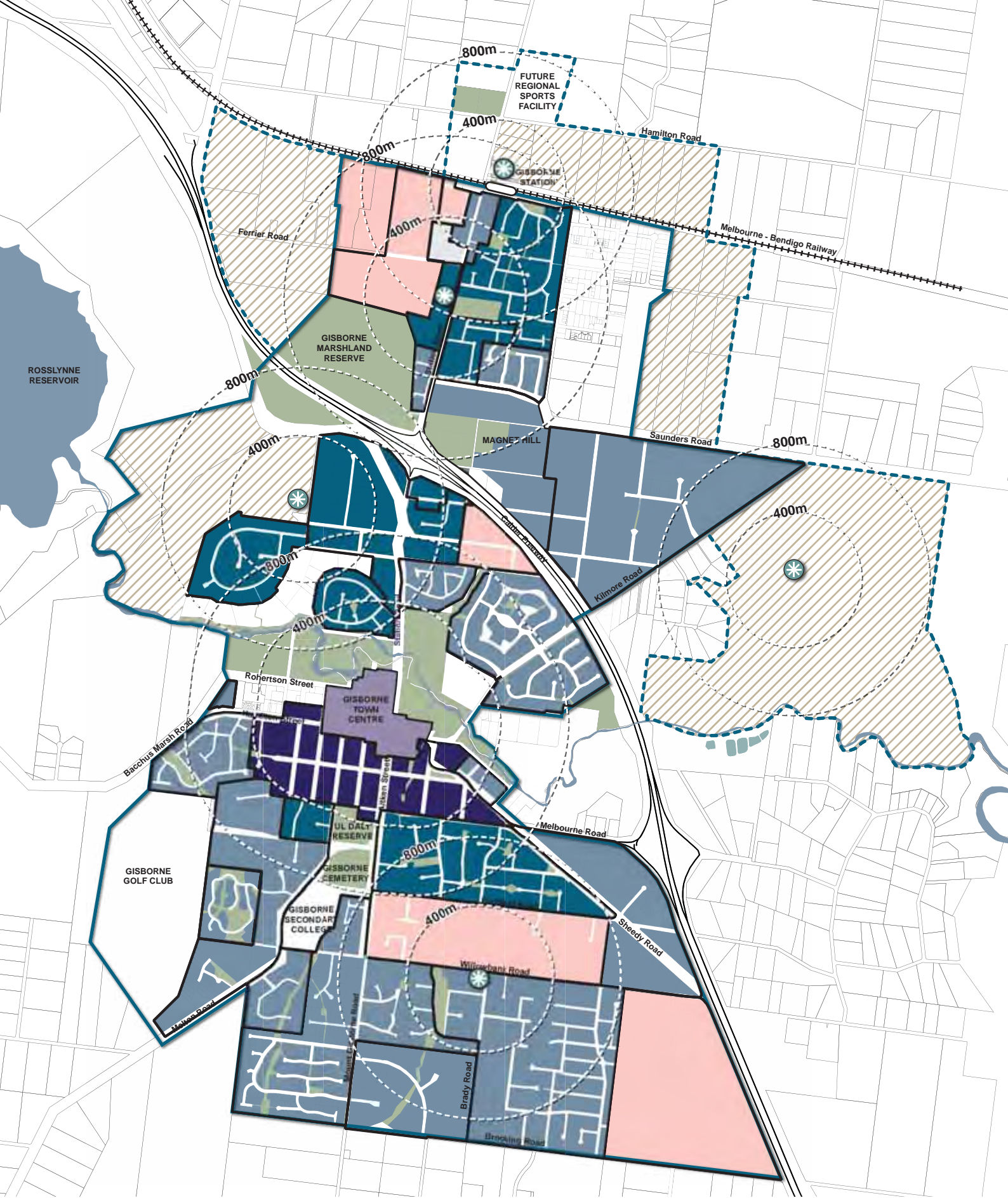
These areas will see a transition to increased residential densities in accordance with approved development plans.

Residential Housing Types:

		Townhouses / units (up to 3 storeys)	Townhouses / units (up to 2 storeys)	Dual Occupancy	Detached Dwellings
Incremental Change 1	ALL LOTS	●	●	●	●
Incremental Change 2	LARGE LOTS (1000m2 and above)		○	●	●
	SMALL LOTS (Under 1000m2)			●	●
Minimal Change	ALL LOTS (Minimum lot sizes apply)			○	●
● Preferred Housing Type		○ Permissible, but not preferred			

**Figure 3. Housing Framework - Preferred Housing Types**





**Legend**

- |  |                               |  |                                |
|--|-------------------------------|--|--------------------------------|
| Existing town boundary                 | Town Centre                   | Incremental Change 1                     | Future Urban Growth Zone (UGZ) |
| Proposed protected settlement boundary | Future Activity Centre        | Incremental Change 2                     |                                |
| Railway Line                           | Distance from Activity Centre | Minimal Change                           |                                |
| Gisborne Station                       |                               | Areas developing under Development Plans |                                |
| Open space & reserves                  |                               |  |                                |

0 500m 1000m **17**

**Figure 4. Housing Change Areas**

## 8.3. Residential Growth Areas

**Future township growth will be focused in New Gisborne. Land to the east and west of the existing township boundary that was earmarked for future investigation in the 2009 ODP has been considered.**

New Gisborne has ready access to public transport and the Calder Freeway. A collection of community and social facilities have emerged to support the growing community, including a medical centre, schools, child care and aged care services. Council's proposed regional sports facility will enhance the sporting, recreational and community focus for the precinct.

The SPP applies protected settlement boundaries to towns within the Macedon Ranges that are identified as having capacity for future growth. Once in place, the settlement boundaries will require approval of both houses of parliament to be amended.

The protected settlement boundary for Gisborne has been informed by analysis of Gisborne's structure and adjacent land areas, landscape and environmental features to be protected, access to shops, services, schools, public transport and community facilities. The extents of the boundary has been set to provide enough land supply to accommodate growth to 2050.

### Objective 1.

**Manage housing growth and land supply within a protected settlement boundary.**

#### Strategies & Actions

- Amend the Macedon Ranges Statement of Planning Policy to include the proposed protected settlement boundary for Gisborne.
- Prioritise the development of land for housing within existing residential areas under currently approved Development Plans.
- Rezone land identified for residential growth to the Urban Growth Zone (UGZ) to allow for the sequential and coordinated development of the land through a Precinct Structure Plan (PSP) process.
- Remove Development Plan Overlay Schedule 4 from 89 Ross Watt Road and rezone to Urban Growth Zone.
- Monitor residential growth and land supply on an on-going basis.
- Consider development of identified long term growth areas only after existing vacant residential land has reached or is nearing full capacity.
- Ensure that any future development considers cultural heritage values, housing diversity, landscape sensitivity, township character and the need for long term activity centres and community infrastructure.

### Objective 2.

**Provide a variety of housing opportunities to accommodate a changing and growing community, including a diversity of housing types that are suited to a range of ages, abilities, household structures and affordability levels.**

#### Strategies & Actions

- Retain residential land around the town centre in Neighbourhood Character Precinct 3 in the General Residential Zone (GRZ), to allow for medium density housing up to three storeys.
- Support the subdivision of larger lots within the town centre and incremental change areas into dual occupancies or multi-unit developments providing neighbourhood character requirements are met.
- Promote medium density housing within convenient walking distance of the train station and future activity centres.

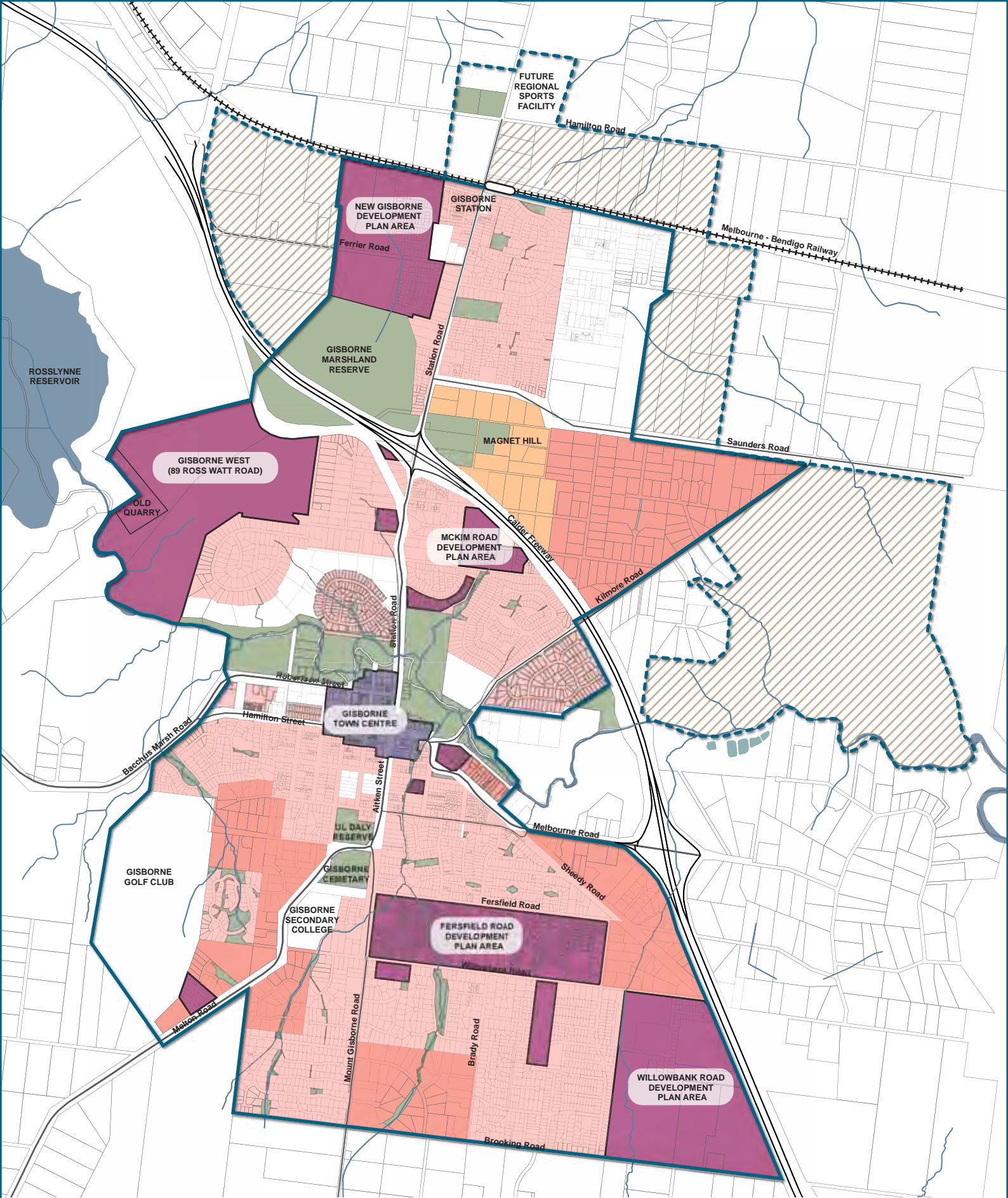
### Objective 4.

**Plan for sustainable and resilient future communities.**

#### Strategies & Actions

- Require new developments to adhere to sustainable subdivision design principles through the PSP process.
- Encourage developers to include sustainable design guidelines for dwellings in new subdivisions.
- Explore the introduction of sustainable design policies into the Planning Scheme to capture the infill development market, and demonstrate a commitment to environmental sustainability through actively encouraging sustainably-designed buildings.





### Legend

- |  |             |                              |  |
|--|-------------|------------------------------|--|
| Existing boundary                      | Town Centre | General Residential Zone     | Undeveloped existing residential land  |
| Proposed protected settlement boundary | Waterway    | Low Density Residential Zone | Long term future residential expansion |
| Railway Line                           | Waterbodies | Rural Living Zone            |  |
| Gisborne Station                       |             | Non-residential land         |  |
| Open space & reserves                  |             |                              |  |

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Figure 5. Residential Land Supply

## 8.4. Neighbourhood Character

### Objective 3.

**Ensure future urban growth in New Gisborne respects the township's semi-rural character; heritage streetscapes; view lines to the Macedon Ranges; and significant natural environmental assets, including Gisborne Racecourse Marshlands Reserve.**

### Strategies & Actions

- Provide landscape buffers of 30-50m, including service road access along township entrance roads.
- Provide a sense of space around houses that is enhanced by generous front and side setbacks and low, permeable or non-existent front fences that allows for a generous visual connection between public and private realms.
- Require larger residential lot sizes (greater than 1,500 square metres), and sensitive siting and design of new development in areas that:
  - are visually sensitive,
  - are located along the Calder Freeway, entrance or connector roads,
  - support remnant flora and fauna,
  - are constrained by land slope or where they abut existing larger lots of rural or low density residential development.
- Provide wide entrance roads with a larger lot interface on entrances and connector roads to new developments.
- Maintain lot size averages of between 500-1,500 square metres in area (with an average lot size of 800 square metres) in conventional residential areas.
- Identify escarpment land within the bounds of 89 Ross Watt Road as encumbered land for future conservation and recreation opportunity, and to preserve the visual significance of it as a landscape feature, as part of any development application.

The Gisborne Neighbourhood Character Study brings together a large volume of research. It includes spatial analysis; field surveys; research into patterns of development; and community consultation about the existing character and preferred future character of Gisborne and New Gisborne.

The Study has identified seven Neighbourhood Character Precincts that contain a number of sub-precincts. Descriptions of existing characteristics are used as a starting point and nuances in character are present among the sub-precincts. These have been grouped to reflect similarities in preferred future character and design objectives for future implementation of the Study.

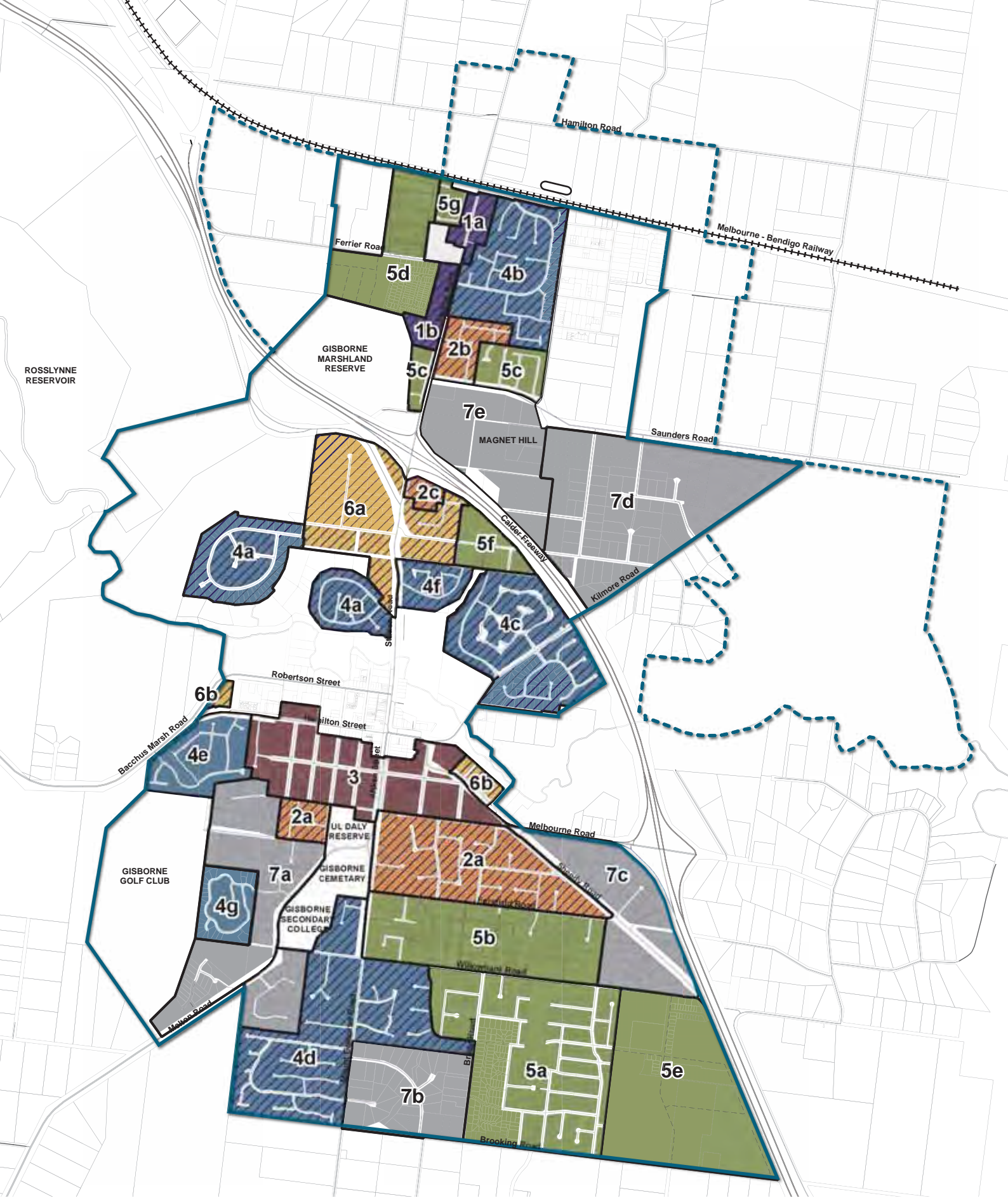
### Objective 5.

**Ensure infill development reflects the valued character of Gisborne's residential neighbourhoods with respect to built form, scale, setbacks and vegetation.**

### Strategies & Actions

- Include neighbourhood character policy and design guidance in the Planning Scheme.
- Retain existing Low Density Residential and Rural Living Zones within the settlement boundary.
- Rezone nominated neighbourhood character precincts from General Residential Zone to Neighbourhood Residential Zone and implement the design requirements for each precinct through schedules to the zones (refer Gisborne Neighbourhood Character Study for specific detail).
- Introduce a new schedule to the General Residential Zone in Precinct 3 to achieve preferred neighbourhood character outcomes.
- Remove DDOs where similar outcomes can be achieved through the schedules to the Neighbourhood Residential Zone (refer Gisborne Neighbourhood Character Study for specific detail).





### Legend

- |  |                                       |  |
|--|---------------------------------------|--|
| Existing town boundary                 | Precinct 1: Station Road New Gisborne | Rezone to Neighbourhood Residential Zone (NRZ) |
| Proposed protected settlement boundary | Precinct 2: Post-War Suburban         |  |
| Railway Line                           | Precinct 3: Town Centre               |  |
| Gisborne Station                       | Precinct 4: Large Lot Residential     |  |
|  | Precinct 5: Contemporary Suburban     |  |
|  | Precinct 6: Low Density Township      |  |
|  | Precinct 7: Rural Residential         |  |

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Figure 6. Neighbourhood Character Areas

# 9. Activity Centres



**Provide vibrant and attractive places for people to obtain a range of services (community and commercial) and experiences appropriate to the level of centres with the main town centre being the “heart” of the town.**

**Activity centres are vital community hubs where people shop, work and live, with access to a variety of goods and services at a range of scales.**

The design of urban environments can help deliver better health outcomes for the community. Research has shown that residents living within convenient walking distance of local destinations, such as supermarkets, shops, parks and public transport, are more likely to choose walking as a transport option over driving.

Gisborne has traditionally evolved with the town centre being the focus for retail, community and service uses. Although the township has expanded to the south and the north west of New Gisborne there is a lack of convenience shopping, basic services and retail spaces to service these new populations. This leaves many people little option but to drive to access these amenities.

## Regional Activity Centre

As a regional activity centre, Gisborne’s town centre will provide the daily shopping needs for the local community and the surrounding rural area. This includes the smaller townships of Macedon, Mount Macedon, Riddells Creek, and to a lesser extent, Woodend. The Gisborne town centre currently features supermarkets and food retailers; restaurants and cafés; offices; specialty retail; medical services; banks; real estate agents; police; and community services and facilities.

## Future Neighbourhood Activity Centres

Neighbourhood Activity Centres (NACs) are planned and it is envisioned they will become community focal points for walking and cycling. This will reduce the need to drive for short journeys and basic convenience shopping, and will generate opportunities for incidental interaction in communal social spaces. The nominated locations are:

- New Gisborne Activity Centre (Short-term)
- Willowbank Road Activity Centre (Short-term)
- Future Growth Areas (medium-long term)

### Objective 6.

**Strengthen the role of the Gisborne town centre as a local and regional destination for business, retail, entertainment and community activities that provides access to a range of services and facilities.**

#### Strategies & Actions

- Promote a diverse and complementary mix of retail, commercial and residential development within the town centre.
- Plan for town centre infrastructure and streetscape improvements that seek to complement the needs of businesses and staff, including high amenity public places to meet, eat and do business, building on the village meeting place theme.
- Support and encourage creative arts facilities within the town centre such as galleries, performance and music spaces.

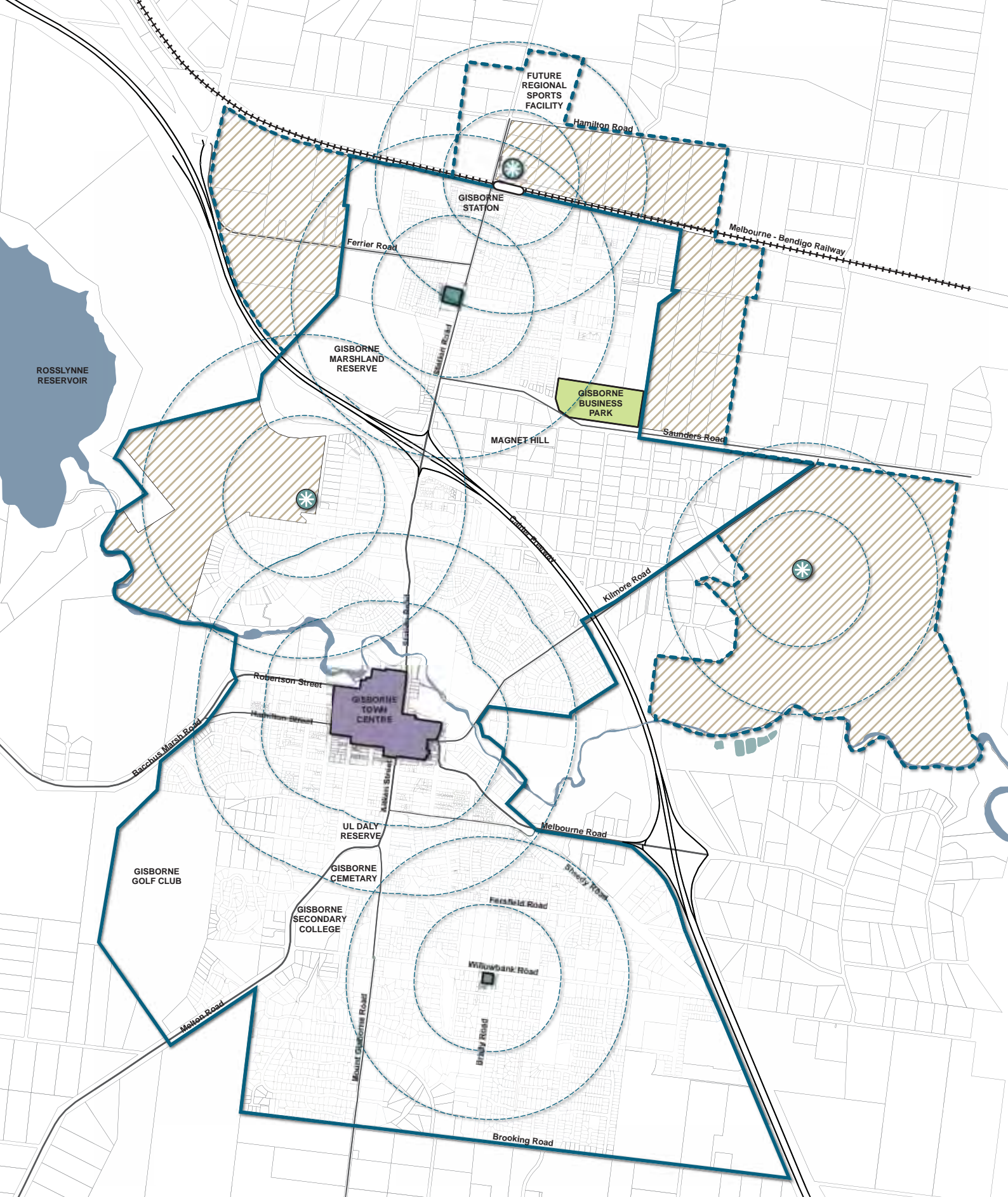
### Objective 7.

**Provide existing and future communities with walkable access to everyday goods and services.**

#### Strategies & Actions

- Facilitate delivery of Neighbourhood Activity Centres in Station Road, New Gisborne, and Willowbank Road by:
  - rezoning land parcels at 101-105 Willowbank Road and Lot 2\PS514860 and 3\PS514860 on Station Road, New Gisborne from General Residential Zone to Commercial 1 Zone; and
  - preparing a Design and Development Overlay for land parcels at 101-105 Willowbank Road and Lot 2\PS514860 and 3\PS514860 on Station Road, New Gisborne to ensure development delivers on the vision for these NACs.
- Ensure that planning for Neighbourhood Activity Centres is included in the Precinct Structure Plans for growth areas.





### Legend

- |  |  |                                 |
|--|--|---------------------------------|
| Existing town boundary                 | Gisborne Regional Activity Centre                        | Walkable catchments (400/800m)  |
| Proposed protected settlement boundary | Future Gisborne Business Park expansion                  | Future residential growth areas |
| Railway Line                           | Future Neighbourhood Activity Centres (short-term)       |                                 |
| Gisborne Station                       | Future Neighbourhood Activity Centres (medium-long term) |                                 |

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**Figure 7. Activity Centres**



# 10. Economic & Employment Growth

**Provide a range of opportunities to encourage economic prosperity and job creation across diverse industries, fostering local business growth and innovation.**

## 10.1. Gisborne Town Centre

**It is important that local job provision keeps pace with population growth to maintain job containment and ensure residents can access employment opportunities close to where they live.**

The Statement of Planning Policy encourages an adequate supply of well-serviced employment land within settlement boundaries to support local and regional jobs and services.

Gisborne is an important employment hub for local residents and the regional catchment. Retail trade is the largest employer in Gisborne and there is a need to create local employment to reduce the number of residents commuting beyond the Shire for work.

As a regional centre, Gisborne will need to provide employment and housing for a large and diverse population. State and local policies support Gisborne providing higher order goods and services, education and health services and maintaining strong relationships with surrounding settlements.

To maintain the compact, walkable nature of the town centre, commercial and retail land will be accommodated through development of vacant sites

### Objective 8.

**Support the ongoing growth of the small to medium business sector in the town centre.**

#### Strategies & Actions

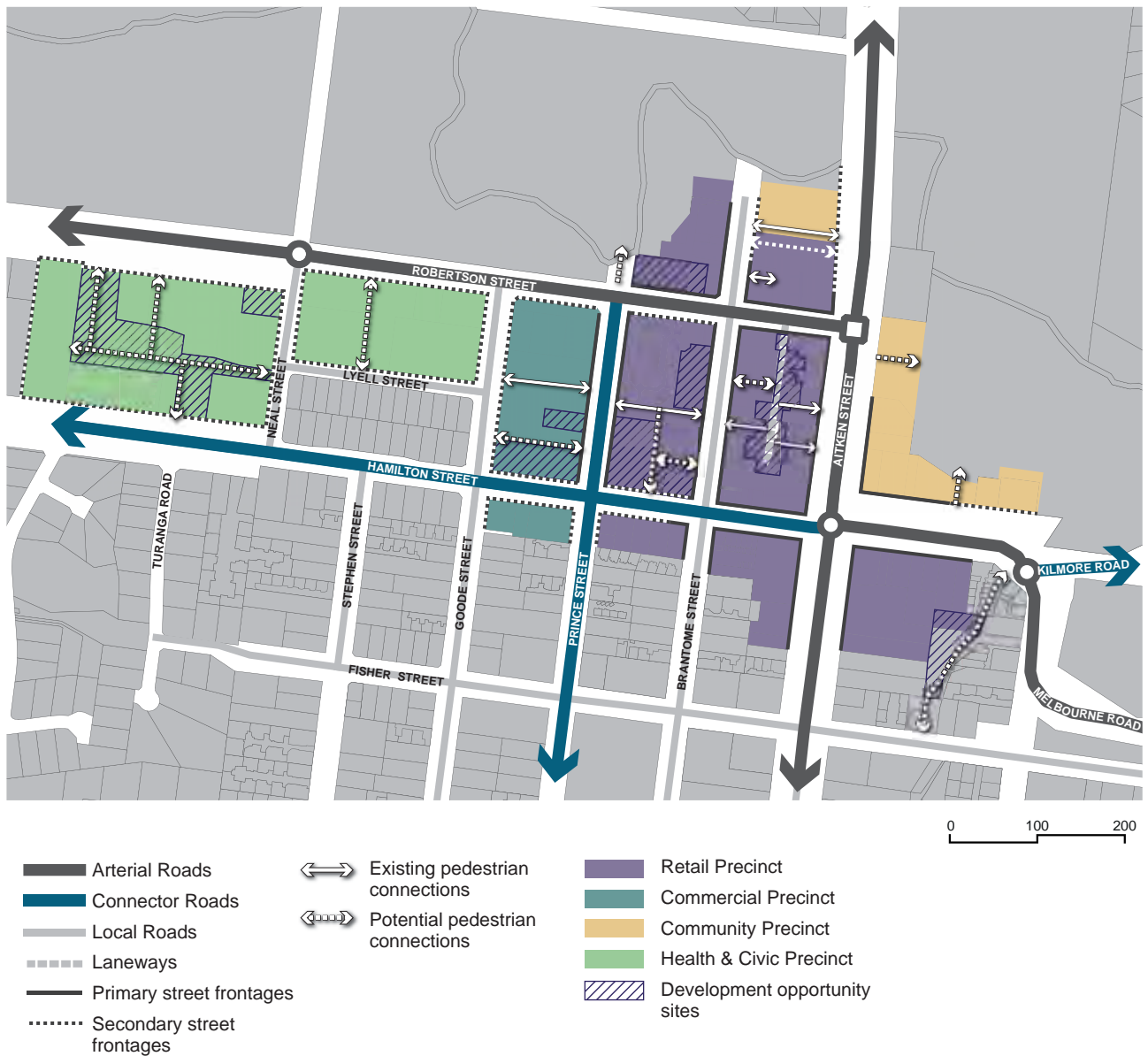
- Ensure that ongoing increases to the stock of commercial floorspace can be accommodated in the town centre.
- Encourage a fine grain of development within the retail precinct that provides retail spaces on the ground floor and commercial or residential tenancies at upper levels.
- Encourage offices in the commercial precinct with potential upper-storey residential use.

### Objective 9.

**Create a compact, walkable town centre that is active day and night.**

#### Strategies & Actions

- Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.
- Support built form which provides opportunities for night-time dining, entertainment, arts, cultural and tourism uses.
- Reinforce pedestrian amenity, business presentation and streetscape activation as part of any new developments.
- Support adaptive re-use of heritage buildings that contribute to the character of the town centre.
- Support development that follows the Urban Design Guidelines for streetscapes and built form outcomes (refer Gisborne Futures Urban Design Framework).
- Support establishment of large format and restricted retail into the proposed Commercial 2 Zone in an expanded business park.
- Investigate application of the Development Plan Overlay (DPO) or a Design and Development Overlay (DDO) to manage future built form and streetscape outcomes for large development sites within the Gisborne town centre.



**Figure 8. Town Centre Land Use Precincts**

Refer to Gisborne Futures Urban Design Framework for further detail

## 10.2. Business Park

**The Gisborne Business Park is the focus for industrial land in Gisborne and, along with Kyneton, is one of the key employment areas within the Shire. It is the primary location in the south of the Shire with land zoned specifically for employment and business purposes other than the Gisborne town centre.**

It is vital the business and employment role of the Gisborne Business Park is protected and supported to:

- increase local employment opportunities;
- provide services to the resident and business population;
- attract new business opportunities aligning to growth sectors of the economy;
- reduce escape expenditure; and
- reduce the need for residents to travel outside the Shire for goods and services that could be provided locally.

There are limited vacant lots within the existing Gisborne Business Park. Supply may become critical if new lots are not made available to the market through new subdivisions.

The Structure Plan recommends the industrial land north of the railway line on Hamilton Road be rezoned to residential. The business park will need to accommodate an additional 14-24ha of land over the next 20–30 years to support local and regional jobs and services.

Expansion of the industrial precinct south towards Saunders Road is the most logical extension of the existing industrial area. Additional industrial land should aim to better align to the drivers of demand for industrial land. This includes through a more diverse mix of lots, including smaller lots and an improved public realm (landscaping, footpaths etc) through better design standards.

## Business Park Expansion Area

Key features of the business park expansion area include:

- streets oriented to take advantage of view lines to the Macedon Ranges to the north, and to connect into the existing road network
- a break in built form that reduces the bulk of development as viewed from Saunders Road and provides visual and physical permeability through the site
- service lane access to commercial area for ‘back of house’ loading and waste storage, allowing a high-quality frontage to surrounding road network
- built form setbacks to Saunders and Barry Roads to allow for trees and landscaping to filter views (includes an 85m setback from the road edge, and 65m setback from the property boundary on Saunders Road)
- expanded off-road pedestrian and bicycle network to provide safe and convenient access and to separate pedestrians and cyclist from potential heavy vehicle movements
- a proposed road network that allows a diversity of lot sizes that can flexibly cater for a range of industrial and commercial business uses
- landscaping using substantial street trees and vegetation within verges and surface car park areas
- application of WSUD and integrated water management principles to minimise impacts on waterways and tributaries to Jacksons Creek.

The Macedon Ranges Industrial Design Guidelines (2012) will apply to new development within the expansion area. These include controls on materials and finishes, signage and built form, to ensure future industrial and commercial developments reinforce a ‘rural’ character, and minimise visual and acoustic impacts from township entrances, public viewing areas and from adjoining rural and residential uses.





Figure 9. Business Park Expansion Area



#### **Objective 10.**

**Ensure there is adequate land supply for future economic growth and local employment to provide opportunities for people to work where they live, reducing commute times and offering subsequent health and wellbeing benefits.**

#### **Strategies & Actions**

- Support expansion and promotion of the Gisborne Business Park to attract business investment and the creation of new employment opportunities.
- Support growth of the retail and commercial sector by providing land suitable for large format and restricted retailing.
- Concentrate large format and restricted retailing to the business park to allow for higher-order uses, including commercial and residential, in the town centre.
- Rezone land along Saunders Road in the business park expansion area to Commercial 2 Zone.
- Rezone the balance of land within the business park expansion area to Industrial 3 Zone to provide for light industrial and commercial uses.
- Finalise the Development Plan based on the layout provided in Figure 9, and apply the Development Plan Overlay to ensure logical and coordinated delivery of the business park.
- Ensure appropriate contributions to road, pedestrian, open space and community infrastructure are provided during development.

#### **Objective 11.**

**Ensure that the business park is a high quality development designed to integrate with the semi-rural township character of Gisborne.**

#### **Strategies & Actions**

- Support a commercial land use along Saunders Road that provides a high quality, attractive frontage to the whole business park, and a well-designed interface with surrounding uses.
- Prepare a Design and Development Overlay to control the built form outcome along the Saunders Road frontage of the Business Park.
- Investigate application of the Heritage Overlay to Woiwurrung Cottage at 111 Saunders Road, and ensure adequate curtilage is provided to protect the amenity of the cottage.
- Support development of light industrial uses, including office-warehouses; automotive and building services; and small-scale manufacturing as a buffer between the existing industrial area and future residential development to the east.
- Ensure the visual and physical amenity of nearby residential and adjacent land uses is managed through the future design of development within the business park.
- Prepare a policy to ensure advertising and building signage or branding does not detract from the amenity, streetscape or landscape character of the area, particularly in sensitive and strategic areas and along main roads.
- Apply the Macedon Ranges Industrial Design Guidelines (2012) when assessing any new commercial or industrial development applications.
- Support public realm improvements within the existing business park area to improve access and amenity, and to provide an attractive setting for future private investment into the area.

## 10.3. Tourism

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

The Gisborne Olde Time Market is a popular regional attraction and occurs on the first Sunday of every month. Gisborne is also a popular destination for day trippers to the Macedon Ranges and Hanging Rock for its food retail offerings.

There must be a balance between tourism (particularly at peak times such as market days) and protection of the surrounding reserves; Jacksons Creek escarpment; and existing vegetation, street trees and landscaping.

There is a lack of overnight accommodation, apart from cottages located on Station Street, in New Gisborne; the Gisborne Motel and a few 'airbnb' rental properties. This gap provides opportunity to build economic activity in association with other local attractions.

Gisborne has the opportunity to build on its well-established strength in retail food by addressing gaps in night-time dining and entertainment. There are also complementary opportunities in arts, culture and tourism.

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

### Objective 12.

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

#### Strategies & Actions

- Encourage opportunities to support and increase tourism in the town.
- Promote Gisborne as a destination for cycling, walking and recreation, in addition to food retail.
- Develop a masterplan for the Jacksons Creek corridor, for development as a local and regional linear park and trail system with attractive local amenity for tourism. Provide well-signed access that encourages visitors to extend their experience and explore the retail and hospitality offering of Gisborne.
- Promote and develop community and entertainment facilities that attract visitors from the region and further afield.
- Encourage food and entertainment businesses and events that provide night-time activation.
- Support the Gisborne Market and work with organisers to ensure the location and operations remain adequate.
- Support development of the Regional Shared Trails project and promote to attract a diversity of visitors.
- Develop a program of community events, festivals and activities to take place in the streets and open spaces within the town centre.



# 11. Heritage & Culture

Protect, define and celebrate the elements that contribute to Gisborne's unique post contact and Aboriginal cultural heritage.

## 11.1. Aboriginal Cultural Heritage

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

Under the Gisborne Futures Project, Macedon Ranges Shire Council has worked with the Wurundjeri Woiwurrung Cultural Heritage Aboriginal Corporation (Wurundjeri Registered Aboriginal Party) to improve how Aboriginal cultural heritage values and management is incorporated in strategic planning.

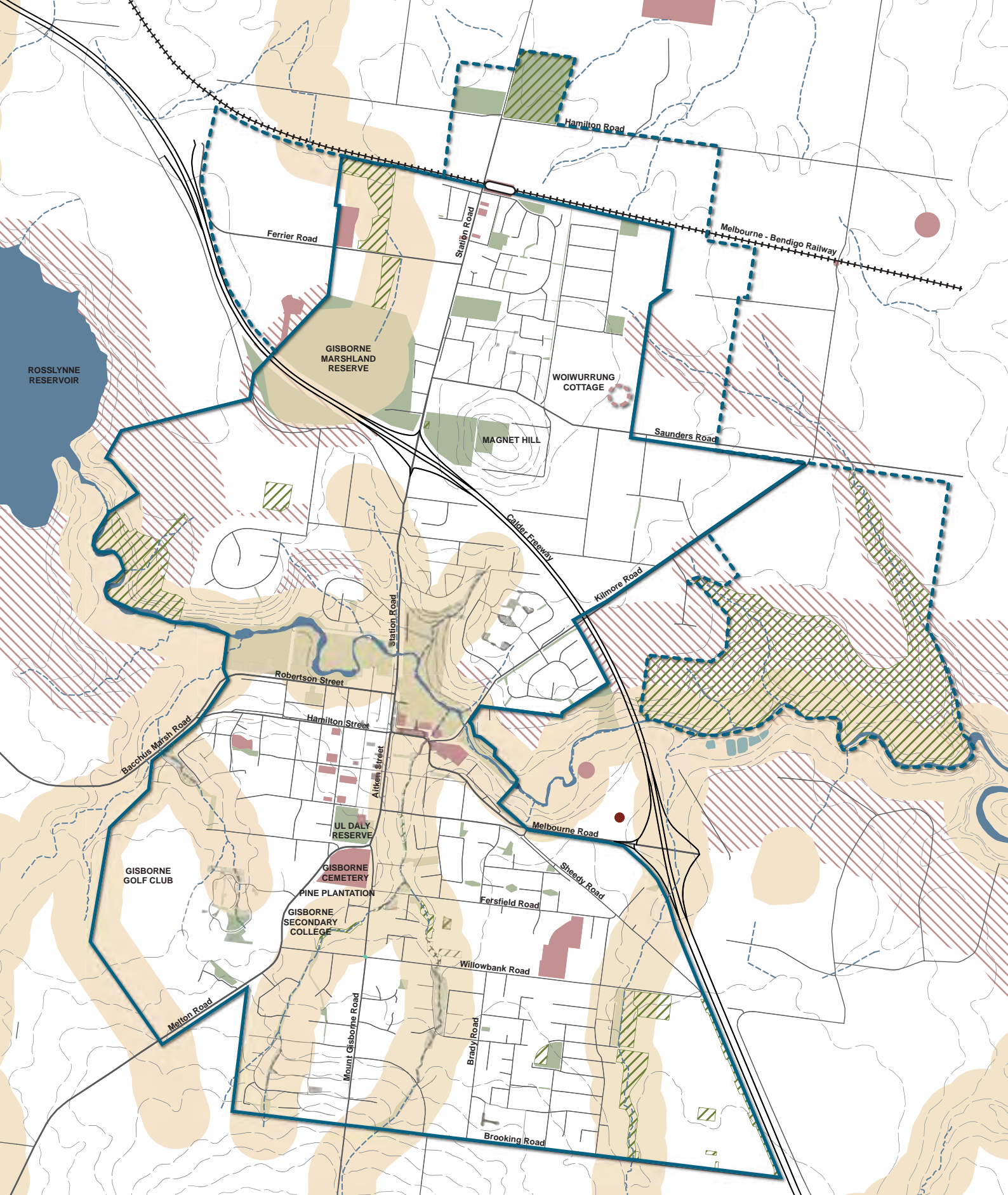
The process highlighted the importance of recognising that Aboriginal cultural heritage also encompasses intangible aspects such as cultural landscape associations, including important views both to and from places of significance, and associations with particular landforms and natural features, such as waterways and their corridors.

## 11.2. Contact and Post-Contact Heritage

Contact between the Woiwurrung people and European settlers in the Gisborne region began in the early nineteenth century. Dispossession of the Woiwurrung was facilitated by the occupation of the land by squatters and pastoral settlers. John Aitken was one of the first pastoralists to settle in the Gisborne region, and from 1851, the town quickly grew as a result of the gold rushes at Castlemaine and Bendigo.

A number of historic buildings and places which still exist today are highly valued by the community. At least two of these early buildings are of state significance: Macedon House and the Railway Station are both listed on the Victoria Heritage Register. These sites will be impacted by future development around them. The development will need to recognise the significant value of the buildings, their curtilage and setting. This is important for both of these sites given their important roles as entry 'gateways' to the growing township.

There is also a large number of locally significant heritage precincts and buildings in Gisborne that are protected by Heritage Overlays.



## Legend

- |  |   |                            |
|--|---|----------------------------|
| Existing town boundary                 | Open space & reserves                                       | Waterways                  |
| Proposed protected settlement boundary | Future open space & landscape preservation                  | Waterbodies                |
| Railway line                           | Existing Aboriginal cultural heritage sensitivity           | Existing Heritage Overlay  |
| Gisborne Station                       | Areas of potential Aboriginal cultural heritage sensitivity | Heritage Inventory Site    |
|  |   | Potential Heritage Overlay |

0 500m 1000m

Figure 10. Heritage & Culture



### **Objective 13.**

**Ensure new development in Gisborne appropriately responds to Aboriginal cultural heritage sites, places and values.**

#### **Strategies & Actions**

- Request desktop cultural heritage assessments prior to, or early in the design phase, for any development within the areas identified as having potential cultural sensitivity in Figure 10. These include:
  - undeveloped land within 500m of Jacksons Creek, including escarpment and alluvial terraces
  - undeveloped land to the south and west of the Gisborne Marshland Reserve
  - ephemeral creeks and stony rises.
- Ensure identified sites are appropriately and respectfully integrated with open space and landscape connections during the early stages of the design process.
- Consult with the Registered Aboriginal Party on any development within the Jacksons Creek corridor area of sensitivity. The location and design of any crossing or works should:
  - maintain continuity of creek line along this transit and resource corridor
  - retain unmodified natural outcrops and remnant native vegetation
  - be designed to minimise visual impact on the cultural landscape.

### **Objective 14.**

**Enhance and celebrate Gisborne's cultural heritage in its open spaces and landscapes.**

#### **Strategies & Actions**

- Update Clause 21.08-2 (Aboriginal Cultural Heritage) to ensure the views and values of the Registered Aboriginal Party are accounted for and in consultation with Traditional Owners.
- Investigate with Aboriginal Victoria that the cultural heritage sensitivity mapping of Gisborne Marshlands Nature Conservation Reserve adequately protects areas of potential cultural heritage sensitivity.
- Consult with the Registered Aboriginal Party to refine a list of plants that are culturally significant (not just endangered).
- Provide access along waterways and to landscape highpoints that would have been featured in the cultural interpretation of the landscape (ie: wayfinding, travel routes, food sources).
- Use culturally significant species in revegetation projects, landscaping of public open spaces and parks, and encourage their use in private gardens.
- Protect remnant River Red Gums and other indigenous species and encourage their regeneration within the landscape.
- Identify areas containing culturally valued species (not just rare or endangered) and explore the potential to protect these through Planning Scheme Controls, such as Vegetation Protection or Environmental Significance Overlays.
- Include interpretative signage, pause points and design elements that reflect Aboriginal values through the town centre and Gisborne's open space areas.
- Use Aboriginal names and terminology in the future naming of places, and symbolism in the future design and interpretation of places, which could be through layout or materiality.

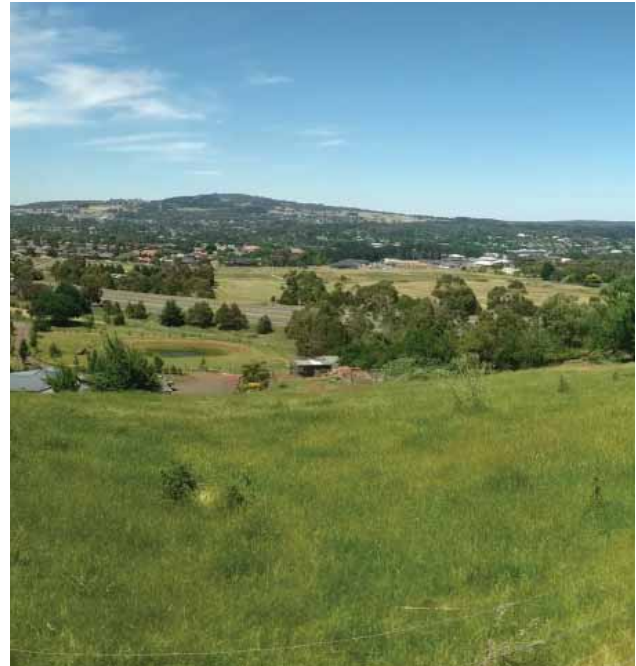


### Objective 15.

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

#### Strategies & Actions

- Protect Macedon House and Gisborne railway station, including its curtilage and setting, when designing any development in and adjacent to the heritage buildings on these sites.
- Support and encourage high quality development that reinforces the valued character of the town centre, existing streetscapes, view lines and built form in accordance with the design guidelines of the Urban Design Framework.
- Support sympathetic development around heritage sites so the heritage significance of a site or streetscape is protected and retained.
- Support sympathetic restoration and adaptation of heritage sites by allowing complementary uses that facilitate ongoing preservation and maintenance.
- Support adaptation and re-use of heritage buildings and older dwellings within the township.
- Investigate the extent of the Victorian Heritage Register listing for the Gisborne Railway Station, for its possible inclusion of the former hotel and stationmaster's house.
- Apply the Heritage Overlay to Woiwurrung Cottage at 111 Saunders Road.
- Investigate the extent of the burials at the southern boundary of Gisborne Cemetery, to ensure future development of the pine plantation site is appropriate.



Provide access to landscape highpoints that would have been featured in the cultural interpretation of the landscape (view from Magnet Hill).



Provide access to landscape highpoints that would have been featured in the cultural interpretation of the landscape (view from Jacksons Creek escarpment).

# 12. Landscape & Environment

Respect and enhance the natural landscapes, waterways, open space corridors and conservation values of the town and ensure development protects and responds positively to these unique environmental assets.

## 12.1. Landscape Setting

**Maintaining and enhancing the rural atmosphere and country-town character of Gisborne is the key theme that has emerged through community consultation and background research.**

The Statement of Planning Policy provides direction to manage land use, development and infrastructure to ensure significant landscapes, views, and vantage points are conserved and enhanced.

Key landscape features significant to Gisborne include:

- Magnet Hill
- Gisborne Marshland Reserve
- Jackson Creek open space corridor, escarpment and tributaries
- local waterways including Bunjil, Howey and Stephens Creeks
- UL Daly Nature Reserve
- Mount Gisborne

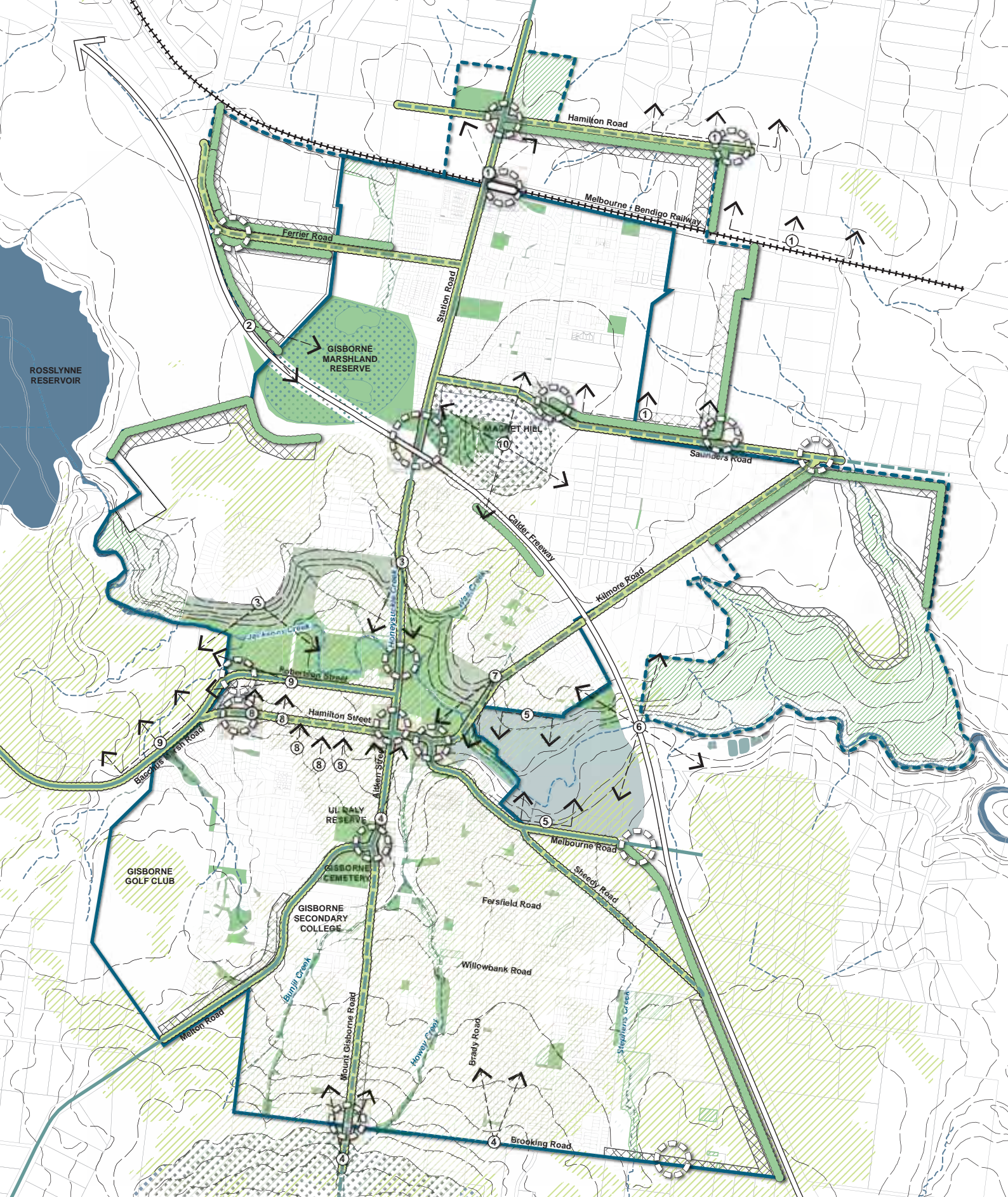
## 12.2. Views and Vistas

Variations in topography and distinctive landscape features allow for a diverse series of viewing experiences, both from within town towards outlying landscapes, and towards town from elevated vantage points. The visual connection between the township and the surrounding landscape contribute to the highly-valued rural character of Gisborne. A number of views and viewlines have been identified as having cultural significance.

Views that have been identified as significant include:

1. Views from Gisborne Train Station, and along Saunders Road and Hamilton Road towards to the Macedon Ranges.
2. Views towards Magnet Hill across the Marshland Reserve, from the Calder Freeway and surrounds.
3. Views from the northern escarpment across the Jacksons Creek valley and Gisborne township, toward Mount Gisborne.
4. Views to Magnet Hill with the Macedon Ranges in the background from the south of Gisborne, particularly from the lower slopes of Mount Gisborne, Mount Gisborne Road and Aitken Street.
5. The view across the Jacksons Creek Valley towards Mount Macedon from Melbourne Road, and to the south from Mill Road towards Mount Gisborne and the valley to the east.
6. Views from the Calder Freeway crossing of the Jacksons Creek to the west across the township and east across the river valley.
7. View from Kilmore Road to the west, over the township in the valley.
8. Vistas to the north from streets within the township, across the escarpment to Magnet Hill and Mount Macedon beyond.
9. The view to open landscape from Bacchus Marsh Road and Robertson Street to the west.
10. 360° view from Magnet Hill.





### Legend

- |  |                                |                          |  |
|--|--------------------------------|--------------------------|--|
| Existing town boundary                 | Existing open space & reserves | Primary entrance roads   | Proposed Significant Landscape Overlay (SLO) |
| Proposed protected settlement boundary | Future open space & reserves   | Secondary entrance roads | Township gateways                            |
| Railway line                           | Waterbody                      | Landscape buffer         | Key views                                    |
| Gisborne Station                       | Marshland                      | Large lot interface      |  |
| Waterway                               | Visually sensitive landscapes  |                          |  |

0 500m 1000m

Figure 11. Landscape Setting



#### **Objective 16.**

**Promote Gisborne as a ‘village in the valley’ through retention and enhancement of township edges and entrances.**

##### **Strategies & Actions**

- Retain wide road reserves and avenue tree planting at township entrances and within internal streets.
- Retain the open space corridor and escarpment of the Jacksons Creek valley as a principle landscape feature of the town.
- Avoid incremental loss of roadside verges and avenue trees for car parking
- Apply landscape buffers of 30–50m (including service roads) at township entrances that provide:
  - visual screening and physical separation of development, creating a transition from open rural landscape to the township
  - improved opportunities to strengthen biodiversity and habitat links
  - boulevard tree planting
  - service road access to new development to prevent driveway crossovers conflicting with connector roads
  - expansion of the off-road shared user path network.

#### **Objective 17.**

**Ensure new development does not detract from the highly-valued character of Gisborne’s landscape setting.**

##### **Strategies & Actions**

- Retain large lots at township entrances along Melton Road and Bacchus Marsh Road to provide a transition from rural to township areas, and enhance the landscape dominant entry experience.
- Provide a large lot interface and landscape buffers to entrance roads and visually sensitive landscapes in new subdivisions.
- Support sound attenuation that uses landscape mounding and vegetation rather than sound walling.
- Minimise the visual intrusion and insensitive siting and design of built form and infrastructure on the entrances and gateways to Gisborne.
- Reinforce town centre entry points and key intersections with high quality built form and landscape treatment that provides a clear signal of entry.
- Avoid insensitive or branded built form, lighting, billboards and signage that could detract from the quality of township entrances.

#### **Objective 18.**

**Protect visually sensitive landscapes, views and vistas from development that will compromise their quality and influence on the semi-rural character of Gisborne.**

##### **Strategies & Actions**

- Minimise the visual intrusion and potential impact of built form, earthworks and infrastructure on the identified landscape features and views through sensitive siting, design and landscaping.
- Orient streets and pedestrian links to capture views and vistas to nearby landscape features.
- Support contemporary design responses that minimise visual impact through low-scale built form and upper level setbacks, design detailing, use of muted colours and simple material palettes.
- Protect the Jacksons Creek escarpment and environs by:
  - providing an accessible road interface between the escarpment and built form
  - providing a large lot interface with 12m front setbacks along escarpment edge
  - maintaining a 9m building height.
- Review DDO1 that applies to the Skyline Drive and Frith Road areas to ensure built form controls are effective to protect the escarpment from development.
- Assess the Jacksons Creek corridor for potential application of the Significant Landscape Overlay (SLO).

#### **Objective 19.**

**Maintain trees and vegetation that contribute to Gisborne’s highly valued green, leafy character.**

##### **Strategies & Actions**

- Support new development that protects and enhances trees and vegetation and contributes to the valued character of the town centre.
- Identify significant trees within streetscapes and public spaces in Gisborne’s town centre, (including the avenues of honour) and use appropriate planning tools to offer them greater protection.
- Additional street tree planting and succession planting for trees that are ageing throughout the town centre.
- Retain significant roadside vegetation and avenue trees as part of any future roadworks, streetscape or intersection upgrades.



## 12.3. Environment & Biodiversity

**The declaration of Macedon Ranges as a Distinctive Area and Landscape highlights the landscape and environmental sensitivity of the region with values to be protected and conserved.**

The Statement of Planning Policy encourages retention of native vegetation and revegetation that contributes to significant landscapes, particularly on escarpments and ridgelines and along riparian areas.

### **Objective 20.**

**Protect and enhance waterways, roadsides and connected areas of open space as wildlife corridors.**

#### **Strategies & Actions**

- Continue to support local environmental groups and contribute to the revegetation of waterways and riverbanks to improve biodiversity, prevent erosion and provide habitat corridors.
- Support integrated water management initiatives to mitigate pollutants and stormwater loads on the Jacksons Creek and Maribyrnong River catchments
- Transfer waterway corridors and associated buffer areas to public ownership and management as a part of new subdivisions.
- Ensure new development is designed to protect, retain and enhance natural waterway corridors.
- Prepare a roadside study to establish the quality of indigenous vegetation throughout the Gisborne township.
- Identify roadsides to revegetate and create wildlife corridors and habitat links.
- Retain significant roadside vegetation and avenue trees as part of any future roadworks or intersection upgrades.

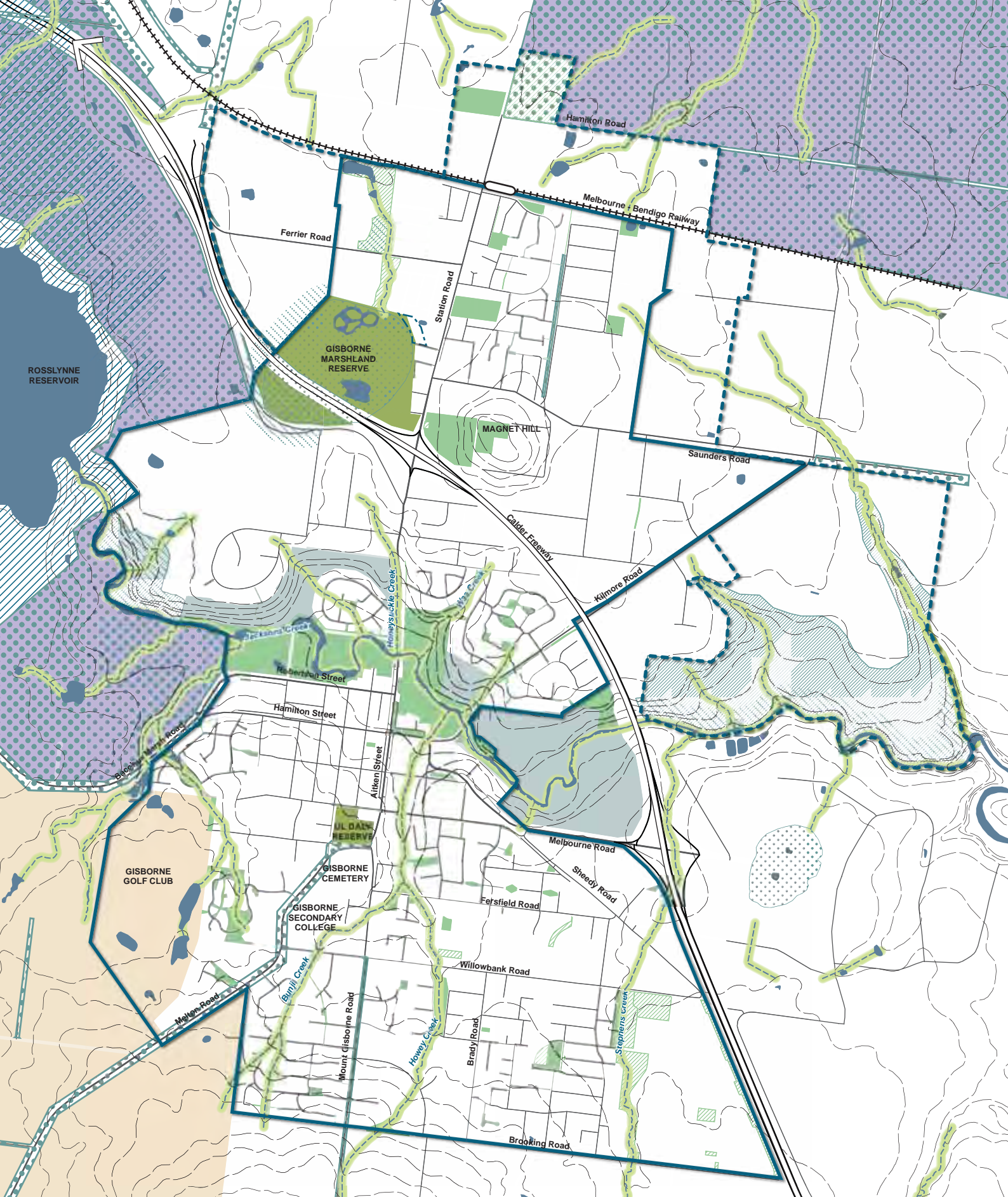
### **Objective 21.**

**Minimise the impact of new development on the environmental and ecological values identified in Gisborne.**

#### **Strategies & Actions**

- Protect the ecological value of conservation areas including Gisborne Marshlands, Mt Gisborne, Jacksons Creek and UL Daly Nature Reserve.
- Apply a built form setback and landscape buffer to the Gisborne Marshlands Conservation Reserve, on the north western edge adjacent to the historic "Cathlaw" residence. The buffer is to provide:
  - a built form setback to prevent the visual and physical encroachment of development on the marshlands
  - a trigger for a high-level cultural heritage survey to determine whether there is cultural material in proximity to the marshland
  - restoration of indigenous vegetation that is complementary to sensitive flora and fauna communities
  - walking tracks and boardwalks to enhance the recreational function of the reserve (may include interpretive signage and community education)
  - access roads that allow an active interface between built form and the open space reserve.
- Enhance habitat values in town by protecting remnant native vegetation in new subdivisions, including mature paddock trees and intact native grass patches.
- Prioritise use of indigenous species for street trees and public landscaping, and protect and enhance small patches of remnant or planted native vegetation throughout the township.
- Promote 'cat free' estates in new developments adjacent to the Marshlands Reserve and other environmentally sensitive areas.





## Legend

- |  |                                |  |                                    |
|--|--------------------------------|--|------------------------------------|
| Existing town boundary                 | Existing open space & reserves | Waterway enviros                                     | Rural Conservation Zone Schedule 1 |
| Proposed protected settlement boundary | Future open space & reserves   | Future conservation                                  | Rural Conservation Zone Schedule 3 |
| Railway line                           | Waterbody                      | Public Conservation & Resource Zone (PCRZ)           | Rural Conservation Zone Schedule 4 |
| Gisborne Station                       | Marshland                      | Environmental Significance Overlay Schedule 5 (ESO5) |                                    |
| 10m Contours                           | Waterway                       | Vegetation Protection Overlay (VPO)                  |                                    |

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Figure 12. Environment & Biodiversity

## 12.4. Parks & Open Space

**The provision of open space throughout the town, trees and views of the Macedon Ranges, are all integral to the rural lifestyle and character of the town.**

Gisborne has a good active recreation facilities, including cricket and football ovals; tennis and netball courts; a skate park; and aquatic centre. Community feedback indicates there are not enough playgrounds within the Gisborne township and that the quality of landscaping and amenities should be improved.

### Objective 22.

**Improve the quality of existing open space and the delivery of open space as part of new developments.**

- Review Council's Open Space Strategy to:
  - provide clear direction to Council on current and future open space requirements to service the needs of the Shire's growing community.
  - provide an assessment playgrounds and park facilities, and provide direction for the planning and delivery of upgrades.
- Ensure adequate land, landscaping and facilities are provided for new open space areas as part of new development.

### Objective 23.

**Provide an open space network that promotes health and wellbeing and serves the needs of a diverse community.**

#### Strategies & Actions

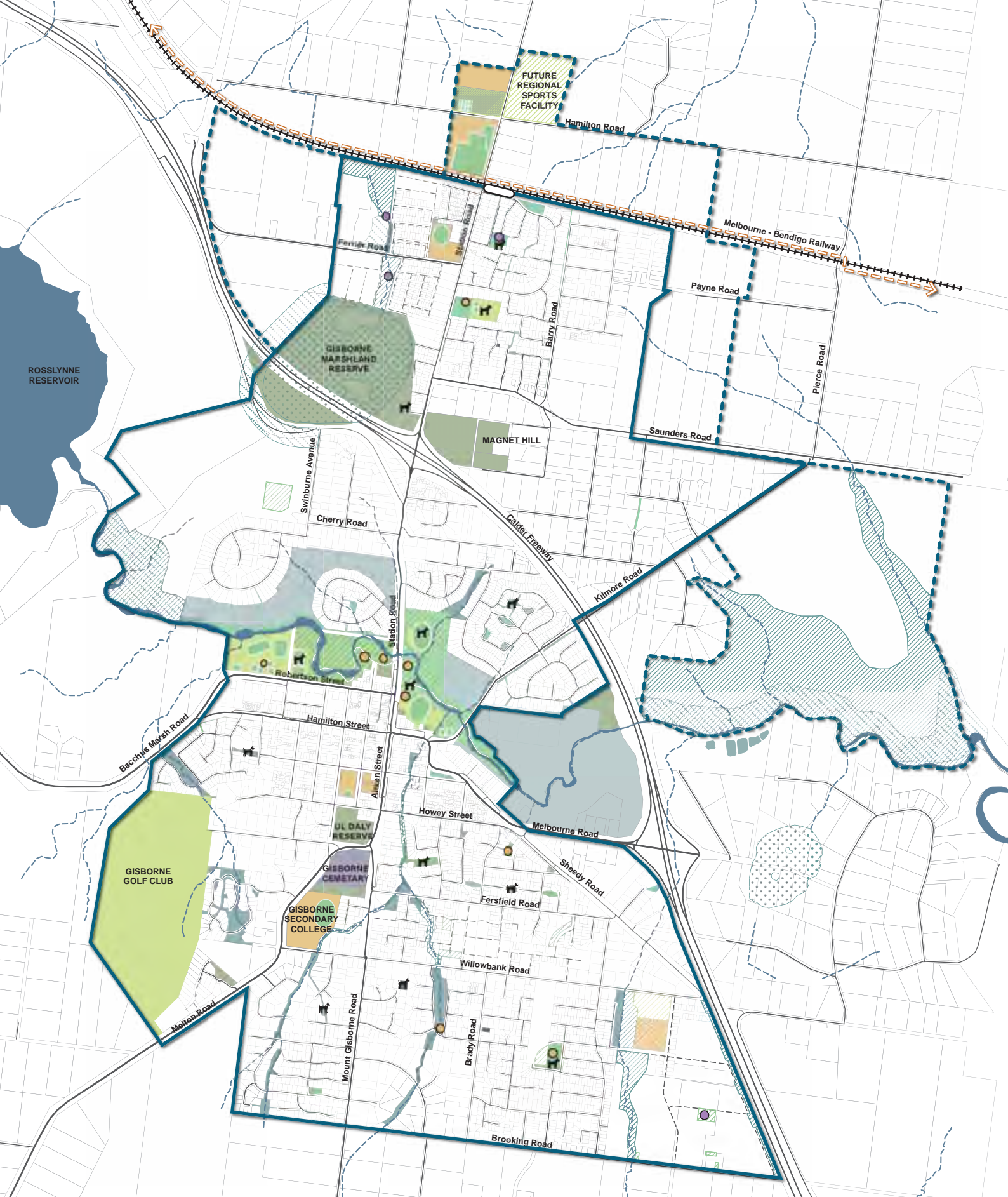
- Ensure open space is accessible, integrated with community facilities and designed so it does not hinder movement.
- New development must provide an active interface to existing and new parks and open spaces that includes low fencing and landscape features and planting along adjoining property boundaries.
- Ensure off leash dog areas are designated in parks and open spaces in housing growth areas.
- Support the Dixon Field Master Plan to meet the active recreational needs of a growing community.
- Prioritise implementation of the Gisborne Fields master plan to improve the quality of open space in Gisborne's south.
- Ensure future planning allows for the delivery of the proposed Regional Sports Facility in New Gisborne.

### Objective 24.

**Develop and enhance the Jacksons Creek open space corridor as a parkland of regional significance.**

- Prepare a Master Plan for the Jacksons Creek corridor and escarpment that provides a vision for future improvement and maintenance that includes:
  - a management and land use plan with direction to land owners, authorities and departments responsible for the escarpment and open space corridor
  - a connected and accessible path system along the entire waterway from Rosslynne Reservoir to the eastern extents
  - access easements and development of informal recreation trails and lookout points along the edge of the escarpment
  - future enhancement of the open space connection between Sankey Reserve and the McKim Road Development Plan to include weed removal, revegetation, landscaping, access, better water management and opportunities for informal, nature-based play.
  - integration of wetlands and water sensitive design solutions to improve stormwater quality
  - guidelines for the sensitive design of future development adjacent to the reserve and public open spaces
  - weed removal and revegetation of the creek environs with endemic species
  - consideration of car parking requirements without incremental loss of public open space and significant trees
  - the spatial and access requirements for the monthly market, sporting and community events
  - landscaping and programming for underutilised areas of open space
  - respectful design that reinforces the cultural heritage of the corridor
  - identification and retention of visually, culturally and environmentally significant trees
  - promotion of the Jacksons Creek corridor as a local and regional destination, with respect to its visual and environmental sensitivity.





## Legend

- |  |                          |   |                     |
|--|--------------------------|---|---------------------|
| Existing town boundary                 | Regional open space      | Open space links & drainage reserves        | Education           |
| Proposed protected settlement boundary | Local parks              | Future open space links & drainage reserves | Future education    |
| Railway line                           | Future local parks       | Rural Conservation Zone Schedule 5          | Memorial            |
| Gisborne Station                       | Active open space        | Wetlands                                    | Dog off-leash parks |
| Waterway                               | Future active open space |   |                     |
| Waterbodies                            | Conservation areas       |   |                     |
|  | Future Conservation      |   |                     |

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Figure 13. Parks & Open Space



# 13. Movement & Transport



**Provide a movement network which connects communities through a range of transport options - public transport, cars, walking and cycling to move people safely, efficiently and easily within Gisborne and which manages the impacts of external freight movements to reduce adverse impacts on local amenity.**

The road network and transport links are the basis for Gisborne’s urban structure. Gisborne has traditionally evolved at the crossroads of major roads that connect to the Melton, Bacchus Marsh, Macedon and Riddells Creek townships. It is well serviced by the Calder Freeway and regionally provides a key link for traffic travelling on the Western Freeway from as far west as Ballarat to the Calder Freeway, Bendigo and northern Victoria.

Community feedback indicates high level of concern that local and regional population growth will bring more congestion to the town. The community also highlights the need for additional and improved infrastructure for active and public transport.

Feedback includes:

- remove truck traffic for a safer and quieter township
- ensure adequate parking in the town centre, to meet planned population growth
- ensure roads and footpaths are provided and maintained
- provide bike paths and make the community more cycle-friendly
- expand the existing public transport services, including to other areas of the town.

**Objective 25.**

**Provide an accessible town with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.**

**Strategies & Actions**

- Plan and deliver road infrastructure and intersection upgrades to improve the safety and performance of Gisborne’s road network (refer Section 12.1).
- Advocate to RRV for road improvements that respect the character and heritage of Gisborne’s town centre.
- Complete investigations into the feasibility of providing an alternative arterial road to the west of the township to divert through-traffic from the town centre.
- Review the Development Contributions Plan for Gisborne to include road and intersection upgrade works identified on page 44, where applicable.
- Ensure that development of land at 89 Ross Watt Road future-proofs for a potential Western Link Road alignment through a Precinct Structure Plan process. Include adequate space for landscape buffers, service access roads and noise mitigation that avoids the use of sound walling.
- Promote alternative access into Gisborne town centre via Pierce Road, Payne Road and Kilmore Road to help ease demand on Station Road.

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### Objective 26.

**Create a road network that provides a high level of amenity and safety for pedestrians and cyclists.**

#### Strategies & Actions

- Ensure local street networks are designed to provide permeable, safe and attractive routes for walking and cycling. Collector and local roads should:
  - have high connectivity within and between neighbourhoods and key local destinations;
  - incorporate footpaths and bicycle paths; and
  - front open space that provides passive surveillance and an active open space.
- Advocate for a speed limit reduction to 60km on approach to the Hamilton Road and Baringo Road intersection (no.3) and extend the 60km speed limit on Saunders Road to east of Kilmore Road intersection.
- Begin early planning for succession planting for trees potentially impacted by road widening and intersection upgrade projects.



Concept illustration of signalised intersection with pedestrian crossing at Robertson Street / Aitken Street. Image courtesy of Ethos Urban.

## 13.1. Intersection and Road Upgrades

### Short Term

The following improvements to key roads and intersections in Gisborne are planned or confirmed in the short-term.

1. Duplication to Station Road from the northern interchange roundabout to Farrell Street, including signals at the Saunders Road intersection.
2. The intersection of Kilmore Road and Melbourne Road to be upgraded to signals or a roundabout (currently in design feasibility stages).
3. Signals are proposed at the intersection of Station Road and Ferrier Road, as development within existing residential land proceeds to the west.
4. Facilitate additional access to new development between Calder Freeway and Ferrier Road west of Station Road.
5. Upgrade the intersection of Hamilton Road and Baringo Road, as part of the Regional Sports Facility project.
6. Road upgrades in vicinity of Willowbank Road housing development, including improvements to the intersection of Sheedy Road/Willowbank Road and new connector road to Brooking Road.
7. Realignment and upgrade of the intersection at Ross Watt Road and Morrow Road as part of the McKim Road Development Plan.

### Medium Term

Medium term projects are identified as follows:

8. Potential signals at the intersection at Aitken Street and Robertson Street to improve pedestrian access and traffic flows.
9. Improve pedestrian and vehicle access at the Hurst Drive level crossing area.
10. Improved intersections and pedestrian access for the Gisborne Business Park area on Saunders Road, including turning movements into and from Barry Road and a potential roundabout with direct access to the business park expansion area and the residential growth area east of Barry Road.
11. Upgrade of Ferrier Road ensuring it is bus capable with off-road shared user paths to service future development.
12. Future network permeability through the Fersfield Road Development Plan area.
13. Upgrade of Cherry Lane and Swinburne Avenue to connector roads, including intersection upgrades at Station Road and Ross Watt Road, to accommodate additional traffic generated by development of 89 Ross Watt Road.
14. Widen Station Road on approaches to key intersections to improve capacity between Hamilton Street and the Calder Freeway, and improve access to properties.
15. Potential intersection upgrades on Robertson Street, at Brantome and Prince Streets.
16. Upgrade intersections of Willowbank Road, Fersfield Road and Howey Street on Aitken Street to improve traffic flow and pedestrian safety.
17. Provide kerb, channel and pedestrian access where absent on town centre streets.
18. Intersection improvements at Glen Junor.

### Long Term

19. Explore the feasibility of a Western Link Road to remove heavy-vehicle traffic from Gisborne town centre and alleviate long-term impacts of regional and local traffic growth on the road network.

**Note:** Design and alignment of potential Western Link Road is subject to future demand requirements, feasibility study and design investigation of appropriate location and scale.

20. Safety upgrades and capacity improvements at Bacchus Marsh Road/Hamilton Street intersection.





Note: the design and alignment of potential Western Link Road will be subject to future feasibility study and detailed design investigation to determine appropriate location and scale.

### Legend

- Existing town boundary
- - - Proposed protected settlement boundary
- + + + Railway line
- Gisborne Station

### Existing Road Hierarchy

- Freeway
- Arterial (RRV)
- Sub-arterial (MRSC)
- Collector
- Local Road
- - - Proposed Local Road

- - - Potential Western Link Road
- - - Future collector roads
- - - Streetscape upgrades
- 1 Intersection & road upgrades



Figure 14. Road Network

## 13.2. Walking & Cycling

**Incorporating healthy, active alternatives to driving into urban development will assist in providing a sustainable approach to future development.**

This requires walking and cycling infrastructure that is safe, continuous, comfortable and provides viable choices for travel and recreation.

### Shared User and Off-Road Paths

The Gisborne Futures Walking & Cycling Map (Figure 15) identifies opportunities to extend the path network across the township. This reinforces existing primary walking and cycling strategies and promotes the establishment of recreational 'loops' and residential connections with additional paths.

### Primary Cycling Routes

'Primary Cycling Routes' will supplement the shared user path network. These roads are to include on-road bicycle lanes in addition to off-road shared user paths as part of any upgrade or road works.

### Strategic Cycling Corridor

Macedon Ranges has developed a potential alignment for a Strategic Cycling Corridor (SCC) for Gisborne in accordance with Department of Transport (DOT) guidelines. The SCC is designed to provide safe and direct cycling access throughout the township, linking primary destinations including schools, the town centre and railway station, to encourage a shift in travel mode.

### Regional Shared Trail

The Macedon Ranges Shared Trail Feasibility Study (adopted 2019) makes recommendations for the development of enjoyable and safe shared user trail links between major towns in the region, designed to encourage cycling, walking and running for people across a range of abilities. Council is currently investigating options for delivery of the Shared Trails project.

### New Development Areas

The planning and design stages of new development are critical to ensuring that future communities are well-served by pedestrian and cycle paths.

### Objective 27.

**Provide a walking and cycling network that enhances opportunities for passive recreation and leisure through a series of connected open spaces.**

#### Strategies & Actions

- Review Council's Walking and Cycling Strategy to include recommendations outlined in Figure 15 on page 47, and incorporate:
  - expansion of the Preferred Primary Cycling Route to include roads that connect into new development areas
  - the off-road or shared user path network with links into new development areas, and development of recreational 'loops' around town
  - a priority schedule for upgrades of missing road and pedestrian/cycle links, including proposed timing.
- Improve the network of shared user path connections between residential areas to create recreational 'loops' throughout the township.
- Include bicycle lanes on roads identified as preferred Primary Cycling Routes as part of any future road upgrade project.

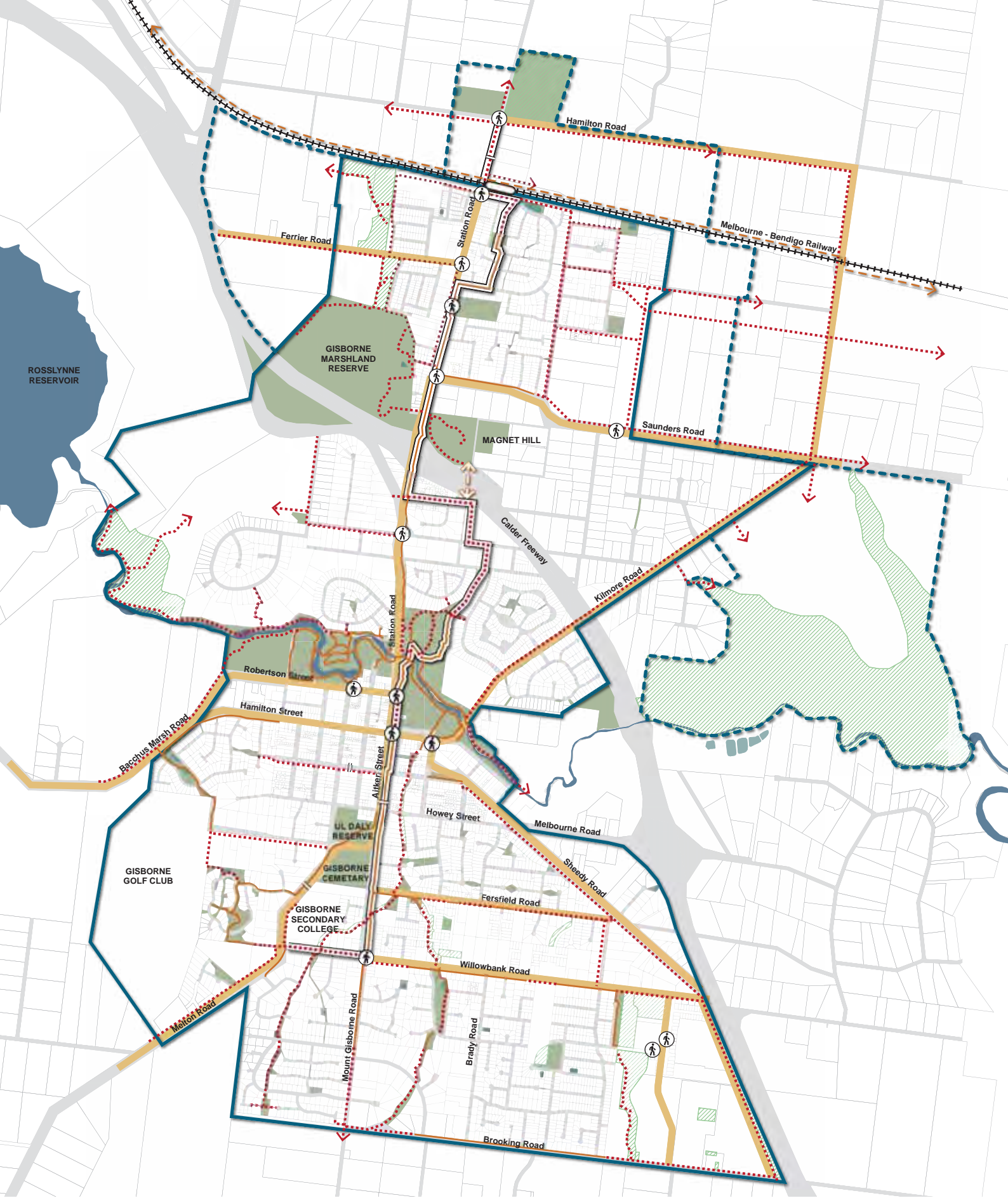
### Objective 28.

**Provide a safe, convenient and direct cycling corridor that connects key destinations and encourages a shift in travel mode for trips within the township.**

#### Strategies & Actions

- Provide off-road shared user paths or on-road cycle lanes within residential streets and open space connections identified as part of the SCC.
- Improve bicycle safety and priority on side streets and crossovers to the SCC, including warning signs for oncoming traffic and raised thresholds at intersections that promote priority for cyclists and pedestrians.
- Provide 'Copenhagen Style' bike lanes to separate cycle, pedestrian and vehicle traffic on the SCC within the town centre, where possible.
- Undertake a feasibility study of the potential for a pedestrian bridge over the Calder Freeway from Morrow Road to Magnet Hill.





**Legend**

- |  |                                |  |   |
|--|--------------------------------|--|---|
| Existing town boundary                 | Existing open space & reserves | Strategic Cycling Corridor                     | Proposed pedestrian crossings                     |
| Proposed protected settlement boundary | Future open space & reserves   | Primary Cycling Routes                         | Proposed Regional Shared Trail                    |
| Railway line                           | Waterbody                      | Existing off road paths network                | Potential pedestrian bridge across Calder Freeway |
| Gisborne Station                       | Marshland                      | Priority future off-road and shared user paths |   |



Figure 15. Walking & Cycling



## 13.3. Public Transport

### Objective 29.

**Promote cycling as a healthy and sustainable alternative to driving for commuters traveling from Riddells Creek and Macedon to Gisborne for work and access to services.**

#### Strategies & Actions

- Prioritise development of the Regional Shared Trail links between Macedon, Gisborne and Riddells Creek.

### Objective 30.

**Ensure new developments provide a safe and accessible walking and cycling network with high levels of connectivity, activation and amenity that connect to activity centres, services, employment areas and public transport.**

#### Strategies & Actions

- Support proposals that:
  - demonstrate how the built environment is designed to promote and prioritise walking and cycling
  - integrate shared user paths into open space, waterway and drainage corridors and connect into the broader pedestrian and cycling network, and ensure recreational 'loops' are provided
  - set pathways into open space corridors rather than adjacent to the road to provide safe off-road access and greater amenity for users, as well as providing opportunities for activation and access for maintenance
  - ensure pathways are designed using materials and widths as appropriate to protect the environmental qualities of waterways and road-side reserves
  - provide cross-over points and linkages so that open space corridors do not act as barriers to movement
  - integrate active and passive recreational opportunities including 'pause points' with seating, landscaping, art and nature play
  - deliver beneficial environmental and ecological outcomes in open space and waterway connections, including retention and enhancement of native vegetation and consideration of cultural heritage values
  - provide off-road shared user and on road cycle paths on all connector and arterial roads.

For public transport to be a viable alternative to private vehicle use within the town it is important that future services provide frequent and direct access to the town centre, railway station, business park, schools and community facilities. This will ensure ease of mobility for all population groups, including those who cannot drive or do not have access to a car.

The existing bus network will need to be expanded to service future growth areas, and the timing and service frequency adjusted to ensure bus services remain integrated with train services.

### Objective 31.

**Provide Gisborne with a public transport system with high levels of accessibility and frequent services that encourage an uptake in usage.**

#### Strategies & Actions

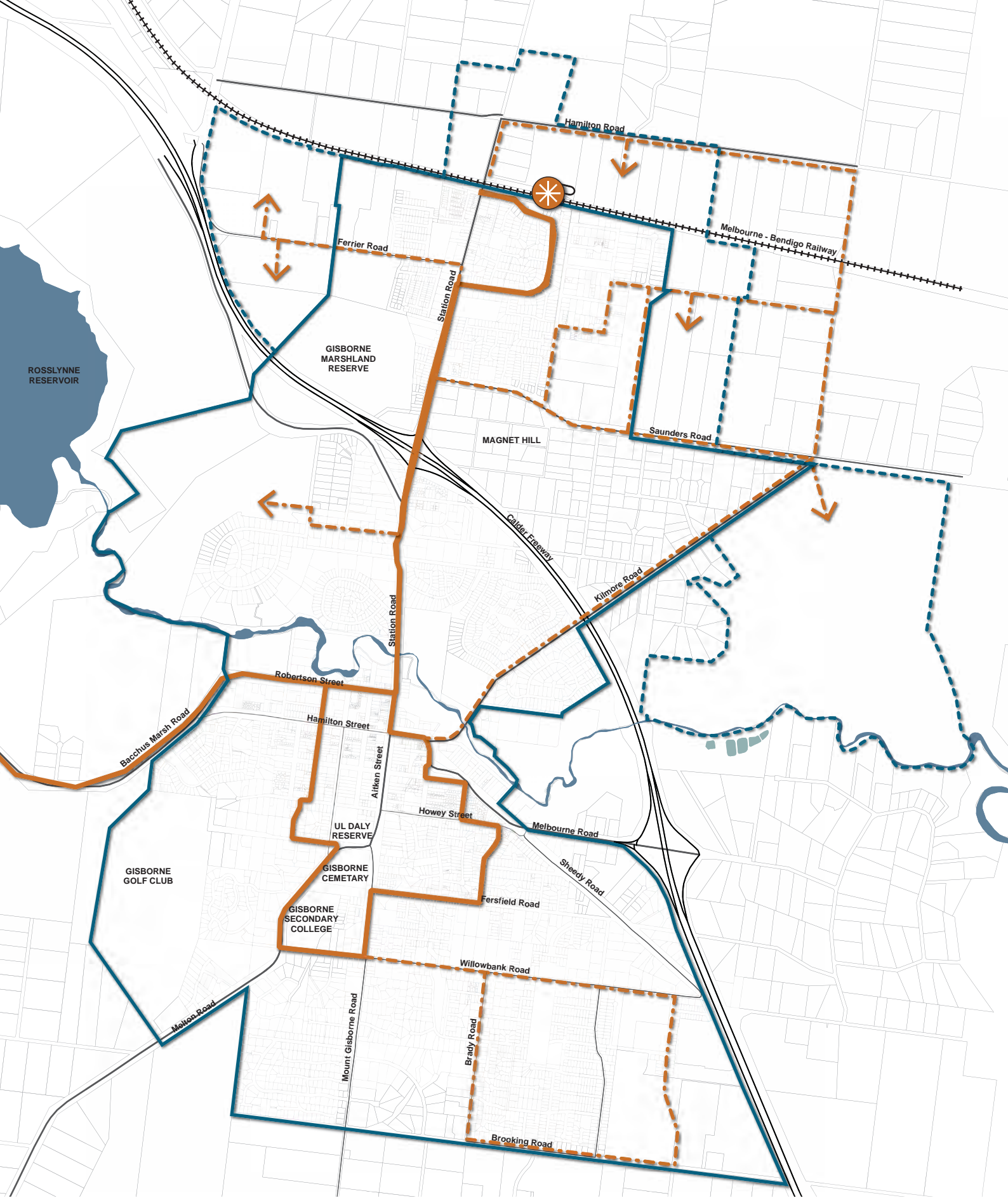
- Ensure all residents are within walking distance of bus services and that new connector roads in growth areas and existing undeveloped areas are bus capable to physically allow for future services within these areas.
- Ensure that all new developments in New Gisborne provide clear and direct linkages to the train station.
- Work with Public Transport Victoria and bus operators to expand bus services to new development areas; the Gisborne Business Park; and future residential areas.
- Advocate for future service frequency improvements on the Melbourne Bendigo railway line that stop at Gisborne.
- Advocate for the potential expansion of bus services from Gisborne to other towns within the Shire and region.

### Objective 32.

**Improve Gisborne's physical transport infrastructure and assets.**

#### Strategies & Actions

- Advocate for the upgrade of Gisborne Railway Station to an integrated transport hub. The upgrade must respect the Station's heritage value; include car parking; a bus interchange; bicycle facilities; and pedestrian amenities.
- Support upgrade of overflow car parking at Gisborne Station to include paved surfaces, good pedestrian access, landscaping and shade trees, WSUD and adequate lighting.



### Legend

- Existing town boundary
- - - Proposed protected settlement boundary
- + + + Railway Line
- Gisborne Station
- Existing bus route
- - - Potential bus route expansion
- ⊗ Public transport interchange

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Figure 16. Public Transport

# 14. Community Facilities & Utilities

**Provide for well serviced, connected communities that have access to essential services and community infrastructure which supports the needs of the local and regional population.**

## 14.1. Community Facilities

**Gisborne's population will grow further over the next 30 years. The population will age and an increasing number of young families are expected to move to the area.**

Planning for and providing community services will be critical to ensure the diverse needs and expectations of the population are met. Locating these close to where people live is integral for creating compact, walkable neighbourhoods.

A high-level community infrastructure analysis looked at current service provision and estimated the additional community facilities required to service Gisborne's forecast 2050 population. These include:

- an additional government primary school
- possible need for an additional secondary school
- three additional long-day child-care centres
- two new kindergartens, each with two rooms and the flexibility for on-site Maternal and Child Health consulting
- a Community and Youth Hub with integrated arts, cultural and social spaces.

### Objective 33.

**Ensure the community infrastructure needs of existing and future communities are identified and delivered, and supported by a built environment that is integrated and accessible.**

### Strategies & Actions

- Develop a Shire-wide Community Infrastructure and Liveability Framework to inform strategic decisions about community infrastructure needs and priorities. This plan should:
  - review current availability, quality and distribution of infrastructure to ensure it meets community need, and to understand future demand on these services
  - identify the future community infrastructure priorities and ensure they are delivered and available in line with population growth
  - provide direction on co-location of community facilities to maximise the use of spaces, better coordinate services and resources and provide convenience for users.
  - identify opportunities for safe and independent movement for people of all abilities, including those with reduced mobility.
- Work with the state government, land owners and service providers to ensure schools and education facilities are provided as required.
- Investigate options to develop an integrated Community and Youth Hub that:
  - provides positive opportunities for young people through the co-location of a range of services and programs, including art; music or performance spaces; meeting rooms and cultural activity spaces; as well as social services including health; professional development; and further education, counselling and mentoring.
  - integrates community facilities that cater for the diverse needs and interests of older people, including accessible and inclusive spaces for people to meet, participate in activities and programs and access information and services.
- Locate aged care facilities in close proximity to the town centre, the civic/health precinct or within walking distance of activity centres.
- Future-proof for the expansion of the Aquatic Centre, including integration of community gym.





Concept illustration of community precinct with car park transformed into activated plaza space. Image courtesy of Ethos Urban.

## 14.2. Utilities

**Power generation and water management are two areas that can be enhanced to deliver more sustainable communities.**

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

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

Integrated water management principles may also be applied to maintain safe and affordable water supply into the future. The benefits include a reduction in potable water use and supplementation of existing supply, and healthier waterways through a reduction in stormwater runoff.

### **Objective 34.**

**Ensure that utilities and essential services are planned for and identified early, and are designed to meet ESD guidelines to deliver more sustainable communities.**

#### **Strategies & Actions**

- Identify utilities and services required to be upgraded, constructed and delivered at the precinct level to support township growth.
- Communicate with service authorities on the timing of new development to ensure that infrastructure upgrades align with township growth.
- Ensure that the cost of delivering necessary service infrastructure is shared equitably among all parties involved in any development.
- Require future subdivisions to provide with underground reticulated electricity and telecommunications services.
- Encourage new dwellings, buildings and developments to provide domestic scale renewable energy generation on site.
- Ensure that service infrastructure such as electrical kiosks and pumping stations are integrated into landscaping that minimises their visual impact while still allowing access for maintenance.
- Support upgrades and improvements to telecommunication infrastructure that are sited and designed to minimise visual impact on identified visually sensitive landscapes, significant landscape features and the viewshed of key views and vistas.
- Discourage gas supply in new estates and promote use of renewable energy sources.

### **Objective 35.**

**Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.**

#### **Strategies & Actions**

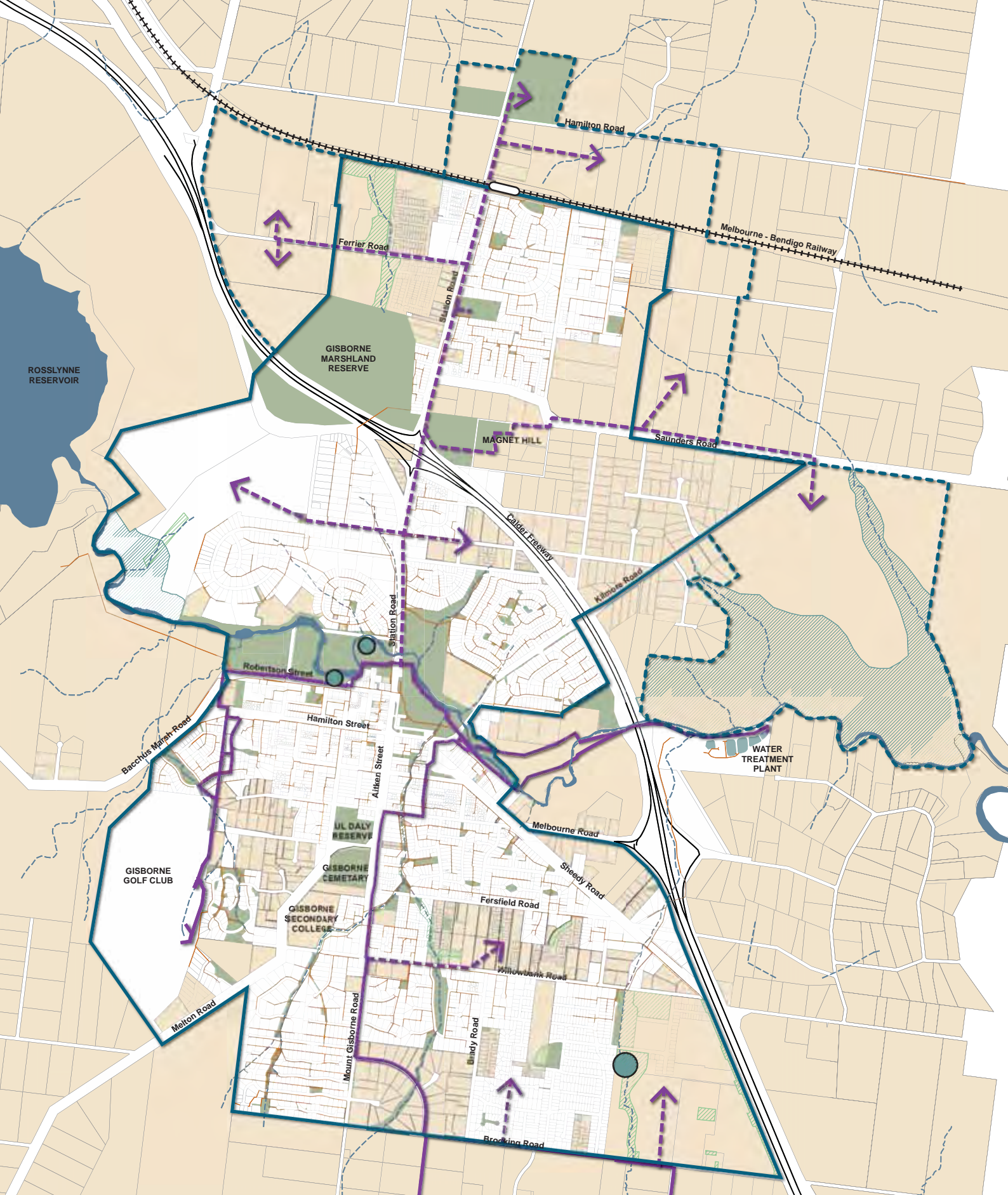
- Require new dwellings and commercial development to include rainwater tanks for non-potable uses including outdoor use, irrigation, laundry and toilet flushing.
- Increase permeability requirements for new development through schedules to the residential zones and the precinct structure planning process.
- Promote use of porous pavements for hard surfaces such as driveways and outdoor areas.
- Promote construction of rain gardens and/or infiltration trenches on private properties, at a domestic scale.
- Development must include a range of water sensitive urban design assets, such as wetlands, bioretention systems and raingardens, roadside swales and passively irrigated street trees in new development areas and streetscape upgrades to enhance liveability and improve stormwater management.
- Include bioretention basins and wetlands in public open space to provide enhanced stormwater treatment in existing areas.
- Manage and protect waterways for increased riparian value and infiltration of stormwater.
- Support investigations into the development of a long-term stormwater harvesting and treatment scheme to supplement regional water resources.

### **Objective 36.**

**Increase use of recycled water and minimise discharges of treated water into Jacksons Creek.**

#### **Strategies & Actions**

- Explore opportunities to supply existing and proposed open spaces with recycled water for irrigation, including extension of the existing recycled water scheme north to New Gisborne.



### Legend

- |  |                              |   |                      |
|--|------------------------------|---|----------------------|
| Existing township boundary             | Open space & reserves        | Existing recycled water pipe            | Sewer mains          |
| Proposed protected settlement boundary | Future open space & reserves | Potential future recycled water pipe    | Unsewered properties |
| Railway line                           | Waterway                     | Potential wetlands for water harvesting |                      |
| Gisborne Station                       |                              |   |                      |

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Figure 18. Utilities



# 15. Next Steps

## 15.1. Community Consultation

The draft documents that comprise the Gisborne Futures project will be presented to the community and other stakeholders for comment and feedback for period of 7 weeks.

The findings of the consultation period will be carefully considered and will inform the final drafts of the plans and an implementation plan will be prepared.

A second round of community consultation on the draft plans will be undertaken before the plans are finalised.

## 15.2. Implementation

An Implementation Plan will be prepared that builds on the strategies and actions highlighted throughout the Gisborne Futures plans to provide a framework for delivering the vision for Gisborne.

The Implementation Plan will be used as a guide to identify Council's role, responsibilities and priority for each recommended action.

## 15.3. Final Draft Reports

The Gisborne Futures plans will be redrafted after considering comments and feedback from the community and stakeholders.

A report that considers submissions received/ issues raised and that recommends further amendments to the Gisborne Futures plans will be presented to the Council for consideration and endorsement.

Pending Council endorsement, necessary amendments to documentation (where required) will be carried out to facilitate the preparation of the Final Structure Plan, Urban Design Framework and Neighbourhood Character Study. These final reports will inform future decisions in relation to local planning policy and controls.

## Council's Role

Macedon Ranges Shire Council will play different roles in the implementation of the Gisborne Futures project. These will vary between the roles of Planner, Provider, Advocate, Partner/ Facilitator, Educator and Regulator. A description of these various roles is provided below.

### Planner

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

### Advocate

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

### Partner / Facilitator

Working closely with developers, landowners, residents and businesses

### Educator

Provide information to businesses, residents and interest groups

### Regulator

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

## 15.4. Adoption & Planning Scheme Amendment

Implementation will involve seeking Council's formal adoption of the plan which will be followed by a planning scheme amendment process to implement key policy and direction into the Macedon Ranges Planning Scheme.

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**Macedon  
Ranges**  
Shire Council