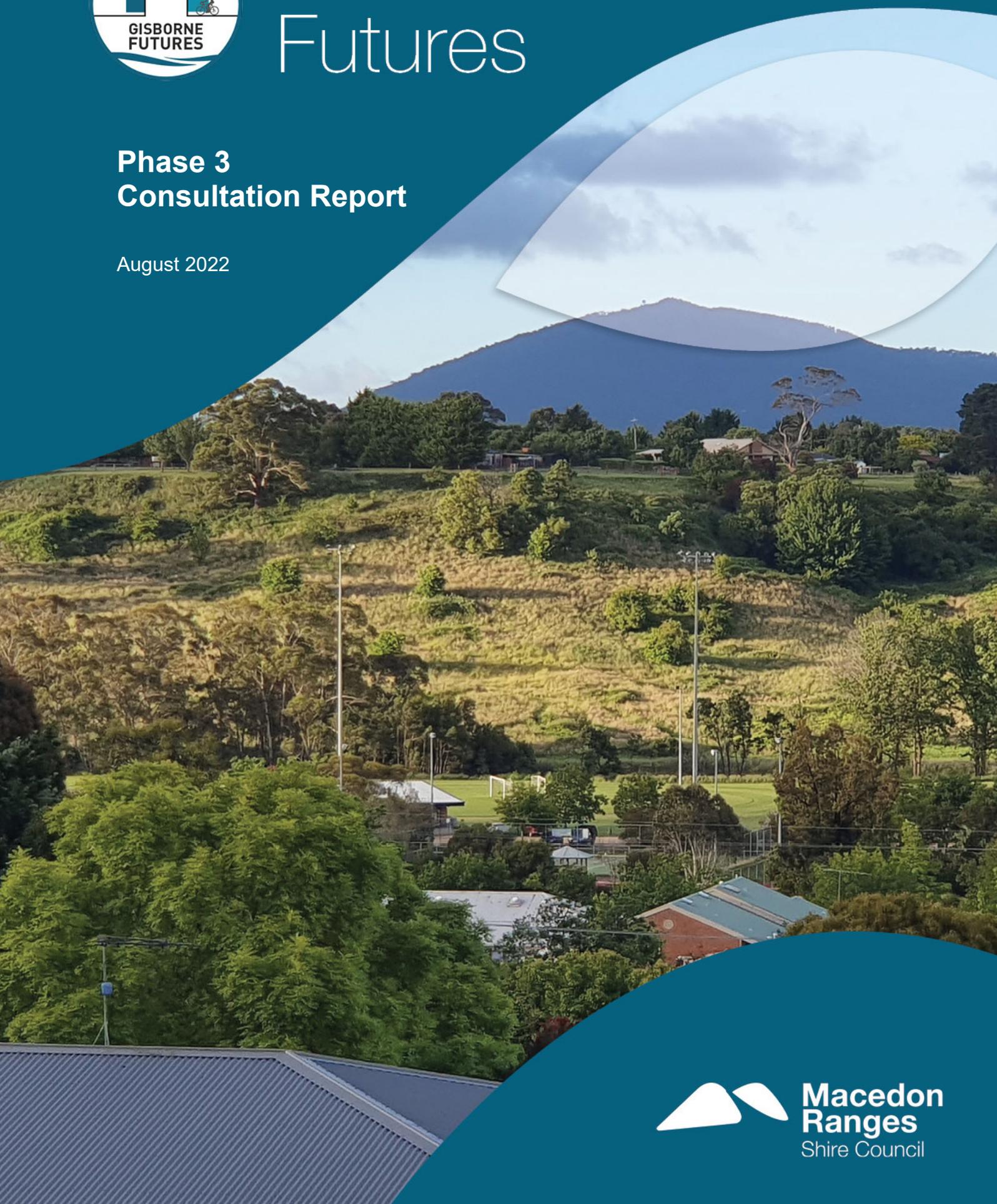




# Gisborne Futures

## Phase 3 Consultation Report

August 2022



**Macedon  
Ranges**  
Shire Council

## Version control

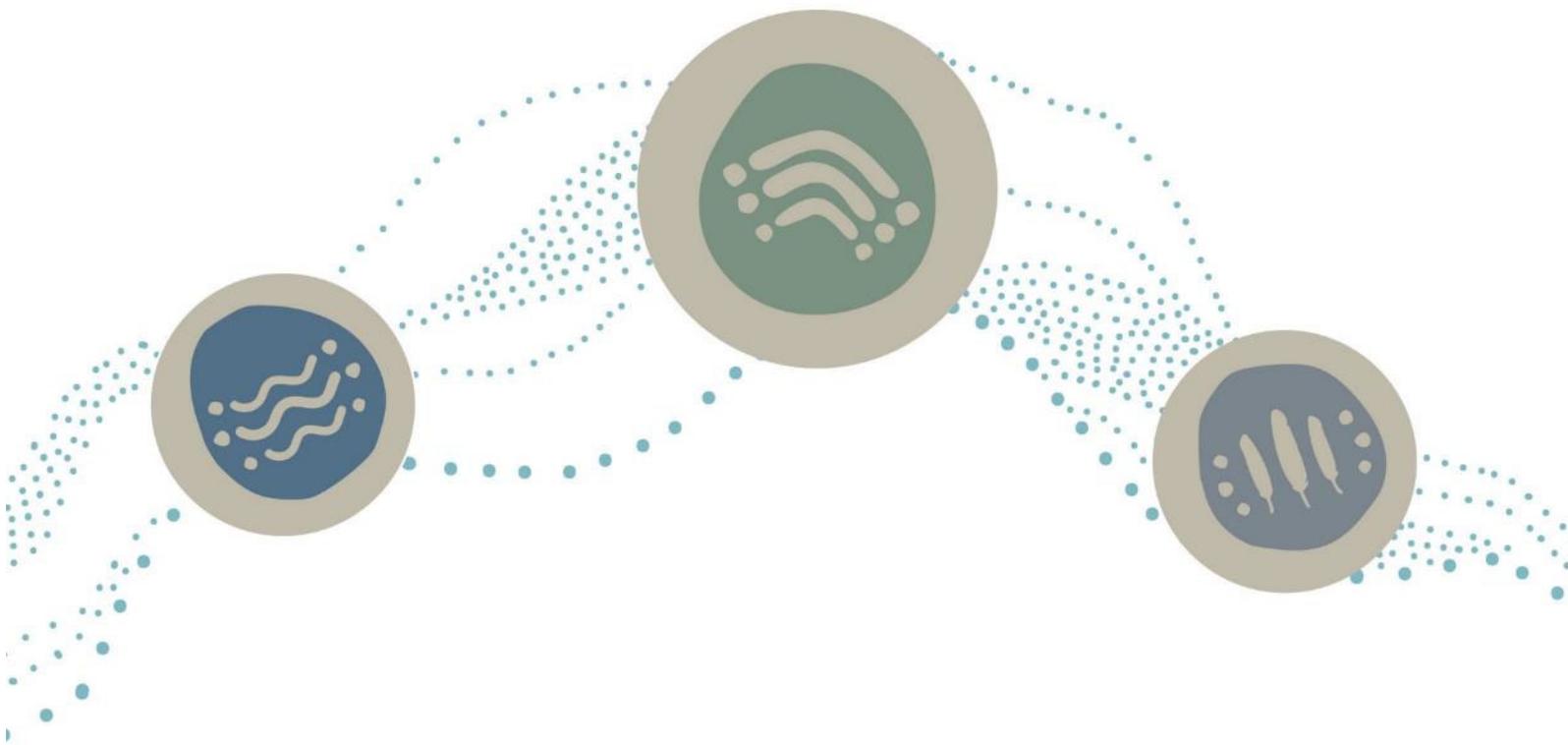
| Date        | Version   | Purpose                               | Reviewed                   |
|-------------|-----------|---------------------------------------|----------------------------|
| June 2022   | Version 1 | Preliminary draft for internal review | IM, LK, RB, SP, AS, SF, EL |
| August 2022 | Version 2 | Final draft for Council report        | RB, RS                     |
| August 2022 | Version 3 | Final                                 | IM                         |

## Acknowledgement of Country

**Gisborne and surrounds is within the traditional country of the Wurundjeri Woi Wurrung people to whom landscapes are part of a single, holistic, cultural and spiritual landscape.**

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country and pays respect to their Elders past, present and emerging.

Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.



**Artwork** by Taungurung artist Maddi Moser

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# 1 Introduction

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This consultation report provides a summary of the feedback received during the Phase 3 consultation for the Gisborne Futures project and Council response.

The engagement ran for a period of 7 weeks from 29 July to 11 September in 2020. During this time Council presented the first draft of the Gisborne Structure Plan, Urban Design Framework and Neighbourhood Character Study along with all supporting technical documents and research. Feedback was invited from a broad range of stakeholders and community members.

Over the course of 2021 Council officers have been presenting Councillors with a comprehensive summary of key themes and issues, responses and detailed submission summaries resulting from the consultation process.

Council is committed to understanding and responding to the views of the community through consultation processes. Submissions have highlighted the key themes that the community is most passionate about, what values are the most important and where improvements can be made to reinforce these through the plans.

Planning for township growth is a challenging field and the views of the community also need to be balanced with other policy direction, including state direction and existing planning policies and other strategic Council documents.

Council received over **220 submissions** to the project, along with hundreds of survey comments and had numerous participants at public webinars and phone conversations.

In responding to submissions, we have been guided by what we heard from the community and stakeholders, and have worked to balance the range of needs and aspirations for Gisborne, however there are aspects of the plan that form the core scope of the Gisborne Futures project that not all will agree with.

The submissions in this report are from community members and stakeholders who engaged in this project and does not necessarily reflect the views of the full community.

This report summarises the key themes raised during consultation, along with our response to submissions. These have been prepared as a general response to themes along with tailored responses to individual submissions to outline how we have taken on board community feedback, what direction or requests have or haven't been supported and why. The report also outlines further work that has been identified through the draft plan review.

## Council Resolution: 24 August 2022

The draft of this consultation report was presented to Council at the Scheduled Council Meeting on 24 August 2022. At the meeting it was resolved that Council:

1. Notes the Gisborne Futures Phase 3 Consultation Report and endorses the further actions to progress work to update the draft Gisborne Futures plans;
2. Endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included;
3. Provide an update to submitters and project subscribers; and
4. Continue quarterly project updates to submitters and project subscribers.

Agendas and minutes can be found on [Council's website](#).

## 1.1 About the Gisborne Futures project

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Gisborne is an attractive regional township close to Melbourne that is identified in State Planning Policy as a peri-urban centre with capacity for growth. The Gisborne Futures Plan has been developed to manage growth and change in Gisborne over the next 30 years.

Gisborne Futures is the first Structure Plan in Victoria to identify a long term protected settlement boundary under state legislation. The project will provide an updated vision for how Gisborne will grow and develop into the future, seeking ways to increase housing diversity, choice and affordability and better cater for a changing and growing community.

The Gisborne Futures project includes:

- a **Structure Plan** that guides future development of housing, transport, shops, parks, landscapes and infrastructure
- an **Urban Design Framework** that will shape the streets and buildings in the town centre
- a **Neighbourhood Character Study** to guide new housing development.

The Gisborne Futures project will set a protected urban settlement boundary for Gisborne in line with the Macedon Ranges Statement of Planning Policy (SPP) and identify future land uses for retail, employment, housing, and community services to meet the growing needs of the town.

The project also aims to improve and manage vehicle, cycle and pedestrian traffic, enable economic development, provide for open space linkages and to protect important views, landscape features and the valued qualities of existing residential areas.

## 1.2 Project background

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The Gisborne Futures project began in 2018 after the state government identified the need for long-term protected settlement boundaries to be set around townships with capacity for growth in the Macedon Ranges Shire.

Protected settlement boundaries are embedded in the Macedon Ranges Statement of Planning Policy (SPP, 2019) and are intended to limit outward expansion of our towns to conserve and enhance significant landscape features, biodiversity, ecological values and 'working' rural landscapes.

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

Gisborne is nominated as a regional centre that is to provide service not just to the town but also to the broader rural communities and nearby smaller settlements. It will provide higher-order health, retail and employment opportunities, as well as diverse residential opportunities and education while building capacity for climate change resilience.

**During preparation of the Statement of Planning Policy it was identified that the current 2009 Gisborne/New Gisborne Outline Development Plan (ODP) required updating to guide the future of Gisborne as a regional centre.**

The ODP planned for a township population of 12,000, which has now been exceeded, and there is pressure for development occurring in the "investigation areas" nominated in the ODP.

It had been nine years since Council adopted the ODP at the outset of the Gisborne Futures project and since that time a number of state and local planning policy and zoning changes have occurred which influence the planning of Gisborne.

Further to this, the 2008 Urban Design Framework was never implemented through the planning scheme therefore is not providing enough guidance or legislative weight to guide outcomes that align with preferred future township character.

We need to update the town plans to align with other strategic work undertaken and decisions of Council since 2009. The Gisborne Futures project will set a protected urban settlement boundary for Gisborne and identify future land uses for retail, employment, housing, and community services to meet the growing needs of the town.

Critical considerations for the future structure plan for Gisborne including, transport, community connections, need to provide open space, review the where future growth will occur, housing design, landscape features, business commerce and other community services, opportunities for education and the future size and location of the Business Park.

## 1.3 Project Stages

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|  |   |                       |
|--|---|-----------------------|
| <b>Stage 1</b>                         | <b>Background &amp; Inception</b><br>Background research, data gathering and technical analysis to inform the input into the plans.   | <b>2018</b>           |
| <b>Stage 2</b>                         | <b>Context Paper</b><br><b>Consultation Phase 1</b><br>Engagement with the community about issues and opportunities for the town.   | <b>August 2019</b>    |
| <b>Stage 3</b>                         | <b>Emerging Ideas</b><br><b>Consultation Phase 2</b><br>Ideas for the future of Gisborne and New Gisborne were presented back to the community for feedback and discussion through the “Emerging Ideas” Phase.<br><br>To strengthen integrated planning outcomes further work on the Gisborne Business Park expansion area was merged into Gisborne Futures in December 2019. | <b>May 2019</b>       |
| <b>Stage 4</b>                         | <b>Draft Gisborne Futures Plans</b><br><b>Consultation Phase 3</b><br>The Draft Structure Plan, Urban Design Framework and Neighbourhood Character Study prepared and presented to the community.   | <b>September 2020</b> |
| <b>Stage 5</b><br><b>Current stage</b> | <b>Gisborne Futures Refresh</b><br>Further work and revision of draft plans revised to reflect outcomes of consultation and update analysis to include 2021 census data.  | <b>2022</b>           |
|  | <b>Consultation Phase 4</b><br>Consultation on second draft of plans.   | <b>2023</b>           |
| <b>Stage 6</b>                         | <b>Final Plans</b>  |                       |
| <b>Stage 7</b>                         | <b>Implementation</b><br>Planning Scheme Amendment  |                       |

## 1.4 Previous consultation

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The 2020 draft Gisborne Futures plans were based on feedback received during community consultation including the 'Issues and Opportunities' and 'Emerging Ideas' phases in 2018 and 2019, and also includes feedback received through the Gisborne Business Park Development Plan consultation undertaken in 2019 and the Neighbourhood Character Study consultations led by Metropolis Research in 2017.

### Phase 1 – Issues and opportunities

Phase 1 was undertaken throughout August and September 2018 to support the development of the Context and Issues Paper for the Gisborne Structure Plan and UDF. The purpose of this Phase was to:

- Build community capacity to take part in the planning process
- Listen and learn about the experiences of living in Gisborne and surrounds
- Understand community aspirations, wants, and needs for the town in the future

### Phase 2 – Emerging Ideas

Phase 2 was undertaken in May 2019 and presented the Emerging Ideas booklet. The purpose of this phase was to present the ideas and aspirations for the project based on background work and Phase 1 engagement, and to ensure the community's feedback was captured prior to the preparation of the draft Gisborne Futures documents.

[View the Emerging Ideas](#) prepared for Phase 2 consultation that was undertaken in May and June 2019.

These emerging ideas were presented alongside a summary of the background and technical research and what residents told us during past consultation.

The emerging ideas were used as a framework to develop strategies and actions for the Structure Plan and Urban Design Framework.

### Phase 2 Consultation Findings

Residents of Gisborne are concerned about housing growth and are concerned that it will increase traffic congestion and impact on township character. Submissions have reinforced the importance of retaining the spacious, semi-rural character of the town and the trees and landscapes that contribute to the look and feel of the town.

Balancing these concerns with the need to accommodate township growth is a key consideration for Council, the community and the Gisborne Futures project.

Key themes highlighted in these earlier consultation findings included:

- The valued semi-rural / country town character.
- Views and landscapes around the town are defining elements of Gisborne.
- A desire to see improvements in local roads and movement around town, including cycle and pedestrian mobility.
- Protection of history and heritage.
- Growth should not be to the detriment of the town's character.
- Better management of through traffic, especially trucks.
- Economic development should support local business and increase employment opportunities.
- Better community facilities are needed, especially for youths and schools.
- Housing diversity and affordability.

The consultation report for Phases 1 and 2 prepared by Ethos Urban is available under the supporting documents tab on the [Gisborne Futures](#) page on Council's website.

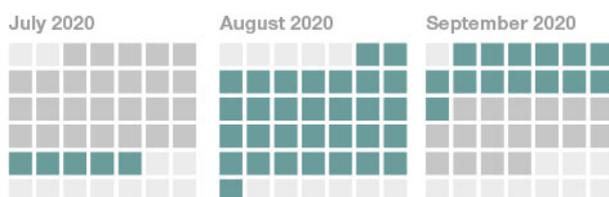
## 2 Phase 3 Consultation

The Gisborne Futures plans were prepared during 2018 and 2019 and were ready for consultation in early 2020. With the onset of the pandemic, the decision was made to delay consultation, particularly as many of the usual consultation activities such as face-to-face meetings, community drop-in sessions and people's ability to access hard copies at Council's offices were no longer available.

The Gisborne Futures plans were endorsed for consultation at the June 24 Ordinary Council Meeting, before the onset of the 'second wave' in July 2020 when there was a greater sense of optimism that Victoria had made it through the worst of the pandemic.

As a result of rising Covid-19 numbers and the subsequent lockdown in early July 2020, a revised communications plan for the Gisborne Futures Phase 3 consultation was prepared with a greater focus on online activities. A number of activities had to be cancelled, including township walks and one-on-one meetings. Hard copies of the plans were initially made available at Gisborne Library due to Shire office closures, however this service soon became unavailable as libraries were closed. Council distributed and mailed hard copies on request.

**Consultation ran over 7 weeks from July 27 to 14 September 2020.**



### 2.1 How was consultation promoted?



**Council webpage and online map**

**3,500 summary booklets** inserted into local newspapers

**6,500 postcards** mailed to homes, businesses and land owners

**16 social media** posts

**3 media releases**

20 footpath stickers

**10 local newspaper and community newsletter** advertisements

**5 requests** for promotion via school newsletters





**Gisborne Futures**

**The Gisborne Futures draft plans have arrived!**

These important documents will help shape the future look and feel of Gisborne, and guide sustainable growth and development of the township whilst protecting the surrounding landscape for the next 30 years.

We have incorporated what you told us so far about how you want to live, work, play and get around in the Gisborne area.



Now it is your turn to let us know if we have got the balance right.

**Be a part of Gisborne's future and have your say.**

**Submissions close Monday 14 September 2020.**



Structure Plan - Urban Design Framework - Neighbourhood Character Study

## 2.2 How many people were engaged?

**220 written** submissions

**647 survey** responses, with **hundreds of comments** left in the survey

Over **40 phone calls** and email enquiries

**10 public and stakeholder webinars** were held with over **80 participants** attending

**14 meetings** and targeted consultations

## 2.3 Feedback on consultation and pandemic response

### Submission number

22, 76, 126, 130, 134, 165, 175, 169.

Three submissions were complimentary of the communication strategy and consultation process.

Two submissions raised concern with developer influence in the consultation process.

Five submissions raised concern that consultation was undertaken during the Covid-19 pandemic lockdown. One of these was particularly concerned with a perceived 'rush' to consult, and two submissions raised that the plans were complex and technical, and not enough time was provided to absorb and responds to all the information.

Four submissions raised concern with consultation during the Covid-19 pandemic, in particular that there was no opportunity to door-knock and discuss the plans with neighbours.

Five submissions believed that all the data and assumptions underpinning the plans is now outdated by the Covid-19 pandemic. These raised that the plan doesn't adequately address the economic and social impacts of Covid-19, particularly in relation to how people choose to live and work, population growth and what the future population growth data and demand for residential housing and associated services will look like into the future.

### Response to pandemic concerns

The pandemic delayed plans for consultation, and the consultation program was altered as a result of the second wave. The plans and all supporting information were made available online, hard-copy deliveries were organised on request and a series of online events, one-on-one meetings and many phone conversations were held.

Council's standard minimum consultation period is four weeks, and given the challenges of Covid and the complexity of information contained within the plans the consultation period was extended to run over a seven week period.

The extents of the pandemic's impacts are still yet to be known. Statisticians and data analysts have begun preparing forecasts about what a post-Covid world will look like and what impacts the pandemic will have on population change, economic vulnerability and affordability and demand for housing in the regions.

The revised version of the draft Gisborne Futures plans will include consideration of the impacts of the pandemic, using data and advice available at the time of revision, including the 2021 Census data that is expected to be released in mid-2022.

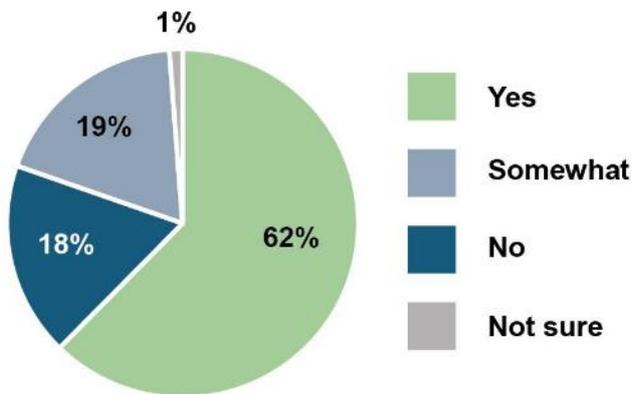
While the data may have changed from pre-pandemic situation, it should also be acknowledged that any data collected during the peak of the pandemic or resulting from it may not necessarily be reflective of future trends.

### Action

- Research how the pandemic has altered the way people live and work in regional settings and reflect on whether this impacts the direction of the Gisborne Futures project.

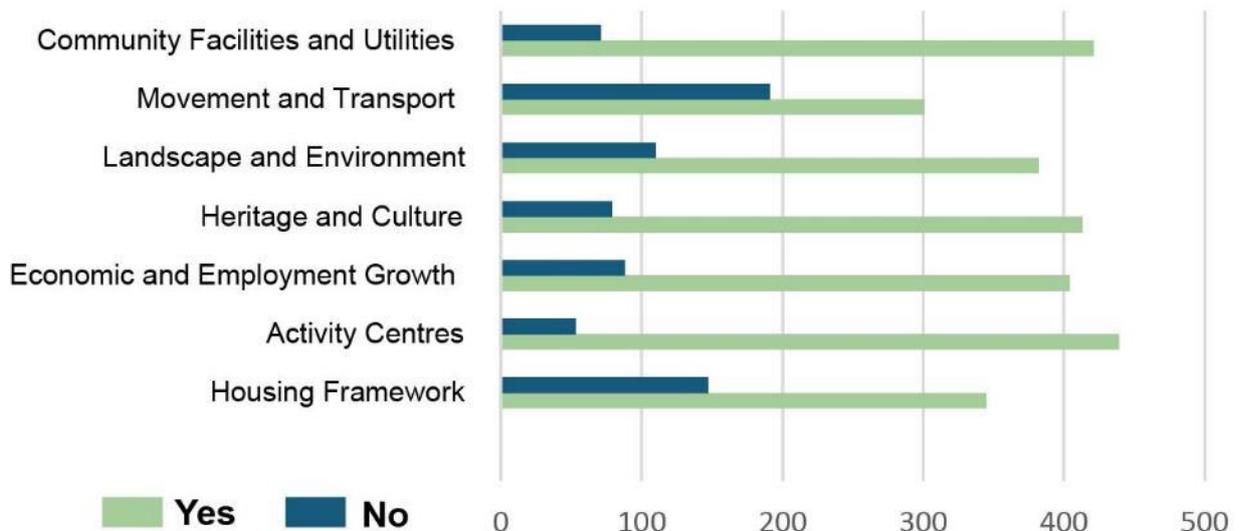
## 2.4 Survey Results

**Q6. Do you think the draft plans strike the right balance between planning for the future while maintaining valued township character elements?**



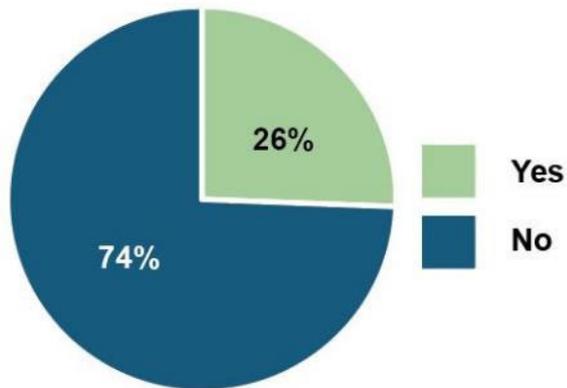
494 people responded to this question, and responses indicate a high level of support for the balance of growth and character outcomes. Less sentiment towards this is reflected by those who chose to comment.

**Q7. Do you support the direction provided in the Structure Plan?**



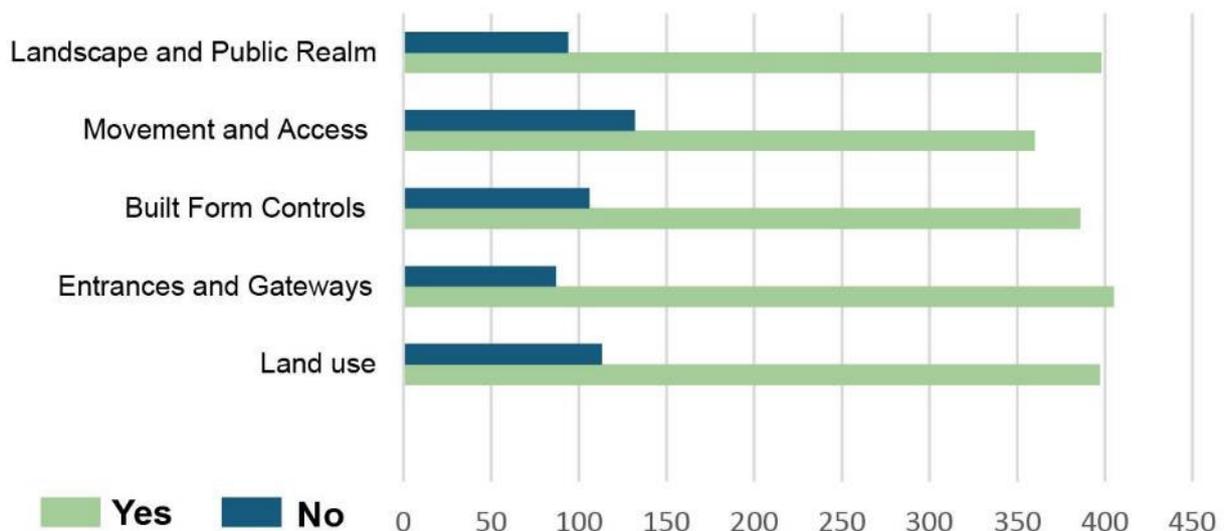
492 people responded to this question, and responses indicate a high level of support for all aspects of the plan. The Housing Framework section received support from 70% of respondents.

**Q8. Are there other ideas relating to housing or Gisborne’s residential character that should be included?**



127 people chose to leave additional comments in the survey. The sentiment in these has been summarised and filtered through the consultation summary responses.

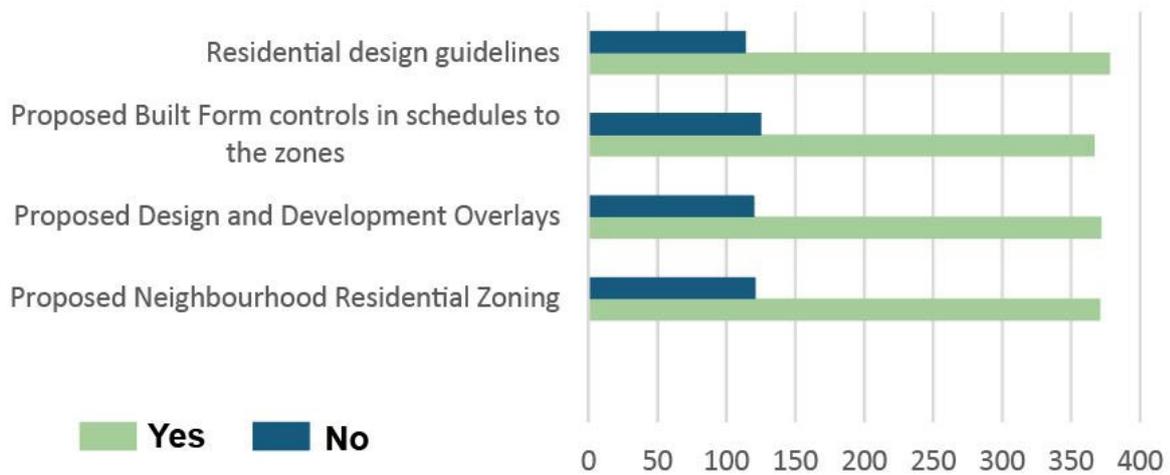
**Q9. Do you support the direction provided in the Urban Design Framework?**



492 people responded to this question, and responses indicate a high level of support for all aspects of the plan.

Entrances and Gateways and Landscape and Public Realm attracted the highest level of support (82% and 80% respectively). Movement and Access again had the lowest level of support at 73%.

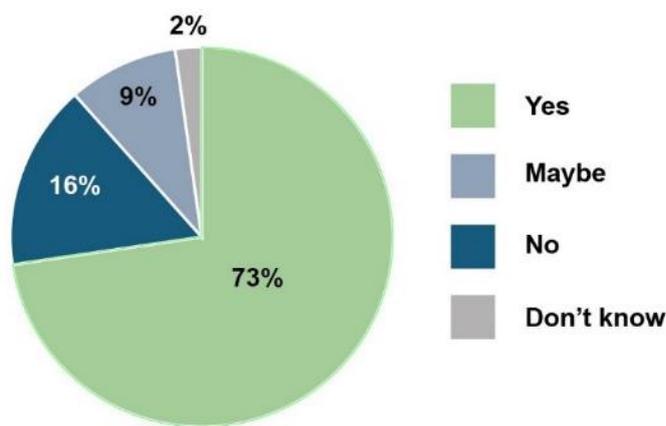
**Q10. Do you support the direction provided in the Neighbourhood Character Study?**



492 people responded to this question, and responses indicate a high level of support for all aspects of the Neighbourhood Character Study. The Neighbourhood Character section received support from around 75% of respondents.

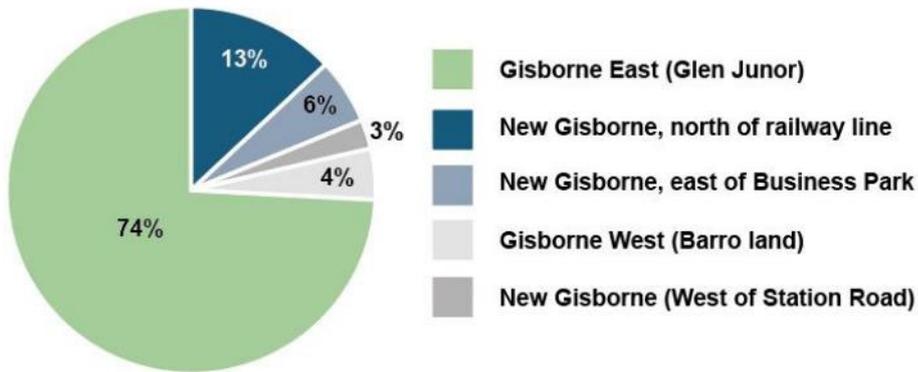
**Q11. Do you support the expansion of the township boundaries to access the additional land supply required to accommodate predicted population growth?**

Context: Urban growth areas are identified through land supply and demand analysis that estimated an existing supply of over 2600 lots in Gisborne. Based on a demand rate of 130 lots per year, a total of 3900 lots is required to meet Gisborne’s growth over the next 30 years.



494 people responded to this question, and responses indicate a high level of support for the proposed expansion areas.

**Q12. Where would you prefer to see residential growth prioritised?**  
Rank the following 5 options in your preferred order (1-5).



75% of respondents ranked Glen Junor as their first preference as a priority area for housing growth.

## 3 Key themes and actions

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The outcomes of consultation have identified the following key themes and actions to be resolved through the preparation of the second draft of the Gisborne Futures project.

### Setting a protected settlement boundary

- Define a settlement boundary to be used as the basis for further work on the plans.
- Update land supply and demand analysis to reflect current housing supply data.

### Planning for housing

- Update land supply and demand analysis to reflect current housing supply data.
- Prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.
- Provide clearer definition of what is meant by 'medium density' in the Gisborne context.
- Remove preferred housing typologies in the neighbourhood character study to focus on built form outcomes that can be achieved under the ResCode variations within the proposed schedules to the Neighbourhood Residential Zone.
- Test proposed ResCode variations to determine whether built form controls are sufficient in guiding density outcomes and whether minimum lot sizes should be introduced.
- Work with Council's Community Wellbeing team to investigate including policy guidance on appropriate locations for social housing in the structure plan.
- Review housing change areas to align with DELWP's criteria and methodology outlined in PPN90, with consideration given to the extents of areas covered with covenants, development plans and Design and Development Overlays.

### Neighbourhood character

- Review neighbourhood character controls and provide clearer communication of preferred built form outcomes.
- Review neighbourhood character controls and precinct boundaries of Precinct 3 (Township Residential) and test application of NRZ in these areas.
- Review DDOs and subdivision plans to ensure controls are translated and the intent of them is not lost.

### Economic and employment growth

- Include detail on the size and role of neighbourhood activity centres from the ODP in the draft Structure Plan.
- Explore options for policy guidance or other planning scheme controls regarding commercial land uses to ensure the vision for NACs is embedded in nominated sites.

### Future direction for the business park

- Review layout of business park and residential development in Investigation Area 1.
- Update the draft Structure Plan to include revised land supply and demand figures and articulate objectives to protect and support the business and employment role of the Gisborne Business Park.

## Landscape and environment

- Include a section on climate change as an overarching principle in the revised draft Structure Plan, drawing from and expanding the content provided in the Background and Technical Analysis report.
- Prepare a bushfire risk assessment of Gisborne to better understand and respond to bushfire hazards. Include reference and response to DELWP's guidelines on settlement planning at the bushfire interface.
- Include greater detail on the criteria used to determine residential expansion areas, including visual landscape qualities, environmental values (biodiversity/habitat) and environmental risks (flooding, fire).
- Include mapping of biodiversity values in the background report and reference in the Structure Plan where appropriate.
- Include an implementation action for Council to prepare a tree study to develop policy, planning controls and other mechanisms to strengthen protection controls for significant trees on private property.
- Review street cross-sections to ensure that there is adequate space to accommodate trees and undergrounding of services.
- Include an action to investigate how to encourage a palette of indigenous or native species to enhance biodiversity in new estates.
- Provide diagrams, sections or illustrations of the 'landscape buffers' and preferences for sound attenuation and a built form/urban design response along freeway interfaces in revised Structure Plan.
- Include an action to consider improved landscaping and welcoming township signage at key entry points in the Urban Design Framework.
- Strengthen discussion and design response to township entrances and gateways in the plans.
- Include an additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon.
- Include the Macedon Ranges as a key landscape feature significant to Gisborne in Section 12.1 of the Structure Plan (p.34).
- Review content of the plans to strengthen recognition of Gisborne's location in a Distinctive Area and Landscape.
- Prepare analysis and mapping of known wildlife habitats and include objectives, strategies and/or actions in the Structure Plan that specifically address these, where appropriate.

## Movement and transport

- Continue discussions with DoT and seek to resolve the issues regarding the future operation of Gisborne's road network.
- Include summary discussion on the findings of the traffic modelling exercise, including road and intersection capacity outputs, in the Structure Plan.
- Include an action to review public lighting at key locations outside the town centre to enhance safety and movement at night.
- Prepare guidelines for infrastructure upgrades and streetscape treatments to be integrated into the Urban Design Framework.
- Review traffic modelling and investigate alternative locations for a Gisborne bypass.
- Undertake an assessment of the Gisborne town centre using the Department of Transport's Movement and Place framework that recognises that streets not only keep people and goods moving, they're also places for people to live, work and enjoy.
- Review movement infrastructure requirements and principles to support the existing and growing community.

## Education and community services

- Follow up with the Department of Education and Training (DET) on demand for secondary education in the region to check if previous advice has changed.
- Investigate current capacity of community services and facilities and refresh the assessment of community infrastructure.

## Urban Design Framework

- Clarify in the UDF that built form diagrams are illustrating general building envelopes or building massing and not a proposed final outcome in terms of upper level breaks and design detail.
- Revisit definition of 'village character' in the UDF
- Review proposed design and development controls for the town centre in line with DELWP feedback.
- Prepare policy and a schedule to the DDO that is specific to the town centre as part of the implementation of the UDF.
- Review permit triggers for paint controls/large scale business identification in the town centre, and the appropriateness of their application to existing buildings when developing the policy to support a DDO.
- Include discussion related to Crime Prevention through Environmental Design (CPTED) principles in the Urban Design Framework.
- Review proposed Development Plan Overlay controls for the town centre and whether the outcomes sought can be achieved through a DDO.
- Prepare a plan of the town centre that shows existing and potential floor space to test the capacity of the town centre as an outcome of built form controls on development opportunity sites.
- Review the 'blanket' application of building height controls so they target development opportunity sites.
- Review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets.
- Review streetscape plans to highlight where additional on-street car parking is being made available.

## Utilities and Servicing

- Continue to consult with Greater Western Water (GWW) on the future growth of Gisborne and upgrades to services as required.

## Heritage

- Investigate appropriate planning controls for Macedon House site.

## 4 Setting a protected settlement boundary

Critical to the Gisborne Futures project is setting a long term protected settlement boundary that recognises the limits of growth in accordance with the declaration of Macedon Ranges as a Distinctive Area and Landscape in state legislation.

Submissions received have questioned the need for Gisborne to grow at a fundamental level, and raised the need to review previous plans to reflect updated demographic and land demand and supply data to estimate how much residential, employment and commercial land is needed.

The following section discusses township growth, and the rationale for setting a protected settlement boundary.

### 4.1 Township growth

Township growth was the primary theme raised through consultation with approximately 30 submissions and 50 survey comments either expressing concern with the level of growth or were opposed to further township expansion.

Concerns included:

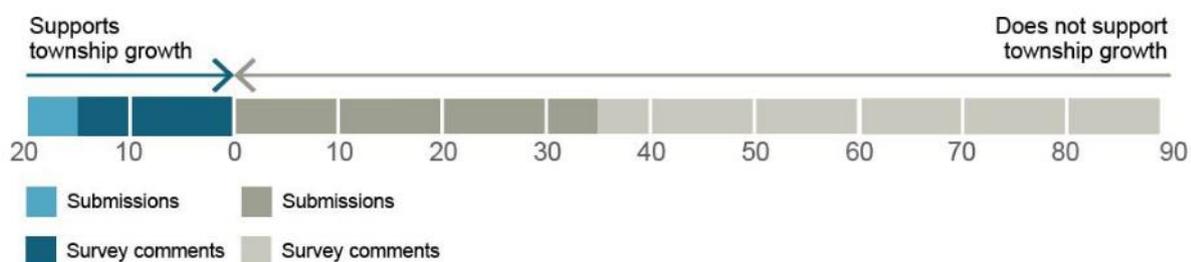
- loss of character with focus given to block sizes, width of streets, allowance for trees and landscaping
- that Gisborne does not have the social or physical infrastructure to support growth
- additional traffic congestion, pressure on Station Road and car parking
- impact on the environment, loss of trees and open space, visual impact on town entrances
- social impacts, lower socio-economic demographics, increased crime and loss of community spirit.

Five submissions and 15 survey comments were generally in support of the plans and further township growth.

Many would like to see a higher quality and more sustainable residential outcomes that add benefit to the town. A number supported growth being focused in New Gisborne.

Some expressed concern that the plans are not going far enough in providing adequate land supply or that residential expansions would land-lock the Business Park from future expansion.

#### Summary of feedback



## How can we respond?

**Gisborne is identified in state and local policies as a regional centre that is promoted for growth.**

The Macedon Ranges Statement of Planning Policy (SPP) provides protected settlement boundaries around towns that have capacity for growth. The development of this policy identified the need for a revised Structure Plan that includes sufficient land to accommodate growth while also protecting Gisborne's neighbourhood and landscape character values.

**It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.**

A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre', while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy.

Planning for township growth includes land use planning for commercial, employment and residential land, along with community services and infrastructure to support economic and social growth. The protection of township character, significant landscape and environmental values are also critical considerations.

The purpose of the Structure Plan is to explore what we need to support the current population, and what is required in terms of land use, community services and infrastructure to support economic and social growth while also ensuring that character, significant landscape and environmental values are protected and enhanced.

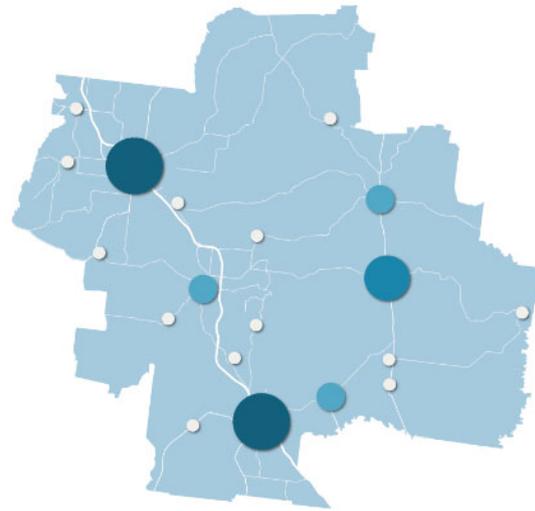
### Further information

[Macedon Ranges Statement of Planning Policy](#)

[State Planning Policy Clause 11.01-1S](#)

[Local Planning Policy Clause 21.04](#)

## Macedon Ranges Settlement Hierarchy



- Regional centres**  
Gisborne, Kyneton
- Large district town**  
Romsey
- District town**  
Riddells Creek, Lancefield, Woodend
- Small towns, villages and hamlets**  
Malmsbury, Darraweit Guim, Bullengarook, Tylden, Benloch, Carlsrhue, Lauriston, Macedon, Mount Macedon, Newham, Ashbourne, Clarkefield, Monegetta, Bolinda

## 4.2 Submissions on proposed settlement boundary

| Submission number  |
|--|
| 1, 5, 6, 19, 42, 43, 44, 60, 61, 62, 75, 76, 121, 122, 126, 141, 158, 159, 160, 162, 166, 169, 181, 185, 188, 205. |

**Five submissions** were received from landowners **supporting** the inclusion of their properties in the proposed township boundary.

**Six submissions did not believe that enough land had been set aside in the proposed township boundary**, that previous forecasts have underestimated growth and/or that the 'growth scenario' of 130 dwellings per annum is too conservative an estimate.

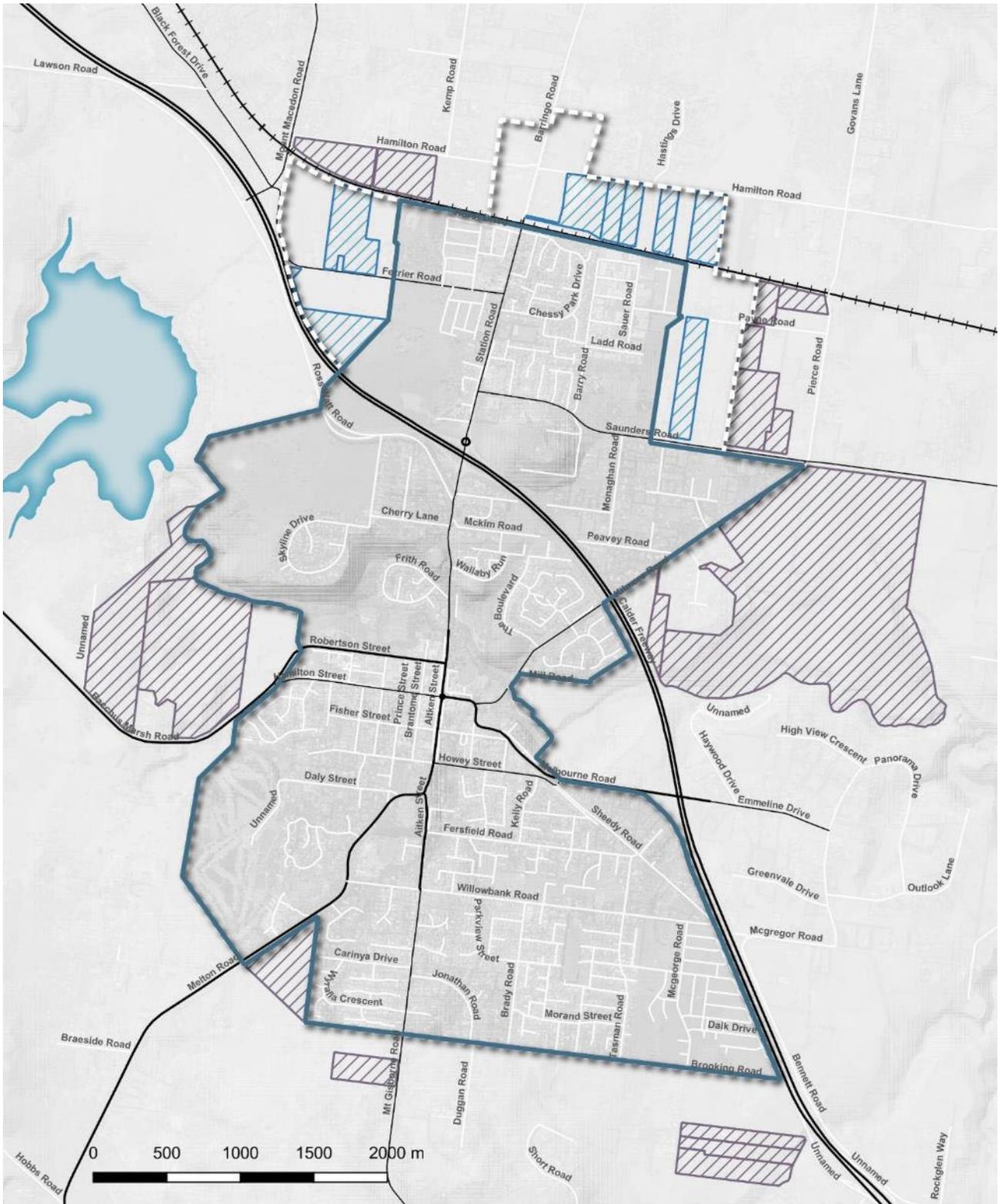
There were **16 submissions requesting inclusion in the township boundary**, or greater expansion of the boundary. These include:

- Six submissions were from property owners requesting that the township boundary east of the Business Park be extended to Pierce Road, with two in support of expanding to allow for a substantial precinct structure plan to generate a critical mass for delivery of infrastructure and community services;
- Four submissions request expansion further to the south of Brooking Road;
- One submission requesting inclusion of land between the train line and Hamilton Road, west of Station Road; and
- Two submissions requesting the township boundary to be expanded west, along Bacchus-Marsh Road.

In the survey comments 13 did not support growth in New Gisborne, particularly to the west of Station Road. **Loss of rural entrances and open character, traffic increases and pressure on Station Road and potential flooding issues** were all cited as reasons for this. Some of these requested that growth be focussed to the west of the town centre, along Bacchus Marsh Road.

Some comments suggest that growth would be better directed to the east, towards Pierce Road in New Gisborne to make better use of the Kilmore Road arterial and reduce pressure on Station Road.

There has been feedback that the 2020 Structure Plan will not provide for a 'meaningful' Precinct Structure Plan. The low number of lots won't create a threshold to deliver additional services or facilities to the new community, leaving a gap in service provision and further reliance on the Gisborne town centre for access to these.



-  Existing township boundary
-  Landowners support inclusion in town boundary
-  Landowners request inclusion in town boundary
-  2020 Proposed settlement boundary

**Township boundary submissions**

## 4.3 Settlement boundary criteria

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Feedback from consultation has driven a review of the proposed township boundary to be considered as part of the refreshed Structure Plan.

The assessment of land suitable to be included in the revised settlement boundary commenced by looking at land surrounding Gisborne and a range of broad investigation areas were considered. Based on a high level assessment more defined investigations areas were identified. The 2020 Draft Structure Plan applied the following criteria to the “investigation areas”:

- Existing strategic directions and policies (eg. Gisborne/New Gisborne ODP 2009)
- Whether land adjoins existing town boundary and is a logical inclusion to the settlement boundary
- Proximity and access to town centre, activity centre or train station
- Access constraints/barriers (major roads, watercourses, railway line).
- Significant encumbrances such as native vegetation, cultural or European heritage, topography or other environmental constraints (flood, fire etc).
- Access to key utilities and services
- Significant landscape features, views or vistas
- Whether it avoids land fragmentation
- Quantum of developable land

The original assessment is summarised from page 40 in the Background and Technical Analysis Report.

When considering a new township boundary it is important that provision of services, employment, housing, connections, open space and the ‘village feel’ can all be accommodated.

Workshops with councillors and feedback from the community have raised the following elements that could be considered in more detail to form up a revised township boundary:

- Jacksons Creek – avoiding housing and built form on the escarpment
- Consideration of the area around the station as a ‘central hub’ that is expanded to encompass schools and sports precinct
- Activity centres, shops, community services and medical facilities to decentralise the township
- Protection of boulevards, entries and views, creeks and waterways
- Protection of the business park from encroachment and ensuring that it is not land-locked in the future
- A business park that has capability to attract clean manufacturing and allow local firms to grow while also providing a buffer to the train line
- Local employment and space for local enterprise
- Consideration of traffic flows and primary road alignments
- Protection of rural living and rural views between Gisborne and Riddells Creek, maintaining separation between the townships
- Drainage, land subject to inundation and Rosslynne Reservoir
- Passive and active open space, consideration of long-term sporting needs
- Improved connectivity with enhanced walking and cycling linkages, local bus connections to the station.

The township boundary assessment criteria have been reviewed in light of councillor and community feedback. Investigation areas have been revisited to clearly communicate why some areas are included in the boundary, and why others have not. The following criteria have been used to form a recommended township boundary to be used as the basis for the refreshed Gisborne Structure Plan.

### Existing strategic directions and policies

Existing Council policy found at [Clause 21.13](#) of the Macedon Ranges Planning Scheme is **to focus growth in New Gisborne** where there is ready access to public transport, education, employment and commercial opportunities.

The Structure Plan from the ODP provides 'areas of investigation for possible future expansion of township boundary' to the east and west of Station Road.

Development is to be contained south of the railway line to protect the separation between New Gisborne and Macedon and the landscape characteristics of the Macedon Ranges to the north.

### Whether land adjoins existing town boundary

Avoid 'leap-frogging' of development and ensure that new growth areas are a logical extension to the town boundary.

### Walkable access to shops, station and services

Providing walkable access to shops, schools and other services and community facilities is key to creating healthy, liveable neighbourhoods and encouraging active travel modes.

### Access barriers such as major roads, watercourses and the railway line.

Access barriers can inhibit the choice of routes and ease of movement. Having multiple entry multiple entry and exit points to an area allows for efficient movement.

### Preservation of environmental and landscape features, township entrances, views and vistas.

Major waterways, water catchments, land subject to flooding, significant native vegetation and areas with known high biodiversity values **have been excluded** from township expansion areas.

Township boundary considerations have also excluded significant landscape areas such as the Jacksons Creek escarpment, Magnet Hill and the base of Mount Gisborne south of Brooking Road. Views to and from these features, and views to the Macedon Ranges in the north, and the visual impact of development on township entrances form part of the assessment.

### Cultural heritage

Whether development in the proposed area compromises or need to respond to known cultural heritage values.

### Access to utilities

The *Town Service Engineering Report* prepared by TGM (2019) has assessed whether water, electricity, sewer and gas servicing is available or will require upgrades.

### Maintaining a rural break between settlements

Preservation of the rural landscapes between Gisborne and New Gisborne and other settlements including Macedon and Riddells Creek is key to maintaining the rural break between settlements. Defining a township boundary will prevent land speculation and development pressure on these areas.



## 4.4 Township boundary investigation areas

In response to requests for inclusion in the township boundary the investigation areas have been redefined and re-assessed against the criteria set out in Section 4.3.

The assessment returned similar results. These have been provided to be transparent about why some land has been chose for further investigation, and why other areas have been left out.

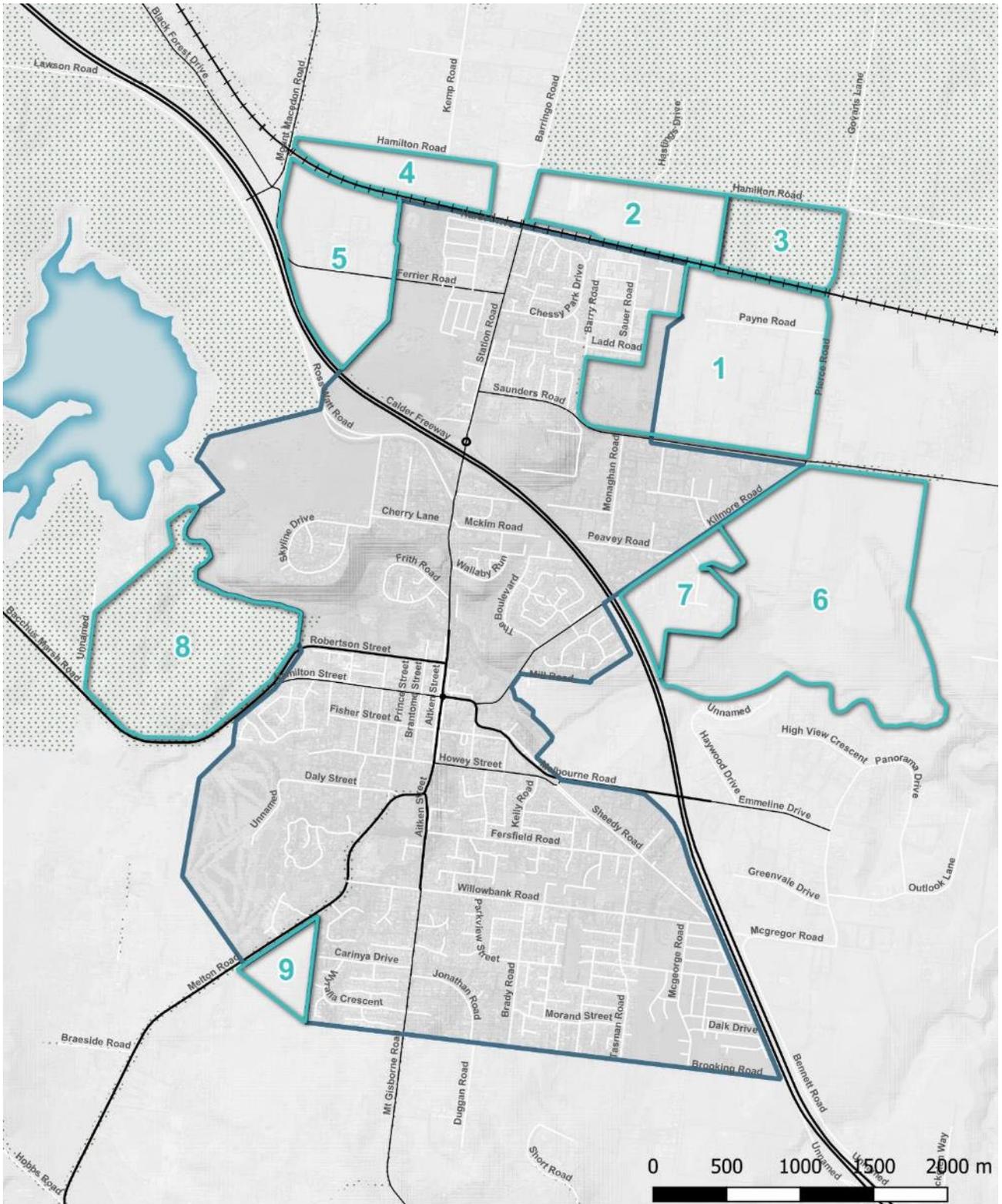
This assessment is high level and it is intended to form the basis of further work for the 2022 revision of the plan.

Each criteria has been ranked with the following score method:

- 1** = meets criteria
- 0.5** = partially meets criteria
- 0** = does not meet criteria

**Table 1: Investigation areas analysis results**

|              | Criteria  | Investigation area |          |            |            |          |            |            |            |            |
|--------------|---|--------------------|----------|------------|------------|----------|------------|------------|------------|------------|
|              |   | 1                  | 2        | 3          | 4          | 5        | 6          | 7          | 8          | 9          |
| 1.           | Existing strategic directions and policies  | 1                  | 0.5      | 0.5        | 0.5        | 1        | 0          | 0          | 0          | 0          |
| 2.           | Adjacent to existing town boundary  | 1                  | 1        | 1          | 0.5        | 0.5      | 0          | 0          | 0          | 0          |
| 3.           | Walkable access to shops, station and services  | 0.5                | 1        | 0.5        | 1          | 1        | 0          | 0          | 0          | 0          |
| 4.           | Access barriers such as major roads, watercourses and the railway line                      | 0.5                | 0.5      | 0.5        | 0.5        | 1        | 1          | 0.5        | 0.5        | 0.5        |
| 5.           | Preservation of environmental and landscape features, township entrances, views and vistas. | 0.5                | 0.5      | 0          | 0.5        | 0.5      | 0.5        | 0.5        | 0          | 0          |
| 6.           | Cultural heritage   | 0.5                | 1        | 1          | 1          | 0.5      | 0.5        | 0.5        | 0.5        | 0.5        |
| 7.           | Access to utilities   | 0.5                | 1        | 1          | 1          | 1        | 0.5        | 0.5        | 0          | 0          |
| 8.           | Maintaining a rural break between settlements   | 0.5                | 0.5      | 0.5        | 0.5        | 0.5      | 0          | 1          | 0.5        | 0.5        |
| <b>Total</b> |   | <b>5</b>           | <b>6</b> | <b>4.5</b> | <b>5.5</b> | <b>6</b> | <b>2.5</b> | <b>2.5</b> | <b>1.5</b> | <b>1.5</b> |



Township boundary investigation areas

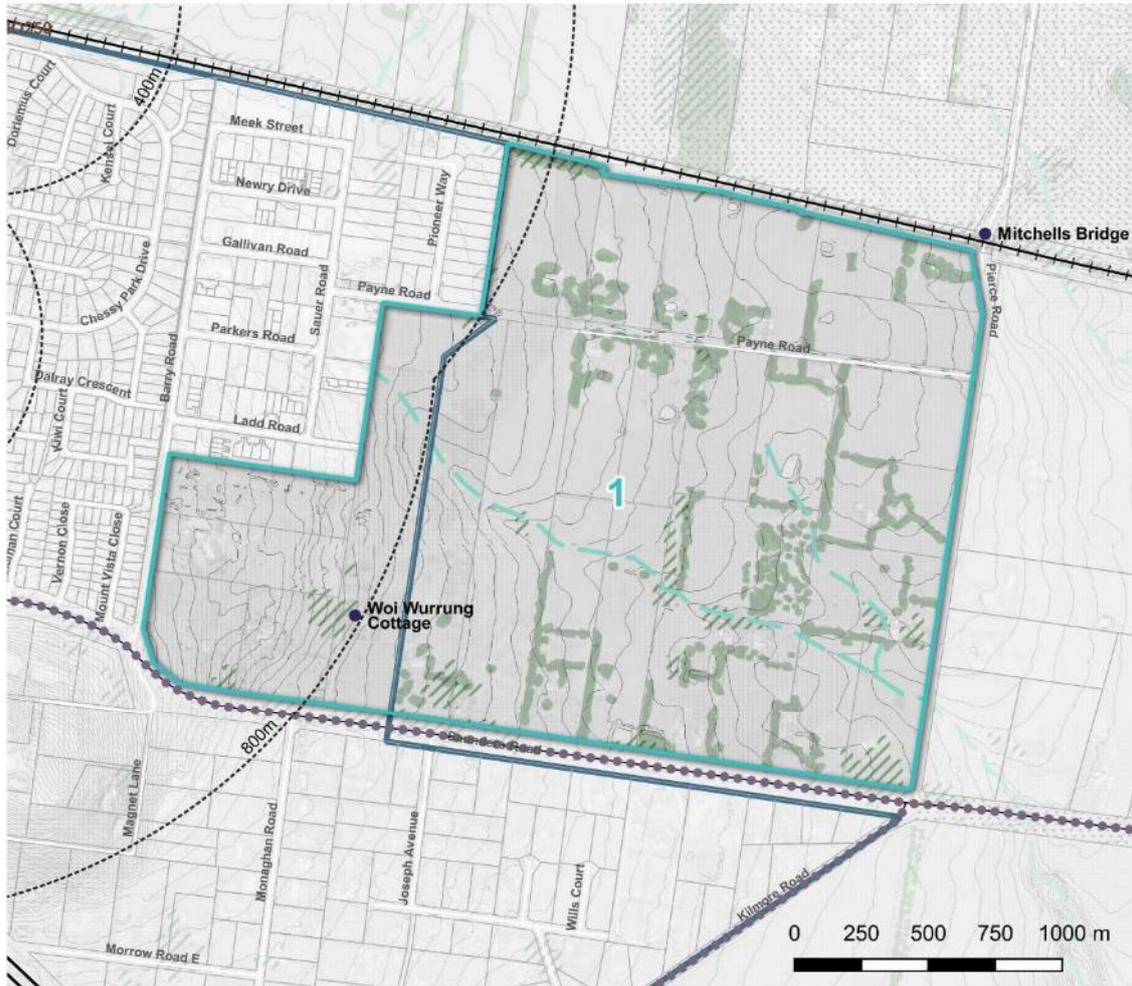
## Investigation Area 1

Area 1 includes all land to Pierce Road as an investigation area, including the land proposed as an expansion area to the business park. The layout and format of this parcel is subject to further investigation.

**Zone:** Rural Living Zone      **Overlays:** N/A

| Criteria  | Assessment   | Score    |
|---|--|----------|
| 1. <b>Existing strategic directions and policies</b>  | The Structure Plan in the 2009 ODP indicates this area within 'areas of investigation for possible future expansion of township boundary' and is consistent with policy to focus growth in New Gisborne.   | 1        |
| 2. <b>Adjacent to existing town boundary</b>  | Land adjoins existing township boundary to the west and south.   | 1        |
| 3. <b>Walkable access to shops, station and services</b>  | 800-1600m from station and potential future activity centre. Will have access to future regional shared trail along railway line. Opportunity for east-west connection to future activity centre and schools on Station Road.  | 0.5      |
| 4. <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Land is constrained by railway line to the north but has good access to Saunders Road and Kilmore Road arterials. Access to the north is constrained by Mitchells Bridge (HO 302) which is a single-lane and may require bypass infrastructure.  | 0.5      |
| 5. <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | <p>Land comprises fragmented and highly modified rural living featuring open paddocks scattered with remnant paddock trees, stands of vegetation and shelterbelt planting. Large rural ranch houses and sheds surrounded by gardens and clusters of trees.</p> <p>No environmental overlays. Natureprint Strategic Biodiversity mapping shows likelihood of moderate biodiversity values across the site, with higher values along Saunders Road. Waterway through site will require protection.</p> <p>Southern boundary located along a key entrance road with views to Macedon Ranges. Key views to Macedon Ranges from entrance roads.</p> | 0.5      |
| 6. <b>Cultural heritage</b>   | <p>Woi-Wurrung Cottage has been assessed as having heritage value, subject to future Heritage Overlay.</p> <p>The presence of old stony rises elevates the potential for items with Aboriginal heritage significance, and development in the vicinity of such rises should be preceded by an archaeological survey.</p>  | 0.5      |
| 7. <b>Access to utilities</b>   | Upgrades to sewer, gas and electricity infrastructure will be required. Water servicing upgrade has been programmed. Drainage may trigger Melbourne Water Drainage Scheme. Works required may incur significant development costs.   | 0.5      |
| 8. <b>Maintaining a rural break between settlements</b>   | This expansion area extends New Gisborne towards Riddells Creek. Pierce Road aligns with existing low density residential area to the south.   | 0.5      |
| <b>Total</b>  |  | <b>5</b> |

## Investigation Area 1



- |  |  |
|--|--|
| Investigation area                       | Environmental Significance Overlay (ESO)   |
| Existing township boundary               | Entrance roads                             |
| Ecological Vegetation Classes (EVCs)     | Flood-prone land                           |
| Aboriginal cultural heritage sensitivity | Existing or proposed activity centre       |
| Heritage Overlay                         | Distance from activity centre, station etc |
| Vegetation Protection Overlay (VPO)      |  |

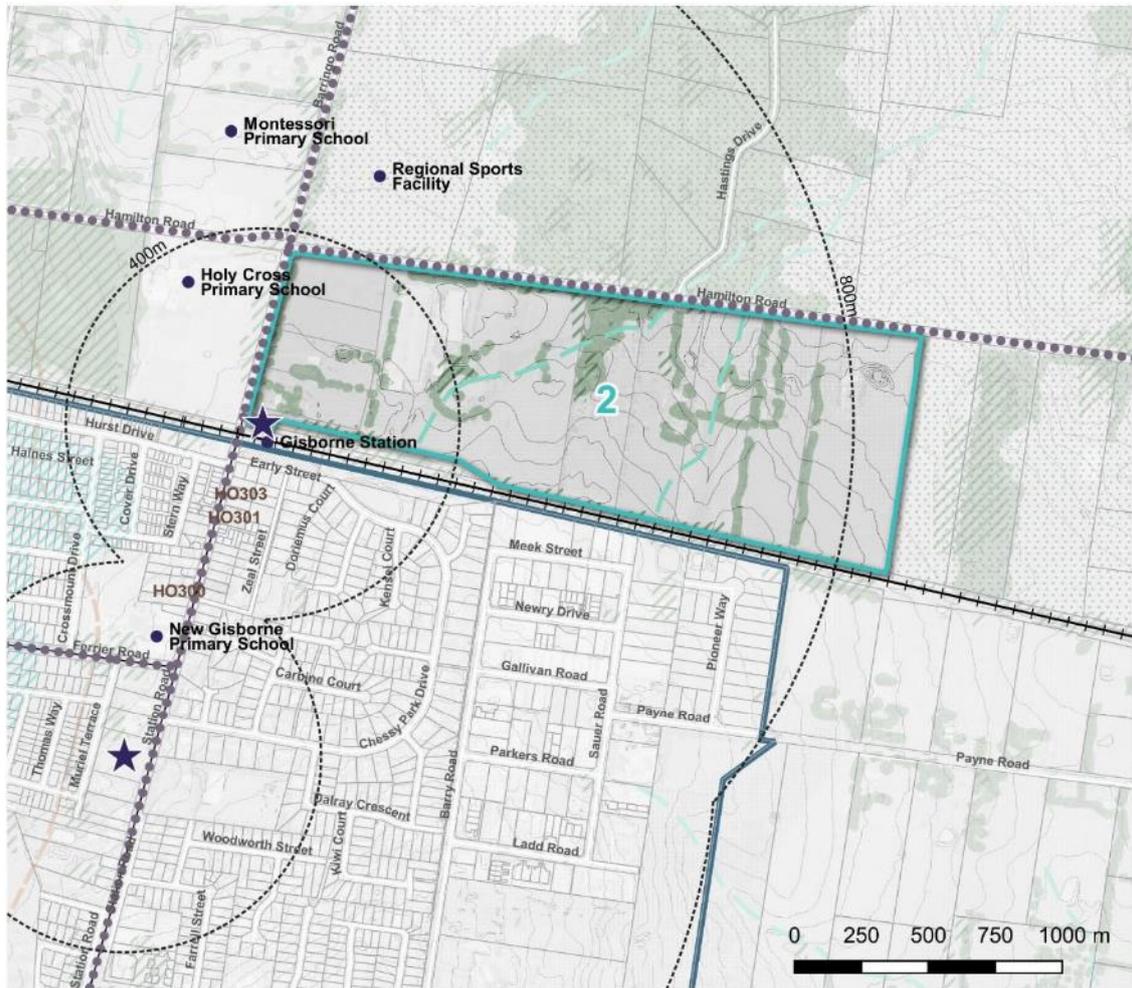
## Investigation Area 2

Area 2 is land bound by the train line and Hamilton Road, adjacent to the train station. A large portion is zoned for industrial uses.

**Zone:** Industrial 1 Zone, Rural Living Zone      **Overlays:** N/A

|    | <b>Criteria</b>  | <b>Assessment</b>  | <b>Score</b> |
|----|--|--|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | This area is consistent with policy to focus growth in New Gisborne. Does not accord with existing policy to keep development south of the train line but has potential to leverage off existing and planned facilities including schools, train station and the sports precinct to create an 'activity node', and to revitalise disused industrial sites.   | <b>0.5</b>   |
| 2. | <b>Adjacent to existing town boundary</b>  | Land adjoins existing township boundary to the south.  | <b>1</b>     |
| 3. | <b>Walkable access to shops, station and services</b>  | Adjacent to train station and within close proximity to schools and regional sporting facility. This area includes a future activity centre that will play a key role in decentralising Gisborne and reducing traffic pressure on Station Road.  | <b>1</b>     |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Land is constrained by railway line to the south with two crossing points. Good access along Hamilton Road, potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road. Access to the north is constrained by Mitchells Bridge (HO 302) which is a single-lane and may require bypass infrastructure.  | <b>0.5</b>   |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | Land comprises fragmented and highly modified rural living featuring open paddocks scattered with remnant paddock trees, stands of vegetation and shelterbelt planting. Large rural ranch houses and sheds surrounded by gardens and clusters of trees. Undeveloped industrial land and disused Flexdrive factory buildings.<br><br>No environmental overlays. Natureprint Strategic Biodiversity mapping shows likelihood of moderate biodiversity values. Waterways through site will require protection and integration with development.<br><br>Northern boundary located along a key entrance road with views to Macedon Ranges, although no key views across site. | <b>0.5</b>   |
| 6. | <b>Cultural heritage</b>   | Future development will need to have regard to the curtilage and setting of heritage listed Gisborne Station.  | <b>1</b>     |
| 7. | <b>Access to utilities</b>   | Sewer, gas and electricity infrastructure are available.   | <b>1</b>     |
| 8. | <b>Maintaining a rural break between settlements</b>   | This area would extend New Gisborne to the north but generally aligns with existing township boundary to the south.  | <b>0.5</b>   |
|    | <b>Total</b>   |  | <b>6</b>     |

## Investigation Area 2



- |  |  |
|--|--|
| Investigation area                       | Environmental Significance Overlay (ESO)   |
| Existing township boundary               | Entrance roads                             |
| Ecological Vegetation Classes (EVCs)     | Flood-prone land                           |
| Aboriginal cultural heritage sensitivity | Existing or proposed activity centre       |
| Heritage Overlay                         | Distance from activity centre, station etc |
| Vegetation Protection Overlay (VPO)      |  |

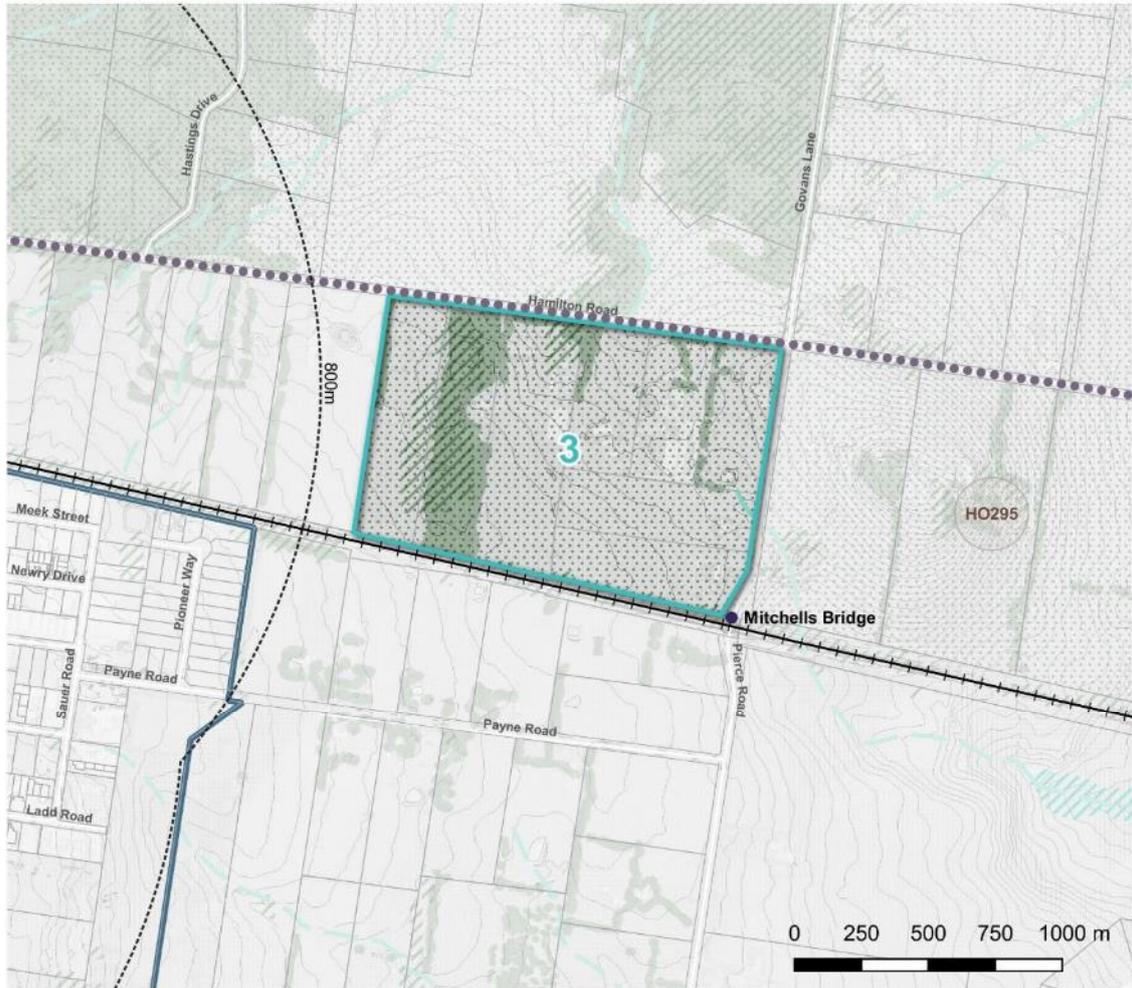
## Investigation Area 3

Area 3 is land bound by the train line and Hamilton Road, to the east of Area 2.

**Zone:** Rural Conservation Zone      **Overlays:** Vegetation Protection Overlay

|    | <b>Criteria</b>  | <b>Assessment</b>   | <b>Score</b> |
|----|--|---|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | Does not accord with existing policy to keep development south of the train line. Partially complies with policy to focus growth in New Gisborne.   | <b>0.5</b>   |
| 2. | <b>Adjacent to existing town boundary</b>  | Land adjoins existing township boundary to the south.   | <b>1</b>     |
| 3. | <b>Walkable access to shops, station and services</b>  | Located over 800m from station, schools and future shops.   | <b>0.5</b>   |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Land is constrained by railway line to the south with two crossing points. Good access along Hamilton Road, potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road. Access to the north is constrained by Mitchells Bridge (HO 302) which is a single-lane and may require bypass infrastructure.   | <b>0.5</b>   |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | Land comprises fragmented and highly modified rural living type development within Rural Conservation Zoned land.<br><br>Vegetation Protection Overlay (VPO9) applies. Natureprint Strategic Biodiversity mapping shows likelihood of moderate biodiversity values.<br><br>Northern boundary located along a key entrance road with views to Macedon Ranges, although no key views across site. | <b>0</b>     |
| 6. | <b>Cultural heritage</b>   | None known.   | <b>1</b>     |
| 7. | <b>Access to utilities</b>   | Sewer, gas and electricity infrastructure are available.  | <b>1</b>     |
| 8. | <b>Maintaining a rural break between settlements</b>   | This area would extend New Gisborne to the north but generally aligns with potential future township boundary to the south.   | <b>0.5</b>   |
|    | <b>Total</b>   |   | <b>4.5</b>   |

### Investigation Area 3



- |  |  |
|--|--|
| Investigation area                       | Environmental Significance Overlay (ESO)   |
| Existing township boundary               | Entrance roads                             |
| Ecological Vegetation Classes (EVCs)     | Flood-prone land                           |
| Aboriginal cultural heritage sensitivity | Existing or proposed activity centre       |
| Heritage Overlay                         | Distance from activity centre, station etc |
| Vegetation Protection Overlay (VPO)      |  |

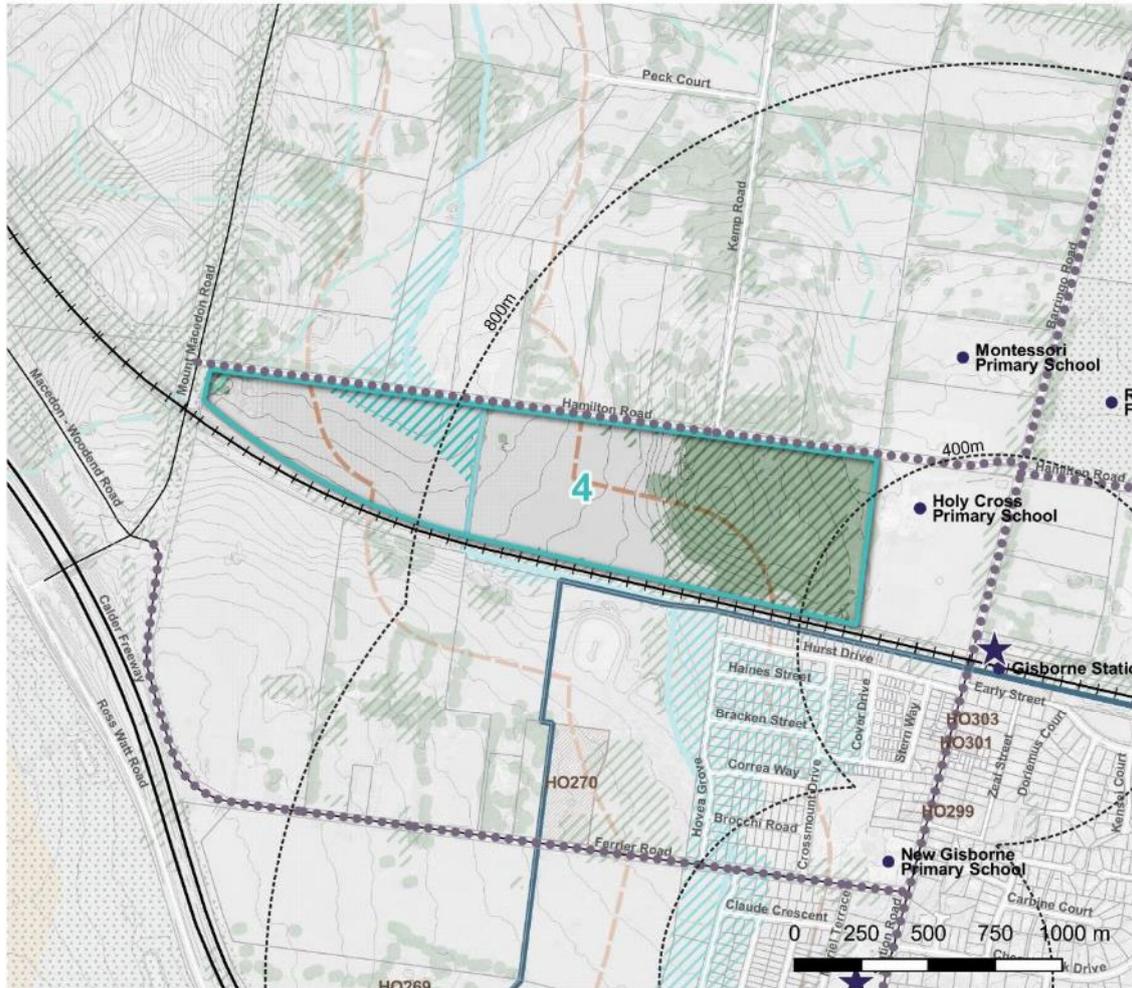
## Investigation Area 4

Area 4 is land bound by the train line and Hamilton Road, to the west of Station Road.

**Zone:** Rural Living Zone      **Overlays:** N/A

|    | <b>Criteria</b>  | <b>Assessment</b>   | <b>Score</b> |
|----|--|---|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | This area is consistent with policy to focus growth in New Gisborne. Does not accord with existing policy to keep development south of the train line.  | <b>0.5</b>   |
| 2. | <b>Adjacent to existing town boundary</b>  | Land adjoins existing/potential township boundary to the south, however is separated by the railway line and vegetation on properties to the east which will result in fragmented development.  | <b>0.5</b>   |
| 3. | <b>Walkable access to shops, station and services</b>  | Located within 800m of station, schools and future shops.   | <b>1</b>     |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Land is constrained by railway line to the south with two crossing points. Good access along Hamilton Road and to freeway.  | <b>0.5</b>   |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | Land comprises undeveloped rural living. Significant row of oak trees along northern boundary, and vegetated sites to the east.<br><br>No environmental overlays. Part land subject to flooding. Natureprint Strategic Biodiversity mapping shows likelihood of moderate biodiversity values on cleared land and higher values on vegetated sites.<br><br>Northern boundary located along a key entrance road with views to Macedon Ranges, good rural outlook across site. | <b>0.5</b>   |
| 6. | <b>Cultural heritage</b>   | Waterway is within area of aboriginal cultural sensitivity and will trigger a Cultural Heritage Management Plan.  | <b>0.5</b>   |
| 7. | <b>Access to utilities</b>   | Sewer, gas and electricity infrastructure are available, upgrades to infrastructure will likely be required to service development.   | <b>1</b>     |
| 8. | <b>Maintaining a rural break between settlements</b>   | This site forms part of the entrance to Gisborne from Macedon/Mount Macedon, fragmented development will erode the rural break.   | <b>0.5</b>   |
|    | <b>Total</b>   |   | <b>5</b>     |

## Investigation Area 4



- |  |  |
|--|--|
|  Investigation area                       |  Environmental Significance Overlay (ESO)   |
|  Existing township boundary               |  Entrance roads                             |
|  Ecological Vegetation Classes (EVCs)     |  Flood-prone land                           |
|  Aboriginal cultural heritage sensitivity |  Existing or proposed activity centre       |
|  Heritage Overlay                         |  Distance from activity centre, station etc |
|  Vegetation Protection Overlay (VPO)      |  |

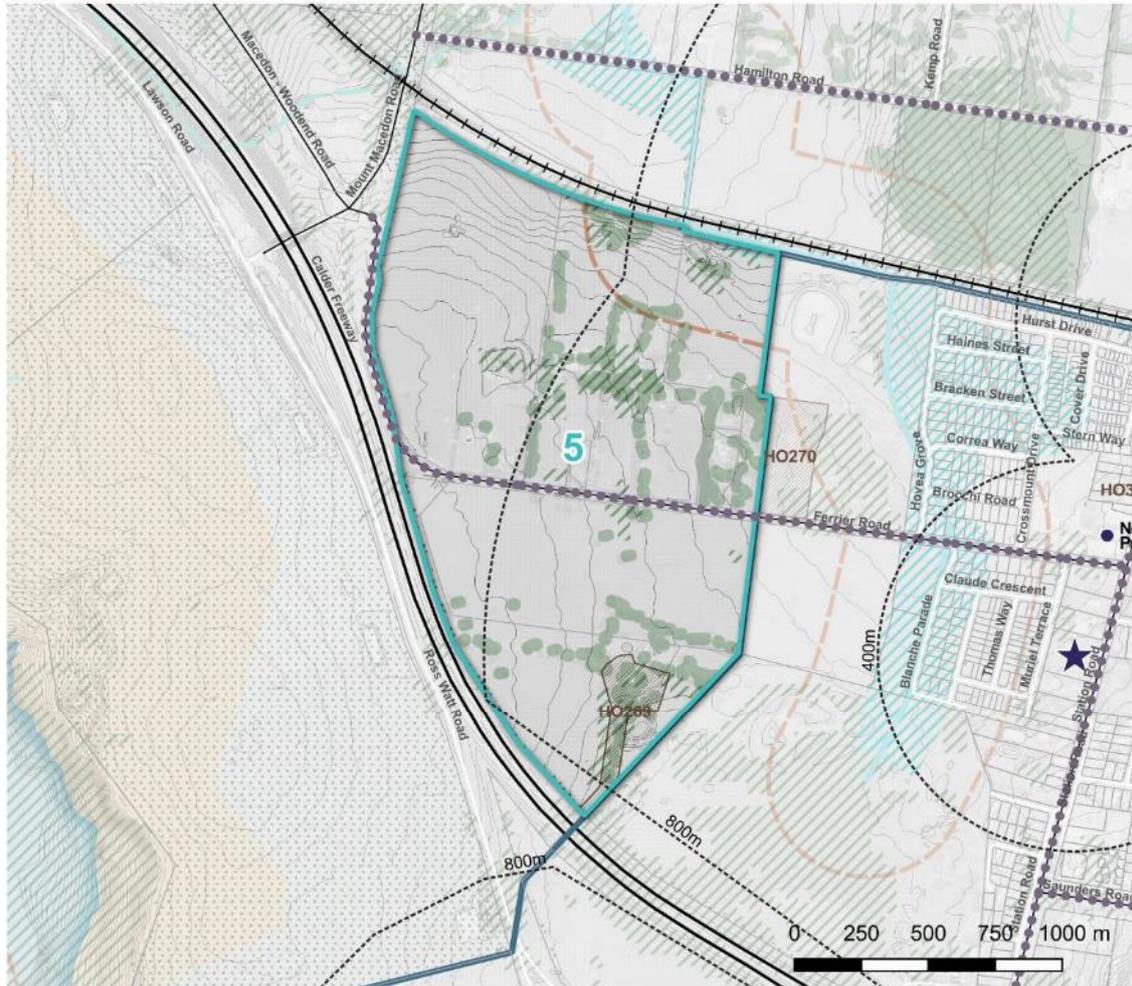
## Investigation Area 5

Area 5 encompasses land to the north and south of Ferrier Road that land bound by the train line and Calder Freeway, with existing township boundary to the east.

**Zone:** Rural Living Zone      **Overlays:** N/A

|    | <b>Criteria</b>  | <b>Assessment</b>  | <b>Score</b> |
|----|--|--|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | The Structure Plan in the 2009 ODP indicates this area within 'areas of investigation for possible future expansion of township boundary' and is consistent with policy to focus growth in New Gisborne.   | <b>1</b>     |
| 2. | <b>Adjacent to existing town boundary</b>  | Land adjoins existing/potential township boundary to the south, however is separated by the railway line and vegetation on properties to the east which will result in fragmented development.   | <b>0.5</b>   |
| 3. | <b>Walkable access to shops, station and services</b>  | A large portion of the site is located within 800m of station, schools and future shops.   | <b>1</b>     |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Land is bound by railway line to the north and Calder Freeway to the west. Good access along Ferrier Road to the freeway and good potential to connect into existing development.  | <b>1</b>     |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | <p>Land comprises fragmented rural living with scattered paddock trees and shelterbelt planting.</p> <p>Large homesteads on Ferrier Road set back on landscaped grounds play a key role in the character of this entrance road and should be retained.</p> <p>No environmental overlays. Natureprint Strategic Biodiversity mapping shows likelihood of moderate to high biodiversity values on the site.</p> <p>Key views across site from Calder Freeway and Ferrier Road.</p> | <b>0.5</b>   |
| 6. | <b>Cultural heritage</b>   | Cathlaw Estate with Heritage Overlay. Wurundjeri cultural values assessment identifies a greater curtilage to the area of sensitivity around the marshland.  | <b>0.5</b>   |
| 7. | <b>Access to utilities</b>   | Sewer, gas and electricity infrastructure are available, upgrades to infrastructure will likely be required to service development.  | <b>1</b>     |
| 8. | <b>Maintaining a rural break between settlements</b>   | This site forms aligns with a key entrance to Gisborne and is highly visible from the Calder Freeway. Development will erode the sequence of views and rural break.  | <b>0.5</b>   |
|    | <b>Total</b>   |  | <b>6</b>     |

## Investigation Area 5



- |  |  |
|--|--|
| Investigation area                       | Environmental Significance Overlay (ESO)   |
| Existing township boundary               | Entrance roads                             |
| Ecological Vegetation Classes (EVCs)     | Flood-prone land                           |
| Aboriginal cultural heritage sensitivity | Existing or proposed activity centre       |
| Heritage Overlay                         | Distance from activity centre, station etc |
| Vegetation Protection Overlay (VPO)      |  |

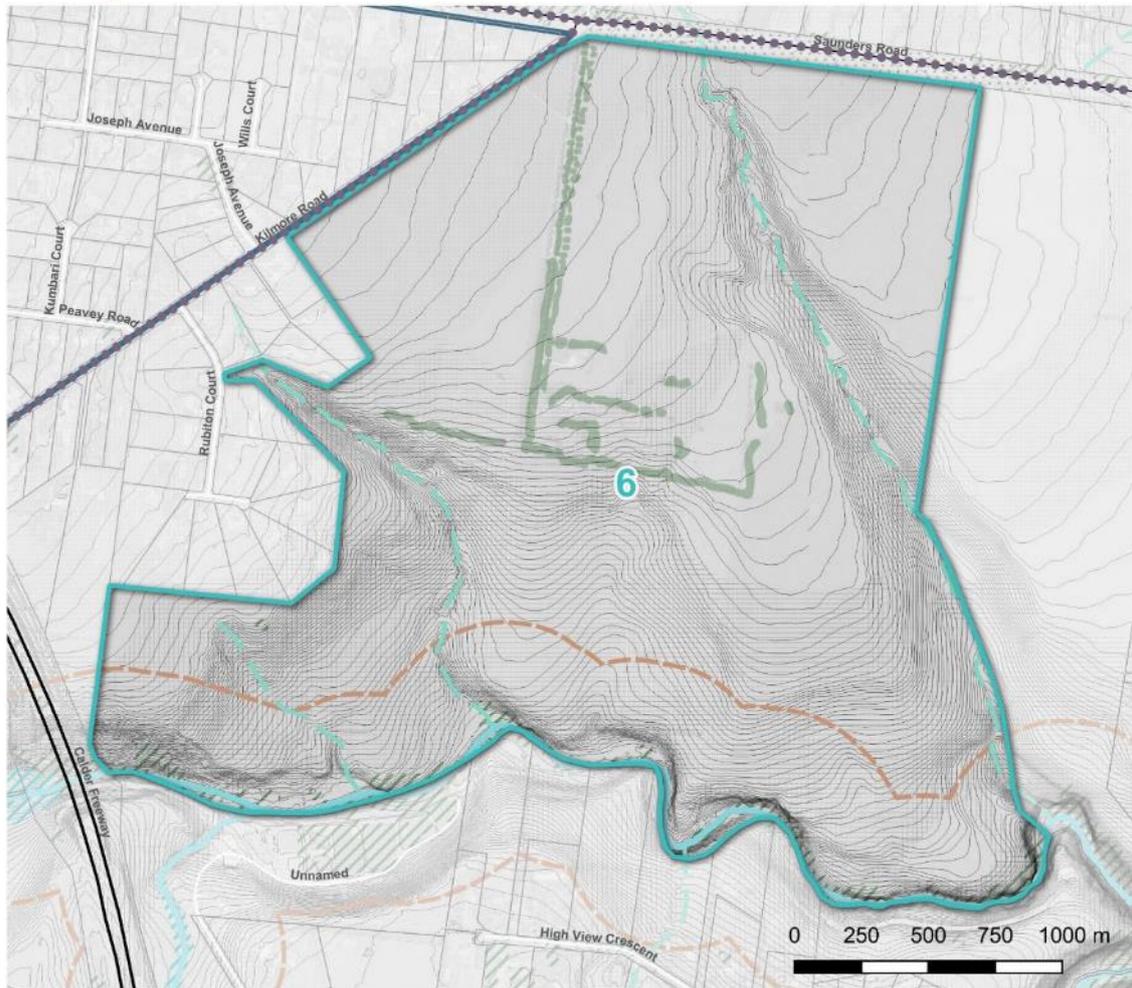
## Investigation Area 6

Area 6 is a single large property known as 'Glen Junor' located on the corner of Kilmore and Saunders Roads, bound by the Calder Freeway to the west and Jacksons Creek to the south.

**Zone:** Rural Living Zone      **Overlays:** N/A

|              | Criteria   | Assessment  | Score      |
|--------------|--|---|------------|
| 1.           | <b>Existing strategic directions and policies</b>  | Does not align with existing policy to focus growth in New Gisborne.  | 0          |
| 2.           | <b>Adjacent to existing town boundary</b>  | Partially adjoins existing boundary but is largely separated by rural living/low density development which will result in fragmentation of township boundary.   | 0          |
| 3.           | <b>Walkable access to shops, station and services</b>  | Site entrance is located 3km from town centre and 3.5km from railway station and future activity centre.  | 0          |
| 4.           | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Good access to Kilmore and Saunders Roads.  | 1          |
| 5.           | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | Expansive grazing property featuring shelterbelt planting and significant boundary along Jacksons Creek. Waterways across site to be retained and enhanced. Large portion of site located on visually sensitive sloping escarpment and alluvial terraces of Jacksons Creek.<br><br>Key views across the rural landscape and escarpment from Calder Freeway bridge and Kilmore/Saunders Roads entrance roads.<br><br>Land partially within buffer of Gisborne water treatment plant. | 0.5        |
| 6.           | <b>Cultural heritage</b>   | Waterway is within area of aboriginal cultural sensitivity and will trigger a Cultural Heritage Management Plan.  | 0.5        |
| 7.           | <b>Access to utilities</b>   | Major external sewage works required. Water supply upgrade required. No existing gas infrastructure. Available electricity servicing. Drainage may trigger Melbourne Water Drainage Scheme.   | 0.5        |
| 8.           | <b>Maintaining a rural break between settlements</b>   | This site aligns with a key entrances to Gisborne and is highly visible from the Calder Freeway. Development will erode the sequence of views and rural break between Gisborne and Riddells Creek.  | 0          |
| <b>Total</b> |  |   | <b>2.5</b> |

## Investigation Area 6



- |  |  |
|--|--|
|  Investigation area                       |  Environmental Significance Overlay (ESO)   |
|  Existing township boundary               |  Entrance roads                             |
|  Ecological Vegetation Classes (EVCs)     |  Flood-prone land                           |
|  Aboriginal cultural heritage sensitivity |  Existing or proposed activity centre       |
|  Heritage Overlay                         |  Distance from activity centre, station etc |
|  Vegetation Protection Overlay (VPO)      |  |

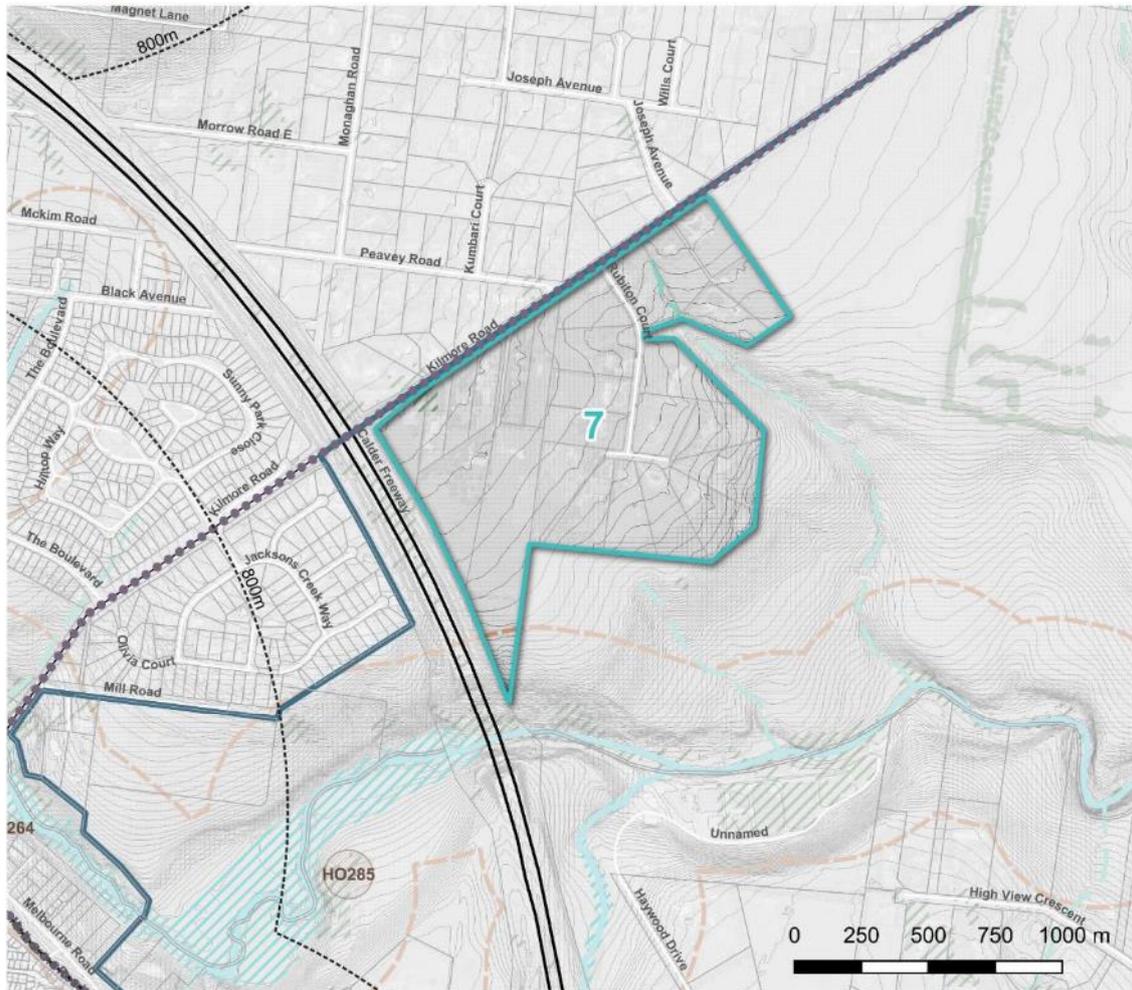
## Investigation Area 7

Area 7 is a pocket of low density rural living land accessed from Kilmore Road, bound by the Calder Freeway to the west and Jacksons Creek to the south.

**Zone:** Rural Living Zone      **Overlays:** N/A

|    | <b>Criteria</b>  | <b>Assessment</b>   | <b>Score</b> |
|----|--|---|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | Does not align with existing policy to focus growth in New Gisborne.  | <b>0</b>     |
| 2. | <b>Adjacent to existing town boundary</b>  | Partially adjoins existing boundary but is an isolated pocket which will result in fragmentation of township boundary. Numerous landholdings present complexities for development.                                    | <b>0</b>     |
| 3. | <b>Walkable access to shops, station and services</b>  | Site entrance is located 2km from town centre and 3.5km from railway station and future activity centre. Limited pedestrian connectivity to these.  | <b>0</b>     |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Single vehicle access point to Kilmore Road. Access to adjacent sites is constrained by Calder Freeway.   | <b>0.5</b>   |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | Edge of site located on visually sensitive sloping escarpment of Jacksons Creek. Environmental values fragmented by rural residential development.<br>Land partially within buffer of Gisborne water treatment plant. | <b>0.5</b>   |
| 6. | <b>Cultural heritage</b>   | One property is within area of aboriginal cultural sensitivity and will trigger a Cultural Heritage Management Plan.  | <b>0.5</b>   |
| 7. | <b>Access to utilities</b>   | Major external sewage works required. Water supply upgrade required. No existing gas infrastructure. Available electricity servicing.   | <b>0.5</b>   |
| 8. | <b>Maintaining a rural break between settlements</b>   | Site is already developed and is not located on rural land that provides separation between townships.  | <b>1</b>     |
|    | <b>Total</b>   |   | <b>2.5</b>   |

## Investigation Area 7



- |  |  |
|--|--|
|  Investigation area                       |  Environmental Significance Overlay (ESO)   |
|  Existing township boundary               |  Entrance roads                             |
|  Ecological Vegetation Classes (EVCs)     |  Flood-prone land                           |
|  Aboriginal cultural heritage sensitivity |  Existing or proposed activity centre       |
|  Heritage Overlay                         |  Distance from activity centre, station etc |
|  Vegetation Protection Overlay (VPO)      |  |

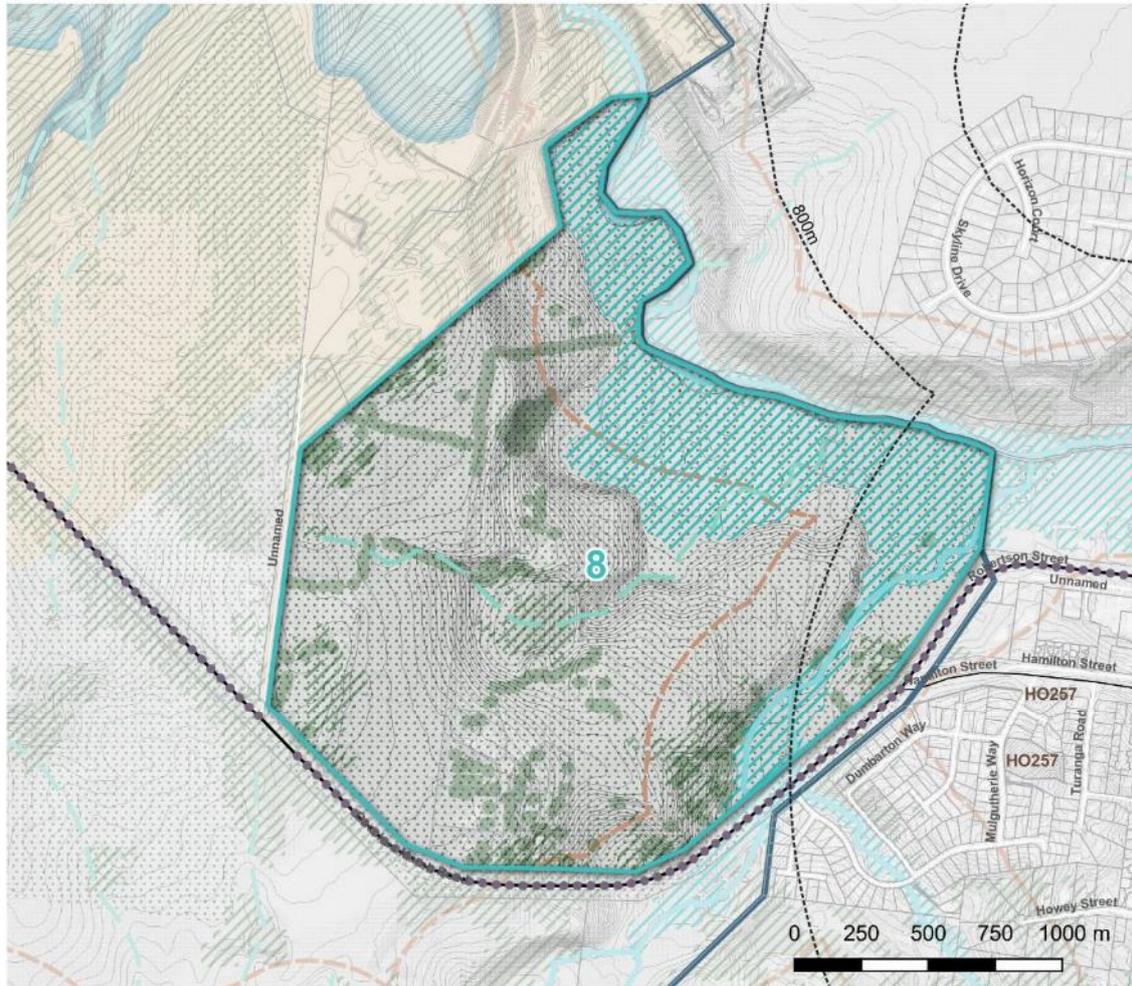
## Investigation Area 8

Investigation Area 8 is located to the west of the town centre, bound by Bacchus Marsh Road to the south, Jacksons Creek to the north and Rosslynne Reservoir access to the west.

**Zone:** Rural Conservation Zone      **Overlays:** Vegetation Protection Overlay

|    | <b>Criteria</b>  | <b>Assessment</b>  | <b>Score</b> |
|----|--|--|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | Does not align with existing policy to focus growth in New Gisborne.   | <b>0</b>     |
| 2. | <b>Adjacent to existing town boundary</b>  | Partially adjoins existing boundary but development would be an isolated pocket which will result in fragmentation of township boundary.   | <b>0</b>     |
| 3. | <b>Walkable access to shops, station and services</b>  | Site entrance approximately 2.5km from town centre.  | <b>0</b>     |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Access limited to Bacchus Marsh Road, constrained by Jacksons Creek to the north.  | <b>0.5</b>   |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | High environmental and visual landscape values. Potentially developable land is located on visually sensitive sloping landscape that forms a low edge to the Jacksons Creek valley and provides key rural outlook along Bacchus Marsh entrance road.<br>Zone for rural conservation, part located in Jacksons Creek floodplain and covered by Vegetation Protection Overlay. | <b>0</b>     |
| 6. | <b>Cultural heritage</b>   | Large area is within area of aboriginal cultural sensitivity and will trigger a Cultural Heritage Management Plan.   | <b>0.5</b>   |
| 7. | <b>Access to utilities</b>   | Existing services or required infrastructure not assessed.   | <b>0</b>     |
| 8. | <b>Maintaining a rural break between settlements</b>   | Site is located rural landscape that provides a key outlook for Gisborne's semi-rural setting.   | <b>0.5</b>   |
|    | <b>Total</b>   |  | <b>1.5</b>   |

## Investigation Area 8



- |  |  |
|--|--|
|  Investigation area                       |  Environmental Significance Overlay (ESO)   |
|  Existing township boundary               |  Entrance roads                             |
|  Ecological Vegetation Classes (EVCs)     |  Flood-prone land                           |
|  Aboriginal cultural heritage sensitivity |  Existing or proposed activity centre       |
|  Heritage Overlay                         |  Distance from activity centre, station etc |
|  Vegetation Protection Overlay (VPO)      |  |

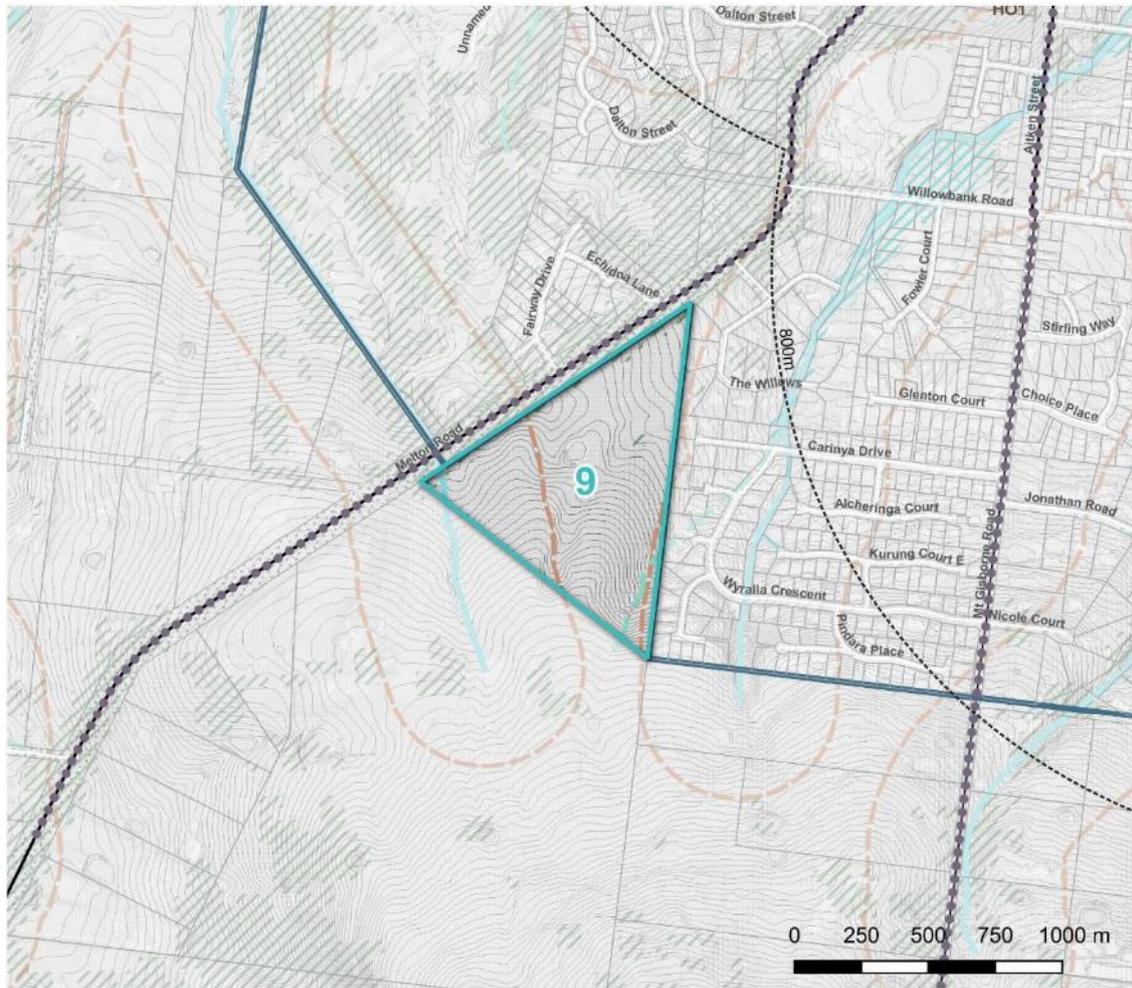
## Investigation Area 9

Area 9 is a portion of a larger property that contains the historic Bundaleer Homestead, between existing residential development and Melton Road at the base of Mount Gisborne.

**Zone:** Rural Conservation Zone      **Overlays:** N/A

|    | <b>Criteria</b>  | <b>Assessment</b>   | <b>Score</b> |
|----|--|---|--------------|
| 1. | <b>Existing strategic directions and policies</b>  | Does not align with existing policy to focus growth in New Gisborne.  | <b>0</b>     |
| 2. | <b>Adjacent to existing town boundary</b>  | Adjoins existing boundary but development would be an isolated pocket which will result in fragmentation of township structure.                                 | <b>0</b>     |
| 3. | <b>Walkable access to shops, station and services</b>  | Site entrance approximately 1.5km from town centre and 1.5km to proposed Willowbank Road activity centre.   | <b>0</b>     |
| 4. | <b>Access barriers such as major roads, watercourses and the railway line</b>                      | Access limited to Bacchus Marsh Road, no potential access to existing development to east.  | <b>0.5</b>   |
| 5. | <b>Preservation of environmental and landscape features, township entrances, views and vistas.</b> | High visual landscape values, site located on lower slopes of Mount Gisborne and visible from numerous key views to the south.<br>Zoned for rural conservation. | <b>0</b>     |
| 6. | <b>Cultural heritage</b>   | Part of site is within area of aboriginal cultural sensitivity and will trigger a Cultural Heritage Management Plan.  | <b>0.5</b>   |
| 7. | <b>Access to utilities</b>   | Existing services or required infrastructure not assessed.  | <b>0</b>     |
| 8. | <b>Maintaining a rural break between settlements</b>   | Site is located rural landscape that provides a key outlook for Gisborne's semi-rural setting.  | <b>0.5</b>   |
|    | <b>Total</b>   |   | <b>1.5</b>   |

## Investigation Area 9



- |  |  |
|--|--|
|  Investigation area                       |  Environmental Significance Overlay (ESO)   |
|  Existing township boundary               |  Entrance roads                             |
|  Ecological Vegetation Classes (EVCs)     |  Flood-prone land                           |
|  Aboriginal cultural heritage sensitivity |  Existing or proposed activity centre       |
|  Heritage Overlay                         |  Distance from activity centre, station etc |
|  Vegetation Protection Overlay (VPO)      |  |

## 4.5 Glen Junor

Land owners of the property 'Glen Junor' have prepared a significant proposal for development of the land that included public consultation and a marketing campaign promoting its inclusion within the township boundary that ran concurrently with the Gisborne Futures Phase 3 Consultation.

| Submission number  |
|--|
| 1, 7, 13, 15, 17, 20, 21, 24, 25, 26, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 47, 48, 49, 51, 52, 53, 54, 55, 56, 67, 76, 88, 89, 93, 95, 113, 124, 126, 134, 136, 137, 142, 143, 165, 167, 168, 171, 177, 209, 210, 211, 212, 213, 214, 215, 216. |

43 submissions and six survey comments **support the inclusion** of Glen Junor in the township boundary. Reasons cited include:

- Biodiversity and landscape restoration;
- Walking and cycling infrastructure improvements;
- Sustainable development, climate change mitigation;
- Housing diversity and affordability;
- Connection to Victorian racing heritage; and
- Outdoor activities, a community farm and active lifestyle opportunities, youth mental health.

Five submissions supported the development of Glen Junor over land to the west of Station Road due to traffic increase on Station Road, and availability of Kilmore Road to provide an alternative route.

Prior to the Scheduled Council Meeting on Wednesday, 24 February 2021 Council was presented with a petition of around 300 signatures seeking to retain the Glen Junor property in the township boundary.

18 submissions and four survey comments **do not support** inclusion of Glen Junor in the township boundary. Reasons cited include:

- Last minute decision against officer recommendation;
- Lack of infrastructure planning to support development;
- Erosion of rural break between Gisborne and Riddells Creek;
- Loss of outlook for properties on High View Crescent, and the potential impacts of eastern bypass;
- Distance from township and services;
- Loss of rural views and open space;
- Cultural sensitivity of the area; and
- Concern with the influence of developers on Council decisions.

There were five submissions seeking the same opportunity as Glen Junor to prepare a similar proposal to be included in the township boundary.

## Response to Glen Junor proposal

Glen Junor is a 217 hectare property that is currently zoned [Rural Living, Schedule 2 \(RLZ2\)](#) and covered by [Development Plan Overlay Schedule 19 \(DPO19\)](#). Under the RLZ2 there is a minimum subdivision area of one hectare.

DPO19 includes a concept plan that depicts the developable land for Glen Junor being located along the Kilmore Road frontage. The RLZ2 and DPO19 extend beyond the Glen Junor site. The current planning controls for the site were approved in April 2017 as part of Planning Scheme Amendment C110 that implemented the recommendations of Council's *In the Rural Living Zone* strategy into the planning scheme.

The Glen Junor proposal is developer-led, and seeks to achieve a higher-density outcome than that currently provided in the planning scheme.

Glen Junor was assessed for inclusion in the township boundary which concluded the following:

- There is no current policy direction supporting the expansion of Gisborne to include the Glen Junor site.
- It is located a significant distance from existing and proposed neighbourhood activity centres, community amenities and transport facilities.
- As identified by the servicing report prepared on behalf of Council there would be major service and infrastructure works required for development, particularly reticulated sewerage.
- The land is segregated from the existing residential areas of New Gisborne by existing low density zones, causing fragmentation of the overall town structure and not necessarily logical settlement boundary.
- A large percentage of the Glen Junor property is not suitable for development. Even accepting that there is 100 hectares of land available for development this still results in 117 hectares of the site being encumbered and not suitable for development.
- Glen Junor is within an identified view line from the south.

Based on the above it was determined that Glen Junor's inclusion in the settlement boundary could not be supported. The three areas proposed to be included within the revised settlement boundary in 2020 scored significantly higher than Glen Junor overall.

Once the above assessment was completed Council did not see value in further exploration of the issues identified in relation to the inclusion of this site in the settlement boundary or assessment of the merits of the Glen Junor proposal.

In addition to Glen Junor there were 14 submissions made during consultation requesting inclusion of specific properties in the township boundary, and another two requested general expansion of the boundary. The inclusion of specified properties in total would equate to an additional 205ha of residential land.

The proponents of Glen Junor have resources to commit to the project and have invested significantly in their proposal. Submissions have been made requesting inclusion in the township boundary with the intention of delivering a similar outcome. While these have not been prepared to the same level of detail there is indication that if similar policies and planning scheme requirements were applied to other properties it sets a precedent for them to also qualify for inclusion, based on the merit of the submission, with disregard to the assessment of criteria set through the Gisborne Futures plans. This both undermines the planning process and results in an inequitable outcome for other property owners by denying them the opportunity to prepare similar submissions.

There is a risk that acceptance of the Glen Junor proposal based on merit alone will set a precedent for further developer-led rezoning based on the marketing of a proposal rather than Council's policy framework.

It is Council's position that developers shouldn't be leading the conversation about what land should be developed, where this is located and what the timing of it should be.

At the Ordinary Council Meeting in June 2020 Council resolved to include Glen Junor in the township boundary, adding an additional 105 hectares of net residential land as Urban Growth Zoned land. This proposal added an additional 1312 dwellings or approximately 10 years supply at the adopted rate of 130 new dwellings per year. The Glen Junor consultant team had suggested around 1000 dwellings being delivered which would be closer to 7.7 years supply.

At the Scheduled Council Meeting in February 2021 Council resolved to remove the Glen Junor property from the Gisborne Futures township boundary.

## 4.6 Land south of Brooking Road

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This Gisborne Futures plan is investigating future township residential land and is not proposing to make changes to the Rural Living Zone in Gisborne South.

Land south of Brooking Road was not considered as part of the initial assessment as existing Council policy is to focus growth in New Gisborne, as previously discussed. Additional considerations include:

- Fire risk from Wombat/Lerderderg Forests
- Distance from activity centres and services
- Capacity of road network and infrastructure
- Environmental sensitivity and protection of rural landscapes and maintaining a rural break to the south.

Land south of Brooking Road is Rural Living Zone is guided by Council's [In the Rural Living Zone](#) Strategy (2015).

## 4.7 How much residential land do we need?

State planning policy requires local authorities to provide 15 years of land supply within the municipality to accommodate projected population growth and to provide clear direction on locations where growth should occur.

The Gisborne Futures plans have set a 30 year horizon because 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 protected settlement boundary to fulfil this role.

There are two sources currently available in 2022 that examine how much residential land is in supply in Gisborne that provide a guide to how much should be planned for through the structure plan.

### What should we be aiming for?

Demand for housing in Macedon Ranges has increased significantly over the last few years. Lack of available supply with a number of larger subdivisions held up in planning stages has in many instances hidden the actual demand. 104 lots were released with a title in the first six months of 2021 compared to 19 for all of 2020, 108 in 2019 and 105 in 2018 (titled data from Land Titles office – UDP).

The Willows Estate for example is shown in the LDSA as having a seven year supply. In reality it will likely be a three year supply as the final stages come onto the market and many lots are now under construction and no longer part of existing supply.

It is likely that given Gisborne Futures is still at least two years away from being implemented into the Planning Scheme, and that Gisborne will need additional land supply to meet current and future demand.

### Residential Land Demand and Supply Assessment (2020)

The 2020 version of the structure plan used the *Residential Land Demand and Supply Assessment* (LDSA) prepared on behalf of Council by Urban Enterprise. The LDSA was completed in January 2020, based on data collected in 2018 and 2019. This report estimated that there was **2,629** lots available in Gisborne.

This equated to **20 years worth** of land supply under a 'growth' scenario that applied a dwelling demand rate of 130 lots per year. To achieve a 30 year supply an additional 1300 lots should be planned for.

### 2022 Review of the LDSA

A 2022 review of areas nominated as in the LDSA as supply has been undertaken by Council. This review has approximated the number of lots that were available in 2020 using the mapping and methodology prepared by Urban Enterprise on page 11 of the LDSA. The review has:

- removed lots that have since been developed
- removed lots not appropriately nominated as 'supply' (eg. drainage basins or rural living with no further subdivision potential)
- removed lots that are not planned to deliver a traditional housing outcome (such as aged care facilities and retirement homes)
- removed lots that are titled or likely to be consumed before the Gisborne Futures project is finalised (eg. Willows Estate).

The review estimates that around **1,239** lots have been consumed since 2019, with a further **83** titled and likely to come onto the market by the time the Gisborne Futures plans are adopted, totalling **1322 lots** (refer map overleaf).

This leaves **1,307** lots remaining in supply, or **10 years supply** using the Urban Enterprise methodology.

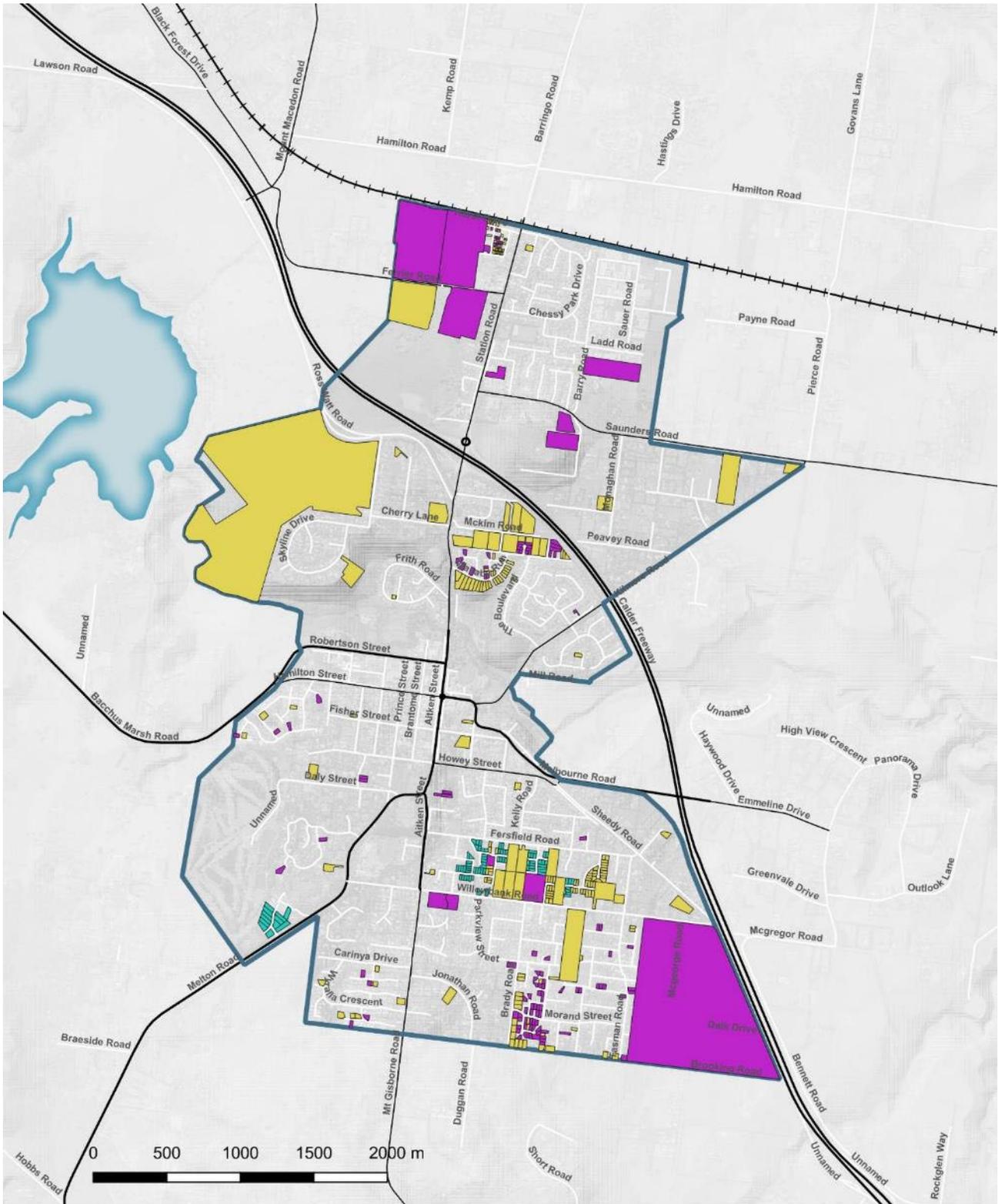
### Urban Development Program

In 2021 DELWP released the Urban Development Program (UDP) data that monitors greenfield residential land supply in regional Victoria.

The analysis was undertaken at a higher level than the 2020 LDSA, excluding many of single vacant lots and minor infill sites. The program estimated that Gisborne had supply of **1,537** lots in greenfield supply, excluding major infill sites.

The UDP assessed land supply of Gisborne and Kyneton together, estimating 16-18 years worth of supply between the two towns.

Applying the dwelling demand rate of **130 lots per year** used in the LDSA this would equate to nearly **12 years worth** of greenfield supply in Gisborne, meaning planning should aim for **18 years or 2,340 lots**.



- Existing township boundary
- Land supply consumed since 2019
- Titled lots 2022
- Remaining land supply 2022

**Land supply update 2022**

## 2022 update to land demand and supply data

The structure plan should be seeking a further 10 years worth of supply using the LDSA, or 20 years worth if the revised 2022 land supply figures are applied, or 18 years worth using the UDP data.

The available land supply and demand figures will need to be reassessed as part of the 2022 refresh of the Gisborne Futures structure plan. For the purpose of this assessment a range of 15-20 years land supply has been applied, noting that a significant amount of residential land has been consumed since 2020.

Land demand figures have been shown to fluctuate greatly depending on supply, and factors that can't be predicted, such as the influx people to the regions resulting from the Covid-19 pandemic, or latent demand due to supply not being available on the market.

The calculation of future lots will also consider a refreshed community infrastructure needs assessment that will investigate the current community infrastructure provision and capacity, identify existing gaps and future.

### Action

- Update land supply and demand analysis to reflect current housing supply data.

## 4.8 How much commercial or industrial land do we need?

### Town centre commercial land

The *Economic and Employment Analysis* (2020) prepared by Urban Enterprise estimates that 2.5 to 3 hectares of retail land and 1 to 1.5 hectares of commercial land will be required to support economic and employment growth in Gisborne.

The strategic direction is to retain a compact, walkable town centre and avoid outward expansion by allocating this floorspace to sites with development potential within the existing town centre, with long-term overflow to be accommodated in New Gisborne.

This requirement has influenced potential building height controls, however further work is required to assess the capacity of these sites to meet the projected demand as part the Urban Design Framework revision (refer to Section 12 Urban Design Framework).

### Business Park

The *Economic and Employment Analysis* Report was updated in 2020 to revise recommendations for the business park following merger of the development plan project in late 2019. It recommends the structure plan accommodate an additional **17-28ha** of land for the business park over the next 20-30 years, including Commercial 2 zoned land to fill that gap in the retail market. The proposed expansion area is 29ha which would accommodate the projected demand.

The report also notes that the structure plan should give consideration to protecting the interfaces of the Business Park from residential encroachment in order to protect the economic role and function of the business park and provide for longer term expansion potential (ie. over 20-30+ years).

The revised Gisborne Futures plans will investigate options for the layout of the business park. Refer to Section 7.5 (Future direction for the Gisborne Business Park) for further discussion and response to the business park.

## 4.9 Population forecasts

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A number of submissions have called for population caps to be introduced, and there is a misnomer circulating in the community that the Gisborne Futures plans will be aiming for a population of 50,000 people.

### Response to population targets

Gisborne Futures does not plan for a particular population scenario or a population target. Managing to certain population targets or caps is not considered best practice. Through the implementation of the Settlement Strategy (C084macr) the independent planning panel recommended the removal of population caps or targets and instead recommended these be replaced with ranges and the current settlement hierarchy.

Datasets (Victoria in the Future and Forecast ID) used to form the background of Gisborne Futures estimate a population for the Macedon Ranges to a 2036 scenario. Economic and demographic forecasts generally do not look beyond a 15 year horizon because the variables that inform future trends become less certain.

Gisborne Futures takes the existing residentially zoned land and the dwelling demand rate and projects this out to give a 2050 scenario of the amount of residential land Gisborne may require.

An approximate population figure may be derived from this data. For example, the average household size in Gisborne is currently 2.8 people.

If the 3,900 lots in existing supply and proposed supply in the 2020 growth areas is multiplied by 2.8 people the population could be increased by 10,920 people. Add this to the 2022 population estimate of 14,376 (forecast.id), the population would be closer to 25,000.

Data from the 2021 Census has been released in June 2022 and the plans will be updated to reflect the outcomes of this.

## 4.10 Future urban structure options

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DELWP have advised that the structure plan would benefit from a land use budget, which provides a summary of the existing land within the study area and its existing and proposed land use breakdown, including future residential growth areas, employment and industrial areas.

This will further clarify the connection between potential residential growth areas, their character and their yield.

Feedback from the community has also raised concern that the plans do not illustrate protection of waterways and township character or provide open space.

The focus in working out how much land area is required has been centred on lot sizes and lot numbers and land supply and demand figures.

There has also been feedback that the 2020 Structure Plan will not provide for a 'meaningful' Precinct Structure Plan. The low number of lots won't create a threshold to deliver additional services or facilities to the new community, leaving a gap in service provision and further reliance on the Gisborne town centre for access to these.

The refresh of the plans will re-assess the community facilities that currently exist, and what are identified as missing or needed, and use the investigation areas to articulate what the thresholds are for the delivery of community facilities and social infrastructure.

Also important to consider is the types of shops and other services that could be supported in New Gisborne. Currently, residents of New Gisborne have no option but to travel into the town centre for the most basic of convenience items, which places additional pressure on Station Road. It is necessary to ensure that there is sufficient population in the local retail catchments to make commercial investment in the area viable, and reduce the number of car trips necessary to the town centre.

The preferred investigation areas have been broken down into a finer grain of detail than was provided in the 2020 version of the structure plan. While still looking at the growth areas at a high level, these now account for:

- Open space corridors along waterways
- Landscape buffers (20m) to development along the edges of the boundary
- A nominal road network, including interface service roads
- Estimate public open space requirements
- Residential larger-lot interface (2000m<sup>2</sup>)
- Conventional residential lots (800m<sup>2</sup>)
- Medium density development (300m<sup>2</sup>)

The following section provides a series of options that considers possible layouts and analysis of an approximate yield that may be achieved in each investigation area to provide an understanding of residential and employment land supply outcomes.

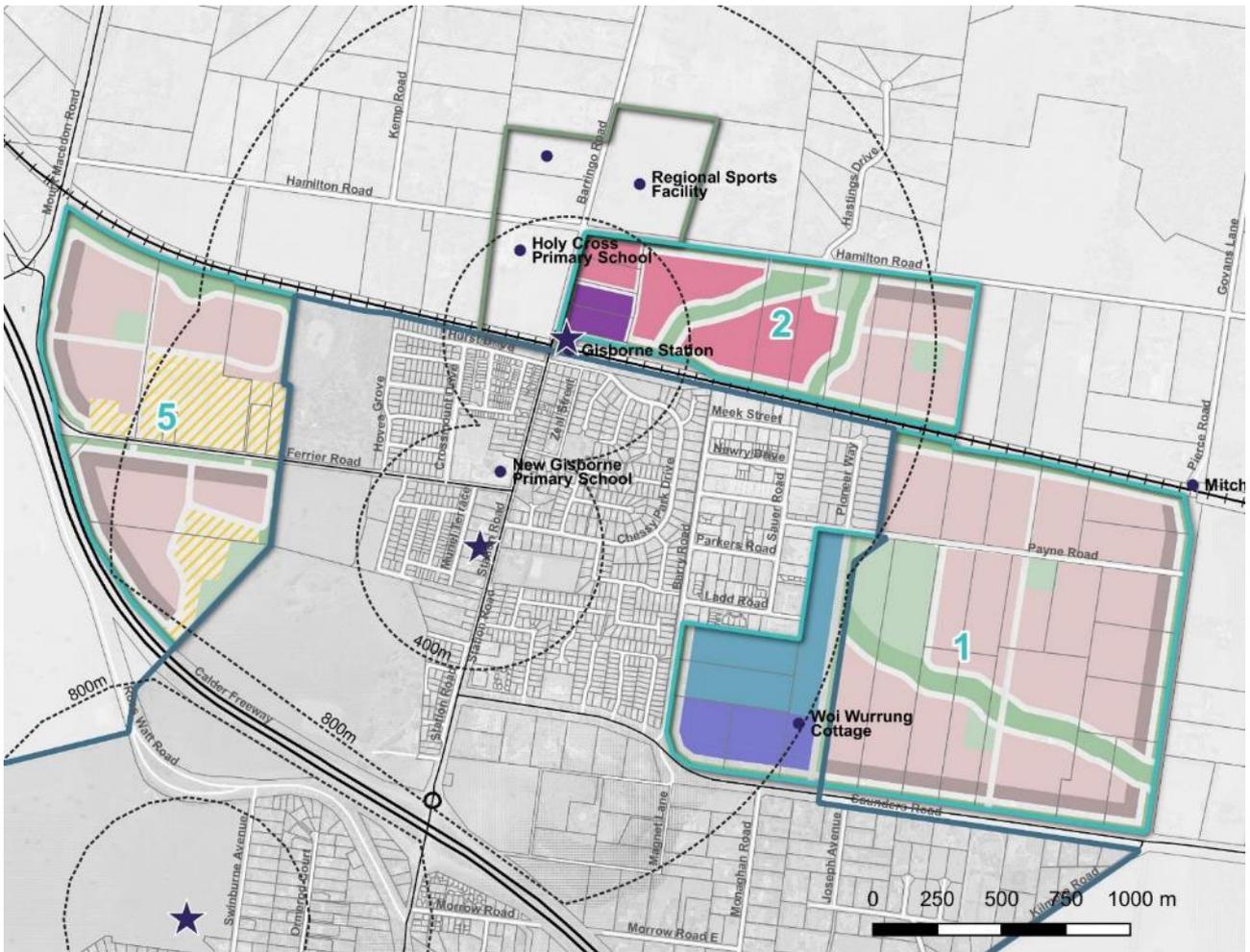
This analysis include 3 options for the potential expansion of the Business Park.

All of these options are **DRAFT FOR FURTHER ANALYSIS** to be used as the starting point for further work to be complete for the next draft of the Structure Plan.

## Township Boundary Option 1

Option 1 retains the business park expansion area in the current location and brings in the three highest-scoring investigation areas (areas 1, 2 and 5).

|                                   |                         |
|-----------------------------------|-------------------------|
| <b>Employment land (approx.)</b>  | 21.5ha                  |
| <b>Residential lots (approx.)</b> | 2,000 (15 years supply) |

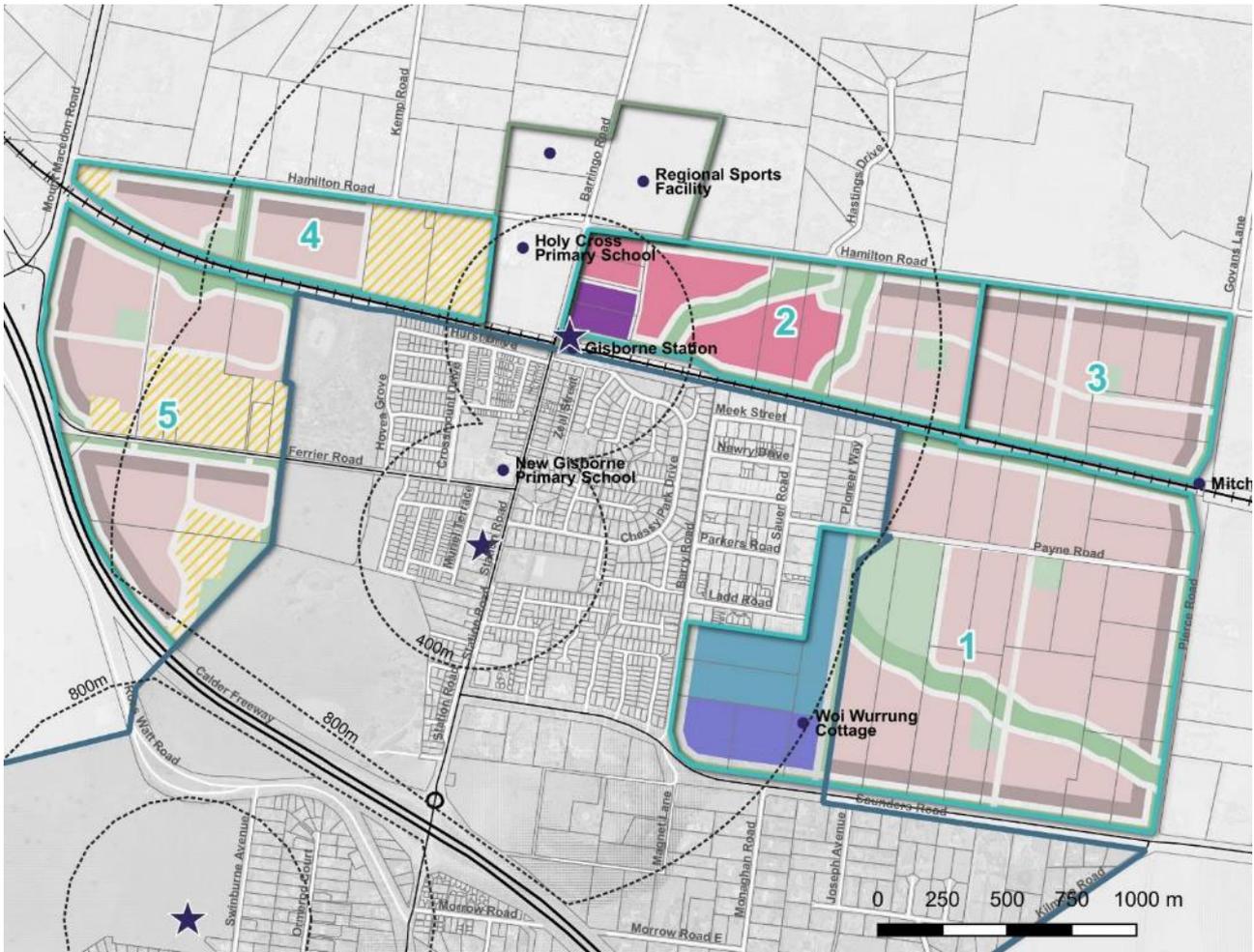


- |                                   |                          |
|-----------------------------------|--------------------------|
| Existing township boundary        | Open space - encumbered  |
| Recreation/education activity hub | Open Space               |
| Landscape buffer                  | Rural Conservation       |
| Residential - large lot           | Industrial 3             |
| Residential - conventional        | Industrial or Commercial |
| Residential - medium density      | Commercial 2             |
| Heritage / constrained            | Commercial               |

## Township Boundary Option 2

Option 2 retains the business park expansion area in the current location and brings in the five highest-scoring investigation areas (areas 1, 2, 3, 4 and 5).

|                                   |                         |
|-----------------------------------|-------------------------|
| <b>Employment land (approx.)</b>  | 21.5ha                  |
| <b>Residential lots (approx.)</b> | 2,500 (19 years supply) |

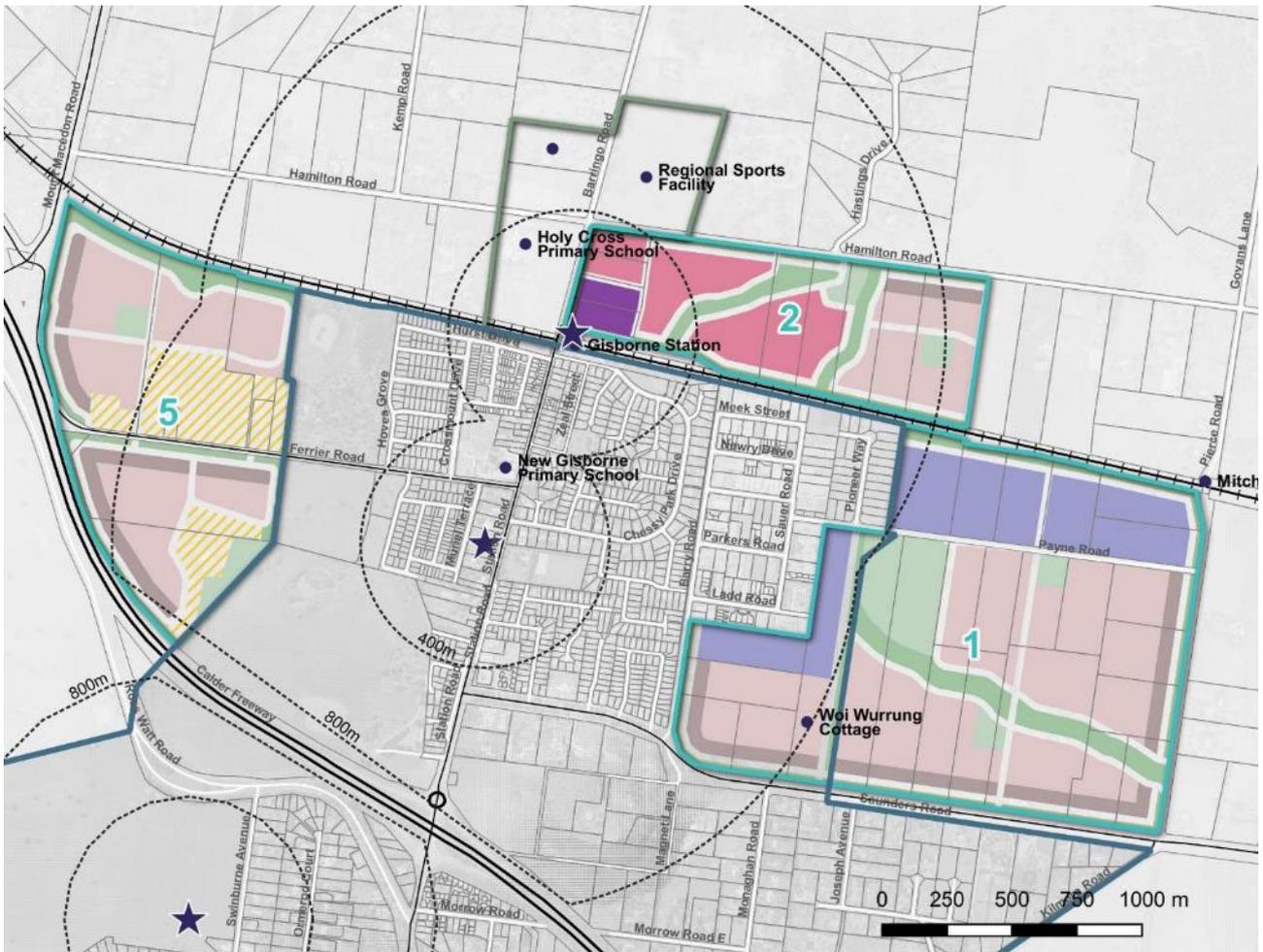


- |                                   |                          |
|-----------------------------------|--------------------------|
| Existing township boundary        | Open space - encumbered  |
| Recreation/education activity hub | Open Space               |
| Landscape buffer                  | Rural Conservation       |
| Residential - large lot           | Industrial 3             |
| Residential - conventional        | Industrial or Commercial |
| Residential - medium density      | Commercial 2             |
| Heritage / constrained            | Commercial               |

### Township Boundary Option 3

Option 3 provides an Industrial 3 Zone buffer to potential residential areas and expands the business park to the east. This option includes the three highest-scoring investigation areas (areas 1, 2 and 5).

|                                   |                         |
|-----------------------------------|-------------------------|
| <b>Employment land (approx.)</b>  | 31ha                    |
| <b>Residential lots (approx.)</b> | 1,900 (14 years supply) |



- |                                   |                          |
|-----------------------------------|--------------------------|
| Existing township boundary        | Open space - encumbered  |
| Recreation/education activity hub | Open Space               |
| Landscape buffer                  | Rural Conservation       |
| Residential - large lot           | Industrial 3             |
| Residential - conventional        | Industrial or Commercial |
| Residential - medium density      | Commercial 2             |
| Heritage / constrained            | Commercial               |

## Township Boundary Option 4

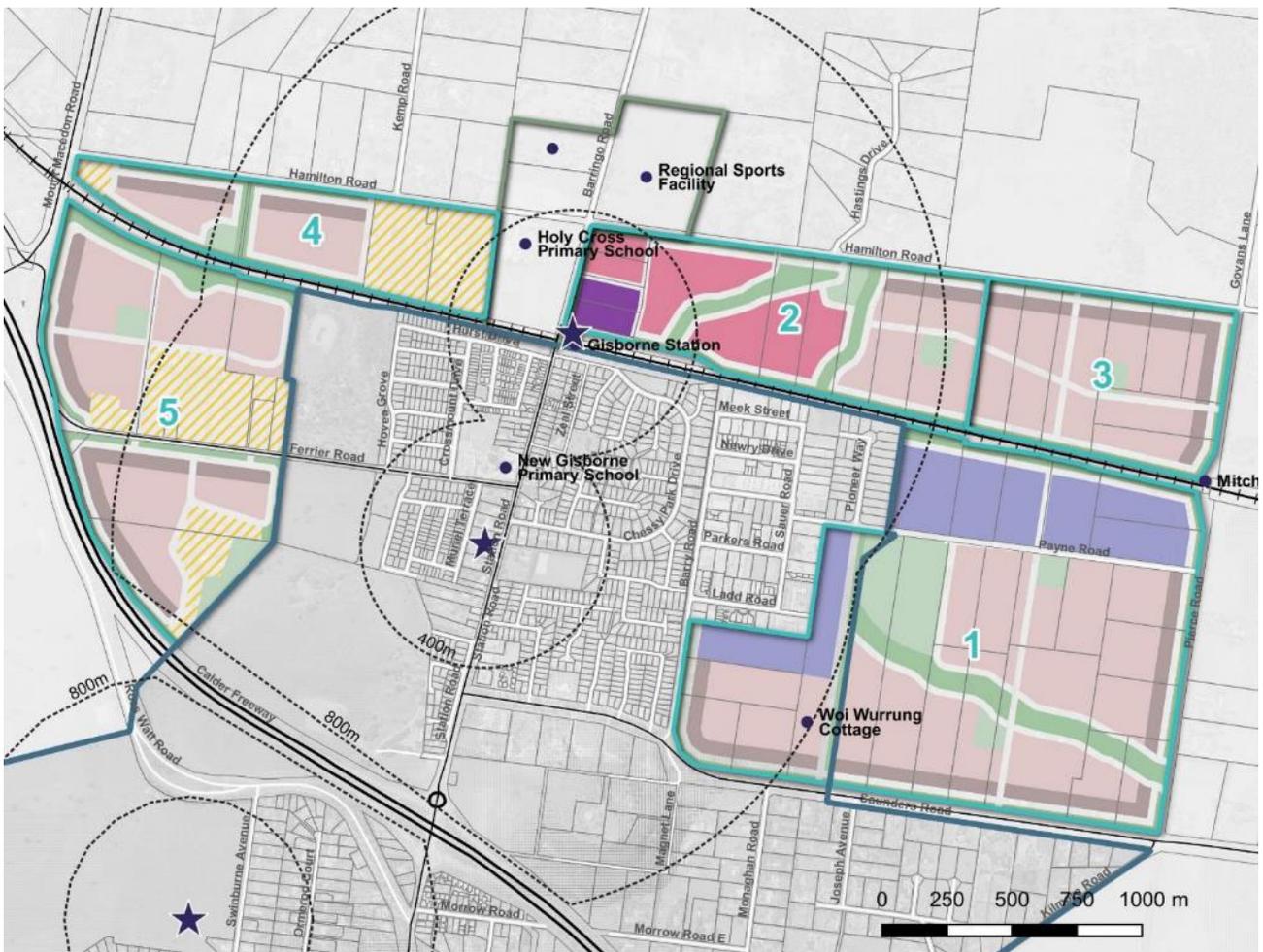
Option 4 provides an Industrial 3 Zone buffer to potential residential areas and expands the business park to the east. This option includes the five highest-scoring investigation areas (areas 1, 2, 3, 4 and 5).

**Employment land (approx.)**

31ha

**Residential lots (approx.)**

2,400 (18 years supply)

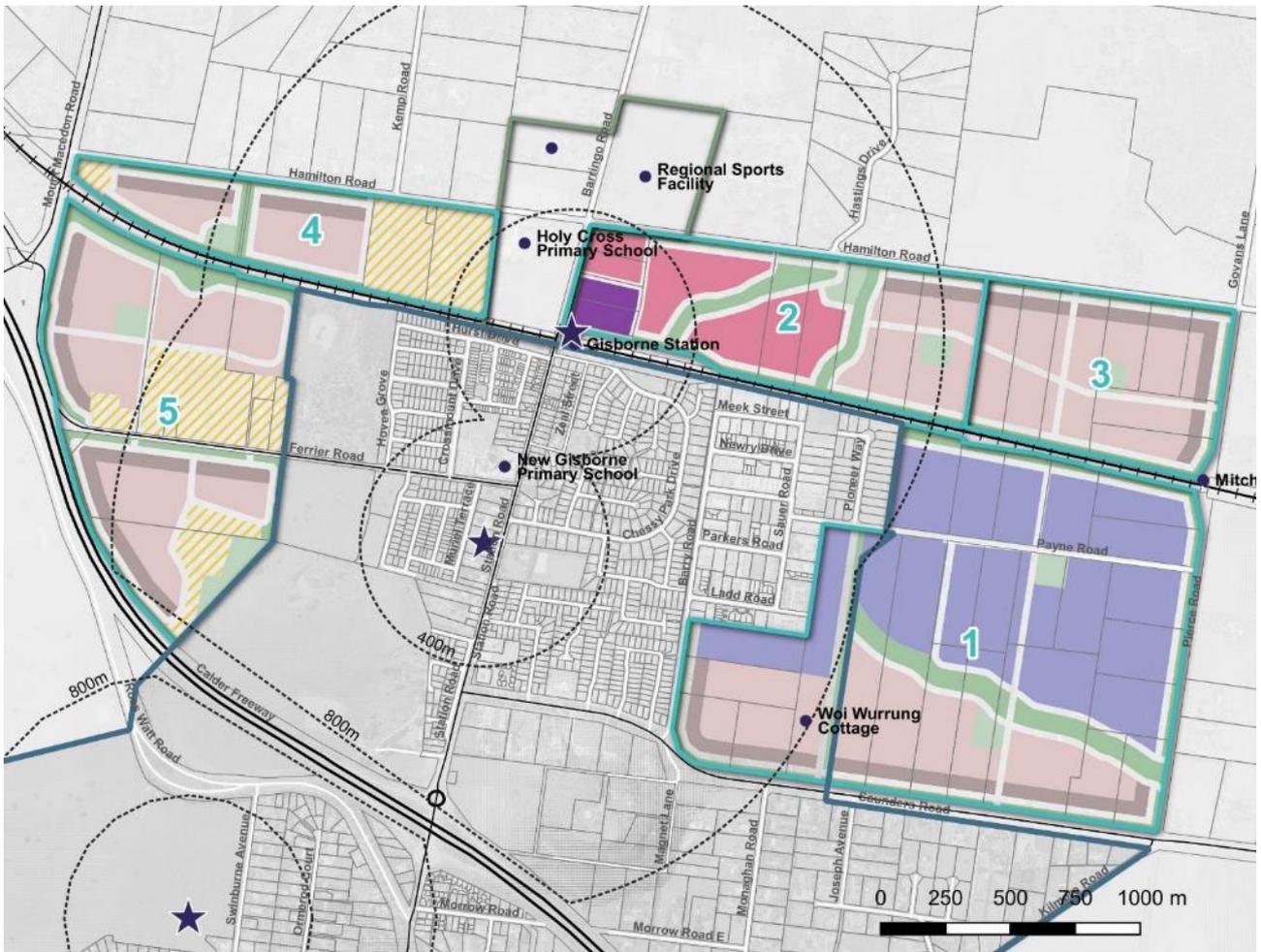


- |                                   |                          |
|-----------------------------------|--------------------------|
| Existing township boundary        | Open space - encumbered  |
| Recreation/education activity hub | Open Space               |
| Landscape buffer                  | Rural Conservation       |
| Residential - large lot           | Industrial 3             |
| Residential - conventional        | Industrial or Commercial |
| Residential - medium density      | Commercial 2             |
| Heritage / constrained            | Commercial               |

## Township Boundary Option 5

Option 5 provides large “Employment Precinct” and includes the five highest-scoring investigation areas (areas 1, 2, 3, 4 and 5).

|                                   |                         |
|-----------------------------------|-------------------------|
| <b>Employment land (approx.)</b>  | 72ha                    |
| <b>Residential lots (approx.)</b> | 2,000 (15 years supply) |



- |                                   |                          |
|-----------------------------------|--------------------------|
| Existing township boundary        | Open space - encumbered  |
| Recreation/education activity hub | Open Space               |
| Landscape buffer                  | Rural Conservation       |
| Residential - large lot           | Industrial 3             |
| Residential - conventional        | Industrial or Commercial |
| Residential - medium density      | Commercial 2             |
| Heritage / constrained            | Commercial               |

## 4.11 Township boundary options summary

| Option   | Land use                          | Approx. yeild   | How much do we need? | Comment  |
|----------|-----------------------------------|---|----------------------|--|
| <b>1</b> | <b>Employment land (approx.)</b>  | 21.5ha*<br>29ha incl. roads, landscape buffers etc      | 17-28ha              | Option 1 meets the minimum of what we should be aiming for, land-locks business park.                    |
|          | <b>Residential lots (approx.)</b> | 2,000 (15 years supply)**                               | 15-20 years supply   | Option 1 meets the minimum of what we should be aiming for.  |
| <b>2</b> | <b>Employment land (approx.)</b>  | 21.5ha*<br>29ha incl. roads, landscape buffers etc      | 17-28ha              | Option 2 meets the minimum of what we should be aiming for, land-locks business park.                    |
|          | <b>Residential lots (approx.)</b> | 2,500 (19 years supply)**                               | 15-20 years supply   | Option 2 comfortably meets the current target of what we should be aiming for, land-locks business park. |
| <b>3</b> | <b>Employment land (approx.)</b>  | 31ha*<br>Approx 40ha incl. roads, landscape buffers etc | 17-28ha              | Option 3 exceeds the minimum of what we should be aiming for, expands business park to east.             |
|          | <b>Residential lots (approx.)</b> | 1,900 (14 years supply)                                 | 15-20 years supply   | Option 3 is slightly below the minimum of what we should be aiming for.                                  |
| <b>4</b> | <b>Employment land (approx.)</b>  | 31ha*<br>Approx 40ha incl. roads, landscape buffers etc | 17-28ha              | Option 4 exceeds the minimum of what we should be aiming for, expands business park to east.             |
|          | <b>Residential lots (approx.)</b> | 2,400 (18 years supply)                                 | 15-20 years supply   | Option 4 is within the range of what we should be aiming for.  |
| <b>5</b> | <b>Employment land (approx.)</b>  | 72ha*<br>Approx 89ha incl. roads, landscape buffers etc | 17-28ha              | Option 5 creates a large employment precinct.  |
|          | <b>Residential lots (approx.)</b> | 2,000 (15 years supply)                                 | 15-20 years supply   | Option 5 meets the minimum of what we should be aiming for.  |

\* This number excludes roads, landscape buffers, open space etc.

\*\* Years supply calculated using demand rate of 130 lots per year.

## 5 Planning for housing

The housing framework presented in the Structure Plan is the topic that has attracted the highest number of submissions.

The key themes related to the housing framework raised in submissions are:

- Township growth and character
- Housing density, diversity and affordability
- Housing change areas

### Submission number

2, 9, 11, 15, 16, 22, 27, 29, 31, 36, 38, 44, 53, 57, 58, 63, 65, 66, 70, 72, 76, 81, 82, 84, 92, 93, 95, 98, 108, 117, 119, 126, 132, 133, 137, 139, 145, 150, 152, 160, 161, 162, 163, 164, 165, 173, 174, 175, 187, 205.

### 5.1 Background to the housing framework

#### Gisborne Futures Housing Framework

Gisborne is an attractive township that is recognised as a regional centre within the peri-urban influence of Melbourne by state, regional and local planning policy (refer Macedon Ranges Settlement Strategy, Loddon Mallee Growth Regional Growth Plan and Plan Melbourne).

In recent years population growth has exceeded the population of 12,000 anticipated in the Gisborne/New Gisborne Outline Development Plan (ODP). The population in 2021 was 14,515 (profile.id). This has been influenced by Melbourne's high growth rate and Gisborne's popularity as a well-connected and attractive semi-rural town.

The housing framework presented in the structure plan recognises that Gisborne will provide a variety of housing opportunities to accommodate a changing and growing community. It includes a number of 'change' area that have capacity to accommodate infill housing development.

The housing framework and neighbourhood character study work in tandem to allow for a degree of housing change and infill development in proximity to the town centre, ensuring that future development is responsive to existing and preferred future neighbourhood character values.

#### Planning for housing

In December 2019 DELWP released Planning Practice Note 90 (PPN90): Planning For housing and Planning Practice Note 91 (PPN91): Using the residential zones. PPN90 outlines a methodology for creating a residential development framework comprising a housing strategy, neighbourhood character strategy and heritage, environmental and landscape constraints.

The Gisborne Futures plans were substantially progressed upon the release of the practice notes and the drafts were revised to include a housing framework that identified housing change areas.

DELWP have raised concerns with the proposed housing framework. Feedback includes the need to revise proposed 'minimal' change areas to ensure they align with the criteria outlined in PPN90, and a review of housing change areas and neighbourhood character areas is required to ensure existing and proposed policies align. DELWP have also highlighted that there is an absence of 'substantial' growth areas and comment that retention of General Residential Zone in Precinct 3 is likely to be a 'substantial' change area in the Gisborne context.

Another key point raised by DELWP is that it is **no longer acceptable to specify dwelling typologies that are preferred**. The planning should be based on a built form outcome and not on whether apartments, units or single dwellings are preferred. For example, apartments are acceptable in the NRZ providing character and built form outcomes are met, and single dwellings that are just as large as a small apartment building can also be built.

## 5.2 Township character

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There is a common concern throughout the submissions that the character of Gisborne will be lost as a result of development and comparisons have been made to other growth areas, often to Melton or Sunbury. There is concern about 'cookie cutter' developments and 'standard' suburban typologies, and requests for wider roads to better accommodate on-street car parking.

To a lesser extent, some submissions were concerned with changing demographic and an increase in crime.

### Response to character concerns

All residential precincts are a product of their time. Gisborne has a diversity of residential neighbourhoods that reflect different eras of development. In Chessy Park Estate many of the brick houses have octagonal bay windows projecting from the front, a very popular design in the 1990s. South of Howey Street, the brown brick veneer with cream trim of the 1970s is prevalent and in the south housing design is more varied with long, low ranch houses sitting next to contemporary forms. These are reflective of the housing choice available and many could be considered 'cookie cutter' designs of their era.

While the planning scheme can control design elements such as setbacks, height and the size of open space, it is limited in how it can dictate style. The Victorian planning system is designed to enable a single dwelling in a residential area on a lot over 300 square metres to be built without the need for a planning permit. If a planning permit is not required then only a building permit is required and beyond requirements around setback and height the building permit does not consider the type or look of a dwelling.

Character controls are based on maximum building heights and garden area requirements in conjunction with the variations to standard ResCode allowances.

Covenants or restrictions on title may be used to introduce design guidelines, building envelopes or landscaping requirements. Design guidelines may be requested by Council as a condition of permit, or introduced by a developer seeking to achieve a desired outcome within a development.

In response to submissions concerned with a lack of direction for future growth areas, the revised Structure Plan can provide precinct maps that combine direction found within the plan and articulates character outcomes sought.

Further discussion on residential character and infill development is found in Section 6 (Neighbourhood character).

### Action

- Prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.

## 5.3 Housing diversity, density and affordability

A groundswell of resistance to infill development is evident with around 18 submissions and 22 survey comments either concerned with or not supporting further infill.

| Submission number  |
|--|
| 1, 2, 11, 13, 33, 41, 63, 66, 67, 69, 84, 126, 132, 133, 136, 156, 160, 163, 165, 167, 172, 173. |

There are submissions that don't agree with neighbourhood character precinct nominations and the housing framework that included preferred typologies (dual-occupancy, units etc). The areas of most concern were the potential for three storey residential development surrounding the town centre (through retention of the General Residential Zone) and the potential for further subdivision in existing residential areas.

Primary reasons for were amenity impacts and overlooking, loss of existing character or older dwellings, traffic congestion and loss of on-street parking spaces.

There are a number of submissions and comments that agreed with greater housing diversity in principle and hoped it would provide some affordable housing options. At least six mentioned they would like to see it planned for in growth areas and not introduced to established areas.

### 5.3.1 Medium density and infill development

Planning is facing numerous challenges in 2022 that were not present in the 1970s, 80s and 90s when Gisborne's housing areas were rapidly expanding. Back then, an increase in car ownership and the ability to commute to employment drove much of Gisborne's development.

There are newer principles guiding sustainable development in the planning scheme that includes creation of compact neighbourhoods that are orientated around easy walking distances to activity centres, schools, community facilities, public open space and transport.

Density has a role to play in sustainable housing models. Increased housing densities can provide a critical mass to support neighbourhood activity centres and local employment opportunities therefore reducing car dependency and increasing the viability of public transport services, community facilities and the efficiency of infrastructure.

Sprawling developments with large lots and large houses are attractive from a lifestyle perspective, particularly for those seeking a semi-rural environment. 90% of Gisborne's housing stock comprises single dwellings on large lots, and these are particularly popular with young families and those seeking a semi-rural lifestyle while also remaining connected to city conveniences and employment opportunities.

The planning system requires that planning for growth includes a diversity of housing types and distribution that reflects the needs of a diverse and inclusive community. Providing a diversity of housing types is required to accommodate a broader demographic in the community, including single parents, young people, older people wishing to downsize and so on.

The Gisborne Futures plans recognise the need to increase housing density, diversity and affordability. Some areas have potential for infill development, designed in a way that is appropriate for their character. For example, infill development within the precincts closer to the town centre may be achieved in the form of multi-unit development. In other areas where larger lot sizes are an intrinsic aspect of the character, infill development may include subdivision down to a minimum lot size, as guided by proposed ResCode variations through schedules to the residential zones, or as more than one dwelling on a lot, where only one dwelling fronts the street. The plans contain two key strategic directions to achieve this:

- To accommodate infill development in existing residential areas that respects existing neighbourhood character.
- To plan for medium-density development as part of new growth areas that is located appropriate to shops, services and employment and education opportunities.

## Existing policy and Gisborne Futures response

“Medium density” is a general term applied to infill development or small-lot subdivisions.

Medium density may be used in reference to building typologies (dual-occupancy, units, townhouses) or as a density of lot sizes per hectare in the case of subdivisions.

The Macedon Ranges Planning Scheme refers to ‘medium density’ in Gisborne at [Clause 21.13-1](#), however it is not defined in the local context, which has led to planners and applicants having differences in interpretation.

Clause 21.13 describes ‘conventional residential’ as being between 500-1,500m<sup>2</sup>, therefore ‘medium density’ is considered to be anything less than 500m<sup>2</sup>.

The policy includes preferred locations for medium-density housing or infill development in Gisborne. This is reflected by the extents of [Design and Development Overlay Schedule 17](#) (DDO17) that applies to residential land surrounding the town centre.

Clause 21.13 considers that medium density **may be** (emphasis added) considered appropriate in locations outside the designated medium density areas (currently represented through the extents of DDO17) through the following policy:

*Encourage, in appropriate locations, medium density housing within 400 metres walking distance of the Gisborne Town Centre as designated on Gisborne / New Gisborne Framework Plan. Appropriate locations are those areas where slope and access to services are favourable for medium density development and where such development is compatible with established landscape and township character, and places of heritage significance.*

*Medium density housing may be appropriate in locations outside designated areas if **all** (emphasis added) of the following apply:*

- The site is located near public open space or a local neighbourhood activity centre;
- A site responsive and high quality built form outcome is achieved, and generous landscaping that contributes to the local neighbourhood character is provided;
- Amenity impacts on adjoining residential properties are minimised;
- The intensity and scale of development is in keeping with the character of the area.



The first draft of the Gisborne Futures project **did not propose to change the policy** around medium density development. Currently the whole town is zoned General Residential. Under this zone, **three storey development is permissible, and there are no minimum lot sizes**. There are no variations in the schedules to the [General Residential Zone](#), which means that standard ResCode provisions apply.

Local policy at Clause [21.13-1](#) is currently the primary determinant of whether a 'medium density' development is permissible. In the past Council has refused development applications based on this local policy only to have decisions overturned at VCAT.

The brief for the neighbourhood character component was to strengthen housing policy and improve decision guidance for applicants and Council when considering or assessing applications. The housing framework is seeking to achieve a balance of allowing some infill to occur, but to ensure it is tempered with design controls to ensure any new development is designed to respond to a preferred future character.

As mentioned in the background discussion, DELWP has advised is that it is no longer acceptable to specify dwelling typologies that are preferred. The planning should be based on a built form outcome and not on whether apartments, units or single dwellings are preferred. For example, apartments are acceptable in the NRZ providing character and built form outcomes are met, and single dwellings that are just as large as a small apartment building can also be built. Character controls are based on maximum building heights and garden area requirements in conjunction with the ResCode variations.

A review of the Neighbourhood Character work is required to ensure that the built form controls will provide an appropriate outcome for these areas. The NCS currently proposes to guide lot sizes through the ResCode variations rather than setting a minimum subdivision area. There is further testing of the variations to be done and this will include consideration of whether minimum lot sizes will be required.

Further discussion on this is provided in Section 6 (Neighbourhood character), and discussion on the housing framework change areas in Section 5.4 as follows.

### Action

- Provide clearer definition of what is meant by 'medium density' in the Gisborne context.
- Remove preferred housing typologies in the neighbourhood character study to focus on built form outcomes that can be achieved under the ResCode variations within the proposed schedules to the Neighbourhood Residential Zone.
- Test proposed ResCode variations to determine whether built form controls are sufficient in guiding density outcomes and whether minimum lot sizes should be introduced.

### 5.3.2 Lot sizes and medium density in growth areas

At least 10 submissions and 47 survey comments were made regarding lot sizes either expressing concern with lot sizes in new growth areas or seeking retention of existing larger lot sizes within established areas.

These numbers are related to general comment and not to specific neighbourhood character precincts, which are discussed in Section 6. Most submissions concerned with smaller lot sizes, and requested larger minimum lot sizes in new development areas or a preference for expansion of low density or rural residential development.

There were 25 submissions and 54 survey comments that were concerned with loss of township character and many of these have made a link between preservation of character and larger lot sizes.

#### Response to lot sizes

Council's existing policy on lot sizes was developed during preparation of the ODP and can be found at [Clause 21.13-1](#) of the Macedon Ranges Planning Scheme. This policy states:

*Provide a range of conventional residential development opportunities and densities in other residential areas that is cognisant of the semi-rural character and village setting of Gisborne / New Gisborne.*

*Within the context of Gisborne and New Gisborne conventional residential development includes lots ranging between 500-1,500 square metres in area (with an average lot size not less than 800 square metres in any new subdivision).*

The [Urban Development Program](#) (2021) shows that from 2015 to July 2021 all lots created in Gisborne 35% were 800m<sup>2</sup> or higher. An additional 27% were between 650-799m<sup>2</sup> and 37% were under 650m<sup>2</sup>.

**The 2020 Gisborne Futures plans were prepared to be consistent with the current average 800m<sup>2</sup> policy.**

Comparisons to other growth areas have been made to Gisborne's character transitioning to become similar to other areas such as Diggers Rest, Sunbury or Melton where average conventional densities ranging from 15-17 dwellings per developable hectare, or lot size averages of between 580-660m<sup>2</sup>.

Generally, the larger the lot, the larger the house that can be built on it so consideration of site coverage, front and side setback requirements and private open space or garden area requirements need to be factored in at the planning stage to deliver a particular residential character.

In addition to conventional lot sizes, the structure plan includes larger lots at interfaces and edges so that the outward appearance of new estates is more open and spacious in character, provides a transition in density to rural edges and a more sensitive interface to areas of open space.

New 'medium density' areas in the plan are centred around existing or proposed facilities such as the train station or future activity centres that provide local destinations and walkable access to shops and services or open space. There has been more support for medium density to be provided in newer growth areas rather than allowing further subdivision of existing lots.

Both the State and Local Planning Policy Framework encourage consolidation within township boundaries and a diversity of lot sizes that must be provided for in planning for urban areas.

The introduction of neighbourhood character objectives and preferred future character statements will play a role in managing character outcomes. The draft Gisborne Futures plans has not set a preferred future residential character for growth areas as this would be determined through the Precinct Structure Plan process, however this is something that can be considered in greater detail in a revision of the plans.

#### Action

- Provide greater clarity on minimum lot sizes and distribution of lots in the Structure Plan.
- Provide future character statements and development principles for new residential areas.

### 5.3.3 Housing affordability

There was support in submissions and survey comments for providing a diversity of housing options with nine acknowledging the need for more affordable housing options and eight hoping that housing would be more affordable.

Others note that in Gisborne new medium density housing is not 'affordable' and least three survey comments do not support affordable housing because of socio-economic concerns.

Discussions with Gisborne's youth have highlighted concern that housing prices and a lack of rental opportunities means that it is unlikely that they will be able to afford to live in Gisborne should they wish to return following further education or after having moved out from their parent's houses.

#### Why it is important we plan for more affordable housing

The cost of land and housing has risen dramatically in recent years, not just in Gisborne but across the board in metropolitan and regional areas. There is also a reported limited supply of rental opportunities or short-term accommodation which increases housing stress in the community.

Council's [Interim Affordable Housing Policy](#) includes direction to ensure that structure plans will consider diverse housing options to reflect demographic change, including smaller dwellings for older people in well-serviced locations.

Housing affordability is a general term that describes the relationship between housing costs (prices, mortgage payments and rent) and household incomes. The benchmark for when housing is considered to be 'affordable' it is when 30% or less of a household income is directed to the cost of housing.

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. Even households on moderate incomes would face challenges buying a separate house in today's market. This isn't an issue in Gisborne alone, housing prices in metropolitan Melbourne rose some 35% between 2014 and 2019, while Gisborne experienced a rise of 26% during the same period.

In the 2020 Gisborne market, the median house price was \$800,000 for a detached dwelling. For a family or individual entering the market, this would require a deposit of \$80,000 to \$160,000, with an average mortgage repayment of over \$3,000 per month.

The median weekly household income in Gisborne in 2016 was \$1,771, or \$7,674 per month (ABS Census).

A payment of \$3,000 per month would represent 39% of the average household income, which places the majority of homes outside the range of affordability for the average Gisborne household, particularly for those seeking to enter the market (refer to Table 2 overleaf).

Units and townhouses have also seen similar growth in price, however for a household on a moderate income a unit or townhouse is a relatively affordable alternative to separate houses, particularly for those wanting to enter the housing market or downsize.

Planning for housing needs to be inclusive and cater for a diverse community, particularly for those in lower to moderate wage industries that provide essential services to the town such as aged care, education, child care, retail and hospitality. If people in these industries can't find places to live locally it can become increasingly difficult to find skilled staff. Having to commute long distances is not economically, environmentally or socially sustainable for many families and individuals and may result in these workers choosing employment closer to home.

Ensuring housing supply is available is another tool that may play a role in keeping house prices in check by encouraging a more competitive market.

**Table 2: Housing cost v. household income 2020**

| Area                             | Average household income / week 2016 | Average household income / month 2016 | Median house price 2019 | Est. Mortgage (-20% deposit) | Approximate mortgage re-payment (month) | % Income |
|----------------------------------|--------------------------------------|---------------------------------------|-------------------------|------------------------------|---|----------|
| <b>Individual Dwelling/House</b> |                                      |                                       |                         |                              |   |          |
| Metro                            | \$1,542                              | \$6,682                               | \$860,000               | \$688,000                    | \$3,400                                 | 50%      |
| Gisborne                         | \$1,771                              | \$7,674                               | \$800,000               | \$640,000                    | \$3,200                                 | 41%      |
| <b>Unit / Townhouse</b>          |                                      |                                       |                         |                              |   |          |
| Metro                            | \$1,542                              | \$6,682                               | \$628,000               | 502,400                      | \$2,500                                 | 37%      |
| Gisborne                         | \$1,771                              | \$7,674                               | \$510,000               | 408,000                      | \$2,000                                 | 26%      |

### 5.3.4 Social housing

One submission (Submission 1) highlighted that social housing had not been considered in the plans.

#### Council's policy on social housing

Social housing is provided by State Government and managed through private operators. A responsible authority (including Council) or land owner may voluntarily agree to the provision of social housing as part of Section 173 agreement that can be used in appropriate circumstances to deliver affordable housing in a new development.

Applications for social housing options may be considered in appropriate locations that are in proximity to shops, services and transport. Any application that includes a social housing component must be delivered within the built form and landscape guidelines contained within this plan and the schedules to the zone. Note that built form controls are not to be waived to accommodate social housing.

Further information on Council's role in advocacy and as a decision maker in the social housing space may be found in our [Affordable Housing Interim Policy](#) (2021-2023). This policy sets out the approach that we will take as the Victorian Government rolls out the Big Housing Build and prepares its 10-year affordable housing strategy.

#### Action

- Work with Council's Community Wellbeing team to investigate including policy guidance on appropriate locations for social housing in the structure plan.

## 5.4 Housing framework change areas

A number of submissions have pointed out inconsistencies with the application of housing change areas, and seek NRZ zoning as a whole across the town, or state that there is a discrimination in how they have been applied.

| Submission number   |
|---|
| 3, 22, 63, 88, 90, 92, 132, 134, 137, 165, 175, 189, 200, 205, 207. |

Responses to housing change areas are also coupled with concerns raised with medium density infill in existing areas. Ten submissions and survey comments do not support Incremental Change Area 1 which would retain the [General Residential Zone](#) and allow up to 3 storeys in height. Loss of the historic residential areas was of concern.

A further four submissions do not support Incremental Change Area 2 which would allow further subdivision of existing properties. Sentiment towards these change areas is expressed less explicitly through general comment related to infill.

DELWP have raised concerns with the proposed housing framework. Feedback includes the need to revise proposed 'minimal' change areas to ensure they align with the criteria outlined in PPN90, and a review of housing change areas and neighbourhood character areas is required to ensure existing and proposed policies align. DELWP have also highlighted that there is an absence of 'substantial' growth areas and comment that retention of General Residential Zone in Precinct 3 is likely to be a 'substantial' change area in the Gisborne context.

### Response to concerns with housing change areas

The Gisborne Futures plans were substantially progressed upon the release of DELWP's [Planning Practice Note 90 \(PPN90\)](#): Planning For housing and [Planning and Practice Note 91 \(PPN91\)](#): Using the residential zones. These outline a methodology for creating a residential development framework comprising a housing strategy and neighbourhood character strategy that addresses heritage, environmental and landscape constraints. The drafts were revised to include a housing framework that identified housing change areas.

The method used to determine housing change areas was based on an assessment of current planning policy or controls to determine whether there was likely development pressure or anticipated change in precincts. Areas with approved development plans or specific subdivision design guidelines and recently developed areas that are likely to experience minimal change were proposed to be retained in the GRZ. There was concern with rezoning recently developed or developing areas to NRZ as this would be imposing a more restrictive zone that may conflict with the approved plans and building permits that are already in place.

Further to this, Council receives numerous applications to amend development plans that have been approved under the lot size and distribution policy found in [Clause 21.13-1](#) of the Macedon Ranges Planning Scheme. These amendments incrementally erode the principles and lot size distribution that have been previously approved and the controls will be revised to consider how the principles established through the development plans may be embedded through schedules to the residential zones.

#### Action

- Review housing change areas to align with DELWP's criteria and methodology outlined in PPN90, with consideration given to the extents of areas covered with covenants, development plans and Design and Development Overlays.

## 6 Neighbourhood character

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### Neighbourhood character study background

On 1 July 2014 reformed residential zones came into effect across Victoria, introducing three new residential zones:

- Residential Growth Zone;
- General Residential Zone; and
- Neighbourhood Residential Zone.

This triggered the need for Councils to undertake additional strategic work to refine the application of the new residential zones. Council has incrementally been coupling this work with various structure plans undertaken since the introduction of the reformed zones, including Woodend, Riddells Creek and Kyneton.

On 27 March 2017, the State Government introduced Ministerial Amendment VC110 to all Victorian planning schemes implementing further changes to the residential zones. These changes removed the default limit of two dwellings per lot in the Neighbourhood Residential Zone, introduced mandatory height limits of 3 storeys (11m) in the General Residential Zone and two storeys (9m) in the Neighbourhood Residential Zone and introduced garden area requirements.

The Gisborne Neighbourhood Character Study (NCS) was initiated in early 2017 as a separate piece of strategic work. A number of VCAT determinations had highlighted a policy gap regarding the desired neighbourhood character Council sought to achieve.

The purpose of the NCS was to identify valued characteristics of Gisborne's residential neighbourhoods, to determine a preferred future character for these and to identify the most appropriate planning controls to protect and enhance character via the planning scheme.

The project was prepared in consultation with the community and advanced to the stage of planning scheme amendment preparation.

Discussion with DELWP in the later stages of the project identified that character is one element of determining zoning, the other is the fact that Gisborne has been designated for growth. Further strategic work was required to make the case that neighbourhood residential zone still delivers on the growth and housing diversity objectives identified for Gisborne, which was a precursor to the review of the Gisborne/New Gisborne ODP.

The neighbourhood character work was amalgamated into the Gisborne Futures project, which sets the case for protection of character within a refreshed housing strategy for the town.

Changes to how the residential zones are implemented were modified by DELWP again in December 2019, as previously discussed in Section 5.4. In response to the 2020 Draft Structure Plan and Neighbourhood Character Study DELWP are seeking a revision of the housing framework to ensure they align correctly with the desired outcomes.

### Neighbourhood Character Study – key themes

The housing framework attracted a large number of submissions generally related to residential development and township growth while there were 41 submissions specifically concerned with the provisions outlined in the Neighbourhood Character Study. These two themes are inextricably linked, with the housing framework providing the broad strategic direction and the NCS providing the detailed analysis and implementation mechanism.

Of the 41 submissions, 24 were received that did not support allowances for development in Precinct 6a (Ormerod Court, Cherry Lane and Swinburne Avenue area). 20 of these submissions were a pro-forma objection letter that was circulated throughout the neighbourhood.

The key themes identified through submissions to the NCS are:

- NCS precinct controls
- NCS covenants
- Precinct 3 and the General Residential Zone
- Design and Development Overlays

## 6.1.1 NCS precinct controls

### Submission number

2, 9, 11, 15, 16, 22, 27, 29, 31, 36, 38, 44, 53, 57, 58, 63, 65, 66, 70, 72, 76, 81, 82, 84, 92, 93, 95, 98, 108, 117, 119, 126, 132, 133, 137, 139, 145, 150, 152, 160, 161, 162, 163, 164, 165, 173, 174, 175, 187, 205.

There were around 20 submissions that raised concerns with various specific precinct controls or nominations of properties within certain character areas. Most submissions were concerned with infill 'units or townhouses' which were identified as 'permissible' but 'not preferred' in a number of areas.

There is a strong sentiment that Council is "permitting" or "allowing" infill development to occur through the proposed neighbourhood character controls and many objections were received that oppose these.

Residents of Precinct 6a have strongly opposed proposed controls with at least 20 submitting their objection via a pro-forma letter that was circulated throughout the neighbourhood.

This sentiment is reflected in the general response to infill and the housing framework, with 18 submissions and 22 survey comments not supporting infill, dual occupancy, townhouses, units, smaller house blocks.

DELWP have provided detailed comments related to the proposed variations and have requested further testing of these to assess their feasibility.

### Response to concerns with housing change areas

It is not the intent that NCS controls are 'permitting' or 'allowing' development beyond that which is currently permissible, the intent is that they imposing tighter controls than those that currently exist in the General Residential Zone (GRZ).

DELWP has advised is that it is no longer acceptable to specify dwelling typologies that are preferred. The planning should be based on a built form outcome and not on whether apartments, units or single dwellings are preferred. For example, apartments are acceptable in the NRZ providing character and built form outcomes are met, and single dwellings that are just as large as a small apartment building can also be built. Character controls are based on maximum building heights and garden area requirements in conjunction with the ResCode variations.

Council's existing policy on 'medium density' housing, currently recognised as being lots under 500m<sup>2</sup>, was retained. The direction of the NCS is to provide clear controls and strengthen policy guidelines to assess the subdivision of larger lots.

The NCS did not set minimum lot sizes, rather the proposed ResCode requirements set greater distances for front, side and rear setbacks, plus increased the open space requirements and reduced the area of a site that is permitted to be covered by a building. If a proposed development can meet these requirements then it could be determined as meeting the neighbourhood character.

It is acknowledged that the communication of these is not readily recognisable or easily understood and further work is required to articulate the controls and illustrate what they are trying to achieve in different precincts.

Detailed consideration of feedback related to the precinct nominations and proposed controls will be undertaken as part of a review of the NCS.

#### Action

- Review neighbourhood character controls and provide clearer communication of preferred built form outcomes.

## 6.1.2 NCS Covenants

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A number of submissions have highlighted covenants and restrictions on title that limit development to a single dwelling per lot, and there has been strong feedback that these need to be acknowledged through application of housing change areas.

### Response

The NCS acknowledges the presence of covenants in areas where known:

*Larger lots with spacious back yards are likely to be subject to further subdivision in the future, although a number of these may be subject to restrictive covenants that prevent further subdivision.*

A review of restrictions on titles has revealed that the use of covenants is widespread across the township and that many subdivisions have some form of single-dwelling covenant that restricts development to one dwelling per lot. It is acknowledged that the housing change areas may conflict with areas that have these covenants in place.

The early analysis undertaken to inform the NCS acknowledged the use of covenants but did not map out how widely they have been used. Council does not keep a record of these as they are located on property titles and accessed through request from the titles office.

### Action

- Review Housing Change Areas to align with DELWP's criteria and methodology outlined in PPN90, with consideration given to the extents of areas covered with covenants, development plans and Design and Development Overlays.

## 6.1.3 Precinct 3 and the General Residential Zone

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### Submission number

263, 81, 88, 133, 165, 173, 207.

There were 7 submissions and 22 comments in the survey that specifically objected to allowing three storey development in Precinct 3 (Township Residential) with concern largely centred on an absence of these forming part of any existing character and loss of the 'old' township area with associated heritage values.

### Response

Concerns related to character impacts and three storey development in the historic residential areas of Gisborne are valid. Three storeys is currently permissible under the existing General Residential Zone. The proposed controls will be reviewed and presented to DELWP to test whether more restrictive development controls (via the NRZ) are acceptable.

### Action

- Review neighbourhood character controls and precinct boundaries of Precinct 3 (Township Residential) and test application of NRZ in these areas.

## 6.1.4 NCS Design and Development Overlays

| Submission number |
|-------------------|
| 139, 165, 173.    |

Three submissions have raised concern with proposed changes to Design and Development Overlays (DDOs).

### Response

The DDOs in Gisborne's residential areas have guided the development of these precincts. A number of them are permits issued by the Shire of Gisborne in the 1980s and 1990s that were translated into DDOs when the Victorian Planning Provisions and new format planning schemes came into effect in the late 1990s.

The DDOs include requirements for front, side and rear setbacks. Some include built form setbacks to the Jacksons Creek escarpment and two (DDO8 and DDO9) tie development to the original plan of subdivision.

Many of the DDOs that have been recommended for removal are in areas that are now developed and have covenants in place. In these locations proposed ResCode variations in the NRZ can achieve the same outcome therefore it avoids replication of controls.

All DDOs will be reviewed in greater detail to ensure the intent of them is not lost in translation.

### Action

- Review DDOs and subdivision plans to ensure controls are translated and the intent of them is not lost.

# 7 Economic and employment growth

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## Economic growth – key themes

Three submissions were received that broadly referred to economic and employment growth. Of these, one submission provided general support for policy to support local businesses, and one submission would like to see greater consideration of employment for young people, and how this can be facilitated through innovative opportunities. One submission questioned assumptions that support providing local job opportunities.

Issues raised through the Gisborne Futures Phase 3 consultation in relation to the Business Park expansion are similar to those raised during the Business Park consultation undertaken in February 2019. Further summary of these is provided in Section 7.5 (Future direction for the Gisborne Business Park).

Key themes related to economic and employment growth include:

- Role of Gisborne as a regional centre
- Town centre commercial and retail
- Neighbourhood activity centres
- Tourism

Future direction for the Gisborne Business Park:

- Role of the business park
- Business park land supply and demand
- Impact on rural character and township entrances
- Land use
- Amenity concerns
- Movement network and traffic impacts
- Landscape and environment concerns

## 7.1 Role of Gisborne as a regional centre

Submissions have been made that do not agree with, or question Gisborne's role as a regional centre and the economic development principles that underpin this because employment, services and retail uses are accessible in surrounding areas (such as Sunbury, Melton or Watergardens)

| Submission number |
|-------------------|
| 161, 163, 173.    |

There is a premise that people had an expectation upon moving to the Macedon Ranges that they would have to travel to access employment and services. Submissions along these lines have been made in reference to the growth of the town centre and the expansion of the business park (refer to Section 7.5).

### Response to Gisborne's role as a regional centre

Gisborne is one of two designated regional centres within the Macedon Ranges Shire, alongside Kyneton. State, regional and local policy is supportive of Gisborne performing the role of a regional centre including supporting and managing population growth.

A regional centre is defined by the Macedon Ranges Statement of Planning Policy as a:

*Centre with a large diverse population (10,000 plus), employment and housing base. All essential services are connected and higher-order goods and services are provided. All levels of education are offered and access to large hospitals and numerous medical facilities is generally provided. Regional centres have strong relationships with surrounding settlements of all types.*

As a regional centre, Gisborne will be required to provide for a diverse population that includes providing employment, housing, education, health, recreation and social opportunities.

The Macedon Ranges Settlement Strategy identifies the need to provide sufficient commercial business land is provided to allow towns to play an appropriate retail role as their population increases, providing employment and reducing escape expenditure. The Strategy also identified the goal to increase job containment in the Shire from 44 to 55% by ensuring there is enough land available for economic development. REPLAN data from the 2016 census shows job containment in the Shire had grown to 49.5%, also identifying that 27% of Gisborne residents worked within Gisborne and in 2016 the retail sector was the largest employer in Gisborne.

A survey for the Gisborne Business Park Development Plan (undertaken in February 2019) consultation identified that 80% (145n) of survey respondents think it is important to provide more local employment opportunities for residents, including young people.

The [Jobs For the Future Blueprint](#) (2018) identified that while some residents may be content to commute long distances to work, many residents who leave the Shire for work are dissatisfied with this, and would prefer to be able to work closer to where they live.

The *Economic and Employment Analysis* (UE 2020) completed for Gisborne Futures provides the strategic justification for direction on economic and employment growth to support the role of Gisborne as a regional centre. The analysis has found that Gisborne could support in the order of an additional 11,000m<sup>2</sup> of retail floor space over the period 2018 to 2036. This floor space would generally require approximately 2.5 – 3ha of land within commercial zones. The analysis also recognises the importance of industrial land to the local economy, recommending an additional 17-28ha of land (if areas north of the railway line are zoned away from industrial).

Submissions that oppose or object to the classification of Gisborne as a regional centre are not supported due to extent of current policy support, including Plan Melbourne (2017), the Macedon Ranges Planning Scheme, Macedon Ranges Statement of Planning Policy (2019), the Loddon Mallee South Regional Growth Plan (2014) and the Macedon Ranges Settlement Strategy (2011).

## 7.2 Town centre commercial and retail

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| Submission number |
|-------------------|
| 145, 161, 173.    |

A number of submissions have suggested that the Gisborne town centre does not need additional retail space as there have always been vacancies in the town centre.

Nine submissions do not support 'big box' retail development due to the economic impacts of the retail type/format on existing local businesses and the visual appearance of the built form which is acknowledged in the summary of Urban Design Framework submissions at Section 12.

### Commercial and retail demand summary

The *Economic and Employment Analysis* undertaken by Urban Enterprise notes that retail is the largest industry of employment in Gisborne and the town centre, and that Gisborne services a larger area than its direct township in the provision of retail goods and services, including Macedon and Riddells Creek.

The Gisborne town centre supports a diversity of retailers, anchored by four supermarkets and complemented by speciality stores. The town centre retail profile generally reflects the offer of a large town or large neighbourhood centre, as opposed to that of a regional centre, given the absence of department stores, national brand specialities and large format retailers.

The retail trade area is forecast to experience significant growth in population to 2036, increasing by almost 9,000 residents over 18 years (equating to approximately 40% of the current retail trade area population).

The majority of these new trade area residents will be located within the town of Gisborne itself, which will result in significant additional demand for retail goods and services over the coming years. There is limited vacant land in the Commercial 1 Zone (0.4ha), meaning that delivery of additional retail floor space will primarily need to be delivered through redevelopment of existing sites in the town centre.

## 7.3 Neighbourhood activity centres

| Submission number  |
|--|
| 13, 30, 34, 37, 91, 92, 133, 141, 149, 156, 163, 167, 169. |

Eight submissions were received in support of proposed neighbourhood activity centres (NACs). These highlighted benefits such as walkable access to local conveniences.

Three submissions did not support the vision for NACs. Two of these were concerned with loss of open space and potential amenity impacts at the Station Road site, and one didn't support the Swinburne Avenue site and development of 89 Ross Watt Road more broadly.

There was some concern from four submitters about what neighbourhood activity centres would look like or the type of retail they would contain.

### Planning for neighbourhood activity centres

The activity centres that have been the subject of objections are already included in Clause 21.13-1 of the Macedon Ranges Planning Scheme, are nominated in the 2009 ODP which is Council's current adopted policy, and have been identified to support short to medium term residential growth opportunities. The activity centre on Station Road is further included in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014.

The Gisborne Futures plans continue to recommend implementation actions from the ODP to rezone sites on Willowbank Road and Station Road to Commercial 1 Zone to provide walkable access to local convenience shopping and services in line with the principles of delivering '20 minute neighbourhoods'. The current residential zoning restricts capacity of these sites to be developed for commercial purposes.

The Swinburne Avenue Activity Centre is to be nominated on a future development plan or precinct structure plan for the site.

The size and role of these activity centres is detailed in the ODP:

- The development of local activity centres in New Gisborne, West Gisborne and South Gisborne of approximately 500sqm each.
- The proposed local centre at New Gisborne developing into a small neighbourhood centre containing a low scale supermarket/large general store given adequate population growth (p.45).

Other activity centres are to contain a general store and 3-4 other shops, community uses and medical centres.

The draft Structure Plan includes a potential NAC in proximity to the train station to service the long-term growth of New Gisborne. This could potentially include additional retail or commercial overflow if the town centre has reached capacity. The size and role of this NAC will be considered as part of the Precinct Structure Planning process for future growth areas.

The Gisborne Futures Background Report also provides discussion on the role and design of activity centres and this information, along with the detail provided in the ODP can be included in the re-draft of the Gisborne Futures Structure Plan to more explicitly connect the proposed controls with the strategy.

#### Action

- Include detail on the size and role of neighbourhood activity centres from the ODP in the draft Structure Plan.

### 7.3.1 NAC land use controls

Submissions have raised that proposed land use controls provide limited statutory weight to deliver on the vision for NACs, and that the Commercial 1 Zone has a number of 'as of right' uses that if proposed could be potentially detrimental to the character of the area.

#### Response

The Gisborne Futures plan will implement recommended actions from the ODP to rezone the site to Commercial 1 Zone, and introduce a Design and Development Overlay to guide preferred built form outcomes.

It is acknowledged that the planning scheme offers little control over 'as of right' uses in the Commercial 1 Zone. The DDO will be tailored to deliver a preferred built form outcome that may discourage some uses, however investigation into further policy support and implementation actions is required to ensure that these activity centres support community and provide local conveniences as intended.

#### Action

- Explore options for policy guidance and planning scheme land use controls regarding commercial land to ensure the vision for NACs is embedded in nominated sites.

### 7.3.2 NAC Amenity concerns

One submission was made by a landowner adjoining an activity centre that had concerns with potential amenity impacts including noise levels, privacy during and after construction, noise levels and traffic.



*Neighbourhood activity centre concept plan from New Gisborne Development Plan (p.29).*

#### Response

The activity centre in question was nominated in the 2009 ODP which is Council's current adopted policy, and the size and location was further resolved in the [New Gisborne Development Plan](#), which was formally adopted on 26 March 2014.

Amenity concerns are noted however these need to be balanced with the broader purpose of providing a NAC for New Gisborne and the benefit it will bring to the broader community. Amenity concerns and detailed design can be addressed through permit conditions as part of the application process.

## 7.4 Tourism

| Submission number |
|-------------------|
| 173, 205.         |

One submission does not support promotion of tourism in Gisborne and states that residents of Gisborne do not want to see their town turned into the national gateway to the Macedon Ranges.

The comments from DELWP include:

- Use a stronger verb than 'promote' in the objective like 'Create Gisborne as the gateway to the MR etc.' The first strategy could be slightly reworded to be more specific like 'Support tourism development on the periphery or within the town centre'.
- Consider rewording the third statement to a strategy 'Create a local and regional linear park and trail system within the Jackson Creek corridor.' The masterplan could be an implementation action.
- It is unclear what the Regional Shared Trails Project is and how it relates to Gisborne.

### Response

Tourism is identified as an emerging opportunity for economic development however is unlikely to surpass nearby attractions such as Mount Macedon or Hanging Rock. Local businesses would benefit from capturing trade from this market.

Feedback from DELWP is noted, wording to be reviewed as part of future iteration of the plan.

Include further information on the Regional Shared Trails project to support reference.

### Action

- Review wording as part of future iteration of the plan and include discussion on Shared Trails Project.

## 7.5 Future direction for the Gisborne Business Park

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Expansion of the business park was first proposed in the Macedon Ranges Residential and Industrial Land Review (2000) and strategic work since then has progressively reviewed and justified the need for the expansion. Several reports have been prepared over the years stating differing degrees of demand for additional commercial and industrial land in this location.

### **Expansion of the New Gisborne Industrial Area (Amendment C8)**

Amendment C8 sought to implement the Macedon Ranges Residential and Industrial Land Review in 2004. The Amendment proposed expansion of the existing industrial area to the south via a designation on the proposed Gisborne Strategy Plan but did not propose to rezone the land at that time.

Although the broader amendment did not proceed the Advisory Committee appointed to review the amendment considered that Council's intended designation of the area for future industrial development had merit, and that appropriate planning controls would require further consideration. The Committee agreed that it would be desirable to consolidate industrial development in one location on the fringe of the town, however identified that greater interface management between the existing industrial and residential areas would be required.

### **Gisborne/New Gisborne Outline Development Plan (2009)**

The 2009 ODP (current structure plan) identified that the built form outcomes and development layout of the land around the Gisborne Industrial Estate needs to be carefully managed to ensure better connectivity, safe access, respect for nearby residential development, landscape buffers and high quality urban design and built form.

The ODP raised that the Business 4 Zone (replaced by the Commercial 2 Zone through industrial and commercial zone reforms in 2013) may achieve more appropriate land use and built form outcomes along Saunders Road.

Submissions related to the industrial expansion were considered at Panel as part of Amendment C67. The Panel was satisfied that the expansion of the existing industrial area to the south and east as proposed in the 2009 ODP and amendment is the most appropriate way to provide for future industrial/employment growth.

## **Gisborne Business Park Development Plan, 2019**

Implementation of the ODP recommended application of a Development Plan Overlay to the expanded industrial area to accompany rezoning to facilitate the expansion. This was to include a connective, permeable road layout, pedestrian access and appropriate treatment for the Barry Road and Saunders Road intersection. It identified the need to manage built form outcomes, particularly along the Saunders Road and the interface with adjacent residential areas.

Council prepared a Draft Development Plan for the Business Park that was exhibited to the community in February 2019. Consultation raised a number of concerns relating to whether there is demand for additional industrial and commercial land, traffic, township character and urban design, environmental conditions and the potential heritage values of Woiwurrung Cottage at 111 Saunders Road.

The outcomes of this consultation were presented to Council at the Ordinary Council Meeting held on Wednesday 22 May 2019, where Council adopted the recommendation that Council resolve to:

- 1. Thank the submitters for their participation in consultation for the project.**
- 2. Continue to undertake further work to resolve issues identified through the consultation process.**
- 3. Following the completion of this work, provide a report to Council with recommendations regarding the proposed Planning Scheme Amendment to progress the expansion of the Gisborne Business Park.**

The draft development plan was substantially progressed at the outset of the Gisborne Futures project. The further work on the development plan has aligned the timing of the two projects and in December 2019 Council resolved to merge the revised Business Park Development Plan into the Gisborne Futures project to consider the future growth and development of Gisborne as a regional centre in a holistic manner.

## **Business Park Development Plan consultation – February 2019**

During consultation on the Business Park Development Plan in 2019 Council received 106 submissions from 93 respondents. Of the written submissions received:

- 3 were agency responses, either with no comment or raising general issues for consideration
- 9 offered full support
- 7 offered partial support, but with suggestions for improvements / requests for changes to aspects of the proposal, and
- 79 objected to the proposal. Of these, 28 were a single-line pro forma objection with no further information/reasoning provided.

The merger of the Business Park Development Plan with the Gisborne Futures project in December 2019 has provided an opportunity to further respond to the issues raised in these submissions, and provide an up-to-date response in-line with further work that has been undertaken since February 2019.

## Gisborne Futures Economic and Employment Analysis

In light of further work stemming from feedback on the draft development plan consultation the need and justification for the expansion of the business park was again reviewed.

The brief for further work on the business park expansion included to:

- Review background economic and planning information for C2Z and INZ land in Gisborne
- Arrive at an estimate of the land required to support industrial and peripheral retail uses in Gisborne, including:
  - Identification of retailers and other uses within the town centre that would be better suited to a Commercial 2 Zone or Industrial Zone location and quantify land requirements;
  - Further interrogation of employment projections to quantify the employment (and therefore land requirements) of employment growth in businesses generally requiring industrial land.
  - Split out retail floor space demand projections into core retail and restricted retail and comment on the extent of land required within the C2Z in Gisborne.
  - Quantify approximate land requirements for C2Z and IN1Z and describe the type / components of the projected demand, and
  - Review and comment on the implications of the proposed reduction of industrial land if the land north of the railway line is rezoned for residential purposes.

The Gisborne Futures Economic and Employment Analysis was updated in early 2020 to include the above examination of the assumptions and projections of past reports and current influences and has provided an up-to-date assessment of future industrial and commercial land requirements.

This analysis provided the strategic justification for the draft Structure Plan to continue to provide for the expansion of the business park.

The draft Structure Plan includes a number of changes that have been made in response to submissions received during the 2019 consultation however does not provide a resolved development plan for the business park.

## Gisborne Futures Phase 3 Submission Summary

Three submissions provided general support for expansion of the business park. One of these submissions would like to see it done progressively and including a 50m landscape buffer to Saunders Road.

One submission does not believe sufficient land has been set aside for industrial and commercial land in the business park, and that the business park will eventually be land-locked. The submission does not support rezoning of industrial land north of the railway line for residential purposes to maintain industrial land supply and proposes rezoning of land west of Station Road as an alternative residential land supply.

One submission raises concerns with potential impacts of security lighting on night-time visibility and nocturnal animals.

Eleven submissions were made in opposition to the expansion of the business park. Primary concerns included:

- lack of justification or data to back the expansion
- impacts on rural character and township entrance, and
- concerns with traffic and truck movements, amenity impacts.

## 7.5.1 Role of the business park

| Submission number  |
|--|
| 4, 5, 132, 150.  |
| <b>Note:</b> the following summary includes reference to submissions made during the 2019 consultation on the draft Gisborne Business Park Development Plan. |

Several submissions were made that supported the business park expansion and agreed with the proposed location. There were also views expressed by other submitters that commercial/ industrial/ employment development should be located either in another township (e.g. Kyneton) or not in the shire at all. Some stated that while residential development would be appropriate for the area, commercial development was out of character.

Some submitters stated that employment, services and retail uses are accessible in surrounding areas (such as Sunbury, Melton or Watergardens), and that people had an expectation upon moving to the Macedon Ranges that they would have to travel to access employment.

Alternate to these views, concerns have been raised with the potential of land-locking the business park, and that planning should ensure that future expansion of employment land is possible beyond the 2050 horizon set in the structure plan.

Consultation with councillors and internal staff have identified the following:

- The layout of the business park needs to be revisited – consider expansion to the east that prevents it from being land-locked.
- Preference for industrial land, not commercial, and that we should aim to attract sustainable manufacturing
- Consideration of Commercial 3 Zone should be part of any future consideration of commercial land.
- Interface to commercial and residential land uses needs to be appropriately designed and considered

Concern have been raised about the residential development proposed to the east being disconnected from other residential areas, creating a small residential enclave that is disconnected from other services and facilities.

### Response

It is contrary to good planning principles and not supported by state planning policy to permit continued roll-out of residential development without commensurate provision for commercial and employment-based development to service these communities. It is more socially, economically and environmentally sustainable to provide services in proximity to where people live, and limit the need for residents to drive long distances to access employment.

A commitment to providing local employment is adopted Council policy. A key priority in the Macedon Ranges Council Plan is to “foster economic vitality in a way that promotes positive individual and community health outcomes, including business diversity, housing, transport, information and communication technology, and employment options.”

While some residents may be content to commute long distances to work, consultation on other projects consistently shows that many residents who travel outside the shire for work are dissatisfied with this, and would prefer to be able to work closer to where they live. Access to local employment is a significant quality of life issue for many residents, including tertiary-educated professionals, young families and younger and/or lower-skilled workers.

The issue of land-locking the business park is valid and future layout of the business park will be explored through the revision of the structure plan.

### Action

- Review layout of business park and residential development in Investigation Area 1 (refer also to Section 4.10)

## 7.5.2 Business park land supply and demand

Submissions have raised that it is not necessary to expand the business park while there are vacant sites remaining in the existing industrial area, or that the proposed expansion area is too large.

| Submission number   |
|---|
| 4, 5, 19, 81, 132, 165, 185, 205.   |
| <b>Note:</b> the following summary includes reference to submissions made during the 2019 consultation on the draft Business Park Development Plan. |

Some submitters queried whether there is sufficient demand for the amount of commercial and industrial land proposed to be created by the rezoning, given factors such as:

- The proximity of the expansion area to other retail areas including Sunbury, Watergardens and Melton
- Projected population growth and whether this will provide a sufficient customer base.
- The availability of industrial and commercial land in Kyneton near Edgecombe Road and the Calder Freeway.

There was a submission from the business community that noted the difficulty that smaller or start-up businesses have in locating suitable space within the shire to expand their operations, with some leaving the shire altogether.

### Response

The *Economic and Employment Analysis* provides a detailed overview of Gisborne's commercial and industrial role in the local and regional context.

Urban Enterprise reviewed the of industrial land supply and demand figures in 2020.

This analysis has identified that there is 9.9ha of land available. The demand rate for consumption of industrial land in Gisborne between 2012 and 2020 is estimated at 0.9ha hectare per annum. Urban Enterprise have provided a low-growth scenario (0.9ha pa) which estimates there is 9.1 years of existing supply, and a medium-growth scenario (1.6ha pa) that estimates this provides for 5.3 years of supply.

The draft Gisborne Structure Plan seeks to plan for growth over the next **20-30 years**. At a consumption rate of 1.1ha pa (low growth scenario of 0.9ha pa with allowance of 0.2ha per ha for roads etc) this would equate to demand for between **22.6ha and 33.9ha** over the next 20-30 years.

There is around 29ha of land available to the south and east of the Gisborne business park that has been identified as a future expansion area. Inclusion of this would bring the total land supply to 38.9ha, or 35 years of supply at a consumption of 1.1ha per annum.

The opportunity to adequately plan for future employment land provision seldom arises, and this land is considered to be the minimum and does not account for mitigating features such as broader landscape buffers and interface treatments to adjoining residential areas.

The development intentions are unknown for some of the vacant lots. They may be owned as investment properties or being 'land banked'. Council has no control over either of these situations.

Consultation with businesses undertaken as part of the research for the development plan has indicated that many struggle to locate suitable space when they are seeking to move or expand, with some required to move out of Gisborne or out of the shire to find suitable premises. It is considered that the opportunity for development of further industrial and commercial land will facilitate a wider range of suitable development sites becoming available.

### Action

- Update the draft structure plan to include revised land supply and demand figures and articulate objectives to protect and support the business and employment role of the Gisborne Business Park.

### 7.5.3 Business park impact on rural character and township entrances

| Submission number  |
|--|
| 68, 126, 132, 145, 150, 165.   |
| Note: the following summary includes reference to submissions made during the 2019 consultation on the draft Business Park Development Plan. |

There is valid concern raised that the expansion of the business park will result in a loss of rural character, in particular that:

- Views will be affected from Saunders Road towards the Macedon Ranges.
- The proposed commercial uses along Saunders Road are inappropriate for the setting.

Several submitters argue that the proposal is inconsistent with Council policy to protect the appearance of the semi-rural landscape at key township entrances (e.g. at Clause 21.13-1 and in the ODP).

There was some differing views among submitters regarding the status of Saunders Road, with some stating it is a 'major entrance' while others question whether it is significant enough to provide sufficient exposure for new retail businesses.

Discussion with objectors to the business park expansion raised that the proposed master plan in the draft structure plan did not adequately address concerns raised during the 2019 consultation and sought further revision of the layout.

#### Response

The potential impact of an expanded business park on the character of the township entrance is a key issue that needs to be addressed. The proposed expansion does constitute a change of land use from the current rural living character of this section of Saunders Road despite the strategic identification of this land use change for many years.

There is policy support in the Macedon Ranges Planning Scheme regarding rural character at township entrances, and there is also clear support for the expansion of the Business Park.

Saunders Road is noted in the ODP as a 'proposed high quality development interface', this is highlighted to ensure it is considered in the design response, not to discount the expansion of the Business Park altogether.

#### Macedon Ranges Industrial and Commercial Guidelines

Any future development within the proposed Commercial 2 Zone along Saunders Road will be required to comply with the [Macedon Ranges Industrial and Commercial Design Guidelines](#), which are an incorporated document in the Macedon Ranges Planning Scheme.

The guidelines note that sites located on main roads require careful design guidance to ensure that the proposed development does not diminish the sense of arrival into the town, and detrimentally alter the character of place. The elements that will need to be carefully considered include:

- Limiting the prominence of signage and advertising so that it is a recessive element in the streetscape and visual clutter is minimised.
- Retaining vegetation that is considered by the responsible authority to be an important element of the entry experience or main road character.
- Providing appropriate setbacks and landscaping that integrates with the adjoining public realm.
- Providing high quality built form, materials, colours and finishes that are compatible with the scale and character of built form in the industrial area and the township.

A revised master plan for the business park is provided at Figure 9 in the 2020 draft Structure Plan (p.27). This includes some changes to the master plan that was exhibited in the draft Business Park Development Plan to address some of the urban design issues raised during the 2019 consultation. These include:

- Removal of service road and car parking access from the Saunders Road frontage, and provision of access into the site from Barry Road and future boulevard connector to the east to preserve the integrity of a landscape buffer to Saunders Road.
- Rear lane service access within the Commercial 2 precinct to provide for storage, deliveries and parking to maintain the integrity and presentation of built form frontage to Saunders Road.
- Use of landscaping in setbacks, buffer strips and within car parking areas to provide a visual screen and maintain the tree-lined character of Saunders Road, including an additional 10m landscape buffer within property boundary at Saunders Road frontage.
- An increase in the built form setback from 50m to 60m from the property boundary (or 85m from the edge of the bitumen).
- Central service road to provide break in built form and facilitate views to the Macedon Ranges.

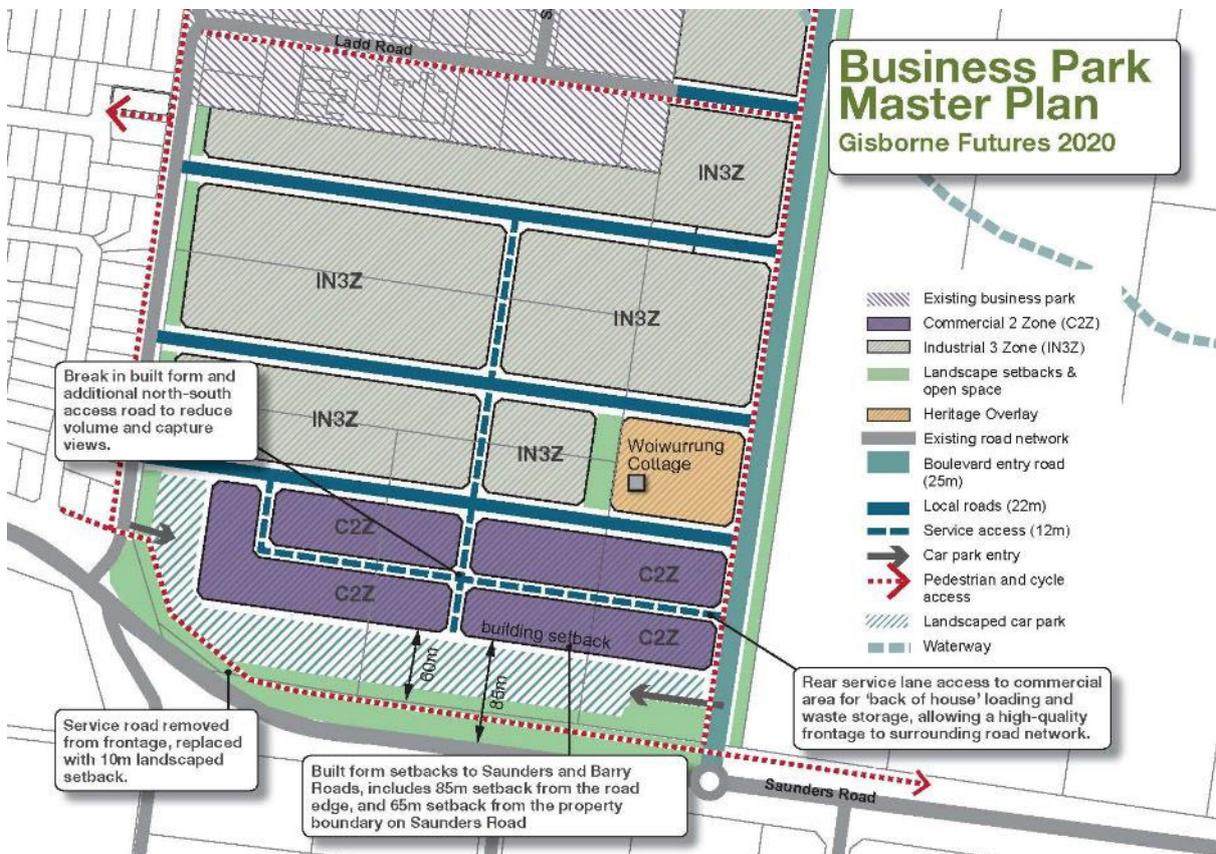
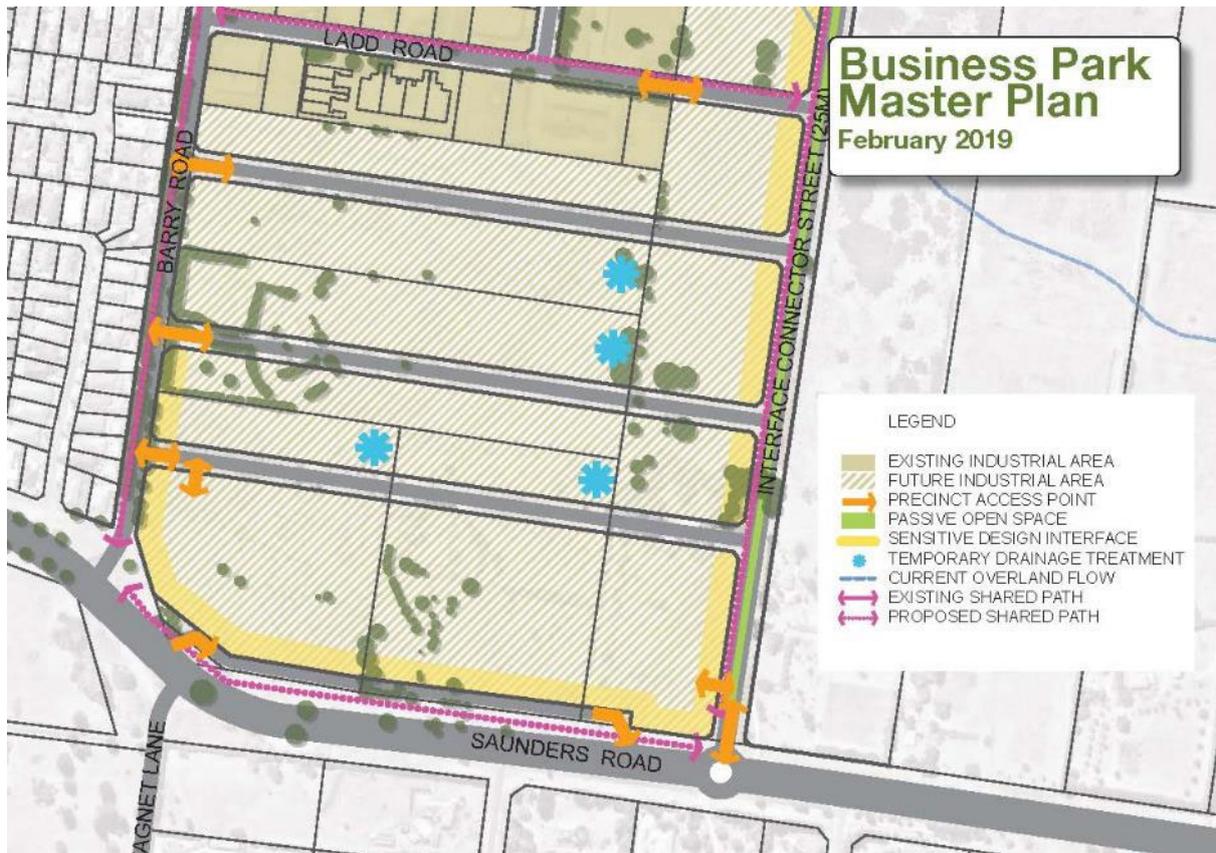
The Gisborne Futures project gives consideration to where Gisborne and New Gisborne's 'entrances' should commence on the landscape setting map at Figure 11 (p.35). More specific guidance could be provided regarding how these corridors should be treated in future to build on existing policy that they be 'protected'.

It is acknowledged that there is a potential conflict in that businesses that generally occupy Commercial 2 Zoned land prefer good exposure to passing traffic and employ large-scale business identification techniques that are visually intrusive. In addition to the work provided above, the draft Structure Plan proposed introduction of an action to prepare a Design and Development Overlay to control the built form outcome and manage visual impact issues along the Saunders Road frontage of the Business Park.

The layout and format of the business park, including the most appropriate zone to use and the location, will be explored through the re-draft of the structure plan.

#### **Action**

- Review Objective 16 related to entrances and gateways in the draft Structure Plan and consider if this section needs to be strengthened.
- Review layout of business park and residential development in Investigation Area 1 (refer also to Section 4.10) and if necessary, prepare a schedule to the Design and Development Overlay to apply to the proposed Commercial 2 Zone and/or investigate the extent to which built form or preferred land use outcomes may be enforced through a Development Plan Overlay.



## 7.5.4 Business park land use

Submitters in the 2019 consultation raised concerns regarding the land uses proposed as part of the expansion, including:

- The change from a rural living environment to employment-based uses.
- Concern regarding the impacts of a large area of industrial development.
- The proposal to include the Commercial 2 Zone (C2Z) along the Saunders Road frontage is not consistent with previously adopted plans for the site, which only refer to “future expansion of the New Gisborne Industrial Estate”.
- A view that residential development is acceptable in Gisborne/New Gisborne but commercial development is not.
- The impact of additional retail land in New Gisborne on existing businesses in the Gisborne town centre.
- Concern about what kinds of businesses may be permitted under the C2Z.
- A view that there is already sufficient land set aside for shops on Station Road.
- A view that Saunders Road is too minor to provide sufficient exposure for large-format retail businesses.

### Response

It is proposed that the industrial component of the expansion area be zoned Industrial 3 Zone (IN3Z) because it imposes stronger restrictions on the kinds of uses permitted, having greater regard to potential amenity impacts such as noise and odour. The purposes of the zone includes to:

*Provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required, and*

*To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

This zone is considered appropriate to the proposed location adjacent to residential areas, and provides a transition from the more intensive existing industrial uses to the north.

The ODP “specifically identified the expansion of the business park as an opportunity to provide a location for peripheral and bulky goods retailing.

The C2Z has been selected to attract businesses which can provide an ‘anchor’ for the other businesses in the business park, and to provide a more attractive built form interface to Saunders Road than what is generally delivered through industrial development.

There is currently no C2Z land in the Gisborne/New Gisborne township which can provide larger sites for businesses such as trade supplies, smaller-scale hardware and bulky goods (not standard retail). Given that this zone currently does not exist elsewhere in the township there is not considered to be a significant risk of this precinct drawing visitation away from the Gisborne town centre; the plan was prepared on the premise that these uses would be complementary to the existing offering.

The layout and format of the business park, including the most appropriate zone to use and the location, will be explored through the re-draft of the structure plan.

## 7.5.5 Business park amenity concerns

### Submission number

4, 5, 68, 110, 132.

Note: the following summary includes reference to submissions made during the 2019 consultation on the draft Business Park Development Plan.

A number of submitters living in close proximity to the proposed expansion area expressed concern regarding a number of possible amenity impacts as a result of the expansion of the business park, namely:

- The location next to residential is inappropriate (and consider other locations e.g. zoned land on Hamilton Road).
- Unattractive visual appearance (due to vacant sites being poorly maintained and/or the presentation of the industrial/commercial buildings proposed and associated signage).
- Noise during construction and operation, particularly from heavy vehicle movements.
- Dust and odour
- Light spill at night
- Increased crime and antisocial behaviour such as rubbish dumping, theft or “hoon” behaviour

### Response

Mitigating amenity impacts has been a key consideration in determining the design and layout of the business park (see also previous discussion on land use which discusses the proposed IN3Z zoning in relation to amenity). In terms of each of the issues raised above, the following responses are provided:

- Visual appearance: many of the matters discussed under Section 7.5.3 (Impacts on rural character and township entrances) above are similarly applicable here.
- Landscaping, setbacks, the perimeter road layout and palette of materials are all intended to soften the appearance of the expansion area from surrounding vantage points. In terms of site maintenance, Council has the ability to enforce the clean-up of sites through its Local Laws, Building and Planning Enforcement teams, depending on the issue.

- Noise, dust and odour can be addressed through permit conditions, particularly for sites in proximity to residential land. If a permit is required for use it is possible to limit hours of operation.
- Both the Industrial 3 Zone and Commercial 2 Zone include provisions restricting particular industrial and warehouse uses to a minimum distance from land in residential zones, for the purpose of avoiding these impacts.
- Light spill can also be addressed via the permit process; there may be the opportunity to specify consideration of this issue in the relevant provisions.

## 7.5.6 Business park movement network and traffic impacts

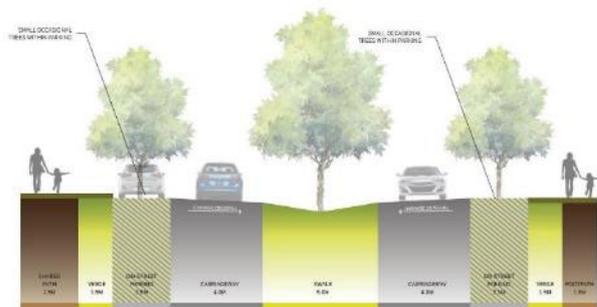
### Submission number

4, 5, 68, 81, 132.

**Note:** the following summary includes reference to submissions made during the 2019 consultation on the draft Business Park Development Plan.

Traffic and movement network impacts due to the proposed expansion was raised in three submissions. Concerns included:

- The impact of additional traffic generated by development on Saunders Road and Saunders / Station Road intersection, in particular increased heavy vehicle traffic, as well as cumulative impact of development including schools, new housing, sports precinct, aged care etc.
- Safety concerns, in particular with regard to pedestrian movements in the vicinity of the expansion area including unsafe road crossing points and needs of children walking to and from school bus stops. Submissions noted importance of wider pedestrian network in relation to the site, including pedestrian connections to Gisborne Station, Magnet Lane and Station Road.
- Sightlines and visibility from the Barry Road / Saunders Road intersection was also raised, as well as speed limits on Saunders Road and relationship to a number of accidents in that location.
- Regarding integration with south side of Saunders road, the placement of a new roundabout affects access to 120 Saunders Road, and concern regarding service vehicle movements on a realigned Magnet Lane.
- There was misunderstanding regarding proposed road network, in particular a concern that Barry Road will be inadequate to deal with traffic from expansion area (in fact an additional north-south road is proposed as well as a new connection from the business park to Payne Road). Several submitters were concerned that the connection of Payne Road to the Business Park would not proceed, and advocated strongly for this.



## Response

Further work has been undertaken to address some of the concerns raised in the Business Park Development Plan consultation (February 2019) and the broader influences of the Business Park expansion have been considered in the broader movement network modelling undertaken as part of the Gisborne Futures project.

It is acknowledged that traffic and heavy vehicle numbers will increase in line with expansion of the Business Park and future residential development of the area. These have been modelled to determine whether the increase is acceptable in terms of road capacity and what upgrades may be required. This investigation found that Saunders Road will continue to operate within the Austroads capacity for a single carriageway road with one lane in each direction. The upgrade of the Saunders Road/Station Road has since been complete.

Measures to address road safety along Saunders Road have been considered through the business park master plan development and also the wider Gisborne Futures Structure Planning project.

The draft Structure Plan document identifies “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” as a medium-term action (Section 13.1, p.44). Further concept work is required to consider what this will look like as part of a revised Business Park Development Plan.

With regards to the internal road network, Cardno believes that the existing and proposed street network hierarchy, layout and cross section design with associated speed limits provides adequate safety to cater for the expected traffic generation.

Informal discussions with RRV regarding a reduction in speed limits has indicated no preliminary concerns with this, however this will require formal referral as the Development Plan progresses.

## Action

- Further consideration of safe pedestrian access in the vicinity of the site is needed. The Cardno report suggests a potential crossing facility closer to Monaghan Road to cater for movements north-south across Saunders Road, this will require further conceptual development. The need for pedestrian crossings in this area should be reviewed in line with proposed residential development proposed in the Structure Plan to identify appropriate desire lines.
- Review of the proposed road layout changes and their impacts on Magnet Lane and 120 Saunders Road.
- Seek advice from Regional Roads Victoria regarding future speed limits on Saunders Road and when a reduction may be appropriate.
- Review relevant plans to show that existing and proposed roads are clearly indicated.

**NOTE:** This section refers to movement network concerns directly related to the proposed Business Park expansion area. Broader movement network concerns will be provided in response to movement and access submissions in Section 9.

## 7.5.7 Business park landscape and environment concerns

The following landscape and environment concerns related to the business park were identified in the 2019 consultation on the Draft Development Plan:

- Concern that drainage issues and flooding impacts would arise from increased paved surfaces.
- That the expansion of the business park will remove wildlife habitat and wildlife corridors
- That insufficient consideration has been given to biodiversity issues due to access being denied to some sites during the initial assessment.
- That the ephemeral waterway in the eastern part of the site has not been adequately considered.

### Response

The draft Development Plan considers drainage issues through individual or centralised stormwater retention (depending on whether the expansion proceeds site-by-site or as a whole by a single developer).

It is not considered that the expansion area provides for significant wildlife habitat. Much of the land is substantially degraded, with widespread weed infestation. It is also not considered desirable that these sites provide a 'corridor' function given the extent of development existing and likely to occur in the surrounding area.

The proposed DPO schedule requires that biodiversity assessment must be carried out for all sites (including those excluded from the initial assessment) prior to any development proceeding.

**NOTE:** This section refers to environment and landscape concerns directly related to the proposed Business Park expansion area. Broader environment and landscape concerns will be provided in response to landscape and environment submissions in Section 8 as follows.

## 8 Landscape and environment

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A high number of submissions mentioned the landscape and environment. This highlights how much the community values their surroundings and the setting of the town.

Three submissions were highly supportive of the landscape and environment conservation and township character principles in the plans, and 16 submissions mentioned the importance of semi-rural character, landscape, biodiversity and environmental features of the town, and/or expressed concern regarding loss of trees, landscape quality and culturally significant environments in conjunction with township growth.

**Nine submissions request greater protection for the Jacksons Creek escarpment, Magnet Hill and Rossllynne Reservoir environs, with two specifically citing protection from development such has occurred in the Wallaby Run area.**

### **Environmental Impacts of Western Link Road**

A number of submissions directly made in regards to the Western Link Road included commentary on the environmental impacts of the concept. These have been discussed and responded to in discussion on the Western Link Road in Section 9.3.

### **Landscape and environment – key themes**

The following key themes have been raised in relation to landscape and environment:

- Environmental risks – climate change, flooding, fire
- Environmental values, biodiversity and habitat, waterways
- Trees and vegetation
- Township entrances and edges
- Landscape, views and vistas
- Parks and open space
- Wildlife.

## 8.1 Environmental risks – climate change, flooding, fire

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### Submission number

1, 65, 67, 82, 88, 137, 145, 150, 152, 165, 205.

### 8.1.1 Climate change and sustainable design

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Two submissions were made in support of sustainable design policies while seven do not believe that the plans address climate change impacts, mitigation or environmental protection adequately.

#### Response

Climate change, sustainable design and protection of the environment are considerations that underpin many of the planning policies and direction that is provided broadly in the plans. Climate change is discussed in the Background and Technical Analysis report in Section 12 (from page 28). This includes alternative energy sources and production, integrated water management, encouraging an active, healthy township with good walking and cycling infrastructure and shops and services in locations that reduce reliance on private vehicles, 'living local' principles providing employment close to where people live, providing trees, open spaces and waterways for landscape, shade and habitat and so on. These principles are filtered throughout the objectives, strategies and actions contained within the different themes in the plans.

It is acknowledged that climate change considerations can be discussed more explicitly in the plans. A section on climate change as an overarching principle can be included in the revised draft Structure Plan, drawing from and expanding the content provided in the Background and Technical Analysis report, as well as drawing on more recent updates such as Council's declaration of a climate emergency, participation in the sustainable subdivisions framework trial etc.

#### Action

- Include a section on climate change as an overarching principle in the revised draft Structure Plan, drawing from and expanding the content provided in the Background and Technical Analysis report.

## 8.1.2 Bushfire

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Six written submissions raised that bushfire risk and mitigation has not been considered adequately in the plans, nor had it been considered as a criteria for growth planning

### Response

Bushfire is recognised as a risk when considering future township growth, and is one of the criteria that directs development to the north and away from the forested edges of town to the south. Council met with the CFA and received verbal agreement that the areas around New Gisborne would be preferred from a fire risk perspective.

While a full bushfire risk assessment was not included in the brief for the project, it is acknowledged that the project would benefit from having a greater focus on bushfire as part of the criteria for growth area planning and in response to some of the proposed design response such as inclusion of landscape buffers at township entrances.

DELWP released design guidelines for “Settlement Planning at the Bushfire Interface” in July 2020 and the project would also benefit from reference to these in conjunction with the bushfire risk assessment. It is expected that further risk analysis and mitigation will occur at a detailed level at the Precinct Structure Planning phase of growth area development.

### Action

- Prepare a bushfire risk assessment of Gisborne to better understand and respond to bushfire hazards. Include reference and response to DELWP’s guidelines on settlement planning at the bushfire interface.

### 8.1.3 Flood

Three submissions have raised that flooding has not been considered as a risk in the plans, with one raising concern with the impacts of flood at the Macedon House site.

#### Response

Whether or not land is subject to environmental constraints such as flooding, environmental sensitivity (water catchments, areas of high biodiversity value) or other overlays was part of the criteria for locating future development.

Areas at risk of flooding are identified in Melbourne Water's 1-in-100year flood mapping illustrated in the Background and Technical Analysis report on page 41 as 'flood prone land'. This mapping will inform an appropriate flooding provisions with future work to determine this to be undertaken by Melbourne Water in partnership with Macedon Ranges Shire Council.

Any application for development will be required to provide a site-specific design response to flood risks to determine if development is appropriate or if risks can be managed. The Guidelines for Development in Flood Affected Areas (DELWP, 2019) provide an assessment framework and method to assist decisions on development in flood affected areas.

The Macedon House site referred to in Submission 165 is partially covered by the mapping of areas prone to flooding and will be assessed in detail as part of any application. No other areas nominated for residential development have been identified as being at risk of flooding in the latest version of this mapping.

Melbourne Water Drainage Schemes are used to plan infrastructure for new developments, and are coordinated by multiple landowners/development applicants. Drainage schemes determine what financial contributions are required to fund drainage and stormwater quality treatment works. The need for a drainage scheme is usually based on the size of the proposed catchment.

Discussions with Melbourne Water have indicated that there are no known drainage or servicing issues apparent in the nominated growth areas. A detailed analysis of the need for a future drainage scheme would be included in the design investigation as part of the Precinct Structure Planning process under the Urban Growth Zone.

#### Action

- Include greater detail on the criteria used to determine residential expansion areas, including visual landscape qualities, environmental values (biodiversity/habitat) and environmental risks (flooding, fire).
- Include an action to work with Melbourne Water to translate current flood mapping work into planning provisions for flood-prone areas.

## 8.2 Environmental values

### Submission number

13, 39, 40, 41, 133, 143, 145, 150, 151, 152, 160, 168, 177, 183, 188, 194, 203, 205.

### 8.2.1 Biodiversity and habitat

A number of submissions are concerned with loss of trees, vegetation and biodiversity values in new growth areas. Some state that no further development should occur on land that is currently not developed because of the impacts that this will have on the environment while others seek more evidence of consideration given to environmental values in planning.

#### Response

Gisborne and surrounds holds a high diversity of ecological values from communities, Ecological Vegetation Classes (EVC's) to individual species. Council's Biodiversity Strategy (2018) identifies a number of species and communities listed under the Federal *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and the State *Flora and Fauna Guarantee Act 1988* (FFG Act) notably in the areas of Gisborne Marshlands Reserve, UL Daly Reserve and Mount Gisborne. Although these areas are of highest quality, connectivity throughout the landscape through vegetated roadsides and creek lines supports connected biodiversity corridors through the urbanised landscape and are considered critical to maintain biodiversity within the broader area.

An assessment of environmentally sensitive areas including those set aside for conservation was undertaken during the options analysis for township expansion. This used state-based datasets (NatureKit) and existing known values to identify locations with the highest-biodiversity values to be protected, and to identify areas with lower biodiversity values for potential development.

Land nominated for township expansion is currently zoned for rural living and since European occupation has largely been used for agricultural and rural lifestyle purposes. The land is generally pasture that has been largely cleared, planted with exotics and heavily modified in conjunction with semi-rural residential occupation.

There are some isolated clumps of native vegetation and remnant paddock trees, and weed infestation is prevalent in a number of areas.

Known environmental values are managed through the planning scheme via zones (Rural Conservation Zone, Public Conservation and Resource Zone) and overlays (Vegetation Protection Overlay, Environmental Significance Overlay). Further detail on Council's role and commitment to the protection of biodiversity values is found in the Macedon Ranges Biodiversity Strategy (2018).

No development is proposed on land identified as having high quality native vegetation, environmental overlays, and land zoned for rural conservation purposes has been largely avoided.

The Structure Plan has considered the location and extent of native vegetation and environmental values at a high level. It is proposed to rezone areas for residential expansion to Urban Growth Zone which requires the preparation of a Precinct Structure Plan (PSP) and a Native Vegetation Precinct Plan (NVPP). An NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct (Preparing a Native Vegetation Precinct Plan, DELWP 2017).

## 8.2.2 Waterways

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Ten submissions request greater protection of creeks and waterways, including the Marshlands Reserve, and some included specific requests for Council to acquire land adjacent to creek corridors to provide open space and wildlife corridors with recreational access.

### Response

The Gisborne Futures plans identify major creeks and waterways to be protected through new development, as identified on Figure 12, page 39 of the draft Structure Plan, and relevant strategies and actions are found on page 38.

The [Macedon Ranges Biodiversity Strategy](#) (2018) seeks to ensure the transfer of waterway corridors and appropriate buffer areas to public ownership and management as a part of new subdivisions (p. 48), and this is reinforced through the Structure Plan on page 38:

*Transfer waterway corridors and associated buffer areas to public ownership and management as a part of new subdivisions.*

Requests have been made through submissions for varying distances of acquisition, and this would need to be assessed on a site-by-site basis with distances dependent on the conservation and landscape values attributed to the site, access and topography and on advice from other authorities involved in waterway management such as Melbourne Water.

### 8.2.3 Gisborne Marshlands Reserve

In response to concerns on the impacts of development of the Gisborne Marshlands Reserve, a future Precinct Structure Plan would require detailed environmental impact and design response that considers the environmental sensitivity of the reserve, building on the work already complete as part of the existing [Environmental Management Plan](#).

The Wurundjeri Cultural Heritage Report has identified the marshlands perimeter as an area of likely cultural sensitivity. Any development at 141 Ferrier Road (Cathlaw Estate) would need to be cognisant of this, and a 200m buffer has been nominated in the plans with an action to engage with Aboriginal Affairs Victoria to extend the area of cultural sensitivity around the perimeter of the marshlands.

The impacts to the reserve as a result of development could either see an increase in water flow and change to hydrology and/or water quality as a result of additional run-off from development, or diversion of existing overland flow into the marshlands. These impacts can be managed through environmental engineering and water sensitive urban design measures to ensure that impacts will be the same post-development as they are currently. Council acknowledges that increased hard surfaces, run off, chemical pests/ pets will all need to be managed carefully given the national significance of the habitat under the EPBC Act.

#### Action

- Include mapping of biodiversity values in the background report and reference in the Structure Plan where appropriate.

### 8.2.4 Trees and vegetation

#### Submission number

2, 13, 15, 22, 34, 36, 38, 63, 81, 117, 132, 133, 137, 143, 145, 152, 168, 173, 177, 188.

Nine submissions would like greater certainty on the protection and retention of significant trees, including native trees, and an increase of canopy cover within the town and in new developments. Cultural heritage, aesthetics, climate change mitigation and habitat were highlighted as values attributed to the trees

Submitters would like to see greater surety that sufficient space would be provided in new residential areas for substantial trees and suggested inclusions such as suggesting larger lot sizes, wide road reserves, mandated landscape controls with preference for native/indigenous planting schemes in new developments.

#### Response

The Gisborne Futures plans acknowledge that trees and vegetation play a significant role in the overall character of Gisborne and contribute to the amenity of local neighbourhoods, open spaces and landscapes. They feature in views and gateways and have biodiversity, habitat and recreational values.

Early plantings of oaks and elms line the streets and have been reinforced through consistent planting themes as the town has grown. These have been retained and enhanced over the years, and some succession planting has occurred to ensure this character is continued.

## Trees on public land, road reserves and open spaces

Significant old trees are present in the parks and gardens within the township, and 'bush boulevards' are created through retention of remnant roadside vegetation on roads to the south. Some streets are defined with substantial street trees while others lack planting, or opportunities for planting have been lost through incremental indentation of car parking. There are many opportunities to make improvements to the appearance and amenity of streetscapes by introducing new street tree planting, and to strengthen landscape definition through future projects within the town centre and road corridors.

Council has a Street and Park Tree Management Policy (adopted June 2022) that recognises the heritage, conversation and amenity value of trees, and applies to all planted trees on public land within townships of the Macedon Ranges. This includes all trees on nature strips and in all parks and recreation reserves. Council is also currently (as of July 2022) developing supporting documents - Street and Park Tree Management Plan and Preferred Species List.

Remnant native vegetation on roadsides is to be managed in accordance with Council's Roadside

## Trees and vegetation on private property

Council encourages private developments to contribute to the character and environment of the local area through the retention of mature trees (native and exotic) on site, however is limited in what it can enforce in the absence of a significant tree register or supporting planning policy. There is an opportunity to strengthen the importance of large trees to the character and environment of Gisborne through more detailed planning controls, such as implementation of a Vegetation Protection Overlay (VPO). The work required to prepare this is beyond the scope of the Structure Plan however is included as an implementation action for the plan.

Native vegetation including includes trees, shrubs, herbs and grasses that are local to Victoria and Australia have a somewhat greater level of protection through Clause 52.17 of the planning scheme which requires a permit for removal, however this is only triggered on lots over 4000m<sup>2</sup>.

Any future development of larger lots will require preparation of a flora and fauna assessment and, where necessary, an arboriculture assessment, which identifies existing vegetation (including grasses), fauna and natural drainage lines required to be protected and enhanced through subdivision design.

Conservation Management Plan which is currently being prepared (as of April 2021).

Any application for tree removal as part of a new development is to be accompanied by an arborist's report that includes a tree assessment, identifying the species, height and canopy cover of existing trees on the site and appropriate protection areas for trees being retained. Where tree removal cannot be reasonably avoided, Council's Tree Management Policy requires that a replacement tree be provided, and an amenity value be paid.

One submission requested the undergrounding of powerlines to protect trees. Undergrounding of power lines and reticulated services is a requirement of new subdivisions, and usually occurs as part of road and streetscape upgrades when the opportunity arises. The Gisborne Futures re-draft can consider an appropriate width of streets that is required to support establishment of street trees and accommodation of underground services.

The assessment must include appropriate management recommendations in accordance with Victoria's Native Vegetation Management Framework and an offset plan showing appropriate offsets to compensate for the removal of native vegetation associated with the proposed development.

Residential zone schedules and neighbourhood character policy can provide the built form, siting and landscape requirements that enable the space for introduction and retention of canopy trees.

## Planting Schedules

Submissions have requested a VPO or similar planning scheme mechanism to control species selection in new estates, or to 'mandate' a preferred planting schedule comprised of locally indigenous vegetation.

The Vegetation Protection Overlay (VPO) is primarily a tool that identifies existing significant vegetation and triggers the need for a permit to remove it rather than an application to enforce a specific vegetation outcome.

There is potential for the development approvals process to be used to influence or encourage plant species selection. Council's Biodiversity Strategy (2018) contains a section on Urban Biodiversity which includes the following actions:

*In partnership with Council's Operations Department, develop landscaping guidelines that encourage locally native plants to be used in public spaces, as street trees and in new developments where appropriate:*

*Support residents to preserve and plant locally native vegetation as much as possible and consider implementing an urban biodiversity program such as "Gardens for Wildlife".*

Planting schedules and landscape plans that outline a preferred future landscape direction may be negotiated with an applicant or requested as a condition of permit. These would need to be established through a landscape concept at PSP/permit application stage.

Planting schemes may be encouraged by Council through landscape permit conditions and/or the preparation of design guidelines that form an agreement or restriction on title between the developer and landowner. The planning scheme is limited in mechanism to enforce these, and cannot prohibit planting of exotic species.

An action to encourage a palette of indigenous or native species to enhance biodiversity in new estates may be included at Objective 21 of the Structure Plan. This could be further refined at the Precinct Structure Plan/permit approvals stage.

### Action

- Review street cross-sections to ensure that there is adequate space to accommodate trees and undergrounding of services.

## 8.3 Township edges and entrances

### Submission number

22, 64, 117, 134, 142, 165.

The transition from open rural landscape to town is the space where built form and design controls have the most visual impact. Views from the freeway and entrances are particularly vulnerable as these receive the highest volume of viewers, and create the 'first impression' of the township as a transition and contrast from the rural landscape. Loss of open, rural landscape views from the freeway is a concern that was raised in a number of submissions from the community.

### Response

The sensitivity of township edges and entrances is recognised in the Gisborne Futures Plans at a township scale through the Structure Plan, as a principle underlying town centre urban design direction in the UDF. The Structure Plan nominates landscape buffers and provision of large lots at the edges of development to maintain a semi-rural character as viewed from entrance roads.

The impact of development on the freeway environment is addressed in the Structure Plan at Objective 17 through a strategy to protect edges and entrances from the visual impact of development on page 36:

*Support sound attenuation that uses landscape mounding and vegetation rather than sound walling.*

This is further considered through application of 'landscape buffers' to entrance roads and edges of new development areas. The plans could benefit from diagrams or concept drawings to illustrate the intent of sound walling and landscaped buffers.

One submission has requested improved landscaping and presentation of township entrances. This is partially addressed as an action at Objective 17 in the Structure Plan (p.36):

*Reinforce town centre entry points and key intersections with high quality built form and landscape treatment that provides a clear signal of entry.*

Actions for improved landscaping and welcoming township signage at key entry points could be more specifically detailed in the UDF.

### Business Park

Creating an appropriate edge to the Business Park in either an industrial or commercial context is raised through existing policies/strategies and the technical work that underpins them including the ODP. The 2020 Gisborne Futures plan proposes a Design and Development Overlay on the frontage to the business park to provide future application guidance and policy direction to ensure future development delivers on the identified 'sensitive interface'. Further response to this is found in the economic and employment analysis, business park response in Section 7.5 (note that the layout of the business park is subject to further review).

### Action

- Provide diagrams, sections or illustrations of the 'landscape buffers' and preferences for sound attenuation and a built form/urban design response along freeway interfaces in revised Structure Plan.
- Include an action to consider improved landscaping and welcoming township signage at key entry points in the Urban Design Framework.
- Strengthen discussion and design response to township entrances and gateways in the plans.
- Include Melton Road and Bacchus Marsh approaches as key gateways on Figure 11, p.35 in the structure plan

## 8.4 Landscape, views and vistas

### Submission number

22, 117, 132, 139, 143, 151, 152, 163, 165, 168, 173, 177, 188, 199, 205.

The value that the community places on Gisborne's landscape setting, views and vistas to unique landscape features that contribute to the semi-rural character of the town is reinforced through many of the submissions that have been received.

Submissions are concerned that development such as has occurred in the Wallaby Run area will be repeated in other areas including Magnet Hill and the remainder of the Jacksons Creek escarpment.

A number of submissions raise concern with Viewline 2 in the Structure Plan (Section 12.2 of the Structure Plan) and submit that it does not capture Magnet Hill, suggests moving viewpoint to capture view over Marshlands Reserve to Mount Macedon to the north.

### Response

Recognition and values of Gisborne's landscape features is acknowledged throughout the plans.

Magnet Hill is identified in the plans as a significant landscape feature with cultural heritage values. No changes are proposed for Magnet Hill in the Gisborne Future plans. Planning Scheme Amendment C126 recently rezoned public land on Magnet Hill from Rural Living Zone to Public Conservation and Resource Zone. The remainder of the hill will remain in Rural Living Zone, with no further subdivision opportunities. There is an existing Significant Landscape Overlay (SLO) on Magnet Hill and a revised schedule to the SLO is proposed through the adopted Macedon Ranges Landscape Assessment Study which further outlines the significance of Magnet Hill for protection through the planning scheme.

The Structure Plan includes an objective to protect visually sensitive landscapes, views and vistas from development that will compromise their quality and influence on the semi-rural character of Gisborne, and includes an action to assess the Jacksons Creek corridor for potential application of the SLO (page 36).

Viewline 2 depicts the view of Magnet Hill available from the Calder Freeway, which also features the marshland partially in the view-plane, and is correctly located to capture Magnet Hill as a gateway landscape feature Gisborne. The view to the north towards Mount Macedon is recognised as a significant view in the Macedon Ranges Landscape Assessment Study and can also be included in the plans.

### Action

- Include an additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon.
- Include the Macedon Ranges as a key landscape feature significant to Gisborne in Section 12.1 of the Structure Plan (p.34).
- Review content of the plans to strengthen recognition of Gisborne's location in a Distinctive Area and Landscape.

## 8.5 Parks and open space

### Submission number

53, 82, 132, 133, 134, 142, 173, 205.

One submission is concerned that the plans lack 'green space' while another seeks the open space contribution for new developments to be set at 20%. Suggestions for upgrades and facilities to parks were made in a number of submissions. One submission queried the netball courts on Hamilton Road being marked as open space'.

DELWP have submitted that the structure plan needs to explain the amount and what type of existing open space is available in Gisborne and what parks and open space are required to meet the population needs of Gisborne to 2050.

### Response

The planning scheme requires that future open space is delivered as part of new developments either as land or cash contribution, depending on the size of development, proximity to existing open space and demand for new open space.

Open space contributions as part of new developments are set at 5% in the planning scheme above and beyond any other land encumbered for environmental purposes such as drainage or conservation. A revised Open Space Strategy can review and if necessary vary the rate set by the planning scheme however the detailed analysis required to set this rate is beyond the scope of a Structure Plan. Direction for open space is provided in the Structure Plan on page 40:

*Ensure adequate land, landscaping and facilities are provided for new open space areas as part of new development.*

Future open spaces are to be detailed at a Precinct Structure Plan or Development Plan stage of development. Open space connectivity is to be considered in-line with areas that are encumbered by water management and areas reserved for conservation.

•

The Structure Plan also highlights the need for an updated Open Space Strategy to provide more detailed direction on the demand and delivery requirements for new open space, including facilities such as skate parks, playgrounds etc to be provided within them. This project is underway as of July 2022.

The netball courts on Hamilton Road are zone Public Park and Recreation Zone and considered as active open space. This space should be recognised as part of the future Regional Sports Precinct in the plans.

### Action

- Include netball courts on Hamilton Road as part of the future Regional Sports Precinct.

## 8.6 Wildlife

### Submission number

18, 22, 117, 132, 139, 143, 151, 152, 163, 165, 168, 173, 177, 188, 199, 205.

Numerous submissions are concerned with the impacts of development on wildlife, and the lack of recognition of this in the plans. Suggestions include wildlife infrastructure and habitat corridors, reducing speed limits and other strategies designed to minimise impacts on habitat and movement for native fauna.

### Response

The Structure Plan includes broad direction to protect and enhance waterways, roadsides and connected areas of open space as wildlife corridors. The plans would benefit from more background work and research into known habitats and consider these at a high-level in the criteria for township expansion.

Detailed management of wildlife is beyond the scope of a structure plan, however any future development will require preparation of a flora and fauna assessment that identifies existing vegetation, fauna and natural drainage lines to be protected and enhanced in the subdivision design.

Management recommendations must address how identified fauna will be protected or managed including consideration of the need for wildlife corridors and fencing controls. It may be appropriate to set speed limits or erect signage to alert motorists of fauna passage across or onto roads, particularly adjacent to conservation reserves and at wildlife corridors. These measures can be included as part of a Conservation Management Plan or similar to be required as part of any development application.

### Action

- Prepare analysis and mapping of known wildlife habitats and include objectives, strategies and/or actions in the Structure Plan that specifically address these.

## 9 Movement and transport

How people move around, walking cycling and driving, was the subject of many submission and survey comments. Movement and access is addressed broadly at a township scale through the Structure Plan and at a more detailed streetscape level in the Urban Design Framework.

Many submissions broadly opposed to township growth cited concerns with increased traffic congestion and a lack of infrastructure in general.

The key themes related to movement and transport raised in submissions are:

- Road infrastructure and traffic (trucks, congestion, infrastructure design)
- Duplication of Station Road
- Western Link Road
- Walking and cycling
- Public Transport.

### 9.1 Road Infrastructure and traffic

| Submission number   |
|---|
| 9, 23, 45, 57, 64, 67, 68, 74, 81, 88, 93, 105, 108, 110, 111, 120, 126, 129, 132, 139, 148, 150, 169, 170, 174, 179, 201, 205. |

A number of submissions opposed general township growth raising concerns that the township should not grow further due to traffic and congestion issues.

Submissions made general reference to lack of infrastructure and road/intersection capacity to support township growth, and there were over ten requests for upgrades at various locations.

#### Background to the traffic study

In 2013 VicRoads, now Department of Transport (DOT) which includes Regional Roads Victoria (RRV), prepared a concept plan for duplication of Station Road/Aitken Street between Hamilton Street and Saunders Road to address concerns with the future capacity of Station Road.

Council gave in-principle support for the concept design at its Ordinary Council Meeting on 18 December 2013.

The current adopted *Gisborne Movement Network Study* (GMNS) was completed in 2016 and included a suite of recommendations for improvements to Gisborne's road and movement network, including the duplication of Station Road and the potential need for a bypass.

At the 22 February 2017 Ordinary Council Meeting the GMNS 2016 was considered and Council resolved to withdraw its in principle support given at the Council Meeting dated 18 December 2013, for the Station Road, Gisborne duplication concept design, and requested that further consultation be undertaken by VicRoads with the community, for the development of alternative options to this proposal.

In 2018 when the Gisborne Futures project commenced, Council and RRV commissioned a detailed traffic model to test a number of options to determine what potential infrastructure projects could deliver the most benefit to the township. This tested duplication of Station Road, an Eastern Bypass and a Western Bypass.

The duplication of Station Road provided significant additional capacity on that link however it also significantly increased traffic volumes south of Robertson Street in the town centre.

The option to provide a Western Link Road provided the greatest benefit across the road network, with a significant reduction in traffic volumes on most key links, bringing them all to within theoretical capacity with the exception of Station Road between the freeway and Robertson Street.

The Cardno *Traffic and Transport Recommendations Report* (2020) prepared for the Gisborne Futures project notes that intersection improvements along Station Road should bring the performance of the road to an acceptable level. There is a significant reduction in the number of heavy vehicles on all strategic links through the town centre with the provision of a Western Link Road.

The Gisborne Futures “Emerging Ideas” Phase 2 Consultation included a bypass as an idea. There were around 30 comments in the survey that supported the idea of removing truck through-traffic from the town centre, while one comment did not agree with a bypass potentially cutting through farming land.

The Gisborne Futures Structure Plan did for the first time show a conceptual alignment for the Western Link Road. The conceptual alignment is not a precise location and was placed on the plan to indicate that it may be necessary to plan for a connection through the ‘Barro Land’ at 89 Ross Watt Road. It was also included to be transparent about the investigation, and to get a feel from the community about whether this is something to pursue.

A Development Plan application was lodged for the 89 Ross Watt Road site in December 2021 and is currently under assessment (as of May 2022). The concept for a bypass to the immediate west of town across the 89 Ross Watt Road site is becoming increasingly harder to achieve as Council is required to assess the proposed development plan under the current planning controls. The impacts on the landscape character conflicts with current policy to protect the Jacksons Creek escarpment, among other concerns, and further work is required to explore alternatives.

In an initial submission to the Gisborne Futures project (2020) RRV/DOT expressed a preference for the duplication Station Road and questioned some of the assumptions and outputs of the traffic modelling exercise.

Council and the community have concerns about the impacts of duplication on the boulevard character of the road, loss of significant street trees, amenity impacts of trucks in the town centre and significant increase in traffic on local streets.

A second submission to the Gisborne Futures project from DOT acknowledges that further conversations surrounding the investigation and development of options is needed and will continue to partner with Council on this matter.

### **Action**

- Continue discussions with DoT and seek to resolve the issues regarding the future operation of Gisborne’s road network.

## 9.1.1 Traffic congestion

A number of submissions opposed general township growth raising concerns that the township should not grow further due to traffic and congestion issues.

There was doubt that the current infrastructure has capacity, or that sufficient future infrastructure will be delivered to support an increase in traffic volumes. There were over ten requests for upgrades at various locations.

### SIDRA intersection modelling

The peak times for traffic and congestion on the roads in Gisborne is experienced during school drop-off and pick-up times and commuter travel times, particularly along Aitken Street and Station Road with vehicles queuing at roundabouts during peak periods.

SIDRA is software used for the design and evaluation of single intersections and networks of intersections. It tests potential traffic queue lengths on approach to intersections, and the 'degree of saturation' which analyses the demand of an intersection against its capacity. These are measured against standard benchmarks, and the method is endorsed by AustRoads which sets the standard for road infrastructure in Australia. The SIDRA modelling undertaken for Gisborne has shown that while there is queuing and congestion at key intersections during peak times, traffic flows and the general network is still operating within capacity.

Traffic surveys from 2018 indicate that all roads on the Gisborne network are operating within theoretical capacity, with the exception of Station Road (between Robertson Street and the Calder Freeway) which is slightly over capacity and does experience notable congestion at peak times. Anecdotally, on days when schools are closed congestion is vastly reduced from the average day which indicates how much can be attributed to the 'school rush'.

Broader considerations such as the opening of Willowbank Primary School and decentralisation of the town centre by providing activity centres in New Gisborne and on Willowbank Road were not factored into the SIDRA analysis. It is anticipated that these will further disperse traffic and minimise contribution to pressure on the town centre during peak times.

Key intersections listed in Table 3 overleaf were tested through SIDRA. The tests included the Reference Case scenario that combines existing conditions with background traffic growth supplied by the VITM model and the influence of confirmed and proposed road infrastructure upgrades, and also tested the impacts of the Western Link Road.

The Structure Plan and UDF include key intersection and road upgrades that have been identified to support future township growth. The detail to support these is provided in the *Cardno Traffic and Transport Recommendations Report* (July 2020).

#### Action

- Include summary discussion on the findings of the traffic modelling exercise, including road and intersection capacity outputs, in the Structure Plan.

**Table 3: SIDRA Intersection Analysis**

|  |  |
|--|--|
| <b>Station Road / Ferrier Road</b>                     | With planned signalisation the intersection is shown to operate within capacity under all network scenarios.   |
| <b>Station Road / Saunders Road</b>                    | Following upgrades currently under construction the intersection is shown to operate within capacity under all network scenarios.  |
| <b>Station Road / Aitken Street / Robertson Street</b> | It is proposed to upgrade this intersection to signals, including pedestrian facilities. With these upgrades the intersection is shown to operate within capacity under all network scenarios.   |
| <b>Aitken Street / Hamilton Street</b>                 | This intersection will require an upgrade (currently unplanned), subject to future detailed analysis and design when capacity of the existing intersection layout has been reached to address the spatial constraints, pedestrian and cyclist safety and connectivity, and amenity.  |
| <b>Aitken Street / Melton Road</b>                     | <p>The existing roundabout configuration will continue to support increased traffic levels during the peak periods in both 2031 and 2046 should the western link road be constructed in future.</p> <p>Should the western link road not be constructed, the southern Aitken Street arm does exceed capacity, with significant delays and queues. Should the western link road not be constructed, local widening on the approaches to the roundabout may be considered to increase the capacity.</p> |
| <b>Bacchus Marsh Road / Hamilton-street.</b>           | The existing intersection configuration continues to support the future traffic levels   |

### 9.1.2 Truck traffic

Trucks using arterial roads and the heavy freight route that connects the Western Freeway to the Calder via Gisborne are impacting on the amenity and safety of the town centre.

A number of submissions have suggested closure of Aitken Street to truck traffic, or have suggested alternative truck routes such as Couangalt Road or Hobbs Road,

The Gisborne Futures plan considered all vehicle movements, including heavy vehicle movements, in the traffic modelling exercise. The modelling shows that regular vehicles will have just as much impact on the capacity of the road network as heavy vehicles. Diverting truck traffic will improve amenity however it will not resolve future road capacity issues.

The Gisborne Futures plans have tested a number of scenarios for improving the capacity of the road network including a potential Western Bypass, an Eastern Bypass and duplication of Station Road. Of these, the concept of a Western Link Road delivered the most benefit to the road network overall, and has the added benefit of removing through truck traffic from the town centre.

The Western Link Road is discussed further in Section 9.3 and the duplication of Station Road is discussed in Section

Duplication of Station Road

### 9.1.3 Infrastructure design

A number of submissions raised concerns with safety and traffic speeds in various locations, and there were three requests for lighting upgrades.

Two submissions do not support traffic lights, signalised pedestrian crossings or intersection upgrades as these are considered contrary to 'village' character.

#### Response

Response to specific locations is addressed through the individual summaries.

Lighting is mentioned in the Urban Design Framework on page 25 with the recommendation:

*To enhance the night-time environment Council should consider undertaking a lighting assessment and preparing a Lighting Strategy for the centre. Priority should be given to improving pedestrian walking routes to key destinations.*

This can be expanded in the next iteration of the plans to consider streets and key locations outside the town centre.

The 'village' character of Gisborne is defined through a number of elements explored through the urban design framework, including a compact, walkable town centre, fine-grain pattern of development, park-setting, mature trees lining the streets, outward views to landscape features and so on. Intersection and infrastructure upgrades will change the physical appearance of an area, however they also present opportunities for improving the aesthetic qualities of the streetscape. There are principles in the plans in place to ensure that infrastructure is designed to respond to the values and qualities of Gisborne, including retention of trees. The Urban Design Framework can include guidelines, precedents and material palettes to tie them into the existing and preferred streetscape character of the town centre

Gisborne is nominated as a regional centre in local and state planning policy and it is necessary to ensure appropriate infrastructure is in place to support the town. Roundabouts do allow for continuous traffic flow however when they reach capacity the next step is often signalisation. Signals provide opportunities for pedestrians to safely cross, and provide breaks in the traffic flow which allows movement at uncontrolled intersections.

There are a number of planned intersection upgrades including road widening and traffic lights at the intersection of Station Road and Saunders Road (under construction), the intersection of Robertson Street and Station Road is identified for signalisation and developer contributions are being collected for an upgrade of the Ferrier Road to the north. The need for these intersection upgrades has been identified in studies and work undertaken prior to Gisborne Futures, and has been carried forward into the project.

#### Action

- Include an action to review public lighting at key locations outside the town centre to enhance safety and movement at night.
- Prepare guidelines for infrastructure upgrades and streetscape treatments to be integrated into the Urban Design Framework.
- Review movement infrastructure requirements and principles to support the existing and growing community.

## 9.2 Walking and cycling

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### Submission number

8, 11, 13, 30, 34, 51, 53, 67, 105, 114, 120, 142, 146, 154, 160, 186, 199, 205.

Numerous submissions were made in support of improvements to the walking and cycling network, while others would like to see an increased emphasis on walking and cycling as alternatives to private vehicles. Two submissions raised that encouraging walking and cycling alternatives to driving was not viable due to topography and often inclement weather.

There were requests for additional footpaths in various locations, and two submissions that raised the need for a pedestrian crossing near the intersection of Cherry Lane so that children could safely access the school bus.

### Response

Support for proposed walking and cycling improvements is acknowledged.

Council has a [Cycling and Walking Strategy](#) (2014) that provides guidance on the type and location of walking and cycling infrastructure.

The Gisborne Futures plans have identified a number of key missing links throughout the township that will assist to provide recreational “loops” and a connected off-road shared path network. Council is incrementally constructing footpaths in older estates and subdivisions, as funding allows. Proposed upgrades to walking and cycling infrastructure is highlighted on Page 47 of the Structure Plan.

Council has a [Shire-wide Footpath Plan](#) which sets the priorities for footpath construction. The plan aims to improve access to schools, town centres, community facilities and so on, and is to be updated on a regular basis as works are complete.

Future planning can identify the infrastructure we need. A Developer Contributions Plan revision would ideally follow the Structure Plan which would enable Council to collect contributions for infrastructure upgrades from new development. The plan can also be used as an advocacy tool to apply for grants and state or federal funding for infrastructure projects, however in order to apply for these there needs to be documentation of an identified need.

The traffic modelling used a standard estimate of 10 trips per household per day. Walking and cycling is promoted within the plan, and if any given number of trips are to replace car movements this would be of benefit to traffic volumes and for general health and wellbeing for residents. The traffic modelling did not specifically replace any number of trips with an active transport alternative.

## 9.3 Western Link Road

### Submission number

1, 12, 14, 15, 40, 102, 104, 106, 107, 109, 112, 113, 115, 116, 117, 118, 127, 128, 130, 131, 134, 139, 140, 142, 151, 153, 157, 162, 163, 164, 170, 180, 182, 184, 186.

The concept for a potential Western Link Road attracted a high number of submissions.

Four submissions were made in support of the Western Link Road, removal of truck traffic and relief of general congestion in the town centre, and another four support the idea of a truck bypass but question the likelihood of the current concept, or disagree with the location.

Three submissions requested further detail on the Western Link Road, including timing of delivery.

Four submissions were made that the Western Link Road would be unfeasible, and unlikely to be realised due to cost, landscape and environmental impacts.

27 submissions expressed concern with or outright do not support the concept of the Western Link Road. Of these:

- 11 landowners were directly impacted by the concept, and expressed concern with lack of prior consultation
- 14 concerned with impacts on wildlife and environmental values of land zoned for Rural Conservation.
- 12 concerned with amenity impacts, including noise, visual impact and pollution.
- 1 concerned with loss of through-traffic for local businesses
- 1 concerned with fire risk

One submission believes Council were being intentionally deceptive around providing detail on the potential road.

Eleven submissions suggested alternative bypass routes, including:

- Hobbs Road
- Forbes Road
- Couangalt Road
- Diggers Rest-Coimadai Road
- Location further up towards the Macedon Exit.

## Response

The investigation of a bypass road responds to Council's resolution from the Ordinary 22 February 2017 Council Meeting.

An Eastern Link Road was modelled and found to have a much smaller impact on the road network throughout Gisborne, with changes to traffic volumes on most links being less than 10%, and has a negligible impact on Station Road, with a 1% reduction in traffic volumes both north and south of Calder Freeway. The proposal for a Western Link Road was considered for the overall benefit it had on the network.

The Western Link Road is an option to relieve long term traffic growth, and has been tested through traffic modelling to determine what its impacts would be on long term traffic growth for not just Gisborne township, but for the region.

For this exercise the VITM traffic model was used as a starting point.

The model has predicted that regional traffic growth, including areas to the south such as Bacchus Marsh and Melton, will have more of an impact on congestion than growth in the Gisborne region will. The modelling exercise provided a high level analysis of potential solutions to traffic growth in the township, and more broadly in the region.

The modelling exercise has determined that out of the three scenarios tested (western link road, Station Road duplication, and eastern link road), the western link road delivered the most significant benefit to the township, including removal of truck through traffic from the town centre and reducing bottlenecks on key roads during peak times.

The traffic model was not designed to specifically divert heavy vehicles from the town centre though it did provide data on this. The model explored scenarios for all road users including regular vehicles. The modelling exercise has highlighted that it is not just truck movements, but the background traffic growth, that will have an impact on the road network that runs through Gisborne.

The modelling exercise has provided Council with a tool to consider the future need for this road. This may not happen in the short to medium term, however it future-proofs for a possible connection. By beginning long term planning early we are able to predict long-term infrastructure requirements and plan for them so they can be delivered when required.

The Gisborne Futures Structure Plan did for the first time show a conceptual alignment for the Western Link Road. This alignment is not a precise location and was placed on the plan to indicate that it may be necessary to plan for a connection through the future development site at 89 Ross Watt Road. It was also included to be transparent about the investigation, and to get a feel from the community about whether this is something to pursue. As mentioned in Section 6.1 (Background to the traffic study) it is unlikely that a link road will be realised through this property, therefore further work is required to investigate alternative options through the refresh of the Structure Plan.

The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.

### Action

- Review traffic modelling and investigate alternative locations for a Gisborne bypass.

## 9.4 Duplication of Station Road

### Submission number

1, 15, 29, 31, 34, 36, 38, 48, 142, 170, 173, 186.

Twelve submissions concerned that growth will lead to increased traffic volumes, and the eventual duplication of Station Road.

A number of submissions do not support growth in New Gisborne or west of Station road due to traffic impacts and eventual need for duplication.

Department of Transport (DOT), comprising Regional Roads Victoria (RRV) submit that the duplication of Station Road may still be necessary, however notes that Council has rescinded support for the project and agrees that further conversations surrounding the investigation and development of options is needed.

### Response

Concerns that the duplication of Station Road could alter the character of Gisborne, converting the central corridor of the town into a high-capacity arterial rather than a rural main street, are valid. The 2013 plans for duplication are not currently supported by Council, as per the decision to rescind support for the design in 2017. It is for this reason Council and RRV commissioned a detailed traffic model to test a number of options to determine what potential infrastructure projects could deliver the most benefit to the township.

The *Cardno Traffic and Transport Recommendations* report advises that with construction of the Western Link Road and some targeted widening of intersections on Station Road the need to duplicate the road in full may be avoided. The traffic modelling will be reviewed as part of further work to be completed on the next draft of the plans.

In addition, a full “Movement and Place” assessment of Gisborne’s roads should be undertaken in accordance with advice from DOT to assist in informing a response that balances the role of main streets as arterial roads while providing safe, active and engaging streets for pedestrians and cyclists.

### Action

- Undertake an assessment of the Gisborne town centre using the Department of Transport’s Movement and Place framework that recognises that streets not only keep people and goods moving, they’re also places for people to live, work and enjoy.

## 9.5 Public Transport

### Submission number

11, 120, 150, 205.

Two submissions raise concern that parking at Gisborne Train Station has not been assessed or considered adequately in line with township growth, nor any data provided on VLine train usage.

Two submissions would like to see improvements to local bus and rail services on the Melbourne/Bendigo line.

Four submissions would like to see buses provided by the community or schools to transport children and alleviate traffic congestion during pick-up/drop-off times.

### Response

Public transport is managed through Public Transport Victoria (PTV) which is a State Government agency. Council can advocate to the State Government for improvements and this direction is included in the draft Structure Plan on page 48:

- 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.
- 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.

By planning ahead Council can forecast what improvements to services are needed. Gisborne Futures will provide a tool the advocacy required to receive improved public transport services over time as the town grows

# 10 Heritage

## Submission number

183, 167, 161, 173, 143, 168, 177, 188, 163, 165, 206.

A number of submission mentioned actions regarding heritage and cultural heritage with one commending the cultural heritage investigation undertaken by the Wurundjeri.

There were four submissions and a similar number of survey comments that did not believe the Gisborne Futures project went far enough in representing the recommendations of the Wurundjeri Cultural Heritage Values report, in particular seeking indigenous planting and protection of wildlife to align with cultural heritage values.

One submission raised that development does not respect heritage buildings and two were concerned with development of the Macedon House site.

One submission raised that businesses in town could participate in sharing of local historical knowledge.

## 10.1 Aboriginal cultural heritage

### Response

**Macedon Ranges Shire has a strong and proud Aboriginal history and complex ownership and land stewardship systems 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.

The Gisborne Futures project has provided an opportunity for Macedon Ranges Shire Council and the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (Wurundjeri) to work together in improving the way in which cultural values and cultural heritage management occur within planning.

The process has included workshops and field trips with Wurundjeri Elders, and extensive historical and ethnographic research undertaken by Wurundjeri and Extent Heritage to ensure that culturally significant places, views and sites are identified and incorporated into the planning process at an early stage.

As part of this, Wurundjeri Elders contributed to a cultural values survey, both augmenting known existing cultural values, and identifying further cultural values. The review includes information and data not traditionally included in cultural heritage surveys such as resource use of the local plant and animal species, vegetation communities, and intangible information, and contains the perspectives of the Wurundjeri Woi-wurrung Elders and Community who participated in the field visits.

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.

The Gisborne Futures plans have included the recommendations outlined in the Wurundjeri Cultural Heritage report. Discussion on landscape planting themes is covered in Section 8 (Landscape and environment).

## 10.2 Macedon House site

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The future development of the Macedon House site has been explored through proponent-led planning scheme amendment requests for a number of years.

The Draft Gisborne Futures Neighbourhood Character Study places the site within Precinct 3 Town Centre Residential due to proximity to the town centre, and to acknowledge the potential of the site for some form of residential development.

The site has a number of complex attributes including the heritage building, flood prone land and a visually sensitive location at the convergence of two entrance roads and the Jacksons Creek escarpment. The Jacksons Creek valley and escarpment has largely been protected from development through the Macedon Ranges Planning Scheme.

Planning controls for the potential development of the site are to be explored further in the re-draft of the plans. Council is seeking to ensure that the heritage and landscape values of the site are retained while permitting some development that includes restoration of the heritage building.

### Action

- Investigate appropriate planning controls for Macedon House site.

# 11 Education and community services

## Submission number

11, 13, 16, 25, 53, 67, 81, 95, 132, 137, 163, 165, 205.

There were some submissions in support of the direction for community infrastructure outlined in the plans however there was also a common concern threaded throughout submissions and survey responses that Gisborne does not have the 'infrastructure' for growth.

This is mentioned in relation to physical infrastructure such as roads, open space and footpaths but also through access to community infrastructure such as education, health, child care, community meeting spaces and so on.

Submissions related directly to community infrastructure showed support for a future community hub. A few submissions and survey comments requested more detail on community facilities, including plans for hospitals, aged care etc. Above all else people wanted to see planning for an additional secondary school/education facilities with this mentioned in three submissions and seven times in the survey comments.

## Response

A high-level community infrastructure assessment was undertaken by Ethos Urban as part of the background analysis. This work investigated current community infrastructure supply and gaps in service as well as identifying the future community infrastructure requirements of a growing town. In particular, the work identified that Gisborne has an undersupply of spaces for youth and community arts and the Structure Plan recommends delivery of a Community Hub that provides for all residents.

At the time of assessment it was noted that government primary schools were approaching capacity, however construction of Willowbank Primary School which has since opened has increased the capacity of primary education.

In terms of secondary education, the consultant team contacted Department of Education and Training during the early stages of the project (2018) seeking advice on the education needs of Gisborne as it grows. The advice received was that there would not be sufficient demand for an additional state secondary school, however the plan contains direction to continue to work with the state government, land owners and service providers to ensure schools and education facilities are provided as required.

Since the time of preparation Gisborne Secondary College has been zoned to create more local capacity within the school. There has also been community requests for secondary education in the east of the Shire to service Romsey, Lancefield and surrounding areas.

Council is in communication with DET regarding additional demand and the population/student number thresholds required in the region to trigger planning for another secondary school.

The proposed Urban Growth Zone and existing Development Plan Overlays require community infrastructure needs assessment to be prepared as part of any development application. These consider the number of lots/dwellings to be provided by the development and the community infrastructure to be supplied to support this, including child care, kindergartens and so on.

The Structure Plan sets a high-level framework that will include requirements for detailed service delivery plans to be developed. The services required under these plans may be delivered by Council, by the developer or other agencies.

Services such as child care or aged care are also delivered through private operators and outside of larger development plans their delivery is usually driven by market demand or incentives from state or federal Government. The Structure Plan can set policy around the preferred location of these enterprises and use this in deciding on planning applications.

## Action

- Follow up with the Department of Education and Training (DET) on demand for secondary education in the region to check if previous advice has changed.
- Investigate current capacity of community services and facilities and refresh the assessment of community infrastructure.

# 12 Urban Design Framework

An Urban Design Framework (UDF) was prepared for Gisborne in 2008. The recommendations of the report were never implemented into the planning scheme therefore the document has limited statutory weight in making decisions on planning applications and it is not providing effective guidance to ensure outcomes that align with preferred future township character.

The purpose of the Gisborne Futures UDF included to review land use controls to promote quality built form outcomes, revitalise the local economy, improves community and movement network connections, parking and infrastructure and delivers a place making vision for the town centre addressing improvements to both the private and public realm.

The following themes have been raised through submissions in relation to the UDF:

- land use
- township character and built form
- building heights and
- car parking.

## 12.1 UDF Land use

|                           |               |
|---------------------------|---------------|
| <b>Submission number:</b> | 77, 165, 205. |
|---------------------------|---------------|

One submission requests that land in the 'Health and Civic' Precinct be rezoned from SUZ to GRZ to facilitate future development plans.

One submission requests removal of surface car parks as 'development opportunity sites'.

### Response

Response to land use and the role of Gisborne as a regional centre are discussed in greater detail in Section 7 (economic and employment growth).

It is standard planning practice that car parks are considered development opportunity sites. At-grade car parks are relatively unconstrained as development sites and represent a low-value use on commercial land.

These spaces are often poorly activated, create 'breaks' in built form and offer minimal pedestrian amenity. Future buildings that provide retail or office activity and pedestrian and streetscape features will contribute to a more comfortable and walkable environment along with providing opportunities for economic and employment development. The UDF contains a strategy to ensure there is no net-loss of car parking spaces as part of new development, particularly where built form is proposed to replace existing surface car parks.

The car parks nominated in the plan are mostly privately owned and zoned Commercial 1. Should a development application be submitted it would be appropriate that the same design controls that apply to the remainder of the town centre would also apply to these sites.

### Action

- Review the most appropriate zone for the Health and Civic Precinct. (Note that Submission 77 suggests that this occur potentially through a Section 96A planning scheme amendment preferably outside the scope of Gisborne Futures to fast-track progression of the development. A 96A application has since been lodged and is under assessment).

## 12.2 Town centre character and built form

|                           |   |
|---------------------------|---|
| <b>Submission number:</b> | 11, 72, 73, 76, 77, 91, 108, 143, 145, 167, 168, 173, 177, 208. |
|---------------------------|---|

A number of submissions and comments left in the survey are concerned with the 'look and feel' of shops, including signage, materials and colour, and express concern that the 'village character' will be lost and that the plans are presenting 'grey concrete blocks'. Opposition to 'big box' shops and large format retail was made in a number of responses.

On the other hand some submissions and comments in the survey responses raise concern that built form and town centre character guidelines would stifle development.

One submission was made in support of signage direction, while one made a broad comment about existing signage needing to be addressed. DELWP is not convinced that a local policy is necessary for signage and that this could be incorporated in to a Design and Development Overlay (DDO).

One submission was received in support of controls to limit building colours and advertising.

### Response

#### Currently Gisborne town centre does not have any enforceable built form controls or height limits.

The 2008 UDF provides some direction however it was never formally implemented through the Macedon Ranges Planning Scheme and therefore only has limited statutory weight in decision-making.

Submissions have raised concern that the UDF is proposing large-scale change to the town centre where in fact it is proposing development controls so that if and when future development applications are made Council has a level of control over the design outcome. The 'village' character of Gisborne's town centre is defined in the UDF as being influenced by the compact nature of the town centre and physical features including:

- A pedestrian-scale streetscape with generous footpaths, verandahs and established street trees.
- A fine grain pattern of development that accommodates a diverse mix of local, small businesses.
- Minimal presence of large chain stores with generic branding and signage.
- Modest built form that does not dominate the streetscape or landscape setting.

The UDF promotes a fine-grain of retail and encourages a diversity of smaller format shops in the town centre. These provide diversity and interest in the town centre which in turn contributes to a more interesting pedestrian environment.

An active and pedestrian friendly environment is enhanced by providing a compact, walkable town centre that is provided by consolidating future floor space demands in existing development sites within the town centre rather than outward expansion of the commercial zone.

A balance needs to be found between encouraging investment in the centre through redevelopment of these strategic sites, while protecting and enhancing its character.

The discussion around building heights has attracted the most concern, further response on this is provided below.

It is acknowledged that if development intrudes into or obscures the visual connection with the surrounding landscape this character element is threatened. To respond to this threat proposed controls have been tailored to provide a two-storey street wall and upper level setbacks to maintain glimpses and views to the surrounding landscape, and in some instances to frame these views.

Further to this, the UDF provides illustrations of built form envelopes that have been interpreted as 'grey concrete boxes', such as the elevations provided in the Key Development Site concept plans on pages 28-29. It is the role of the UDF to provide the parameters that development must work within and the illustrations of the 'envelopes' are technical drawings used to articulate the controls and not to provide actual detail of proposed buildings.

Concern with 'big box' shops is noted. The plans are seeking to discourage this type of development from the town centre and this is specifically addressed on page 13 of the UDF:

- Support development that accommodates a mix of retail, commercial, community and residential uses within the town centre.
- Support location of light industrial, trade supplies, restricted retail and bulky goods to an expanded business park, and discourage their location within the town centre.

It is the intended role of the expanded business park to accommodate larger format and restricted retail premises. A Design and Development Overlay is proposed for the business park to ensure these are designed to have a sensitive response to the town entrance and surrounding landscape and residential context. Further detail on this is provided in response to the business park in Section 2.

There is further guidance on built form articulation, materials and signage etc. within the design guidelines and these will be used to inform the preparation of a schedule to the Design and Development Overlay (DDO) that is specific to the town centre.

This would require new development proposals to provide a detailed design response to the guidelines and give Council greater weight in determining whether a development proposal is appropriate to the character of the Gisborne town centre. Examples from the UDF(p.24) include:

- Large 'box-like' buildings that provide minimal articulation and detract from the low scale urban form of the area are to be avoided.
- New buildings are to respond to topography and township character, and be designed so that key views are not obstructed.
- Building heights and form are also to consider the impacts on views towards the site from nearby vantage points.

In response to concerns with 'big box' retail, it is the intended role of the expanded business park to accommodate larger format and restricted retail premises. These types of shops rely on vehicle access to operate which in the town centre would equate to single-use development and surface car parking consuming land that could otherwise prove for a greater mix of uses and a finer grain of development.

A DDO is proposed as part of the implementation of the business park to ensure these are designed to have a sensitive response to the town entrance and surrounding landscape and residential context. Further detail on this is provided in response to the business park in Section xx.

### Action

- Clarify in the UDF that built form diagrams are illustrating general building envelopes or building massing and not a proposed final outcome in terms of upper level breaks and design detail.
- Revisit definition of 'village character' in the UDF
- Review proposed design and development controls for the town centre in line with DELWP feedback.
- Prepare policy and a schedule to the DDO that is specific to the town centre as part of the implementation of the UDF.
- Review permit triggers for paint controls/large scale business identification in the town centre, and the appropriateness of their application to existing buildings when developing the policy to support a DDO.
- Include discussion related to Crime Prevention through Environmental Design (CPTED) principles in the Urban Design Framework.
- Review proposed Development Plan Overlay controls for the town centre and whether the outcomes sought can be achieved through a DDO.

## 12.3 Building heights

|                           |   |
|---------------------------|---|
| <b>Submission number:</b> | 34, 57, 63, 72, 75, 76, 77, 81, 84, 92, 108, 133, 137, 142, 145, 165, 167, 173, 187, 208. |
|---------------------------|---|

The greatest response to the UDF was regarding building heights and the impact this will have on township character, with over 20 submissions objecting to the concepts put forward in the plan. Some of these specifically stated that heights above two storeys are inappropriate while others do not support anything above three storeys.

In the survey, 35 comments mentioned building heights and were not supportive of 4 storey buildings, with a number preferring a maximum of 2 or 3 storeys.

### Response

Currently Gisborne does not have any enforceable built form controls or height limits. The 2008 UDF provides some direction however was never formally implemented through the Macedon Ranges Planning Scheme and therefore only has limited statutory weight in decision-making.

Built form controls have been developed to provide direction for future development to contribute to an active and vibrant town centre. They seek to achieve a high quality built form and streetscape outcome while maximising the economic and commercial potential of sites.

Based on the population forecasts the combined retail and commercial floorspace projections for Gisborne equate to the need for approximately 18,000 to 19,000 sqm of additional floorspace by 2036 (Economic and Employment Analysis, UE 2020).

The UDF and Structure Plan encourage a form that is compact by concentrating future floor space requirements within the existing boundaries of the town centre. To provide this future retail and commercial development is to be focussed on available vacant sites and strategic redevelopment sites rather than expansion of the town centre commercial zoning. There is limited vacant land in the Commercial 1 Zone (0.4ha), meaning that future commercial and retail floor space will need to be accommodated through multi-level development of these sites.

Similar observations were made in the 2009 Commercial Land Assessment prepared for the ODP that recognised that it would be difficult to provide nominated retail and commercial land supply within the boundaries of the town centre without allowing for some multi-storey development. Refer also to Economic and Employment Growth in Section 7.

Higher building limits in the draft UDF are targeted at sites that have capacity for future development and need to be considered in conjunction with other built form outcomes such as setbacks and street wall height that are designed to minimise impact on the public realm. This is worded in the UDF:

*Two to three storey (13m) overall building heights are preferred. Four storeys will only be considered on consolidated or larger sites where:*

- *Height is proportional to the building footprint.*
- *It can be demonstrated that upper levels are recessive as viewed from the street and any adjacent sensitive interfaces.*

Building heights make the prospect of developing key sites a viable investment and are tied to encouraging delivery of a high quality public realm. Any future car parking requirements, vehicle access, landscaped setbacks and public spaces such as footpaths and plaza areas all need to be considered in context to the site, and limiting heights also limits the capacity of a site to provide for these and remain commercially viable for future development. Development site concepts plans have been prepared to guide this.

Providing a location specifically for larger format or restricted retailing in an expanded business park will free up space within the town centre for mixed-use development that achieves these outcomes.

The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied to adjacent sites under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.

DELWP have requested a land budget which provides a breakdown of the existing land within the study area and its existing and proposed land use. Further work is required on the existing and proposed commercial land supply and demand figures, and how this is to be provided spatially within the town centre and/or distributed across activity centres within the township as applicable. This information can be used to qualify built form requirements in the town centre.

### **Action**

- Prepare a plan of the town centre that shows existing and potential floor space to test the capacity of the town centre as an outcome of built form controls on development opportunity sites.
- Review the 'blanket' application of building height controls so they target development opportunity sites.

## 12.4 Car parking

15 written submissions and 10 comments in the survey raise concerns that there is not currently adequate car parking in the town centre, and the plans need to find additional car parking solutions. Parking around Gisborne Central (Coles), the Aquatic Centre and the northern end of Brantome Street were specifically raised in eight submissions.

Submitters have raised that the averaging of occupancy rates across the town centre does not accurately reflect the demand for car parking specifically in this precinct, noting that at peak times car parks in this area were at 80-100% full, and that

occupancy is higher when the Aquatic Centre is busy and on market days.

Council's enforcement of parking restrictions in Gisborne Central, safety of crossing Aitken Street and concerns with walking distances to unrestricted parking were raised.

Staff of nearby businesses using short-stay and on-street parking spaces all day is noted by submitters.

One submission supports the protection of open space from car parking expansion.

### Response

While Council does provide car parking in some locations its primary role in car parking provision is on management of its on and off-street parking facilities (applying and enforcing parking conditions) and ensuring that parking is provided through development using the Planning Scheme.

The Victorian planning system allows for contributions to be paid when car parking requirements cannot be met, through the development of a Parking Overlay Schedule. The car parking study produced by Cardno does not provide the justification required to implement such an arrangement, however it did recommend that Council should monitor parking in the Gisborne town centre.

Planning permits were issued for the Brantome Street north area, including the original permit for the Gisborne Central (Coles) the extension now occupied by Gisborne Collective and the Gisborne Medical Centre which justified the waiver of required car parking spaces collectively.

Car parking surveys undertaken in 2018 identified that when occupancy was highest in the town centre, one in three spaces are available. The data revealed that there was adequate supply across the town centre broadly, and that concerns with lack of supply is likely focussed in key locations of activity at peak times.

The advice from Cardno based on car parking surveys indicate that short-term car parking spots are being used as staff car parking, or for longer stays which results in a lower turn-over rate of spaces. This was also raised as an issue in a number of the submissions. This is addressed in the UDF on page 46:

- Introduce additional time-limited parking in commercial and retail areas to encourage staff to park in unrestricted parking areas further away from areas where short-stay parking is in high demand.
- Provide additional or improved wayfinding signage to direct vehicles to underutilised car parking areas.

The UDF also contains actions to continue to monitor car parking, and should demand be found to exceed supply then further work would be required to prepare a Car Parking Plan that may formalise changes to the car parking rates required by the planning scheme through a Parking Overlay.

There is a submission for the land between Gisborne Central and the Aquatic Centre to be used for car parking. This land has been reserved to future-proof for expansion of the centre, as per Council's [Sport and Active Recreation Strategy](#) (2018-28):

*Continue to consider an expansion of the Gisborne Aquatic Centre and co-location of the Gisborne Fitness Centre should funding opportunities present (p.54).*

It is acknowledged that safer pedestrian access is required to cross Aitken Street generally and the plans indicate a signalised intersection at the corner of Aitken and Robertson Street. This will improve access to the unrestricted parking in John Aitken Reserve.

Further actions in the UDF include to upgrade wayfinding signage to direct vehicles to underutilised car parking areas, and to introduce additional time-limited parking in commercial and retail areas to encourage staff to park in unrestricted parking areas further away from areas where short-stay parking is in high demand.

Proposed streetscape upgrades will help make streets attractive, safe and comfortable for pedestrians, improving amenity and encouraging people to walk to destinations throughout the town centre.

### **Action**

- Review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets.
- Review streetscape plans to highlight where additional on-street car parking is being made available.

## 13 Utilities and servicing

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**Submission number:**

11, 117, 204.

### 13.1 Water and sewer services

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One submission was received from Western Water (now Greater Western Water) that seeks to ensure that planning for services aligns with township growth and consistent with work they are undertaking.

#### Response

Council will take advice on-board and continue to keep GWW updated on plans, continue discussions on future servicing requirements and consult with GWW as a referral authority on any relevant applications and plans.

#### Action

- Continue to consult with Greater Western Water (GWW) on the future growth of Gisborne and upgrades to services as required.

### 13.2 Gisborne Cemetery

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On submission was received from the Greater Geelong Cemeteries Trust that indicated that there is approximately 20-25 years worth of capacity in the existing cemetery. Would like to further discussions with Council to identify a site for a long-term potential future cemetery to service the community in the longer term.

#### Action

- Consult with Greater Geelong Cemeteries Trust and determine future land use requirements for memorial land.

### 13.3 Internet access

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A couple of submissions highlighted the need for better internet access, especially given the Covid environment is seeing a lot more people working and schooling from home.

#### Response

It is acknowledged that there are issues with internet speeds and connections in various locations throughout the shire. Infrastructure to support internet access is provided by the Australian Federal Government. In 2009 the NBN co was established to design, build and operate Australia's broadband access network. NBN is wholly owned by the Commonwealth of Australia. NBN co provide wholesale broadband to independent internet service providers (ISPs).

The Victorian State Government delivers programs to upgrade broadband and mobile coverage in the state. Council plays a role in advocating for improved internet speeds, coverage and reliability across the shire, and has collected data from local businesses for this purpose.

- Internet connectivity is identified as a top priority in Council's Economic Development Strategy (2021-2031). This document contains actions for leadership, advocacy and partnership to drive a regional response are contained within this strategy.

# 14 Submission summary and response

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## 14.1 Submission summary methodology

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Council has recorded all written submissions lodged in response to Phase 3 consultation with a submission number. Multiple submissions from the same submitter are recorded under the same submission number. Each submitter was sent an email or letter acknowledging Council's receipt of their submission that included their submission number.

Submissions have been summarised by themes contained within the plans. A brief summary of the submission is provided under the theme to which it is most applicable. Most submissions reference multiple themes. Splitting submissions allows for a quantitative assessment of response to particular themes presented in the documents.

While all care has been taken to accurately summarise the content of a submission, focus has been given to aspects of the submission that are directly relevant to the plans. Anecdotal, emotive, abusive and speculative content where appropriate has not been included in the summaries.

All submissions made to the project are available in full on Council's website with any identifying information removed (redacted).

A high-level summary of consultation responses was prepared to give Council the opportunity to note the results of consultation and thank submitters for their time and contribution. Council noted this at the Scheduled Council Meeting held on Wednesday 24 March 2021.

The metric results of consultation outcomes provided in this report do vary from the high-level summary provided in the Gisborne Futures Consultation Phase 3 Summary report presented at the March SCM.

With over 1,000 pages of submissions the detailed process of summarising these and responding has returned a more nuanced analysis, particularly where statements have implied a position on a theme rather than explicitly stating it. There are instances where a single statement may be relevant to more than one theme, for example "opposition to 'big box' development" was originally picked up in reference to the town centre UDF, however also has a place of relevance in discussion on the Business Park and has since been included in this discussion. The process has also expanded on some of the identified themes and consolidated others which has adjusted the metrics from this earlier report somewhat.

## Submission 1

| Theme  | Summary  | Response   |
|--|--|--|
| <p><b>Settlement boundary</b></p> <ul style="list-style-type: none"> <li>Settlement boundary criteria and investigation areas</li> <li>Glen Junor</li> <li>Land supply and demand</li> <li></li> </ul> | <ol style="list-style-type: none"> <li>Submission requests inclusion of property in the township boundary.<br/><br/>Submits that there is insufficient land set aside to deliver a meaningful PSP, would like to see township boundary extended to Pierce Road.</li> <li>Submits that land prices are being artificially inflated by lack of supply.</li> <li>Opposed to growth west of Station Road due to traffic, drainage issues and bushfire threat. Submits that growth should be directed to the east.</li> <li>Supports Glen Junor.</li> </ol> | <ol style="list-style-type: none"> <li>Township boundary investigation areas have been reassessed in Section 4 (Setting a protected settlement boundary). This section contains a recommended boundary for future land use investigations.</li> <li>The Land Demand and Supply Analysis has indicated that there was 20 years worth of land supply (as of 2019). A number of growth areas have been held up in planning. Land supply and further work required is discussed in Section 4.7 (Housing diversity, density and affordability).</li> <li>Section 4 (Setting a protected settlement boundary) outlines the criteria to be used for setting a the township boundary, noting that further work (eg bushfire assessment) is required to complete the structure plan.</li> <li>Support noted for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> </ol> |
| <p><b>Planning for housing</b></p> <ul style="list-style-type: none"> <li>Social housing</li> </ul>  | <p>Submits that there is no provision for public or social housing in the plan, would like to see this considered.</p>   | <p>Section 5.3.4: Social housing discusses how this will be considered in the next draft of the plans.</p>   |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Environmental risks, flooding, bushfire</li> </ul>  | <p>Concern with flooding and bushfire risk to development west of Station Road, New Gisborne.</p>  | <p>The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area).</p> <p>Flooding west of Station Road has largely been resolved through the Melbourne Water Drainage Scheme undertaken for current subdivisions on Ferrier Road.</p>   |

|   |  |   |
|---|--|---|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Duplication of Station Road</li> <li>• Western link road</li> </ul> | <ol style="list-style-type: none"> <li>1. Does not support township growth in New Gisborne due to eventuality of duplication of Station Road.</li> <li>2. Does not believe Western Bypass will be feasible.</li> </ol> | <ol style="list-style-type: none"> <li>1. Submission noted. Refer to response provided in Section</li> <li>2. Duplication of Station Road</li> <li>3. Submission noted. Refer to response provided in Section 9.3 Western Link Road.</li> </ol> |
|---|--|---|

## Submission 2

| Theme   | Summary  | Response   |
|---|--|--|
| <p><b>Planning for housing</b></p> <ul style="list-style-type: none"> <li>• Township character</li> <li>• Growth</li> <li>• Housing diversity, density and affordability</li> <li>• Covid-19</li> </ul> | <ol style="list-style-type: none"> <li>1. General concern with township growth and loss of township 'country' character, and direction towards that of an 'average suburb'. States that suburbia does not belong here.</li> <li>2. Concern with urban growth, dual house blocks, townhouses, strata units, smaller house blocks, increasing density.</li> <li>3. Submission raises that the population forecasts are too low, and that the plans don't reflect the likely impacts of Covid-19 including: <ul style="list-style-type: none"> <li>• increased demand for regional properties</li> <li>• opportunities for working from home, and</li> <li>• likelihood of federal government raising immigration numbers.</li> </ul> </li> <li>4. Have witnessed a decrease in spending for infrastructure required for growth.</li> </ol> | <ol style="list-style-type: none"> <li>1. Identifying and protecting the elements of Gisborne's character to be protected and retained, while also providing a long-term vision for Gisborne as a 'regional centre' is a key consideration for the plans. Please refer to Section 4.1: Township growth for further discussion on this.</li> <li>2. Submission noted. Providing housing choice is also important to plan for an inclusive and diverse community that considers a range of household structures and levels of affordability. This is discussed further in Section 5.3: Housing diversity, density and affordability.</li> <li>3. Data on housing and population forecasts will be revised to reflect the 2021 Census that was released in June 2022. Population forecasts are discussed in Section 4.9, and consideration of the impacts of Covid-19 is included in discussion in Section 2.3: Feedback on consultation and pandemic response.</li> <li>4. An updated Structure Plan will identify the necessary physical and social infrastructure to be delivered to support the existing and future community.</li> </ol> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Trees and vegetation</li> </ul>  | <p>Submits that the town's beauty is hugely dependent on its old growth trees and is concerned with tree loss and impacts on landscape and cultural values as a result of development.</p>   | <p>Agreed. The contribution of trees to the character of Gisborne is highlighted in the Structure Plan and Urban Design Framework.</p> <p>The contribution to character and proposed protection measures are discussed further in Section 8.2 (Environmental values).</p>  |

### Submission 3

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Planning for housing</b> <ul style="list-style-type: none"> <li>Housing framework change areas</li> </ul> | Does not support 'Incremental Change Area 1' and three storey development close to the Gisborne town centre. | <p>Submission noted. Three storey development and precinct controls are discussed further in Section 6.1.3 (Precinct 3 and the General Residential Zone).</p> <p>Refer also to Section 5.4 that discusses Housing framework change areas.</p> |

### Submission 4

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | <p>Does not support expansion of Business Park.</p> <p>Re-submission of submission provided during the Business Park Development Plan consultation in February 2019.</p> <p>Submission concerned that submissions made during the 2019 consultation on the Business Park Development Plan have not been adequately responded to.</p> | <p>Section 7.5 (Future direction for the Gisborne Business Park) includes further response to the issues raised in the Business Park Development Plan consultation in 2019.</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. This is discussed also in Section 4.10 Future urban structure options.</p> |

### Submission 5

| Theme  | Summary                                      | Response   |
|--|--|--|
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | Does not support expansion of Business Park. | <p>Section 7.5 (Future direction for the Gisborne Business Park) includes further response to the issues raised in the Business Park Development Plan consultation in 2019.</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. This is discussed also in Section 4.10: Future urban structure options.</p> |

|                     |   |   |
|---------------------|---|---|
| <b>Consultation</b> | Concern with timing of consultation during pandemic and lack of response to previous submissions provided in 2019 consultation on Draft Development Plan. | The timing of consultation during the pandemic is discussed in Section 2.3: Feedback on consultation and pandemic response.<br><br>Section 7.5 (Future direction for the Gisborne Business Park) provides response to key themes raised during the 2019 consultation on the Business Park Development Plan. |
|---------------------|---|---|

## Submission 6

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Land south of Brooking Road</li> </ul> | Submission seeks inclusion of property in township boundary, south of Brooking Road. | The selection criteria for inclusion in the township boundary and comment on requests for inclusion south of Brooking Road are provided in Sections 4.2: Submissions on proposed settlement boundary and Section 4.6: Land south of Brooking Road. |

## Submission 7

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | Support for Glen Junor.<br><br>Support for Harry White Park and recognition of Victorian Racing Heritage. | Support noted for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 8

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul> | Requests walking track in unnamed Council reserve behind Jacksons Creek Way. | Council's Environment department manages this reserve. Works within this reserve are not planned at present however feedback has been noted for future consideration. |

## Submission 9

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>                    | <p>Does not support township growth.</p> <p>Concerns include traffic and potential socio-economic impacts, increased criminal behaviour.</p> | <p>Please refer to Section 4.1 (Township growth) for further discussion.</p> <p>Planning for a diverse and inclusive community is also discussed in Section 5.3 (Housing diversity, density and affordability).</p>  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Does not support growth due to traffic and congestion, general concern with increase in traffic.</p>                                      | <p>The refresh of the structure plan will include a review of the movement infrastructure requirements and principles to support the existing and growing community.</p> <p>Refer to response provided in Section 9.1 (Road infrastructure and traffic) for further information on this.</p> |

## Submission 10

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Entrances and edges</li> </ul> | <p>Submission seeks improved lighting at Melbourne Road entrance road.</p> | <p>Submission noted. The entrance road is bound by Rural Conservation Zone and Low Density Residential Zone from the Calder Freeway until Howey Street. The street lighting currently reflects the rural amenity of that section of road.</p> |

## Submission 11

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul>   | Support for medium density housing in the future growth areas, hopefully affordable options of varying size will be present for people of all ages.   | Support noted.   |
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | Support for future urban growth areas centred around New Gisborne, near the station, and new proposed sports precinct.  | Support noted.   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Role of Gisborne as a regional centre</li> <li>Town centre commercial and retail</li> <li>Gisborne Business Park</li> </ul> | <ol style="list-style-type: none"> <li>Concerns that movement and connectivity issues for the town's young people (below driving age) and attributes access issues to lack of employment/enterprise options for young people and in the long run, results in young people leaving the town.</li> <li>Submits that there is a need to encourage enterprise/businesses which employ the town's young people, including a co-working space.</li> <li>Encourages Council to support young people in business/enterprise.</li> </ol> | <ol style="list-style-type: none"> <li>The structure plan contains a number of future cycle and shared user paths to assist with connectivity around the town, and includes advocacy actions for public transport improvements.</li> <li>The structure plan includes an action to investigate development of an integrated community hub which can have a focus on the needs of young people while also being a co-shared space with other members of the community. Proposed increases through Gisborne Futures to commercial and industrial land availability will increase job containment in the shire which may benefit young people.</li> <li>Noted. The Macedon Ranges Youth Strategy Elevate (2018-2028) contains actions for Council and its partners to support youth employment.</li> </ol> |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> <li>Public transport</li> </ul>  | <ol style="list-style-type: none"> <li>Submits that there are movement and connectivity issues for the town's young people and advocates for additional walking and cycling infrastructure.</li> <li>Advocates for improved public transport and options for youth to get around town independently.</li> </ol>   | <ol style="list-style-type: none"> <li>Section 13.2 of the draft structure plan includes objectives, strategies and actions which seek to improve walking and cycling infrastructure within the town.</li> <li>The structure plan provides information and advocacy actions for improvements to public transport.</li> </ol>   |

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|---|---|--|
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Town centre character and built form</li> </ul> | <p>Highlights that Gisborne's 'village' character first attracted them to the area 20 years ago.</p> <p>Not impressed with more recent developments in which the façade finishes seem 'cheap' and 'mainstream'.</p> | <p>The Urban Design Framework will inform the preparation of a Design and Development Overlay that will provide direction for the 'look and feel' of new development. These concerns can be considered in the future drafting of this planning scheme control.</p> |
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## Submission 12

| Theme  | Summary  | Response  |
|--|--|---|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Does not support Western Link Road, landowner directly impacted by the concept.</p> <p>Concerned with impacts on wildlife and environmental values of land zoned for Rural Conservation and amenity impacts, including noise, visual impact and pollution.</p> <p>Submits that Hobbs Road and Couangalt Road should be considered as alternative routes, and that if Aitken Street were to be closed to heavy vehicles and the alternate route via Couangalt Road indicated on the freeway there would be a reduction in heavy traffic through the village.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 13

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul>                                    | Submission raises lack of 'affordable' housing for young people in Gisborne.   | This is acknowledged as a key issues that is discussed in Section 5.3: Housing diversity, density and affordability.   |
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>   | Support for Glen Junor including: <ul style="list-style-type: none"> <li>– concept of 50% of the land for open space and community assets</li> <li>– community food garden</li> <li>– improving biodiversity with tree planting and other revegetation</li> <li>– retaining Jackson Creek for shared public use, including a bike/walking track</li> <li>– tourism potential</li> <li>– wildlife corridor, proposed rural/farm activity area.</li> </ul> | Support noted for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>  | Submission supports smaller activity centres for conveniences, within walking distance of homes, especially if they are linked by an expanded public transport system.   | Support noted.   |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Environmental values, waterways</li> <li>Trees and vegetation</li> <li>ESD</li> </ul> | Supports landscape conservation along Jackson's Creek and landscape buffer areas around developments.<br>Supports development of sustainable design policies.<br>Advocates for more trees and vegetation to enhance streetscapes and public spaces.  | Support noted.   |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul> | <ol style="list-style-type: none"> <li>Submission supports cycling and walking infrastructure including the proposed regional bike trail, however believes that there should be a greater focus on encouraging a transition away from car use and providing safer options to move around town by bike.</li> <li>Suggests countering topography etc with E-bikes.</li> <li>Support for extension of bicycle network to Glen Junor.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.<br/>The Gisborne Futures plans acknowledge that walking and cycling infrastructure needs to be safe, continuous and comfortable to be considered as a viable alternative to driving and identifies future off-road and shared user paths and a Strategic Cycling Corridor to deliver on this.<br/>Car use will still need to be accommodated for the near future, particularly as most services and facilities are located a significant distance away from residential areas, weather is often inclement and the topography of the town is a challenge for bicycle access.</li> <li>A number of metropolitan councils are trialling the use of e-bikes as an alternative transport option. While Macedon Ranges Shire Council is not considering trialling e-bikes at this time the suggestion is noted.</li> <li>Support for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.<br/><br/>The concept plan in the Development Plan Overlay Schedule 19 that applies to the Rural Living Zone includes a future open space corridor with public access tracks along Jacksons Creek.<br/><br/>Extensions of this into Gisborne town currently remain limited due to private ownership of the creek reserve, however it is Council's policy to transfer major waterways into accessible public reserves when the opportunity arises.</li> </ol> |
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## Submission 14

| Theme  | Summary  | Response  |
|--|--|---|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <ol style="list-style-type: none"> <li>Submission seeks detail on truck origin-destination data and whether trucks are moving through town and/or stopping in town.</li> <li>Suggests linking the Princess Freeway to the Calder Freeway.</li> </ol> | <ol style="list-style-type: none"> <li>The Gisborne Futures plan considered all vehicle movements, including heavy vehicle movements.<br/><br/>Origin-destination (O/D) surveys were undertaken to gain an understanding of the more significant vehicle movements, including heavy vehicles, into and through the Gisborne area. These surveys focussed on movements through town and did not pick up on points of origin or destinations further afield.<br/><br/>The OD data indicated that there is a higher demand for all vehicles travelling through town from the west and north to Bacchus Marsh Road and Melton Road, and for cars travelling from both directions on the freeway into the town centre.<br/><br/>The higher demand through town from the west reflects the fact that there are no alternative routes to Bacchus Marsh or Melton from the west as far back as Kyneton, whereas there are a number of alternative and more direct access to these towns from the east.</li> <li>A link between Princess Freeway and the Calder is outside the scope of investigation for the Gisborne Structure Plan. There is a Public Acquisition Overlay that indicates potential land set aside for a connection from the Princes Freeway from south of Little River, to the Western Freeway east of Caroline Springs to the Calder at Diggers Rest.<br/><br/>Further discussion is provided in Section 9.3 Western Link Road.</li> </ol> |

## Submission 15

| Theme   | Summary  | Response   |
|---|--|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul>                       | <ol style="list-style-type: none"> <li>Support for Glen Junor.<br/>Submits it will encourage local builders to adopt more sustainable practices and gives builders a great opportunity to showcase more diverse, purpose built and sustainable housing choices.</li> <li>Does not support township growth in New Gisborne due to eventuality of duplication of Station Road.</li> </ol>      | <ol style="list-style-type: none"> <li>Support noted for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Concerns that the duplication of Station Road could alter the character of Gisborne are valid. Council and RRV commissioned a detailed traffic model to test a number of options to determine what potential infrastructure projects could deliver the most benefit to the township.<br/><br/>The refresh of the Structure Plan will include a review of the movement infrastructure requirements and principles to support the existing and growing community.<br/><br/>Refer to response provided in Section 9 (Movement and transport) for further information on this.</li> </ol> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Trees and vegetation</li> </ul>                                | <p>Does not support growth in Ferrier Road / New Gisborne area due to traffic increases on Station Road and pressure for future duplication, loss of trees, and township character impacts.</p>  | <p>Concerns with the duplication of Station Road and loss of trees are valid. Refer to response above and further discussion on protection of trees in Section 8.2.4: Trees and vegetation. Duplication of Station Road is discussed in Section 9.4.</p>   |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> <li>Western Link Road</li> </ul> | <ol style="list-style-type: none"> <li>Does not support township growth in New Gisborne due to eventuality of duplication of Station Road.</li> <li>Submission supports the idea of the Western Link Road but doesn't believe it will be realistic. Suggests growth east of the town would relieve traffic impacts on Station Road and negate the need for the Western Link Road.</li> </ol> | <ol style="list-style-type: none"> <li>Submission noted. Please refer to Section 9.4: Duplication of Station Road</li> <li>The traffic modelling exercise has provided Council with a tool to consider the future need for this road. Further discussion is provided in provided in Section 9.3 Western Link Road.</li> </ol>  |

## Submission 16

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul> | <p>Does not support township growth<br/>“Macedon ranges is country and wants to remain country.”</p> <p>Would like a vote for/against growth.</p> <p>Concern with lack of infrastructure for growth, including traffic, parking, space on trains, childcare and schools.</p> | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a ‘regional centre’ that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4 Setting a protected settlement boundary).</p> |

## Submission 17

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Submitter engaged to lead Glen Junor’s biodiversity and climate change sensitive design, to establish community common areas created through restoration of endemic natural systems, including:</p> <ul style="list-style-type: none"> <li>50% land dedicated to biodiversity restoration</li> <li>community food garden</li> <li>threatened species hub</li> <li>walkways and cycle paths and</li> <li>other outdoor activities and facilities designed to enhance the human condition and community.</li> </ul> | <p>Support noted for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 18

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Wildlife</li> </ul> | <p>Concerned with kangaroos being hemmed in by development, submits that wildlife protection needs to be considered as part of the plans.</p> | <p>Further work on the Structure Plan will include analysis and mapping of known wildlife habitats and include objectives, strategies and/or actions in the Structure Plan that specifically address these.</p> <p>This is discussed further in Section 8.6:</p> <p>Wildlife</p> |

## Submission 19

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul>                 | <p>Submission seeks inclusion of property in township boundary.</p> <p>Submission seeks the opportunity to prepare a proposal similar to that provided by Glen Junor.</p>   | <p>A review of the township boundary investigation areas and comment on the suitability of the subject site is provided in Section 4 (Setting a protected settlement boundary).</p>  |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | <p>Submits that the plans do not adequately provide for industrial land over the 30 year horizon, and that the Business Park will eventually be land-locked.</p> <p>The submission does not support rezoning of industrial land north of the railway line for residential purposes to maintain industrial land supply and proposes rezoning of land west of Station Road as an alternative residential land supply.</p> | <p>The Economic and Employment Analysis has considered the longer-term implications to industrial land supply in tandem with rezoning the industrial land north of the railway line for residential purposes.</p> <p>The structure plan will revisit the layout and land use arrangement of the business park as part of the structure plan revision.</p> <p>This is discussed in Section 7.5 (Future direction for the Gisborne Business Park) and Section 4.8 (How much commercial or industrial land do we need?)</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Review layout of business park and residential development in Investigation Area 1</li> </ul> |

## Submission 20

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Support for Glen Junor.<br>Submission in recognition of Harry White's legacy with the property. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 21

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Support for Glen Junor.<br>Supports mental health and wellbeing for youth, advocates for positive mental health change through social enterprise PukaUp.<br>Support reasons include access to nature, green open spaces, walkability, safe pro-social places and affordability that will have a major positive impact on mental health and wellbeing. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 22

| Theme   | Summary  | Response   |
|---|--|--|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>• Growth</li> <li>• Township character</li> <li>• Housing framework change areas</li> </ul>       | <p>Submits that growth in Gisborne is a result of United Nations agendas that push for the growth of ‘megacities’. Concerned with growth and impacts on township character.</p> <p>Submission highlights that Gisborne has its own unique features namely rolling hills, space, quiet, green, beautiful landscapes and mature trees.</p> <p>Submission acknowledges benefits in a town being able to ‘provide a full range of accommodation’ but does not want to see this delivered at the expense of township character. Concerned that higher densities will ruin township amenity.</p> <p>Would like any new development to be screened off by attractive and interesting tree plantings so that they do not contrast with the unique characteristics of Gisborne.</p> | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a ‘regional centre’ that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation.</p> <p>Refer to discussions on growth and character in Section 4 Setting a protected settlement boundary and Section 5: Planning for housing.</p> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Trees and vegetation</li> <li>• Landscape, views</li> <li>• Entrances and edges</li> </ul> | <p>Submission highlights that Gisborne has unique features including rolling hills, space, quiet, green, beautiful landscapes and mature trees. Concerned with the visual impact of new ‘suburban’ style housing on these values and seeks improved screening and tree planting around new development areas.</p>  | <p>The Structure Plan nominates landscape buffers and provision of large lots at the edges of development to maintain a semi-rural character as viewed from entrance roads. Diagrams, sections or illustrations of the ‘landscape buffers’ and preferences for sound attenuation and a built form/urban design response along freeway interfaces can be included in revised Structure Plan. Refer to Section 8.3 Township edges and entrances.</p>   |

## Submission 23

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <ol style="list-style-type: none"> <li>Submits that Wallaby Run area needs more lighting and that concrete island at intersection of Station Road needs to be more visible.</li> <li>Submits that the bridge over Jacksons Creek on Station Road should be updated.</li> <li>Requests road connection from McKim Road to Black Avenue.</li> </ol> | <ol style="list-style-type: none"> <li>Noted, feedback has been referred to Council's engineering unit.</li> <li>The bridge over Jacksons Creek has been identified as in need of an upgrade from a pedestrian safety perspective.</li> <li>A road connection between McKim Road and Black Avenue has not been provided due to concerns it will create a 'rat-run' from Station Road to Kilmore Road, via The Boulevard. These roads have not been constructed to perform this connector role. A temporary connection has been provide for the duration of roadworks at the intersection of Kilmore and Melbourne Roads (as of July 2022).</li> </ol> |

## Submission 24

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include creation of space for the environment, public living, preservation of the past and integration of shared paths.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 25

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include focus on improving the quality of life for youth and proposed youth innovation hub.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 26

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul> | <ol style="list-style-type: none"> <li>Support for Glen Junor.<br/>Support reasons include generous open space and access to Jacksons Creek.</li> <li>Raises concern that recent developments have offered very little back to the community in the way of amenities and infrastructure, just more houses and traffic.</li> </ol> | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Planning for township growth includes land use planning for commercial, employment and residential land, along with community services and infrastructure to support economic and social growth. The protection of township character, significant landscape and environmental values are also embedded in the planning process. See Section 4.1.</li> </ol> |

## Submission 27

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>          | Support for Glen Junor.   | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.   |
| <b>Planning for housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul> | <p>Submission highlights references to Glen Junor in the <i>Gisborne Futures Phase 1 and 2 Engagement Summary</i> (Ethos Urban, 2019).</p> <p>Concern that not enough effort is being put into development that improves the standard of housing development.</p> | It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 (Township character) to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township. |

## Submission 28

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include legacy of Harry White, community engagement, local habitat and environment preservation, walking and bicycle trails, diversity of block sizes, access to road infrastructure and train stations.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 29

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul> | <p>Support for Glen Junor.</p> <p>Would like to see Glen Junor prioritised as there will be less traffic growth and pressure on Station Road. Supports development of Glen Junor as an alternative. Also supportive of Glen Junor's plan for youth, open spaces, access along Jacksons Creek and cycling networks.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>  |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>         | <p>Submits there is a clear need for commercial premises in the south of Gisborne.</p>   | <p>Agreed, an activity centre is planned for Willowbank Road. Refer to Section 7.3.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> </ul>      | <p>Concern that housing development west of Station Road will further increase traffic congestion, supports development of Glen Junor as an alternative.</p>   | <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p> |

## Submission 30

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>                  | <b>Summary</b><br>Support for Glen Junor.<br><br>Support reasons include bicycle and walking paths   | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.  |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | Concern with lack of commercial offer to service the large number of homes to the south of Gisborne.   | <p>An activity centre is proposed on the corner of Brady Road and Willowbank Road in the south of Gisborne. This site was nominated in the 2009 ODP and is zoned General Residential Zone – Schedule 1 (GRZ1).</p> <p>The residential zoning has restricted the capacity of the site to be developed for commercial purposes. The Gisborne Futures plan will implement recommended actions from the ODP to rezone the site to Commercial 1 Zone, and introduce a Design and Development Overlay to guide preferred built form outcomes.</p> <p>Submission noted as support for proposed activity centre.</p> |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul>      | Submission concerned with lack of safe bicycle infrastructure to the south of Gisborne. Requests a bike path through or around the Willows estate. | <p>The Walking and Cycling map (Figure 15) on p.47 of the draft Gisborne Futures Structure Plan illustrates a network of proposed off-road and shared user paths. This includes links into new development areas, and development of recreational 'loops' around town. The development plan for the Willows Estate includes a shared path network that circumnavigates the site. Further information on the approved development plan (39 Willowbank Road) is available on Council's website.</p>  |

## Submission 31

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul> | <p>Submitter does not believe in the exclusion of new people coming into our community and that more people will “ruin the rural feel and heritage” of Gisborne.</p> <p>Submits that new developments need to offer some sort of value and benefits to the community, not just adding to the already existing problems in the town.</p> <p>Support for Glen Junor.</p> <p>Support reasons include diversity, welcoming the need for growth and change for benefits it will bring including tourism, employment for young people, innovative ideas, community and environmental outcomes, creative and thoughtful design of planning and future developments.</p> | <p>Submission noted.</p> <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> </ul>      | <p>Does not support duplication of Station Road.</p> <p>Concern that housing development close to Station Road will increase pressure for duplication, supports development of Glen Junor as an alternative.</p>   | <p>Concerns about the duplication of Station Road are noted. This and other matters related to movement and transport are discussed in Section 9.</p> <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p> |

## Submission 32

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include restoration of the Jacksons Creek environs and provision of new walking trails, open space, neighbourhood centre and that the developers are people from the community.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 33

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>                                    | <p>Support for Glen Junor.</p> <p>Submitter is a local real estate agent who support the housing diversity being offered, the diversity of the homes, diversity of housing density, the open space and the facilities (neighbourhood shops, school, farm garden etc), and supply of homes to suit young people, elderly, single or two people households.</p> <p>Supportive of business model to use the development to directly address community, environmental and/or social challenges.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>   |
| <b>Planning for housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <p>Submission acknowledges need for greater housing diversity in Gisborne.</p>  | <p>Submission noted. Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3: Housing diversity, density and affordability.</p> |

## Submission 34

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>                  | <p>Support for Glen Junor.</p> <p>Support reasons include reduced traffic pressure on Station Road, provision of public open space, access to Jacksons Creek and Gisborne Gorge and housing choices for diverse community.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Submission supportive of neighbourhood centres.</p>   | <p>Support noted.</p>  |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Walking and cycling</li> <li>Duplication of Station Road</li> </ul> | <ol style="list-style-type: none"> <li>Submission supportive of plans for developing cycle paths as a priority and trying to encourage less traffic.</li> <li>Does not support duplication of Station Road, loss of trees and impact on town character. Concern that housing development west of Station Road will increase pressure for duplication, supports development of Glen Junor as an alternative.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.</li> <li>Concerns about the duplication of Station Road are noted. This and other matters related to movement and transport are discussed in Section 9.</li> </ol> <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p> |
| <p><b>Urban Design Framework</b></p> <p><b>Building heights</b></p>   | <p>Submitter does not support building heights proposed in the UDF, would like to see the building heights limited to a max of 3 storeys.</p>  | <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer response to Section 12.3: Building heights.</p>  |

## Submission 35

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Settlement boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include combination of smart housing, sustainable living opportunities, care for the environment, business / employment opportunities, community focused infrastructure and a tribute to Harry White.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 36

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul>             | <p>Support for Glen Junor.</p> <p>Support reasons include walking and cycling paths, parklands, Harry White legacy, reduces traffic pressure on Station Road.</p>   | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul>                             | <p>Submits that there is an urgent need to preserve the character of Gisborne and states “we can’t keep building like suburban Melton.”</p>   | <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p> <p>Refer to response provided Section 5.2 Township character.</p> <p>Note too that planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. See Section 5 (Planning for housing) for further discussion on this.</p> |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Trees and vegetation</li> <li>Duplication</li> </ul> | <p>Does not support duplication of Station Road, loss of trees and impact on town character. Concern that housing development west of Station Road will increase pressure for duplication, supports development of Glen Junor as an alternative</p> | <p>Concerns with the duplication of Station Road and loss of trees are noted. This is further addressed in Section 9 (Movement and Transport).</p>  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> </ul>                  | <p>Does not support duplication of Station Road.</p> <p>Concern that housing development west of Station Road will increase pressure for duplication, supports development of Glen Junor as an alternative</p>                                      | <p>Concerns about the duplication of Station Road are noted. This and other matters related to movement and transport are discussed in Section 9.</p> <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p>   |

## Submission 37

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include celebration of Harry White legacy, opportunity to establish a commercial business on the site and general economic growth opportunities that arise from the development. Includes reference to places that supply convenience, share work spaces, access to local produce, rural lifestyle experiences and community socialisation.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>          | <p>Submission supportive of future neighbourhood centres, reasons include encouragement of commercial business opportunities within walking distance for residents.</p>   | <p>Support noted.</p>  |

## Submission 38

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul> | <p>Submission generally supports integrating growth with urban design, care for the environment, recognition of indigenous history, transport and the natural environment.</p> <p>Does not support growth in New Gisborne due to pressure on Station Road. Supports development of Glen Junor as an alternative.</p> <p>Support reasons include achieving aspirations set out in the Gisborne Futures plans, great urban design, variety of land sizes, preservation of Jacksons Creek, Harry White legacy, focus on walking and cycling and reduced car dependency. Concern with increase in traffic on Station Road with other options.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul>                  | <p>Concerned New Gisborne growth areas will develop as 'standard cookie cutter' developments.</p>   | <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p> |

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| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | <p>Submission supports expansion of the Business Park and hopes it generates new employment opportunities.</p>   | <p>Support noted.</p>  |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Trees and vegetation</li> </ul>        | <ol style="list-style-type: none"> <li>Supports aspirations for Gisborne, including integrating growth with urban design, care for the environment, recognition of our indigenous history, transport and the natural environment.</li> <li>Does not support duplication of Station Road and loss of trees. Concern that housing development in New Gisborne will increase pressure for duplication, supports development of Glen Junor as an alternative.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.</li> <li>Concerns about the duplication of Station Road are noted. This and other matters related to movement and transport are discussed in Section 9.</li> </ol> <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> </ul>    | <p>Does not support growth in New Gisborne, reasons include pressure on Station Road, congestion and loss of trees. Supports development of Glen Junor as an alternative.</p>  | <p>Concerns about the duplication of Station Road are noted. This and other matters related to movement and transport are discussed in Section 9.</p> <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p>  |

## Submission 39

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>   | Support for Glen Junor.<br>Support reasons include opportunity to link open space to new public space down stream from Kilmore Road by extending the existing path following Jacksons Creek and under the Calder Freeway to Glen Junor | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Environmental values, waterways</li> <li>Walking, cycling</li> </ul> | Submission in support for more walking and cycling paths along creeks and rivers, including extension of Jacksons Creek path to Glen Junor.  | Support noted.<br>The extension of a path along Jacksons Creek to the east would be subject to acquisition of private land to deliver a public link.  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul>  | Submission in support of walking and cycling paths along waterways and open space, including extension of access along Jacksons Creek to Glen Junor.   | Support noted   |

## Submission 40

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Environmental values, biodiversity, habitat</li> </ul> | <ol style="list-style-type: none"> <li>Supportive of elements of the plan which preserve the unique character of Gisborne, preserve the natural environments and enhance biodiversity.</li> <li>Concerned with impact of Western Link Road on the environment, heritage, and Aboriginal and cultural interests, existing wetlands, wildlife corridors, waterways, visual impact on landscape etc.</li> </ol>   | <ol style="list-style-type: none"> <li>Support noted.</li> <li>Concerns with environmental impacts of the Western Link Road are noted. These concerns are addressed in Section 9.3 Western Link Road.</li> </ol>  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul>                              | <p>Submission does not support the Western Link Road.</p> <p>Concerns with impacts on landscape and environmental values, biodiversity, habitat and land zoned for rural conservation, trees and vegetation, edges and entrances to town.</p> <p>Submits that greater consideration should be given to exploring alternative routes to divert traffic away from Gisborne onto existing freeways and that that Council should work with state government to divert traffic away from country towns.</p> <p>Concerned that the Cardno Traffic and Transport Report is too focussed on traffic management and lacks appreciation of Gisborne resident's values and goals, and the towns priorities for protecting the natural environment and town character.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 41

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <p>Submission concerned with potential increase in multi-unit developments that would see existing character of Gisborne change to how the Rodney Street precinct has evolved.</p> | <p>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3 Housing diversity, density and affordability.</p> <p>Character outcomes and proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Environmental values, biodiversity, habitat</li> </ul> | <p>Concern with unit development and loss of trees/habitat for wildlife.</p> | <p>Refer to response provided in Section 8.6</p> <p>Wildlife</p> |
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## Submission 42

| Theme   | Summary   | Response  |
|---|---|---|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission requesting inclusion of property to the west of town (off Bacchus Marsh Road) in the proposed township boundary.</p> <p>Seeks alternative 'village' style development outcomes, including expansion of Jacksons Creek linear open space, walking trails and enlargement of the Gisborne 'Botanic Garden' concept.</p> | <p>Subject property is included as an investigation area and is assessed in Section 4.4.</p> <p>The site contains landscape values and environmental sensitivity represented through the Rural Conservation Zone and Vegetation Protection Overlays. Other concerns include visual impact on sensitive landscape at township entrance, flooding concerns.</p> <p>The Gisborne Futures project is not seeking to provide for further rural residential or large lot expansion on the edges of town, and policy direction is for growth to be focussed in New Gisborne.</p> <p>Based on the above constraints the site did not score highly for inclusion in the township boundary.</p> |

## Submission 43

| Theme   | Summary  | Response   |
|---|--|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission on behalf of landowner with properties to the south of Brooking Road seeking inclusion in the township boundary. Reasons include:</p> <ul style="list-style-type: none"> <li>good road connectivity</li> <li>access to reticulated services</li> <li>proximity to new primary school</li> <li>proximity to new open space (at Willow) and</li> <li>no impact on Mount Gisborne significant landscape.</li> </ul> | <p>Land to the south of Brooking Road has not been considered for future township expansion.</p> <p>The selection criteria for inclusion in the township boundary and comment on requests for inclusion south of Brooking Road are provided in Section 4 (Setting a protected settlement boundary) and Section 4.6: Land south of Brooking Road.</p> |

## Submission 44

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> <li>Township boundary</li> </ul> | <ol style="list-style-type: none"> <li>Submits that the plan does not provide for enough growth, and that it will be a waste of time and resources if it needs to be done again in the medium-term.</li> <li>Requests rezoning of property from Rural Living Zone to Low Density Residential Zone.</li> <li>Submission requests review of minimum lot sizes in the Rural Living Zone south of Gisborne.</li> </ol> | <ol style="list-style-type: none"> <li>Land supply and demand is to be reviewed in second draft of plans, refer to discussion in Section 4.7.</li> <li>Site specific rezoning request is beyond the scope of the Structure Plan and should be considered as a proponent led rezoning request.</li> <li>Land to the south of Brooking Road has not been considered for future township expansion.<br/><br/>The selection criteria for inclusion in the township boundary and comment on requests for inclusion south of Brooking Road are provided in Section Section 4 (Setting a protected settlement boundary) and Section 4.6: Land south of Brooking Road.<br/><br/>This Gisborne Futures plan is investigating future township residential land and is not proposing to make changes to the Rural Living Zone in Gisborne South. Land south of Brooking Road is Rural Living Zone is guided by Council's In the Rural Living Zone strategy (2015).</li> </ol> |

## Submission 45

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission raises existing and future congestion, safety and general access issues with the intersection of Cherry Lane and Station Road. Concerned with the development at 89 Ross Watt Road and the need to upgrade Cherry Lane.</p> <p>Submission suggests consideration of options including a left turn lane northbound out of Cherry Lane, a mini-roundabout or traffic lights.</p> | <p>An upgrade to the intersection of Cherry Lane and Station Road, and upgrade of Cherry Lane and Swinburne Avenue to collector road status is identified on page 44 of the draft Structure Plan.</p> <p>The form and design of this is subject to future design investigation and Development Plan application.</p> |

## Submission 46

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Parks, open space</li> </ul> | Submission seeks upgrades to Sankey Reserve including drainage.                 | <p>Council is currently reviewing its Open Space Strategy. This will provide clear direction to Council on current and future open space requirements.</p> <p>Feedback on condition and maintenance issue has been referred to Council's Open Space department.</p>   |
| <b>Community Infrastructure</b> <ul style="list-style-type: none"> <li>Education</li> </ul>          | Submission enquires whether an additional secondary school is being considered. | The Department of Education and Training (DET) was contacted during the early stages of the project (2018) seeking advice on the education needs of Gisborne as it grows. The advice received was that there would not be sufficient demand for an additional state secondary school. Section 11 (Education and community services) includes an action to follow up with DET to check if previous advice has changed. |

## Submission 47

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>             | <p>Support for Glen Junor.</p> <p>Support reasons include walking and cycling paths to encourage mental health and wellbeing, care for the environment through support of climate change mitigation.</p> | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul> | Submission seeks better walking and cycling infrastructure.  | <p>Council has a <a href="#">Cycling and Walking Strategy</a> (2014) that provides guidance on the type and location of walking and cycling infrastructure.</p> <p>The Gisborne Futures plans have identified a number of key missing links throughout the township that will assist to provide recreational "loops" and a connected off-road shared path network. Council is incrementally constructing footpaths in older estates and subdivisions, as funding allows. Proposed upgrades to walking and cycling infrastructure is highlighted on Page 47 of the Structure Plan.</p> |

## Submission 48

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>                    | <p>Support for Glen Junor.</p> <p>Support reasons include reduced traffic pressure and congestion on Station Road by achieving aspirations set out in the Gisborne Futures Plan. Delivery of Glen Junor will raise quality development in Gisborne, high level of community consultation.</p> | <p>Support noted for Glen Junor is noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021 Refer to response provided in Section 4.5: Glen Junor.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> </ul> | <p>Does not support growth in New Gisborne, reasons include pressure on Station Road, congestion and loss of trees. Supports development of Glen Junor as an alternative.</p>   | <p>Concerns about the duplication of Station Road are noted. This and other matters related to movement and transport are discussed in Section 9.</p> <p>Access along Hamilton Road and potential for traffic to divert to Pierce/ Kilmore Roads to provide an alternative route to Station Road is a consideration in the assessment of future township boundary investigation areas in Section 4 (Setting a protected settlement boundary).</p> |

## Submission 49

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Settlement boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include focus on improving the quality of life for youth and proposed youth innovation hub. Elevate Strategy Action Items, walking and cycling paths, home affordability and employment opportunities.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 50

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | <p>Submission raises concern with existing lack of car parking around Gisborne Central (Coles) bound by Brantome, Aitken and Robertson Streets. Cites concerns with adequacy of supply for Aquatic Centre and on market days.</p> | <p>The northern end of Brantome Street does experience high demand for parking. Staff using car parking for longer stays results in a lower turn-over rate of spaces and is contributing to a lack of short-term capacity on the centre.</p> <p>Unrestricted car parking is available in John Aitken Reserve opposite. It is acknowledged that Aitken Street is busy at peak times and the plans include a signalised intersection to make crossing safer.</p> <p>Section 12.4</p> <p>Car parking) discusses existing supply and opportunities for additional parking.</p> |

## Submission 51

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>                  | <p>Support for Glen Junor.</p> <p>Support reasons include Glen Junor to be prioritised to improve walking and cycling paths, improve local services, activity centres and Gisborne Township through controlled development standards.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Submission supportive of neighbourhood centres.</p>  | <p>Submission noted.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul>      | <p>Submission in support of more and safer bicycle and walking paths – these should be a priority.</p>  | <p>Support noted.</p>  |

## Submission 52

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li></li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include welcoming the need for the sustainable use and development of Glen Junor land, celebration of Harry White legacy.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 53

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Covid-19</li> </ul>      | <p>Support for Glen Junor.</p> <p>Support reasons include development of sustainable and resilient communities, mixed-age neighbours.</p> <p>4.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>  |
| <b>Phase 3 Consultation</b> <ul style="list-style-type: none"> <li>Covid-19</li> </ul>                         | <p>Comments on impacts of Covid-19</p>  | <p>Consideration of the impacts of Covid-19 is included in discussion in Section 2.3: Feedback on consultation and pandemic response.</p>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | <p>Submission supports expansion of the Business Park and hopes it generates new employment opportunities.</p>                                      | <p>Support noted.</p>   |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Parks, open space</li> </ul>           | <p>Supportive of expansion of trail along Jacksons Creek.</p> <p>Supportive of parks being protected from car parking expansion.</p>                | <p>Support noted.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and cycling</li> </ul>            | <p>Submission supports extension of access along Jacksons Creek to the west and east into Glen Junor.</p>   | <p>Support noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021.</p> <p>The concept plan in the Development Plan Overlay Schedule 19 that applies to the Rural Living Zone includes a future open space corridor with public access tracks along Jacksons Creek. Extensions of this into Gisborne town currently remain limited due to private ownership of the creek reserve.</p> |

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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Land use</li> <li>Car parking</li> </ul> | <ol style="list-style-type: none"> <li>Submission in support of encouraging semi-industrial businesses on Robertson Street to move to the Business Park to free up land for commercial, retail or residential buildings.</li> <li>Submission surprised at disregard for increased car parking, though supports the plan's refusal to consider the park areas as potential sites.</li> </ol> | <ol style="list-style-type: none"> <li>Feedback noted.</li> <li>Section 12.4: Car parking discusses existing supply and opportunities for additional parking.</li> </ol> |
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## Submission 54

| Theme  | Summary  | Response   |
|--|--|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include (Serenbe) welcoming the need for the sustainable and climate mitigation orientated development plan of Glen Junor.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 55

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include biodiversity and nature-based design.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 56

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include environmental design, housing diversity and affordability, walking and cycling connectivity, biodiversity plan.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

## Submission 57

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> <li>Township boundary</li> </ul> | <p>Does not support expansion of township boundaries.</p>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4 (Setting a protected settlement boundary) and Section: 4.1 Township growth.</p> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Wildlife</li> </ul>                             | <p>Submission concerned about the impact on wildlife, road kill rates and that wildlife corridors will not address this adequately. Suggests mitigation such as 'sonic booms', especially on Bullengarook Road.</p> | <p>Detailed management of wildlife is beyond the scope of a structure plan, however any future development will require preparation of a flora and fauna assessment that identifies existing vegetation, fauna and natural drainage lines to be protected and enhanced in the subdivision design.</p> <p>Analysis and mapping of known wildlife habitats and objectives, strategies and/or actions in the Structure Plan that specifically address these will be considered in the re-draft.</p> <p>Further discussion on wildlife is available at Section 8.6:</p> <p>Wildlife</p>  |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission concerned that the plan does not adequately address the impact of expansion on already congested road network.</p>   | <p>Gisborne's roads experience congestion at peak periods. SIDRA modelling has shown that while there is queuing at key intersections during these periods, traffic flows and the general network are still operating within capacity.</p> <p>The refresh of the Structure Plan will include a review of the movement infrastructure requirements and principles to support the existing and growing community.</p> <p>Refer to response provided in Section 9.1 (Road Infrastructure and traffic) for further information on this.</p> |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Building heights</li> </ul>                | <p>Submitter not supportive of building heights proposed in the UDF, concerned of impact on the 'village' township would destroy the country feel.</p> <p>Seeks protection of trees within the town centre and streetscapes.</p> | <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer response to Section 12.3 Building heights.</p> <p>Further discussion on topics relevant to the UDF are provided in Section 12.</p>  |

## Submission 58

| Theme   | Summary   | Response  |
|---|---|---|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Township character</li> </ul> | <p>Submission states that under the current plans Gisborne is 'just going to be another suburb of Melbourne with all the associated problems and lack of rural community soul'.</p> | <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p> |

## Submission 59

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 60

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Township boundary</li></ul> | Submission requesting inclusion of two properties in township boundary, and extension of boundary to Payne Road. | Township boundary investigation areas have been reassessed in Section 4 (Setting a protected settlement boundary). This section contains a recommended boundary for future land use investigations. |

## Submission 61

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Township boundary</li></ul> | Submission supports inclusion of property in township boundary. | Submission noted. Refer to further discussion provided in Section 4 (Setting a protected settlement boundary). |

## Submission 62

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Township boundary</li></ul> | Submission supports inclusion of property in township boundary. | Submission noted. Refer to further discussion provided in Section 4 (Setting a protected settlement boundary). |

## Submission 63

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>  | <p>Concern with new subdivision in and around Gisborne: no wide streets, no room to have street trees, no green spaces, just roof after roof after roof, and that the 'country' look and feel of the town is lost.</p>  | <p>Submission noted. Refer to response provided in Section 4.1: Township growth.</p>  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> <li>Housing framework</li> <li>Housing diversity, density and affordability</li> <li>Covid-19</li> </ul> | <ol style="list-style-type: none"> <li>Submission objects to any residential building above 2 storeys in Gisborne, particularly close to the Gisborne town centre.</li> <li>Does not believe that small dwellings will fix housing affordability. New 2 storey units cost more than the smaller homes on the market.</li> <li>Submits that with social distancing requirements people will want more space, not less, and the current plans will deter people from wanting to move here.</li> </ol> | <ol style="list-style-type: none"> <li>Refer to response provided in Section: 5.4 Housing framework change areas.</li> <li>Refer to response provided in Section 5.3 Housing diversity, density and affordability.</li> <li>The plans will be updated to consider the 2021 Census data which is reflective of the of Covid-19 discussion in Section: 2.3 Feedback on consultation and pandemic response</li> </ol>  |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>GRZ / Precinct 3</li> </ul>   | <p>Submission does not support three storey buildings in residential areas, particularly around Turanga Road, Fisher, Howey, Stephen, Calthorpe Streets.</p>  | <p>Submission noted. Refer to response provided in Section 6.1.3 Precinct 3 and the General Residential Zone.</p>   |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Trees and vegetation</li> </ul>   | <ol style="list-style-type: none"> <li>Submission concerned that so many trees have been lost including the huge trees around Gisborne oval, along Melbourne Road, Calthorpe Street, along Jacksons Creek and Aldi site.</li> <li>Submission concerned with lack of tree planting in new estates and loss of township character.</li> </ol>   | <ol style="list-style-type: none"> <li>Council's Tree Management Policy seeks to maintain and enhance trees in public spaces, including street trees, parks and reserves. The policy contains criteria that must be met for tree removal, including whether a tree is dead, dying or diseased. Any trees to be removed are replaced in accordance with the policy.</li> <li>While it will take some time for trees to establish and become a dominant part of the residential character in new developments, existing planning scheme controls require that future trees and landscaping be provided as part of new development. Refer also to response in 8.2.4 Trees and vegetation.</li> </ol> |

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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Building heights</li> </ul> | <p>Submitter does not support building heights proposed in the UDF, would like to see the building heights limited to 2 storeys, or a maximum of 3 if necessary and only if significantly set back.</p> | <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer response to Section 12.3:Building heights.</p> |
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## Submission 64

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Entrances and edges</li> </ul>          | <p>Concern with maintenance of township entrances (Melbourne Road) and overgrown footpaths in town.</p> <p>Submission suggests improvements to the appearance of township entrances including Melbourne Road, the Hamilton Street/Aitken Street fountain. Requests improved maintenance and planting of annuals to give the town more 'polish'.</p> | <p>Comments largely relate to maintenance and have been forwarded on to Council's operations team.</p> <p>An action to consider improved landscaping and welcoming township signage at key entry points may be included in the Urban Design Framework.</p>   |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> </ul> | <p>Submission states that with the growth that is planned roads and infrastructure will be key to liveability. The current plans do not clearly show how this will be managed, and requests further clarity.</p>  | <p>Gisborne's road experience a degree of congestion at peak periods. SIDRA modelling has shown that while there is queuing at key intersections during these periods, traffic flows and the general network are still operating within capacity.</p> <p>The plans include key intersection and road upgrades that have been identified to support future township growth. The detail to support these is provided in the Cardno Traffic and Transport Report.</p> |

## Submission 65

| Theme  | Summary  | Response  |
|--|--|---|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> <li>Township boundary</li> <li>Glen Junor</li> </ul> | <ol style="list-style-type: none"> <li>Does not support growth for a commuter workforce due to climate change, unsustainable transport outcomes.</li> <li>Requests retraction of proposed township boundary. Does not support Glen Junor.</li> </ol>   | <ol style="list-style-type: none"> <li>Township growth is a key component of project scope. This is discussed further in Section: 4.1 Township growth.</li> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> </ol>  |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Environmental risks, climate change</li> </ul>                      | <p>Submission raises that Gisborne Futures plan does not directly address the long term impacts of climate change, and that further growth should not be supported.</p> <p>Submitter does not agree with the plan's claims on being 'sustainable' when it promotes growth as a dormitory suburb for a commuter work force.</p> | <p>The plans recognise that the high number of people that travel outside the Shire for work is an issue and seek to provide more local employment opportunities through an expanded business park and promotion of the Gisborne town centre for business development opportunities.</p> <p>They also contain a number of objectives seeking to reduce use of private vehicles encourage walking and cycling, providing access to shops and services within proximity to living, working and education opportunities. In addition to these, the plans promote principles related to sustainable subdivision design, integrated water management and energy.</p> <p>Refer to response provided in Section: 8.1:</p> <p>Environmental risks – climate change, flooding, fire.</p> |

## Submission 66

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>• Medium density and infill development</li> <li>• Township character</li> <li>• Housing diversity, density and affordability</li> </ul> | <p>Submitter would prefer that medium density be allocated to new areas where people can move in expecting that form of life style rather than having it imposed on existing areas.</p> <p>Submission raises concerns areas that have a concentration of townhouses and units. Issues include increased traffic, limited parking and a proliferation of rubbish bins along the street on collection day.</p> <p>Concern with infill development and loss of open, semi-rural character in Precinct 6a.</p> | <p>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3: Housing diversity, density and affordability.</p> <p>Character outcomes and proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6: Neighbourhood character.</p> |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>• Precinct controls</li> <li>• Precinct 6a</li> </ul>   | <p>Pro-forma objection letter to Precinct 6a neighbourhood character controls.</p>   | <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6: Neighbourhood character.</p>   |

## Submission 67

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>• Glen Junor</li> <li>• Housing diversity, density and affordability</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include open space design, retaining village character including low scale buildings, sustainability focus, pedestrian safety improvements, youth hub.</p>                        | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>• Housing diversity, density and affordability</li> </ul>                       | <p>Submits that housing accessibility and affordability are not addressed simply through increasing the numbers of medium density blocks of land for new houses, but require more innovative and integrated policy development.</p> | <p>Agree. The ability to influence this through the planning scheme is limited without much more sweeping policy reforms.</p>  |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental risks, climate change</li> </ul>                         | <ol style="list-style-type: none"> <li>1. Submission commends Council for encouraging increasing attention to environmental protection elements and integration with broader community development approaches and policies.</li> <li>2. Submission highlights that the plans need to recognise significant changes to our planet in terms of global warming, the deteriorating natural environment, increasing fire risks, higher frequency of extreme weather events, increasing pressure on water supplies and potential conflicts over access to food.</li> <li>3. Submission includes general support for the content of the plans and endorses the key elements that seek to promote the features of Gisborne – open spaces, village character, low scale buildings and a focus on healthy sustainable environment.</li> </ol> | <ol style="list-style-type: none"> <li>1. Support noted.</li> <li>2. Agree, further work is required to address some of these points in greater detail. Refer to Section 8.1:</li> <li>3. Environmental risks – climate change, flooding, fire.</li> <li>4. Support noted.</li> </ol> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> <li>• Walking and cycling</li> </ul> | <p>Submission acknowledges plans to improve pedestrian safety as well as vehicle movements and safety.</p>  | <p>Noted.</p>   |

## Submission 68

| Theme  | Summary  | Response  |
|--|--|---|
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul>  | <p>Submission concerned with Business Park expansion. Purchased home 12 years ago and was not aware of future plans to expand the Business Park.</p> <p>Concerns include:</p> <ul style="list-style-type: none"> <li>impact on township gateway</li> <li>house prices</li> <li>heavy vehicle traffic</li> <li>lack of alternative traffic management options</li> <li>truck exhaust breaks (need signage advising trucks not to use in residential areas) and</li> <li>consideration of aged care facility.</li> </ul> <p>Submits that Council have a responsibility to be protecting Gisborne's semi-rural environment.</p> | <p>The adopted ODP provides current policy background for the expansion of the business park. Preparation of the ODP included an extensive community consultation program that occurred between 2008 and 2009, including exhibition of Amendments C59 and C68.</p> <p>The draft Business Park Development Plan was exhibited in 2019 and records indicate that the subject property was included in list of recipients of a direct mail out advising of the consultation.</p> <p>A detailed response to specific issues raised in the Business Park Development Plan consultation is provided in Section 7.5: Future direction for the Gisborne Business Park.</p>  |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Concerned with potential additional heavy vehicle traffic on Saunders Road as a result of the proposed business park expansion. States that this is already an issue and that the new traffic signals will exacerbate this problem, as truck traffic will be in clusters due to light sequences.</p> <p>Submits that there needs to be signs advising truck drivers not to use truck exhaust brakes in residential areas.</p> <p>Also asks what other traffic management options have been considered.</p>  | <p>Measures to address road safety along Saunders Road have been considered through the business park master plan development and also the wider Gisborne Futures project.</p> <p>It is acknowledged that traffic and heavy vehicle numbers will increase in line with expansion of the Business Park and future residential development of the area. These have been modelled to determine whether the increase is acceptable in terms of road capacity and what upgrades may be required. This investigation found that Saunders Road will continue to operate within the Austroads capacity for a single carriageway road with one lane in each direction. The upgrade of the Saunders Road/Station Road intersection is currently underway.</p> |

## Submission 69

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <p>Does not support infill development in existing township areas, particularly Precinct 6a.</p> <p>Would prefer medium density be located in new development areas.</p> | Submission noted. Refer to Section 5.3 Housing diversity, density and affordability.  |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul>    | Pro-forma objection letter to Precinct 6a neighbourhood character controls.  | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 70

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul> | <p>Submits that allowing 2/3/4 level town houses opposite a natural piece of rare bush is totally wrong and short-sighted.</p> <p>3.</p> | Concerns raised by the submitter are acknowledged and considered in general commentary regarding three storey residential development. Subject property is in Precinct 2c which is proposed to be rezoned to Neighbourhood Residential Zone, maximum building height of 2 storeys. |
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>     | Submits that the plan will turn Gisborne into another over grown Melbourne suburb thus losing its unique character.                      | Submission noted. Refer to response provided in Section 4.1: Township growth.  |

## Submission 71

| Theme                          | Summary  | Response   |
|--------------------------------|--|--|
| <b>Utilities and servicing</b> | <p>Submission from Greater Geelong Cemeteries Trust regarding Gisborne Cemetery.</p> <p>Submission notes 20-25 years capacity in the existing cemetery and highlights the need to plan for memorial space to accommodate future demand.</p> <p>Submission notes the value of cemeteries as community passive open space.</p> <p>Seeking work with MRSC to identify 30-40 hectares as possible future cemetery land for cemetery grounds to service the Macedon Ranges community for the long-term.</p> | <p>Submission noted.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Consult with Greater Geelong Cemeteries Trust GGCT and determine future land use requirements for memorial land.</li> </ul> |

## Submission 72

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul> | <p>Submission raises concerns that the 'village character' will not be preserved if Gisborne turns into a regional centre.</p> | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation.</p> <p>This is discussed further in Section 4.1: Township growth.</p> |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Wildlife</li> </ul>      | <p>Wildlife needs to be considered as part of the plans.</p>   | <p>Further work on the Structure Plan will include analysis and mapping of known wildlife habitats and include objectives, strategies and/or actions in the Structure Plan that specifically address these.</p> <p>This is discussed further in Section 8.6: Wildlife</p>  |

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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> </ul>             | <p>Submits that Gisborne does not have the infrastructure to support population growth.</p>  | <p>Planning for township growth includes land use planning for commercial, employment and residential land, along with community services and infrastructure to support economic and social growth.</p> <p>This is discussed further in Section 4.1: Township growth.</p>   |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Character and built form</li> </ul> | <p>Submits that the village character will not be preserved if Gisborne is turned into a regional centre, that already the Nexus Centre is an eyesore and that if people want large homemaker centres, and multi-story buildings there is plenty of that in surrounding suburbs. The future projections in the Gisborne Futures documents show concrete jungles, with a commercial presence that people come here to move away from.</p> | <p>Currently the Planning Scheme has no enforceable built form controls or height limits for Gisborne. Gisborne Futures seeks to introduce policy to inform future design controls. Design controls have been prepared to ensure new development does not compromise views to Gisborne's landscape setting, and that it responds to elements identified as contributing to Gisborne's township character. These will give Council greater control over the look and feel of buildings that what is currently provided through the planning scheme.</p> <p>Refer also to response provided in Section 12.2 Town centre character and built form.</p> |

### Submission 73

| Theme  | Summary  | Response   |
|--|--|--|
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | <p>Submission concerned with lack of future plan for additional car parking.</p> | <p>Section 12.4: Car parking discusses existing supply and opportunities for additional parking.</p> <p>This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.</p> |

## Submission 74

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>New purchasers of recently sold property in Octagonal Court opposed to future road being extended at the end of street to service new development estates.</p> | <p>The Octagonal Road connection is identified in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014. The NGDP was exhibited to the community in 2013 and Council did not receive any submissions specifically concerned with the proposed road connection at that time.</p> <p>The road connection is noted as a 'potential future access' in the NGDP and relies on each landowner developing, it is not proposed to be compulsorily acquired. Whether this road does indeed connect through in the future would be addressed through a future subdivision application.</p> <p>Given that the NGDP has been approved, any planning permit application for subdivision that seeks to deliver on the outcomes of the Plan is exempt from notice requirements. Any planning permit application must be generally in accordance with the Development Plan, which currently includes the extension of Octagonal Court.</p> |

## Submission 75

| Theme  | Summary   | Response                 |
|--|---|--------------------------|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission supports inclusion of property in township boundary and future rezoning to Urban Growth Zone.</p> | <p>Submission noted.</p> |

## Submission 76

| Theme   | Summary   | Response   |
|---|---|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township boundary</li> <li>Glen Junor</li> </ul> | <p>Submits that the expansion of the town boundaries looks to be sensible, with the exception of the inclusion of Glen Junor.</p> <p>Does not support Glen Junor.</p> <p>Submits that the apparent deviation from process, against professional guidance and change of scope, adds confusion and a sense that the community is actually not being listened to.</p> <p>Submits that with the last-minute inclusion of Glen Junor Council appear to be running the risk of over development beyond supporting infrastructure capacity, therefore creating issues in the future and not a planned successful outcome for the town and community.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>   |
| <p><b>Consultation</b></p> <ul style="list-style-type: none"> <li>Covid-19</li> </ul>                                     | <p>Concern with timing of plans and consultation during Covid-19 pandemic.</p>  | <p>Consideration of the impacts of Covid-19 is included in discussion in Section 2.3 Feedback on consultation and pandemic response</p>  |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul>                 | <p>Generally supportive of neighbourhood character proposals but is concerned that there is too much infill proposed with little regard to existing areas, and that controls are ambiguous in stating that “two storeys are preferred but three storey are permitted.”</p>  | <p>DELWP have advised that it is no longer acceptable to identify preferred typologies (eg. detached houses, units etc) and that outcomes are to be focussed on built form outcomes.</p> <p>Neighbourhood character controls will be reviewed for clearer communication of preferred built form outcomes.</p> <p>Refer also to response provided in Section 6.1.1 NCS precinct controls.</p> |

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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <p>The historical feel of the main street adds character and attraction to the town centre and to change it to modern 3 – 4 storey may negatively impact regional trade that comes to Gisborne for the character and semi-rural feel.</p> | <p>Currently Gisborne does not have any enforceable built form controls or height limits.</p> <p>Design controls have been prepared to ensure new development does not compromise views to Gisborne's landscape setting, and that it responds to elements identified as contributing to Gisborne's township character. These will give Council greater control over the look and feel of buildings that what is currently provided through the planning scheme.</p> <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer also to response provided Section 12.2: Town centre character and built form and Section 12.3: Building heights.</p> |
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## Submission 77

| Theme   | Summary   | Response   |
|---|---|--|
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Land use</li> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <p>Submission regarding a proposed master planned redevelopment of the Gisborne Oaks residential aged care facility.</p> <ol style="list-style-type: none"> <li>1. Submission supports the subject site being included in a 'Health and Civic Precinct'.</li> <li>2. Submits that the whole of site should be included as a development opportunity site.</li> <li>3. Does not support the DDO or DPO and raises concerns with elements of the UDF that may limit or alter the proposed master plan.</li> <li>4. Seeks rezoning of portion of the site from SUZ be rezoned to GRZ (potentially as a Section 96A Amendment).</li> <li>5. Submits that the DDO is inconsistent with the outcomes sought in the plans for the RACF (Nursing Home) in terms of height, scale and setbacks.</li> </ol> | <p>A planning application has been received for the proposed Gisborne Oaks Aged Care facility (refer PLN/2020/473).</p> <ol style="list-style-type: none"> <li>1. Support noted.</li> <li>2. Opportunity sites were identified as sites that were currently vacant or have future redevelopment potential, via either a lack of built form or other policy direction. This approach is consistent across the town centre and does not compromise the capacity of the site to be redeveloped.</li> <li>3. The UDF was prepared in advance of any master plan being submitted to Council by the submitter, stating: <ul style="list-style-type: none"> <li>– Master planning work is required to determine site access, open space and built form arrangements and appropriate zoning.</li> <li>– It is proposed that a Development Plan Overlay be applied to this</li> </ul> </li> </ol> |

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|  | <p>6. Objects to proposed provision of public pedestrian access through the site.</p> | <p>precinct to ensure that the future development of this land occurs in a coordinated manner, and that a 'whole of site' approach is prepared in consultation with all affected parties.</p> <p>– It is acknowledged by Council that the masterplan since submitted by the applicant was a step in the right direction towards a coordinated vision for the precinct. The need for a DPO may be reviewed in line with the master plan assessment and potential Section 96A Amendment.</p> <p>4. Council has advised that the request to rezone away from the SUZ and remove the covenant would likely not naturally fit within the implementation program for Gisborne Futures, and would be more appropriate through a 96A amendment.</p> <p>5. The UDF is a tool to help manage, influence and facilitate change in accordance with a shared vision for the activity centre and other planning policy direction. Proposed development controls for this site are consistent with controls to the remainder of the town centre that seek to ensure new built form responds to the existing township character. Key to achieving this is the introduction of an 8.5m 'street wall' which imposes a 2 storey height at the street edge, with any upper levels to be set back beyond that. There is also direction for future built form to provide upper level setback and break in built form so that it doesn't entirely block views to the landscape setting beyond.</p> <p>It is acknowledged that this built form outcome does not entirely align with proposals for development on the site. Feedback has always been that the scale of the proposed development is likely to be a concern, and that the UDF will determine the most appropriate built form outcome on the site.</p> <p>A planning permit application for the site has since been approved.</p> <p>6. The subject site has a site width of 235m within a broader block with a</p> |
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|  |  | <p>width of 384m. The direction for a permeable and connected pedestrian network is considered to deliver a greater benefit to the whole community, such as providing residents to the south of the site with more direct access to the Dixon Field to the south, enhancing walkability etc.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Review proposed DPO controls for the town centre and whether the outcomes sought can be achieved through a DDO.</li> <li>• Review the most appropriate zone for the Health and Civic Precinct. Note that a proponent-led Section 96A planning scheme amendment is proposed for the site.</li> </ul> |
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### Submission 78

| Theme  | Summary   | Response  |
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| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>• Precinct controls</li> <li>• Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

### Submission 79

| Theme  | Summary   | Response  |
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| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>• Precinct controls</li> <li>• Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 80

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 81

| Theme  | Summary  | Response  |
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| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>GRZ / Precinct 3</li> <li>Precinct controls</li> </ul> | Submission concerned with changing township character, does not support three storey residential development around the town centre or two storey units/townhouses in Precinct 2a. | Submission noted. Refer to response provided in Section 6.1.4 NCS Design and Development Overlays and Section 6.1.3 Precinct 3 and the General Residential Zone.  |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul>               | <p>Submits that the Business Park area is too expansive.</p> <p>Raises concern with additional truck traffic.</p>  | <p>The <i>Economic and Employment Analysis</i> provides a detailed overview of Gisborne's commercial and industrial role in the local and regional context. The draft Gisborne Structure Plan seeks to plan for growth over the next 20-30 years. Urban Enterprise have provided a low-growth scenario (0.9ha pa) which estimates there is 9.1 years of existing supply, and a medium-growth scenario (1.6ha pa) that estimates this provides for 5.3 years of supply.</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. Section 7.4 (Future direction for the Gisborne Business Park) includes further response to submissions related to the business park. This is discussed also in Section 4.10 Future urban structure options.</p> |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Trees and vegetation</li> </ul>                      | Supports increased tree planting in streets, but expresses concerns that this may unnecessarily reduce on-street parking availability.   | Any future streetscape upgrades that may see introduction of additional street trees would be required to consider the balance and impact on parking at a detail design stage. If required, street trees may be provided for within the pavement of the footpath or designed to minimise loss of on-street parking spaces.  |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> </ul>         | <ol style="list-style-type: none"> <li>1. Submits that Prince Street (marked as a connector street) does not connect with Melton Road.</li> <li>2. Submits that all developments must have streets of sufficient width to accommodate on-street car parking.</li> <li>3. Proposes closure of Cherry Lane into Station Road and re-direction of traffic to Ross Watt Road.</li> </ol> | <ol style="list-style-type: none"> <li>1. Road has 'connector' status in Victorian database. This street is mapped according to the road centreline data and does not connect to Daly Street or Melton Road in the Draft Structure Plan maps.</li> <li>2. Macedon Ranges has adopted the Infrastructure Design Manual (IDM), which provides standardised guidance on road widths appropriate to new developments. This includes accommodation of on-street parking requirements.</li> <li>3. Cherry Road is proposed to be upgraded to collector road status to accommodate future growth west of Swinburne Avenue. Proposed closure of the road is not supported. The intersection is nominated for a future upgrade in the Structure Plan as recommended in the Cardno <i>Traffic and Transport Report</i>.</li> </ol> |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Car parking</li> <li>• Building heights</li> </ul> | <ol style="list-style-type: none"> <li>1. Submission generally concerned with traffic growth and impacts on parking availability.</li> <li>2. Submission does not support 3 or 4 storey building heights in the town centre.</li> </ol>  | <ol style="list-style-type: none"> <li>1. Section 12.4: Car parking discusses existing supply and opportunities for additional parking.<br/><br/>This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.</li> <li>2. The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.<br/><br/>Refer to response in Section 12.3: Building heights.</li> </ol>   |

## Submission 82

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>  | Submission seeks greater transparency and civic debate about any newly proposed developments.   | Submission noted.   |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Environmental risks, climate change</li> <li>Parks, open space</li> <li>Wildlife</li> </ul> | <ol style="list-style-type: none"> <li>Submission concerned with climate change and loss of biodiversity in the suburban and commercial context.<br/>Submits that climate change considerations need to be more prominent in the plans.</li> <li>Advocates for community fruit and vegetable gardens, green space which allows for wildlife to thrive, bee hives in public places and safer areas to ride bikes, ride horses and walk.</li> </ol> | <ol style="list-style-type: none"> <li>Agree, further work is required to address climate change in greater detail. Refer to Section 8.1:</li> <li>Environmental risks – climate change, flooding, fire.</li> <li>The Structure Plan is a high-level planning document and is limited in what it can deliver, however does provide direction for delivery of parks, open space, walking and cycling. Structure Plans do not deal with detailed aspects of open space delivery such as community gardens etc. These initiatives may be supported through local community and environment groups, and funding for projects may be applied for through Council's Community Funding Scheme.<br/><br/>Refer also to discussion on parks and open space in Section 8.5:<br/><br/>Parks and open space.</li> </ol> |

## Submission 83

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6: Neighbourhood character. |

## Submission 84

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> <li>Housing diversity, density and affordability</li> </ul> | <p>Submission concerned with loss of township character and opposed to 'generic' or 'standard' housing development, such as that found in outer metropolitan growth areas such as Sunbury or Melton.</p> <p>Submission requests minimum lot size of 1000m<sup>2</sup>.</p> <p>Submission does not support infill development.</p> | <p>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3: Housing diversity, density and affordability.</p> <p>Further discussion and response to character, lot size and infill development is found in Section 5 Planning for housing.</p>   |
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | <p>Submission does not support township growth or nomination of Gisborne as a regional centre.</p> <p>Seeks rejection of forecast population growth modelling and introduction of a population cap.</p>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4 (Setting a protected settlement boundary).</p> |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul>                                | <p>Pro-forma objection letter to Precinct 6a neighbourhood character controls.</p>  | <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p>  |
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Building heights</li> </ul>   | <p>Submission does not support increased building heights in the town centre, seeks maximum 2 storeys.</p>  | <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer response to Section 12.3 Building heights.</p>  |

## Submission 85

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 86

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 87

| Theme  | Summary  | Response  |
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| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls.                          | Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.   |
| <b>Urban Design Framework</b> <ul style="list-style-type: none"><li>Car parking</li></ul>                            | Submission queries where the additional car parking is that will be needed by all the new residents. | Section 12.4: Car parking discusses existing supply and opportunities for additional parking.<br><br>This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available. |

## Submission 88

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>GRZ / Precinct 3</li> </ul>               | <p>Does not support Incremental Change Area 1 or retention of the GRZ to allow three storey development. Concerned this will impact on character of historic Gisborne township that is already under pressure from infill development.</p>  | <p>Concerns related to character impacts and three storey development in the historic residential areas of Gisborne are valid. The proposed controls will be reviewed and presented to DELWP to test whether more restrictive development controls are acceptable.</p> <p>Refer also to Section</p> <p>NCS Design and Development Overlays and Section 6.1.3 Precinct 3 and the General Residential Zone.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submits that the Structure Plan allows for residential growth but ignores issues of traffic volume, trucks, the parking restrictions and chaotic school traffic.</p>   | <p>Gisborne's road experience congestion at peak periods. SIDRA modelling has shown that while there is queuing at key intersections during these periods, traffic flows and the general network are still operating within capacity.</p> <p>The plans include key intersection and road upgrades that have been identified to support future township growth. The detail to support these is provided in the <i>Cardno Traffic and Transport Report</i>.</p> |
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Character and built form</li> </ul>        | <p>Submits that any development will naturally impact the existing township character, while tree planting and character walkways will assist the loss of the current village feel and its character.</p> <p>Supports setbacks and line of sight views, but doubts will how the commercial centre will grow and accommodate expanding traffic and parking into a 'village' footprint.</p> | <p>Elements that describe 'village character' are identified in the response found in Section: 12.2 Town centre character and built form.</p>   |

## Submission 89

| Theme   | Summary   | Response   |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Support for Glen Junor.</p> <p>Support reasons include sustainable approach to urbanism and desirable development for Gisborne, open space, connectivity, climate change mitigation.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Environmental risks, bushfire</li> </ul> | <p>Submits that the plans need to consider bushfire risk and the town's capacity should be considered in relation to safety from bushfire.</p> | <p>The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area). This is discussed further in Section 8.1.2 Bushfire.</p> |
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## Submission 90

| Theme   | Summary   | Response  |
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| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Housing framework change areas</li> </ul> | <p>Does not support application of UGZ to property (Barro Land).</p> <p>Submits that the current planning scheme provisions and DPO4 are sufficient to allow for development of the land.</p> <p>Submits that UGZ is not appropriate for land that is already zoned for residential purposes.</p> | <p>Note property has since sold and development of land is proposed under development plan application DP/2021/1.</p> |

## Submission 91

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>  | <p>Suggests 'satellite business activity centres' in New Gisborne and South Gisborne that may alleviate traffic density and parking issues.</p>   | <p>Neighbourhood activity centres are nominated on the Activity Centres plan in Section 9 on page 22.</p> <p>Submission noted as support for proposed activity centres.</p>  |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Character and built form</li> <li>Building heights</li> <li>Car parking</li> </ul> | <ol style="list-style-type: none"> <li>Submission generally supports the concept of built form controls and height limits for the town centre.</li> <li>Supports controls to limit building colours and advertising. Questions whether these can be made retrospective.</li> <li>Submission supports satellite activity centres in New Gisborne and South Gisborne as they would also alleviate traffic density and parking issues.</li> <li>Concerned with concept plan for Gisborne Village Shopping Centre, elderly people use the car park and wouldn't like to use a multi-deck because of safety and security concerns.</li> <li>Concerned with delivery access for trucks.</li> <li>Notes that on-street unrestricted car parking located on Aitken and Robertson Street (Figure 27) is not formalised and is only used on busy days.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.</li> <li>Controls on building colours will need further work to address how these can be implemented. The question of equity has come up, Council can control colours of buildings through the permit application process for new buildings and development, however without a permit trigger, has no control over the painting of an existing building (other than one in a Heritage Overlay with paint controls).</li> <li>Support noted.</li> <li>Crime Prevention Through Environmental Design (CPTED) and safety issues can be addressed through detailed design.</li> <li>Delivery access for the shopping centre is provided on Prince</li> </ol> |

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|  | <p>7. Notes use of unrestricted space in service lane on east side of Aitken Street by long vehicles.</p> <p>Concerned with adequacy of car parking supply around Neal Street and Health Precinct.</p> <p>Notes potential for roof-top car park on corner of Hamilton and Brantome Streets could be made available to the public.</p> | <p>Street. Delivery times and access can further be negotiated through detailed design and permit conditions if required.</p> <p>6. It is noted that there is a conflict between car parking provision on Aitken and Robertson Streets and what is illustrated in the concept plans. This can be reviewed as part of a re-draft of the UDF.</p> <p>7. Review streetscape concept plans to consider inclusion of formalised car parking on Robertson and Aitken Streets.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Review permit triggers for paint controls/large scale business identification in the town centre, and the appropriateness of their application to existing buildings as part of the drafting of DDO schedule.</li> <li>Review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets.</li> </ul> |
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## Submission 92

| Theme   | Summary  | Response  |
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| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Township character</li> <li>Housing framework change areas</li> </ul> | <p>Submission concerned with growth and infill development, submits that future housing development will create sufficient density diversity without destroying existing character.</p> <p>Does not support further subdivision or infill development in established areas such as Chessy Park or Skyline Drive, and disagrees with allocation of incremental and minimal change areas.</p> <p>Does not agree with population forecasts, believes these will be much higher.</p> | <p>Submission noted. Refer to responses provided in Section 5.2: Township character and Section 5.4 Housing framework change areas.</p> |

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| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul>       | <ol style="list-style-type: none"> <li>Concern with proposals to allow subdivision of existing properties, requests that Precincts 4a (Skyline Drive/Frith Road) and 4b (Chessy Park Drive) be located in minimal change areas.</li> <li>Requests that preference for dual occupancy or townhouses be deleted from these precincts.</li> <li>Requests that Precinct 1b be allocated 'minimal change'.</li> </ol> | <ol style="list-style-type: none"> <li>Change areas will be reviewed, noting that the plans acknowledge that restrictive covenants may apply to some subdivisions.<br/><br/>It was recommended to remove DDO8 from Chessy Park Drive as the area is fully developed and it was considered that the same built form measures can be replicated through schedules to the NRZ to avoid doubling up on planning controls. It is acknowledged that the DDO also ties development to the existing subdivision plan, and this area will be reviewed in regard to allocation to a minimal change area</li> <li>DELWP have advised that it is no longer acceptable to identify preferred typologies (eg. detached houses, units etc) and that outcomes are to be focussed on built form outcomes.</li> <li>Precinct 1b is currently subject to the approved New Gisborne Development Plan (2015) that provide guidance on development densities and future character outcomes.</li> </ol> <p>Refer also to response provided in the following sections:</p> <p>Section 6.1.1 NCS precinct controls.</p> <p>Section 6.1.3 Precinct 3 and the General Residential Zone</p> <p>NCS Design and Development Overlays</p> |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Submission does not support activity centre in New Gisborne, Station Road.</p>  | <p>The activity centre on Station Road is nominated in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014.</p> <p>Refer to discussion on the size and role of activity centres in Section 7.3: Neighbourhood activity centres.</p>  |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> </ul>         | <p>Submits that town traffic is already too busy and the plans will make it worse.</p>   | <p>Gisborne’s roads experience congestion at peak periods. SIDRA modelling has shown that while there is queuing at key intersections during these periods, traffic flows and the general network are still operating within capacity.</p> <p>The refresh of the Structure Plan will include a review of the movement infrastructure requirements and principles to support the existing and growing community.</p> <p>Refer to response provided in Section 9.1 (Road Infrastructure and traffic) for further information on this.</p>   |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Building heights</li> <li>• Car parking</li> </ul> | <ol style="list-style-type: none"> <li>1. Submits it is fortunate that there is ample parking however is concerned that this will not last.</li> <li>2. Submission does not support 4 storeys in town centre.</li> </ol> | <ol style="list-style-type: none"> <li>1. Section 12.4: Car parking discusses existing supply and opportunities for additional parking.<br/><br/>This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.</li> <li>2. The ‘blanket’ application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</li> </ol> <p>Refer to response in Section 12.3 Building heights.</p> |

## Submission 93

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> <li>Glen Junor</li> </ul> | <ol style="list-style-type: none"> <li>Submits that infrastructure struggles with current demand, any proposal for growth must take infrastructure into account particularly in regard to roads, and services.</li> <li>Support for Glen Junor.<br/>Support reasons include sustainable design and community connectivity.</li> </ol> | <ol style="list-style-type: none"> <li>The purpose of the Structure Plan is to explore what we need to support the current population, and what is required in terms of land use, community services and infrastructure to support economic and social growth while also ensuring that character, significant landscape and environmental values are protected and enhanced.</li> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> </ol>  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul>  | <p>Submits that infrastructure struggles with current demand, any proposal for growth must take infrastructure into account particularly in regard to roads, and services.</p>  | <p>Gisborne's road experience a degree of congestion at peak periods. SIDRA modelling has shown that while there is queuing at key intersections during these periods, traffic flows and the general network are still operating within capacity.</p> <p>The plans include key intersection and road upgrades that have been identified to support future township growth. The detail to support these is provided in the Cardno Traffic and Transport Report.</p> <p>The refresh of the Structure Plan will include a review of the movement infrastructure requirements and principles to support the existing and growing community.</p> <p>Refer to response provided in Section 9.1 (Road Infrastructure and traffic) for further information on this.</p> |

## Submission 94

| Theme                                 | Summary   | Response                 |
|---------------------------------------|---|--------------------------|
| <b>Economic and employment growth</b> | <p>Submission from Regional Development Victoria seeking reference to the Loddon Mallee Growth Plan (2019) and to update reference to Regional Shared Trails.</p> | <p>Submission noted.</p> |

## Submission 95

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul> | <ol style="list-style-type: none"> <li>Support for Glen Junor.<br/>Support reasons include acknowledgement of traditional custodians, retention of flora and fauna, preservation of endangered wildlife and biodiversity, community vision.</li> <li>Concern with growth and the pressure this places on infrastructure.</li> </ol> | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>The purpose of the Structure Plan is to explore what we need to support the current population, and what is required in terms of land use, community services and infrastructure to support economic and social growth while also ensuring that character, significant landscape and environmental values are protected and enhanced.</li> </ol> |

## Submission 96

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | <p>Submits that car parks on Brantome Street are at capacity and people have to walk a long way to access businesses.</p> | <p>The northern end of Brantome Street does experience high demand for parking. Staff using car parking for longer stays results in a lower turn-over rate of spaces and is contributing to a lack of short-term capacity on the centre.</p> <p>Unrestricted car parking is available in John Aitken Reserve opposite. It is acknowledged that Aitken Street is busy at peak times and the plans include a signalised intersection to make crossing safer.</p> <p>Section 12.4: (Car parking) discusses existing supply and opportunities for additional parking.</p> |

## Submission 97

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 98

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Phase 3 Consultation</b> <ul style="list-style-type: none"> <li>Covid-19</li> </ul>                          | Submits that the Gisborne Futures Plan is now outdated and needs to be halted to give time for the consideration of the effects of Coronavirus on all the assumptions underlying the Plan. | The plans will be updated using statistics from the 2021 Census. Refer to discussion on this in Section 2.3 Feedback on consultation and pandemic response.   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <b>Summary</b><br>Submission concerned with growth and impacts on the Calder Freeway without any proposals for upgrades.   | The traffic modelling exercise did not flag any future issues with capacity of Calder Freeway with consideration given to growth in Gisborne as well as broader regional growth. Note that the Calder Freeway falls under DOT's jurisdiction. |

## Submission 99

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 100

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | Submission requests more car parking in vicinity of Gisborne Collective. | <p>A response to car parking concerns is provided in Section Car parking 12.4. This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.</p> <p>The northern end of Brantome Street does experience high demand for parking. Staff using car parking for longer stays results in a lower turn-over rate of spaces and is contributing to a lack of short-term capacity on the centre.</p> <p>Unrestricted car parking is available in John Aitken Reserve opposite. It is acknowledged that Aitken Street is busy at peak times and the plans include a signalised intersection to make crossing safer.</p> <p>Note that the permit for Gisborne Collective included a waiver in car parking spaces.</p> |

## Submission 101

| Theme   | Summary                    | Response  |
|---|----------------------------|---|
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | Requests more car parking. | <p>A response to car parking concerns is provided in Section 12.4. This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.</p> |

## Submission 102

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"><li>Western Link Road</li></ul> | Would like more information and consultation on western link road. | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 103

| Theme | Summary               | Response |
|-------|-----------------------|----------|
|       | Submission withdrawn. |          |

## Submission 104

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <ol style="list-style-type: none"> <li>Concerned that the plans do not clearly show an interchange with the Calder Freeway.</li> <li>Submits that consideration should be given to Gisborne's valley location which allows noise to have a funnel amplification effect throughout the area. Concern that noise from engine brakes and truck gears will be excessive for residences on Skyline Drive.</li> <li>Concerned that the WLR will reduce property prices in the area.</li> <li>It is suggested that the road could be re-routed around the high side of the Rosslyn Reservoir for the following reasons: <ul style="list-style-type: none"> <li>The land is relatively flat;</li> <li>Land could possibly be state owned;</li> <li>No significant bridge construction would be required; and</li> <li>The impact on farming would be minimal due to the location of the reservoir.</li> </ul> </li> </ol> | <ol style="list-style-type: none"> <li>The modelling exercise tested whether there is a future need to plan for a Western Link Road and does not provide detail on the road infrastructure.</li> <li>Any future road would be subject to acoustic investigation and identification of appropriate mitigation measures.</li> <li>Impacts on property prices is not a primary planning consideration.</li> <li>Any proposed alignment would be subject to a detailed business case, environmental effects investigation and route options analysis.</li> </ol> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 105

| Theme   | Summary   | Response  |
|---|---|---|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> <li>• Walking and cycling</li> </ul> | <ol style="list-style-type: none"> <li>1. Submits that a footpath is needed from Octagonal Court to Ferrier Road and that as contributions were funded by a developer the delivery is overdue.</li> <li>2. Does not support construction of Octagonal Court as a through-road.</li> </ol> | <ol style="list-style-type: none"> <li>1. The Walking and Cycling map (Figure 15) on page 47 of the Structure Plan notes this section as a priority future path. Council intends to construct the footpath however, as developer contributions collected did not cover the cost of the footpath this is subject to future budget approvals.</li> <li>2. The Octagonal Road connection is identified in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014. The NGDP was exhibited to the community in 2013 and Council did not receive any submissions specifically concerned with the proposed road connection at that time</li> </ol> <p>The road connection is noted as a 'potential future access' in the NGDP and relies on each landowner developing, it is not proposed to be compulsorily acquired. Whether this road does indeed connect through in the future would be addressed through a future subdivision application.</p> <p>Given that the NGDP has been approved, any planning permit application for subdivision that seeks to deliver on the outcomes of the Plan is exempt from notice requirements. Any planning permit application must be generally in accordance with the Development Plan, which currently includes the extension of Octagonal Court.</p> |

## Submission 106

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Concerned with Western Link Road, would like further consultation on the matter.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 107

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Submits there are roads already in existence that trucks can use, including Couangalt Road and Comadai Road, Hobbs Road.</p> <p>Concerned with impact to property values, loss of character and development.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 108

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>                                  | <p>Submits that they don't want Gisborne to become another Sunbury or Melton.</p>   | <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul>               | <ol style="list-style-type: none"> <li>Submits that we need improved vehicle movement during peak time.</li> <li>Submits that Gisborne needs better planned footpaths.</li> </ol>   | <ol style="list-style-type: none"> <li>Gisborne's road experience congestion at peak periods. SIDRA modelling has shown that while there is queuing at key intersections during these periods, traffic flows and the general network are still operating within capacity.<br/><br/>The plans include key intersection and road upgrades that have been identified to support future township growth. The detail to support these is provided in the Cardno Traffic and Transport Report.</li> <li>General footpath delivery is planned for in Council's shire-wide footpath plan, available on Council's website. This is to be updated to reflect works that are complete, and to prioritise future works. The Structure Plan includes a number of potential off-road and shared use links to be considered, and outlines objectives, strategies and actions that ensure future footpaths are delivered in-line with development.</li> </ol> |
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Character and built form</li> <li>Car parking</li> </ul> | <ol style="list-style-type: none"> <li>Submission values low scale, village character.</li> <li>Submits that more car parking is required.</li> <li>Submits for less visual pollution using the example of too many signs on Station Road, New Gisborne.</li> </ol> | <ol style="list-style-type: none"> <li>Noted. Refer to response provided Section 12.2: Town centre character and built form.</li> <li>Section 12.4: Car parking discusses existing supply and opportunities for additional parking.</li> <li>Signage is addressed in the UDF on page 25, and again in the Structure Plan in page 36:<br/><br/><i>Avoid insensitive or branded built form, lighting, billboards and signage that could detract from the quality of township entrances.</i></li> </ol>  |

## Submission 109

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road.</p> <p>Requests that Council further explains the location of the road. Submits there are alternative routes.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 110

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Miscellaneous</b> <ul style="list-style-type: none"> <li>Lighting</li> </ul> | <p>Submission concerned with security night lighting in a number of precincts, including the proposed regional sports precinct, the 'industrial' estate and those installed on private properties. Concerns include compromised vision while driving at night, impacts on visibility of landmarks (ie Mount Macedon Cross which is illuminated at night), and impacts on nocturnal wildlife.</p> | <p>Light spill is a planning permit consideration that can be addressed via the permit process; there may be the opportunity to specify consideration of this issue in the relevant provisions.</p> <p>Submission is also relevant to the Regional Sports Precinct project and feedback has been forwarded onto the Council department managing that project for consideration.</p> <p>Council has little control over security lighting installed on private properties, however if there is a particular instance of security lighting causing amenity issues or other concerns the issues may be referred to Council's Local Laws Department for further action.</p> |

## Submission 111

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission raises concerns with the Traffic and Transport report and model outputs, including impacts on properties off the Melbourne Road service road and safety of 80km zone here, lack of pedestrian footpaths along Melbourne Road.</p> <p>Concerned that the traffic study did not investigate the intersection of Melbourne Road/Howey Street and Sheedy Road, or upgrades to McGregor and Couangalt Roads to account for traffic to the south.</p> | <p>There is broad direction to review movement infrastructure requirements and principles to support the existing and growing community in Section 9.1 (Road Infrastructure and traffic).</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Review access arrangements in Melbourne Road service road area (including footpath provision) and intersections of Melbourne/Howey/Sheedy Roads.</li> </ul> |

## Submission 112

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road. Submits that an alternative alignment could be achieved via Hobbs Road.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 113

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>           | <p>Submission concerned with Glen Junor development opposite property impacting property value.</p>   | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p>  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission concerned with Eastern Link Road.</p> <p>Soon to construct house in proximity to indicated ELR and is concerned with implications to property as land was purchased prior to this proposal being put forward.</p> | <p>The possibility of an Eastern Link Road (ELR) was one of the options investigated to re-route traffic in Gisborne. The modelling exercise that tested this showed that an ELR did not deliver a significant overall benefit to Gisborne's road network and is not something that Council is considering to pursue further.</p> |

## Submission 114

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and Cycling</li> </ul> | <p>Submission concerned with lack of safe pedestrian access and crossings on Station Road in Cherry Lane area, general issues with traffic movements in the area.</p> | <p>An upgrade to Cherry Lane and Station Road intersection is noted in the Structure Plan in Section 13.1 on page 44:</p> <p><i>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.</i></p> <p>The need for this to include a safer pedestrian crossing is identified in Figure 15 (Walking &amp; Cycling) on page 47.</p> |

## Submission 115

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road.</p> <p>Concerned with loss of rural lifestyle, that there was no direct consultation with landholders and effect on property values.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 116

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road.</p> <p>Concerned with loss of environmental and landscape protection, wildlife and effect on property values.</p> <p>Submits that there was a lack of transparency as landowners were not directly consulted.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 117

| Theme  | Summary  | Response   |
|--|--|--|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Township character</li> </ul>  | <p>Submits that new and proposed developments don't suit the "Gisborne feel".</p>  | <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p>  |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Landscape, views and vistas</li> <li>Trees and vegetation</li> <li>Entrances and edges</li> </ul> | <ol style="list-style-type: none"> <li>Submission seeks protection of Gisborne's open vistas, green spaces and village feel. Values avenue planting in the main streets and seeks protection of trees on Station Road, suggests undergrounding electricity to protect trees.</li> <li>Requests that the Willowbank Road estate is screened from the entrance to Gisborne.</li> <li>Advocates for the protection of the natural environment, submits that a boardwalk around the wetlands racecourses reserve would be a great asset to the community.</li> </ol> | <ol style="list-style-type: none"> <li>Support for Gisborne's environment is noted, and protection of trees is considered in the plans. Refer to Section 8.2.4 Trees and vegetation.<br/><br/>Undergrounding of power lines and reticulated services is a requirement of new subdivisions, and usually occurs as part of road and streetscape upgrades when the opportunity arises.</li> <li>Landscape mounding is to be provided along the freeway interface of The Willows Estate for sound attenuation and minimising visual impact of development on views from the freeway. Further direction on landscape buffers and freeway edge treatments is included in the plans, please refer to Section 8.3 Township edges and entrances.</li> <li>Support noted. The Environmental Management Plan for the Gisborne Racecourse Marshlands Reserve includes a concept plan for the reserve that has been adopted by Council. The general alignment of access through the reserve shown in the walking and cycling section of the Structure Plan is consistent with this plan.</li> </ol> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> <li>Duplication of Station Road</li> </ul>                                    | <ol style="list-style-type: none"> <li>Submits that a truck bypass is needed.</li> <li>Seeks protection of Station Road.</li> </ol>  | <ol style="list-style-type: none"> <li>Submission noted. Further discussion is provided in Section 9.3 Western Link Road.</li> <li>Submission noted. Refer to response in Section 9.4 Duplication of Station Road.</li> </ol>  |

## Submission 118

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submits that a link road is needed, is concerned that the road may impact or destroy the landscape.</p> <p>States that maintaining town character and open landscapes is important and says not to put roads where they are not meant to be.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 119

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Growth</li> <li>Township character</li> </ul> | <p>Develop infrastructure to balance lifestyle and township character.</p> | <p>Submission noted. Planning for township growth includes land use planning for commercial, employment and residential land, along with community services and infrastructure to support economic and social growth. The protection of township character, significant landscape and environmental values are also critical considerations in planning process.</p> |

## Submission 120

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and Cycling</li> <li>Road infrastructure and traffic</li> <li>Public transport</li> </ul> | <ol style="list-style-type: none"> <li>Supports improvements to walking and cycling infrastructure.</li> <li>Submission seeking further information on timing, funding sources and prioritisation of traffic and transport infrastructure.</li> <li>Submission requests further improvements in train services on the Melbourne/Bendigo line, incentives for carpooling, more localised working from home and further improvements in the local bus service.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.</li> <li>The structure plan and traffic modelling exercise identifies future road infrastructure requirements at a high level and may be used for advocacy, business case development and other negotiations for future infrastructure.</li> <li>Public transport is managed through Public Transport Victoria (PTV) which is a State Government agency. Council can advocate to the State Government for improvements and this direction is included in the draft Structure Plan on page 48.<br/><br/>Organising carpooling and promoting working from home are beyond the scope of Council's services.</li> </ol> |

## Submission 121

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | Submits that town boundary should be extended to Pierce Road because it has good access to road infrastructure and other facilities. | The township boundary criteria and investigation areas have been reviewed in Section 4 (Setting a protected settlement boundary). |

## Submission 122

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | Submits that town boundary should be extended to Pierce Road as this is a readily definable border, cutting the area in half seems confusing. | The township boundary criteria and investigation areas have been reviewed in Section 4 (Setting a protected settlement boundary). |

## Submission 123

| Theme  | Summary                          | Response |
|--|----------------------------------|----------|
| <ul style="list-style-type: none"> <li></li> </ul> | Blank (repeat submission lodged) |          |

## Submission 124

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <ol style="list-style-type: none"> <li>Support for Glen Junor.<br/>Submits this project is required and suited for Gisborne.</li> <li>Submits that the town boundary should be extended to Pierce Road.</li> </ol> | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>The township boundary criteria and investigation areas have been reviewed in Section 4 (Setting a protected settlement boundary).</li> </ol> |

## Submission 125

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | <p>Submission concerned about parking supply at northern end of Brantome Street, and that Coles employees use parking supplied for the medical centre. Requests more car parking.</p> <p>Concern with accuracy of car parking survey.</p> | <p>A response to car parking concerns is provided in Section 2.4. This includes action to review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.</p> <p>The northern end of Brantome Street does experience high demand for parking. Staff using car parking for longer stays results in a lower turn-over rate of spaces and is contributing to a lack of short-term capacity on the centre.</p> <p>Unrestricted car parking is available in John Aitken Reserve opposite. It is acknowledged that Aitken Street is busy at peak times and the plans include a signalised intersection to make crossing safer.</p> |

## Submission 126

| Theme   | Summary  | Response   |
|---|--|--|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Township character</li> <li>Housing diversity, density and affordability</li> <li>Covid-19</li> </ul> | <ol style="list-style-type: none"> <li>Submits for sustainable, sensible growth in tandem with the natural beauty of the area. Does not support small block sizes, seeks minimum of 1,000m<sup>2</sup> blocks with a focus on rural living or low density residential.</li> <li>Raises that there is a very real concern from Willowbank Road that “allowing huge swathes of farm land to be chopped up into 300m<sup>2</sup> blocks is not an outcome desired by the community.”</li> </ol> <p>Submits that continued development of tiny suburban housing lots is completely at odds with a declaration of a climate emergency</p> <p>Concerned that proposed growth, through ways of small blocks and proposed multilevel buildings are going to clutter our region.</p> <p>Submits that over-population increases risk of Covid-19 transmission and more severe lockdowns.</p> | <ol style="list-style-type: none"> <li>The plans acknowledge the need to plan for a diverse and inclusive community. This includes providing housing choice including a range of lot sizes to provide for all household types, including single parents, young people, older people wishing to downsize and so on. This is discussed further in Section 5.3 Housing diversity, density and affordability.</li> <li>Of the 615 lots in the Willows Estate, 11 are townhouses on lots smaller than 300m. The average lot size in the estate is 678m<sup>2</sup>. There is variation in lot sizes with the vast majority being between 500-1500m<sup>2</sup>. While the average lot size is smaller than 800m<sup>2</sup> as per Council’s local policy, ultimately it was approved by VCAT.</li> </ol> |
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township boundary</li> <li>Glen Junor</li> <li>Township growth</li> </ul>                              | <ol style="list-style-type: none"> <li>Submission requests Council to reconsider expansion of township boundary and Submits that the inclusion of Glen Junor was not a wise decision.</li> <li>Submits that there are many discussions within the community from people of different views and backgrounds, but the common theme is that Gisborne Futures takes growth planning too far. A growth platform that will detract so significantly from all that we love and turn our town into a sprawling sea of roofs, townhouses and multi storey commercial buildings and be classed as an outer suburb.</li> </ol>  | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a ‘regional centre’ that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation.</li> </ol> <p>If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4.1 Township growth.</p>          |

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| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>• Gisborne Business Park</li> </ul>  | <p>Submits that the expansion of the Gisborne business park will install a concrete facade right as people look at Mount Macedon.</p>  | <p>Section 7.5 (Future direction for the Gisborne Business Park) includes further response to submissions related to the business park.</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. This is discussed also in Section 4.10 Future urban structure options.</p>   |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> </ul>   | <p>Submission concerned with truck traffic, through traffic and congestion in Bloomfield Road area, advocates for an entry/exit point to Brooking Road.</p> <p>Submits that the plan fails to cover increased traffic as a result of developments.</p> | <p>Council has raised potential for a connection of Brooking Road to the Calder Freeway with RRV and the concept is not supported.</p>  |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> <li>• Car parking</li> </ul> | <ol style="list-style-type: none"> <li>1. Submitter concerned with multi-level buildings.</li> <li>2. Concern with car parking availability.</li> </ol>  | <ol style="list-style-type: none"> <li>1. The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</li> </ol> <p>Refer to response in Section 12.2: UDF Town centre character and built form and Section 12.3 UDF Building heights.</p> <ol style="list-style-type: none"> <li>3. Response to concerns related to car parking is provided in Section 12.4: Car parking.</li> </ol> |

## Submission 127

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road.</p> <p>Concern with loss of semi-rural environment, submits that there must be alternative routes.</p> <p>Concerned with lack of consultation</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 128

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submitter concerned with Western Link Road Proposal.</p> <p>Concerned with impact to rural amenity, safety issues with additional traffic on Bacchus Marsh Road, impact on property prices. Suggests alternate routes.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 129

| Theme   | Summary  | Response   |
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| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Does not support construction of Octagonal Court as a through-road.</p> | <p>The Octagonal Road connection is identified in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014. The NGDP was exhibited to the community in 2013 and Council did not receive any submissions specifically concerned with the proposed road connection at that time.</p> <p>The road connection proposed in the NGDP relies on each landowner developing and is not proposed to be compulsorily acquired.</p> |

## Submission 130

| Theme   | Summary  | Response  |
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| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submitter concerned with Western Link Road Proposal.</p> <p>Concerned with lack of direct consultation with residents. Supports the idea of removing heavy vehicle traffic from the town but submits there would be other options.</p> <p>Concerned with loss of rural amenity.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |
| <b>Covid-19</b>   | <p>Concerned with consultation (including closing date) during the pandemic lockdown.</p>  | <p>Noted, discussion on this is provided in Section 2.3. Feedback on consultation and pandemic response.</p>  |

## Submission 131

| Theme  | Summary   | Response  |
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| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | <p>Does not support proposed NRZ controls or units/townhouses in Precinct 6a.</p> <p>Submits that Council should consider more townhouses and units closer to the town centre, in areas such as 3, 4a, 4f, 4e and 2a.</p>   | <p>Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6: Neighbourhood character.</p>   |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul>                       | <p>Supports a project which removes heavy vehicle traffic from the town, however, submits that the road should be located further away from the Gisborne township. Suggests moving the alignment close to the Macedon exit of the Calder Freeway. Submits that this would result in less noise impacts, less local traffic via Ross Watt Road and Swinburne Avenue and states that this would be achievable as the proposed road is a long term initiative.</p> <p>Does not support the proposal to utilise Ross Watt Road as a part of the connection to the Western Link Road, submitting that it would impact many of the people living in the Ross Watt Road, Cherry Lane, Skyline Drive and Swinburne Avenue area.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 132

| Theme   | Summary   | Response   |
|---|---|--|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>• Growth</li> <li>• Housing framework change areas</li> <li>• Housing diversity, density and affordability</li> </ul> | <p>Supportive of some infill development closer to town centre, does not agree with further subdivision in Chessy Park area.</p> <p>Supports a diversity of housing including medium density in new growth areas. Infill should not occur at the expense of existing residential areas.</p> <p>Submits that the focus needs to be placed on sustainable managing growth, and that this should not be reflective of the development that is occurring in metropolitan areas.</p> | <p>The expansion of the business park is planned for a long-term.</p> <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> <p>Further discussion on these topics is provided in the following Sections:</p> <p>5.3: Housing diversity, density and affordability</p> <p>5.4<br/>Housing framework change areas.</p>  |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>• Precinct controls</li> </ul>   | <p>Not supportive of changes to the existing residential areas such as Chessy Park Estate (Precinct 4b), concern with traffic and loss of character.</p>  | <p>Change areas will be reviewed. It was recommended to remove DDO8 from Chessy Park Drive as the area is fully developed and it was considered that the same built form measures can be replicated through schedules to the NRZ to avoid doubling up on planning controls. It is acknowledged that the DDO also ties development to the existing subdivision plan, and this area will be reviewed in regard to allocation to a minimal change area.</p> <p>Refer also to response provided in Sections 6.1.1 NCS precinct controls and Section 6.1.4 NCS Design and Development Overlays.</p> |

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| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>• Gisborne Business Park</li> </ul> | <p>Submission does not support expansion of Business Park, would like to see the expansion area retained as Rural Living Zone. Reasons include:</p> <ul style="list-style-type: none"> <li>• the existing business park is under-utilised and is already of a large size.</li> <li>• the proposal is inconsistent with the landscape and natural features of our local area</li> <li>• the expansion of the business park will cause long and short-term disruption to local residents both during development and once in operation, and</li> <li>• the proposed business park will generate further traffic and noise pollution in the local area.</li> </ul> | <p>The Economic and Employment Analysis provides a detailed overview of Gisborne’s commercial and industrial role in the local and regional context. The draft Gisborne Structure Plan seeks to plan for growth over the next 20-30 years. Urban Enterprise have provided a low-growth scenario (0.9ha pa) which estimates there is 9.1 years of existing supply, and a medium-growth scenario (1.6ha pa) that estimates this provides for 5.3 years of supply.</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. Section 7.4 (Future direction for the Gisborne Business Park) includes further response to submissions related to the business park. This is discussed also in Section 4.10 Future urban structure options.</p> <p>Detailed responses to concerns raised are provided in Section 7.5 Future direction for the Gisborne Business Park.</p> |
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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Trees and vegetation</li> <li>• Parks and open space</li> <li>• Wildlife</li> <li>• Landscape, views and vistas</li> </ul> | <ol style="list-style-type: none"> <li>1. Concerned with the impact development may have on existing trees which contribute to the town's character.</li> <li>2. Submits that section marked in green as 'open space' on Hamilton Road is actually netball courts and asphalt car park.</li> <li>3. Submits that there is a lack of green open space in the plan, and that more needs to be set aside in the plan to support the health and wellbeing of the population and accommodate birds and wildlife.</li> <li>4. Concerned that views to Mount Macedon will be diminished through future double storey development in Chessy Park Estate area.</li> </ol> | <ol style="list-style-type: none"> <li>1. The plans contain direction for protecting, maintaining and encouraging further establishment of trees within streets and private property (noting that there are limits to what can be regulated through the planning scheme). Refer to response provided in Section: 8.2.4 Trees and vegetation</li> <li>2. The netball courts on Hamilton Road are zone Public Park and Recreation Zone and considered as active open space. This space should be recognised as part of the future Regional Sports Precinct in the plans.</li> <li>3. Future green spaces are to be established through a Precinct Structure Plan process that follows rezoning land to Urban Growth Zone. There is direction for planning for open space in the Structure Plan on page 40, and it is acknowledged that Council's Open Space Strategy requires review to provide more certainty on open space requirements to be delivered as part of new developments (underway). Note that future urban structure options have considered open space at a high level (Section 4.10).</li> <li>4. The Chessy Park area is currently zoned General Residential Zone, which technically allows for built form up to 3 storeys high. The proposed Neighbourhood Residential Zone has a maximum building height of 2 storeys. The Design and Development Overlay contain planning permit decision guidelines that include whether the siting, height and design of proposed buildings or works will be in keeping with the character and appearance of the area. Further discussion on neighbourhood character and residential development is provided in Section 5 (Planning for housing) and Section 6 (Neighbourhood character).</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Annotate netball courts on Hamilton Road as part of the future Regional Sports Precinct.</li> </ul> |
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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Raises concern with road safety issues at Early Street/Station Road intersection. States that traffic on this road is an issue and that there have been many near misses.</p> | <p>The Structure Plan identifies a medium-term priority to improve pedestrian and vehicle access at the Hurst Drive level crossing area on page 44.</p> |
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## Submission 133

| Theme   | Summary   | Response   |
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| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul>               | <p>Supports development in New Gisborne around train station but submits that it should occur slowly and with large block sizes, low site coverage to allow for vegetation.</p> <p>Submits that Gisborne should not be like inner city Melbourne with housing block sizes less than 600m<sup>2</sup>, containing lots of 2-storey townhouses.</p>   | <p>Responses to these concerns are provided in the following sections:</p> <p>Section 5.3 Housing diversity, density and affordability</p> <p>Section 5.4</p> <p>Housing framework change areas.</p>   |
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | <p>Submits for slowing of population growth level to 100-120/year or 1100/10 years, and a slower release of land for housing development.</p>   | <p>Submission noted. Refer to response provided in Section 4.1: Township growth.</p>   |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>GRZ / Precinct 3</li> <li>Precinct controls</li> </ul>             | <p>Seeks application of Neighbourhood Residential zone to whole town, maximum two storey residential development and limits to building footprints to 30% of land for properties over 1000m<sup>2</sup>.</p>  | <p>Submission noted. Refer to response provided in Sections 6.1.3 Precinct 3 and the General Residential Zone and 6.1.1 NCS precinct controls</p>  |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> <li>Activity centres</li> </ul> | <p>Submission requests the following of the Gisborne Business Park:</p> <ol style="list-style-type: none"> <li>Maintain commercial building height limits at two storeys. Ensure new commercial buildings include maximum solar panels on roof tops, coupled with battery storage units.</li> <li>Extend incrementally the industrial park by no more than 25% over the next 30 years. Keep the existing properties along the north side of Saunders Road, but ensure 50m minimum buffer of trees and bushland between those properties and the industrial park.</li> <li>Establish native bushlands for area between train track and commercial zone - to serve as a buffer, making Gisborne more attractive for those arriving/departing Gisborne.</li> </ol> | <p>Business Park:</p> <ol style="list-style-type: none"> <li>Guidelines for built form are provided in the Commercial and Industrial Design Guidelines, and will be reviewed in the preparation of a schedule to the Design and Development Overlay.</li> <li>The Structure Plan nominates land area required to support ongoing economic and employment activity but does not control the staging or timing of this development, this will be up to individual landowners whether they would like to develop or not. The Business Park Expansion Area in the draft Structure Plan (Figure 9, p.27) indicates that there is to be a 60m built form setback with 10m landscape buffer and a landscaped car park.</li> </ol> |

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|  | <p>In regards to Activity Centres:</p> <ol style="list-style-type: none"> <li>1. Submits that the area north or west of Skyline Drive be maintained as open space - no activity centre or further development.</li> <li>2. Submission generally supportive of growth being focussed in New Gisborne to support existing services and reduce pressure and reliance on Gisborne township. Would like this to be done slowly and in stages, with modest supermarket, no larger than current Foodworks and additional minimal infrastructure.</li> </ol> | <ol style="list-style-type: none"> <li>3. Detailed design feedback noted for re-draft of the Development Plan.</li> </ol> <p>Activity Centres:</p> <ol style="list-style-type: none"> <li>1. Submission is related to residential growth and the housing framework, however is included for mention of the proposed activity centre. The area in question (89 Ross Watt Road, also known as the Barro land) is zoned for residential purposes forms part of Clause 21.13-1 of the Macedon Ranges Planning Scheme and remains counted towards the quantum of future residential land required as part of the Gisborne Futures project.</li> </ol> <p>The area forms part of Clause 21.13-1 of the Macedon Ranges Planning Scheme, and is nominated as a 2009 ODP which is Council's current adopted policy and has been identified to support short to medium term residential growth opportunities.</p> <p>The proposed activity centre will provide walkable access to local convenience shopping and services in line with the principles of delivering '20 minute neighbourhoods', and has been carried over from the ODP which is Council's current adopted plan for the area.</p> <p>The endorsed New Gisborne Development Plan includes a concept for the activity centre that includes a small supermarket/convenience grocery store.</p> <p>Any future activity centre in proximity to the station would be subject to further economic work to determine size and timing as part of a future Precinct Structure Plan process.</p> <p>Refer to discussion on the size and role of activity centres in Section 7.3.</p> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Trees and vegetation</li> <li>• Parks and open space</li> </ul> | <ol style="list-style-type: none"> <li>1. Suggests providing opportunities for Council and residents to maximise the establishment of green corridors and landscape conservation zones, while protecting and enhancing waterways.</li> </ol> <p>Suggests maximising streetscapes with trees and native plant life, while</p>   | <ol style="list-style-type: none"> <li>1. The Structure Plan includes broad direction to protect and enhance waterways, roadsides and connected areas of open space. Refer to discussion in Section 8 Landscape and environment. Refer also to Council's biodiversity Strategy.</li> <li>2. The area west of the Calder Freeway is contained within Rural</li> </ol>   |

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| <ul style="list-style-type: none"> <li>Environmental values, waterways</li> </ul>   | <p>protecting existing street trees in the planning scheme.</p> <ol style="list-style-type: none"> <li>Advocates for the protection of the landscape conservation designation for the area west of the Calder Freeway, including Jacksons Creek.</li> <li>Seeks target of 50% passive community parklands in new neighbourhoods.</li> <li>Suggests that area north and west of Skyline drive be retained as open space, that it should not be developed or provide an activity centre.</li> <li>Supports landscape conservation along Jacksons Creek, remove non-native vegetation, provide native vegetation and walking/cycling paths.</li> <li>Seeks protection of entrances and gateways.</li> </ol> | <p>Conservation Zone and there are no plans to change the zone.</p> <ol style="list-style-type: none"> <li>Open space contributions as part of new developments are set at 5% in the planning scheme above and beyond any other land encumbered for environmental purposes such as drainage or conservation. Council is currently reviewing the Open Space Strategy which will explore whether a higher rate is appropriate. Refer to discussion in Section 8.5.</li> <li>The area to the north and west of Skyline Drive (89 Ross Watt Road, also known as the Barro land) is zoned for residential purposes, forms part of Clause 21.13-1 of the Macedon Ranges Planning Scheme and remains counted towards the quantum of future residential land in the Gisborne Futures project.</li> </ol> <p>The area forms part of Clause 21.13-1 of the Macedon Ranges Planning Scheme, and is nominated as a 2009 ODP which is Council's current adopted policy and has been identified to support short to medium term residential growth opportunities.</p> <p>The proposed activity centre will provide walkable access to local convenience shopping and services in line with the principles of delivering '20 minute neighbourhoods', and has been carried over from the ODP which is Council's current adopted plan for the area.</p> <ol style="list-style-type: none"> <li>Support for access and improvements to Jacksons Creek noted.</li> <li>Noted, this is discussed in 8.3 Township edges and entrances.</li> </ol> |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Character and built form</li> <li>Building heights</li> </ul> | <p>Submission seeks to limit any future commercial buildings in town centre to 2 storeys.</p> <p>Seeks to keep town centre 'contained'.</p>  | <p>Refer response to Section 12.2 Building heights.</p> <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p>   |

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|  |  | Refer to response in Section 12.3 Building heights. |
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## Submission 134

| Theme  | Summary   | Response  |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>                                    | <p>Submission does not support Glen Junor.</p> <p>Concerned with developer influence on consultation, and hopes that council have the resources and resolve to ensure that cashed up developers don't dictate the terms in which the community evolves.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021.</p>  |
| <b>Planning for housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <p>Submits that high density blocks located far from town centre is inappropriate.</p>  | <p>Policy found at policy Clause 21.13-1 of the Macedon Ranges Planning Scheme includes preferred locations for medium-density housing or infill development in Gisborne.</p> <p>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets.</p> <p>Further discussion and response is found in Section 5 Planning for housing.</p> |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul>                         | <p>Submission does not support further subdivision of Precinct 4e.</p>  | <p>Noted, Precinct 4e is newly developed and unlikely to experience further pressure for infill. Restrictive covenants are in place that limit development to one dwelling per lot. Precinct to be reviewed for inclusion in 'minimal change' area.</p>   |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental values</li> <li>• Parks and open space</li> <li>• Entrances and edges</li> <li>• Wildlife</li> </ul> | <ol style="list-style-type: none"> <li>1. Submits that would be good if there was more supporting documentation for the environmental impacts of the growth in the town and surrounds.</li> <li>2. Provides examples of koalas in the Hobbs Road area, and raises concern with impacts of firewood collection and rubbish dumping. Questions what Council is doing to protect and enhance these areas and what impact will a growing population have on wildlife.</li> <li>3. Submission raises that the current BMX park and skate park are at capacity and are not adequate to support the number of kids using them. Concerned with kids finding alternatives and building their own structures in environmentally sensitive areas.</li> <li>4. Submission concerned with how close housing developments are allowed to be situated to the freeway edge, not only from the perspective of the potential amenity impacts (noise, fumes etc), but also the visual impact this has. Does not support sound-walling and is interested in what Council is doing to prevent this. Submission also suggests that it would be nice to have welcoming signage for the town.</li> </ol> | <ol style="list-style-type: none"> <li>1. Refer to discussion in Section 8.2 Environmental values for further detail on how analysis of environmental values was considered in development of the plan.</li> <li>2. Council manages the Hobbs Road area in line with a current Environmental Management Plan available on Council's website.</li> <li>3. The Structure Plan seeks to improve the quality of existing open space (p. 40) and the delivery of open space as part of new developments, and includes an action to review Council's Open Space Strategy (currently underway).<br/><br/>Refer also to discussion in 8.5 Parks and open space.</li> <li>4. Diagrams, sections or illustrations of the 'landscape buffers' and preferences for sound attenuation and a built form/urban design response along freeway interfaces can be included in revised Structure Plan. Refer to Section 8.3 Township edges and entrances.</li> </ol> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Western Link Road</li> </ul>  | <ol style="list-style-type: none"> <li>1. Submission requests further detail on the Western Bypass and clarification on what is meant by 'long-term'.</li> <li>2. Requests that green heritage style street lighting lanterns are retained and not replaced with grey industrial lights to keep the look and the feel of the residential streets intact.</li> <li>3. Requests reduction in speed from 80km/h to 60km/h on Bacchus Marsh Road south of Mulgutherie Way.</li> </ol>  | <ol style="list-style-type: none"> <li>2. The traffic modelling exercise has provided Council with a tool to consider the future need for this road. Refer also to response provided in Further discussion is provided in Section 9.3 Western Link Road.</li> <li>3. Lighting styles are a detail that is beyond the scope of a structure plan.</li> <li>4. Referred to Council's engineering department for consideration.</li> </ol>  |

## Submission 135

| Theme   | Summary   | Response   |
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| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township boundary investigation areas</li> </ul> | Landowners seeking further consultation on rezoning to Urban Growth Zone. | Note submission followed up with phone call and further information. |

## Submission 136

| Theme  | Summary  | Response   |
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| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Growth</li> <li>Housing diversity, density and affordability</li> </ul> | Acknowledges that the community is slowly changing from a rural to more residential one, seeks to maintain rural, low-density housing. | Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3 Housing diversity, density and affordability. |

## Submission 137

| Theme  | Summary   | Response   |
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| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township character</li> <li>Housing diversity, density and affordability</li> </ul> | <ol style="list-style-type: none"> <li>Raises concern that the plans do not include concepts or plans about how development would occur in Urban Growth Zones.</li> <li>Does not support unit development, concern with loss of property values and maintenance/appearance of rental properties, car parking on streets.</li> </ol> | <ol style="list-style-type: none"> <li>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</li> <li>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3 Housing diversity, density and affordability.</li> </ol> |

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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>• Glen Junor</li> <li>• Township growth</li> <li>• Population forecasts</li> </ul> | <ol style="list-style-type: none"> <li>1. Submission does not support Glen Junor. Submits that it was included to satisfy the demands of the owners of the property. Has concerns with environmental impact and loss of rural landscape, that it compromises the buffer of rural land separating Gisborne from Riddells Creek and sets a precedent for other landowners to push for the Gisborne town boundary to be extended even further.</li> <li>2. Questions whether Gisborne has to have a population of 50,000. Submits that if it's full, it's full.</li> </ol> | <ol style="list-style-type: none"> <li>1. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>2. The plan is not aiming for a specific population target. Refer to Section 4.9 Population forecasts.</li> </ol>                            |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental risks, bushfire</li> <li>• Trees and vegetation</li> </ul>   | <ol style="list-style-type: none"> <li>1. Submission raises that the plans fail to address bushfire risk.</li> <li>2. Supports and advocates for the retention and conservation of the town's street trees. Suggests that all future tree planting should reflect established street trees and provide canopy cover.</li> </ol>   | <ol style="list-style-type: none"> <li>1. The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area). This is discussed further in Section 8.1.2 Bushfire.</li> <li>2. Submission noted. Refer to response provided in Section 8.2.4 Trees and vegetation.</li> </ol> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Western Link Road</li> </ul>  | <p>Submission supports WLR concept to avoid duplication of Station Road.</p>  | <p>Submission noted. Further discussion is provided in Section 9.3 Western Link Road.</p>   |

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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> <li>• Car parking</li> </ul> | <ol style="list-style-type: none"> <li>1. Does not believe the plans adequately address future car parking requirements. Does not agree with survey results that show 1 in 3 parks being vacant at peak times.</li> <li>2. Does not support that car parks have been identified as having development potential.</li> <li>3. Submission does not support 4 storey development in town centre.</li> </ol> | <ol style="list-style-type: none"> <li>1. Submission noted. Refer to response in Section 12.4: Car parking.</li> <li>2. Most of the Gisborne Village car parks are privately owned and zoned Commercial 1. The plans are designed to provide built form guidance if the owners of this land wish to develop. Council does not have the ability to prevent the owners of the land lodging an application to develop, however is seeking to manage the built form outcomes through a schedule to the Design and Development Overlay.</li> <li>3. The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</li> <li>3. Refer to response in Section 12.3 Building heights.</li> </ol> |
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## Submission 138

| Theme  | Summary  | Response  |
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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | <ol style="list-style-type: none"> <li>Submission from business located in Gisborne Central. Does not agree that 1 in 3 car parking spaces are vacant in the town centre and requests more car parking.<br/><br/>Opposes the 2 hour parking restriction and fines in Gisborne Central and claims that this has an effect on health and safety.</li> <li>Submits that it is unsafe for staff to park across the road or away from the workplace and then have to walk.</li> </ol> | <ol style="list-style-type: none"> <li>Any issues with the timing of car parking and the issuing of infringement notices should be raised with Centre Management. In 2014 an agreement was reached between the owner of the car park and Council where Council agreed to provide Parking Services on the car park, including the regulation and enforcement of parking and the issuing of infringement notices, at the request of the owner.</li> <li>Staff using car parking for longer stays results in a lower turn-over rate of spaces and is contributing to a lack of short-term capacity on the centre.</li> <li>Unrestricted car parking is available in John Aitken Reserve opposite. It is acknowledged that Aitken Street is busy at peak times and the plans include a signalised intersection to make crossing safer.</li> </ol> |

## Submission 139

| Theme  | Summary  | Response   |
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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> </ul>  | <p>Submission concerned with level of growth proposed and that Council has never pushed back on state government agenda for growth, nomination of Gisborne as a Regional Centre and loss of 'village' character.</p>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. Refer to further discussion in Section 4 (Setting a protected settlement boundary).</p> |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Design and Development Overlays</li> </ul> | <ol style="list-style-type: none"> <li>Submits that the sub-precincts in Precinct 4 have differing character and the controls aren't nuanced enough to capture these.</li> <li>Does not support removal of DDO10 from Precinct 4d as it contains permit triggers for front fences.</li> <li>Submits that covenants are present that include a single dwelling caveat and infill is not supported.</li> </ol> | <ol style="list-style-type: none"> <li>Precinct 4 controls can be reviewed to ensure the proposed NRZ schedules and character outcomes are appropriate for the whole precinct.</li> <li>Noted, DDOs will be reviewed further with consideration given to fence controls.</li> <li>The NCS notes that restrictive covenants may be located on property titles. Minimal change area applies.</li> </ol> <p>Refer also to response provided in Sections 6.1.1 NCS precinct controls.</p>  |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Landscape, views</li> </ul>   | <p>Submits that there should be no further subdivision or development of Magnet Hill and advocates for the protection of Magnet Hill for its contribution to the town's rural character.</p>   | <p>Magnet Hill is identified in the plans as a significant landscape feature with cultural heritage values. No changes are proposed for Magnet Hill in the Gisborne Future Plans.</p> <p>A Planning Scheme Amendment (C126) recently rezoned public land on Magnet Hill from Rural Living Zone to Public Conservation and Resource Zone.</p> <p>The remainder of the hill will remain in Rural Living Zone, there is an existing Significant Landscape Overlay (SLO) on Magnet Hill and a revised schedule to the SLO is proposed through the Macedon Ranges Landscape Assessment Study and Amendment C133, which is also currently underway.</p>        |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> <li>Western Link Road</li> </ul> | <ol style="list-style-type: none"> <li>Submission does not support traffic lights, concerned with contradiction with 'village' character.<br/><br/>Concerned with truck movements and traffic volumes at Aitken Street/Robertson Street roundabout and that medium or long term timing of future infrastructure works are not addressing the problem.</li> <li>Concerned with location of Western Link Road transecting future residential areas and submits that the land needs to be set aside now.</li> </ol> | <ol style="list-style-type: none"> <li>Refer to response in Section 9.1: Road Infrastructure and traffic.</li> <li>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.<br/><br/>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.<br/><br/>Further discussion is provided in Section 9.3 Western Link Road.</li> </ol> |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Character and built form</li> </ul>                                   | <p>Concern with loss of 'village' character and that the Urban Design Framework does not go far enough to both describe and protect the character within precincts</p>   | <p>The UDF requires more work on defining what the village character is and what elements of this can be protected through planning controls</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Revisit definition of 'village character' in the UDF</li> </ul>   |

## Submission 140

| Theme  | Summary   | Response  |
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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road.</p> <p>Concerned with location in Rural Conservation Zone, minimal traffic reduction, loss of business with through-traffic diversion, prohibitive construction costs, impacts on wildlife and environment including an increase in road kill, pollution, impacts on residents, increase in road accidents, fire danger from vehicles emitting sparks.</p> <p>Concerned with consultation process, seeks exploration of alternate routes.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 141

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul>          | <p>Submission supportive of inclusion of properties north of railway line in township boundary.</p> <p>Submission includes Concept Structure Plan for the area.</p> <p>Submission does not support use of Urban Growth Zone, believes that a Development Plan Overlay would be more appropriate.</p> | <p>Submission noted. Submission will be reviewed in detail as part of Structure Plan review.</p>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Submission on behalf of landowner north of railway line indicates a proposed activity centre site (note: not on client's land).</p>   | <p>The proposed location is consistent with that provided in the draft Gisborne Structure Plan.</p> <p>Definition of the size, role and timing of this proposed activity centre is subject to further economic work as part of a future Precinct Structure Plan.</p> |

## Submission 142

| Theme  | Summary   | Response   |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>  | <p>Support for Glen Junor.</p> <p>Support reasons include walking and cycling paths, Western Link Road, higher density, diversification and affordability, open space. Concerned about Station Road widening.</p>   | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021.</p>   |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Parks and open space</li> <li>Entrances and edges</li> </ul>   | <ol style="list-style-type: none"> <li>Submits that new development will need to be balanced by provision of open space and parkland as a requirement of the development.</li> <li>Does not support 'noise barriers' along freeway, would prefer 'landscape buffers'.</li> </ol>  | <ol style="list-style-type: none"> <li>Noted, refer discussion on parks and open space at Section 8.5 Parks and open space.</li> <li>Sound attenuation and landscape buffers at township entrances and edges is discussed in Section 8.3 Township edges and entrances.</li> </ol>            |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Duplication of Station Road</li> <li>Western Link Road</li> </ul> | <ol style="list-style-type: none"> <li>Submits that it would be disappointing to see trees removed on Station Street to make way for a road widening.</li> <li>Submission supports Western Link Road. Submits that ideally Gisborne should have an eastern and western bypass to direct traffic around town.</li> </ol> | <ol style="list-style-type: none"> <li>Council rescinded in-principle support for the duplication of Station Road. The Gisborne Futures project has explored alternatives to the duplication, and includes actions to protect significant trees within streets and road reserves.</li> </ol> |

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| <ul style="list-style-type: none"> <li>Walking and Cycling</li> </ul>                                   | <p>3. Supports actions to improve walking and bike paths. Submits that this will be integral to the health and wellbeing of residents.</p> | <p>2. The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> <p>3. Noted.</p> |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Building heights</li> </ul> | <p>Submission does not support 4 storey development in town centre.</p>  | <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer to response in Section 12.3 Building heights.</p>   |

## Submission 143

| Theme   | Summary   | Response   |
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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township boundary investigation areas</li> </ul> | <p>1. Submission does not support Glen Junor.</p> <p>Concerned with impacts on Wurundjeri cultural heritage values, environmental impacts on waterways, seeks for the site to be revegetated to grassy woodland species.</p> <p>2. Does not support housing development on 141 Ferrier Road due to potential environmental and cultural heritage impacts.</p> | <p>1. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</p> <p>2. Concerns noted. Refer discussion on the Gisborne Marshlands Reserve in Section 8.2.3 and Township boundary investigation areas in Section 4.4.</p> |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape, views</li> <li>• Trees and vegetation</li> <li>• Environmental values, waterways</li> </ul> | <ol style="list-style-type: none"> <li>1. Raises concern with Viewline 2 in the Structure Plan (section 12.2) and submits that it does not capture Magnet Hill, suggests moving viewpoint to capture view over Marshlands Reserve to Mount Macedon to the north.</li> <li>2. Requests indigenous planting schedules be mandated for all new housing developments to increase and protect biodiversity, including 2 canopy trees for each house built.</li> <li>3. Suggests that local environment laws should be used to map significant trees and that overall, a database of the towns trees should be kept.</li> <li>4. Seeks greater protection of the Jacksons Creek escarpment from over development.</li> <li>5. Submits that Council acquire 20m of land either side of Jacksons Creek for environmental protection.</li> <li>6. Does not support development of 141 Ferrier Road (Cathlaw Estate) due to concerns with drainage and impacts on Gisborne Marshlands Reserve, and cultural heritage impacts.</li> </ol> | <ol style="list-style-type: none"> <li>1. An additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon can be included in the Structure Plan.</li> <li>2. Refer to detailed discussion on planting schedules in response to submissions related to trees and vegetation in Section 8.2.4 Trees and vegetation. Trees and landscaping can be considered in Neighbourhood Residential Zone schedules.</li> <li>3. Council undertakes regular monitoring and updates to its database of trees within streets and reserves. Further information on how Council manages trees in parks and reserves is found in Council's Tree Management Policy and/or Environmental Management Plans.</li> <li>4. The Structure Plan includes an action to investigate the application of the Significant Landscape Overlay to the Jacksons Creek escarpment. Refer to response found in Section: 8.2 Environmental values.</li> <li>5. Refer to discussion on waterways within Section 8.2.2.</li> <li>6. Refer discussion on the Gisborne Marshlands Reserve in Section 8.2.3 Gisborne Marshlands Reserve.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include view from Calder Freeway across Gisborne Marshlands Reserve to the Macedon Ranges in the north in the list of views and vistas (Section 12.2 page 34) and Figure 11 on page 35.</li> <li>• Include an action to investigate how to encourage a palette of indigenous or native species in new housing estates to enhance biodiversity and local habitat at Objective 21 (Section 12.3).</li> </ul> |
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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Character and built form</li> </ul> | <p>Submission does not support 'big box' shops and would like to see greater protection against these.</p> | <p>Concern with 'big box' shops is noted. The plans are seeking to discourage this type of development from the town centre and this is specifically addressed on page 13 of the UDF:</p> <p><i>Support development that accommodates a mix of retail, commercial, community and residential uses within the town centre.</i></p> <p><i>Support location of light industrial, trade supplies, restricted retail and bulky goods to an expanded business park, and discourage their location within the town centre.</i></p> <p>Refer to response provided in Section 12.2 Town centre character and built form.</p> <p>It is the intended role of the expanded business park to accommodate larger format and restricted retail premises. A Design and Development Overlay is proposed for the business park to ensure these are designed to have a sensitive response to the town entrance and surrounding landscape and residential context. Further detail on this is provided in Section 7.5.3: Business park impact on rural character and township entrances.</p> |
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## Submission 144

| Theme                                   | Summary  | Response  |
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| <p><b>Landscape and Environment</b></p> | <p>Submission on behalf of Department of Education, pine plantation site.</p> <p>Requests amendment to plan to indicate future rezoning of pine plantation site.</p> | <p>Note any rezoning of site would be subject to a proponent-led planning scheme amendment.</p> |

## Submission 145

| Theme  | Summary  | Response  |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | <p>Submission concerned with level of growth proposed and that Council has never pushed back on State Government agenda for growth.</p> <p>Does not support greenfield township expansion, concern with suburban expansion, crime, health and wellbeing impacts.</p>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4 (Setting a protected settlement boundary).</p> |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul>   | <p>Does not support infill development proposed in NCS.</p>  | <p>Character outcomes and proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Role of Gisborne as a regional centre</li> <li>Town centre commercial and retail</li> </ul> | <ol style="list-style-type: none"> <li>Submits that an increase in retail and services in the town is unjustified as there has never been full occupation of shop premises in 30 years.</li> <li>Submits that Gisborne is more of a service centre and with Melton and Sunbury nearby there is no justification for transforming it into a regional centre.</li> </ol> | <ol style="list-style-type: none"> <li>Refer response to Key Issue 2: Town centre commercial/retail land supply and demand. The <i>Economic and Employment Analysis</i> (UE 2020) completed for Gisborne Futures notes that Gisborne currently supports approximately 26,000 sqm of occupied retail floor space, increasing by 2,575 sqm between 2009 and 2018. The current vacancy rate is 2% (excluding the Aldi site), indicating strong retail performance.</li> <li>Refer response Section 7.1: Role of Gisborne as a regional centre</li> </ol>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul>   | <p>Submits that extending the industrial estate in New Gisborne to Saunders Road would create an ugly visual entrance from the east of the shire.</p>  | <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans, see Section 7.4 (Future direction for the Gisborne Business Park) This is discussed also in Section 4.10 Future urban structure options.</p>   |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental risks, bushfire</li> <li>• Environmental values, waterways</li> <li>• Wildlife</li> </ul> | <ol style="list-style-type: none"> <li>1. Submission generally concerned with environmental impacts of growth. Concerns include increased traffic movement, removal of trees and native vegetation, loss of ecosystems, increased human footprint and impact on waterways.</li> <li>2. Submits that views down onto town have been ignored.</li> <li>3. Submits that land around Gisborne should be preserved for food production. Farmland at 89 Ross Watt Road should never be developed for residential use because of its close proximity to the Rosslynne Reservoir water supply.</li> <li>4. Seeks extra protection for areas to be set aside for wildlife corridors and requests that all waterways should be given 100m protection either side to protect the waterway and allow wildlife movement and kangaroo habitat.</li> <li>5. Advocates for greater protection of the Gisborne Marshland Reserve.</li> <li>6. Submits that the plans need to make greater reference and response to the many species of flora and fauna are already listed as endangered.</li> <li>7. Submits that the plans need to provide greater recognition and response to bushfire risk.</li> </ol> | <ol style="list-style-type: none"> <li>1. Refer response provided in Section: 8.2 Environmental values.</li> <li>2. Key views include View 3 from the northern escarpment across the Jacksons Creek valley and Gisborne township, toward Mount Gisborne, View 5 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.</li> <li>3. Land nominated for residential expansion is zoned for Rural Living purposes and is currently providing minimal contribution to food production for the region. The plans do not seek to expand into land zoned for farming purposes. The area to the north and west of Skyline Drive (89 Ross Watt Road, also known as the Barro land) is zoned for residential purposes, forms part of Clause 21.13-1 of the Macedon Ranges Planning Scheme and remains counted towards the quantum of future residential land required as part of the Gisborne Futures project. It is not located in the catchment for Rosslynne Reservoir which is identified through Environmental Significance Overlay Schedule 5 in the Macedon Ranges Planning Scheme (in place to protect water catchments from inappropriate development and protect water quality).</li> <li>4. Refer to discussion on waterways at Section 8.2.2 Waterways</li> <li>5. Refer to discussion on Gisborne Marshlands Reserve at Section 8.2.3 Gisborne Marshlands Reserve.</li> <li>6. Protection of areas with high biodiversity and conservation values was a key consideration in determining the appropriate location for township growth. Refer also to response found in Section 8 Landscape and environment.</li> <li>7. The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area). This is discussed further in Section 8.1.2: Bushfire.</li> </ol> |
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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <ol style="list-style-type: none"> <li>1. Submits that if Gisborne Futures allows 2-4 storey modern concrete structures, increased concrete infrastructure and over development within the township, sadly Gisborne will no longer be a country town with a village character (does not support 3 or 4 storey building heights in the town centre).</li> <li>2. Submits that due to increased crime associated with an increased population the 'suburban' style meeting areas around the town would be a waste of investment. Acknowledges that people would utilise low key seating areas along walking routes however states they would only be used for a couple of months of the year due to our cool climate.</li> </ol> | <ol style="list-style-type: none"> <li>1. Note that currently Gisborne does not have any enforceable built form controls or height limits.<br/><br/>Design controls have been prepared to ensure new development does not compromise views to Gisborne's landscape setting, and that it responds to elements identified as contributing to Gisborne's township character. These will give Council greater control over the look and feel of buildings that what is currently provided through the planning scheme.<br/><br/>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.<br/><br/>Refer also to response provided to Section 12.2 Town centre character and built form.</li> <li>2. This basis of this submission related to crime activity is unfounded. Providing places that are attractive and functional for people to gather and spend increases passive recreation and surveillance in the streets and is used as a deterrent to criminal behaviour in areas that actually experience these issues. Climatic conditions do vary however this not considered to be a determining factor in whether to provide access to these amenities.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include discussion related to Crime Prevention through Environmental Design (CPTED) principles in the Urban Design Framework.</li> </ul> |
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## Submission 146

| Theme   | Summary  | Response  |
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| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support Western Link Road.</p> <p>States that the proposal is hypocritical of prior planning decisions.</p> <p>Submits that an alternate truck route should be found, that the proposal is not in keeping with Gisborne's rural atmosphere.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 147

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | <p>Submission objecting to Precinct 6a neighbourhood character controls.</p> | <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> |

## Submission 148

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission concerned with an increase in traffic and road safety issues in Gisborne South, on McGeorge, Weigall and Couangalt Roads due to township growth.</p> <p>Submits for:</p> <ul style="list-style-type: none"> <li>Safe access tracks for all road users including pedestrians, bike riders and horse riders.</li> <li>Road safety improvements for McGeorge Road.</li> <li>Access to the Calder Freeway from the end of Brooking or Willowbank Roads.</li> </ul> | <p>This submission is primarily concerned with road safety for users in South Gisborne, which is outside the study area and the project did not consider these roads in great detail.</p> <p>DOT are not supportive of creating an additional access point to the Calder Freeway from Brooking Road.</p> |

## Submission 149

| Theme  | Summary   | Response   |
|--|---|--|
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>        | <ol style="list-style-type: none"> <li>Supports the Draft Gisborne Futures Structure Plan and the actions to rezone the land at 101-105 Willowbank Road from the General Residential Zone to the Commercial 1 Zone.</li> <li>Submits for inclusion of a medium density residential component on the site.</li> <li>Requests modification to the NAC Design Guidelines to appropriately reflect the scale, role and context of the future Neighbourhood Activity Centre on Willowbank Road.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.</li> <li>Feedback has been provided that support for medium density development will require certainty that the site has the capacity to support an activity centre, and we will work through this as part of any development/rezoning application.</li> <li>To be reviewed.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Review design guidelines in line with preparation of a Design and Development Overlay specific to the site.</li> <li>Explore options for policy guidance or other planning scheme controls regarding commercial land uses to ensure the vision for NACs is embedded in nominated sites.</li> </ul> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission requests further information on road intersection upgrades that would be required at intersection of Brady Road and Willowbank Road.</p>  | <p>Council's engineering department have advised that an upgrade of the intersection is not required.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Review the status of the proposed intersection upgrade.</li> </ul>   |

## Submission 150

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | <p>Claims a 100 year surplus in land in township and surrounding area and that there is no technical justification for this current push for additional lots or higher than the average lot yield</p> <p>Submits that there is some merit in 'infill' rather than 'expansion'.</p> | <p><i>A Residential Land Demand and Supply Assessment (LDSA)</i> was Completed in 2020 and was revised by Council in 2022.</p> <p>The review estimates 10 years worth of land supply for Gisborne under a 'growth' scenario and would require additional lots to achieve a 30 year supply. Refer to Section 4.7: How much residential land do we need? and Section Section: 4.1 Township growth.</p>  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul>   | <p>Submission concerned that the plans do not align with the consultation summary including community's desire to maintain the country feel, decreasing lot sizes will make the area into a 'ghetto', retention of 'village' character, concerns with housing growth.</p>          | <p>Submission noted. Refer to response provided in Section 5.2: Township character.</p>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul>                                       | <p>Submits that an industrial estate in close proximity to residential zones and contrary to the MRSC Industrial Zone plans and documentation on standards for Industrial Zones.</p>   | <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. Section 7.4 (Future direction for the Gisborne Business Park) includes further response to submissions related to the business park. This is discussed also in Section 4.10 Future urban structure options.</p>  |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Environmental risks, climate change</li> <li>Environmental values</li> </ul> | <p>Submits that there is no comment or supporting documentation on this definition of 'sustainable'.</p> <p>No description as to 'this is the last of the growth due to the environmental factors'.</p>  | <p>Agree, further work is required to address climate change in greater detail. Refer to Section 8.1:</p> <p>Environmental risks – climate change, flooding, fire.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4 (Setting a protected settlement boundary).</p> |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> <li>• Public Transport</li> </ul> | <ol style="list-style-type: none"> <li>1. Submits that there is a lack of infrastructure to support the growing population, concern with additional pressure on freeways and train services.</li> <li>2. Submits that growth should only occur when the increased demand is aligned with appropriate transport upgrades. Submits that the Gisborne Futures Plans do not address these issues and that Council should lobby for more frequency in services.</li> </ol> | <ol style="list-style-type: none"> <li>1. The traffic modelling exercise has determined that the Calder Freeway will continue to operate within capacity in vicinity of Gisborne following realisation development scenarios presented in the draft Structure Plan.</li> <li>2. Public transport is managed through Public Transport Victoria (PTV) which is a State Government agency. Council can advocate to the State Government for improvements and this direction is included in the draft Structure Plan on page 48: <p><i>Advocate for future service frequency improvements on the Melbourne Bendigo railway line that stop at Gisborne.</i></p> <p>By planning ahead Council can forecast what improvements to services are needed. Gisborne Futures will provide a tool the advocacy required to receive improved public transport services over time as the town grows.</p> <p>The Gisborne Futures plan also seek to ensure that the town has a strong local economy to provide opportunities for people to live and work in the town, reducing the need for people to commute for work.</p> </li> </ol> |
| <p><b>Urban Design Framework</b></p> <p>Car parking</p>  | <p>Submits that there is little to no mention of parking in the documents.</p>  | <p>The UDF provides direction on car parking at pages 45-46, which summarises analysis and direction provided in the Traffic and Transport Report prepared by Cardno.</p> <p>Refer also to further discussion in Section:12.4:</p> <p>Car parking in this Consultation Report.</p>   |

## Submission 151

| Theme   | Summary   | Response  |
|---|---|---|
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Landscape, views</li> <li>Environmental values, waterways</li> </ul> | <p>Advocates for protection of the Jacksons Creek escarpment, including for controlled residential development set back from the escarpment.</p> <p>Suggests continuous connectivity of the Jacksons Creek corridor as public realm from Rosslyn Reservoir to Glen Junor, including for access for pedestrians and cyclists.</p>                | <p>Section 8.4 (Landscape, views and vistas) notes an objective to protect visually sensitive landscapes, views and vistas from development that will compromise their quality and influence on the semi-rural character of Gisborne, and includes an action to assess the Jacksons Creek corridor for potential application of the SLO.</p>  |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul>  | <p>Submission does not support Western Link Road.</p> <p>Concerned with lack of prior consultation with affected landowners, impact on property values and amenity.</p> <p>Submits the proposal undermines other key objectives in the plans relating to landscape, views and vistas, protection of Jacksons Creek corridor and escarpment.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 152

| Theme   | Summary  | Response   |
|---|--|--|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Township character</li> <li>Housing diversity, density and affordability</li> </ul> | <p>Submission concerned with decreasing lot sizes and the impact that this will have for the character of the town, does not support small lot sizes in Precinct 6a.</p> <p>Requests that lot sizes on Barro land are designed to fit in with existing residential character of Precinct 6a.</p> | <p>Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> <p>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3 Housing diversity, density and affordability.</p> <p>Further discussion and response is found in Section 5 Planning for housing.</p> <p>A development plan for 89 Ross Watt Road has been lodged and will be assessed under current planning scheme controls.</p>   |
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | <p>Does not support township growth, submits that no areas not already developed should be developed, primarily concerned with environmental impacts and submits that the current residents of Gisborne like it as a quiet little town. That needs to be protected.</p>                          | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>Refer to response provided in Section 4.1: Township growth.</p>  |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul>   | <p>Submits that areas not already developed should not be developed due to impacts on environment. This includes development of the business park as Kyneton already offers these services.</p>  | <p>The Economic and Employment Analysis provides a detailed overview of Gisborne's commercial and industrial role in the local and regional context. The draft Gisborne Structure Plan seeks to plan for growth over the next 20-30 years. Urban Enterprise have provided a low-growth scenario (0.9ha pa) which estimates there is 9.1 years of existing supply, and a medium-growth scenario (1.6ha pa) that estimates this provides for 5.3 years of supply.</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. Section 7.4 (Future direction for the Gisborne Business Park) includes further response to submissions related to the business park. This is discussed also in Section 4.10 Future urban structure options.</p> |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental risks, climate change, bushfire</li> <li>• Trees and vegetation</li> <li>• Environmental values, waterways</li> <li>• Landscape, views</li> </ul> | <ol style="list-style-type: none"> <li>1. Submits that the biggest threats to the Macedon Ranges are overpopulation and climate change.</li> <li>2. Supports plans to maintain the health of street trees, submits that new and replacement street trees should be indigenous or native as they provide habitat and will better cope with climate change.</li> <li>3. Does not support housing development growth due to loss of environmental values, farmland and bushfire risk, submits that no areas not already developed should be developed.</li> <li>4. Seeks greater protection of the area around Rosslynne Reservoir and the escarpment of Jacksons Creek.</li> <li>5. Plans need to address bushfire.</li> <li>6. Advocates for the expansion of waterway buffers to 200m and stronger protection for the Gisborne Marshlands Reserve.</li> <li>7. Submits that the plans should acknowledge and build upon all existing strategies for the protection of the environment, including increased mapping of native trees.</li> <li>8. Submits that the viewline to Gisborne from the top of the escarpment and the viewline to Mount Macedon from the marshland are significant and should be designated as viewlines in the plans.</li> </ol> | <ol style="list-style-type: none"> <li>1. Noted. Discussion regarding climate change is provided in Section 8.1:</li> <li>2. Environmental risks – climate change, flooding, fire.</li> <li>3. Trees are replaced in accordance with Council’s Tree Management Policy. Refer also to discussion in Section 8.2.4 Trees and vegetation.</li> <li>4. Refer to discussion on environmental values found at Section 8.2 Environmental values.</li> <li>5. The plans include an objective to protect visually sensitive landscapes, views and vistas from development that will compromise their quality and influence on the semi-rural character of Gisborne, and include an action to assess the Jacksons Creek corridor for potential application of the SLO (page 36). Refer to Section 8 Landscape and environment .</li> <li>6. The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area). This is discussed further in Section 8.1.2.</li> <li>7. Refer to discussion on environmental values found at Section 8.2 Environmental values</li> <li>8. A list of reference strategies is provided in the Background Report at page 26. Refer also to discussion on trees and vegetation found at Section 8.2.4 Trees and vegetation.</li> <li>9. An additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon can be included in the Structure Plan. View 3 captures the view from the top of the escarpment over Gisborne.</li> </ol> |
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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Does not support Western Link Road.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |
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### Submission 153

| Theme  | Summary   | Response  |
|--|---|---|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission concerned with Western Link Road.</p> <p>Will be seeking further advice and seeks leave to make further submissions in regards to this.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 154

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> <li>Walking and Cycling</li> </ul> | <ol style="list-style-type: none"> <li>Submission does not support Western Link Road.</li> <li>Raises concern with the Gisborne Loop cycling path on Bacchus Marsh Road where it requires crossing a 100kmh stretch of road. Notes that this is dangerous as children use this route to ride to school.</li> <li>Requests an extension of the track through Mulbarton Estate with a wooden bridge over the swampy area, which would lead pedestrians and cyclists away from the road, thus increasing safety.</li> </ol> | <ol style="list-style-type: none"> <li>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.<br/><br/>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.<br/><br/>Further discussion is provided in Section 9.3 Western Link Road.</li> <li>A footpath that extends to the off-road cycling path was completed in April 2021.</li> <li>A path connects through the open space/drainage reserve along Mulgutherie Way, it is not clear which area submitter is referring to however footpath connections in the area can be reviewed.</li> </ol> |

## Submission 155

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Land south of Brooking Road</li> </ul> | <p>Submission questions why land south of Brooking Road hasn't been considered.</p> | <p>The selection criteria for inclusion in the township boundary and comment on requests for inclusion south of Brooking Road are provided in Sections 4.2: Submissions on proposed settlement boundary and Section 4.6: Land south of Brooking Road.</p> |

## Submission 156

| Theme   | Summary   | Response  |
|---|---|---|
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <p>Submission does not support lot sizes of less than 2000m<sup>2</sup> in Precinct 6a. New townhouses or unit can be accommodated on the Swinburne Ave/Barro land subdivision.</p> <p>Does not support “high density” in Gisborne. Submits that medium density can be accommodated in new development areas where new residents will have purchased them with full knowledge of the type of properties they will be living beside.</p> | <p>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3 Housing diversity, density and affordability.</p> <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p>   |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul>    | <p>Submission objects to Precinct 6a neighbourhood character controls.</p> <p>Submits that the area east of Precinct 6a is different and should be considered separately.</p> <p>Seeks minimum lot sizes of 2000m<sup>2</sup>, including on 89 Ross Watt Road along Swinburne Avenue to maintain character.</p>   | <p>Currently the whole town is zoned General Residential. Under this zone, three storey development is permissible, and there are no minimum lot sizes. Discussion on how local policy guides lot sizes is provided in Section 5.3.2: Lot sizes and medium density in growth areas.</p> <p>Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> <p>Note that a development plan application for 89 Ross Watt Road has been lodged with Council and will need to be assessed against the current controls in the planning scheme.</p> |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>                   | <p>Submission concerned with Activity Centre on Swinburne Ave, submits that the plan needs to be more specific about what could be approved for an activity centre considering size, function, traffic, car parking etc.</p> <p>Submits that this could be incorporated into the Ross Watt / Swinburne Ave estate.</p>  | <p>Submission raises relevant concerns about the scale and impact of the activity centre. The adopted ODP provides guidance on the size and role of the centre.</p> <p>Detail such as traffic, car parking, amenity etc would be addressed through a future Development Plan or Precinct Structure Plan process.</p> <p>Refer to discussion on the size and role of activity centres in Section 7.3: Neighbourhood activity centres</p>   |

## Submission 157

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Concern with Western Link Road.</p> <p>Landowner directly affected, submits that there is a lack of supporting information provided. Concerns include impacts on farming, property access arrangements, environmental and aboriginal heritage and an increase in noise and pollution.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 158

| Theme  | Summary  | Response   |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission does not support inclusion of property in the township boundary on Ferrier Road or proposed Urban Growth Zoning.</p> | <p>The Structure Plan in the 2009 ODP indicates this area within 'areas of investigation for possible future expansion of township boundary' and is consistent with policy to focus growth in New Gisborne. Settlement boundary assessment areas are discussed in further detail in Section 4 (Setting a protected settlement boundary).</p> |

## Submission 159

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission supports inclusion of property in township boundary, north of railway line.</p> | <p>Submission noted. For further discussion on township boundary investigation areas and selection criteria refer to Section 4 (Setting a protected settlement boundary).</p> |

## Submission 160

| Theme  | Summary  | Response   |
|--|--|--|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> <li>Township boundary</li> </ul>                 | <ol style="list-style-type: none"> <li>Submission supports setting of protected settlement boundary to protect natural beauty and farming land in Shire, and developments that give people a sense of place and belonging to the township and the land on which it is built from cultural, indigenous and architectural perspectives.</li> <li>Submits that growth is considered desirable by the State Government and shire council, whereas current residents clearly indicate that they are apprehensive to future developments and higher density living.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted. A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. Refer to response provided in Section 4 (Setting a protected settlement boundary).</li> <li>Submission noted. The draft plans are to be reviewed in response to consultation feedback.</li> </ol>   |
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul>              | <p>Submission concerned with the impact of medium-density development in areas that are now lower density / rural living.</p>  | <p>Currently the whole town is zoned General Residential. Under this zone, three storey development is permissible, and there are no minimum lot sizes. Discussion on how local policy guides lot sizes is provided in Section 5.3.2: Lot sizes and medium density in growth areas.</p> <p>Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Environmental values, biodiversity</li> <li>Wildlife</li> </ul> | <p>Submission supports any initiatives that enhances the protection and improvement of our natural ecosystems, improving biodiversity and natural corridors.</p> <p>Concerned with loss of biodiversity, habitat with Urban Growth Zoning, and impacts on wildlife.</p>  | <p>Support noted. Refer to further discussion provided in Section 8: Landscape and environment.</p>  |

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| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and Cycling</li> </ul> | Submission supports active transport initiatives. | Support noted. |
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## Submission 161

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>   | Submission does not support further township growth, reasons include: <ul style="list-style-type: none"> <li>town is big enough</li> <li>loss of amenity during construction</li> <li>destruction of environment.</li> </ul>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been locked in through the preparation of the Statement of Planning Policy. Refer to further discussion in Section 4 (Setting a protected settlement boundary).</p> <p>A high-level assessment of environmental sensitivity and constraints is provided in this section, with further discussion provided in Section 8: Landscape and environment.</p> |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Role of Gisborne as a regional centre</li> <li>Town centre commercial and retail <ul style="list-style-type: none"> <li></li> </ul> </li> </ul> | <ol style="list-style-type: none"> <li>Submission does not support an increase to the size of the town centre, states that there are currently empty shops.<br/>Does not support introduction of large, generic businesses (eg. Kmart) due to competition with local businesses and character impacts.</li> <li>Does not support expansion of the Business Park due to similar services being offered elsewhere (Sunbury, Watergardens, Melton, Kyneton).</li> </ol> | <ol style="list-style-type: none"> <li>The Economic and Employment Analysis (UE 2020) completed for Gisborne Futures notes that Gisborne currently supports approximately 26,000 sqm of occupied retail floor space, increasing by 2,575 sqm between 2009 and 2018. The vacancy rate at time of assessment was 2% (excluding the Aldi site), indicating strong retail performance.</li> <li>Refer response to Section 7.1 Role of Gisborne as a regional centre.</li> </ol>  |

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| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>• Gisborne Business Park</li> </ul>                       | <p>Submits that Business Park should be kept in current footprint due to impacts on environment</p> <p>Submits that expansion unnecessary due to these services already being offered in Kyneton, Melton, Sunbury and Watergardens.</p>   | <p>Planning for expansion of the business park to provide long-term opportunities for employment and business development is current policy in the Macedon Ranges Planning Scheme and adopted Outline Development Plan (2009).</p> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. Section 7.4 (Future direction for the Gisborne Business Park) includes further response to submissions related to the business park. This is discussed also in Section 4.10 Future urban structure options.</p> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental values, biodiversity</li> </ul>                | <p>Submission does not support further township growth due to destruction of the environment.</p> <p>Requests that all future street trees be native/indigenous and assurance that trees have enough soil area and conditions to grow into large, healthy trees.</p> <p>Does not support further development around the Marshland.</p> <p>Seeks mapping/protection of indigenous trees.</p> <p>Submits that the plans should contain greater detail on the protection of the environment, including preventing housing development from going ahead.</p> <p>Submits that the biggest threats to the Macedon Ranges are overpopulation and climate change.</p> | <p>Submission noted. Refer to discussions in the following Sections:</p> <ul style="list-style-type: none"> <li>• Section 8.1.1 Climate change and sustainable design</li> <li>• Section 8.2.4 Trees and vegetation</li> </ul>  |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <ol style="list-style-type: none"> <li>1. Supports the plan to not increase the size of the town centre.</li> <li>2. Does not support increased building heights/multi-storey buildings.</li> <li>3. Opposed to 'big box' shops like Kmart.</li> </ol>  | <ol style="list-style-type: none"> <li>1. Response noted.</li> <li>2. Refer response to Section 12.2 Town centre character and built form.</li> <li>3. The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</li> </ol> <p>Refer to response in Section 12.3 Building heights.</p>                        |

## Submission 162

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> <li>Township growth</li> </ul> | <p>Supports discrete growth areas in New Gisborne.</p> <p>Submission supports setting of protected settlement boundary.</p>   | Submission noted.   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul>                       | <p>Submission concerned with Western Link Road and lack of direct consultation.</p> <p>Will be seeking further advice and seeks leave to make further submissions in regards to this.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 163

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul>                              | <p>Raises concern that a lot of damage has occurred with inappropriate subdivisions incorporating substandard lot sizes, submits that future subdivisions must accommodate larger allotments.</p> <p>Provides example of 800m2 blocks next to 2000sqm blocks in Charters Avenue.</p>  | <p>Planning for a diverse and inclusive community that includes providing a range of lot sizes and housing choice is discussed in Section 5.3 (Housing diversity, density and affordability).</p> <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p>   |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul>  | <p>Submission does not agree with inclusion of Charters Avenue in Precinct 5a (Contemporary Suburban) because of larger lot sizes and single dwelling covenants, seeks inclusion in Precinct 4 (Large Lot Residential).</p>   | <p>Variation noted and precinct boundary will be reviewed as part of further work on NCS.</p>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Role of Gisborne as a regional centre</li> <li>Activity centres</li> </ul> | <ol style="list-style-type: none"> <li>Agrees with direction for supporting local business.</li> <li>Submission in support of having some local shops and services within walking distance, however concerned that commercial zoning of activity centres won't deliver the desired community benefit from a statutory perspective.</li> </ol> | <ol style="list-style-type: none"> <li>Support noted.</li> <li>It is acknowledged that the planning scheme offers little control over 'as of right' uses in the Commercial 1 Zone, and that further policy support and implementation actions are required to ensure that these activity centres support community and provide local conveniences as intended. Further review of planning controls is required to ensure the vision for activity centres is embedded on the site. A DDO will provide direction for preferred built form outcomes</li> </ol> <p>Refer to Section 7.3.1 for further discussion.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Explore options for policy guidance or other planning scheme controls regarding commercial land uses to ensure the vision for NACs is embedded in nominated sites.</li> </ul> |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape, views</li> <li>• Open space</li> </ul> | <ol style="list-style-type: none"> <li>1. Supports environment and landscape objectives in the plans but recommends inclusion of clear policy guidance to avoid visual impact of new development (ie Wallaby Run area), would not like to see Magnet Hill developed.</li> <li>2. Highlights need for upgrades to skate park.</li> </ol>  | <ol style="list-style-type: none"> <li>1. Agree. No further development is planned for Magnet Hill. This is discussed further in Section 8.4 (</li> <li>2. Landscape, views and vistas).<br/><br/>Subdivision permits for the development in the Wallaby Run were issued by the Shire of Gisborne in 1989.<br/><br/>The Structure Plan includes an action to investigate the application of the Significant Landscape Overlay to the escarpment to further protect this from visual intrusion of development.</li> <li>3. Upgrade to Gisborne Skate Park is in planning stages (as of July 2022).</li> </ol> |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Western Link Road</li> </ul>                         | <p>Submission supports initiatives to remove heavy vehicle traffic from the township, however, does not support the indicative location of the Western Link Road through farmland, in proximity to Rosslyn Reservoir and through the undulating landscape.</p> <p>Submission concerned with the visual and environmental impact of the proposed road, and notes that elevated roadways and bridges which may be required due to topography will detrimentally alter the landscape.</p> | <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p>  |

## Submission 164

| Theme  | Summary  | Response  |
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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> </ul>      | <p>Submitter does not support ‘doubling of population’ in Gisborne as this would turn the township into a city. For example Bacchus Marsh is now referred to as “City of...”</p>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy.</p> <p>Refer to further discussion in Section 4.1 Township growth.</p>   |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Concerned that proposal contradicts other elements of Gisborne Futures including principles on landscape and environmental values, wildlife corridors, waterways, the town boundary, cultural heritage etc.</p> <p>Seeks investigation of alternative route for heavy vehicles.</p> | <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 165

| Theme  | Summary   | Response   |
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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> <li>Glen Junor</li> </ul>                                      | <ol style="list-style-type: none"> <li>Questions the status of the Residential Land Demand and Supply Assessment and its use for growth planning.</li> <li>Submission raises population growth figure of 20,000 people by 2036, and 50,000 by 2050.</li> <li>Submission does not support Glen Junor. Raises that it was included without strategic justification and will place sprawl across the rural buffer between Gisborne and Riddells Creek.</li> <li>States that instead of avoiding urban sprawl, the plans create it, does not support Glen Junor or development north of railway line.</li> <li>Seeks removal of all rural land from being included in the township boundary.</li> </ol>             | <ol style="list-style-type: none"> <li>The LDSA was a key technical input to the Structure Plan, along with other technical investigations. The need to update the data included in this report is discussed in Section 4.7 How much residential land do we need?</li> <li>Population forecasts are discussed in Section 4.9, noting that the plans are not aiming for a population of 50,000.</li> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Gisborne is identified in state and local policies as a regional centre that is promoted for growth. It is not the role of the Structure Plan to change or alter the position of Gisborne within the Macedon Ranges settlement hierarchy. Refer to response provided in Section 4.1 Township growth.</li> <li>Criteria and considerations for setting the protected settlement boundary are also discussed further in Section 4 (Setting a protected settlement boundary).</li> </ol> |
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Housing framework</li> <li>Housing diversity, density and affordability</li> </ul> | <p>Submission seeks to “Remove Gisborne Futures “growth area” vision and mentality and replace with a primary objective for preserving and enhancing the town’s rural character and setting, giving full recognition to Gisborne’s location within a Distinctive Area and Landscape.”</p> <p>Does not support use of Urban Growth Zone, states that from the point of rezoning it can be developed at any time. Seek clarity on reasoning for use of Urban Growth Zone, and submits preference for any land to be included to retain current zoning as a ‘future investigation area’.</p> <p>Submits concern that medium density development is a “preferred” housing type across GRZ and NRZ regardless of</p> | <p>Broad response to points raised related to housing are provided in the following Sections:</p> <ul style="list-style-type: none"> <li>Section 4.1 Township growth</li> <li>Section 5.3 Housing diversity, density and affordability</li> <li>Section 5.4</li> <li>Housing framework change areas.</li> </ul> <p>Note that another key point raised by DELWP is that it is no longer acceptable to specify dwelling typologies that are preferred. The planning should be based on a built form outcome and not on whether apartments, units or single dwellings are preferred.</p> <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in</p>   |

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|  | <p>distance from the town centre or sensitivity.</p> <p>Submission does not support ‘preferred’ medium density on lots over 1000m<sup>2</sup> due to high visibility or high sensitivity or highly defined low density character and submits that ‘Incremental Change’ is applied excessively.</p> <p>Seeks to introduce a change area classification with a single storey “preferred” housing type.</p> <p>Does not agree with method for determining 400m buffer around the town centre (ie. from commercial zone boundary) and seeks a specific town centre location as a pin-point.</p> <p>Submits concern that Precinct 3 expands beyond the existing town centre medium density area (defined by DDO17), including the south end of Turanga Road, an area specifically excluded by the C67 panel.</p> <p>Seeks removal of 400m “rings” from all new Neighbourhood Activity Centres and abandon medium density residential development from areas proximate to those locations.</p> <p>Does not support retention of the General Residential Zone or 3 storey development around the town centre.</p> <p>Does not support areas with Development Plan Overlays being retained in the GRZ.</p> <p>Submits all existing General Residential Zones to be rezoned to Neighbourhood Residential Zone and introduction of minimum lot sizes.</p> | <p>Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p> <p>Further detailed review of submission will be considered in review of Neighbourhood Character Study and Structure Plan.</p>   |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>• GRZ / Precinct 3</li> <li>• Precinct controls</li> <li>• Design and Development Overlays</li> </ul> | <ol style="list-style-type: none"> <li>1. Submission does not support application of GRZ and seeks NRZ across all residential areas and seeks minimum lot sizes in the NRZ.</li> <li>2. Seeks 4000m<sup>2</sup> minimum lot sizes in the LDRZ to prevent further subdivision of sewered properties and retain the existing valued character.</li> <li>3. Submits anomalies where precincts that have differing development characteristics have been grouped into the same precinct:</li> </ol>   | <ol style="list-style-type: none"> <li>1. The NRZ was not applied to areas that have minimal anticipated change (ie, newly developed, or those with specific design guidelines, covenants and development plans in place) as the existing planning controls in place guide or have guided the development of these areas. There was concern with rezoning recently developed or developing areas to NRZ as this would be imposing a more restrictive zone that may conflict with the approved plans and building permits that are already in place.</li> </ol> |

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|  | <ul style="list-style-type: none"> <li>- Precincts 1a and 1b Station Road, New Gisborne, where 1a is deeply within a more enclosed, heritage dominant environment and 1b is highly exposed visibly and adjacent to the Marshland reserve.</li> <li>- Precincts 2a and 2 b “largely intact” included with Precinct 2c “considerable amount of infill development”.</li> <li>- Precinct 4a Skyline Drive and Frith Road, which merges two areas with distinctly different development standards, outcomes and characteristics into a single ‘incremental change’ precinct</li> <li>- Precinct 4c Sunny Acres. North of Kilmore Road, Sunny Acres Estate has been developed with significantly different standards than development south of Kilmore Road.</li> <li>- Precinct 6a which attempts to marry areas with distinctly different characteristics east and west of Station Road in the vicinity of Cherry Lane.</li> </ul> <p>4. Submission identifies anomalies with the treatment of DDOs, in particular DDO3 which covers Skyline Drive and Frith Road (review/retain/replace). Seeks to retain all DDOs.</p> <p>5. Objection to proposed housing change areas, submission seeks to:</p> <ul style="list-style-type: none"> <li>- Review/remove the automatic preference for medium density development on any lot over 1000 sqm.</li> <li>- Introduce a Change Area classification with a single storey “preferred” housing type.</li> <li>- Review the appropriateness of “incremental” change and medium density development in Neighbourhood Residential Zones.</li> </ul> <p>6. Submits that there is excessive allowance for medium density development in both General Residential (3 storey) and Neighbourhood Residential (2 storey) zones, regardless of distance from the town centre or sensitivity.</p> | <p>It is acknowledged and agreed that a two storey outcome is preferable in these areas, and that controls should be reviewed to reinforce the intent of the plans that have guided development of these areas. This includes consideration of minimum lot sizes to reduce subdivision speculation and development plan amendment applications in DPO areas as part of the NCS review.</p> <p>In addition, DELWP have raised concern that there are no ‘substantial change areas’ in the housing framework, and the blanket application of NRZ will need to be tested as part of the NCS review.</p> <p>2. Submission noted.</p> <p>3. The neighbourhood character analysis is the starting point in precinct identification and while there is some variation in different areas it is the predominance of common characteristics that groups them. Ultimately similarities in preferred future character outcomes and ResCode variations will group them into the same NRZ schedule. The precinct boundaries and ResCode variations and will be reviewed with consideration given to all feedback.</p> <p>4. Many of the DDOs that have been recommended for removal are in areas that are now developed and have covenants in place. In these locations proposed ResCode variations in the NRZ can achieve the same outcome and avoid replication of controls.</p> <p>5. The conflicting information on DDO3 is valid, there is an error in the Summary of Planning Scheme Changes on page 8 of the NCS, which should be review instead of delete. Original advice was to remove the DDO and this was changed because of the value the DDO adds in setting back development from the escarpment. A review is therefore the most appropriate course of action to ensure the escarpment is continued to be protected while accommodating other design controls through schedules to the NRZ.</p> |
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|   | <p>7. Submission include various issues in individual precincts.</p>  | <p>All DDOs will be reviewed in greater detail to ensure the intent of them is not lost in translation.</p> <p>‘Preferred’ development is highlighted as that which adheres to the ResCode variations and development guidelines which set much more prescriptive built form and open space requirements than those that currently existing in the planning scheme. Note that DELWP have advised that it is no longer acceptable to list preferred typologies, and that the variations should be focussed on overall built form outcomes. ResCode variations and will be reviewed with consideration given to all feedback.</p> <p>6. Medium density as defined as lot less than 500m<sup>2</sup> remains as per Council’s existing policy, however the plans consider that subdivision for more than one dwelling on a lot is permissible provided neighbourhood character objectives are met.</p> <p>7. Feedback on detailed issues will be considered as part of NCS review.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>Review NCS in line with detailed feedback.</li> </ul> |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | <ol style="list-style-type: none"> <li>Submits that burying details of the Business Park in the Economic and Employment analysis has not been helpful.</li> <li>Submission does not support expansion of Business Park, including Industrial 3 Zone rezoning (land area is excessive) and introduction of a Commercial 2 zone ‘strip shopping’ area on a key gateway next to a significant landscape feature.</li> <li>Submits that previous economic studies in Gisborne rejected large scale commercial uses in this sensitive Saunders Road gateway location.</li> </ol> | <ol style="list-style-type: none"> <li>The economic analysis was further work identified as necessary following Business Park Development Plan consultation in 2019, and was incorporated into the Gisborne Futures plan in December 2019. As the content is directly relevant to economic and analysis this report is the most logical place for this analysis.</li> <li>References to technical documents can be included in the next iteration of the plans to connect objectives and strategies to background work.</li> </ol> <p>The layout and role of the business park will be further reviewed as part of further work on the second draft of the plans. This is discussed also in Section 4.10 Future urban structure options.</p> <ol style="list-style-type: none"> <li>It is not clear what previous economic studies are being referred to. Expansion of the Business Park and potential Business 4 Zoning</li> </ol>   |

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|   |   | <p>(now Commercial 2 Zone), including a ‘high quality development interface’, is included in the ODP which is Council’s current adopted policy for the area. A summary of previous assessments is provided on p.81 of the Economic and Employment Analysis Report.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include references to relevant technical documents to connect objectives and strategies in the Structure Plan to relevant background work.</li> </ul>  |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape, views</li> <li>• Entrances and edges</li> <li>• Environmental risks, bushfire, flood</li> </ul> | <ol style="list-style-type: none"> <li>1. Requests the inclusion of Mount Macedon and the Ranges as ‘landscape features important to Gisborne’.</li> <li>2. Requests a review of all objectives and strategies in the context of maximising recognition of Gisborne’s location in a Distinctive Area and Landscape.</li> <li>3. Requests the inclusion of the Melton Road and Bacchus Marsh Road approaches as key gateways.</li> <li>4. Requests the plans address flood and bushfire risk.</li> </ol> | <ol style="list-style-type: none"> <li>1. Views to the Macedon Ranges are mentioned throughout the plans and these can be highlighted more explicitly as a landscape feature important to Gisborne at Section 12.1 (Landscape Setting) in the Structure Plan.</li> <li>2. Agree, recognition of Gisborne’s location in a Distinctive Area and Landscape can be strengthened in the draft plans.</li> <li>3. Agree, the Melton Road and Bacchus Marsh approaches should be included as key gateways.</li> <li>4. The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area). This is discussed further in Section 8.1.2 Bushfire.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include the Macedon Ranges as a key landscape feature significant to Gisborne in Section 12.1 of the Structure Plan (p.34).</li> <li>• Review content of the plans to strengthen recognition of Gisborne’s location in a Distinctive Area and Landscape.</li> <li>• Include Melton Road and Bacchus Marsh approaches as key gateways on Figure 11, p.35 in the Structure Plan.</li> </ul> |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> </ul>   | <p>Does not support the Urban Design Framework’s promotion of 3 - 4 storey “top shop” apartments.</p> <p>Submits that this would see demolition of existing structures – heritage and</p>   | <p>Note that currently Gisborne does not have any enforceable built form controls or height limits. Imposing built form controls does not encourage demolition but it does give Council greater statutory control over the outcome of new</p>   |

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| <ul style="list-style-type: none"> <li>• Building heights</li> <li>• Car parking</li> </ul> | <p>character lost – in exchange for boxy, suburban, high rise development in the town centre.</p> <p>Seeks to:</p> <ul style="list-style-type: none"> <li>• Delete 3 – 4 storey development in the commercial town centre. Set a maximum height limit of 2 storeys, with a preference for single storey development.</li> <li>• Delete identification of existing car parking areas as potential commercial redevelopment sites.</li> </ul> | <p>development when an application is proposed. Demolition is a building permit matter, and not normally a planning issue.</p> <p>Controls on demolition are provided through the Heritage Overlay which applies to very few buildings in the Gisborne town centre.</p> <p>No high-rise development is proposed in the plans, with a preference for 3 storeys, and mandatory limit of 4 storeys in the event of an exceptional design response. The Australian Bureau of Statistic (ABS) defines building height in accordance with the following categories:</p> <ul style="list-style-type: none"> <li>• low rise (1 to 3 storeys)</li> <li>• medium rise (4 to 8 storeys)</li> <li>• high rise (9 to 19 storeys)</li> </ul> <p>Design controls have been prepared to ensure new development does not compromise views to Gisborne’s landscape setting, and that it responds to elements identified as contributing to Gisborne’s township character. Building heights are to be measured on performance in response to a full suite of design controls and principles including street wall height, materials, articulation, landscape setbacks, activation, pedestrian amenity and protection of views.</p> <p>Refer also to response provided Section 12.2 Town centre character and built form and Section 12.3 Building heights.</p> <p>It is standard planning practice that car parks are considered development opportunity sites as they are relatively unconstrained. The car parks nominated in the plan are mostly privately owned and zoned Commercial 1. Should a development application be submitted it would be appropriate that the same design controls that apply to the remainder of the town centre would also apply to these sites.</p> |
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## Submission 166

| Theme  | Summary   | Response  |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission requests inclusion of property off Melton Road to the south of Gisborne in township boundary.</p> <p>A planning report is included to support submission.</p> | <p>The selection criteria for inclusion in the township boundary and comment on requests for inclusion south of Brooking Road are provided in Sections 4.2: Submissions on proposed settlement boundary and Section 4.6: Land south of Brooking Road.</p> <p>This site did not score highly for consideration, when compared to other areas. Specifically, to focus growth in New Gisborne, minimise consideration of land zoned for rural conservation (note that this site is located on lower slopes of Mount Gisborne and can be seen from a number of vantage points around town), location in proximity to shops and services, fire risk from Lerderderg etc.</p> |

## Submission 167

| Theme           | Summary  | Response  |
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| <b>Covid-19</b> | <p>Concerns with impacts of Covid-19 and that the community will be locked into a 30 year plan that was developed in pre-COVID conditions using Pre-COVID modelling and predictions.</p> | <p>The revised version of the draft Gisborne Futures plans will include consideration of the impacts of the pandemic, using data and advice available at the time of revision, including the 2021 Census data released in mid-2022.</p> <p>This is discussed in Section 2.3 (Feedback on consultation and pandemic response).</p> |

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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township growth</li> </ul>           | <ol style="list-style-type: none"> <li>Submission does not support Glen Junor.<br/><br/>Submission acknowledges that they have an impressive website and plan but are also sitting on a half a billion dollar development if it is included. Concerned with medium density development located so far from town centre.</li> <li>Submits a preference for apartments in New Gisborne rather than the town centre, that New Gisborne has the potential to take more development than what is included in the plans. This area has the advantage of having the train station. Any apartment development here could be undertaken in conjunction with the development of a second shopping and retail precinct in New Gisborne.</li> </ol> | <ol style="list-style-type: none"> <li>Submission noted. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Current and proposed policy direction is to focus growth in New Gisborne. This is discussed Section 4 (Setting a protected settlement boundary).</li> </ol>   |
| <p><b>Planning for Housing</b></p> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <ol style="list-style-type: none"> <li>Submits that housing options and affordability are great in theory, but none of the smaller housing stock on the current market is actually affordable.</li> <li>Submission requests clarification on what 'medium-density' means in the context of the framework plan.</li> </ol>   | <ol style="list-style-type: none"> <li>This is a valid concern, refer to discussion in Section 5.3 Housing diversity, density and affordability.</li> <li>Local policy at Clause 21.13 describes 'conventional residential' as being between 500-1,500m<sup>2</sup>, therefore 'medium density' is considered to be anything less than 500m<sup>2</sup>.<br/><br/>The plans can provide a clearer definition of what is meant by 'medium density' in the Gisborne context, this is included as an action in Section 5.3.2.</li> </ol> |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul>                   | <ol style="list-style-type: none"> <li>Submits that New Gisborne has the potential to take more development than what is included in the plans due to advantage of having the train station. Supports apartment development here in conjunction with the development of a second shopping and retail precinct in New Gisborne.</li> <li>Submission questions the modelling that has been used to purport a deficiency in retail and commercial space.</li> </ol>  | <ol style="list-style-type: none"> <li>Noted. The Structure Plan nominates an activity centre in New Gisborne and medium density development around the train station.</li> <li>The Economic and Employment analysis does not outline deficiency in existing space, rather uses current demand and future population projections to arrive at future floor space requirements to support economic and employment opportunities.</li> </ol>  |

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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <p>Submission does not support 4 storey development in town centre.</p> <p>Does not support 'big box' shops.</p> | <p>Refer response to Section 12.2: Town centre character and built form.</p> <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer to response in Section 12.3 Building heights.</p> |
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## Submission 168

| Theme   | Summary   | Response  |
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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> <li>Township boundary investigation areas</li> </ul>                                     | <ol style="list-style-type: none"> <li>Submission does not support Glen Junor.<br/><br/>Concerned with impacts on Wurundjeri cultural heritage values, environmental impacts on waterways, seeks for the site to be revegetated to grassy woodland species.</li> <li>Does not support housing development on 141 Ferrier Road due to potential environmental and cultural heritage impacts.</li> </ol>  | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Concerns noted. Refer discussion on the Gisborne Marshlands Reserve in Section 8.2.3 and Township boundary investigation areas in Section 4.4.</li> </ol>   |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Landscape, views</li> <li>Trees and vegetation</li> <li>Environmental values, waterways</li> </ul> | <ol style="list-style-type: none"> <li>Raises concern with Viewline 2 in the Structure Plan (section 12.2) and submits that it does not capture Magnet Hill, suggests moving viewpoint to capture view over Marshlands Reserve to Mount Macedon to the north.</li> <li>Requests indigenous planting schedules be mandated for all new housing developments to increase and protect biodiversity, including 2 canopy trees for each house built.</li> <li>Suggests that local environment laws should be used to map significant trees and that overall, a database of the town's trees should be kept.</li> <li>Seeks greater protection of the Jacksons Creek escarpment from over development.</li> <li>Submits that Council acquire 20m of land either side of Jacksons Creek for environmental protection.</li> <li>Does not support development of 141 Ferrier Road (Cathlaw Estate) due to concerns with drainage and impacts on Gisborne Marshlands Reserve, and cultural heritage impacts.</li> </ol> | <ol style="list-style-type: none"> <li>An additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon can be included in the Structure Plan.</li> <li>Refer to detailed discussion on planting schedules in response to submissions related to trees and vegetation in Section 8.2.4 Trees and vegetation. Trees and landscaping can be considered in Neighbourhood Residential Zone schedules.</li> <li>Council undertakes regular monitoring and updates to its database of trees within streets and reserves. Further information on how Council manages trees in parks and reserves is found in Council's Tree Management Policy and/or Environmental Management Plans.</li> <li>The Structure Plan includes an action to investigate the application of the Significant Landscape Overlay to the Jacksons Creek escarpment. Refer to response found in Section 8.4</li> <li>Landscape, views and vistas.</li> <li>Refer to discussion on waterways within Section 8.2.2.</li> <li>Refer discussion on the Gisborne Marshlands Reserve in Section 8.3.2.</li> </ol> |

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|   |  | <p><b>Action</b></p> <p>8. Include view from Calder Freeway across Gisborne Marshlands Reserve to the Macedon Ranges in the north in the list of views and vistas (Section 12.2 page 34) and Figure 11 on page 35.</p> <p>9. Include a strategy to encourage a palette of indigenous or native species in new housing estates to enhance biodiversity and local habitat at Objective 21 (Section 12.3).</p>  |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> </ul> | <p>Submission does not support 'big box' shops and would like to see greater protection against these.</p> | <p>Concern with 'big box' shops is noted. The plans are seeking to discourage this type of development from the town centre and this is specifically addressed on page 13 of the UDF:</p> <p><i>Support development that accommodates a mix of retail, commercial, community and residential uses within the town centre.</i></p> <p><i>Support location of light industrial, trade supplies, restricted retail and bulky goods to an expanded business park, and discourage their location within the town centre.</i></p> <p>Refer also to response provided in Section 12 Urban Design Framework.</p> <p>It is the intended role of the expanded business park to accommodate larger format premises. A review of the layout of the Business Further discussion on the business park, including an action to review the layout, is provided at Section 7.5 (Future direction for the Gisborne Business Park).</p> |

## Submission 169

| Theme  | Summary   | Response  |
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| <b>Consultation and pandemic response</b>  | <p>Concerned with consultation during pandemic, inability to speak to neighbours, and availability of times</p>   | <p>The pandemic delayed plans for consultation, and the consultation program was altered as a result of the second wave. The plans and all supporting information were made available online, hard-copy deliveries were organised on request and a series of online events and there was opportunity to request one-on-one meetings at a convenient time. Refer to Section 2.3 Feedback on consultation and pandemic response.</p>  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul>         | <p>Submission generally concerned that the plans will lose the townships rural and natural feel.</p>  | <p>Section 4.1 (Township growth) of this report discusses the importance of maintaining character while also accommodating change.</p> <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p>  |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Submission does not support 'community centre' (activity centre) on Station Road (neighbouring property) due to:</p> <ul style="list-style-type: none"> <li>mix of housing with business</li> <li>property value</li> <li>privacy during and after construction</li> <li>fencing (currently post and wire)</li> <li>noise levels on weekends, early mornings and evenings, and</li> <li>extra traffic entering and exiting.</li> </ul> | <p>The activity centre was nominated in the 2009 ODP which is Council's current adopted policy, and the size and location was further resolved in the New Gisborne Development Plan, which was formally adopted on 26 March 2014.</p> <p>Amenity concerns are noted, however these need to be balanced with the broader purpose of providing a NAC for New Gisborne and the benefit it will bring to the broader community. Amenity concerns and detailed design can be addressed through permit conditions as part of the application process.</p> |
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Wildlife</li> </ul>              | <p>Concerned with development impacts on wildlife.</p>  | <p>Submission noted. Refer to response provided in Section 8.6</p> <p>Wildlife</p>  |

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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission concerned with additional traffic, trucks and noise.</p> | <p>Submission noted. Refer to response in Section 9 Movement and transport.</p> |
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## Submission 170

| Theme  | Summary   | Response  |
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| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>Western Link Road</li> <li>Road infrastructure and traffic</li> <li>Duplication of Station Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Concern with lack of consultation, impacts on rural character, wildlife and environment, increase in traffic and noise.</p> <p>Seeks investigation into alternative truck routes.</p> <p>Submits that the plans will result in continued road widening, upgraded intersections and duplication of Station Road which will destroy the rural character of Gisborne.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road and Section Duplication of Station Road</p> <p>The refresh of the Structure Plan will include a review of the movement infrastructure requirements and principles to support the existing and growing community.</p> |

## Submission 171

| Theme  | Summary   | Response  |
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| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | <p>Submission on behalf of Glen Junor</p> <p>The Glen Junor consultant team have provided a complete package of information supporting the proposed development. Documents include:</p> <ul style="list-style-type: none"> <li>Attachment 1: Roberts Day, Concept Plan, Context and Movement Network Plans</li> <li>Attachment 2: CJ Arms: Servicing Report</li> <li>Attachment 3: McCrindle, Demographics</li> <li>Attachment 4: McCrindle, Lifestyle Trends in Victoria</li> <li>Attachment 5: Macroplan, A new model for economy, society and environment</li> <li>Attachment 6: Traffix group, Traffic Engineering Advice</li> <li>Attachment 7: Odonata, Biodiversity, Climate and Community Sensitive Urban Design and Implementation</li> <li>Attachment 8: Atlas Ecology, Ecological summary Statement</li> <li>Attachment 9: Terramatrix, Bushfire Development Report</li> <li>Attachment 10: Clarkeology, Review of planning and Aboriginal Heritage considerations</li> <li>Attachment 11: CJ Arms, Landscape Assessment and Renders</li> <li>Attachment 12: RMIT/Icon Science, Biodiversity Sensitive Urban Design @ Glen Junor</li> </ul> <p>The submission includes a petition with around 300 signatures seeking to retain the Glen Junor property in the township boundary that was presented to Council prior to the Scheduled Council Meeting on Wednesday, 24 February 2021.</p> | <p>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) and Section 4 (Setting a protected settlement boundary).</p> |

## Submission 172

| Theme  | Summary   | Response   |
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| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <p>Does not support infill development of units or townhouses in existing residential area (Precinct 6b).</p> <p>Concerned that this is contradictory to Council's refusal to grant a permit for subdivision previously.</p> <p>Submits that medium-density development can be provided in new greenfield developments where purchasers will have full knowledge of what is proposed.</p> <p>Have a S173 on property that requires rural-style fencing, would not work with unit/townhouse development.</p> | <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul>    | <p>Does not support Precinct 6a.</p> <p>Raises concern that a previous 2-lot subdivision application had been refused on neighbourhood character grounds.</p>   | <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> |

## Submission 173

| Theme  | Summary   | Response  |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>                               | <p>Submission does not support nomination of Gisborne as a Regional Centre.</p>   | <p>Submission noted. Refer to response provided in Section 4.1: Township growth.</p>  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing diversity, density and affordability</li> </ul> | <ol style="list-style-type: none"> <li>Does not agree with population assumptions due to impacts of Covid-19, or method used to determine population growth forecasts.</li> <li>Submits that diversity of housing/townhouses/units is going to negatively impact residents of Gisborne and is out of alignment of a rural living in philosophy.<br/><br/>Objects to dual occupancy as this is not protecting the neighbourhood character it is promoting high-density living.</li> <li>Submits that on p.18 (residential growth areas) there is no consideration for environment only subdivisions and urbanisation. There is nothing that retains the rural</li> </ol> | <ol style="list-style-type: none"> <li>The revised version of the draft Gisborne Futures plans will include consideration of the impacts of the pandemic, using data and advice available at the time of revision, including the 2021 Census data released in mid-2022.</li> <li>Planning for housing needs to be inclusive and cater for a diverse community, and this involves planning for housing choice to suit a range of household types and budgets. This is discussed in Section 5.3 Housing diversity, density and affordability.<br/><br/>Further discussion and response is found in Section 5 Planning for housing.</li> </ol> |

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|  | <p>character the reason why residents moved here in the first place.</p>  | <p>3. It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p>  |
| <p><b>Neighbourhood character</b></p> <ul style="list-style-type: none"> <li>GRZ / Precinct 3</li> <li>Precinct controls</li> <li>Design and Development Overlays</li> </ul>                     | <ol style="list-style-type: none"> <li>Submission does not support application of GRZ, seeks NRZ across all residential areas and inclusion of minimum lot sizes.</li> <li>Objects to removing DDOs, including setback requirement and replacing with average of abutting allotments, and general objections to various schedule requirements.</li> </ol>   | <ol style="list-style-type: none"> <li>Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.<br/><br/>In addition, DELWP have raised concern that there are no 'substantial change areas' in the housing framework, and the blanket application of NRZ will need to be tested as part of the NCS review.</li> <li>Many of the DDOs that have been recommended for removal are in areas that are now developed and have covenants in place. In these locations proposed ResCode variations in the NRZ can achieve the same outcome and avoid replication of controls. Refer to Section 6.1.4:</li> <li></li> <li>NCS Design and Development Overlays.</li> </ol> |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Role of Gisborne as a regional centre</li> <li>Town centre commercial and retail</li> <li>Tourism</li> </ul> | <ol style="list-style-type: none"> <li>Submission notes that there is a lot of effort to create work in the shire however it was noted that 52% travel outside for work the trends and assumptions on this are clearly wrong.</li> <li>Submits that much of the employment that happens in commercial retail premises are workers that come from outside Gisborne to work.</li> <li>Submits that the demand for commercial space is greatly overestimated as most people in Gisborne utilise Sunbury and other towns close to Gisborne to get what they need.</li> <li>Does not support promotion of tourism in Gisborne, submits that residents of Gisborne do not want to see their town turned into the</li> </ol> | <ol style="list-style-type: none"> <li>Refer response to Section 7.1 Role of Gisborne as a regional centre. Clause 21.02 of the Macedon Ranges Planning Scheme highlights the need for local employment to be created to reduce the number of residents commuting outside of the shire for work. The draft Structure Plan uses this figure to further support policy to increase local employment opportunities.</li> <li>Statement is not considered adequate grounds to not encourage local employment growth. As a regional centre it is expected that opportunities will be provided for the broader region in addition to local employment.<br/><br/>Refer response to Section 7.2 Town centre commercial and retail</li> </ol>  |

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|   | <p>national gateway to the Macedon Ranges.</p>  | <p>3. The Economic and Employment Analysis (JE 2020) completed for Gisborne Futures notes that Gisborne currently supports approximately 26,000 sqm of occupied retail floor space, increasing by 2,575 sqm between 2009 and 2018. The current vacancy rate is 2% (excluding the Aldi site), indicating strong retail performance.</p> <p>4. Council's Visitor Economy Strategy outlines direction to grow the visitor economy, consistent with its Council Plan vision to work in partnership with the community to protect and enhance life across the Macedon Ranges.</p> <p>The plans make no mention of a 'national' gateway however geographically Gisborne is located at the southern edge of the shire and is often the first town encountered in the Macedon Ranges when travelling from Melbourne. The draft Structure Plan notes that tourism is not an existing economic strength however that there is opportunity to enhance the emerging brand of the town centre as a regional gathering place for food and trade in a village setting to capture some of this market</p> |
| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Regarding activity centres, submits that the plans:</p> <ol style="list-style-type: none"> <li>fail to mention this will be commercial zones</li> <li>fail to mention medium density with in the 400m zone</li> <li>fail to mention any controls for inappropriate commercial development such as a KFC, Mcdonalds or a Coles express fuel station.</li> </ol> | <p>1. Strategies and actions at Objective 7 on p.22 of the Structure Plan include:</p> <p>Facilitate delivery of Neighbourhood Activity Centres in Station Road, New Gisborne, and Willowbank Road by:</p> <p><i>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</i></p> <p><i>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.</i></p> <p>It is anticipated that the DDO will provide restrictions on built form that will discourage inappropriate commercial businesses. Options for</p>   |

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|  |   | <p>further policy guidance can be explored as part of a re-draft.</p> <p>2. Promotion of medium density development around activity centres is provided on the Gisborne Framework Plan p.15. Objective 2 on page 18 also includes a strategy for location of medium density:</p> <p>Promote medium density housing within convenient walking distance of the train station and future activity centres.</p> <p>These can be mapped on the activity centres map at Figure 7, p.23 to illustrate this more explicitly.</p> <p>3. It is acknowledged that the planning scheme offers little control over ‘as of right’ uses in the Commercial 1 Zone. The DDO will be tailored to deliver a preferred built form outcome that may discourage some uses, however investigation into further policy support and implementation actions is required to ensure that these activity centres support community and provide local conveniences as intended.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Explore options for policy guidance or other planning scheme controls regarding commercial land uses to ensure the vision for NACs is embedded in nominated sites.</li> <li>• Include ‘medium density’ areas in 400m buffers on Activity Centres map, Figure 7.</li> </ul> |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Parks and open space</li> <li>• Landscape, views</li> <li>• Trees and vegetation</li> </ul> | <ol style="list-style-type: none"> <li>1. Concerned with the plan not mentioning the future of Gisborne’s botanic gardens.</li> <li>2. Concerned with inclusion of dog friendly parks.</li> <li>3. Submits for expanded protection of visually sensitive landscapes and concerned with loss of views.</li> <li>4. Advocates for strong tree and vegetation protection, submits that there is no mention of indigenous tree planting.</li> </ol> | <ol style="list-style-type: none"> <li>1. Gisborne’s Botanic Gardens are guided by a master plan that was adopted by Council in October 2017.</li> <li>2. Dogs in public places must be on a leash, except in designated off-leash areas. The dog off-leash areas identified in the Structure Plan are consistent with those identified under Council’s Local Laws.</li> <li>3. Submission noted. Refer to Section 8.4</li> <li>4. Landscape, views and vistas.</li> <li>5. The Structure Plan contains an action to prioritise use of indigenous species for street trees and public landscaping, and protect and enhance small patches of remnant or</li> </ol>  |

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|   |  | planted native vegetation throughout the township on page 38. Refer also response provided in Section 8.2 Environmental values.  |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> <li>Duplication of Station Road</li> </ul>    | <p>Does not support transport upgrades as these will leave Gisborne's rural zone in tatters.</p> <p>Does not support duplication of Station Road.</p>  | Submission noted. Refer to Section 9.4 ( Duplication of Station Road) and Section 9 (Movement and transport) for response to concerns with road infrastructure, noting that a review of movement network requirements will be undertaken for second draft of plans.  |
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Character and built form</li> <li>Building heights</li> <li>Car parking</li> </ul> | <ol style="list-style-type: none"> <li>Submits that retail is the largest employment in Gisborne however it's more likely the trades including plumbing electrician and other construction contractors that live and work in Gisborne</li> <li>Submits that the buildings proposed are harsh and look like concrete modular buildings which don't represent the soft warm organic tones of a rural village lifestyle. The description of building frontages is describing the urban design plan of a large city centre that is not aligned with the village in the valley character.</li> <li>Submission does not support 3 or 4 storey building heights in the town centre.</li> <li>Submits that the UDF states that development should maintain current character however the document goes on to say contemporary architecture that complements the character of existing material using glass and hard concrete.</li> <li>There are continued references to carparks and vehicle entrances where the most modern and efficient cities try to remove the cars out of the town centre and provide creative ways for pedestrian access into the town.</li> </ol> <p>Submits that multi-story or rooftop car parking is not aligned with the village atmosphere and experience of Gisborne.</p> <p>More thought needs to be given about keeping cars outside of the city centre making it more pedestrian friendly.</p> | <ol style="list-style-type: none"> <li>The <i>Economic and Employment Analysis</i> has identified that retail is the largest industry of employment in Gisborne and uses this data in future retail floor space projections (p.69) however it also acknowledges growth in other sectors and support for these more broadly in the commercial and industrial land projections that are detailed further in Section: 7 Economic and employment growth.</li> <li>Design controls have been prepared to ensure new development does not compromise views to Gisborne's landscape setting, and that it responds to elements identified as contributing to Gisborne's town centre character. These will give Council greater control over the look and feel of buildings than what is currently provided through the planning scheme.</li> <li>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response. Refer to response in Section 12.3 Building heights.</li> <li>References to materials are outlined on page 24 of the UDF which provides the following directions: <ul style="list-style-type: none"> <li>Minimise the visual impact of new development through use of simple material palettes with muted colours.</li> <li>Use high quality materials that do not generate glare and can</li> </ul> </li> </ol> |

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|  | <p>6. Supports direction for controls on signage and branding.</p> <p>7. Does not support development near Bunjil Creek.</p> | <p>withstand the effects of weathering such as brick, painted brickwork, timber and transparent glass for the main body of a building.</p> <ul style="list-style-type: none"> <li>– Glass is considered to be an appropriate building material as most buildings and shopfronts, semi-rural or not, contain windows. The direction is for glass to be transparent to provide activation and visual connection to the street.</li> </ul> <p>5. The plans contain direction to enhance the pedestrian experience and provide safe access to encourage walking and cycling, however as a regional centre that services a broader rural area it is not possible to restrict car access from the centre altogether. The UDF provides a strategy to enhance pedestrian amenity, safety and connectivity within the centre to encourage people to walk to destinations at p.46.</p> <p>The planning scheme requires new commercial development to provide for car parking on-site. The UDF contains direction for any multi-level car parking to be sleeved by active uses such as shops or office fronts so that it is embedded in the built form and not constructed as a stand-alone structure.</p> <p>6. Support noted.</p> <p>7. Submission noted.</p> |
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## Submission 174

| Theme   | Summary  | Response   |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> </ul>                    | <p>Submission broadly opposing the contents of the plan, concerns include increasing population.</p>   | <p>Gisborne is identified in State and Local policies as a regional centre that is promoted for growth.</p> <p>A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre' that responds to neighbourhood, landscape and township values, while also setting a settlement boundary that will be protected through state legislation. Refer to Section 4.1 Township growth for further discussion.</p> |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission broadly opposing the contents of the plan, concerns include increase in air pollution, and increase in traffic congestion.</p> | <p>Submission noted. Movement and transport impacts are discussed in Section 9.</p>  |

## Submission 175

| Theme  | Summary   | Response  |
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| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing framework change areas</li> <li>Covid-19</li> </ul> | <ol style="list-style-type: none"> <li>Submits that allowing infill in Chessy Park area will have negative impacts on the liveability of the area.</li> <li>Submission raises concerns about changes to living and working arrangements post- Covid-19, and raises that these assumptions haven't been considered in the plans.</li> </ol> <p>Submits that the plan should be delayed until the outcomes of the pandemic are known.</p> | <ol style="list-style-type: none"> <li>Change areas will be reviewed. It was recommended to remove DDO8 from Chessy Park Drive as the area is fully developed and it was considered that the same built form measures can be replicated through schedules to the NRZ to avoid doubling up on planning controls. It is acknowledged that the DDO also ties development to the existing subdivision plan, and this area will be reviewed in regard to allocation to a minimal change area.</li> </ol> <p>Refer also to response provided in Sections 6.1.1 NCS precinct controls and Section 6.1.4 NCS Design and Development Overlays.</p> <ol style="list-style-type: none"> <li>The revised version of the draft Gisborne Futures plans will include consideration of the impacts of the pandemic, using data and advice available at the time of revision, including the</li> </ol> |

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|  |   | 2021 Census data released in mid-2022.  |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul> | Concerned with ambiguity in proposed controls on Chessy Park area, concerned with infill/further subdivision and liveability. | Submission noted. Refer to response provided in Section 6.1.1 NCS precinct controls |

## Submission 176

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Car parking</li> </ul> | <p>Submission states the UDF fails to identify the immediate requirement for increased parking supply in North Brantome Street / Gisborne Central precinct.</p> <p>There is insufficient parking supply for the Aquatic Centre which is being serviced by the privately-owned Gisborne Central Carpark.</p> <p>Submits that vacant council land between the Aquatic Centre and Gisborne Central is underutilised and presents an immediate opportunity to increase parking supply.</p> <p>Requests safe access to John Aitken Reserve car park by installing a new pedestrian crossing in Aitken St, upgrading lighting in reserve car park.</p> <p>Submission includes a survey with feedback on parking.</p> | <p>The vacant Council land between Coles and the Aquatic Centre has been reserved to future-proof for expansion of the centre, as per Council's <a href="#">Sport and Active Recreation Strategy</a> (2018-28):</p> <p><i>Continue to consider an expansion of the Gisborne Aquatic Centre and co-location of the Gisborne Fitness Centre should funding opportunities present (p.54).</i></p> <p>It is acknowledged that safer pedestrian access is required to cross Aitken Street generally and the plans indicate a signalised intersection at the corner of Aitken and Robertson Street. This will improve access to the unrestricted parking in John Aitken Reserve.</p> <p>Further response to car parking concerns, including actions to investigate additional parking opportunities are provided in Section 12.4:</p> <p>Car parking.</p> |

## Submission 177

| Theme   | Summary  | Response  |
|---|--|---|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul>  | <ol style="list-style-type: none"> <li>Submission does not support Glen Junor.<br/><br/>Concerned with impacts on Wurundjeri cultural heritage values, environmental impacts on waterways, seeks for the site to be revegetated to grassy woodland species.</li> <li>Does not support housing development on 141 Ferrier Road due to potential environmental and cultural heritage impacts.</li> </ol>   | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Concerns noted. Refer discussion on the Gisborne Marshlands Reserve in Section 8.3.2 and Township boundary investigation areas in Section 4.4.</li> </ol>   |
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>Landscape, views</li> <li>Trees and vegetation</li> <li>Environmental values, waterways</li> </ul> | <ol style="list-style-type: none"> <li>Raises concern with Viewline 2 in the Structure Plan (section 12.2) and submits that it does not capture Magnet Hill, suggests moving viewpoint to capture view over Marshlands Reserve to Mount Macedon to the north.</li> <li>Does not support housing development on 141 Ferrier Road. Concerned with impacts on Wurundjeri cultural heritage values, environmental impacts on waterways, seeks for the site to be revegetated to grassy woodland species.</li> <li>Requests indigenous planting schedules be mandated for all new housing developments to increase and protect biodiversity, including 2 canopy trees for each house built.</li> <li>Suggests that local environment laws should be used to map significant trees and that overall, a database of the town's trees should be kept.</li> <li>Seeks greater protection of the Jacksons Creek escarpment from over development.</li> <li>Submits that Council acquire 20m of land either side of Jacksons Creek for environmental protection.</li> </ol> | <ol style="list-style-type: none"> <li>An additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon can be included in the Structure Plan.</li> <li>Environmental impacts of development at 141 Ferrier Road related to the Gisborne Marshlands Reserve are discussed in Section 8.2.3.</li> <li>Refer to discussion on planting schedules in response to submissions related to trees and vegetation in 8.2.4 Trees and vegetation. Trees and landscaping can be considered in Neighbourhood Residential Zone schedules.</li> <li>Council undertakes regular monitoring and updates to its database of trees within streets and reserves. Further information on how Council manages trees in parks and reserves is found in Council's Tree Management Policy and/or Environmental Management Plans.</li> <li>The Structure Plan includes an action to investigate the application of the Significant Landscape Overlay to the Jacksons Creek escarpment. Refer to response found in Section 8.3 Landscape, views and vistas.</li> </ol> |

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|   |  | <p>Refer also to discussion on waterways within Section 8.2.2.</p> <p>6. Refer discussion on the Gisborne Marshlands Reserve in Section 8.2.3.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include view from Calder Freeway across Gisborne Marshlands Reserve to the Macedon Ranges in the north in the list of views and vistas (Section 12.2 page 34) and Figure 11 on page 35.</li> <li>• Include a strategy to encourage a palette of indigenous or native species in new housing estates to enhance biodiversity and local habitat at Objective 21 (Section 12.3).</li> </ul>  |
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <p><b>Summary</b></p> <ol style="list-style-type: none"> <li>1. Submission does not support 'big box' shops and would like to see greater protection against these.</li> <li>2. Submission would like to see single storey building heights along Robertson Street to protect views to/from Jacksons Creek.</li> </ol> | <ol style="list-style-type: none"> <li>1. Concern with 'big box' shops is noted. The plans are seeking to discourage this type of development from the town centre and this is specifically addressed on page 13 of the UDF: <p style="margin-left: 40px;"><i>Support development that accommodates a mix of retail, commercial, community and residential uses within the town centre.</i></p> <p style="margin-left: 40px;"><i>Support location of light industrial, trade supplies, restricted retail and bulky goods to an expanded business park, and discourage their location within the town centre.</i></p> <p>Refer also to response in Section 12.2: Town centre character and built form.</p> <p>It is the intended role of the expanded business park to accommodate larger format and restricted retail premises. A Design and Development Overlay is proposed for the business park to ensure these are designed to have a sensitive response to the town entrance and surrounding landscape and residential context. Further detail on this is provided in response to the business park in Section 7.5.</p> </li> </ol> |

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|  |  | <p>2. The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer to response in Section 12.3 Building heights.</p> |
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## Submission 178

| Theme   | Summary  | Response  |
|---|--|---|
| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>Character and built form</li> </ul> | <p>Submission does not support 'big box' shops and would like to see greater protection against these.</p> | <p>Concern with 'big box' shops is noted. The plans are seeking to discourage this type of development form the town centre and this is specifically addressed on page 13 of the UDF:</p> <p><i>Support development that accommodates a mix of retail, commercial, community and residential uses within the town centre.</i></p> <p><i>Support location of light industrial, trade supplies, restricted retail and bulky goods to an expanded business park, and discourage their location within the town centre.</i></p> <p>Refer also to response in Section 12.2: Town centre character and built form.</p> <p>It is the intended role of the expanded business park to accommodate larger format and restricted retail premises.</p> <p>A Design and Development Overlay is proposed for the business park to ensure these are designed to have a sensitive response to the town entrance and surrounding landscape and residential context. Further detail on this is provided in response to the business park in Section 7.5.3 Business park impact on rural character and township entrances.</p> |

## Submission 179

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Concerned with lack of direct consultation with affected landowners.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 180

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Concerned with lack of direct consultation with affected landowners.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 181

| Theme  | Summary  | Response   |
|--|--|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Submission requests the inclusion of property on Mt Gisborne Road in township boundary.</p> | <p>Submission noted. Section 4 (Setting a protected settlement boundary) responds to requests for inclusion in settlement boundary. Note discussion on Land south of Brooking Road in Section 4.6.</p> |

## Submission 182

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Would like to see investigation into alternative options to manage traffic.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 183

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Environmental values</li> </ul> | <p>Requests that town expansion of Gisborne be kept to a minimum so it doesn't spread out too much especially to minimise negative impacts on the environment and on Indigenous land.</p> <p>Requests that existing nature reserves to be kept as nature reserves, as the name suggests, reserved for nature and not turned into walking paths or parks etc.</p> | <p>Impacts on environmentally sensitive land are a key consideration in setting a protected settlement boundary. Refer to discussion in Section 4 (Setting a protected settlement boundary).</p> |

## Submission 184

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Western Link Road</li> </ul> | <p>Submission does not support the Western Link Road.</p> <p>Concerned with impacts on property values, landscape, views, and rural amenity and impact to views of the Jacksons Creek Escarpment. States this is contrary to other elements of the structure plan.</p> <p>Concerned with noise impacts, light pollution and impacts on wildlife.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 185

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul>                 | <p>Submission supports inclusion of client's land in township boundary.</p> <p>Submits that the boundary should be extended to Pierce Road to provide enough land for a meaningful PSP, and that the three incremental growth fronts are too fragmented.</p> <p>Submits that this land should be made available in the short term.</p>  | <p>Submission noted. Updated investigation areas are provided in Section 4.3 Settlement boundary criteria.</p>   |
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> </ul> | <ol style="list-style-type: none"> <li>Does not support land supply and demand figures used to justify expansion of the business park. Submits that the studies of industrial land demand and supply make significant assumptions which have been proven wrong in the past, stating that land that has been rezoned for industrial purposes has remained vacant (refer C104, C67).</li> <li>Submits that the current study makes no attempt to assess land use in the business park much of which is opportunistic low-level storage.</li> <li>Submits that there is no evidence that restricted retail or similar frontage type industrial sales etc will succeed on Saunders Road. There are relatively low traffic volumes, and the</li> </ol> | <ol style="list-style-type: none"> <li>The current assessment of land supply and demand has been informed by recent data trends and figures. The slow uptake of existing land, including the Cullia subdivision (Pioneer Way) is described in the <i>Economic and Employment Analysis</i> on p.89 and includes factors such as lot sizes not meeting market needs (lots are too large), a lack of design standard and quality public realm and limited exposure of the business park</li> </ol> <p>The Business Park Development Plan provides a range of measures to mitigate some of these issues, including providing a range of lot sizes, to encourage further uptake of business and employment opportunities.</p> |

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|  | <p>availability of a diversity of offerings in Sunbury means that unless Gisborne grew significantly, there would be insufficient catchment for many higher order service retail or restricted retail type uses.</p> | <p>2. While it is acknowledged that storage may not be the highest and best use for the land, the criteria for designating whether a lot is classified as occupied is consistent with the approach used in the Urban Development Program assessment of industrial land. In order for a site to be considered occupied there needs to be some evidence of the use of land, this included buildings, hardstand storage areas, carparks etc. In order for the site to be considered vacant, there must be no use occurring on the land.</p> <p>3. Analysis on the retail trade context is provided in the <i>Economic and Employment Analysis</i> from p.55. The work identifies that as there is currently no Commercial 2 zoned land in Gisborne provision of this will provide an opportunity for business growth from sectors currently underrepresented and provide opportunity for new business growth and reduce escape expenditure to areas outside the shire.</p> <p>The layout and role of the Business Park will be revised in the next version of the Structure Plan, as discussed in Section 4.8 (How much commercial or industrial land do we need?).</p> |
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## Submission 186

| Theme  | Summary  | Response  |
|--|--|---|
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Walking and cycling</li> <li>• Duplication of Station Road</li> <li>• Western Link Road</li> </ul> | <p>Submission from the Department of Transport (DOT).</p> <p>DOT supports the principals and objectives for movement and transport in the draft Structure Plan to provide a range of travel options that are safe, efficient and easy for the Gisborne community, whilst managing freight impacts on amenity.</p> <p>Initial submission expresses a preference for the duplication Station Road and questions some of the assumptions and outputs of the traffic modelling exercise.</p> <p>DOT supports the action to review the Macedon Ranges walking and cycling strategy and highlight the opportunity to incorporate the Victorian Walking and Cycling Strategy 2018-28.</p> <p>DOT submit that the duplication of Station Road may still be necessary, however notes that Council has rescinded support for the project and agrees that further conversations surrounding the investigation and development of options is needed.</p> | <p>Submission noted, discussions with DOT are ongoing. Section 9 (Movement and transport) provides further detail and a review of movement infrastructure requirements and principles to support the existing and growing community will be undertaken during the re-draft of the plans.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Undertake a “Movement and Place” assessment of the Gisborne township and road network.</li> <li>• Review movement infrastructure requirements and principles to support the existing and growing community.</li> </ul> |

## Submission 187

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township growth</li> <li></li> </ul>   | Submission contains general concerns about township growth.   | Submission noted. Refer to response provided in Section 4.1: Township growth.  |
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township character</li> </ul>         | Submits that the plans do not address community concerns relating to infill development, small lot sizes and impacts on township character. | <p>It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</p> <p>Planning for a diverse and inclusive community is also discussed in Section 5.3 Housing diversity, density and affordability.</p> |
| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Character and built form</li> </ul> | Submission references concern with 'overdevelopment of the business precinct'.  | Refer to response provided in in Section 12.2: Town centre character and built form.   |

## Submission 188

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <ol style="list-style-type: none"> <li>Submission does not support Glen Junor.<br/>Concerned with impacts on Wurundjeri cultural heritage values, environmental impacts on waterways, seeks for the site to be revegetated to grassy woodland species.</li> <li></li> <li>Does not support housing development on 141 Ferrier Road due to potential environmental and cultural heritage impacts.</li> </ol> | <ol style="list-style-type: none"> <li>Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> <li>Concerns noted. Refer discussion on the Gisborne Marshlands Reserve in Section 8.2.3 and Township boundary investigation areas in Section 4.4.</li> </ol> |

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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape, views</li> <li>• Trees and vegetation</li> <li>• Environmental values, waterways</li> </ul> | <ol style="list-style-type: none"> <li>1. Raises concern with Viewline 2 in the Structure Plan (section 12.2) and submits that it does not capture Magnet Hill, suggests moving viewpoint to capture view over Marshlands Reserve to Mount Macedon to the north.</li> <li>2. Requests indigenous planting schedules be mandated for all new housing developments to increase and protect biodiversity, including 2 canopy trees for each house built.</li> <li>3. Suggests that local environment laws should be used to map significant trees and that overall, a database of the town's trees should be kept.</li> <li>4. Seeks greater protection of the Jacksons Creek escarpment from over development.<br/><br/>Submits that Council acquire 20m of land either side of Jacksons Creek for environmental protection.</li> <li>5. Does not support development of 141 Ferrier Road (Cathlaw Estate) due to concerns with drainage and impacts on Gisborne Marshlands Reserve, and cultural heritage impacts.</li> </ol> | <ol style="list-style-type: none"> <li>1. An additional viewline to the north from the edge of the Calder Freeway across the Marshlands Reserve to Mount Macedon can be included in the Structure Plan.</li> <li>2. Refer to detailed discussion on planting schedules in response to submissions related to 8.2.4 Trees and vegetation. Trees and landscaping can be considered in Neighbourhood Residential Zone schedules.</li> <li>3. Council undertakes regular monitoring and updates to its database of trees within streets and reserves. Further information on how Council manages trees in parks and reserves is found in Council's Tree Management Policy and/or Environmental Management Plans.</li> <li>4. The Structure Plan includes an action to investigate the application of the Significant Landscape Overlay to the Jacksons Creek escarpment. Refer to response found in Section 8.4</li> <li>5. Landscape, views and vistas. Refer also to discussion on waterways within Section 8.2.2.</li> <li>6. Refer discussion on the Gisborne Marshlands Reserve in Section 8.2.3.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include view from Calder Freeway across Gisborne Marshlands Reserve to the Macedon Ranges in the north in the list of views and vistas (Section 12.2 page 34) and Figure 11 on page 35.</li> <li>• Include a strategy to encourage a palette of indigenous or native species in new housing estates to enhance biodiversity and local habitat at Objective 21 (Section 12.3).</li> </ul> |
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## Submission 189

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing framework change areas</li> </ul> | Submission does not support smaller blocks in New Gisborne/Chessy Park Drive area.                 | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> </ul>           | Concerned with proposed controls on Chessy Park area, does not support further subdivision/infill. | Submission noted. Refer to response provided in Section 6.1.1 NCS precinct controls   |

## Submission 190

| Theme  | Summary                          | Response |
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| <ul style="list-style-type: none"> <li></li> </ul> | Blank (repeat submission lodged) |          |

## Submission 191

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 192

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 193

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 194

| Theme  | Summary  | Response  |
|--|--|---|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"><li>Environmental values</li><li>Wildlife</li></ul> | Submission seeks greater reference to flora and fauna. | Refer to responses provided in Section 8.2 Environmental values and Section 8.6<br>Wildlife |

## Submission 195

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 196

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"><li>Precinct controls</li><li>Precinct 6a</li></ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 197

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 198

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Precinct 6a</li> </ul> | Pro-forma objection letter to Precinct 6a neighbourhood character controls. | Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character. |

## Submission 199

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Landscape and Environment</b> <ul style="list-style-type: none"> <li>Landscape</li> </ul>        | <p>Submission from landowners adjacent to open space reserve on Magnet Hill seeking advice on future works.</p> <p>Submits that they have had a proposal refused by Council because of environmental reasons, native vegetation concerns and views from the freeway. Concerned that the intentions in Gisborne Futures contravene the reasons for their application's refusal.</p> | <p>The protection of Magnet Hill is discussed in Section 8.4</p> <p>Landscape, views and vistas. The Environmental Management Plan for Magnet Hill includes a concept for future works in line with the visual and environmental values identified for the site.</p>   |
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Walking and Cycling</li> </ul> | Asks if there are to be walking tracks to a lookout on the summit of Magnet Hill. Submits that this would be in full view of the freeway and contrary to the character of the area.  | A concept plan for Magnet Hill is available on Council's website that was developed in conjunction with the Marshlands Reserve and Magnet Hill Environmental Management Plan. This includes access tracks and future revegetation works. The visual and landscape qualities of Magnet Hill are known and acknowledged by Council. The visual impact of any future infrastructure works would be a consideration at any future detailed design investigation. |

## Submission 200

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Neighbourhood Character</li> </ul> | <p>Seeks removal of Development Plan Overlay in neighbourhood character precinct 4f (Wallaby Run.)</p> <p>Submission notes that the setbacks in the DDO1 table contradict the setbacks in the Section 173 Agreement which affects land in the estate</p> | <p>Submission noted. Proposed schedules to the Neighbourhood Residential Zone and housing change areas are to be reviewed. For further detail, refer to Section 6 Neighbourhood character.</p> |

## Submission 201

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Movement and Transport</b> <ul style="list-style-type: none"> <li>Road infrastructure and traffic</li> </ul> | <p>Submission concerned that there is an absence of a plan for an improved road network. Concerned with bottleneck at the bridge.</p> <p>Supportive of Western Link Road.</p> | <p>The traffic modelling exercise has provided Council with a tool to consider the future need for this road.</p> <p>The feasibility and design of any future road would be subject to a much more detailed analysis that includes design investigation into potential alignment options, the feasibility and cost of this, environmental and cultural heritage impacts, engineering considerations and further community consultation. The modelling exercise determined whether there is a likely need to begin considering this investigation.</p> <p>Further discussion is provided in Section 9.3 Western Link Road.</p> |

## Submission 202

| Theme   | Summary  | Response   |
|---|--|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Township Boundary</li> </ul> | <p>Seeks inclusion of property in town boundary.</p> | <p>Submission noted. Section 4 (Setting a protected settlement boundary) responds to requests for inclusion in settlement boundary. Note discussion on Land south of Brooking Road in Section 4.6.</p> |

## Submission 203

| Theme  | Summary   | Response  |
|--|---|---|
| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental Values</li> <li>• Wildlife</li> </ul> | <p>Submits that any new residential development must work with as much existing habitat as possible.</p> <p>Advocates for safe travel ways for wildlife between habitats.</p> <p>Submits that landscape buffers should be included of at least 60m around known flora and fauna habitats to protect them from edge effects.</p> <p>Suggests improving the industrial parks ecological value; industrial parks have three valuable properties: open spaces that can be cultivated for vegetation and wildlife; buildings with large flat roofs that can be turned into green areas and used, for example, by ground-nesting birds; and a tendency to be quiet at night, therefore providing havens for nocturnal animals.</p> <p>Create incentives to installing roosting and nesting structures in industrial park buildings for bats and birds.</p> <p>Requests controls which include:</p> <ul style="list-style-type: none"> <li>• Require site specific natural resource inventories and/or wildlife assessments.</li> <li>• Requiring pre-proposal meetings with MRSC Town Planners where the focus is on understanding the natural resource features of the site and providing input on the potential development plan.</li> <li>• Requiring that development proposals demonstrate how they will conserve or improve important habitat features, including native vegetation.</li> <li>• Ensuring that the community has an adequate management plan in place.</li> <li>• Developing a habitat conservation checklist for development application review. A checklist may increase adherence by applicants to habitat-related objectives and design criteria.</li> </ul> | <p>Refer to responses provided in Section 8.2 Environmental values and Section 8.6</p> <p>Wildlife</p> <p>which includes an action to prepare analysis and mapping of known wildlife habitats and include objectives, strategies and/or actions in the Structure Plan that specifically address these.</p> <p>Submission to be reviewed in detail as part of this work.</p> |

## Submission 204

| Theme   | Summary   | Response   |
|---|---|--|
| <b>Utilities and Servicing</b> <ul style="list-style-type: none"> <li>Water and sewer services</li> </ul> | <p>Submission from Western Water that seeks to ensure that water outcomes are prioritised and consistent with work they are undertaking.</p> <p>Submission notes that Greater Western Water is currently undertaking a significant program of works to the Gisborne Recycled Water Plant (RWP) to ensure it has the capacity to meet future demand and adopts new technology to improve environmental performance.</p> <p>Submission highlights that Western Water and MRSC have partnered with Melbourne Water to prepare the Southern Macedon Ranges Integrated Water Management Plan, and highlights ongoing partnership to ensure appropriate planning controls and policies are implemented to ensure appropriate infrastructure in planned for to continue to efficiently and effectively service the future growth of Gisborne and New Gisborne.</p> | <p>Council will take advice on-board and continue to keep GWW updated on plans, continue discussions on future servicing requirements and consult with GWW as a referral authority on any relevant applications and plans.</p> |

## Submission 205

| Theme   | Summary   | Response   |
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| <b>Settlement Boundary</b>  | <p>Detailed submission from DELWP to be reviewed in detail through preparation of next draft.</p> | <p>Submission to be reviewed in detail as part of redraft of plans.</p>  |
| <b>Planning for Housing</b>   | <p>Detailed submission from DELWP to be reviewed in detail through preparation of next draft.</p> | <p>Submission to be reviewed in detail as part of redraft of plans. Note discussion in Section 5 Planning for housing.</p> |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>Precinct controls</li> <li>Design and Development Overlays</li> </ul> | <p>Detailed comments on NCS from DELWP.</p>   | <p>Submission to be reviewed in detail as part of further Neighbourhood Character work.</p>                                |

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| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>• Role of Gisborne as a regional centre</li> <li>• Town centre commercial and retail</li> <li>• Gisborne Business Park</li> <li>•</li> <li>•</li> </ul> | <p>Submission from DELWP:</p> <ol style="list-style-type: none"> <li>1. Sections 9 and 10 are confusing given that both discuss the town centre and walkability. For example, Objectives 7 and 9 are very similar. Consider revising the material in both sections so that both issues are only discussed in one section.</li> <li>2. Some of the strategies and actions under Objective 9 do not relate to the objective, for example how does 'Support large format and restricted retail in the business park' implement a compact, walkable town centre?</li> <li>3. Rather than referring to the urban design guidelines in a strategy consider embedding some of the content of the guidelines as strategies.</li> <li>4. Explain the existing industrial land supply for Gisborne, the demand and how much land is potentially required for population growth to 2050. It is not clear how much land is being provided in the expansion areas and whether the amount is adequate until 2050.</li> <li>5. It is not clear why the land north of the railway land on Hamilton Road is now proposed to be rezoned to residential given that there is an adequate supply of residential land until 2040-2044 and a more limited supply of industrial land in Gisborne. This land was only rezoned from rural living to industrial in September 2015 via Amendment C104.</li> <li>6. The draft structure plan says that the business park will need to accommodate 14-24ha of land over the next 20 to 30 years to support local and regional jobs and services. Where have these figures come from given that the Gisborne Futures Economic and Employment Analysis, May 2020 suggests that 17-28ha of land will be required for the business park for this time period?</li> <li>7. Consider including as the first strategy 'Protect and support the business and employment role of the Gisborne Business Park.'</li> </ol> | <ol style="list-style-type: none"> <li>1. Objective 7 is related to activity centres outside the town centre, including neighbourhood activity centres while Objective 9 is related to the town centre. Objectives in Sections 8 and 9 can be reviewed for clarity of purpose and to avoid repetition.</li> <li>2. Agree that this is not explicitly stated. Strategy relates to the light industrial uses on Robertson Street that provide a low quality pedestrian environment due to high number of vehicle crossovers. This can also apply to other potential restricted retail uses that require vehicle access and adjacent car parking for operation that conflicts with high quality pedestrian environments.</li> <li>3. Noted, integration of design guidelines can be reviewed.</li> <li>4. A summary is provided in the Business Park Land Supply and Demand section of Table 2 that aligns with the analysis provided in the Economic and Employment Analysis. This can be included and clearly articulated in the Structure Plan.</li> <li>5. The industrial land north of the railway line ranked highly as a potential residential expansion area due to proximity to train station, schools, future regional sports precinct etc. Economic and employment analysis has shown that there is adequate land in the Gisborne Business Park expansion area to cater for future industrial and commercial land demand for the horizon of the plan. Consolidation of industrial land to the Business Park reduces dispersal of potential amenity impacts in other locations.</li> <li>6. The figure of 14-24ha appears to be an error, future iteration of plan to amend.</li> <li>7. Agree, re-wording is succinct and clearly states the purpose of the objective.</li> <li>8. The Business Park is the preferred area for restricted retail primarily as this type of development generally produces a poor pedestrian and streetscape and built form design</li> </ol> |
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|  | <p>8. Is restricted retailing to occur anywhere or just in the expansion area of the business park?</p> <p>9. Rather than 'Ensure the visual and physical amenity of nearby residential etc.' it is suggested that the strategy be more specific like 'Create an interface to protect visual and physical amenity between residential areas to the west of the business park and along Saunders Road.'</p> <p>10. Consider using a stronger verb than 'promote' in the objective like 'Create Gisborne as the gateway to the MR etc.' The first strategy could be slightly reworded to be more specific like 'Support tourism development on the periphery or within the town centre'. Consider rewording the third statement to a strategy 'Create a local and regional linear park and trail system within the Jackson Creek corridor.' The masterplan could be an implementation action.</p> <p>11. It is unclear what the Regional Shared Trails Project is and how it relates to Gisborne.</p> | <p>outcome. Further analysis and justification for this can be provided either in the Structure Plan or Urban Design Framework.</p> <p>9. Agree, amend wording in future iteration of plan.</p> <p>10. Feedback noted, wording to be reviewed as part of future iteration of the plan.</p> <p>11. Include further information on the Shared Trails project to support reference.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Review objectives in Sections 8 and 9 for clarity of purpose and avoid repetition.</li> <li>• Consider how guidelines provided in the UDF may be incorporated as strategies in the Structure Plan.</li> <li>• Summarise and clearly articulate Business Park Land Supply and Demand analysis in the Structure Plan.</li> <li>• Amend reference to future land supply in Structure Plan to reflect correct figures.</li> <li>• Re-word Objective 10 (p.28) from <i>'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'</i> to <i>'Protect and support the business and employment role of the Gisborne Business Park.'</i></li> <li>• Further work on direction for restricted retail in Structure Plan/Urban Design Framework.</li> <li>• Re-word strategy under Objective 11 (p.28) from 'Ensure the visual and physical amenity of nearby residential etc.' to be more specific like 'Create an interface to protect visual and physical amenity between residential areas to the west of the business park and along Saunders Road.'</li> <li>• Review wording as part of future iteration of the plan and include discussion on Shared Trails Project</li> </ul> |
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| <p><b>Economic and Employment Growth</b></p> <ul style="list-style-type: none"> <li>Activity centres</li> </ul> | <p>Submission from DELWP:</p> <ol style="list-style-type: none"> <li>1. What is the existing retail and commercial floor space for Gisborne, the demand and the potential floor space and land requirements until 2050?</li> <li>2. What does short, medium and long term equate to in years?</li> <li>3. Can you provide any direction regarding the role and function of each centre? For example, would you want a supermarket outside of the town centre? Also, it is noted that the Gisborne Futures Economic and Employment Analysis, May 2020 suggests that a commercial role for New Gisborne be considered given its proximity to the train station and existing hospitality uses.</li> <li>4. Is a neighbourhood activity centre what is intended in all cases, or is it something more like a neighbourhood convenience centre?</li> <li>5. It is also suggested that you include the following strategy as the first strategy for the town centre 'Support the town centre as the primary location for retail and commercial.'</li> <li>6. Should the 'Future Gisborne Business Park expansion' be depicted on Figure 7 Activity Centres?</li> </ol> | <ol style="list-style-type: none"> <li>1. The UDF considers the built form outcome of strategic development sites in the town centre. Clearer guidance on floor space projection, and how additional floor space is to be accommodated can be mapped and included in the Structure Plan. This should also be framed within the building height discussion in the Urban Design Framework (refer Section 3).</li> <li>2. Short term timing related to immediate implementation actions to rezone existing activity centre sites to serve existing community, while medium to long term actions related to activity centre to be delivered through a future development plan or precinct structure plan.</li> <li>3. The role and size of NACs is outlined in the ODP and this information can be carried over to the current draft Structure Plan. The Structure Plan does provide a potential location for a NAC in the growth area north of the railway line, this would be subject to further economic analysis as part of a future Precinct Structure Plan process.</li> <li>4. These activity centres will provide a local, convenience role and as Macedon Ranges does not have an activity centre strategy that provides classifications within townships the use of 'neighbourhood' has been chosen to align with those set by Plan Melbourne (ie. Metropolitan Activity Centres, Major Activity Centres and Neighbourhood Activity Centres). Open to discussion as to whether this is a correct approach.</li> <li>5. Suggested strategy noted, review inclusion in next iteration of the plans.</li> <li>6. Agreed, the full business park area including expansion area can be included on the plans.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Provide reference to the land use precincts in the Structure Plan and link back to Figure 8.</li> <li>• Prepare a plan that illustrates floor space capacity of strategic development sites and include discussion on how future demand is</li> </ul> |
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|  |  | <p>to be accommodated on key development sites.</p> <ul style="list-style-type: none"> <li>• Explore options for policy guidance or other planning scheme controls regarding commercial land uses to ensure the vision for NACs is embedded in nominated sites.</li> <li>• Clarify classifications of activity centres in the hierarchy through discussions with DELWP.</li> </ul> |
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| <p><b>Landscape and Environment</b></p> <ul style="list-style-type: none"> <li>• Environmental risks, climate change, bushfire, flood</li> <li>• Landscape, views</li> <li>• Environmental values, biodiversity</li> <li>• Parks and open space</li> </ul> | <p>Submission from DELWP.</p> <ol style="list-style-type: none"> <li>1. There is no recognition of any risks in the structure plan, i.e. climate change, flooding, bushfire etc. The Loddon Mallee South Regional Growth Plan, May 2014 identifies urban flood and urban bushfire considerations for Gisborne. Clause 13.02-1S Bushfire planning of the PPF seeks to strengthen the resilience of settlements and communities to bushfire etc.</li> <li>2. The preparation of a structure plan is an ideal time to consider how the resilience of Gisborne and its community to bushfire could be strengthened. Also, note that DELWP has recently released new Design Guidelines – Settlement Planning at the Bushfire Interface, July 2020 which can be applied when preparing structure plans.<br/><br/>Submits that the strategy under Objective 16 to apply landscape buffers at the town entrances needs to be tested against Clause 13.02-1S Bushfire planning to ensure that it is not increasing the vulnerability of the community to bushfire.</li> <li>3. Objective 17, where possible try to write objectives to be positive, i.e. ‘Ensure new development reinforces the highly valued character of Gisborne’s landscape setting.’</li> <li>4. Are the town centre entry points referred to in the fifth bullet point under Objective 17 the same as the township gateways showed on Figure 11?</li> <li>5. Not sure why ‘landscape’ is being discussed here given it was addressed in the previous section.</li> <li>6. Identify important areas for biodiversity.</li> <li>7. Is it appropriate that future residential growth areas abut areas affected by VPOs? How will the settlement interface be treated?</li> <li>8. The first statement under Objective 22 seeks to provide clear direction on current and future open space requirements. This should occur now. The structure plan needs to explain the amount and what type of</li> </ol> | <ol style="list-style-type: none"> <li>1. Climate change and risks are discussed in the Background Report. Discussion on climate change and environmental risks to be strengthened in Structure Plan. Refer to discussion at Section 8.1:</li> <li>2. Environmental risks – climate change, flooding, fire.</li> <li>3. The growth areas were discussed with the CFA however it is acknowledged that further work is required to complete a comprehensive risk assessment for the township, including reference to DELWP guidelines. Refer to discussion at Section 8.1:</li> <li>4. Environmental risks – climate change, flooding, fire.<br/><br/>The revised plans will include a bushfire risk assessment (note that discussion with CFA have previously indicated a preference for growth in New Gisborne as a lower-risk area). This is discussed further in Section 8.1.2 Bushfire.</li> <li>5. Noted, objective wording to be reviewed.</li> <li>6. Town centre entry points referred to in the fifth bullet point under Objective 17 are the same as the township gateways, this section can be revised to ensure consistency in wording.</li> <li>7. Landscape objectives to be reviewed and consolidated where necessary.</li> <li>8. Biodiversity mapping can be included in background report and areas of high biodiversity value included in Figure 12.</li> <li>9. Proximity of future residential areas to VPOs can be reviewed as part of a more detailed bushfire risk assessment. Refer to discussion at Section 8.1</li> <li>10. Environmental risks – climate change, flooding, fire</li> <li>11. Macedon Ranges Open Space Strategy is underway (as of July 2022). Refer also to discussion in Section 8.5 Parks and open space.</li> <li>12. In 2017, Council started work on a feasibility study to determine the current and future needs of indoor</li> </ol> |
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|   | <p>existing open space is available in Gisborne and what parks and open space are required to meet the population needs of Gisborne to 2050.</p> <p>9. Explain why a regional sports facility is required in New Gisborne.</p> <p>10. Why is a future school shown on Figure 13 Parks &amp; Open Space? Consider relocating to the 'Community Facilities' section.</p>   | <p>sports courts in the Macedon Ranges. It looked at the types and level of current use, future growth and demand, concept planning, costs, locations, business models and design approaches. The project is currently in schematic design stage with a commitment of \$11.6 million from the Victorian Government on top of Council's planned \$10 million contribution and \$100,000 in support from AFL Victoria.</p> <p>13. Education facilities shown to provide context to some open spaces, this can be reviewed.</p>  |
| <p><b>Movement and Transport</b></p> <ul style="list-style-type: none"> <li>• Road infrastructure and traffic</li> <li>• Walking and Cycling</li> <li>• Public Transport</li> </ul> | <p>Submission from DELWP which includes:</p> <ul style="list-style-type: none"> <li>• On p. 42, to clarify the key issues, for example a lack of pedestrian crossings or a lack of pedestrian/cycling connections to key destinations.</li> <li>• On p. 42, to consider rewording objective 25 to be more directive – 'to create an accessible town by providing clear and direct movement networks that are safe, connected and well-designed'.</li> <li>• On p. 46-48, consider whether any direction around wayfinding signage is also required and consider rewording objective 29 and the strategy to be more directive, for example, 'to support cycling as a healthy and sustainable alternative from Riddells Creek and Macedon to Gisborne' and 'Development the regional shared trail links between Macedon, Gisborne and Riddells Creek'.</li> <li>• On p. 48 – Consider rewording Objective 32 so that it focuses on the Gisborne Railway Station.</li> <li>• On p.48 – Consider whether the structure plan needs to provide any direction about the location or built form of bus stops and shelters, road crossings to access these facilities and development in the public realm.</li> </ul> | <p>Feedback noted and will be considered in a future draft of the Structure Plan.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Include "Key Issues" related to Movement and Transport in the introduction on page 42.</li> <li>• Review wording of Objective 25 on page 42.</li> <li>• Include consideration of wayfinding signage in Section 13.2 (Walking &amp; Cycling) and revision of Objective 29 as per DELWPs feedback.</li> <li>• Reword Objective 32 so that it focuses on the Gisborne Railway Station.</li> <li>• Include discussion on location, design and access requirements for bus stops and shelters in the Urban Design Framework and Structure Plan.</li> </ul> |

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| <p><b>Urban Design Framework</b></p> <ul style="list-style-type: none"> <li>• Character and built form</li> <li>• Building heights</li> </ul> | <p>DELWP comments.</p> <ol style="list-style-type: none"> <li>1. There is no link to Figure 8 (Structure Plan) in the text, so it is not clear what Figure 8 is showing. Are these the existing and/or the proposed precincts?</li> <li>2. Consider including specific strategies for each precinct of the town centre from the UDF, for example 'Retain the village feel of the retail precinct' and 'Support healthcare, medical and supporting services in the civic and health precinct' etc.</li> </ol> <p>Does the plan identify new locations for retail floorspace as recommended by the Gisborne Futures Economic and Employment Analysis, May 2020?</p> <ol style="list-style-type: none"> <li>3. DELWP supports the application of the DDO in the town centre but is not convinced that DPOs are necessary for key development sites or that a local policy on signage is necessary. Consider including any built form requirements for the key development sites and general signage requirements in the DDO as well.</li> </ol> | <ol style="list-style-type: none"> <li>1. Feedback on the connection to Figure 8 is noted and will be considered in the next draft of the plan.</li> <li>2. The UDF considers the built form outcome of strategic development sites in the town centre however is not specific to the capacity of these. This information can be included.</li> <li>3. Noted, design and development controls to be reviewed in line with DELWP's comment.</li> </ol> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Provide reference to the land use precincts in the Structure Plan and link back to Figure 8.</li> <li>• Prepare a plan that illustrates floorspace capacity of strategic development sites.</li> <li>• Review proposed design and development controls for the town centre in line with DELWP feedback.</li> </ul> |
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## Submission 206

| Theme   | Summary  | Response   |
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| <p><b>Heritage</b></p> <ul style="list-style-type: none"> <li>• Macedon House site</li> </ul> | <p>Submission concerned with rezoning of Macedon House site.</p> | <p>Refer to discussion at Section 10.2 Macedon House site.</p> <p>Planning controls are to be investigated as part of re-draft, noting that Council will be seeking a design response that respects the landscape character and heritage values of the site.</p> |

## Submission 207

| Theme  | Summary   | Response   |
|--|---|--|
| <b>Planning for Housing</b> <ul style="list-style-type: none"> <li>Housing framework change areas</li> </ul> | Submission does not support Incremental Change Areas 1 and 2, or three storey residential buildings in the town centre.     | Submission noted. Refer to response provided in Section 5.4 Housing framework change areas.                |
| <b>Neighbourhood character</b> <ul style="list-style-type: none"> <li>GRZ / Precinct 3</li> </ul>            | Does not support 3 storey residential development.<br>Concerned with overlooking and loss of 'old' Gisborne town character. | Submission noted. Refer to response provided in Section 6.1.3 Precinct 3 and the General Residential Zone. |

## Submission 208

| Theme  | Summary  | Response   |
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| <b>Urban Design Framework</b> <ul style="list-style-type: none"> <li>Building heights</li> </ul> | Submission does not support 3 or 4 storey building heights in the town centre. | <p>The 'blanket' application of building heights as depicted in the UDF can be reviewed so that the focus on height remains on the development opportunity sites, with a discretionary control applied under the proviso that higher built form can only be achieved with site consolidation and an appropriate design response.</p> <p>Refer response to Section 12.3 Building heights.</p> |

## Submission 209

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"> <li>Glen Junor</li> </ul> | Submission opposed to Glen Junor.<br>Concerns with impact of high number of dwellings, impacts on congestion and infrastructure, location outside town boundary and precedent for further development. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 210

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Submission opposed to Glen Junor.<br>Concerns with impact of high number of dwellings, impacts on congestion and infrastructure, location outside town boundary and precedent for further development. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 211

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Support for Glen Junor.<br>Support reasons include the design of Glen Junor, community support, alignment with council priorities and policies. Concerned about local governance. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 212

| Theme   | Summary   | Response  |
|---|---|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Submission opposed to Glen Junor.<br>Submits that the population increase will go beyond the requirements for growth. Concerns with distance from services, lack of infrastructure, land fragmentation and high conservation value of the land.<br><br>Concerned with marketing tactics selling the 'green open spaces' and 'proposed' services, without any mention of the significant amount of small lot residential growth, which could actually end up being extremely expensive to pay for said 'vision'. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 213

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Support for Glen Junor.<br>Support reasons include environmental and community prioritisation, innovative and positive design / development suited for Gisborne. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 214

| Theme   | Summary  | Response  |
|---|--|---|
| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Opposed to Glen Junor.<br>Concerns with excessive supply of residential land, conflicts with Statement of Planning Policy, recent planning scheme amendment C110, too intense a subdivision, sceptical about environmental protection, opposition to Council funding work to include Glen Junor. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 215

| Theme   | Summary  | Response  |
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| <b>Settlement Boundary</b> <ul style="list-style-type: none"><li>Glen Junor</li></ul> | Support for Glen Junor.<br>Support reasons include beneficial development for the community and environment, wildlife and land preservation, sustainable design. | Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this. |

## Submission 216

| Theme  | Summary   | Response  |
|--|---|---|
| <p><b>Settlement Boundary</b></p> <ul style="list-style-type: none"> <li>• Population forecasts</li> <li>• Glen Junor</li> </ul> | <ol style="list-style-type: none"> <li>1. Highlights population forecasts and submits that this could bring enormous opportunity or do irreparable damage to the town and its community.</li> <li>2. Support for Glen Junor.</li> </ol> <p>Submits that it sets a point of reference for respecting and sharing space and incorporates further values of today such as renewable energy, recycling, the importance of diverse social connection and physical connectedness by ways other than car.</p>  | <ol style="list-style-type: none"> <li>1. It is acknowledged that the plan could include further detail on the character outcomes, an action is included in Section 5.2 to prepare precinct plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.</li> <li>2. Council resolved to remove Glen Junor from the Gisborne Structure Plan at the Scheduled Council Meeting in February 2021. Refer to Section 4.5 (Glen Junor) for further discussion on this.</li> </ol> |
| <p><b>Landscape and environment</b></p> <p>Environmental values</p> <p>Landscape, views and vistas</p> <p>Open space</p>         | <ol style="list-style-type: none"> <li>1. Submits that the key environmental aspects should be preserved, enhanced and shared. Identify the creeks, the escarpments, the views, the natural corridors closed off by fences, boundaries, driveways and engage with the owners with a vision of appropriate size and inclusiveness.</li> <li>2. Submits that much of Gisborne's beauty is based on the historical preservation and enhancement of large open spaces, and that recent developments have increased the population without creating proportionate shared spaces. Highlights the legacy of past decisions that have preserved open spaces, and where other developers have leveraged off this amenity without contributing to the same degree.</li> </ol> | <ol style="list-style-type: none"> <li>1. Protection and enhancement of Gisborne's landscapes is a key consideration in the development of the plans. This is discussed further in Section 8 Landscape and environment.</li> <li>2. Agreed. Council's open space strategy is currently being reviewed and will provide an updated vision and appropriate planning controls for open spaces in the shire.</li> </ol>   |

## Submission 217

| Theme  | Summary  | Response   |
|--|--|--|
| <p><b>Planning for housing</b></p> <ul style="list-style-type: none"> <li>Township boundary</li> </ul> | <p>Supports the need for a structure plan for Gisborne.</p> <p>States that there is a need to identify how land outside the township boundary will accommodate the projected residential growth.</p> <p>Does not believe that the PSP pathway is the most effective or efficient approach to implement outcomes of the structure plan as it adds unnecessary complexity.</p> <p>Wanting the site (<i>southern side of Ferrier road</i>) included within the existing zoning (GRZ) and proposes that the land west of New Gisborne be rezoned to GRZ</p> <p>Does not agree with the provision of a 30-50m buffer long Ferrier road and Calder interface and should be 25 to 30 meter inclusive of Ferrier road reserve.</p> <p>Believes the proposed lot sizes are too large (interfacing with Calder Freeway and Ferrier road) and suggests alternative ways to achieve semi-rural character - wants 300 square meter minimums.</p> <p>Believes that the signalling on Ferrier road and station road intersection is not required in the short term.</p> | <p>Submission noted, to be reviewed in detail during re-draft of structure plan.</p> <p>Note that signalisation of Ferrier Road is an existing DCP item.</p> <p>Planning controls for growth areas will be reviewed as part of re-draft of structure plan.</p> |

## Submission 218

| Theme   | Summary   | Response  |
|---|---|---|
| <p><b>Settlement boundary</b></p> <ul style="list-style-type: none"> <li>Township growth</li> </ul> | <p>Submission on behalf of Westport Park Retirement Estate outlining:</p> <ul style="list-style-type: none"> <li>Support for the planned urban growth of Gisborne.</li> <li>Support for promotion of housing diversity and choice.</li> </ul> <p>Prefers the use of a Development Plan Overlay and Developer Contribution Overlay rather than a Precinct Structure Plan in order to address the local specificity of site.</p> <ul style="list-style-type: none"> <li>Submits for expansion of approved Westport retirement village to the west.</li> </ul> | <p>Support noted.</p> <p>Planning controls for growth areas will be reviewed as part of re-draft of structure plan.</p> |

## Submission 219

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Economic and Employment Growth</b> <ul style="list-style-type: none"> <li>Gisborne Business Park</li> <li>Windfall Gains</li> </ul> | <p>Submission does not support the rezoning of property under the proposed business park expansion if the Windfall Gains Tax applies.</p> | <p>Submission noted. The Windfall Gains Tax is a new State Government tax that applies to the uplift in the value of your property as a result of rezoning, and not to the existing value.</p> <p>If the WGT is applied payment can be deferred for 30 years, or until the land is sold (whichever happens first) so there is no immediate liability for payment.</p> |

## Submission 220

| Theme  | Summary   | Response  |
|--|---|---|
| <b>Planning for housing</b> <ul style="list-style-type: none"> <li>Township character</li> <li>South of Brooking road</li> </ul> | <p>Submission is concerned with the proposed 220 lot residential village on Brooking Road and further concerned that the regional character of Gisborne is being threatened by continued residential development.</p> | <p>Gisborne Futures is not proposing to make changes to the Rural Living Zone to the south of Brooking road.</p> <p>The proposed retirement living development at 48 Brooking road currently does not reflect the existing or desirable planning direction for Gisborne.</p> <p>Council seeks to retain the semi-rural qualities of the landscape in the southern extent of the Shire and does not support the extension of the urban footprint to the south of Brooking Road under the current and draft future town boundary.</p> <p>For further information please see Section 4.6 Land south of Brooking Road and Section 5.2 Township character.</p> |

