

# Gisborne Futures

Structure plan

Background report

August 2023



**Macedon  
Ranges**  
Shire Council



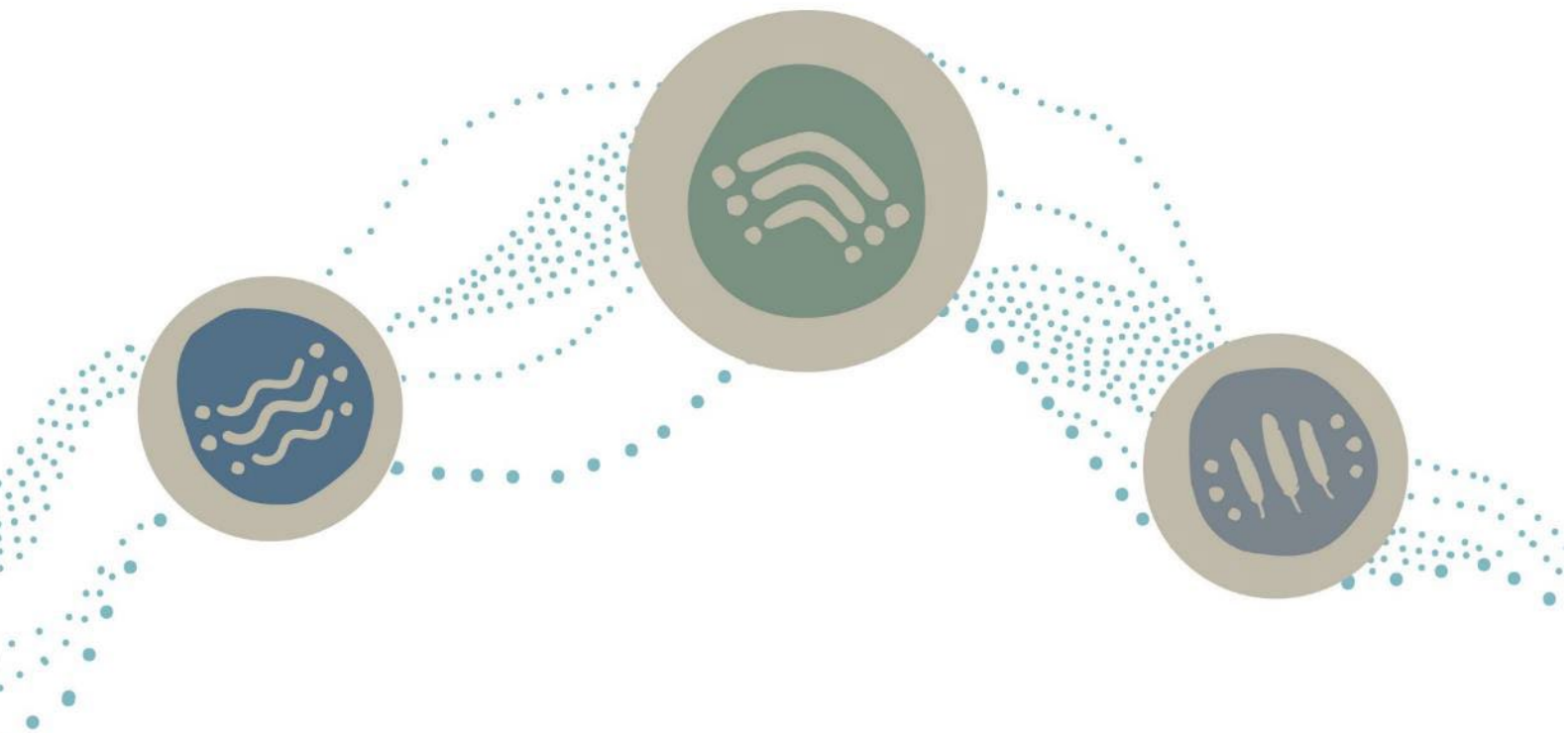


## Acknowledgement of Country

**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

# Contents

<b>1</b>	<b>Executive summary</b>	<b>5</b>	<b>7</b>	<b>Land analysis and technical reporting</b>	<b>38</b>
<b>2</b>	<b>Introduction</b>	<b>7</b>	7.1	Setting a protected settlement boundary	38
2.1	About the project	7	7.2	Environment and Biodiversity	42
2.2	Project background	7	7.3	Fire risk	47
<b>3</b>	<b>Gisborne Futures Structure Plan</b>	<b>8</b>	7.4	Landscape values	49
<b>4</b>	<b>Historical context</b>	<b>9</b>	7.5	Heritage	55
<b>5</b>	<b>Planning context</b>	<b>13</b>	7.6	Peri-urban interface	57
5.1	State planning policy	13	7.7	Population growth, residential demand and land supply	59
5.3	Local planning policy	17	7.8	Housing	64
5.4	Macedon Ranges Planning Scheme	19	7.9	Economic and employment analysis	73
5.5	Local Planning Scheme Policies	28	7.10	Integrated water management	80
<b>6</b>	<b>Consultation and vision</b>	<b>31</b>	<b>8</b>	<b>Movement and transport</b>	<b>85</b>
6.1	Community consultation	34	8.1	Public transport	86
6.2	Vision	37	8.2	Active transport	87
			8.3	Private vehicle transport	88
			8.4	Open space, recreation and community facilities	90
			8.5	Community infrastructure	95
			<b>9</b>	<b>Utilities and services</b>	<b>98</b>
			<b>10</b>	<b>Urban design</b>	<b>100</b>



# 1 Executive summary

---

Macedon Ranges Shire Council has prepared the Gisborne Futures Structure Plan to manage township growth and change over the next 30 years.

The project provides the strategic direction for growth through a land use framework plan, housing strategy, and infrastructure plans to deliver socially equitable and sustainable growth outcomes for the current and future community.

Since 2018 Council has been working in collaboration with key stakeholders, community groups and expert consultants to deliver technical studies that have informed the project.

The vision for the township that has emerged is that Gisborne and New Gisborne will develop as ‘twin villages’ that are strongly connected through a shared regional identity, but provide opportunities for residents to ‘live locally’ in sustainable, walkable communities with close access to jobs, shops, transport and homes.

The township is further distinguished by neighbourhoods with panoramic views and a strong visual connection to the surrounding landscape that offer diverse and accessible housing for a broad cross section of the community.

Importantly, the structure plan proposes a protected settlement boundary for Gisborne and New Gisborne that will set the limit of township growth in state legislation.

This background report summarises the key policy considerations and technical studies that have guided the development of the Gisborne Futures Structure Plan.



## Constraints and opportunities

- Consideration of the area around the station as a 'central hub' that is expanded to encompass schools and sports precinct.
- Jacksons Creek – avoiding housing and built form on the escarpment.
- Activity centres, shops, community services and medical facilities to decentralise the township and reduce pressure on Station Road.
- 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.

## Key challenges

- Establish a protected settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne while providing sufficient land to accommodate the projected growth rate for the next 30 years.
- Embed policies that respond to climate change adaptation and mitigation measures to increase resilience and manage environmental risks including flood, fire and drought.
- Meet the identified need for greater housing diversity and choice that is inclusive and accessible to a broad range of people in the community.
- Plan for a town centre in New Gisborne with shops and services that are readily accessible and provide a focal point for the growing community.
- Plan for sustainable development and provide safe and viable alternative transport modes to reduce car dependency.
- Identify and protect township, neighbourhood and landscape character values to ensure these are retained as the township grows.
- Increase opportunities for economic growth, business development and local employment so people can live close to where they work.
- Ensure that community services and infrastructure are planned for and delivered in-line with population growth



## 2 Introduction

---

### 2.1 About the project

---

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

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

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

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

### 2.2 Project background

---

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.

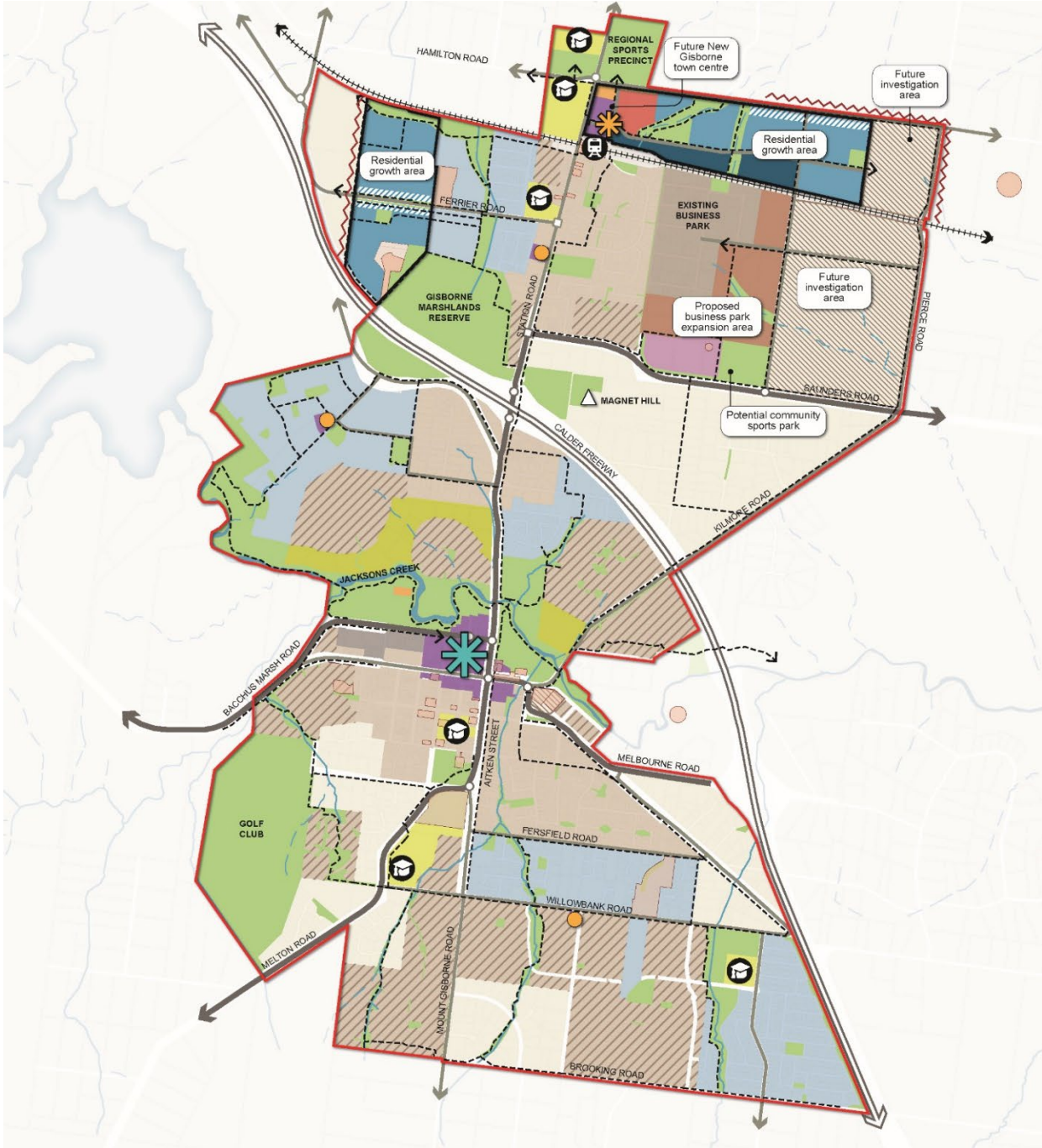
Further to this, the 2008 Urban Design Framework was never implemented through the planning scheme therefore is not providing enough guidance or legislative weight to guide outcomes that align with preferred future township character.

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.

### 3 Gisborne Futures Structure Plan

The Gisborne Futures Structure Plan has been prepared on the basis of information contained within this Background Report, the technical documents that have informed it, consideration of opportunities and constraints, and the design and delivery elements explored within the Gisborne Futures Structure Plan document.





## 4 Historical context

### Wurundjeri Woi-wurrung history (58,000 BC to 1830s)

The Wurundjeri Woi-wurrung Aboriginal People have lived in and around Gisborne for at least 26,000 years, and to this day, practice their culture and uphold the dignity of their ancestors. The Dja Dja Wurrung (Djaara) Aboriginal People also lived close to the Gisborne area, particularly in the high country overlooking the township of Gisborne today. The Wurundjeri balluk clan connect with Gisborne and the surrounding area. Anecdotal and spiritual evidence suggests that they have lived, developed and thrived in the area, for over 60,000 years, before the invasion of European settlers in the early nineteenth century.

Wurundjeri Woi-wurrung Peoples see the land as their mother, created by the great ancestor spirit, Bunjil (wedge tailed eagle), the Mindi (snake) who forged out the gullies and streams, and the great ancestor spirit, Waa (crow) who brought fire and light, providing food, clothing and shelter. Therefore the land must be treated with respect and care as if it is part of the family.

Bullengarook, which today is a small locality between Gisborne township and the Lerderderg Forest, was named in response to Aboriginal expressions about the Gisborne area, as “a lonely place and a big lake” (the site of Rosslyne Reservoir before European damming). There is limited evidence of any long term permanent settlement in the immediate area. Anecdotally it has been recognised as a place for respecting country, collecting food and travelling through. There is some evidence that the area also served as a meeting point between clans.

Macedon Ranges Shire Council recognises and respects the Traditional Owners spiritual and cultural values. It is imperative in understanding the background and context of Gisborne today, and preparing for its future within this structure plan, that this important Indigenous cultural value is not only recognised, but contributes to the outcomes in shaping the future of Gisborne.



*Scar tree at 89 Ross Watt Road.*



## Wurundjeri Woi-wurrung history (1830s to present day)

Since the time of European invasion a lot of the culture of the Wurundjeri balluk clan has been hidden or lost. Between 1830 and 1860 most of the Aboriginal Peoples were forcefully displaced from their traditional lands (by people including town namesake Henry Fysche Gisborne), and many resided at Coranderrk Station, located near Healesville more than one hundred kilometres away from Gisborne until 1924.

From the 1920s until the 1980s the Wurundjeri balluk peoples integrated slowly into European society, often suffering from high levels of racism and hate crime, whilst keeping and practicing cultural traditions mostly away from the dominant culture.

In the early 1980's a small group of Wurundjeri Elders developed a shared vision for themselves and future generations of Wurundjeri people. The Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (RAP), a representative body, began operating.

From here, the recognition and expansion of understanding of Wurundjeri balluk culture continued to grow. In 2012, the titles to Wil-im-ee Moor-ring (Mount William) and the nearby Sunbury Rings Complex were handed back to Wurundjeri people. Recently the Yarra River Action Plan and Waterways of the West program has enabled the RAP to document their cultural values within the Bulleen-Banyule Flats and Jacksons Creek at Sunbury. These studies identified highly significant cultural landscapes and provided the basis for asserting Wurundjeri Woiwurrung aspirations within future planning processes.

It is the responsibility of this structure plan to ensure that values recognised for Jacksons Creek and the surrounding Country, are included, protected and enhanced. The abovementioned Indigenous history and cultural values have been recognised and represented, wherever possible, within this background report, and the associated structure plan.



*Remnant River Red Gum on Jacksons Creek Escarpment*



## European contact (1830s)

European people began squatting, then attempted to settle in the area, particularly by clearing native bushland to grow pastoral grasses, in the late 1830's. In some circumstances the Wurundjeri Woi-Wurrung Aboriginal Peoples welcomed these Europeans to their Country, with an expectation that they understand that the land and all it encompasses, is deeply venerated and respected. As it became clear that these European settlers did not understand the nature of the welcome given by the ands traditional owners, nor were they respectful to local Indigenous cultural practices, tensions grew between the two cultures.

European settlers immediately resorted to violence to invade and control the land for their own purposes. An horrific history of massacres and atrocities against the traditional owners of these lands occurred at this time. To this day, no meaningful or material reparations have been made to the victims of these atrocities, nor their ancestors.

## European settlement (1840 – 1850)

European settlers originally called Gisborne 'Travellers Rest' then 'Bush Inn' - a wayside stop to service travellers heading to pastoral settlements. The road from Melbourne followed the escarpment of Jacksons Creek, and entered the valley in a series of turns to a low point within the valley. Around these cross-roads the town of Gisborne evolved.

## European-international history Goldrush (1850 – 1900)

Robert Hoddle was commissioned to lay out a proper township in 1851. The original village was laid out on a formal grid with wide streets, and confined to the inner slopes of the Jacksons Creek Valley on the south side of the creek.

Hoddle named it 'Gisborne' after Henry Fysche Gisborne, the Commissioner of Crown Lands who set up an outpost for his Border Police troopers in 1840 to assist colonists with the "suppression of Aboriginal resistance" (which included murder of Traditional Owners).

From 1851, the town quickly grew as a result of the gold rushes in Bendigo and Castlemaine. In this boom period, a school, court house, mechanics institute and churches, courthouse, police station and lockup were established. Other industries and amenities in the town included a brewery, two wine saloons, eight hotels, grocery, grain and hay stores, harness makers, blacksmiths, butchers' shops and many cottages and tents. More substantial houses begun to be built.

The railway line was constructed to service the goldfields in the 1850s. The station at New Gisborne was constructed along this line, and the smaller village of New Gisborne evolved in proximity to the station.



THE ROSE SERIES P. 4291.  
COPYRIGHT.

AITKEN STREET, GISBORNE, VIC.

## European-international history 20th Century (1900s - 1990s)

The growth of Gisborne was relatively moderate in the first half of the 20th Century with little population change. The pace of growth in Gisborne rapidly changed as private vehicle ownership became more widespread in the 1960s and 1970s. The opening of Tullamarine Airport and the improvement to road network placed Gisborne within commuting distance of Melbourne and greater employment opportunities. Gisborne developed as a 'lifestyle' town where the distance from services and amenities was balanced with large lots and large houses, ideal to raise a family.

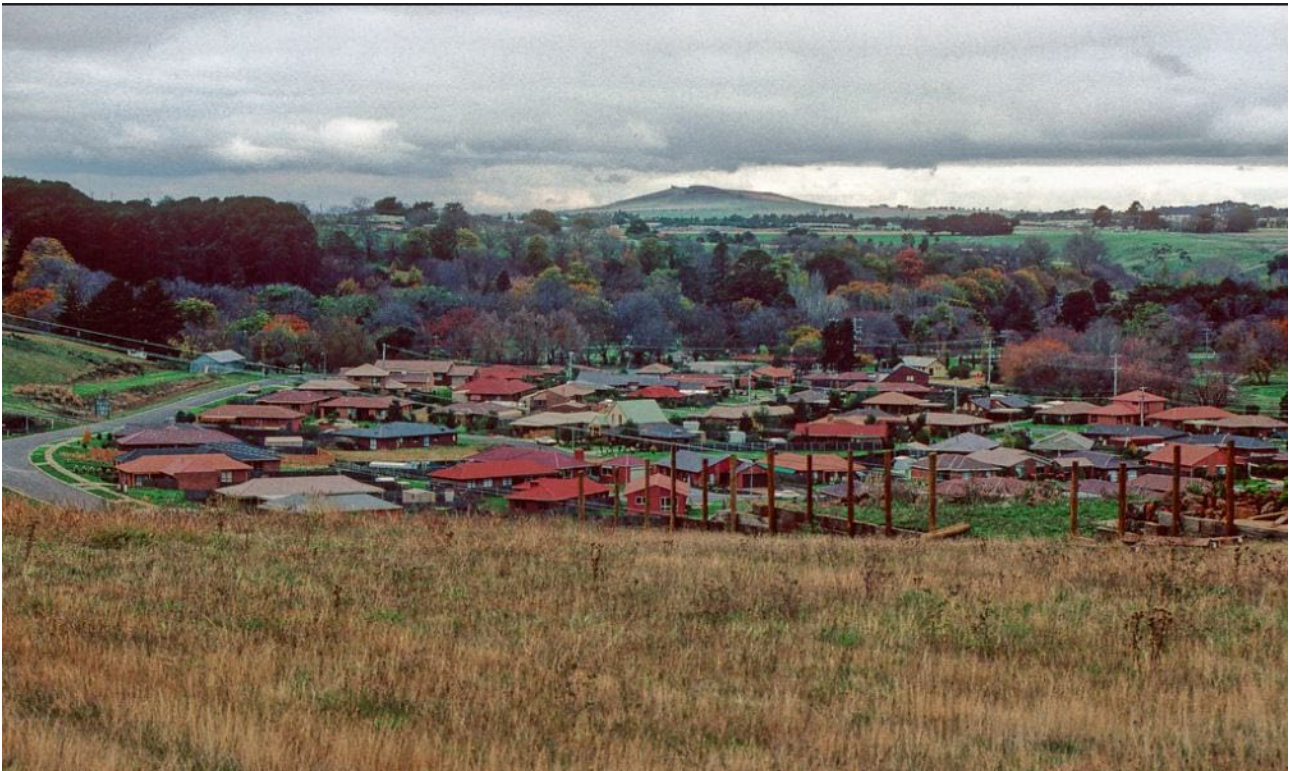
By the early 1980s Gisborne began to outgrow the bounds of the original township survey when Greenhills Estate, between Howey Street and Fersfield Road. Estates were approved above and below the escarpment, including Skyline Drive and Frith Road, and the Sunny Acres/Wallaby Run area, Jacksons Creek Estate, and Chessy Park in the 1980s and 1990s.

## European and international recent history (1990s – present day)

In the early 1990s the Shire of Gisborne commissioned work to guide residential development in response to numerous proposals to expand the township further. This included the Gisborne Township Residential Review, Guidelines for House and Subdivision Proposals and Residential Policy Statement that included Outline Development Plans (ODPs) for future growth areas.

These outline development plans sought to reinforce the rural lifestyle and character of Gisborne and to retain the 'village in the valley' by avoiding sprawling low density development that creates an ambiguous edge between rural and township residential areas. The 'village in the valley' concept has also been used to keep the Jacksons Creek escarpment free of development, which contributes to the sense of containment of the township in the valley, after development occurred on the plateaus above.

The 'village in the valley' concept was further reinforced by visibility analysis from key views and entrance roads. How the landscape is viewed, and how the edges of the township are introduced to the observer is key to maintaining this impression. Ensuring development was not visually exposed to the Calder was a key consideration in these ODPs.



*New Suburb – Aurora Close (Graeme Butler, 1992)*



## 5 Planning context

### 5.1 State planning policy

#### Plan Melbourne 2017-2050

Plan Melbourne is the strategic framework for the growth of metropolitan Melbourne to 2050. In addition to guiding the growth and development of Metropolitan Melbourne, it also acknowledges the role of regional Victoria and sets the objective: Regional Victoria is productive, sustainable and supports jobs and economic growth.

Macedon Ranges Shire is identified as a peri-urban area within a 100-km radius from central Melbourne. Gisborne along with Kyneton are identified as being regional centres. The Plan states that one of the aims of peri-urban areas is to attract population growth away from Melbourne. It also:

- recognises the role that regional Victoria will play in delivering choice and opportunity for all Victorians, and to support this there needs to be planning for better connections to infrastructure and services
- contains a direction to invest in regional Victoria to support housing and economic growth and bring significant social and lifestyle benefits to regional communities
- states that Regional city railway stations and their surrounds need to be targeted for potential growth opportunities, including transit-oriented development and improved housing diversity in regional cities
- 

- supports planning for growing towns in peri-urban areas.” The plan notes that a number of towns in peri-urban areas have capacity for more housing and employment-generating development without impacting on the economic and environmental roles that surrounding non-urban areas serve
- notes development in peri-urban areas must also be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets
- proposes a (metropolitan) 70/30 aspiration to shift a higher proportion of new housing development to land in established urban areas with existing infrastructure by 2051. The target is for 30% of new dwelling supply to be provided for in growth areas that are subject to the Precinct Structure Planning process or a locally equivalent process and require delivery of new infrastructure, and 70% to be accommodated in land with existing infrastructure.

Plan Melbourne also introduces a 20-minute neighbourhood concept placing emphasis on the role of town centres to provide access to food and services such as health facilities, schools and entertainment to meet daily needs of the community within a 10 minute walk from home (or a 20 minute round trip).



## Distinctive Areas & Landscapes

In 2018 Macedon Ranges was declared a Distinctive Area and Landscape under Part 3AAB of the Planning and Environment Act, 1987. The legislation identified the Macedon Ranges as an area of outstanding environmental and cultural significance to be protected. It acknowledges the unique environmental, productive and scenic qualities of the landscapes, and the pressure on these due from urban encroachment and growing visitor numbers due to its proximity to Melbourne and other regional cities. There is more work required to finalise the settlement boundaries for the townships of Gisborne and Romsey. The Gisborne Futures Structure Plan will provide the detail and rationale for the proposed settlement boundary.



## Loddon Mallee South Regional Growth Plan, 2014

The strategic land use plan for the region to guide growth and change for the next 30 years. The plan covers Macedon Ranges Shire and surrounding local government areas. Gisborne is identified as a regional centre where growth should be managed and supported. The plan recommends growth consistent with structure plans comprising infill and some targeted expansion. It notes that Gisborne attracts new residents due to its proximity to Melbourne, its location on the Calder transport corridor, affordable land and housing (relative to Melbourne), and its existing and available infrastructure. It identifies a number of growth areas alongside the existing residential areas of Gisborne and New Gisborne as well as environmental risks (fire and flood).



## Affordable housing legislation

Affordable housing is defined as housing, including but not limited to social housing (State government funded and provided housing) that is appropriate for the needs of very low, low and moderate income households. There is a shortage in the provision of affordable housing in accessible Victorian towns, such as Gisborne. Reasons include expensive building costs, land availability and slow housing delivery speeds compared to metropolitan areas. These issues, coupled with resistance to rapid growth and change to the township, has led to the existing shortage of affordable housing in Gisborne. General community welfare issues are also impacted, including the impacts of a disproportionately ageing population, the loss of available workers for low and medium income jobs and a reduction in multi-dimensional creative, social and community engagement.

In June 2018 the Planning and Environment Act, 1987 (the PE Act) included an objective to facilitate the provision of affordable housing in Victoria. Modelled from effective legislation introduced in Canada and the United Kingdom in the early 2010s, which often require a mandated percentage (or number) of affordable houses in proposed developments. The Victorian legislation does not require a mandate, however it establishes voluntary development industry opportunities to enter into affordable housing agreements.

Voluntary opportunities within the planning system include agreements (S.173 agreements) to compel affordable housing outcomes before land is re-zoned or within the precinct structure planning process. There is currently limited scope to deliver affordable housing opportunities once these plans and amendments have been completed. Agreements in Victoria so far included the provision of density bonuses or rezoning rural land to residential (subject to all appropriate land use considerations).

The Gisborne Structure Plan may be able to be achieved positive affordable housing outcomes through:

- providing a range of alternative housing types and styles to accommodate different home and family types and a range of peoples incomes
- rezoning land with an understanding that the provision of a certain percentage of housing can positively impact the affordable housing requirements of the township and the shire
- providing density bonuses (or height limit bonuses) for development in town centre areas if an affordable housing outcome is provided.

## State Planning Policy Framework (SPPF)

The SPPF seeks to ensure that the objectives of urban and regional planning are met through appropriate land use and development policies and practices. Key clauses:

**11.03-2S Growth Areas:** Identifying Gisborne as an established settlement that has capacity for growth while respecting significant ecosystems, landscapes and agricultural and recreational activities.

**12.05 Significant Environments and Landscapes:** Identifying areas of environmental sensitivity that should be protected and conserved.

**11.02-1S Supply of urban land:** Planning to accommodate Shire wide projected population growth over at least a 15 year period and provide clear direction on where urban growth should occur.

**16 Housing:** Providing for housing affordability and diversity, and ensure the efficient provision of supporting infrastructure.

**Biodiversity and environmental legislation**

There are various of layers of environmental consideration that the structure planning process needs to consider and comply with:

**Environment Protection and Biodiversity Conservation Act, 1999**

This Federal Act administers environmental approvals that protect threatened animals, plants and habitats, as well as Commonwealth areas and Heritage places, particularly for matters recognised as being of “National Environmental Significance”.

The Structure Planning process first requires a process of self assessment, where plants, animals, habitat or places that might be affected by potential development or land use changes proposed by a Structure Plan are assessed to see if they may impact any identified “Protected Matters”. In the context of areas of new development or land use change, this will require on site surveys to determine if there are any protected species present. If species are present the matter will need to be referred to the Commonwealth government to establish appropriate mechanisms of protection, impact mitigation and surrounding land use management. This process is required to be completed before a structure plan is embedded into a Planning Scheme.

**State Environmental Effects Act, 1978**

This Act requires an assessment of the potential environmental impacts of a proposed development in Victoria. The Structure Planning process, not being a development proposal in itself, does not require compliance with this Act to be delivered, however if a structure plan is proposing areas of future development, it is advised to recognise areas of potential environmental impact as well as proposing measures to avoid, minimise and manage any potential adverse effects. This then needs to be considered in wider aspects of a structure planning process, such as considerations in integrated water management planning as well as transport and access management planning.

**Native Vegetation Precinct Plans**

In structure plan areas where new development is proposed, a native vegetation precinct plan is required to identify the qualities of native vegetation in the area, identify the vegetation that needs to be protected and the vegetation that can effectively be removed and “offset” (paying money for a similar area of the same vegetation complex to be permanently protected somewhere else). These recommendations are made on the basis of the conservation significance and land protection role of the vegetation and broader strategic planning objectives.

**Environment Protection Act, 2017 for Contaminated Land**

The Act and *State Government Planning Practice Note 30* established the process for identifying potentially contaminated land, how to assess it, processes for remediation and appropriate management of contaminated land within the structure planning and development process. Section 12 of the Act requires a planning authority, when preparing a planning scheme or amendment (such as this Structure Plan), to ‘take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment’.





### 5.3 Local planning policy

#### Macedon Ranges Settlement Strategy (2011) (MRSS)

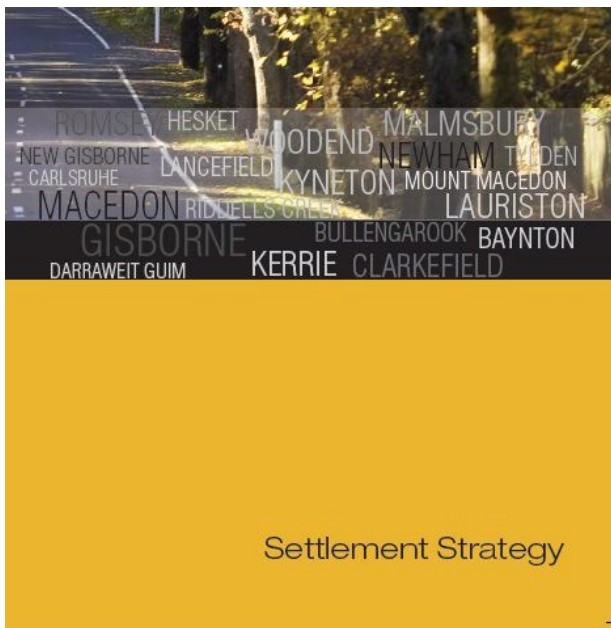
The MRSS provides the overall direction for urban growth, considering environmental constraints, community aspirations and government policy until 2036.

It seeks to ensure there is consistency with the capacity of settlements to grow by focussing development on, and consolidating the roles of, key towns; Gisborne and Kyneton. It encourages the expansion of Gisborne as a regional centre, facilitating a large and diverse base for employment, housing commercial, retail and services.

The MRSS plans for a population in Gisborne of 14,700 by 2036. The estimated population for Gisborne in 2023 is 14,904 people with an estimated 2036 population of 20,170 (Forecast ID). This triggers the need to review the MRSS and all relevant development plans to ensure that population planning for the township remains correct.

The MRSS identifies the following threats to Gisborne’s “village in a rural landscape” township character:

- loss of views to Mt Gisborne, Magnet Hill and northern Macedon Ranges
- loss of rural and natural character at main entrances
- A blurring of the township boundary through a wide transition zone (low density residential).

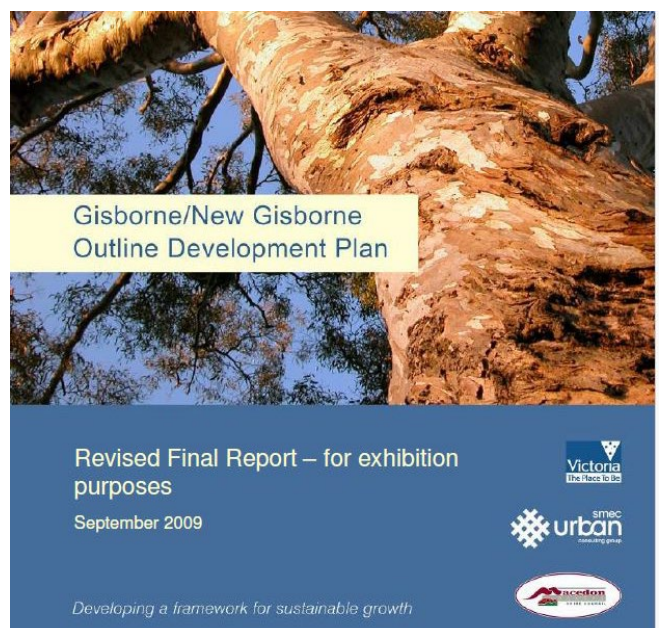


#### Gisborne/New Gisborne Outline Development Plan (2009) (ODP)

The ODP provides the strategic background and a detailed framework for the future residential, commercial and industrial growth for Gisborne and New Gisborne. It provided Council and the community with a clear overall structure plan that sets out main road networks, open space areas, location of community facilities, land use directions and details of issues that need to be considered when assessing subdivision applications.

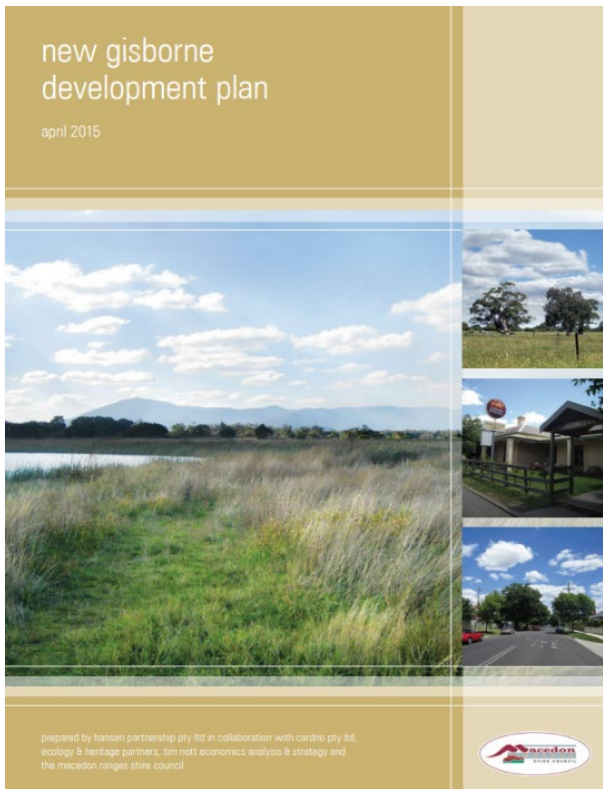
The vision includes medium density development around the main commercial areas, recognition of areas of significant landscape sensitivity, linking residential areas to the centre of Gisborne through linear open space linkages, and focusing on transport-oriented development - identifying the area west of Station Road as the location for traditional density residential development, and promoted medium density development in areas with greater proximity to the rail station and existing and proposed retail. It also notes that development is to be contained south of the railway line to maintain separation between Gisborne and Macedon.

The need to review the ODP has been influenced by a dramatic underestimation in projected population, the need to review land demand and supply, and the consideration of the recently proposed protected settlement boundary.



## New Gisborne Development Plan (2015) (NGDP)

The NGDP sets out the planning framework for the coordinated development of the residential growth area to the west of Station Road, New Gisborne. It outlines a vision to create a transit oriented settlement that builds on the educational, commercial and employment opportunities, as well as respecting the township's semi-rural character, heritage streetscapes, view lines to the Macedon Ranges and significant natural environmental assets, including Gisborne Racecourse Marshlands Reserve. Since formal adoption in 2014, planning permit applications must be generally in accordance with the NGDP.



## Draft Gisborne Urban Design Framework (UDF)

Expanding on the 2008 document, the UDF outlines a vision for Gisborne to retain a country village feel, while reflecting forward looking, sustainability conscious community values. The UDF sets out goals associated with achieving this vision. The UDF was not implemented through the Planning Scheme and its lack of weight as a reference document has resulted in a number of key principles not being reflected through recent development.

Urban design goals and principles that structure plan needs to consider and give suitable weight to, include:

- **Image and identity:** fostering a contemporary image that looks to the future while acknowledging the history and location of the township.
- **Activities:** facilitate the development of a consolidated retail core that comprises a mix of thriving retail activities, restaurants and cafes.
- **Buildings:** all heritage buildings within the town centre be retained and restored. Facilitate the development of a complementary mix of building styles.
- **Spaces:** lively, dynamic and interesting street spaces, encourage development of a new town plaza or square, protect and enhance existing parkland.
- **Access:** improve the walkability of the centre through pedestrian and bicycle networks, improve public transport access, alleviate traffic congestion.

The UDF details specific strategies aimed at achieving these goals throughout, along with concept mapping.

Relevant planning scheme controls will be prepared to ensure the outcomes envisioned are given appropriate statutory weight in the assessment of future development applications.

## 5.4 Macedon Ranges Planning Scheme

---

### Planning zones

#### Residential zones

Currently most residential areas in Gisborne/New Gisborne are zoned General Residential Zone (GRZ). The purpose of this zone is to facilitate housing diversity and housing at increased densities in locations offering good access to services, jobs and public transport. Medium density development is possible, permitting building heights of up to 11 metres.

The Low Density Residential Zone applies to outlying residential areas. Typical development within this zone includes, larger single to double story dwellings situated on large lots.

#### Commercial

The Commercial 1 Zone is applied to the Gisborne town centre and a small area of C1Z located south of Gisborne Rail Station. Commercial developments in this zone are generally limited to single storey shops and retail outlets fronting streets within the town centre. Developments of more significant scale include the Nexus Centre and the Gisborne Village Shopping Centre on Brantome Street.

#### Industrial

The Industrial 1 Zone applies to land in the east of New Gisborne (Gisborne Business Park) and land immediately north of the railway line. The purpose of this zone is to accommodate light industrial and warehouse uses.

Development within the Gisborne Business Park generally includes large warehouse style developments. Vacant land within the Business Park provides some opportunity for future industrial growth, and the ODP nominates land to the south of the existing industrial area as an expansion area for the Business Park.

#### Rural zones

The Rural Conservation Zone (RCZ) applies to land immediately to the west and to the north of Gisborne/ New Gisborne. RCZ Schedule 4 applies to the Jacksons Creek escarpment area to protect the character and landscape of the escarpment and limits further growth.

The RCZ Schedule 1 protects areas of high conservation and landscape value to the north and west of Gisborne, providing a buffer to areas of public land and providing further protection to water catchments.

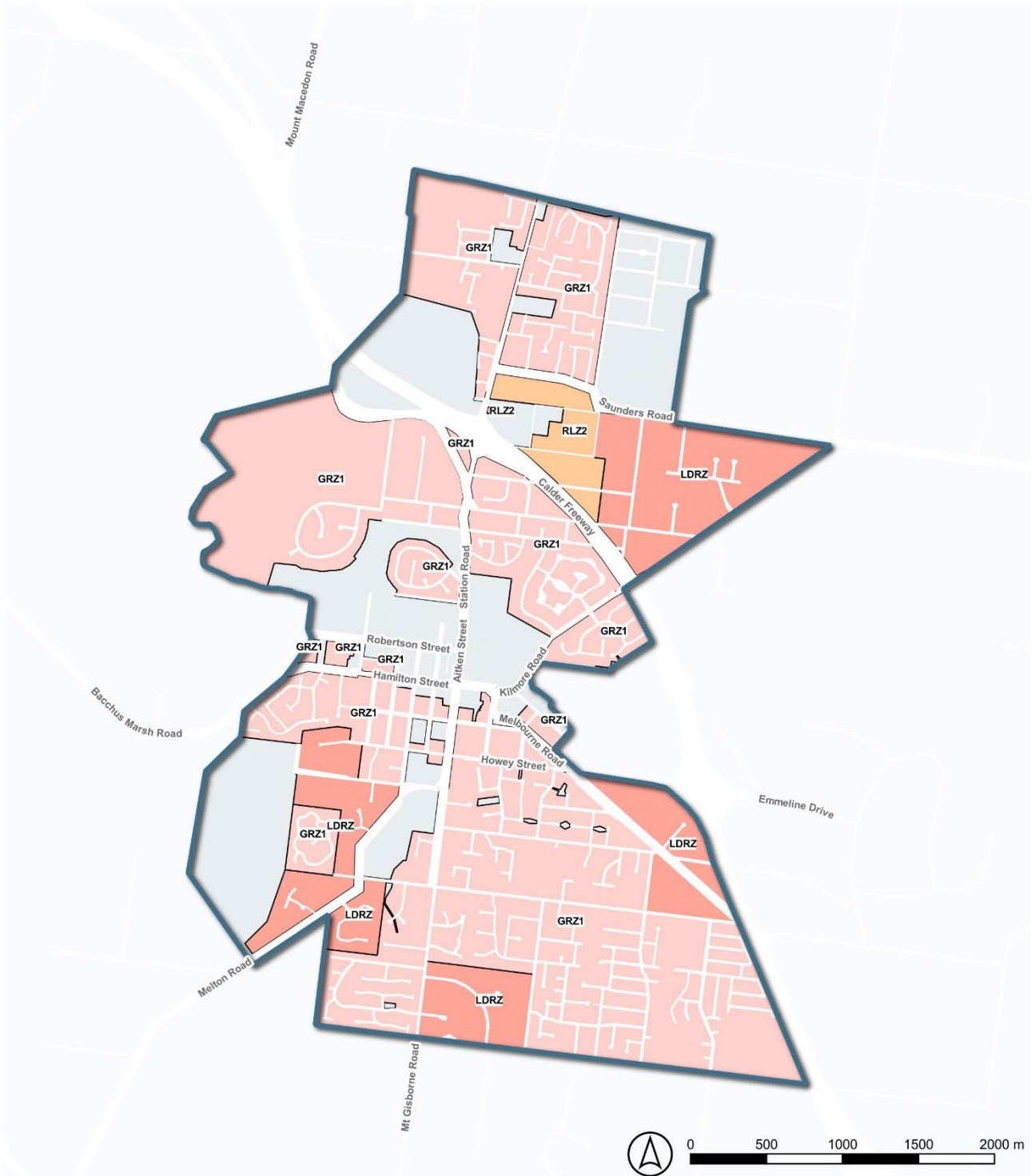
The Rural Living Zone (RLZ) extends east, north and south, beyond the current town boundary, and covers part of Magnet Hill. Typical dwellings within the RLZ are lifestyle properties on large, semi-rural lots.

#### Public land

The Public Conservation and Resource Zone (PCRZ) applies to the Gisborne Nature Conservation Reserve and the UL Daly Reserve. It protects and conserves Gisborne's natural environments, for their historic, scientific, landscape, habitat or cultural values. The PCRZ provides facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.

The Public Park and Recreation Zone (PPRZ) is applied to recognise areas for public recreation and open space.

The Public Use Zone (PUZ) is applied to recognise public land use for public utility and community services and facilities.



 Existing township boundary

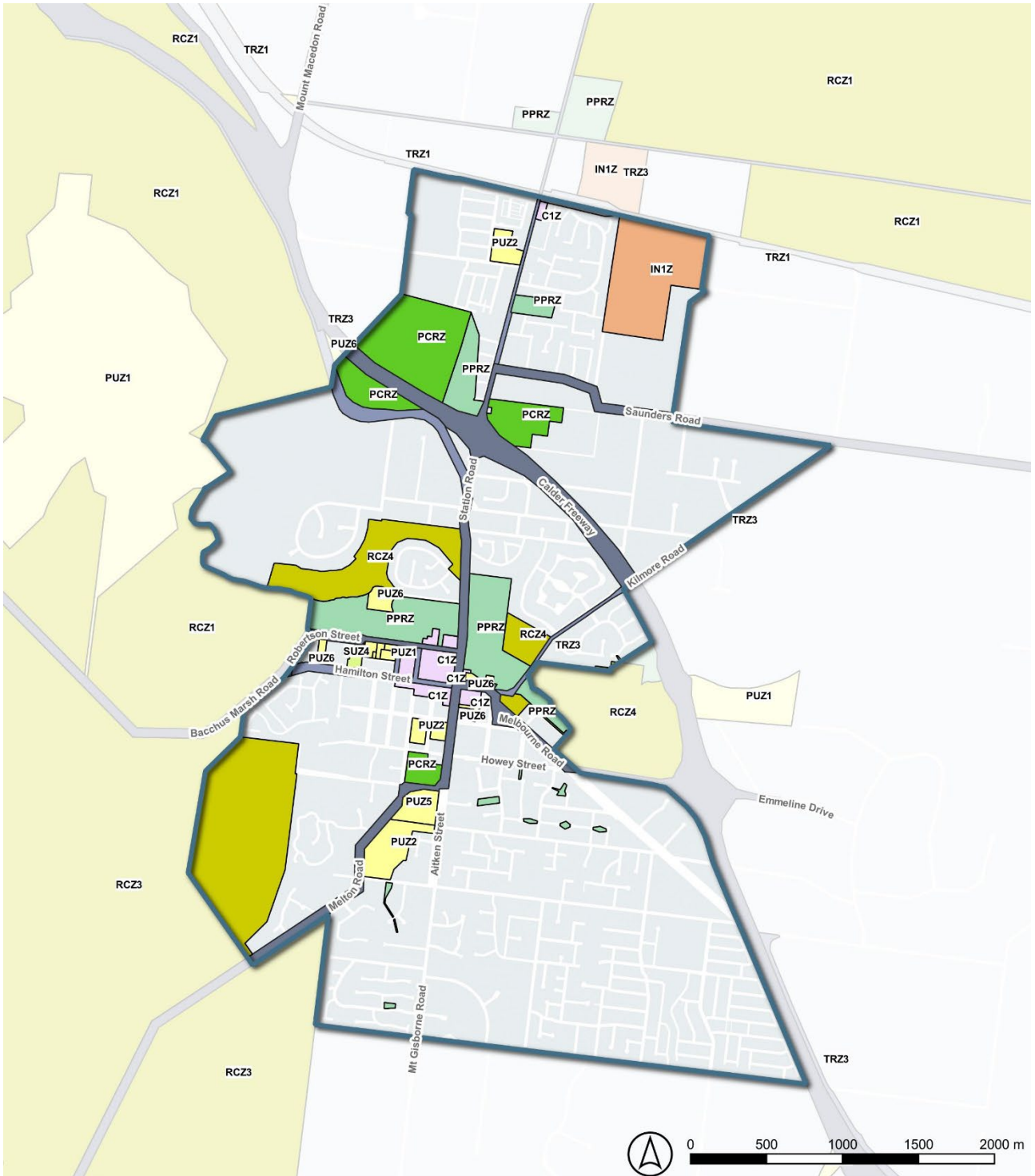
**Residential zones**

 General Residential Zone (GRZ1)

 Low Density Residential Zone (LDRZ)

 Rural Living Zone (RLZ1)





- |  |                               |
|--|-------------------------------|
| Existing township boundary                   | Public Use Zone (PUZ)         |
| <b>Non-residential planning zones</b>        | Rural Conservation Zone (RCZ) |
| Commercial 1 Zone (CZ1)                      | Special Use Zone (SUZ)        |
| Industrial 1 Zone (IN1Z)                     | Transport Zone 2 (TRZ2)       |
| Public Conservation and Resource Zone (PCRZ) | Transport Zone 3 (TRZ3)       |
| Public Park and Recreation Zone (PPRZ)       | Transport Zone 4 (TRZ4)       |

## Planning overlays

### Design and Development Overlay (DDO)

Applies to areas affected by specific design requirements relating to both the design and built form of any new development. These were introduced in the late 1990s to ensure that the areas develop in accordance with the plans and conditions of permits issued by the former Shire of Gisborne.

DDO schedule design requirements are generally consistent across the township, and relate to the following key elements:

- Building Envelope
- Street Setbacks
- Maximum Building Height
- Front Fences
- Subdivision Lot Size Restrictions

**DDO1** and **DDO3**: approval of these subdivisions occurred in the 1980s, and the DDOs include restrictions on further subdivision, setbacks and building envelopes to maintain a low-density residential character, and protect the landscape qualities of the escarpment.

**DDO8**: ensures location and design of buildings creates an attractive residential environment and contains setback requirements.

**DDO9**: ensures that the location and design of buildings creates an attractive low-density residential environment, and has regard to the character of the area.

**DDO10** and **DDO 11**: ensures that the location and design of buildings creates an attractive residential environment have regard to the character of the area, and provides front, side and rear setback and post and wire fencing controls.

**DDO13**: protects the land from further fragmentation and preserves the rural landscape.

**DDO16**: protects the established heritage and streetscape character

**DDO17**: applies design requirements and supports multi-unit higher density development.

### Development Plan Overlays

The Development Plan Overlay (DPO) identifies areas that require future use and development to be outlined on a development plan, before a permit can be granted.

**DPO4** - Gisborne Residential Areas: facilitates conventional residential development (average 800m<sup>2</sup>) in areas supported by infrastructure, sewerage and accessible to established jobs and services

**DPO16** - New Gisborne Growth Area: facilitates coordinated and sequential development of land for immediate and longer term residential development

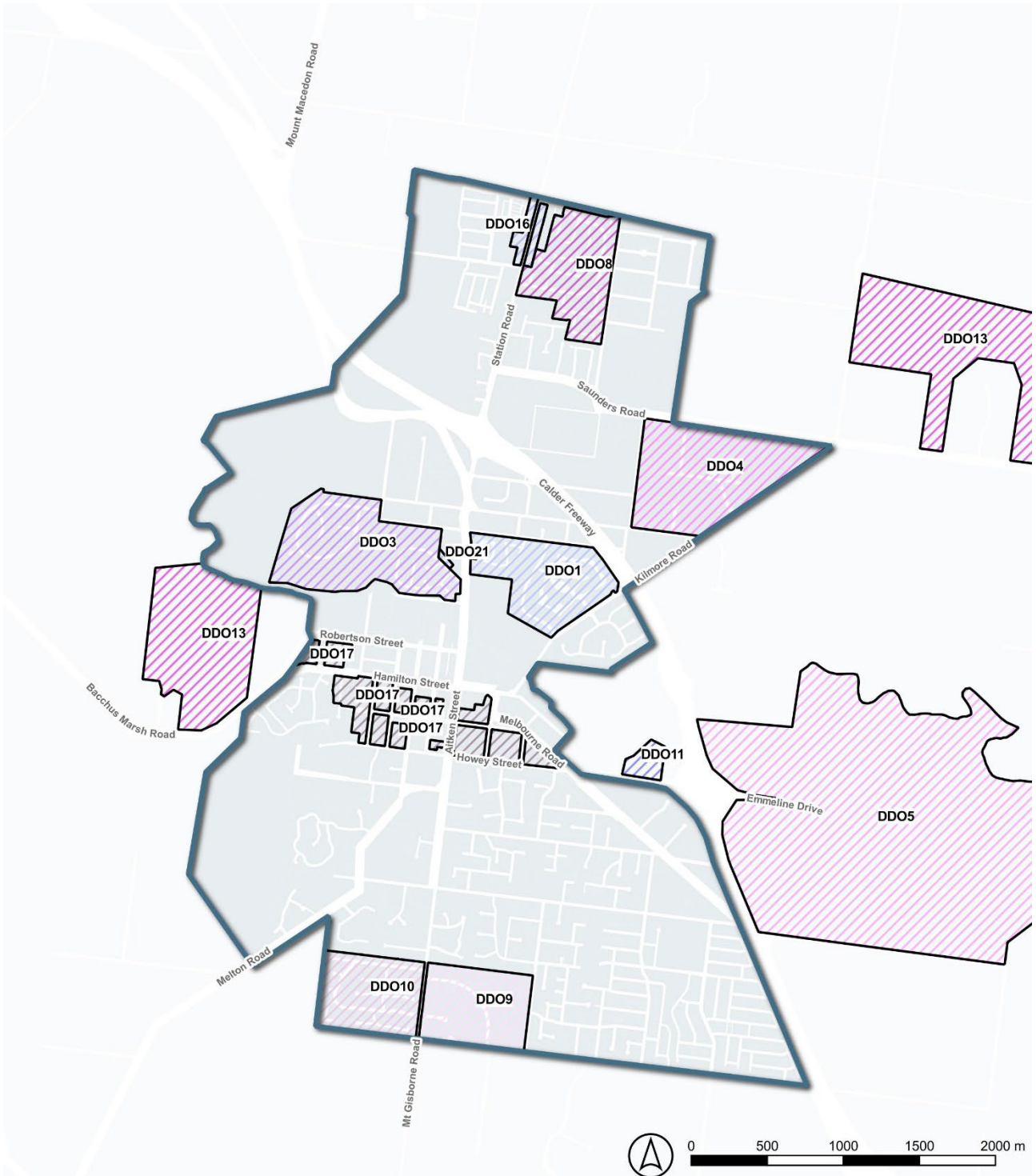
### Restructure Overlays


Applied to a number of lots in 1980 to consolidate “inappropriate” subdivision and limit the number of dwellings that could be constructed.

### Developer Contributions Plan Overlay













Applies to all land within the current Gisborne and New Gisborne township boundary.

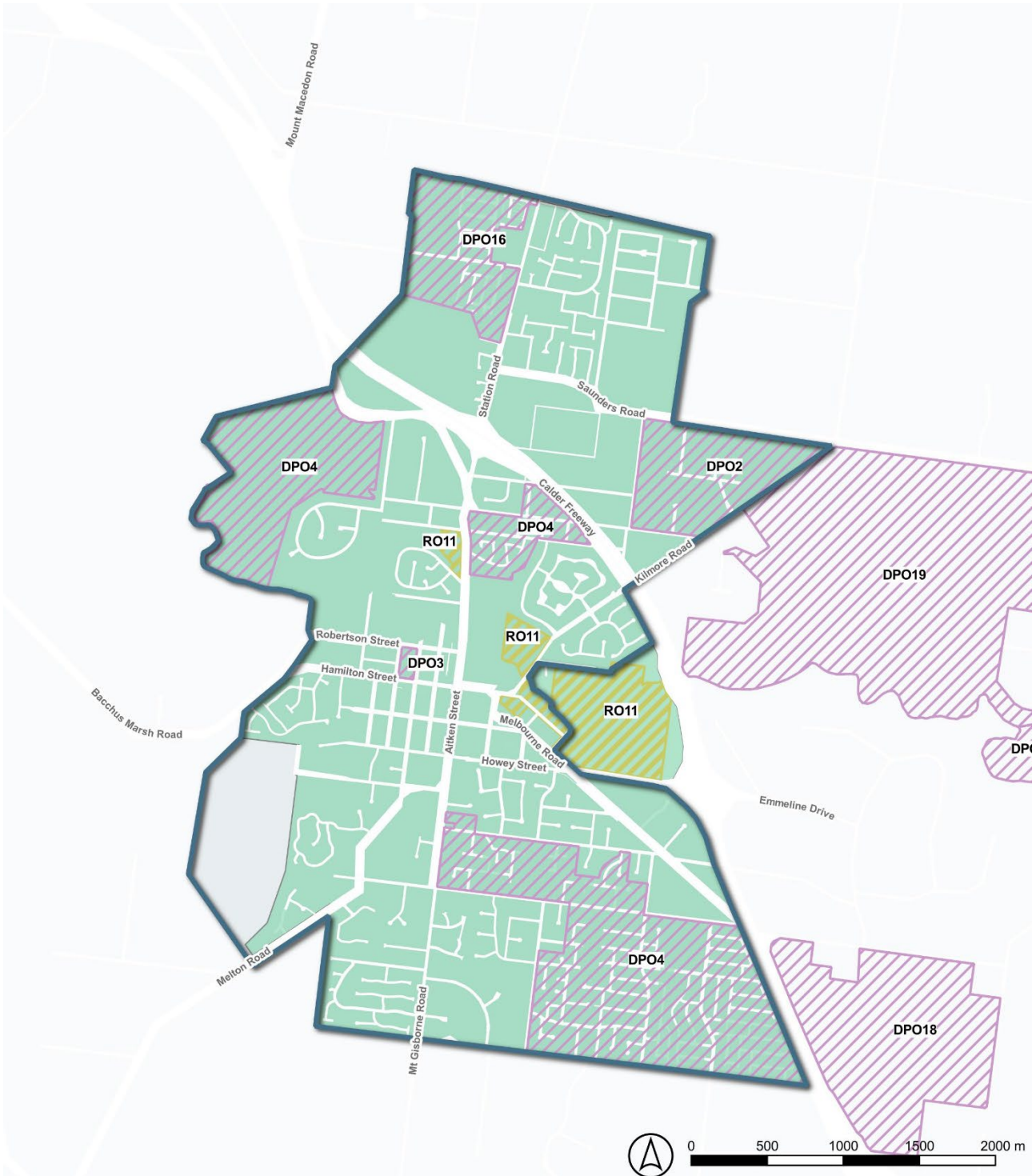








 Existing township boundary

**Design and Development Overlay (DDO)**

- |  |   |
|--|---|
|  DDO1 |  DDO9  |
|  DDO3 |  DDO10 |
|  DDO4 |  DDO11 |
|  DDO5 |  DDO13 |
|  DDO8 |  DDO16 |
|  |  DDO17 |
|  |  DDO21 |



-  Existing township boundary
-  Development Plan Overlay (DPO)
-  Restructure Overlay (RO)
-  Development Plan Contributions Overlay (DCPO2)

### Heritage Overlays

Heritage Overlays aim to conserve and enhance heritages places of natural or cultural significance by ensuring that development does not negatively impact identified values.



- Existing township boundary
- Heritage Overlay

## **Significant Landscape Overlay (SLO)**

Controls built form and development to conserve and enhance landscapes with significant landscape values. Schedules to the SLO will contain a statement landscape significance and a number of landscape character objectives to be achieved.

SLO1 applies to Magnet Hill and the peak of Mount Gisborne.

The Macedon Ranges Landscape Assessment Study also proposes additional SLO1 for the Macedon Ranges, to the north of New Gisborne and SLO6 for Mount Gisborne. The proposed SLOs will give Council a degree of control over the siting and design of new development to ensure that the identified significant landscape values are retained.

## **Vegetation Protection Overlay (VPO)**

Protecting areas of significant vegetation, and to ensure that development minimises loss of vegetation. VPO1 is applied to protect roadside vegetation, and VPO9 applies to parts of the broader landscape surrounding town to protect and enhance all remnant native vegetation.

## **Environmental Significance Overlay (ESO)**

Identifies areas where significant environmental values or constraints exist, ensuring that any new development in these areas is compatible. ESO4 protects water catchment areas.

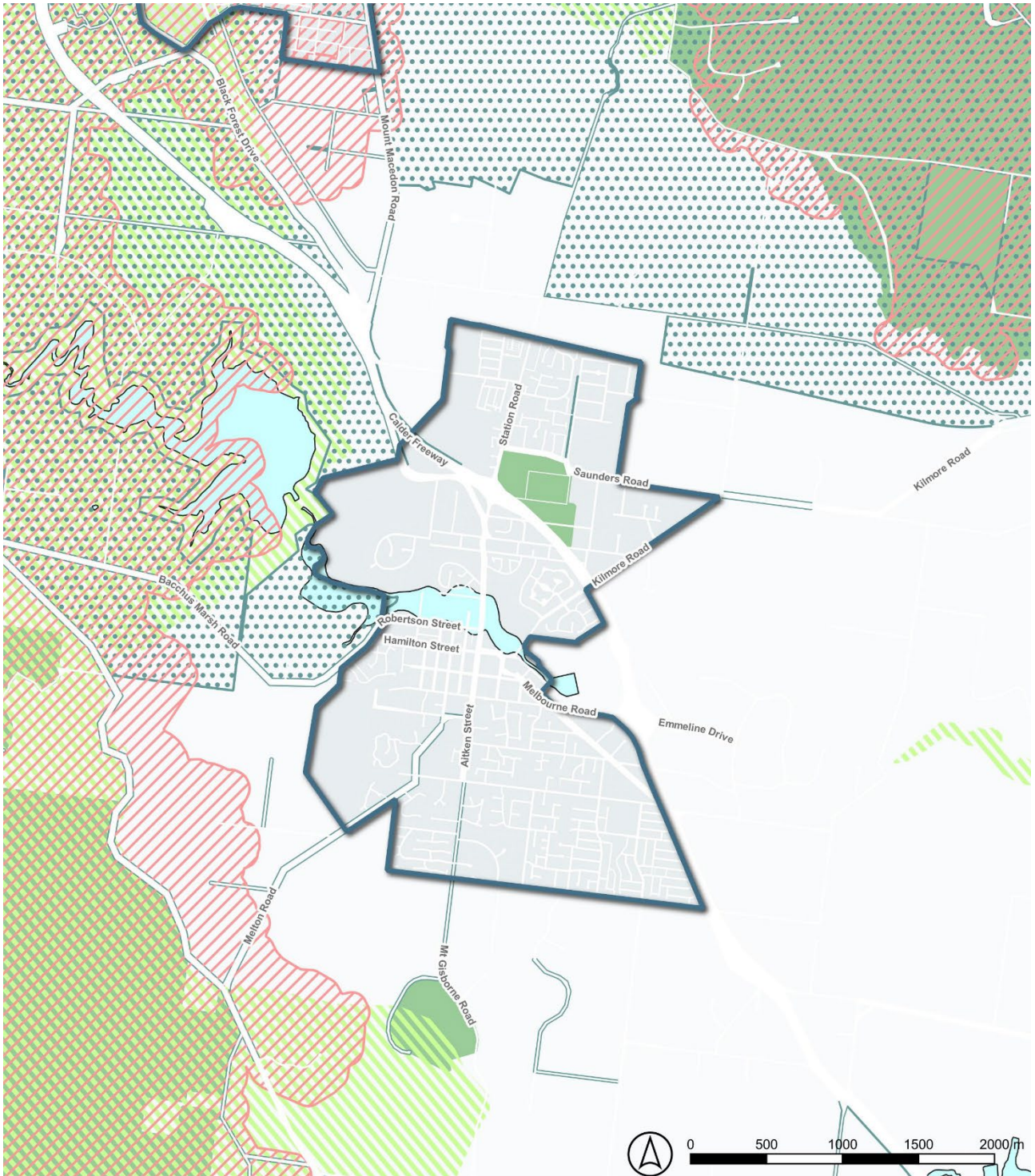
## **Bushfire Management Overlay (BMO)**







Ensures that development of land prioritises human life and strengthens community resilience to bushfires. The BMO applies to densely vegetated land.

## **Land Subject to Inundation Overlay (LSIO)**

Identifies flood prone land to minimise the potential flood risk to life, health and safety associated with development and ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.





-  Existing township boundary
- Environmental Overlays**
-  Bushfire Management Overlay (BMO)
-  Vegetation Protection Overlay (VPO)
-  Land Subject to Inundation Overlay (LSIO)
-  Environmental Significance Overlay (ESO)
-  Significant Landscape Overlay (SLO)



## 5.5 Local Planning Scheme Policies

### Clause 21.03 Vision Strategic Framework Plan

The Strategic Framework Plan interprets the land use vision for the Macedon Ranges Shire and identifies key elements influencing land use planning up to the year 2036.

### Clause 21.04 Settlement

Sets out a settlement hierarchy vision for the Macedon Ranges Shire and proposes that Gisborne grow from a large district town of less than 10,000 people in 2011 to a Regional Centre of greater than 10,000 people by 2036.

Key strategic directions include:

- a clear distinction between larger settlements with capacity for sustainable growth and supporting a range of services and small rural settlements
- focusing growth in larger towns adjacent to the Calder corridor and the railway line
- development in town with established utility services to support growth and have the least environmental and social constraints.

Objective 1 encourages the development of Gisborne as a regional centre by facilitating the provision of a large, diverse, employment and housing base and the provision of higher order goods and services.

### Clause 21.13 Local Areas and Small Settlements

This clause states that Gisborne and New Gisborne currently serve the role of a large district town and form the major urban centre in the southern end of the Shire. It reflects policy outlined in the Gisborne/New Gisborne ODP. It specifically aims to reflect the planning needs of both Gisborne and New Gisborne while accommodating the needs and vision of the community and key stakeholders.

### Clause 52.12-1 Bushfire

Outlines exemptions from planning permit requirements and other vegetation removal conditions in order to create a defensible space around dwellings in bushfire prone areas.

This results in a considerable threat to significant vegetation in Gisborne, which has been identified as a key township characteristic.





## 5.6 Guiding urban and regional planning principles

The following urban and regional planning principles have been considered in the preparation of Gisborne Futures Structure Plan.

### Sustainable development

Planning for sustainable communities requires a holistic approach that considers economic, social, and environmental factors. A sustainable community:

- promotes economic growth and local job creation
- provides access to basic services and infrastructure, such as housing, transport, healthcare, and education, for all members of the community
- fosters social cohesion and inclusion, and promotes the well-being of all residents
- protects and enhances the natural environment, and follows environmentally sustainable development principles.

### Environmentally Sustainable Development (ESD) and planning decisions

A Sustainable Design Assessment in the Planning Process framework has been adopted by a number of Victorian councils to provide a methodology for requesting, receiving and assessing built ESD outcomes through the planning process. In 2017 Council's Climate Change Action Plan undertook feasibility analysis to introduce ESD policies into the Planning Scheme. It considered planning data that demonstrated that the majority of building projects were for single dwellings or extensions to existing dwellings that do not require a planning permit. Unless a new trigger is created for the development of a single dwelling on a lot over 300m<sup>2</sup>, Council would remain limited in what can be assessed at the time of considering a planning application for subdivision.

### Planning for climate change

Increasing temperatures, changed rainfall patterns and increases in the frequency and intensity of extreme weather events has been verified through unequivocal scientific evidence. The goal of planning for climate change is to create more resilient and sustainable communities that can withstand the effects of a changing climate and continue to thrive.

#### Mitigation actions

- Plan for urban form that prioritises walking and cycling, and create liveable and walkable communities to reduce transportation-related emissions.
- Promote ESD through the creation of communities, buildings and infrastructure that are environmentally responsible and resource-efficient.
- Promote the use of energy-efficient technologies

#### Adaptation measures

- Protect and enhance biodiversity through connected green spaces, protecting natural ecosystems, and integrating biodiversity into the community.
- Use parks, streetscape landscaping, gardens and natural areas to provide ecosystem connectivity, improve air and water quality, and reduce urban heat.
- Aim for a high percentage of tree canopy cover in the streets, parks and back yards of new developments.
- Design drought-resistant green spaces that use reclaimed water and/or drought tolerant plants.
- Ensure storm water infrastructure is designed to cater to more frequent high rainfall events.

## Urban sprawl

Council is required to supply fifteen years of land supply to cater for township growth. This can lead to the sprawling out of urban development on previously rural or undeveloped land. It is often unsustainable and can have a number of negative impacts on the environment, transport, economy, social, and quality of life. Urban sprawl can lead to problematic community outcomes including increase car dependency, disconnected neighbourhoods, inefficient use of infrastructure, unsustainable services, unnecessary loss of natural habitats, and challenges with housing affordability.

A balance is required in order to maintain a diverse supply of residential land to keep housing costs lower while delivering new housing has suitable access to infrastructure and public transport. With the introduction of a protected settlement boundary, the supply of greenfield land will need to be delivered efficiently to service the long term needs of the growing population.

## Living locally

The principles of living locally essentially means that in order to create and enhance a connected and cohesive community, most if not all of the infrastructure, community services, shopping, parks, schools, social events and access to public and active transport options, exist within a short walk from our homes. Communities that are more locally focused tend to have a more vibrant atmosphere, provide greater social and cultural inclusiveness, and have affordable and diverse housing. In regional towns it can be difficult to change the existing urban environment without significant cost and loss of identity, however there are some mechanisms that can be utilised to make local living more achievable, including:

- improving public and active transport infrastructure with better connectivity and frequency of use
- investigating local activity centres in more disconnected areas
- providing options in terms of future housing diversity

It is important that new growth areas (through precinct structure planning) holistically embrace the principles and deliverable of local living to ensure that some of the poor planning outcomes from previous developments are not repeated.

## Transit Oriented Development

The principles of transport oriented development serve to ensure key transport infrastructure is well utilised and sustainable, as well as connect the community more seamlessly with the surrounding area. Similar to the principles of living locally, the goal of this kind of development is to ensure that public and active transport options are as easy, if not easier, to access than private car usage. This is achieved through:

- ensuring development maximises the residential, commercial and recreational space within walking distance of public transport
- that different modes of public transport (bus and train in the case of Gisborne) connect efficiently
- ensuring that when planning their daily movement, people consider public and active transport become their most logical transport option.

## 6 Consultation and vision

Beginning in 2018, stakeholder consultation has occurred with various internal departments and external agencies. There have been topic specific meetings, targeted workshops and information sharing as part of technical reports, to inform the structure plan. The following stakeholders have been involved in the development of the structure plan.

Stakeholders		Involvement
<b>Stage Government departments &amp; service agencies</b>	VicRoads, VLine, VicTrack, Transport for Victoria, Greater Western Water, Melbourne Water, Department of Education, DELWP/DTP, CFA, Regional Development Victoria.	<ul style="list-style-type: none"> <li>Phase 1: Enquiry By Design Workshop 2018</li> <li>Phase 2: Invitation to submit to Emerging Ideas consultation</li> <li>Phase 3: Invitation to review draft plans (2020), targeted discussions</li> </ul>
<b>Internal Council departments</b>	Engineering, Strategic and Statutory Planning, Community Services (family, youth and aged services), Facilities, Environment, Parks, Recreation and Sport, Economic Development.	<ul style="list-style-type: none"> <li>Project Control Group (PCG)</li> <li>Internal project team: involved in targeted discussions, preparation and approval of consultant briefs and technical work.</li> <li>2023 Project team workshop</li> <li>2023 Councillor workshop</li> <li>Feedback on early draft plans.</li> </ul>
<b>Councillor Project Group</b>	Councillors, MRSC CEO and Senior Leadership Team.	<ul style="list-style-type: none"> <li>4 x workshops</li> </ul>
<b>Community groups</b>	Local schools, Victoria Police, Windarrang, Workspace, Macedon Range Health (MRH)(Benetas), MRH Youth Clinic, Macedon Ranges Further Education Centre, Gisborne 1 <sup>st</sup> Scout Group, Gisborne Landcare, Church of Christ.	<ul style="list-style-type: none"> <li>Phase 1: Community Agencies Meeting</li> <li>Phase 2: Community Agencies Meeting</li> <li>Phase 3: Community Agencies Webinar</li> </ul>
<b>Consultants (2018-2020)</b>	Ethos Urban, Cardno, TMG, Patch Design, Urban Enterprise.	<ul style="list-style-type: none"> <li>Phase 1: Enquiry By Design Workshop 2018</li> </ul>
<b>Consultants (2022-2023)</b>	Urban Enterprise, SGS Economics & Planning, Movement and Place, Terralogic.	<ul style="list-style-type: none"> <li>2023 Project team workshop</li> <li>2023 Councillor workshop</li> <li>Feedback on draft plans.</li> </ul>



## Enquiry by design workshop

This workshop took place in 2018 and was attended by 45 different stakeholders, including government agencies and service providers, Council staff and the consultant team.

### Key Findings

- Unnecessary car travel on Station Road - schools, shops, community facilities would alleviate north south traffic movements.
- Sewer capacity will need upgrading, servicing of new areas will require developer contributions, (GWW, MW), stormwater management issues (impacts on the marshlands need to be managed).
- Half of enrolments at New Gisborne Primary were coming from the south of Gisborne, another primary school was needed (DET).
- Population numbers did not warrant a second Government Secondary School (DET).
- Bypass road needs a proper business case (so many sensitivities/constraints), more transport data needed and concern that it wouldn't financially stack up.
- Catchment in New Gisborne needs to be big enough to support a supermarket and community uses – the Station Road site is not big enough.
- Need more meeting spaces.
- View-lines from freeway, need to protect the environment of marshlands/Magnet Hill.
- Need to identify areas of Aboriginal cultural sensitivity (marshlands, Jacksons Creek etc).
- CFA concerns if growth goes too close to BMO area, a road may create a good defensible space to the west.
- Train crossing area – needs to be safe and accessible, especially for kids and pedestrians/cyclists.
- The current frequency of train services is not considered to prevent road traffic movement or cause traffic issues – this may change with railway upgrades.
- Emergency services hub in ideal spot and works well at the moment.

## 2022 design workshop

In consideration of community and key stakeholder input a design workshop took place in March 2023. This gathered the project team together with technical experts to explore community input, and work that is currently underway, then workshop a draft urban structure plan for Gisborne.

The workshop was attended by Council staff (planning and environment, engineering, economic development, community wellbeing), the DELWP transport planners, and the consultant team (SGS Economics, Urban Enterprise, Movement and Place).

The urban structure was to provide an overall framework for Gisborne and New Gisborne, setting out the future land uses, considering landscape and township character values, environmental values, housing, activity centres and employment, social infrastructure and movement networks.

The workshop focussed on New Gisborne investigation areas, with reference to the remainder of the town as required.

The design workshop explored:

- key **issues and opportunities**, identification of the challenges the plan is trying to resolve
- setting **high level principles and objectives** for the plan
- **scenario planning** - exploring densities and options for township structure.

### Issues identified

- A disjointed cycling network.
- What is community “heart”? Or is there two? How to link.
- Integration with drainage and water management.
- Freight truck increases & expansion of employment area.
- Lack of permeability across railway line.
- Disjointed transport connections to open space.
- Areas of poor public transport access.
- Access to labour and available affordable housing.
- Aged care needs and diversity of housing styles.
- Business park interface with connector roads.
- Conflict between business park uses and housing.
- Remove barriers to movement between land uses.
- Concern about “big box” development impacts.
- No over-arching retail strategy.
- Views and impacts on township entrances
- Preservation of significant vegetation and sensitive environments

### Opportunities

- Shared user trail connecting Gisborne & New Gisborne.
- Improving universal access.
- Active transport upgrades: shade, safety & infrastructure.
- Potential rail to road grade separation.
- Rail corridor for active transport.
- Relocating big employers close to train station.
- Active open space to creeks/biodiversity loop.
- Lengthening commercial centres along road corridors.
- Consider planning for a long term ring road.
- Rail line active and vehicle transport permeability.
- Commercial densities are supported: 4-6 storeys.
- Potential for higher density housing.
- Facilitating home based businesses.
- Creating a local employment focus.
- Spaces for bespoke and unique businesses.
- New Council waste facility in employment expansion area.
- Train grade separation connecting employment.

## 6.1 Community consultation

The Gisborne Futures Structure Plan has been through a comprehensive, four phased, community consultation process.

Consultation phases		
<b>Phase One</b>	Context and Technical Analysis	August 2018
<b>Phase Two</b>	Emerging Ideas	May 2019
<b>Phase Three</b>	Draft Gisborne Futures plan	July to September 2020
<b>Phase Four</b>	Updated Draft Gisborne Futures plan	Upcoming
<b>Phase Five</b>	Updated Neighbourhood Character Study and Urban Design Framework	Upcoming

### Consultation Phases One and Two

Information and ideas received from phase one and two of consultation included:

- Gisborne’s most valued elements are the rural atmosphere, trees and parks and a sense of community
- the importance of the semi-rural ‘feel’ and character of the town, particularly through lot sizes
- apprehension around the nature of growth and development
- strong desire to protect the environment and heritage features
- strong desire to protect the environment, enhance open space and landscape features
- future residential development should prioritise affordability and choice and minimise car dependency
- improve pedestrian and cycle safety with better infrastructure
- importance of ensuring ease of access and mobility throughout the town
- better support for local business
- keenness increase retail diversity, business and employment offerings but not supportive of large-format retail in the town centre
- support for neighbourhood activity centres outside the town centre
- need for improved community infrastructure and services.





## Consultation Phase Three: Draft Gisborne Futures Plans

Phase 3 involved community consideration of the Draft Structure Plan and took place between July and September 2020. Engagement included submissions, surveys, phone calls, email enquiries, public webinars (pandemic period) and targeted meetings:

Surveys:	647
Submissions received:	220
Calls and Emails:	40
Targeted Meetings:	14
Webinars:	10

The majority of respondents agreed that the draft Gisborne Futures Plan ‘struck the right balance’ between planning for the future while protecting Gisborne’s character. There was also broad support for each of the key directions put forward in the plan including housing, movement and transport, heritage, and landscape and environment.

Consistent with earlier consultation, a key theme was the split between support for growth, including greater diversity and affordability, and a degree of increased density; and concern that the growth of the town poses a threat to Gisborne’s valued character, with associated impacts on infrastructure.

## Consultation reports

Full consultation reports are available on Council’s website:

- Phases 1 and 2 (Ethos Urban)
- Phase 3 Consultation Report (MRSC)





**Gisborne Futures**  
Have Your Say

Structure Plan - Urban Design Framework - Neighbourhood Character

Visit [mrsc.vic.gov.au/yoursay](http://mrsc.vic.gov.au/yoursay)  
to view the plans and tell us what you think.

Submissions close  
Monday 7 September 2020





## Gisborne Futures

Have your say

**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

## Revision of draft structure plan

Community feedback has been considered in detail, and where possible incorporated into the updated Gisborne Futures draft, including:

- Individual review of all responses and grouping comments by theme
- Consideration of the issues raised, including weighing up a range of sometimes conflicting views
- Further work to refine the recommendations, including by external consultants where expert advice was required.

A detailed summary of this work is available in the Gisborne Futures Phase 3 Consultation Report (August 2022).

Theme	Action summary
<b>Protected Settlement boundary</b>	<ul style="list-style-type: none"> <li>• Update land supply and demand analysis and then define the boundary.</li> </ul>
<b>Landscape and Environment</b>	<ul style="list-style-type: none"> <li>• Mapping of biodiversity values, include a climate change section and prepare a bushfire risk assessment.</li> <li>• Greater details on landscape impacts from proposed residential expansion areas.</li> <li>• Better illustrate landscape buffers and include Macedon Ranges as a key landscape feature.</li> <li>• Prepare street cross section &amp; investigate local indigenous species planted in new residential areas.</li> <li>• Improve town signage and entrances.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Update land supply and demand analysis to reflect current housing data.</li> <li>• Area focused precinct plans for townships character, policy direction and urban design, and clear definition of medium density.</li> <li>• Test Res-code variations proposed to determine if build form controls are sufficient to guide desired density outcomes.</li> <li>• Appropriate locations for social housing, and review housing change areas as they relate to DDO's and development plans.</li> </ul>
<b>Neighbourhood Character</b>	<ul style="list-style-type: none"> <li>• Review character controls, particularly in Precinct 3 and test the application of NRZ.</li> <li>• Review DDOs and subdivision plans to ensure character intent is being achieved.</li> </ul>
<b>Economy and Employment</b>	<ul style="list-style-type: none"> <li>• Size and role of proposed activity centres, and options for policy guidance regarding commercial uses in NACs.</li> <li>• Review layout of business park and Investigation Area 1.</li> <li>• Update land supply and demand analysis to reflect current employment data.</li> </ul>

<b>Movement and Transport</b>	<ul style="list-style-type: none"> <li>• Resolve issues regarding future operation of transport network with DoT (DPT) including future infrastructure required.</li> <li>• Include findings of traffic modelling and investigate alternatives for Gisborne bypass.</li> <li>• Assess town centre within the State Government movement and place framework.</li> </ul>
<b>Community, Services, Heritage</b>	<ul style="list-style-type: none"> <li>• Follow up with DET regarding secondary education requirements.</li> <li>• Investigate capacity of existing community services and consult with Greater Western Water regarding service upgrades.</li> <li>• Investigate appropriate Planning controls for Macedon House heritage site.</li> </ul>
<b>Urban Design</b>	<ul style="list-style-type: none"> <li>• Clarity on built form diagrams and reassess definition of “village character”.</li> <li>• Review town centre design and development controls (DPO) and prepare a town centre schedule to the DDO.</li> <li>• Review permit triggers for paint controls and business identification (signage).</li> <li>• Consider “Crime Prevention Through Environmental Design” principles.</li> <li>• Show existing and potential floor space for town centre and review the ‘blanket’ application of building height controls.</li> <li>• Review streetscape plans to consider formal parking on Robertson and Aitken Streets and additional on street parking.</li> </ul>

## 6.2 Vision

Through the community and stakeholder consultation process, the following vision for Gisborne was established:

**In 2050, the twin villages of Gisborne and New Gisborne will be a thriving regional centre that provides a range of housing, employment and lifestyle opportunities for a diverse and inclusive community.**

**A protected settlement boundary will cater for future growth and define areas protected for environmental conservation and landscape value.**

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

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

**New development will contribute to the defining village character, environmental and landscape qualities of the town and its surrounds and be designed to ensure it will function well under forecast climate scenarios.**

**Future communities will have convenient access to services and facilities and an accessible environment that is connected by a network of pedestrian and cycle paths.**

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



# 7 Land analysis and technical reporting

## 7.1 Setting a protected settlement boundary

The PE Act prescribes protected settlement boundaries (PSBs) to protect and conserve distinctive attributes and features in the declared area. The PSBs around townships with capacity for growth are designed to protect rural landscapes, provide an open setting to the Macedon Ranges and other significant landscape features and maintain rural breaks between townships.

The SPP states that in decision making the highest priority is given to the significant landscapes that define the declared area as represented in the landscape domain, the biodiversity and environment domain, and the water catchments and supply domain (p.21).

The setting of the protected settlement boundary has involved the following process:

- Nomination of investigation areas for further township growth
- Assessment of landscape character, visual, environmental and cultural heritage values
- Assessment of land impacted by environmental risks including bushfire and flooding
- Provision of land supply for residential and economic growth over a 30 year planning horizon

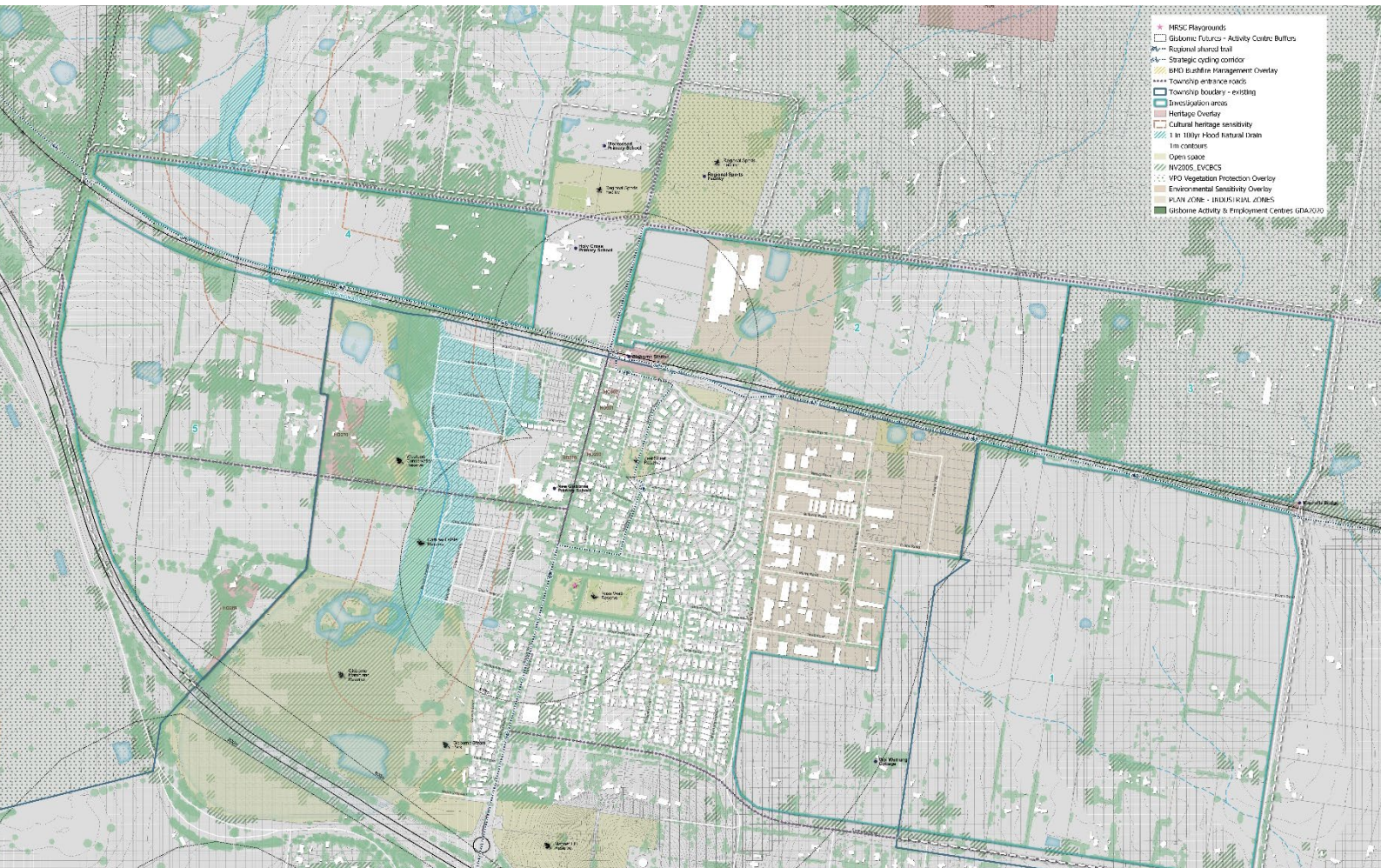
### Township boundary investigation areas

The following criteria were used to determine future township boundary investigation areas:

- Existing strategic directions and policies
- Whether land adjoins existing town boundary
- Walkable access to shops, station and services
- Preservation of environmental and landscape features, township entrances, views and vistas.
- Cultural heritage
- Access to utilities
- Maintaining a rural break between settlements

Nine potential boundary expansion areas were investigated against this criteria, with five nominated in New Gisborne for further investigation. The outcomes of this are detailed in the Gisborne Futures Phase 3 Consultation Report.

*Below: township boundary investigation areas*





### Area 1 (Saunders Road / Pierce Road)

Area 1 is proposed to be the primary focus for industrial, commercial and employment land. An update to the economic analysis recommends that the structure plan provide for:

- At least **25 hectares of gross land** (and up to 46ha under the higher growth scenario) to accommodate business growth over a 30 year period, and
- An allowance for **Commercial 2 Zone (C2Z) land of approximately 5-10ha** which should be accessible (if not necessarily adjacent to) main road access.

The Structure Plan proposes to expand the business park to the south and east, with a C2Z extension to the south, towards Saunders Road.

The extension to the south could increase exposure and promotion of the business park for local businesses while maintaining a sensitive design interface to the Saunders Road entrance.

The structure plan recommends retaining rural living zoned land within the protected settlement boundary to allow for longer term residential or employment land supply, beyond the current planning horizon. This area is not prioritised for residential development as it would require an additional local activity centre to create a sustainable and walkable community. An additional growth front would compete with the establishment of a NAC in Area 2.

If sufficient densities are achieved as proposed in preferred residential growth areas, as well as through infill opportunities elsewhere in the town, it would not be necessary to rezone this area from a residential or commercial/employment land supply perspective. This area should be retained within the protected settlement boundary to allow for future growth beyond the current planning horizon.

### Areas 2 and 3 (North of railway line, to Pierce Road)

The proposed protected settlement boundary along Hamilton Road protects the visual and environmental values of the landscape to the north (recognised through RCZ and VPO), while providing an opportunity to facilitate a transit-oriented development in New Gisborne between the train line and Hamilton Road, on less visually sensitive and fragmented/highly modified Rural Living Zoned land.

The proposed boundary to the east is formed by Pierce Road. The landscape further east of Pierce Road is partially protected through the planning scheme through DDO13 which seeks to prevent further fragmentation to preserve the rural landscape.

The strategy employed by the proposed Structure Plan is to increase densities in this area, to create a population catchment that can sustain a NAC and community facilities, and avoid sprawling out on other rural landscapes.

The visual impact of development is proposed to be managed through a 10m landscape edge that can retain existing shelter belt planting and mature vegetation along Hamilton Road, as well as providing transitions in densities and larger lot interfaces that lessen the contrast to the open landscapes on the north side of the road.

Hamilton Road can act as an 'outer-ring' that provides an alternative access to Station Road, while internal movement in the precinct can be facilitated through a network of high quality streets and boulevards that are designed with safe and accessible active transport infrastructure and sufficient space for large canopy trees.

**Area 4 (west of Station Road, north of railway line)**

Area 4 (north of Hamilton Road, west of Station Road) is not proposed to be included in the protected settlement boundary.

Between this area and the current township edge that is defined by the sports precinct and Holy Cross Primary School is a lightly wooded landscape that has visual and environmental sensitivity and provides a natural boundary to the edge of the township. It also provides the key separation between townships as sought by local policy, particularly as this road or Ferrier Road provide the primary connections between New Gisborne and Macedon/Mount Macedon. This area is also least preferred from a bushfire planning perspective, and has some potential flooding issues.

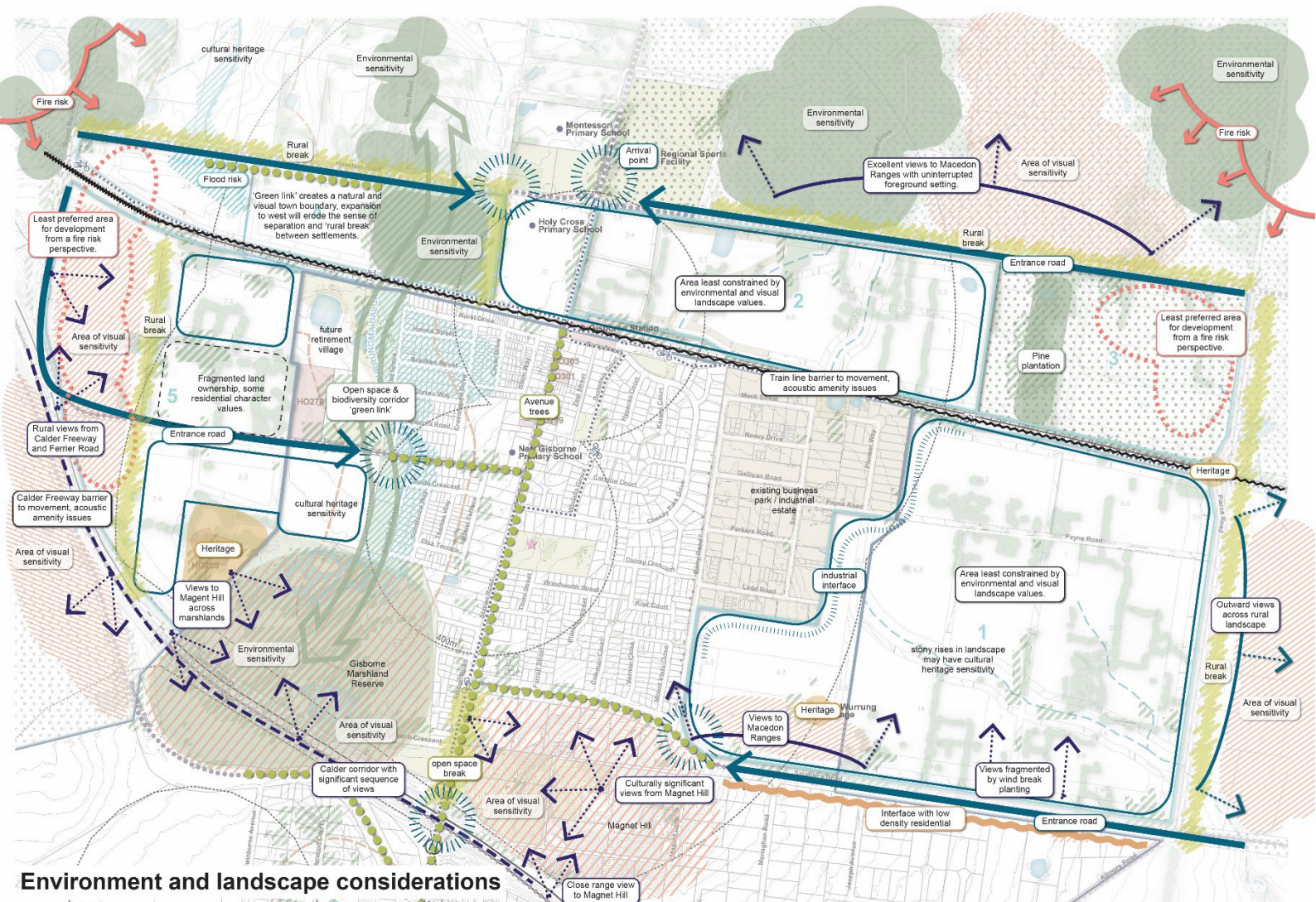
Use of this area can be avoided by focussing residential densities elsewhere and maintaining the rural break between settlements.

**Area 5 (Ferrier Road West)**

Area 5 has some visual sensitivity with exposure to the Calder Freeway which would need to be managed through landscape mounding for visual and acoustic amenity.



Future residential development in this area would be just over the 800m walking distance catchment for the NAC and could sustain a higher density of development (eg. 35 dw/ha) in the form of smaller lot subdivisions, or clusters of medium density that are supported by a quality, landscaped environment that retains significant trees and vegetation, and a network of well-connected active transport links.

The western edge is least preferred for development from a bushfire planning perspective as it interfaces with woodland that has an extreme risk rating on the Victorian Fire Risk Register.







-  Existing township boundary
-  Proposed protected settlement boundary

## 7.2 Environment and Biodiversity

### Topography and geology

Gisborne is located on a volcanic plain between the mountainous rise of the Macedon Ranges and the dissected landscape of the Lerderderg Wombat National Park.

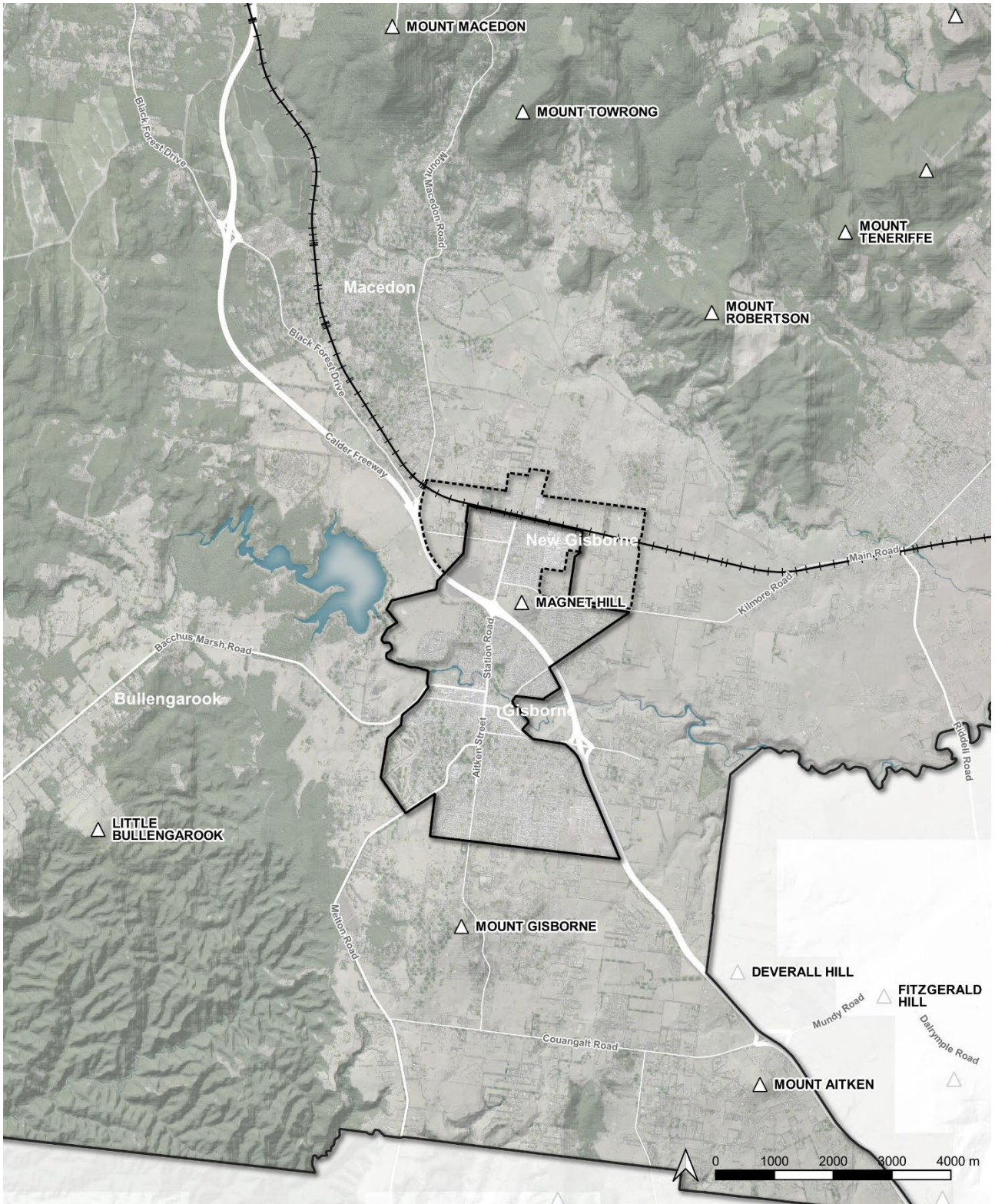
The key landscape feature of Gisborne is the Jackson Creek Valley. The passage of water across the lava flows has eroded through to reveal underlying sandstone, with alluvium terraces and deposits occurring on the lower slopes and valley floor.

Surrounding Gisborne, a number of volcanic rises punctuate the volcanic plain and form part of the broader setting of the valley. The most prominent of these is Mount Gisborne, of which Gisborne town centre is located on the lower slopes. It is a rounded lava shield with two distinctive peaks that rises to 640 metres. The topography of the Jacksons Creek Valley varies along its extents. In the west, a steep escarpment overlooks the lower floodplain on the northern side of Jacksons Creek. On the south side, a low bluff formed between Gurrng Gurrng Creek and an unnamed waterway extends into the open floodplain adjacent to Dixon Field.

Magnet Hill, located above the escarpment to the north of the freeway, is a scoria cone with basalt outcrops rising to 520 metres and there is a smaller rise of Hay Hill to the east of Pierce Road. The slope at the southern end of town falls from the peak of Mount Gisborne to the valley in the north, with a moderate incline that is steeper in some sections where watercourses have cut into the topography.







- Existing township boundary
- Township boundary investigation area

*Gisborne's landscape setting*



## Biodiversity

State Government strategic biodiversity mapping shows areas of high value in the darker green region around the Gisborne Marshlands Reserve and in the remnant vegetation to the north. It also picks up higher values along Saunders Road, at Magnet Hill, Gisborne Golf Club and in the Jacksons Creek open space corridor at Sankey Reserve.

The Commonwealth Environment Protection and Biodiversity Conservation Act, 1999 (EPBC Act) identifies matters of national environmental significance, including nationally threatened species and ecological communities. The Macedon Ranges Shire contains two vegetation communities listed under the act:

- EVC 647 Plains Sedgy Wetland (Marshland Reserve)
- EVC 55 Plains Grassy Woodland.

Environmentally significant reserves comprise 81.26 hectares of open space in Gisborne. The largest is the Gisborne Marshlands Reserve which is one of the few remaining wetlands in the shire on public land, and home to significant native flora and fauna. UL Daly Conservation Reserve, Jacksons Creek and its tributaries and Mount Gisborne are also important environmental assets.

## Roadside vegetation

Most roadsides not already identified within VPOs in the Planning Scheme are of low conservation value. Fragments of roadsides with medium conservation values are also found in fragments along Ferrier Road and Hamilton Road where indigenous trees and understorey vegetation with some habitat values are present.

Management actions for these roadsides include to encourage the transition of understory vegetation from exotic species to indigenous species and encourage natural regeneration, reduce weeds, prioritise revegetation within identified bio-links and strategic habitat links and undertake fuel management where it can minimise detrimental biodiversity impacts.

## Desktop review of future growth areas

The rural landscape surrounding Gisborne has largely been cleared for agriculture and planted out with exotic pastures. Many of these areas have remnant old paddock trees scattered throughout, and/or occasional patches of remnant bushland.

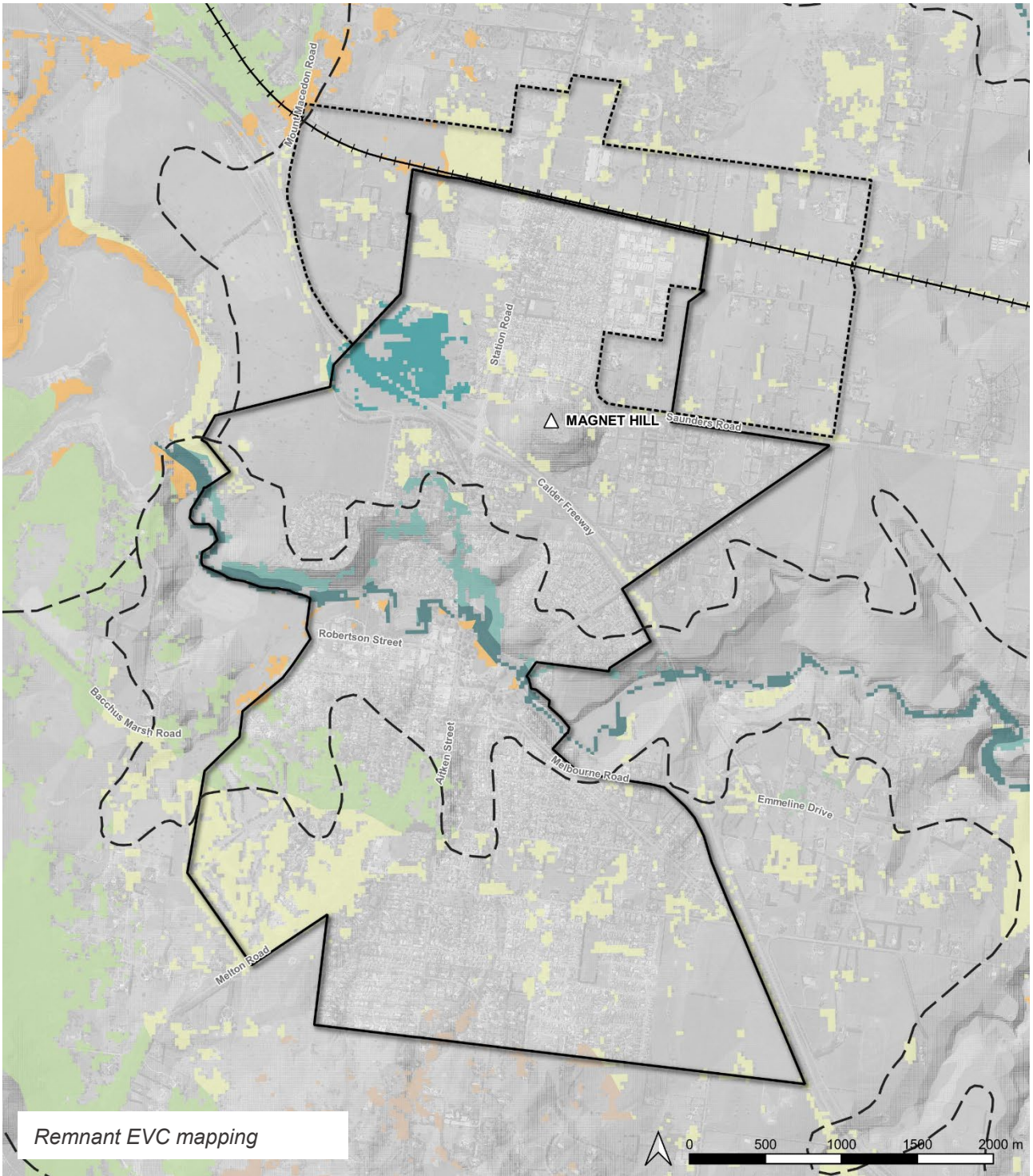
Rural living areas highly-modified and fragmented with exotic pasture, informal native and exotic tree planting and windrows. Some properties have gorse infestation or low-level grazing use. There are a number of properties with exceptional private gardens.

The township boundary investigation areas have largely avoided areas identified as having high environmental values as identified through the VPO and RCZ. The exception to this is Area 3 where a desktop review has found that the highly modified landscape is unlikely to contain significant environmental values.

Mapping shows that the now-endangered Plains Grassy Woodland was found extensively across land proposed to be included in the protected settlement boundary, and that there is a likelihood of patches occurring primarily along roadsides and the train line, with some smaller patches scattered throughout.

Native Vegetation Precinct Plans will be required to be undertaken as part of any precinct structure plan or development plan process. These plans will identify the presence and quality of endemic vegetation and make recommendations on their protection, retention, management, or alternately, their removal and offset.

A formal biodiversity assessment will occur as part of a future detailed structure/development planning process. Assessment processes will need to comply with State and Federal government requirements and include on-site testing and mapping, particularly in locations where future development potential exists.



Remnant EVC mapping

- |                                      |                           |                      |
|--------------------------------------|---------------------------|----------------------|
| Existing township boundary           | Grassy Forest             | Plains Sedgy Wetland |
| Township boundary investigation area | Grassy Woodland           | Riparian Woodland    |
| Landscape areas                      | Herb-rich Foothill Forest | Scoria Cone Woodland |
|                                      | Plains Grassy Wetland     | Valley Grassy Forest |
|                                      | Plains Grassy Woodland    |                      |

## Fauna

There has been no recent targeted on-site surveying for declared rare fauna species within the proposed growth areas, nor wider areas of Gisborne. Eastern Grey Kangaroos are commonly found grazing in the open grasslands and paddocks surrounding town. The Gisborne Golf Club hosts a significant population and Magnet Hill and the Gisborne Marshlands also have mobs that frequent those areas. Where possible, planning should provide linear open space corridors that provide safe passage for to access suitable habitats both within and outside the township boundary.

The bushland areas have a range of small to medium-sized mammals including Swamp Wallabies, Ringtail and Brushtail Possums, Krefft's (Sugar) Gliders, Echidnas, a suite of microbat species, Bare-nosed Wombats, as well as native rodents and small carnivorous marsupials known as Antechinus. Koalas are occasionally seen. The marshlands and waterways host Australian Water rats and there have been recent Platypus sightings along Jacksons Creek.

Birdlife is comprised mainly of forest birds such as honeyeaters, robins, whistlers, parrots and fantails; and birds of prey such as Brown Goshawk and owls including Southern Boobook.

Local reptiles include copperheads and Blue-tongue Skinks, and the Cunningham Skink which lives in family groups in rocky areas. The region supports many frog species, including the Eastern Banjo Frog. There is potential that the following declared rare and threatened species; Latham's snipe, Lewin's rail, Great Egret, the White bellied Sea Eagle and the Gang Gang Cockatoo will be found within the proposed protected settlement boundary.

## Geotechnical contamination assessments

Potential land contamination issues arise with past farming and rural residential use of land, as well as potential contamination associated with manufacturing the Flexdrive site on Hamilton Road.

Detailed technical reporting with regard to historical and current environmental contamination in accordance with EPA requirements will be required for all areas recognised for development as part of a future structure/development planning process.





### 7.3 Fire risk

Council's MSS states:

*“Much of the Shire is at risk from wildfire and has a history of severe bushfires. Land use and development planning in the Shire must minimise the level of fire risk and level of development in areas of fire risk, and recognise the potential conflict between protecting the natural environment and providing for appropriate fire protection measures.”*

Macedon Ranges Shire has a history of wildfires (MRSC 2016). In 1983 the Ash Wednesday fires that destroyed the townships of Macedon and Mount Macedon came right to Gisborne's western boundary. More recent fires occurred in Gisborne South in 2014.

The Country Fire Authority's Victorian Fire Risk Register shows that established parts of Gisborne are considered to be 'low-risk' that transitions to 'medium' at the edges of built up areas.

A much higher risk is applied to forested areas surrounding town, including Bullengarook and Macedon /Mount Macedon to the north which have an 'extreme' risk rating.

A Strategic Bushfire Assessment technical report was prepared by Terralogic in April 2023. The report states that in a wider context the area around Gisborne is relatively low risk. In a bushfire scenario, Gisborne/New Gisborne are most likely to be impacted by an ember attack originating from nearby forested areas, with grass fires from surrounding paddocks a less risky possibility.

Development risks are identified in each Investigation Areas of the structure plan:

**Lowest risk:** Area 1 and 2

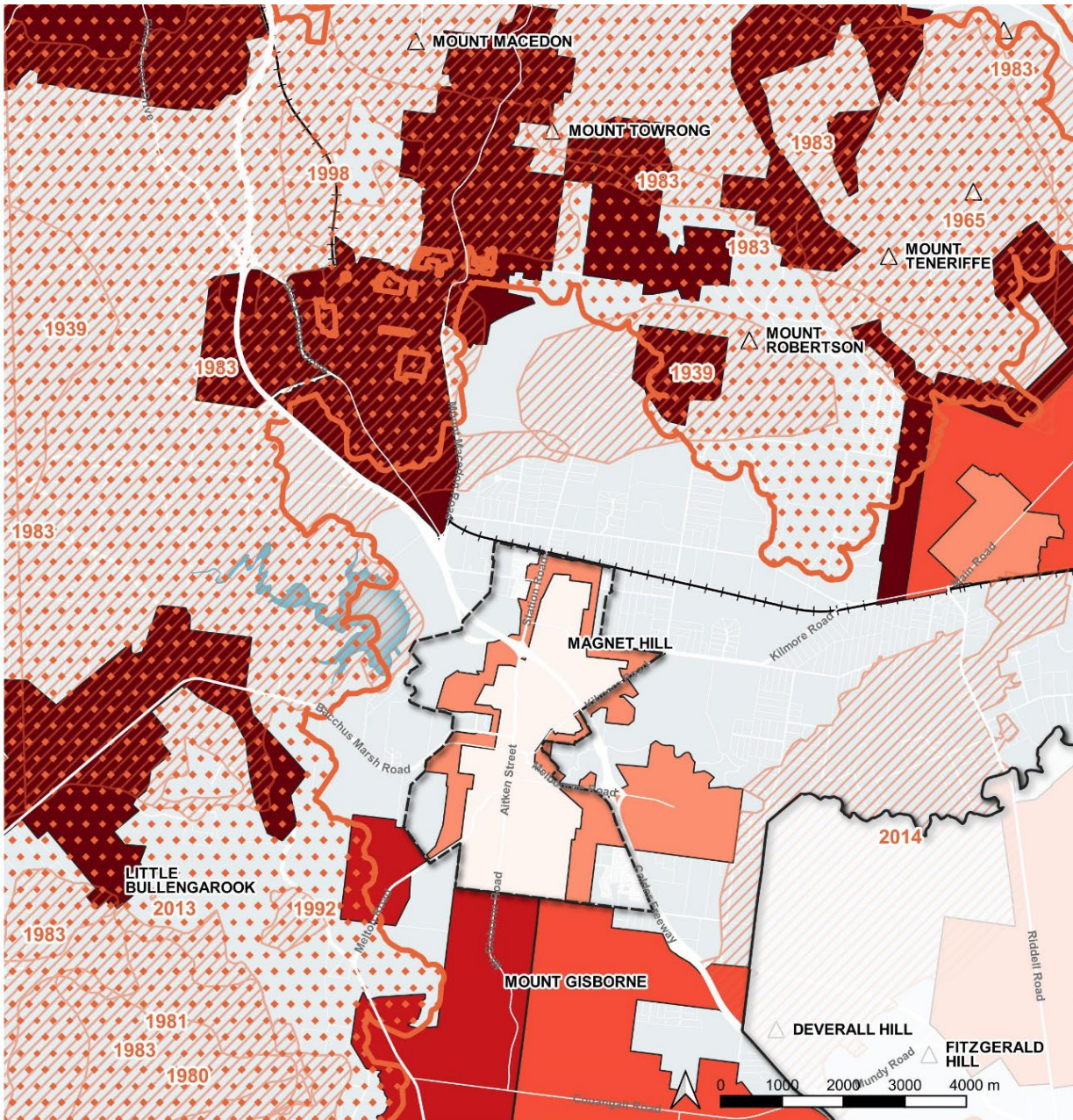
**Partial risk:** Area 3, 4 and 5 that have no direct interface with forest or woodland.

**Highest risk:** Western third of Areas 4 and 5, due to direct interface with woodland or forest.

The report does not state that zero development is recommended in any of the investigation areas.

The following broad principles are recommended:

- design vegetation in new settlement areas (except areas required for conservation and biodiversity) to minimise bushfire risk where practicable (eg: street planting to achieve a low threat standard under AS3959)
- avoid positioning any vulnerable uses (eg: hospitals & aged care) or hazardous uses (eg: petrol stations) on the interface or in the western part of Investigation Areas 4 or 5
- lot sizes considered on capacity to enable fuel sources (vegetation). If larger lots (0.2 to 4 hectare) are proposed, they should not be located on the western end of Areas 4 and 5
- development setbacks to achieve a radiant heat radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959 for new dwellings (BAL rating)
- development staging should minimise exposure to unmanaged vegetation with a 100 metre vegetation management buffer from the development front
- construction of emergency access roads within the development stages
- the design of settlement interface should include perimeter road and low threat vegetation
- access and egress design should easily allow people close to the interface to move away
- highly accessible connection between established areas and new precincts
- any new vegetation planting, fencing or landscaping should be managed to a standard commensurate with the bushfire risk.



- Existing township boundary
  - Fire history
  - Bushfire Management Overlay (BMO)
- Victorian Fire Risk Register**
- Extreme
  - Very High
  - High
  - Medium
  - Low



## 7.4 Landscape values

Maintaining and enhancing the rural atmosphere and country-town character of Gisborne is the key theme that has emerged through community consultation and technical assessment. Landscape setting and rural surrounds of Gisborne are highly valued by the community for their contribution to the rural lifestyle and character of the town. There is concern about the visual and environmental impact of development on landscape features, trees and places of environmental significance and wildlife.

### Landscape protection

The broader landscape surrounding Gisborne is detailed in the Macedon Ranges Landscape Assessment Study, 2019. It excludes Gisborne township, with the exception of Magnet Hill, which was included as part of a review of existing Significant Landscape Overlays.

Protection of the visual and physical qualities of the landscape around Gisborne has shaped the town's development. Key character areas within proximity to the township, including the growth areas, are recognised as:

- Jacksons Creek valley
- Volcanic plains and plateaus
- Hills and valleys, including the steeper southern slopes of the Macedon Ranges and the incised gorges of the Lerderderg State Park.
- Undulating foothills.

### Viewshed mapping

The visual connection between the township and the surrounding landscape contributes to the highly-valued semi-rural character of Gisborne.

Part of the visual analysis is identifying key locations where the visual impact of built form will need to be managed in a sensitive manner so new development responds with sensitivity to these views.

Viewshed mapping, which determines what areas in a landscape are theoretically visible from selected viewpoints has been used to determine the lines of sight between locations. Field surveys and on-site visual landscape assessment were then undertaken to determine the features and composition of a view, its extents and the degree of visibility available.

### Important views

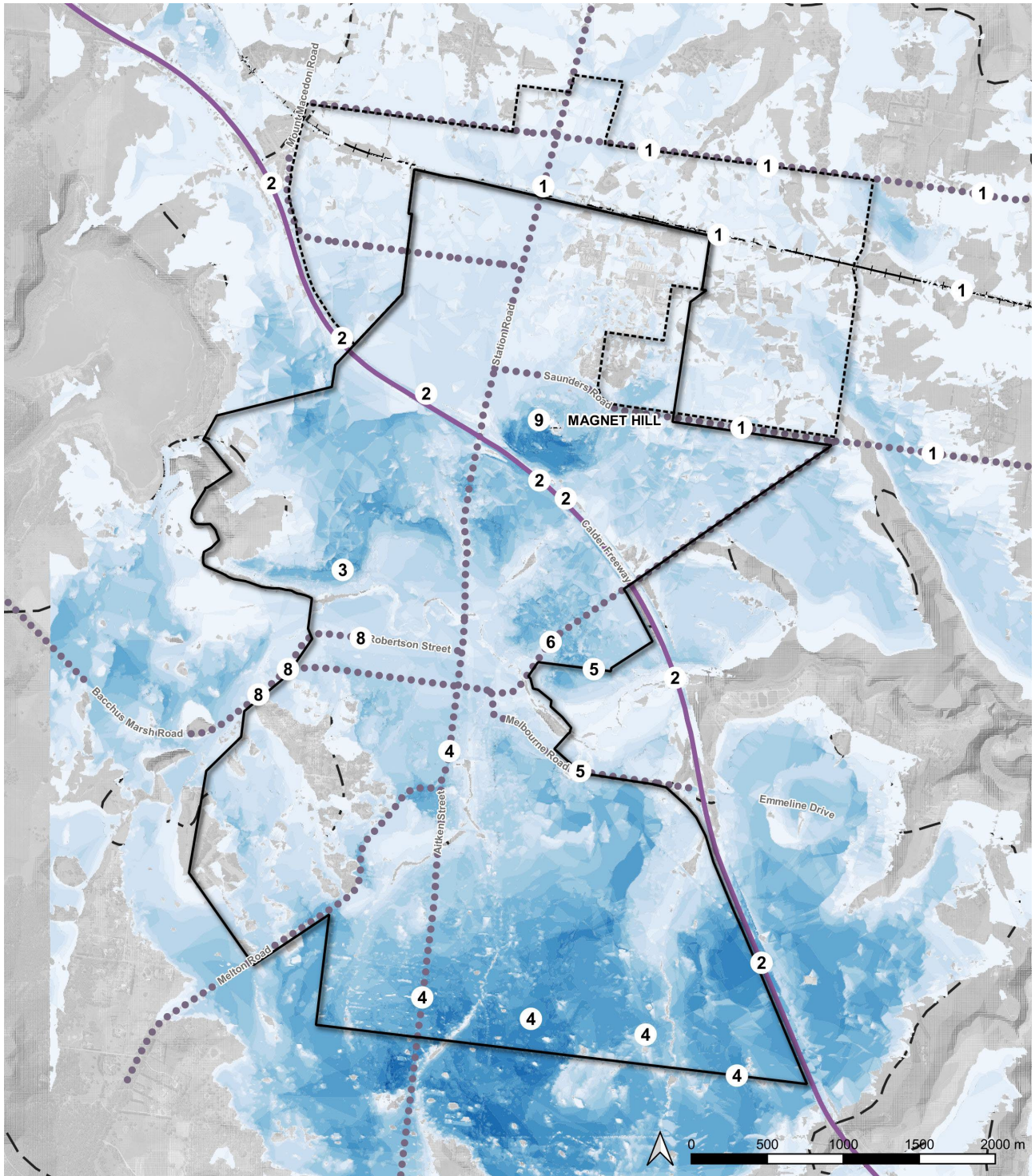
1. Views from train station and train line, Saunders Road and Hamilton Road towards Marshlands Reserve and Macedon Ranges.
2. The sequence of views along the Calder Freeway.
3. Northern escarpment across the Jacksons Creek toward Mount Gisborne.
4. From the south, across Gisborne to Magnet Hill and Macedon Ranges.
5. Across Jacksons Creek Valley from Melbourne Road, and to the south from Mill Road towards Mount Gisborne and the valley to the east.
6. Kilmore Road to the west, over the township in the valley.
7. North from town streets, across the escarpment to Magnet Hill and Mount Macedon.
8. From Bacchus Marsh Road and Robertson Street toward open landscapes before Mount Macedon.
9. From Magnet Hill in all directions.

The foreground of many notable views occur immediately adjacent to road corridors, on land that is not visually significant, and cannot be protected and managed with the SLO. To protect these view lines, Macedon Ranges Landscape Assessment (Claire Scott, 2019) recommends an additional schedule to the Rural Conservation Zone north of Hamilton Road, that includes in its purpose:

- To protect views available from road corridors in the area to the landscape features of the Macedon Ranges, Cobaw Ranges, Hanging Rock and Jim Jim.
- To ensure that development in the foreground of identified significant views is sited and designed to minimise visual intrusion.

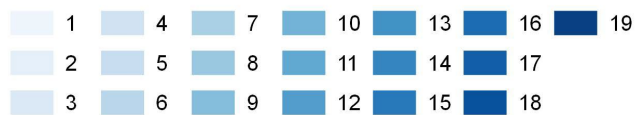
The Macedon Ranges Landscape Assessment also recommends that a new local policy: 'protection of significant views from road corridors' should be included in the LPPF with specific focus on appropriate siting and design of development in view foregrounds from specified roads.





- Existing township boundary
- Township boundary investigation area
- Landscape areas
- Calder Freeway view corridor
- Entrance roads
- View locations

Number of viewpoints from which the landscape is theoretically visible



## Views from the railway line

The railway line is identified as a corridor with a significant sequence of views in the statement of planning policy. The Macedon Ranges are the most significant feature in the views to the north, with many of the peaks and ridges discernible from the railway corridor. Maintaining the sequence of views is a priority. Relevant strategies include:

*Manage land use, development and infrastructure to ensure that significant landscapes, views, and vantage points are conserved and enhanced.*

*Manage development and infrastructure provision to ensure sequences of views from key road and rail corridors are maintained for current and future users.*

A conjoined priority of maintaining rural and landscape views is the State Government policy requirement (Plan Melbourne) that regional city railway stations and their surrounds need to be targeted for potential growth opportunities, including transit-oriented development and improved housing diversity in regional cities.

A visual assessment of the journey between Riddells Creek and Macedon has been undertaken to understand the potential impacts of development along the northern edge of the railway line.

The Macedon Ranges are the most significant feature in the views to the north, with many of the peaks and ridges discernible from the railway corridor. Elevations of highpoints reach around 500m above sea level on the lower ridges, and between 700-800m across the higher ridges, peaking at 1,000m at Mount Macedon.

Distances from the railway line to the break of slope where the ranges rise varies from 1 to 4 kilometres, making them a close range backdrop that terminates northern views. The sequence of views is described below (from Riddells Creek to Macedon stations):

- The best views to the ranges are available where they are closest to the elevated train line west of the Riddells Creek township. There is some development in the foreground that sits nestled within vegetation and the various features of the Riddells Creek township add visual interest in the middle-ground.
- When the line drops down to grade the backdrop becomes more obscured by vegetation and the occasional building. This transitions into a cutting that partially obscures the fore and middle-ground, with vegetation, leaving glimpses to the ridges of the ranges available above.
- As the train emerges from the cutting clearer views are available, often filtered by close range vegetation with some clear breaks across open paddocks, and buildings set back in the middle ground.
- The line dips down into a cutting again around the southern edge of Hays Hill and under Pierce Road.
- Views open up again west of Pierce Road, particularly where there are cleared paddocks. The ranges are a further distance away, so while they form the backdrop they are more frequently obscured by the cumulative tree coverage and vegetation in the fore and middle-ground.
- Gisborne Railway Station / Holy Cross, with backdrop of the ranges beyond.
- Bushland setting est of Gisborne Station.
- Clear views open up, particularly as line elevates across Mount Macedon Road.

Three key landscape view conditions are found along the train line (refer to 'railway view quality' on map overleaf):

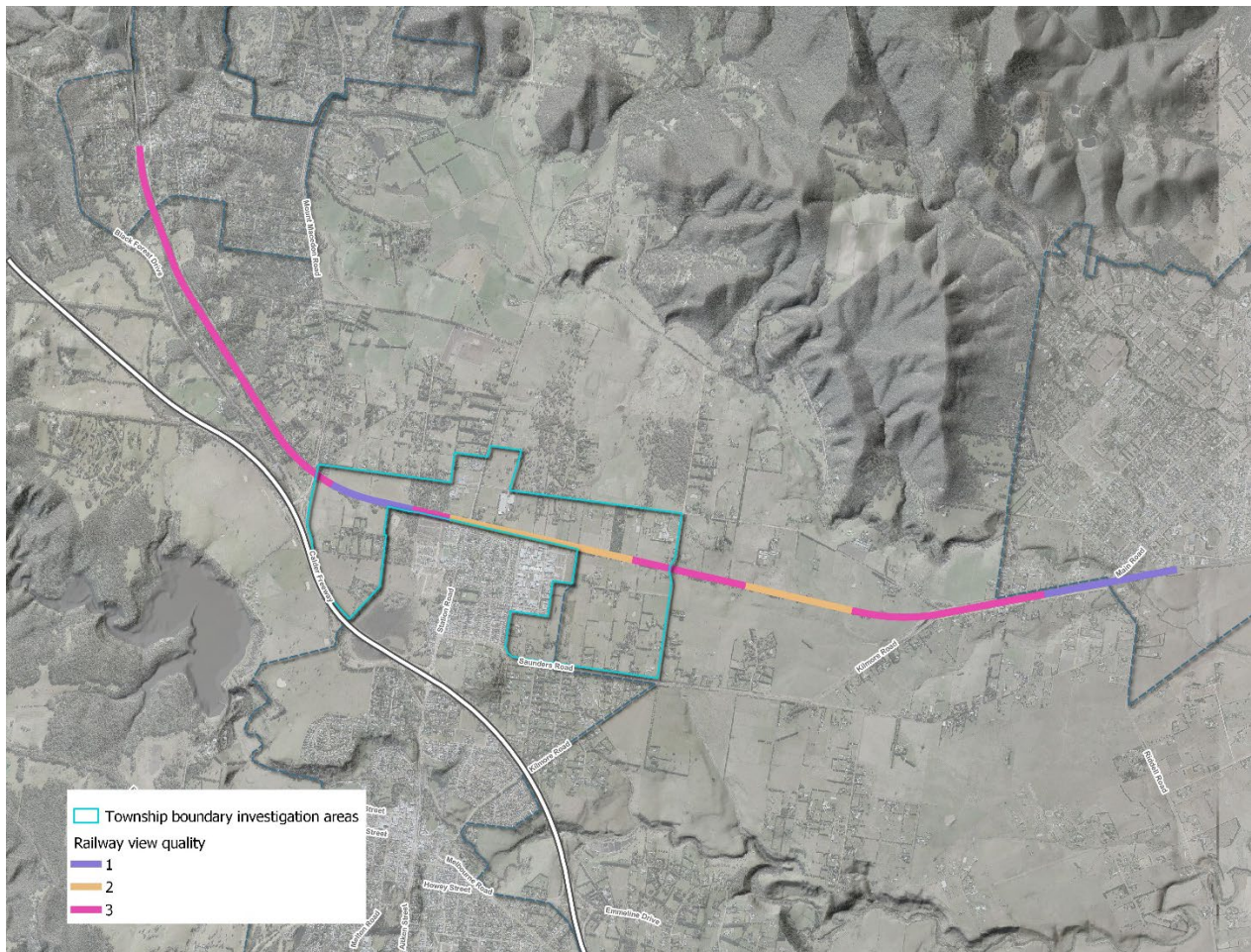
1. Views enhanced by elevated railway line
2. Views to the ranges filtered by vegetation along the railway corridor with some clear breaks across open paddocks, with buildings or open paddocks in the fore and middle ground of views
3. Views partially or wholly obscured by cuttings and embankments or dense vegetation.



## Urban design response to railway line views

A balance needs to be achieved that recognises that within township boundaries there are going to be interruptions to the views. This balance can be achieved through:

- creating a strong sense of 'arrival' into the New Gisborne township through clear delineation between the 'rural' and 'urban' conditions
- providing strategic breaks and steps in built form that enable views to the ranges
- aligning view corridors with open space to enhance long-range views
- orienting roads to the north to capture views and further separate built form
- providing a lower interface of 2 storeys to the railway line (with upper levels setback) to avoid sheer built form
- use of architectural detailing to create visual interest and materials in muted and natural tones that reflect the nearby bush character
- providing windows, balconies and openings along the train line for passive surveillance and activation.
- providing a landscape buffer wide enough to support active transport and substantial canopy trees to soften the appearance of buildings, as viewed from the train line
- seeking opportunities to open up views through removal of low-value vegetation and woody weeds.





## Landscape threats

- Built form development that blocks views or viewing corridors.
- Built form that contrasts with or encroaches on visually sensitive landscapes.
- Major earthworks and modifications to topography, especially along Jacksons Creek escarpment.
- Insensitive development and interface treatments adjacent to open spaces.
- Loss of significant vegetation.
- The visual impact of residential development on escarpment landscapes, including built form, roads and driveways, street lighting, fences, sheds, structures and ancillary outbuildings, can all compromise the quality of the landscape.

There is pressure for further development at the following sites that risk compromising the visual and physical qualities of the valley landscape:

- **89 Ross Watt Road:** proposed development is encroaching on the escarpment landscape and will be visible from the Bacchus Marsh entrance road.
- **Macedon House, 1 Kilmore Road:** the most recent rezoning and development application was not supported for reasons that included extensive benching and modification to the escarpment and an insensitive response to the adjacent open space corridor.
- **Wallaby Run:** development includes prominent housing dominating key view-lines on the escarpment, large retaining walls and poor landscaping to buffer views. It contains large lots along the escarpment and there is developer interest in subdivision and increasing densities and removing the DPO.
- **Cherry Lane:** large lots on the escarpment edge are not afforded the same controls as further west in the Skyline Drive area. There are no covenants on these sites restricting further development, fencing controls or subdivision and there is significant concern from the community that these will be developed.
- **Rural living subdivision in the DPO19 area** will alter the character of the valley landscape to the east of the Calder Freeway.

## Local landscape features

### Vegetation

The maintenance and protection of significant vegetation and open spaces has a strong positive impact on the landscape character in the township. In terms of native vegetation, remnant patches of endangered riparian woodland and herb-rich foothill forests exist along waterways and where steep topography has limited cultivation.

Open stands of eucalypts on lower lying hills and alluvial areas feature an understorey of grasses and herbs. Remnant roadside vegetation is also valued along various entrance roads that lead into town. These provide important habitat and have conservation values as well as having aesthetic qualities and providing a sense of transition from rural to township areas.

In terms of exotic vegetation, Gisborne's wide streets lined with avenues of significant trees are one of the most defining elements of township character. Parkland around the town centre contains a significant exotic trees set in grassed lawns and lining walkways. Many of these have heritage significance.

The Structure Plan will ensure that valued vegetation is protected, so that they can continue to greatly contribute to the landscape character of Gisborne.

### Entrances

The township entrances provide a series of different and unique landscape experiences as a number of main roads from the surrounding region converge on the town centre of Gisborne. Entrances are vulnerable to features that detract from the arrival experience, including excessive signage, overhead power cables (and tree lopping), poor rural residential land management and inconsistent landscape treatments.

The Structure Plan will ensure that key entrance values are protected, so that they can continue to greatly contribute to the landscape character of Gisborne.





*View from Magnet Hill towards Mount Bullengarook with Gisborne in valley below.*



*Remnant vegetation on Jacksons Creek escarpment*



## 7.5 Heritage

### Indigenous heritage and cultural values

The Gisborne Futures project has provided an opportunity to improve the way in which cultural values and cultural heritage management occur within structure planning. The process has included workshops and field trips with Wurundjeri Elders, and extensive historical and ethnographic research undertaken by the 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.

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.

Aboriginal cultural heritage 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.

Identified Sites of Cultural Heritage Value include:

- the Jacksons Creek corridor, particularly alluvial terraces, high points and flat topped escarpments as an important travel route and natural resource
- volcanic rises, including Magnet Hill and Mount Gisborne, and views from these to the ranges
- significant views toward Camel's Hump, Mount Macedon, Mount Robertson and in the direction of the Sunbury Earth Rings
- Marshlands Reserve (and a recommended 200 metre buffer)
- ephemeral waterways which could contain artefact scatters
- remnant old growth trees
- stony rises and exposed rocky outcrops.

***“While Wurundjeri Elders recognise the need for housing and supporting infrastructure, they are also concerned about the rate of land use change, its impact on the environment, intangible, and material cultural heritage. Engagement whereby areas are considered for the broad range of cultural values is important for the community.”***

Indigenous Wurundjeri Cultural Values Report, 2020

#### Cultural Values Report recommendations:

- Investigate options to amend the local planning scheme regarding cultural views, species, and other values.
- Provide education opportunities with local community engagement.
- Continuing commitment in an ongoing budget for engagement with the Wurundjeri.
- Provide landscape management in urban design and naming, to appropriately emphasise the Wurundjeri cultural footprint.
- Encourage flexible design to allow for unidentified cultural sites, and encourage the avoidance of cultural sites as new places are identified.
- Develop a policy around the choice and best use of Woi-wurrung language names.
- Plan for Climate Change impacts; water use, heavy rainfall events and extended dry periods.





## Assessment of Indigenous heritage places

The 2019 Heritage Assessment report identifies few registered heritage places and items have been identified within the study area. Evidence of Aboriginal cultural heritage items in the area means that it is likely there will be future places found within the study area, particularly Area 3, north of the railway line.

Recognised areas of indigenous cultural value (beyond that identified in the 2020 Indigenous Heritage and Cultural Values Report) include:

- **Area 1:** A further setback of 200 metres should be placed around the perimeter of the swamp in the Gisborne Nature Conservation Reserve to the south to recognise the potential presence of items with Aboriginal heritage significance, including flora and fauna.
- **Area 3:** Noting the presence of a rise associated with a small eruption point, development north of Hamilton Road should be subject to cultural values assessment with Wurundjeri and a broader cultural landscape evaluation of the rural landscape. Large, old River Red Gums should be retained, and further regeneration of the species encouraged.
- **Area 4 (Kilmore Road):** The southern boundary of this area coincides with an area of Aboriginal cultural heritage sensitivity following the northern bank of Jacksons Creek. Development requires further investigation and a Cultural Heritage Management Plan.
- **Area 5:** The north-western boundary of this area coincides with an area of Aboriginal cultural heritage sensitivity following the southern bank of Jacksons Creek, and most development would like require further investigation and a Cultural Heritage Management Plan.

## Post-European contact heritage

The 2019 Heritage Assessment Report recognises and reinforces the protection of heritage items currently protected through Heritage Overlays in the Planning Scheme.

Two buildings of State significance, Macedon House and the Railway Station, may potentially be impacted by future development around them and this development will need to recognise the significant values not only of the buildings, but also their curtilage and setting.

Three additional sites have been identified for potential heritage significance, requiring further assessment:

- **Former Hurst Family Hotel** (283 Station Road, New Gisborne): understood to have been constructed around the same time as the original Gisborne Station, this hotel is considered worthy of further investigation and assessment as part of the broader station complex for its potential relevance to interpreting the station's role.
- **Possible former Stationmaster's house** (4 Barringo Road, New Gisborne): while it has been reported that the former railway gatekeeper's house was demolished in 1984, the weatherboard house adjoining the driveway to the northern section of the station car park may have been the stationmaster's residence.
- **Woiwurring Cottage** (111 Saunders Road, New Gisborne): a recently identified small cottage set back from the roadside and screened by vegetation, A Heritage Overlay is recommended with a substantial curtilage to provide a landscaped setting.

## 7.6 Peri-urban interface

Gisborne's entrances and edges provide a series of unique and interesting landscape experiences that strongly contribute to the character of the township. These include the heavily forested entrance from Bullengarook, to the undulating hills and bush in the south, the mountain terrain in the north and the rural farmland in the east. From each direction there is a clear transition into Gisborne's valley at Jacksons Creek, creating a sense of connection and destination at the town centre.

Entrances provide a transition from open rural landscapes to the township, and provide a visual clue to the identity and character of the town. The character of these entrance roads is influenced by accumulation of public and private realm elements such as built form, wide park-like road reserves, avenue trees, landscaping and views and vistas to surrounding landscape features. Varying issues and planning policies impact the function, landscape and aesthetic of these entrance roads and Gisborne Futures informs how these roads, the views from them, and critical landscape values, will be managed and enhanced.

### Key entrance roads

- **Calder Freeway:** a 'corridor with significant sequence of views' in the Macedon Ranges SPP. It provides views over Gisborne and New Gisborne that are seen by the highest number of viewers and provides close-range views of Mount Macedon, contributing to a sense of arrival to the region.
- **Station Road / Aitken Street:** The north-south arterial route through Gisborne provides a key township link. Characteristics change from semi-rural in the south to a tree-lined boulevard through the town centre. The road is visually significant due to the 60 metre road reserve width, topographical change and views to and from the escarpment landscape. Development is set back to be visually recessive with wide front and side setbacks that support vegetation, gardens and trees.
- **Bacchus Marsh Road:** key western entrance providing a scenic journey over the Bullengarook Plateau with long-range views over the Lerderderg Ranges, and provides a unique Indigenous forested entrance to Gisborne. Important to this entry is the sequence of rural and open space views that captures steep drop of the escarpment and gently sloping topography beyond.
- **Melton Road:** characterised by dense vegetation that provides an experience of Gisborne 'emerging' from the bush. This is enhanced by development that is screened from view on approach to town, and the open space setting of Daly Reserve and the Gisborne Cemetery. Arrival into the town centre is experienced with clear views of key surrounding landscapes.
- **Melbourne Road:** Connecting from the Calder Freeway, low density residential development adjacent to the road adds to 'semi-rural' quality of the township entrance with a consistent avenue of oak and elm trees. Sweeping views over the Jacksons Creek valley are provided, and the steep drop and bend in the road provides an unique gateway into the town centre.
- **Saunders Road:** entrance to New Gisborne from Riddells Creek with the Macedon Ranges as the backdrop and close range views to Magnet Hill. The quality of these views is highest to the east of Kilmore Road where the open paddocks in the foreground provide uninterrupted views.
- **Kilmore Road:** through large lot, semi-rural development and more conventional areas that are set back behind service roads or landscape edges. A key view captures the setting of Gisborne in the valley, with long range views to the forested backdrop and Mount Bullengarook beyond.

Valued secondary entrance roads include Hamilton Road (New Gisborne), Ferrier Road, Mount Gisborne Road, McGregor Road, Hamilton Street (Gisborne town centre) and Ross Watt Road.

## Maintaining entrance values

The structure plan will address issues and constraints which may negatively impact the recognised town entrance values:

- introduction of visual barriers that block outward views to landscape features that contribute to Gisborne's identity
- loss of vegetation that visually buffers existing residential development
- introduction of back fences or solid walls that create an 'urban' interface to the freeway corridor
- intrusive built form, excessive lighting or other development that dominates visually sensitive landscapes
- signs and advertising elements such as billboards, a-frames, inflatables, flags and banners in a way that is intrusive to the adjacent land uses.

The structure plan will investigate the following opportunities to enhance valued entrance features:

- strengthen and maintain the entrance avenue planting
- limit the density of development along entrance roads to semi-rural and low density residential uses
- avoid development and design responses that obscure identified views and vistas
- promote semi-rural character by minimising the visual impact of built form through landscaped buffers and edges
- provide service road access for development to maintain edges and strengthen avenue planting
- support new development at township entrance edges that provides a high quality interface and urban design/built form
- ensure that landscaping and built form maintains physical and visual links to the escarpment and open space settings.



*Bacchus Marsh Road is a key entrance road with escarpment views and a character dominated by the open space and rural setting*



## 7.7 Population growth, residential demand and land supply

### Population forecasting

Population forecasts assist with planning for future populations and understanding what services and infrastructure will be needed. Projections are not predictions of the future or targets for growth, but rather give an indication of what is likely to happen. These projections may differ depending on what data sources are used, and when the projections were generated.

Population forecasts are provided through two data sources:

- **Forecast.id:** present what is driving population change in the community and how the population, age structure and household types will change between 2021 and 2036. January 2023 forecasts were developed in using data from the ABS 2021 census.
- **Victoria in Future (VIF):** the official State government projection of population and households. The latest forecasts (as of April 2023) were prepared in 2019 using data from the ABS 2016 census.

Both data sources forecast a growth rate of 1.4% to 1.6% for the Shire.

### Recent population change

In 2021 Gisborne had a usual resident population of 10,999 residents, comprising 77% of the broader Gisborne District population of 14,222 residents. The township population increased at a rate of 2.3% per annum from 2016 to 2021, slower than the previous 5 year period of 4.0% per annum. While the rate of population growth has slightly slowed in Gisborne, the rate of growth has increased in the surrounding areas of Sunbury and Melbourne North-West.

### Population growth projections

Gisborne has experienced population growth in recent years, including during the COVID pandemic, which resulted in many metropolitan areas experiencing population loss. Post-pandemic projections are for strong population growth to continue in Gisborne over the medium-long term. Both data sources project relatively strong growth of between 2% and 2.3% per annum for the Gisborne District from 2021 to 2036, which would result in the SA2 population reaching over 20,000 residents by 2036.

### Demographic trends

Historically, Macedon Ranges has gained population from the northern and western suburbs of Melbourne, particularly families and couples seeking relatively affordable homes in a semi-rural environment, yet still be within range of employment opportunities and services. Census data shows that the population growth has been driven primarily by an increase in young families, with increases in second home buyers and older residents including pre-retirees and retirees also significant.

Between 2016 and 2036, the age structure forecasts show Gisborne will grow across all age groups, with a 54.5% increase in population under working age, an 86.2% increase in population of retirement age, and a 38.3% increase in population of working age.

Local employment, employment retention rates and business numbers have increased in recent years, a sign of strong economic performance in the context of the economic disruption caused by the COVID pandemic. Jobs and business growth has been primarily driven by the health, education, food and accommodation, construction and professional services sectors.

### Impacts of COVID-19 pandemic

The COVID 19 pandemic resulted in major social and economic disruption, particularly between 2020 to 2022.

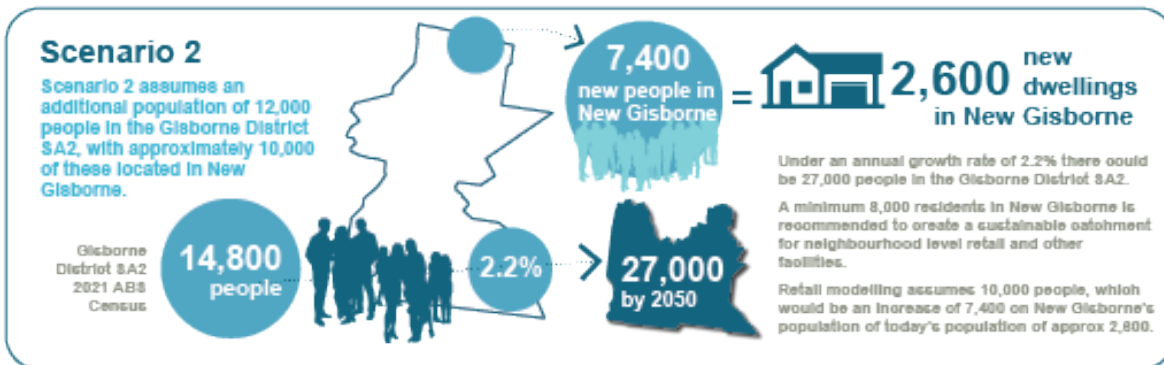
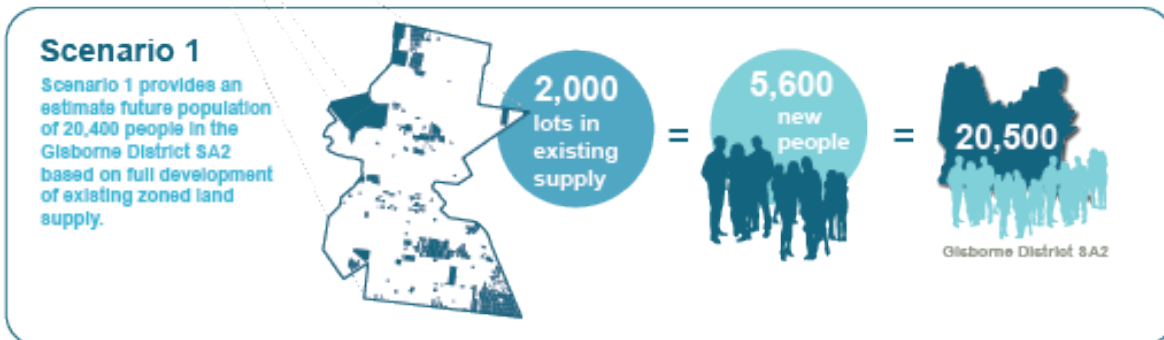
From 2010 to 2020 Victoria was the fastest growing state in Australia growing at more than 2% per year. Victoria's population decreased between 2020 and 2022 with ABS reporting that Melbourne declined by 60,500 people. This was largely due to a halt on migration, international border closures and a significant increase in people moving interstate and to regional Victoria. Regional Victoria saw an increase from 9,900 people moving in 2018-19, to 15,200 in 2020-21 (SGS Economics).

Some key trends that have emerged during this period:

- working from home opportunities, reducing commute times and impacts on the transport network
- migration from metropolitan to regional areas for community, lifestyle and social aspects and more affordable housing options
- access to local job opportunities and attractive rural and natural environments.

## Population scenarios

The following population scenarios have been used to test community infrastructure requirements, land supply estimates, retail modelling and the overall future urban structure for New Gisborne. These scenarios provide an indication of the potential population scale and distribution across Gisborne over the long term based on a series of assumptions, rather than a detailed forecast or projection.



**Scenario 3**  
Scenario 3 uses dwelling demand rates to estimate that an additional 1,400 lots on top of Scenario 2 (or a population of approximately 31,000) would be required in a high growth scenario.

Dwelling demand rates have been taken from the MRBC Land Demand and Supply Assessment, 2020 (LD&S) and DTP's Urban Development Program greenfield land monitor.

		Scenario 1	Scenario 2*	Scenario 3		
population estimate		+5,600	+7,400			
no. dwellings		+2,000	+4,600			
Source	Annual dwelling demand	years land supply	years land supply	shortfall	req. lots	est. population
MRBC LD&S 2020	130	15.3	35			
UDP 2022 (low range)	160	12.5	28	1.25	200	~ 560
UDP 2022 (high range)	200	10	23	7	1,400	~ 4,000

\*based on existing supply (2,000 lots) + estimate lots to meet population of 10,000 in New Gisborne (2,800 lots).

## Residential demand

Recently local developers have reported that lot sales have far exceeded initial assumptions. This high demand can be attributed to a lack of market supply in recent years, as well as influx in interest in living in regional Victoria that occurred during the COVID-19 pandemic. The State Government also assumes migration will return to usual levels over two-to-three years.

In late 2022 the Australian Property Journal reported that the interest in regional housing has slowed as public health restrictions have eased and interest rates have risen, with a 22% drop in the number of potential buyers per listing, however the figure is still almost three times higher than levels seen before 2020.

## 2022 Residential Demand Rates

A dwelling demand rate provides an idea of how many dwellings are required to meet future population projections. The demand rate in the 2020 used the following indicators:

- The average number of new dwellings approved in the area for construction each year since 2011 (119 dwellings per annum).
- Victoria in Future (2019) dwelling growth rate projections of 133 dwellings per annum across Gisborne.
- Forecast ID (2017) projects that 145 additional dwellings will be required each year to 2036 in Gisborne.

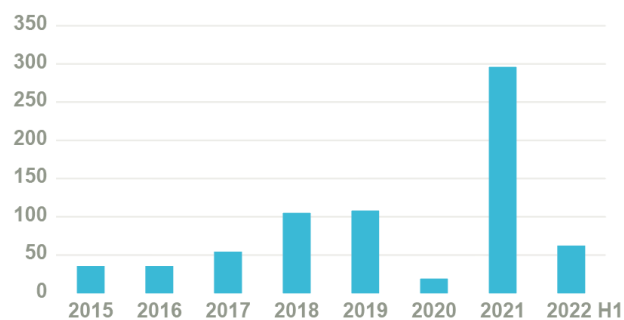
The LDSA recommends a 'growth' scenario of 130 dwellings per year.

In 2022, the State government Urban Development Program (UDP) has assessed greenfield land supply in Gisborne and Kyneton. The data excludes isolated single lots and potential infill sites. It estimates that there are 1,600 greenfield retail lots in Gisborne and Kyneton, or 8 to 10 years supply, equating to demand of 160 to 200 lots per year.

## Dwelling demand estimates

Source	Annual dwelling demand rate	Years worth of land supply (2022)
UE – RLDSA (2020)	130	15.5
UDP (low range)	160	12.6
UDP (high range)	200	10.1

## Gisborne greenfield retail lots with a title, 2015 to July 2022



DELWP Urban Development Program: Regional Greenfield 2022



## Residential land supply

The 2022 UDP shows that there has been a large spike in dwelling construction in 2021/22.

In 2019, the Residential Land Demand and Supply Analysis (RLDSA) identifies lots that have been consumed or removed from Gisborne's land supply since 2019, and the land remaining in supply in 2022. The assessment uses aerial imagery captured in June 2022 to identify lots that have houses or obvious construction activity occurring and deletes these from the supply calculations.

The supply data has been reviewed, and lots that include open space, encumbered land, approved or proposed retirement villages or aged care facilities and land zoned for rural living have also been removed from the supply calculation. Exact lot yields have been used where they are known, such as in areas developing under approved or proposed development plans.

Potential residential infill sites within the DDO17 (designated medium density) area have been identified as occupied lots that have obvious capacity for further subdivision, identified through aerial imagery. The capacity of these sites has been calculated at 3 dwellings per 1,000m<sup>2</sup>, which is generally consistent with medium-density yields found on similar sized sites in the town centre.

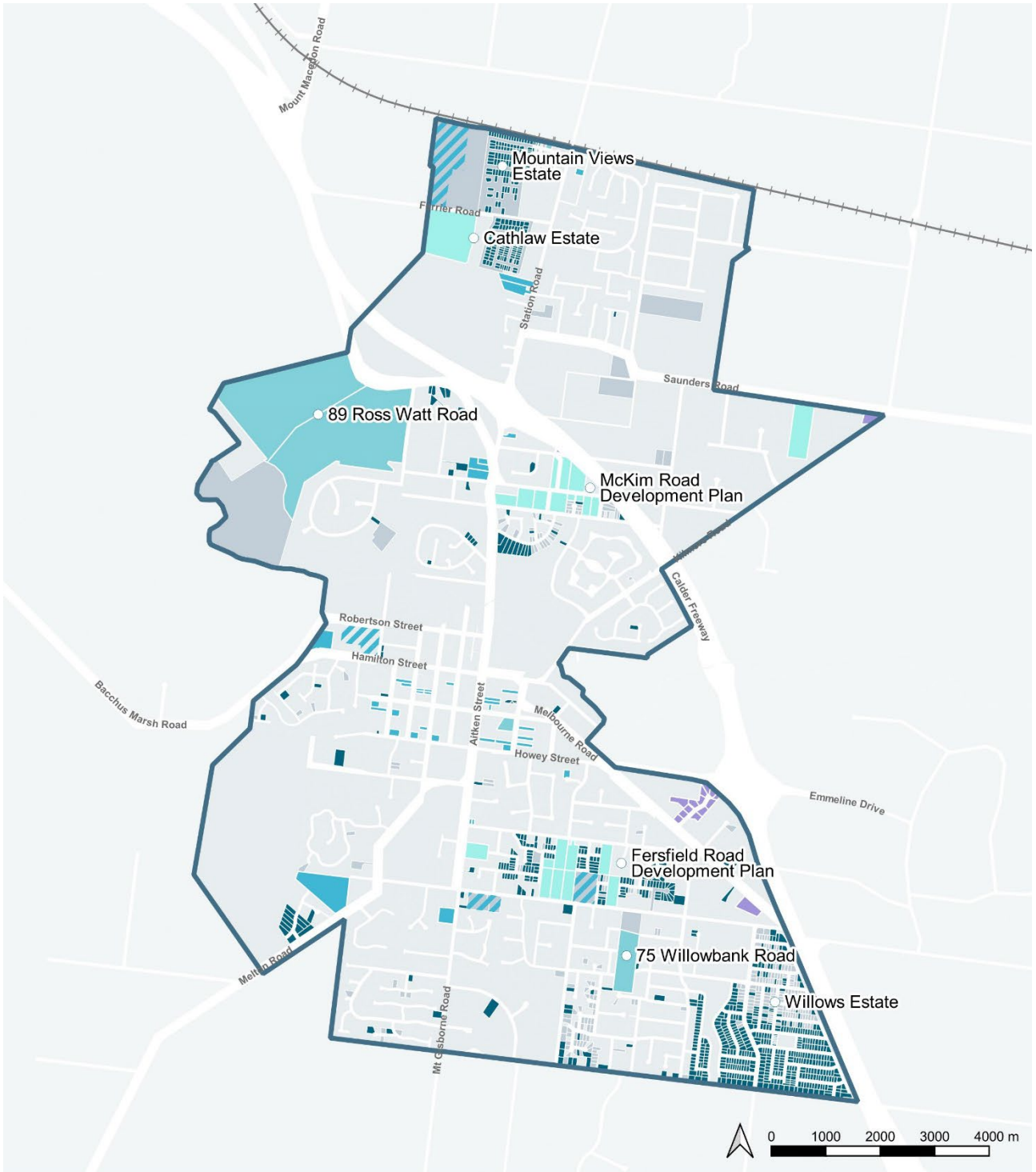
The RLDSA recognised numerous subdivisions in planning stages, that have come on line or been delivered, including:

- Willows Estate.
- Mountain View and Cathlaw Estates (Ferrier Road, New Gisborne).
- Infill between Fersfield Road and Willowbank Road (Fersfield Road Development Plan area).

The spike in lots that were titled in Gisborne in 2021 is mostly reflective of the latent demand for housing that has not been met while there was a lack of supply on the market.

## Land supply estimate 2022

Land description	Approx no. lots
Greenfield subdivision land supply	775
Approved development plan	263
Vacant residential home site	923
Vacant low density/rural lifestyle	16
Potential infill sites	50
<b>Total</b>	<b>2027</b>



- |   |                                    |
|---|------------------------------------|
| Existing township boundary  | <b>Gisborne land supply 2022</b>   |
| Land consumed between 2019 and 2022 or removed from supply calculations | Greenfield subdivision land supply |
|   | Approved development plan          |
|   | Vacant residential home site       |
|   | Vacant low density/rural lifestyle |
|   | Potential infill site              |
|   | Aged care/retirement living        |

## 7.8 Housing

### Demographic snapshot

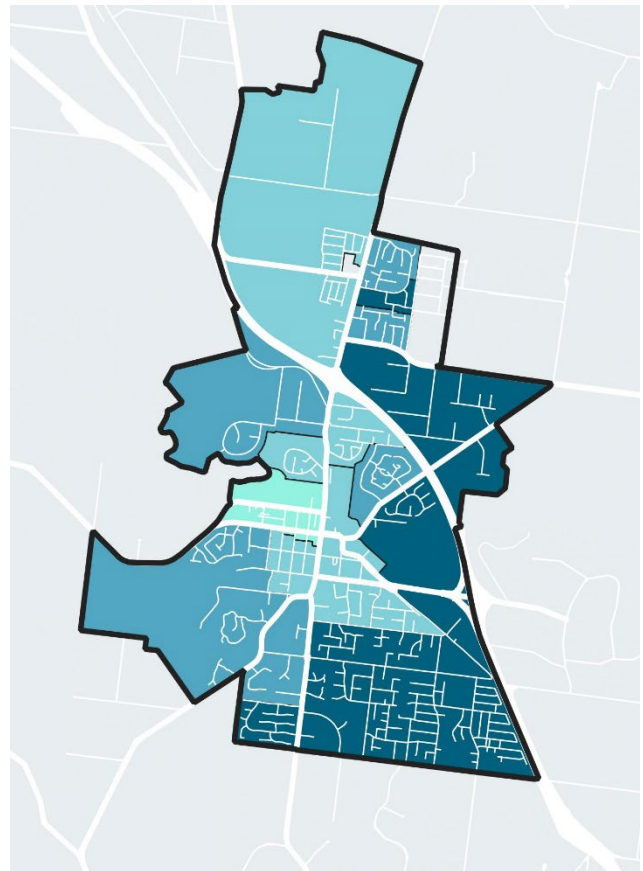
Parents and families with children and teenagers make up the largest portion the Gisborne community. Gisborne’s housing stock suits this demographic with large detached homes, most with three bedrooms or more, making up the majority of dwellings. The availability of greenfield land is particularly attractive to young families seeking relatively affordable housing opportunities.


The next biggest demographic cohort is people above the age of 50, and there are fewer young adults under 35 years old. This reflects generational assumptions of younger adults moving away to access education, careers and entertainment as parents remain in the family home.

Verifying this assumption, there is an average of 2.8 people per household, with nearly 50% of homes containing only one or two people. Older subdivisions from the 1970s to the 1990s have a below average household size (less than 2.7 people per house) while newer development areas, particularly to the south of town, have above average household sizes of three or more people.





91% of housing stock in the Gisborne District is detached houses, and 92% contain three or more bedrooms. Household sizes average a 2.8 people per house, with nearly 50% of homes contain only one or two people. This lack of housing diversity means there is limited opportunity for older people to downsize from large family homes and remain in town, or for single people or first home buyers to easily enter the home ownership market.

The trend towards smaller household sizes can also be attributed to Millennials (those born 1980-2000) generally having fewer babies, later in life than previous generations. There is significant increase in couples without children, and lone-person households.



 Gisborne Township SA1

**Average number of people per house**

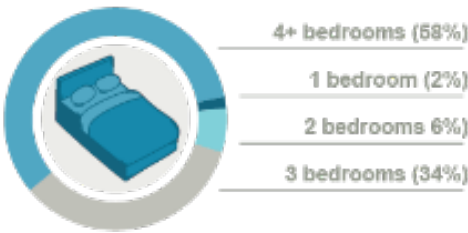
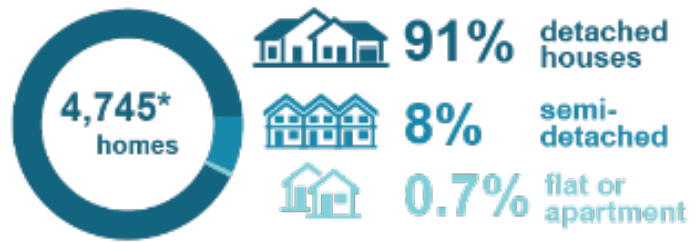
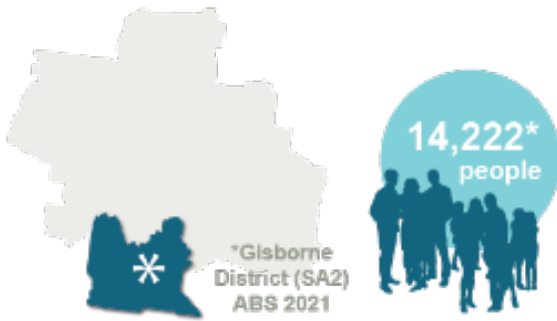
-  < 1.5
-  1.5 - 2.7
-  2.7 - 3
-  3 +

#### Key findings

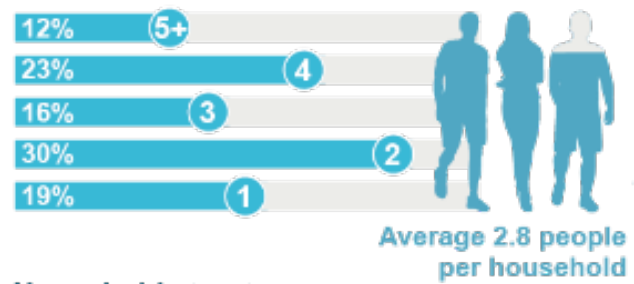
- There is a lack of housing diversity and choice in the Gisborne District with 91% being large, detached homes.
- There is a growing number of smaller households which increases demand for smaller and more affordable housing types that are easier to maintain.
- There is limited opportunity for older people to downsize from large family homes and remain in town, or for single people or first home buyers to enter the housing market due to limited supply of smaller dwellings.



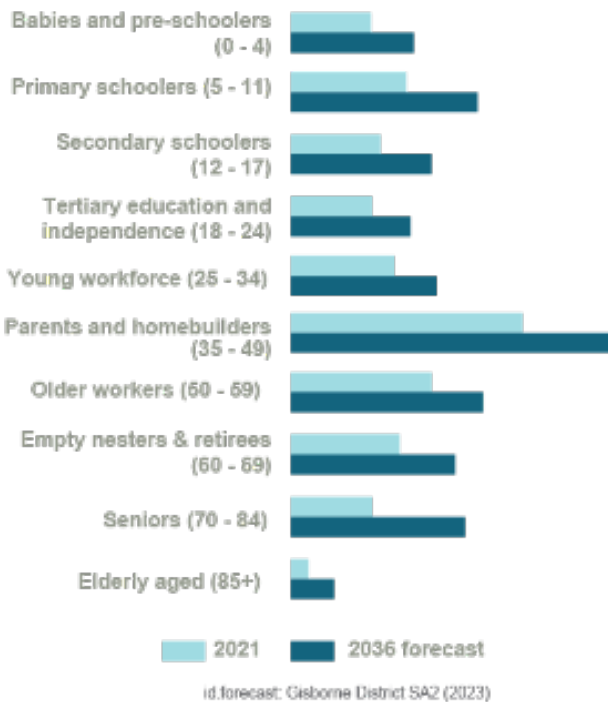
## Population and housing snapshot



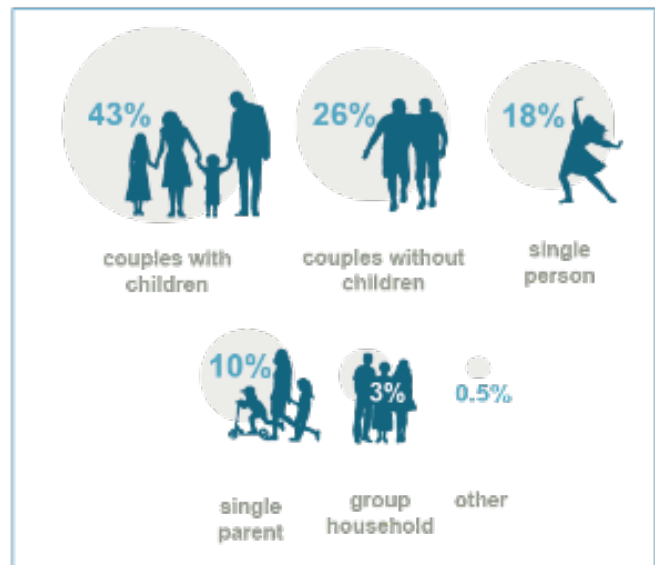
## Number of people per home



## Age structure



## Household structure



## Population forecast



## Housing challenges

### Affordability

In Gisborne, house prices rose 28% between 2019 and 2022 from a median of \$730,000 to \$1,125,000. This surpasses the growth of Melbourne metropolitan house prices (8.5%), and is slightly higher than regional Victoria's rise of 25% during the same period. House prices in regional Victoria have doubled in the past 10 years, and in metropolitan Melbourne they have risen by 70%. In Gisborne, the median house price doubled between 2012 and 2018, and in 10 years has risen 160% from \$429,500 in 2012 to \$1,125,000 in 2022.

Dramatically rising prices, combined with very little housing diversity, can make it difficult for lower and average wage workers to be able to live (and work without large commute times) in Gisborne. This has a flow-on negative impact on the town and its capacity to grow culturally and socio-economically.

The cost of renting has also risen sharply and there is a limited supply of properties available for rent. Investors who have purchased properties at record prices have to charge higher rents to cover costs.

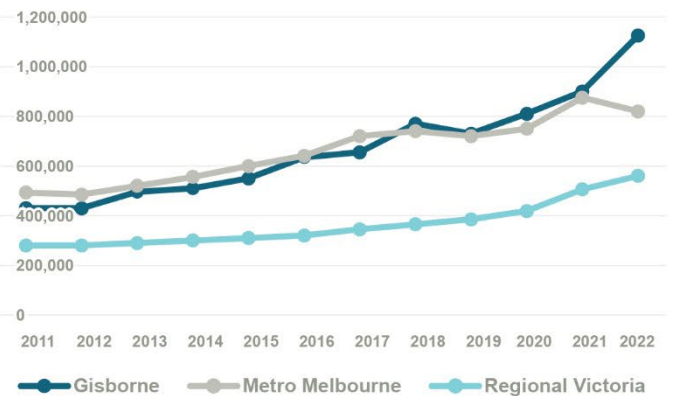
The Planning and Environment Act 1987, establishes a series of voluntary options to assist in the provision of affordable housing in new development areas. Most of these options are incentive based and in the context of Gisborne. They will require investigation in terms of establishing agreed legal agreements between the local government and prospective developers, before land is re-zoned, or to negotiate development density bonuses in return for social and affordable housing outcomes, in appropriate circumstances.

### Diversity

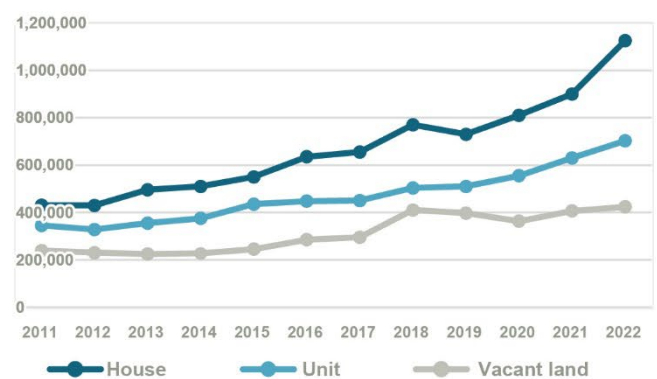
Housing diversity is essential to provide an inclusive and sustainable community that is not segregated according to housing types and, therefore, demographics and income. The majority of new houses built in Gisborne are large, detached family homes. While this housing suits many people, as a regional centre Gisborne needs to provide a wide range of housing choices to accommodate smaller families, single person homes, key workers, aged housing, family downsizing, as well as general diversity in housing prices.

Greater housing diversity could be achieved by increasing the range of dwelling types including shop-top dwellings, low-rise apartments, units and townhouses, as well as detached family homes of different sizes, and on different sized lots, that provide for a range of affordability levels.

### House price growth



### Gisborne's house price growth



## Key worker housing

Key workers are people who earn low to moderate incomes and are essential to a city or township's workforce.

Most key worker jobs require people to be physically present, so very few can work from home. They include teachers, early childhood educators, nursing, aged care and healthcare staff, police and emergency service workers. The definition can also be extended to the workforce that contributes to economic function such as retail and hospitality workers, delivery drivers, cleaners and support staff for businesses and services.

In 2021 Australian Housing and Urban Research Institute (AHURI) released a report on housing key workers that investigated the correlation between high house prices and the difficulty in recruiting low and moderate income workers that provide essential services. The research found that a decade of significant house price growth means that housing affordability is now a significant issue for many households in stable employment earning low and moderate incomes. This issue is particularly felt by younger workers who have not purchased homes, those on lower incomes or in early stages of their career, those in single person or single income households and those with dependent children.

In places such as Gisborne with high housing costs, it is difficult for key workers to live close to their workplace. Dependence on long commutes, particularly by private car, places additional burden on the transport network, the cost of living and impacts physical and mental health through reduced time for exercise, food preparation, family time and sleeping.

## Other constraints

- Many areas have covenants that prevent further development from occurring, or have developed under development plans that have sought a specific lot size and housing outcome.
- Design and Development Overlays that tie the subdivision plan and housing typologies.
- Existing local housing policies maintaining densities.
- Servicing constraints including unsewered properties.
- Community expectations to maintain neighbourhood character, lot sizes and community expectations.

## Housing opportunities

Providing a range of residential density options is the most logical way to directly alleviate some of the housing issues, also generating environmental and community benefits. These opportunities can address existing housing supply and delivery issues:

- maximising existing land supply, including greenfield growth area developing, under approved development plans
- facilitating diversified infill and new residential development that to deliver, walkable, sustainable communities located very close to activity centres and train stations
- review medium density housing in Gisborne town centre, through DDO17, to consider additional sites for development, including for shop top housing and mixed uses
- facilitating infill development through appropriately providing additional housing on large lots with single dwellings.



## Residential densities

The unit commonly used to define housing density is 'Dwellings per Hectare' (DW/ha).

Plan Melbourne (a state policy document), uses the following categories to define housing density:

- **Low density:** 8-20 dwellings per hectare
- **Medium density:** 21-80 dwellings per hectare
- **High density:** 80+ dwellings per hectare.

A minimum density of 35 dwellings per hectare is often cited as the threshold required to reduce car dependency and support sustainable public transport and active transport networks. Below this intensity distance and travel times to access daily necessities result in car dependency. Above this intensity it is more likely that active transport will be used for trips more frequently.

The Victorian Planning Association (VPA) (responsible for the majority of precinct structure planning in Victoria) guidelines for Precinct Structure Plans (PSP's) in greenfield areas recommends a minimum 30 dwellings per hectare or more where located within an 800m walkable catchment of an activity centre, train station or "Principal Public Transport Network".

This density measure does not account for the size of dwellings, mix of uses or size of households or other factors that vary in urban environments. The numbers are estimates only, as occupation rates vary for different housing types and socio-economic factors therefore a higher residential densities do not always deliver higher population densities.

'Medium Density' housing is a diverse category that spans everything from single storey units, rows of attached or detached townhouses, shop top or mixed use development or apartments up to 6 storeys. It can be used to describe infill development in change areas that may include dual-occupancy or multi-unit development, or smaller house lots in greenfield areas.

The Macedon Ranges Planning Scheme uses the term 'medium density' 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. The Clause describes 'conventional residential' as being between 500-1,500m<sup>2</sup>, therefore 'medium density' is generally considered to be lots less than 500m<sup>2</sup>.

The housing typology is important because the way density targets can be arranged on a lot can have very different urban design outcomes. The diagram below illustrates three different ways 75 dw/Ha can be accommodated in various forms.

In terms of heights, research undertaken by the Heart Foundation indicates that heights of around 3-6 storeys are optimal from a health perspective, particularly for lower income households and households with children. Development up to around six storeys creates a compact urban form that is walkable, yet retains human scale which is important in terms of creating a pleasant and vibrant environment.

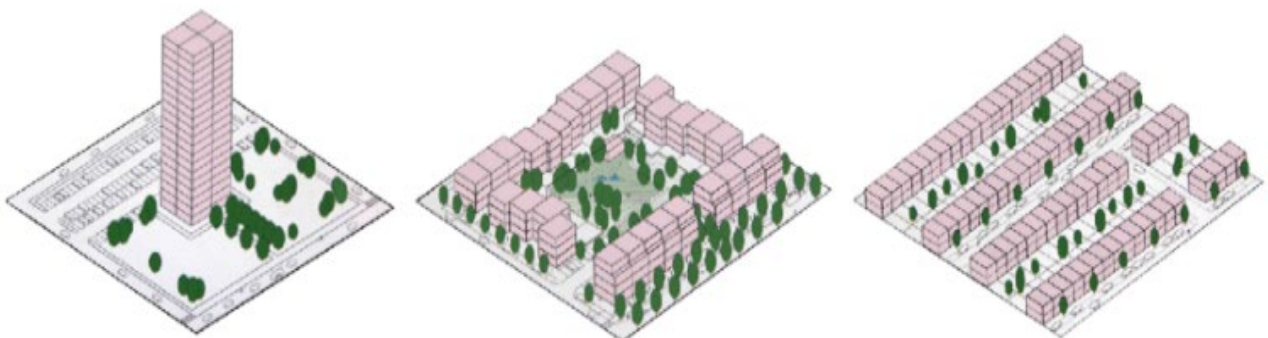


Diagram by Andrew Wright Associates (adapted from the Report on the Urban Task Force, 1999).

## Housing change areas

The process of housing stock change in existing urban areas can occur in three distinct ways; substantial, incremental and minimal.

### Substantial Change

Defined in State Government Planning Practice Note 90 as:

- Close to jobs, services, facilities or public transport.
- Facilitating housing growth that takes advantage of proximity to jobs, services, and public transport.
- Making the most of strategic development areas or opportunity sites that either exist or are identified from time to time.
- Promoting housing diversity.
- Creating new built forms and neighbourhood character.

In Gisborne, two substantial change areas meet these criteria:

- **Gisborne town centre:** to increase the number of residential opportunities in close proximity to town and services.
- **New Gisborne:** to facilitate the development of a sustainable community within proximity to the train station, schools and sports precinct.

### Incremental Change

Incremental change areas have capacity for housing growth and more diverse types of housing, are where new development should respect existing valued neighbourhood character attributes. It is expected that this change area would gradually evolve over time, accommodating single or town house dwellings on individual lots, or a second dwellings on a larger lot.

VPA guidelines advise that where development is of a relatively small scale (such as extension to an existing township) and can be easily linked into existing infrastructure, the development pattern can be described as incremental.

In Gisborne, two substantial change areas meet these criteria:

- **Incremental 1:** existing housing areas that have capacity to accommodate additional dwellings.
- **Incremental 2:** existing greenfield sites that are being developed under development plans.

### Minimal Change

- Have special characteristics that distinguish them from other parts of surrounding area.
- Have special neighbourhood, heritage, environmental, or landscape characteristics identified in the Planning Scheme.
- Are identified in a housing strategy, or in the planning scheme, as unsuitable for future housing growth.
- Tend to have overlays that reflect neighbourhood, heritage, environmental or landscape characteristics, or other physical constraints which may impact their capacity for change.

In Gisborne, the following characteristics have identified some housing areas as being unsuitable:

- Low density or large lot residential areas that have been specifically designed and maintained with a semi-rural character in mind, or are covered by DDO's.
- Areas where additional housing is restricted by covenants. Covenants may be removed or varied through a planning permit application, however this doesn't guarantee that a variation will be granted.
- Areas of landscape sensitivity, particularly along entrance roads and in proximity to the Jacksons Creek escarpment.
- Areas of recent housing development where it is considered unfeasible to redevelop.

## Focus on living locally

The structure plan presents an opportunity to create new residential development that is more focused on people and convenience. In October 2020 Resilient Melbourne, with support from DTP released the findings of the Living Locally case study assessments which reflect on outcomes in already-built greenfield suburbs and provide recommendations to inform decision-making for delivering more connected neighbourhoods in growth areas.

The findings of the research included:

- typical car-centric, low-density design and long timelines for provision of public transport inhibit walkability in new suburbs from the outset
- retail and service centres often hinder local, active and public transport and are difficult to access due to the design of these centres for primary access by car
- walkability is difficult to achieve due to lower housing and job densities
- poor urban design creates long, indirect routes to destinations and streetscapes without visual interest
- low-density housing estates limit the capacity for achieving '20-minute' walkable catchments, as most daily needs cannot be located in close proximity
- public realm and open spaces, including parks, lack adequate amenities for recreational use, limiting the use of such places for events and social gatherings
- street designs often lack canopy trees to make walking more comfortable and shaded
- green spaces are not designed for biodiversity and interconnectivity, which reduces habitat and limits residents' connections to nature
- extended commutes, especially by car, lead to time-poor communities with decreased local access to daily needs
- low-density housing scenarios impede the commercial feasibility of public transport at a local level.

To achieve this, the structure plan can strive to:

- enhance active transport in neighbourhoods by identifying and prioritising corridors to invest in as primary pathways, both for transport and for leisure
- plan to provide trees in streetscapes and the public realm early in development, particularly along key active transport paths and in parks
- facilitate a finer grain retail development that blends with the neighbourhood and is easily accessible by active transport
- revise car parking strategies in activity centres to better accommodate alternative modes of transport
- allocate sufficient land in the planning process to support provision of quality public realm and amenities provision over time
- strengthen corridors connecting green spaces, both within and beyond neighbourhoods, to generate a broad network of green spaces for people to connect to nature
- ensure community infrastructure, retail and other employment opportunities are diverse, co-located, integrated, accessible and proactively developed
- link homes with employment centres and necessary services via reliable, high-quality public and active transport options
- plan for more compact residential and retail scenarios, including stronger connections between activity centres and residences
- support growth of small and local businesses, which are more likely to cater to community needs and accurately reflect resident demographics.



## Lot sizes and neighbourhood character

There is a diversity of lot sizes across Gisborne and New Gisborne that contribute to the distinct character of the township.

Large, low-scale lots varying in size from 1000m<sup>2</sup> to over 10,000m<sup>2</sup> currently define township entrances and outlying residential areas. These larger lots contribute significantly to the rural character of the township and should be retained, particularly as residential development begins within the identified growth areas.

In New Gisborne medium density housing is promoted with lots ranging from 200m<sup>2</sup> to 500m<sup>2</sup> to facilitate increased housing diversity with ready access to the train station and employment opportunities offered by the Gisborne Business Park. Smaller lot sizes are also encouraged in proximity to activity centres that provide walkable access to everyday goods and services.

In newer subdivisions where lots fall under 650 metres, and/or have narrow frontages, dwellings will sit closely together. This has typically been the streetscape outcome for growth areas in metropolitan Melbourne.

Many of Gisborne's large lot subdivisions have requirements for post and rail or wire fences to meet 'semi-rural' character. These also generally require large side setbacks and staggered front setbacks to allow for boundary landscaping and separation for privacy.

Gisborne, not being located within a designated growth corridor of Metropolitan Melbourne, led to the first draft of Gisborne Futures recognising that providing relatively larger lots to preserve a sense of spaciousness between buildings and areas available for landscaping, to enhance the identified semi-rural feel of Gisborne.

The semi-rural character can be enhanced by requiring large lot interfaces along township edges, entrances and along main collector roads in new subdivisions.

The revised structure plan also recognises that there is a growing need for dedicated affordable housing for low and moderate income working households so that they can access employment, education and services needed to support the town's social and economic prosperity. The plan proposes to provide more affordable and diverse housing through targets for higher residential densities.



Larger lot residential housing



Medium density housing in New Gisborne

## Development sustainability

Planning for a healthy, sustainable community is an essential consideration in structure planning. The following sustainability objectives will be considered and incorporated into Gisborne Futures.

**Promoting walkable neighbourhoods:** residents living within convenient walking distance of a variety of local living destinations, such as supermarkets, shops, parks and public transport are more likely to choose walking as a transport option than driving. The proposed structure plan can integrate active transport up front by identifying and prioritising 'boulevard transport corridors' to invest in as primary pathways, both for transport and for leisure.

**Economic security:** planning to accommodate a minimum population of at least 8,000 residents in the area of New Gisborne will create a sustainable catchment for neighbourhood level retail and wider economies.

**Climate resilience:** streets can be designed to combat the challenges of climate change, including providing trees in streetscapes along active transport paths and in parks, for shading and cooling, storm-water retention and aesthetic value to enhance walkability.

**Density options:** increased densities can fill the identified gap in supply of smaller and more affordable housing. Higher populations closer to services will assist in economic viability for delivery of social and physical infrastructure, shops and services.

**Optimal subdivision design:** subdivisions that utilise topography, minimise earthworks and fill, respond to the natural environment, provide lots with appropriate solar orientation, reduce the impact of the 'urban heat island' effect, retain and enhance natural features, maximise natural ventilation, provide suitable shading, appropriate locations and optimal design with landscaping for open space and permeable spaces.

**Integrated water management:** including retention, treatment and reuse of stormwater in parks gardens and the landscape to mitigate flood risk and impacts of drought.

**Innovation:** consider and enable room for innovation, emerging trends and new technologies such as battery storage, electric vehicle charging points and micro-grids, wind modelling and enhancing digital infrastructure.

**Environmental integration and enhancement:** enhance local endemic ecologies through the retention of existing vegetation and native plants, the retention of open spaces along waterway corridors and strengthening local habitat and biodiversity of values, and through planning of indigenous species that are best suited to the local conditions.

Strengthen local habitat and biodiversity connections to larger ecological assets. Consider changing climatic conditions including drought resilient vegetation and bushfire risk.

## 7.9 Economic and employment analysis

### Employment profile

Gisborne's employment profile is typical of a large regional town, with a high proportion of employment in retail trade, health care, social assistance, education, construction, accommodation, food services, financial and insurance industries. In 2021, the Census recorded 4,302 workers based in the Gisborne District, an increase of 723 compared with 2016, representing an average increase of 1.7% per annum. The Census typically undercounts overall employment by 10%, and it can be assumed the total number of people employed in the Gisborne in 2021 was close to 5,000.

### Regional context

Gisborne is an entry point to the "Regional Employment and Innovation Corridor" that is identified in the Loddon Mallee Economic Growth Strategy (LMEGS). This initiative seeks to recognise the region's creativity, innovation, sustainability and liveability, leveraging the population and associated significant public investment throughout the transport corridor. Early work on this policy has identified that there is a concentration of businesses and employment that support higher wages, skills growth and an association with innovative and creative industries along the transport corridor that connects the townships between Bendigo and Melbourne.

### Local context

Council's Economic Development Strategy (EDS) provides the following vision for economic development:

*To facilitate an inclusive and sustainable economic future for Macedon Ranges achieved through targeted investment in long-term practical measures, combined with innovative development that actively responds to our key values of environment, landscape, proud local towns, and a welcoming community.*

The 'Thriving Townships' objective in Council's EDS recognises the regional economic positioning of Gisborne in the LMEGS as an accessible key location to support sustainable levels of population increase around business innovation, that is led by a workforce who want to live and work locally. It highlights the need for integration of economic development activity with land use planning through township structure plans.

Actions contained within the EDS that are relevant to the Gisborne Futures:

- Work with community and business so that established town boundaries provide sustainable growth for future residents and thriving town centres.
- Undertake a needs assessment for future employment, with focus areas including Gisborne/New Gisborne. Rezone and secure land where need is identified.
- Support the implementation of township structure plans recommendations and use business case development to access funding support for high quality urban design and active street frontages.



## Economic and employment analysis (2023 update)

The 2023 analysis update (Urban Enterprise) considered any changes to trends as a result of the COVID-19 pandemic and release of 2021 ABS Census data, as well as provide further detail on the hierarchy of activity centres in Gisborne, particularly to understand what sort of population catchments are required to sustain an activity centre in New Gisborne.

The update has found local employment, employment retention rates and business numbers have increased in recent years, a sign of strong economic performance in the context of the economic disruption caused by the COVID pandemic. Jobs and business growth has been primarily driven by the health, education, food and accommodation, construction and professional services sectors.

Recommendations include:

- the New Gisborne Business Park will need to accommodate an additional 30-46ha of land over the next 20–30 years to support continued growth
- a Commercial 2 Zoned precinct should be established between 5 and 10 hectares in size, and easily accessible to an arterial road (or connector road at minimum)
- retail modelling determines that New Gisborne should be able to exclusively service a population up to 10,000 people, with retail businesses as well as a range of civic, community and employment uses.

## Retail and commercial assessment

### Retail

One of the largest industries of employment in Gisborne and the town centre accommodates significant and diverse retail mix. Gisborne services a larger area than its direct township in the provision of retail goods and services, including Macedon and Riddles Creek. Gisborne town centre currently supports approximately 25,845m<sup>2</sup> of occupied retail floor space, increasing by 2,575m<sup>2</sup> between 2009 and 2018. The current vacancy rate is 2%, indicating strong retail performance.

The town centre retail profile generally reflects that of a large town, as opposed to that of a regional centre, given the absence of department stores, discount department stores, national brand specialities and large format retailers. Food retail is Gisborne's strength, anchored by three supermarkets, complemented by food specialty stores, cafes, take away shops and restaurants. In addition to the traditional retailers, the monthly Gisborne Market is a feature retail offering. Food retail accounts for almost 62% of occupied retail floor space in the Gisborne Town Centre.

Demand for retail floors pace has been steady in recent years, with retail being absorbed at approximately 300m<sup>2</sup> per annum between 2009 and 2018. Low retail vacancies (2%), coupled with recent retail developments, a number of refurbishments of existing shops and strong property sales results, also indicate strong demand within the local retail sector.

An increase of almost 9,000 residents over 18 years (equivalent to approximately 40% of the current retail trade area population) will lead to increased retail demand. Retail modelling projects that Gisborne could support an additional 11,000m<sup>2</sup> of retail floor space between 2018 and 2036. This would require approximately 2.5 – 3 hectares of land within commercial zones.

## Commercial

Gisborne's commercial employment role is relatively strong and caters to a sub-regional catchment that includes Gisborne, Sunbury South, Riddles Creek, Macedon and Woodend. Gisborne is performing particularly well in sectors which cater to the resident population. These businesses include accountants, real estate, financial services and administrative support functions and a very strong health role.

Employment grew between 2011 and 2016 at an average annual rate of 4.7% per annum (22 jobs per annum) in industry sectors typically occupying commercial floor space in the Gisborne Town Centre. There is approximately 18,265m<sup>2</sup> of occupied commercial space in the Town Centre and over 1,100m<sup>2</sup> of vacant space - a vacancy rate of 6%. The majority of floor space is in office (13,256m<sup>2</sup>).

The Nexus Centre (a multi-storey dedicated office building) accommodates a significant proportion of commercial floor space in the town, including the Gisborne Business Centre, however some major tenants are expected to vacate in the short term. The availability of a large floor-plate office space, which would likely require a new large tenant or for the space to be repurposed to cater to the needs of smaller tenants.

Commercial projections show that around 8,000m<sup>2</sup> of will be required by 2036, which would support 1.5 hectares of commercial land at traditional densities. The bulk of this demand should be catered for within the existing town centre, including through development of vacant sites, encouraging intensification of sites.

There may be opportunity for business growth from sectors including wholesalers and supply businesses (catering to the residential growth sector), tourism and entertainment uses (breweries, dance studios, gyms, art/craft studios) or hire businesses. Currently, opportunity for these types of businesses is limited in Gisborne, with some locating on the periphery of the town centre in the C1Z or in the industrial precinct. The provision of C2Z land in a strategic location may provide opportunity for new business growth.



## Activity centre planning

### Gisborne town centre

The town centre remains the primary location for retail and commercial uses in Gisborne. As a regional activity centre, Gisborne's town centre provides the daily shopping needs for the local community and the surrounding rural area. This includes the smaller townships of Macedon, Mount Macedon, Riddells Creek, and to a lesser extent, Woodend.

All land within the Town Centre is zoned Commercial 1 Zone (C1Z). There is currently approximately 50,000m<sup>2</sup> of floor space, of which 26,000m<sup>2</sup> is retail and 18,000m<sup>2</sup> commercial. The current vacancy rate is approximately 5%, indicating a good balance between demand and supply.

Planning should encourage built form which supports opportunities for night time dining, bars, entertainment, arts, cultural and tourism uses. Public events and place making that activate the Town Centre should be explored and encouraged.

### New Gisborne (Neighbourhood Activity Centre)

In the gradual expansion of Gisborne into New Gisborne, there is a lack of convenience shopping, basic services and retail spaces to service new populations. This leaves many people little option but to drive into the town centre to access these amenities.

In New Gisborne, a collection of community and social facilities have emerged to support the growing community, including a medical centre, schools, child care and aged care services. Council's proposed regional sports facility will enhance the sporting, leisure and community focus for the precinct, and the regional shared trail will provide an active, recreational connection to nearby smaller settlements. However there is no town centre, a community focal point and a heart, it is lacking shops and access to basic daily necessities, and it is lacking in quality public spaces for people to socialise and recreate.

The need for a Neighborhood Activity Centre (NAC) in New Gisborne is heightened by the 2-3km distance between the proposed growth areas and the town centre. Barriers to movement including the train line, freeway corridor and steep topography all challenge access via active transport, which leads to car dependency and congestion on Station Road.

An updated retail assessment outlines the preferred size and role of activity centres based on existing and future land supply and population projections. Almost 60% of the projected population growth in the Gisborne District is likely to occur in New Gisborne, which is projected to reach a population of approximately 10,000 residents by 2051. There is also expected to be moderate population growth in the Willowbank and Ross Watt Road sub-catchments, while the Gisborne urban area and other sub-catchments are forecast to experience lower growth.

A NAC (typically in the order of 5,000 - 6,000m<sup>2</sup> of retail floor space) is likely to be supportable by 2041, anchored by a full line supermarket of approximately 3,000m<sup>2</sup>. Once New Gisborne approaches full development, further ancillary retail space could also be supported.

New Gisborne has a small but emerging tourism and events role, with smaller scale accommodation and events spaces, active nearby. The ongoing provision of land suitably zoned to accommodate events, hospitality and visitor accommodation should be made, especially as part of the emerging New Gisborne cluster of such uses and within the town centre.

There is an opportunity to integrate mixed use development in the NAC, which could accommodate office and related business types in addition to the core retail and community services. This approach would result in a land use / spatial connection from the NAC to the existing business park south of the railway line.



## Local Activity Centres

The following local activity centres can become community focal points for walking and cycling:

**Station Road, New Gisborne:** maintaining a focus on retail and non-retail commercial uses such as medical, office and smaller shopfront retailers, with supermarket development directed to locate in the NAC.

The centre can incorporate a mix of uses, including upper level residential, with a form and scale that is complementary to the character of the Station Road streetscape.

Incorporating residential uses will require an amendment to the New Gisborne Development Plan (2015), see image to the left.

**Willowbank Road:** there is a current proposal to accommodate a retail development with a total of approximately 600m<sup>2</sup> of retail space. This area is proximate to the Gisborne town centre and forms part of a logical catchment for the main retailers in the town, including the four supermarkets.

Given the recent urban growth that has occurred in this area and the newly completed Primary School, policy should encourage local convenience and community services only.

**Ross Watt Road:** there is a small activity centre as part of the Development Plan for the area. The local catchment is defined by significant barriers to movement both to the north and south, including Jacksons Creek and steep land separating the area from the town centre, and the Calder Freeway separating the area from New Gisborne.

The local population is projected to reach a total in the order of 2,000 residents at full development, a relatively low level in terms of retail demand. Further, the Development Plan area is set back from Station Road, removing the presence of passing traffic or exposure for businesses. As a result, policy should encourage local convenience retail and community services only.



*The concept plan for the New Gisborne LAC on Station Road should be revised to include a greater mix of uses (including residential at upper levels,) and to provide a focus on local community and convenience retail uses to avoid competition with establishing a NAC north of the railway line.*

## Gisborne Business Park

The Gisborne Business Park provides the only location within Gisborne with land zoned specifically for employment and business purposes other than the town centre. There are limited remaining vacant lots within the main developed area of the Gisborne Business Park. Supply may be at critical levels if new lots are not made available to the market through new subdivisions.

The Business Park now accommodates a wide range of business types, many of which would be more accurately described as commercial than industrial in land use terms. Lot sizes are relatively generally small for an industrial precinct and are well occupied. These circumstances indicate an economically successful precinct and a strong basis for future growth over the planning period. In 2021, the Precinct accommodated 566 jobs (based on ABS Census results), compared with 361 in 2016. This represents an average annual increase of 9% over a period that included the COVID pandemic. More than half of the jobs growth occurred in construction-related employment.

The Gisborne/New Gisborne ODP identifies the land on the north-east corner of Saunders Road and Barry Road, New Gisborne for the “proposed future expansion of the New Gisborne Industrial Estate... to provide for more local employment opportunities”. Implementation of the ODP recommends application of a DPO to the expanded industrial area, requiring 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 (DDP) for the Business Park which was exhibited to the community in February 2019. Consultation raised a number of concerns relating to traffic, township character, urban design, environmental conditions and the potential heritage values of Woiwurrung Cottage. The DDP was substantially progressed at the outset of the Gisborne Futures project. In December 2019 Council resolved to merge the revised Business Park Masterplan into the Gisborne Futures Project. The business Park needs to protect and enhance the existing and all proposed residential, community and open space interfaces.

## Expansion Options

The current business park is well set back from Saunders Road, is not visible to passing traffic and does not have highly functioning access. Expansion of the industrial precinct south toward Saunders Road and east remains the most logical extension. This would enable similar uses to be co-located, direct extension of existing infrastructure, and minimisation of conflict between employment and residential land uses.

The prospect of future residential use to the east of the Business Park should be carefully managed. It is important that sufficient land for long term business needs is provided in locations that result in less land use conflict. Adequate buffers to sensitive land uses which restrict encroachment of residential growth in proximity to industrial land is critical to avoid the potential for residential uses to compromise the function of existing and future businesses within the industrial estate.

Most commercial uses that are locating in the Business Park rely on ready access and parking, and pre-existing awareness. Proximity, access and visibility to Saunders Road is of economic benefit to these business types, however incorporating a setback and landscaping from the road could be considered if needed from a landscape and character perspective. Planning controls can be used to manage town gateway sensitivities.

We well planned and delivered Business Park expansion can provide all of the following functions:

- core / light industrial businesses, especially construction, small manufacturing, transport and storage businesses and activities
- smaller production facilities which also serve a consumer role, such as distilleries, breweries, coffee roasters and so on
- commercial uses meeting community needs, such as gyms and recreation services
- larger format showrooms and retailers
- public and institutional uses, such as training providers, depots, water transfer and so on.

## Business Park Commercial 2 Precinct

The need for a precinct that permits uses permitted in the Commercial 2 Zone has been re-confirmed by the 2023 Economic and Employment update. Support for this includes: strong recent and projected population growth, a recent increase in population service businesses and facilities locating in the Business Park, and the expected spatial focus on New Gisborne as the main location of population, services, retail and other activities outside the town centre. In addition to 'core' retail-based activity centres, there is projected to be substantial growth in demand for bulky goods and restricted retail.

Bulky goods expenditure of Gisborne residents is projected to increase from \$32m per annum in 2023 to \$59m per annum in 2051. Most of this expenditure currently 'escapes' to metropolitan Melbourne (especially Watergardens) and Sunbury. Kyneton is currently experiencing development interest for larger format retailers.

It is recommended that a dedicated location for larger format showrooms and retail spaces in a Commercial 2 precinct of 5-10ha is nominated in Gisborne to increase the convenience of access to local residents as the population grows. The precinct could provide the community with the following types of uses:

- Auto sales and parts sales.
- Building/furnishing supplies (plumbing, ceramics, tiles, flooring, lighting).
- Pet food supplies / equestrian supplies.
- Camping, outdoor and recreation goods.
- Large format retailers and showrooms (niche business types).
- Recreation (gyms, child play centres, rock climbing centre).
- Breweries, distilleries, cideries and coffee roasters.
- Hospitality industry suppliers (food catering, laundry services etc).
- Specialised artisans/workshops and gallery spaces.

## Waste transfer station opportunity

Council's Waste and Resource Recovery team are seeking a new location for a transfer station in Gisborne. An expanded business park/industrial area has been identified as an opportunity for this. A new transfer station will require a site of 1.5ha.

The planning scheme requires a 500m buffer to sensitive land uses if the facility accepts organic waste, or a minimum 200m buffer if it doesn't.

The transfer station should be located in an area that is likely to be developed in initial stages to meet existing and future demand, with a minimum 200m buffer. Longer-term planning should future-proof for a 500m buffer to potentially allow for acceptance of organic waste in the future.



## 7.10 Integrated water management

---

### Hydrology

Gisborne sits within the Port Phillip and Westernport Catchment area. The State Government Healthy Waterways Strategy 2018, recognises that all of Gisborne is within the Maribyrnong River catchment. Jacksons Creek is part of the upper Maribyrnong River catchment. It meanders in a south-easterly direction through the Gisborne town centre to the municipal boundary in the east.

Jacksons Creek rises in the Wombat State Forest, and has been dammed to the west of the town to form Rosslynne Reservoir, a significant waterbody with a steep escarpment and forested edges that is recessed into the plain, out of sight from nearby roads. East, beyond the municipal boundary, Jacksons Creek cuts a meandering gorge through the volcanic plain and joins Deep Creek south of Bulla where they combine to form the Maribyrnong River.

Most watercourses in Gisborne generally flow towards Jacksons Creek. Drainage from the marshlands is split at the Calder Freeway, with the southern area draining towards the river valley and the northern area forming Burringma Dalga Creek which heads towards the ranges and feeds into Riddells Creek, which eventually confluences with Jacksons Creek east of Riddell Road. Within the township area, a number of ephemeral creeks and waterways capture overland flows and have eroded tributary valleys into the Jacksons Creek landscape.

### Catchment health

The ecological health of the catchment has significantly improved in the last ten years, through collaborative management reflecting the contributions of Traditional Owners and the broader community.

The catchment is featured by thriving bird species, 95 of which are riparian. The fish and frog species in the catchment are lower than in previous generations, and they include threatened species such as the Australian grayling and Yarra pygmy perch. Work needs to be done to ensure populations return to usual levels. Platypus have been observed in Jacksons Creek.

## Flood management

Numerous State and Local Planning Policies (in the Planning Scheme) seek to ensure that the future use and development of land prone to flooding minimises the impact and consequences of flood events and water inundation. The 2009 Gisborne Flood Study identified that there were 250 properties within or immediately adjacent to the 100 year flood extent, of which 20 experienced above floor flooding and 163 experienced below floor flooding.

Measures to mitigate flood risk recommended in the flood study include:

- improved conveyance of flows under the Aitken Street bridge and a levee at the edge of Frith Road Estate and improved drainage at Beech Court
- waterway restoration in 'the cut', (a narrow section of Jacksons Creek south of Watt Street) to remove weeds and improve conveyance of flows
- a parcel of land adjacent to Howey Creek at 94 Fersfield Road is retained as public open space to provide for a retarding basin to reduce flood risk downstream. This infrastructure has not yet been installed.

Planning actions:

- Recommendation that future development to be directed away from flood prone areas to ensure future flood risk is not exacerbated.
- The 100 year ARI design flood levels should be used in conjunction with an appropriate freeboard when setting minimum floor levels in flood inundated land. Freeboard is generally set at 600mm, but this in conjunction with the assumption that Rossllynne Reservoir offers no flood storage is considered overly conservative. Consider application of a freeboard of 300 mm.

## Flood risk areas

Melbourne Water's 1 in 100 year flood mapping identifies areas of flood risk. The flood mapping does not prohibit development, but any application will need to acknowledge and respond to the flood risk.

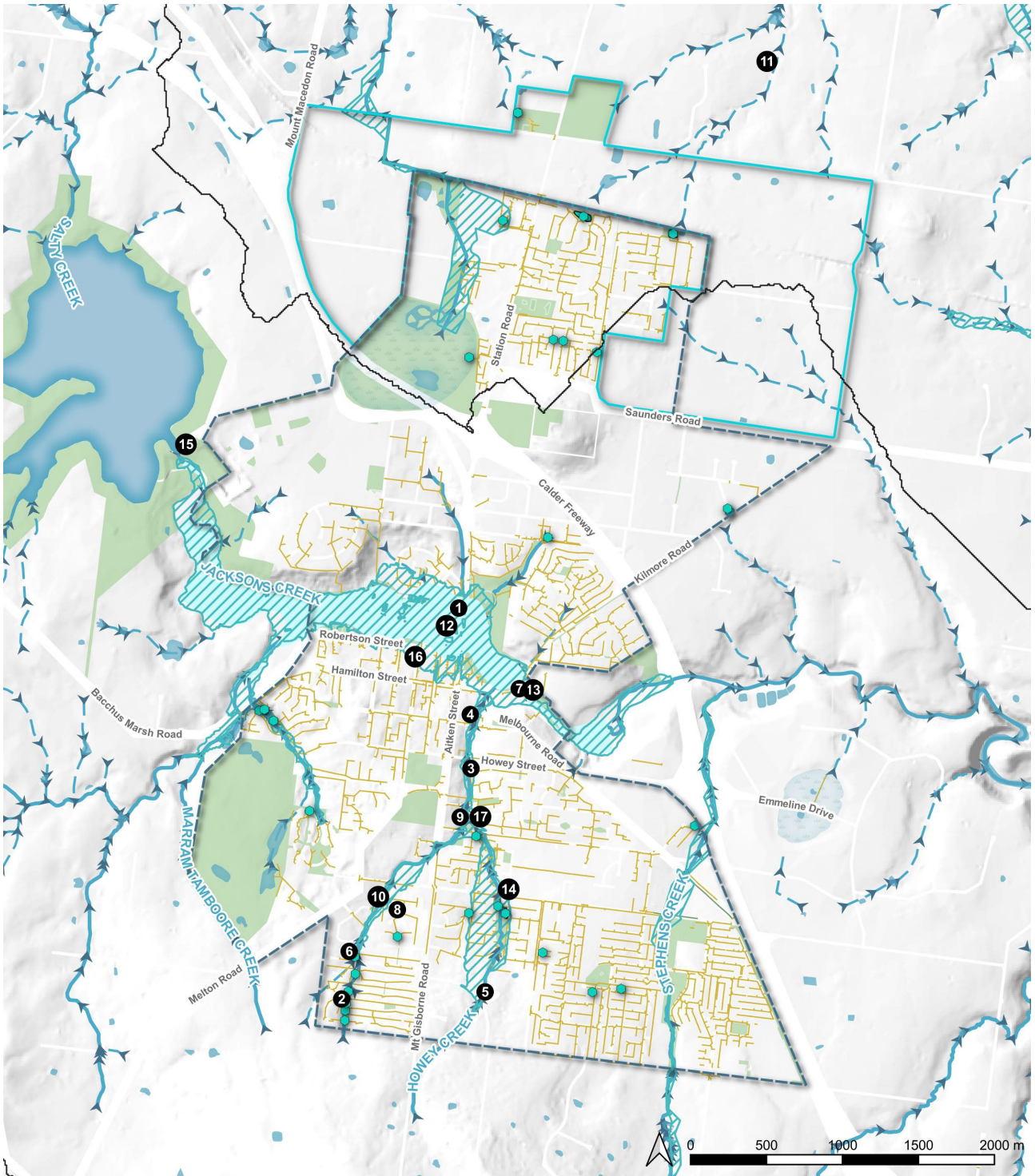
The flood mapping includes a greater area that that covered by the current LISO in the Planning Scheme. There is also an area identified as a risk of flood along Burringma Dalga Creek in New Gisborne. There is an area in New Gisborne, west of Station Road where flood risk has recently been managed through a Melbourne Water Drainage Scheme prepared to accommodate development in that area.

Development in Gisborne on the Jacksons Creek floodplain is subject to inundation under a range of design flood conditions, with properties in the town centre around the northern end of Brantome Street, Frith Road and Beech Court areas and properties adjacent to Howey Creek potentially affected by flooding (Gisborne Flood Study, 2006).

Parts of Bunjil and Howey Creek, have also been modelled as subject to flooding south of their confluence at Fersfield Road, and at Bunjil Creek's confluence with Jacksons Creek. In the past floodwaters have covered the football oval at Gardiners Reserve and inundated the Macedon House site.

The roundabout and intersection works at Kilmore and Melbourne Roads in 2022 has changed the water behaviour in this area. The park flooded near the confluence in January 2022, but was not affected in the October rainfall event of the same year.

There are areas of flatter terrain with poor drainage in New Gisborne and overland flows can result in minor flooding of the large, rural residential properties between Kilmore and Saunders Roads. There are areas of flatter terrain with poor drainage in New Gisborne and overland flows can result in minor flooding of the large, rural residential properties between Kilmore and Saunders Roads.



- Drainage network (pipes)
- 1** Flood hotspots (Flood management plan, 2013)
- 1 in 100yr Flood Natural Drain
- Land Subject to Inundation Overlay
- Detention basins
- Watershed basins
- Water area**
- Subject to inundation
- Waterbodies
- Watercourse**
- Waterway
- Named waterway
- Stream direction



## Regional Integrated Water Management

The IWM Plan prepared for the Southern Macedon Ranges in 2020 identifies the following opportunities for IWM in Gisborne:

- To reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.
- Require new dwellings and commercial development to include rainwater tanks for outdoor use, irrigation, laundry and toilet flushing.
- Increase permeability requirements for new development through schedules to the residential zones and precinct structure planning.
- Promote use of porous pavements for hard surfaces.
- Promote construction of rain gardens and/or infiltration trenches on private properties.
- Development must include a range of water sensitive urban design assets, such as wetlands, bio retention systems and raingardens, roadside swales and passively irrigated street trees in new development areas and streetscape upgrades.
- Include bioretention basins and wetlands in public open space to provide enhanced stormwater treatment in existing areas.
- Manage and protect waterways for increased riparian value and infiltration of stormwater.
- Support investigations into the development of a long-term stormwater harvesting and treatment scheme to supplement regional water resources.
- Ensure that best practice IWM and water sensitive urban design (WSUD) practices are applied through future development to ensure there is no detrimental impacts on the quality of waterways.
- Maintain riparian land alongside waterways to support biodiversity and provide habitat connectivity.
- Recognise that the environs of many waterways also have significant Aboriginal cultural heritage value.

Option	Description
<b>Lot-scale initiatives to reduce stormwater runoff in from new developments.</b>	<p>Exploration and comparison of the performance and cost of a range of options that could be delivered on-lot to reduce stormwater runoff and promote infiltration including, including:</p> <ul style="list-style-type: none"> <li>• Rainwater harvesting (for garden, toilet flushing, laundry)</li> <li>• Rainwater harvesting (for garden, toilet flushing, laundry and hot water)</li> <li>• Leaky tanks</li> <li>• Raingardens</li> <li>• Downpipe diversion to infiltration areas</li> <li>• Change in permeability of ground surfaces</li> <li>• Passively irrigated trees (front yard or verge)</li> </ul>
<b>Enhancement of recycled water use through extended provision to new open space irrigation.</b>	<p>Review of possible new opportunities for irrigation with recycled water from the Gisborne (Class B) Plant and network. These may include landscapes in new development areas and currently unirrigated landscapes in established areas.</p>
<b>Large-scale end-of-line stormwater harvesting for regional supply.</b>	<p>Review of favourable harvesting points in Gisborne where stormwater treatment and harvesting could be included and transferred to for regional storage and reuse (possibly linking to neighbouring scheme in Sunbury).</p>

## Storm water management

There are two existing drainage schemes in Gisborne: New Gisborne Drainage Scheme and Central Creek Drainage Scheme.

Schemes comprise of a catchment-based drainage strategy outlining the functional designs of the relevant infrastructure required to service growth. There's a pricing arrangement detailing how Melbourne Water will recoup the infrastructure costs through financial contributions paid by developers. The strategy is funded by financial contributions paid when development occurs.

The current schemes encompass the required drainage infrastructure required for stormwater conveyance and water quality treatment within the existing catchment boundaries. Melbourne Water has advised that if any development commences outside of boundaries of the existing drainage schemes, it may trigger the need to undertake a drainage analysis and decide if another drainage scheme is required.

Macedon Shire manages the existing detention basins, retention basins and storm water street infrastructure. A comprehensive network assessment is required to analyse the function and performance and to determine if upgrades to the existing network are required. This assessment will be imperative in the context of growth areas and any existing infrastructure that may be impacted. This work will also inform water sensitive urban design recommendations for future development areas in precinct structure planning or development plans.

A storm water management strategy will be required for the growth areas in the precinct structure planning / first development plan stage in the proposed growth areas. From there a details assets delivery plan will be required to inform assets required, their function, costs, staging and management of their delivery.

## Drought planning

Drought is one of the most significant climate change challenges to face Australia. The region is vulnerable to extended dry periods which can lead to water shortages, crop and stock losses and increased risk of bushfires, dust storms and land degradation.

New development will be preceded by the preparation of an Integrated Water Management Strategy at the precinct level that determines how all stages of the water cycle are to be managed to increase climate change resilience, including:

- reduce potable water usage
- improve stormwater harvesting and re-use
- provide opportunities for the use of excess recycled water
- provide more green space in roadways and in development lots to support more opportunities for passive irrigation and infiltration.
- implement IWM and WSUD principle through the planning and design of new developments
- use drought-resistant species in both private/ and public realms.

*Flooding at Howey Reserve in January 2022, before works on the Kilmore Road roundabout commenced. The same area wasn't inundated in the October flood event of the same year, after the road works were complete.*





## 8 Movement and transport

To inform the structure plan the Gisborne Futures Traffic and Transport Recommendations Report, 2020 was prepared, and then peer reviewed in February 2023.

The following transport visions are recognised:

- support active and sustainable travel choices that are integrated with and well connected to key local destinations by safe and high-quality networks
- integrate with and protect Gisborne's natural environment, particularly the tree-lined avenues and natural habitat
- provide a safe and enjoyable multi-modal transport network, which enables independent travel for users of all ages and mobility levels
- promote Gisborne town centre as a destination village to be enjoyed, through prioritising the pedestrian experience and economic activity
- enrich Gisborne's public realm through active and vibrant streets designed for pedestrian comfort and enjoyment, creating places for people
- include a high frequency public transport corridor, connecting key activity centres and community destinations.

### Key transport delivery initiatives

The structure plan should deliver these transport outcomes:

- environmental and health enhancement of the community through a significant increase in active transport usage
- requiring all development to deliver on Transit Oriented Development principles, particularly active transport and universal access priority, in Gisborne town centre and New Gisborne town centre, and within 800 metres walkable catchment of the train station
- aboriginal partnership opportunities (integration with Wurundjeri consultation)
- defining Gisborne as a regional gateway and sustainable community with state-of-the-art education and employment with multimodal mobility hubs
- strategic cycling corridors on-road and off-road, with place focused design at a precinct level, and investigating options to locate geo-fenced shared micromobility provisions on the cycling network interface
- bus indicators that provide competitive performance with private vehicles with a high peak frequency.





## 8.1 Public transport

### Rail services

The 2020 report states that train services to Gisborne Station operate along the Melbourne-Bendigo railway line and are operated by V/Line. Services run seven days a week providing a direct connection to the metropolitan rail network via stops at Sunbury, Watergardens, Footscray and Southern Cross stations. Services generally depart Gisborne at one hour intervals during the off-peak periods and at approximately 30 minute intervals during the peak periods. The travel time from Gisborne to Southern Cross Station is approximately 55 minutes, with travel time to Bendigo taking approximately one hour and 15 minutes.

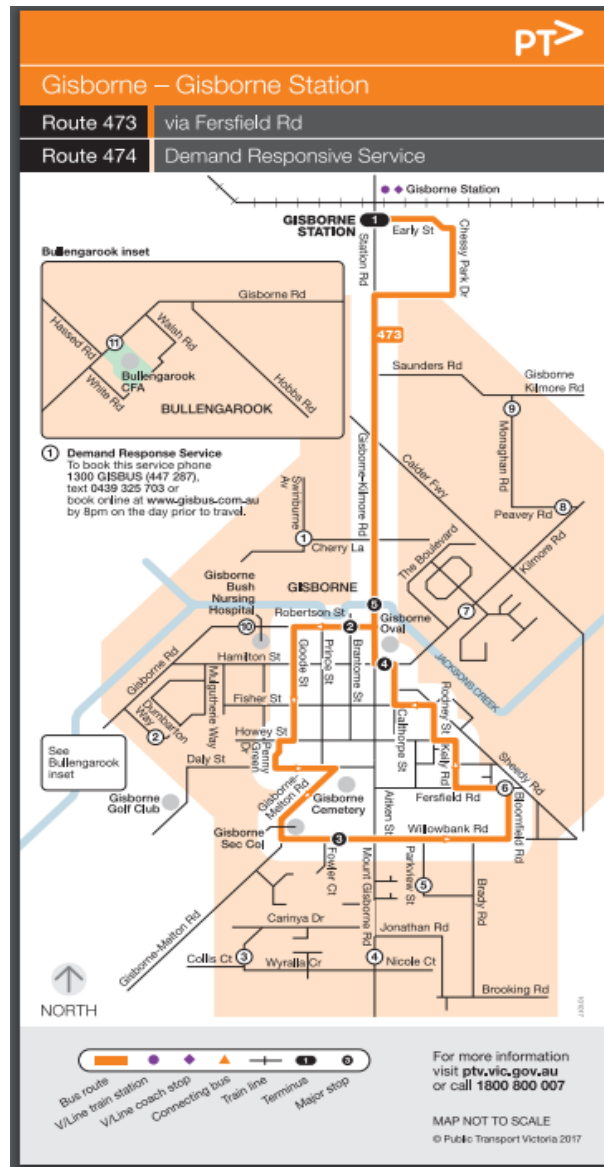
The report recommends advocating for future service frequency improvements and improving bus stop interchange facilities. The report makes no recommendations with respect to infrastructure that may be required to be upgraded (such as grade separation or line upgrades).

### Bus services

Two local bus routes operate between Gisborne and Gisborne Station, Route 473 is a fixed route and Route 474 is a demand responsive service. The services operate from Monday to Friday with approximately hourly frequency, increasing during peak times.

The 2020 report recommends to improve bus service frequency and ensure better integration with the train timetable, provide weekend services, and improve bus stop facilities. Longer term recommendations include expanding the bus network into new growth areas and the business park.

The 2023 peer review states that to improve bus services in Gisborne, there is potential for a higher frequency direct service along Aitken Street and Station Road between Willowbank Road and Gisborne Station. Ideal service frequency would be headway of 5 minutes between services.



## 8.2 Active transport

Many aspects of the active transport network in Gisborne are not consistent with the State Governments Movement and Place Framework.

### On road network

Pedestrian facilities along the streets of Gisborne are generally limited with often inferior crossing facilities, particularly at the intersections of main roads. Pedestrian paths are provided throughout the Gisborne town centre paths are minimal in other residential areas of Gisborne. In the town centre pedestrian connectivity is varied, with a number of line-marked pedestrian crossings provided which prioritise pedestrian movements and a number of pedestrian links that are incomplete or in poor condition, causing risks particularly with respect to universal access.

Risks can be alleviated with improved infrastructure provision including consistent pavement and Tactile Ground Surface Indicators.

On-road bicycle lanes are disconnected, poorly defined and notably absent in the town centre. Connection between the residential streets, the train station and key community or education facilities, is not existent, and there are no end-of-trip facilities. On road bicycle lanes, nor informal usage, do not encourage bicycle riding, to due to current road speeds, vehicle volumes and freight movements. This is of particularly relevance in the town centre and along Station Road. As a result, cycling is currently a very low use transport option.

### Off road network

Shared user paths are provided along Jacksons Creek Reserve and Station Road between Robertson Street and Saunders Road intersections. There is limited to zero off-road active transport connections throughout the township.

### Opportunities

- Potential off-road shared user route near Saunders Road.
- Potential to co-utilise creek and linear open space corridors to improve the active transport network and provide connectivity to the existing network.
- Potential to establish numerous direct pedestrian and cycling links between Gisborne Business Park and Gisborne Train Station.
- Wayfinding including active transport path-finding signage upgrades are needed.
- Improvements of the pedestrian and cycling network to numerous community, education and recreation facilities, particularly within the New Gisborne town centre and surrounds.
- Continued measures and infrastructure improvements to prioritise principles of place making and active transport ahead of movement in and around activity centres, key community and educational facilities.
- Explore initiatives and programs to promote transport mode shifts, including health, universal access, driver awareness and network designing, with a goal significantly improving the percentage of active transport movements compared to private vehicle movements.
- Explore connections with the wider active transport network, including advocating for the creation of, and connection with, shared user paths along the Calder Freeway corridor.

Gisborne Futures can investigate these opportunities alongside an updated Walking and Cycling Strategy.





## 8.3 Private vehicle transport

### Local traffic

Gisborne has evolved as a car-dependent community with low density, dispersed residential areas located up to three to five kilometres away from the town centre. Most people are reliant on car users to travel into the town centre for all essential purposes, placing traffic pressure on the road network in, and approaching, the town centre. Congestion at peak times (8:30 am and 3:15pm) is an increasing problem and at unusually high levels for a town of this size.

### Through traffic

Gisborne is located at the crossing of a number of arterial roads, and is a key link for vehicles travelling to and from the Calder Freeway. This through-traffic places pressure on Gisborne's road network, particularly the north-south spine of Station Road. Truck movements through the town centre are of particular concern as they impact on the amenity of streets.

The Victorian Integrated Transport Model (VITM) has been used to determine the impact of traffic growth and development proposals. It requires more detailed intersection modelling to determine appropriate upgrades to accommodate the increased traffic. However it is clear from the work undertaken that a range of network improvements will be required to cater for traffic growth.

The 2020 report has investigated options to address the traffic issues:

- Feasibility to construct a western link road or an eastern link road: a multi-billion dollar proposition factoring complex topography, landscape and environmental issues, and the pending approval of the Ross Watt Road Development Plan.
- Duplication of Station Road: will result in loss of the significant trees and further reduce already problematic road safety and amenity for active transport users.

It recommends that the provision of a western link road presents the greatest benefit across the road network. This combined with intersection improvements along Station Road should bring the performance of the link to acceptable levels.

### Local traffic upgrades

The following key road upgrades are recommended to improve network movement and function:

- Mount Gisborne Road/Aitken Street: upgrade to a collector road in key areas.
- Cherry Lane: to a collector road.
- Ross Watt Road: general upgrade as well as intersection at Station Road.
- Howey Street/Sheedy Road: upgrade to collector road in key areas and Melbourne Road intersection.
- Willowbank Road: to a collector road.
- Fersfield Road: safety and capacity improvements.

The 2023 peer review notes that the duplication of Station Road will result in loss of the significant trees that line the road and reduce road safety and amenity for all users including pedestrian and cyclists. They state that road widening will only reduce congestion temporarily, cause bottle-necks elsewhere and undermine key liveability factors including health outcomes, safety, community connection and resilience.

The review has found that the 2020 report is based assumption of low density residential development and focusses mostly on road widening to reduce traffic congestion, and that a lack of integration between transport and land use in the modelled scenarios would entrench car use and reduce viability of improved public transport.

Peer review recommendations include:

- provide a more sustainable active and public transport network
- increase densities to support viability of activity centres
- encourage an urban form that facilitates walking and cycling as an alternative to private car use.



The peer review does not comment on the western link road's capacity to reduce the volume of through traffic.

The western link road would likely be a multi-million dollar project that would require significant state resources and funding to investigate and deliver, particularly as the opportunity to align with development of the Ross Watt Road development plan area is no longer available.

In the meantime, a balanced approach is required to resolve the transport congestion issues in Gisborne, particularly when managing through traffic, which may be reduced by the implementation of enhanced active and public transport measures.

The Structure Plan can recommend further investigations for the feasibility to provide the western link road option, as well as Station Road function upgrades that serve to enhance and integrate the active and public transport opportunities.

## Car parking

Parking in Gisborne's town centre is not at full capacity, however some key attractors are often at capacity, such as along Brantome Street, or the Coles car park. Redistribution of parking demand can be facilitated by supporting drivers to know where they are able to park and time restrictions, through signage. Car parking issues can be alleviated through an improvement in active transport and universal access initiatives, particularly in the town centre and New Gisborne town centre.

Other general car parking considerations:

- ensure there is no net-loss of car parking spaces with new development, particularly where built form is proposed to replace existing surface car parks
- multi-deck car parking structures may be a long term solution to parking provision, however any structure must be sleeved with retail, commercial or residential uses, provide active street frontages at the ground floor and allow for future adaptable re-use of the building
- surface car parking is to be avoided in the front setback of new developments
- car parking access to be consolidated to secondary streets and laneways where possible
- locate vehicle access to car parks away from the public realm, preferably on secondary streets to reduce the chance of pedestrian conflict.



## 8.4 Open space, recreation and community facilities

### Open space planning

Gisborne's network of open spaces, trees and views of the Macedon Ranges, are all integral to the rural lifestyle and character of the town. The town has many reserves that provide a high level of landscape amenity. Waterways and bushland reserves set aside for conservation values provide an important environmental function and preservation of these as landscape features provides a visual connection to the town's setting. Wide road reserves with grassed medians and substantial old trees, large reserves in the town centre and views to nearby landscape features contribute to a sense of open space abundance in Gisborne. This is further enhanced by large lots with room for trees and gardens and open space linkages that weave through residential areas.

Gisborne's primary open space is the Jacksons Creek corridor which has been preserved as a significant landscape backdrop and parkland setting for the town. It features a linear network of parks and open spaces that offer sports fields and facilities, playgrounds, pathways, biodiversity and habitat linkages and opportunities for both active and passive recreation.

New Gisborne is host to the Macedon Ranges Regional Sports Facility which is expected to generate significant social and economic benefit for the local region by providing a diverse range of sports, events and activities. The staged development will connect to the existing regional netball facility and include two full sized sports fields and pavilion, indoor courts, tennis courts, a playground and circuit paths. Planning and development is underway for a number of parks in new residential areas, including a community sports reserve, a community social recreation space and large open space corridor along Stephens Creek in the Willows Estate in Gisborne's south. There are significant environmental reserves include Gisborne Marshlands, Magnet Hill and UL Daly Conservation Reserve.

There are many pocket parks and local reserves that serve the local catchment. Many remain undeveloped with grass and occasional trees, some with simple playground equipment and basic amenity. Some are enclosed by back fences, have poor passive surveillance and inappropriate activation.

### Open space policies

Natural environment and open space objectives and strategies in the Planning Scheme, include:

- protect and improve areas of remnant vegetation, fauna habitat, natural drainage corridors, Gisborne Racecourse Marshlands Reserve, and the open space corridor along Jacksons Creek, as essential elements of Gisborne and New Gisborne's natural setting
- create an attractive urban environment with a strong sense of place contributing to the natural setting through a range of open space areas
- ensure open spaces meet the active and passive needs of the community, integrate with drainage infrastructure, flora and fauna, and key destination links
- provide buffers between new residential development and vegetated recreation land, such as the racecourse, golf course and Marshlands Reserve
- require new development to front public open space areas with road frontage, safety through passive surveillance and active frontages, where relevant
- ensure open space along waterways and drainage corridors are wide enough to accommodate drainage, riparian buffers and shared user paths.



## Open space provision

The Victorian Planning Provisions (VPP) include catchments for open space provision in new developments that can be used as a starting point for assessing how existing township areas perform against these benchmarks. The Planning Scheme requires a network of quality, well distributed, multi-functional and cost effective open spaces that cater for a broad range of users.

These include:

- active open space of around 8ha within 1 kilometre of 95 per cent of all dwellings
- local parks generally around 1ha in size within 400 metres safe walking distance of at least 95 per cent of all dwellings
- linear parks and trails, most often along waterways, but also linked to vegetation corridors and road reserves within 1 kilometre of 95 per cent of all dwellings.

### For active recreation organised sport facilities, a regional centre should contain

Provision	Size	Catchment	Target provision	Current Supply
<b>2 Destination Sports Parks</b>	8ha	2km	<ul style="list-style-type: none"> <li>• Two full size fields</li> <li>• On-site car parking</li> <li>• Facility/pavilion (change rooms, toilets)</li> <li>• Training ground or amenities.</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Sports Facility</li> <li>• Jacksons Creek corridor including Dixon Field, Gardiner Reserve and Sankey Reserve</li> </ul>
<b>Community Sports Parks</b>	3ha	1km	<ul style="list-style-type: none"> <li>• One full size field or at least 6 courts</li> <li>• Training grounds/amenities</li> <li>• Car parking</li> <li>• A buffer for social and training use.</li> </ul>	<ul style="list-style-type: none"> <li>• Willows Estate Reserve 1</li> <li>• Ross Watt Reserve (tennis courts, BMX track)</li> </ul>
<b>2 Local Sports Parks</b>			<ul style="list-style-type: none"> <li>• One field or four courts</li> <li>• Facilities appropriate to sport</li> </ul>	<ul style="list-style-type: none"> <li>• Gisborne Petanque Club</li> <li>• Gisborne Bowls Club</li> </ul>



For passive recreation (or co-located) the current provision in Gisborne is:

Social Recreation	Conservation + Local Reserves
<p><b>Destination Parks</b> Regional parks featuring active and passive recreation</p>	
<ul style="list-style-type: none"> <li>• Jacksons Creek Adventure Playground</li> <li>• Gisborne Skate Park</li> <li>• John Aitken Reserve</li> </ul>	<ul style="list-style-type: none"> <li>• Gisborne Botanic Gardens</li> <li>• Pioneer Park</li> <li>• Rotary Park</li> <li>• Jacksons Creek Corridor</li> </ul>
<p><b>Community Parks</b> Local with good facilities, playgrounds, kick-about &amp; picnic space</p>	
<ul style="list-style-type: none"> <li>• Gisborne Fields</li> <li>• Willows Estate Reserve 2 (future open space)</li> </ul>	<ul style="list-style-type: none"> <li>• Magnet Hill</li> <li>• Gisborne Marshlands Reserve</li> <li>• UL Daly Conservation Reserve</li> </ul>
<p><b>Local Parks</b> Basic seating, paths and small playgrounds within a 400m catchment</p>	
<ul style="list-style-type: none"> <li>• Greenhills Reserve</li> <li>• Wyralla Crescent Reserve</li> <li>• Cathlaw Estate Reserve</li> </ul>	<ul style="list-style-type: none"> <li>• Worcester Road Reserve</li> <li>• Pleasant View Court Reserve</li> <li>• Banksia Grove Reserve</li> <li>• Zeal Street Reserve</li> <li>• Green Gully Dalton Street Reserves</li> <li>• Echidna Lane</li> <li>• Bunjil and Howey Creek Reserves</li> <li>• Dalton Street Reserves</li> <li>• Westport Tree Reserve (future)</li> <li>• Mulguthrie Reserve</li> <li>• Jacksons Creek Way Reserve</li> <li>• Waterway corridors (Waa Creek, Jacksons Creek, Bunjil Creek)</li> </ul>

## Draft Open Space Strategy

Council is currently preparing a draft shire wide Open Space Strategy. Outcomes and recommendations from this Strategy are currently in development. Some of the currently identified open space planning issues and opportunities are:

- retain the open space corridor and escarpment at Jacksons Creek and develop a master plan for Jacksons Creek Corridor, including Gisborne Botanic Gardens
- prepare developer contributions recommendations with respect to New Gisborne and areas of new growth, including protection and enhancements of creeks in high quality linear open space design, additional organised sport to serve the local community and wider region, a dedicated off lead dog exercise park, and a high quality regional destination passive open space park including playground and general recreation amenities
- incorporate 10% open space provisions in residential growth areas subject to precinct structure planning
- refrain from cash contributions in-lieu of open space from any smaller development plans
- water sensitive urban design as part of recreation masterplans for all reserves in Gisborne including Dixon Field, Ross Watt Reserve (including integrated water management and active transport principles)
- investigate integration, connection and delivery of regional to local tracks and trails
- identify undeveloped reserves and determine their local and regional necessity. Or investigate mechanisms to utilise funds for nearby recreation upgrades
- investigate how to manage situations where car parking has expanded into the open space, including at the end of Brantome Street and behind the Bowls Club as part of the recent intersection upgrade, to ensure they are offset with funding for existing upgrades or new nearby open space alternatives arranged
- create suitable 'green links' through new development areas that connect open spaces and conservation reserves
- ensure that encumbered open space is designed to meet recreation and community requirements, connect seamlessly with unencumbered open space and the wider open space network and provides co-location opportunities for active transport and water sensitive urban design.



## Growth area open space priorities

### Area 2

- Area 2 is the focal point of new community with a town centre and community centre leveraging off access to the sports precinct. The sports precinct does provide some community social recreational function, however is not purpose-built for this (eg – playgrounds and bbqs are not co-located).
- As this area is to be the focus for higher density residential development, a social recreation space of minimum 3-5ha should be located centrally to the precinct to provide open space function for the residents of this areas.
- Access along train line and within landscaped reserves along entrance roads.
- Local parks as required to meet 400m walkable catchments.

### Area 1

- A community level sports space to accommodate a full size oval (4ha).
- Future design of business park to include civic open space for worker use.
- Long-term provision for open space corridor along the waterway.

### Area 5

- Access along train line and freeway edges and within landscaped reserves along entrance roads.
- Local parks as required to meet 400m walkable catchments.



*New Gisborne: concept open space network and green corridor connections (long term).*



## 8.5 Community infrastructure

The community infrastructure assessment for Gisborne, establishes needs based on updated forecast population, a quantitative assessment of current supply and future demand, strategic directions from state and Council policy, as well as stakeholder and community feedback.

It identifies opportunities to address shortfalls and surpluses in community infrastructure provision as well as opportunities to improve accessibility, functionality, and integration of community infrastructure in line with contemporary infrastructure delivery and service models.

### Integrated community hub

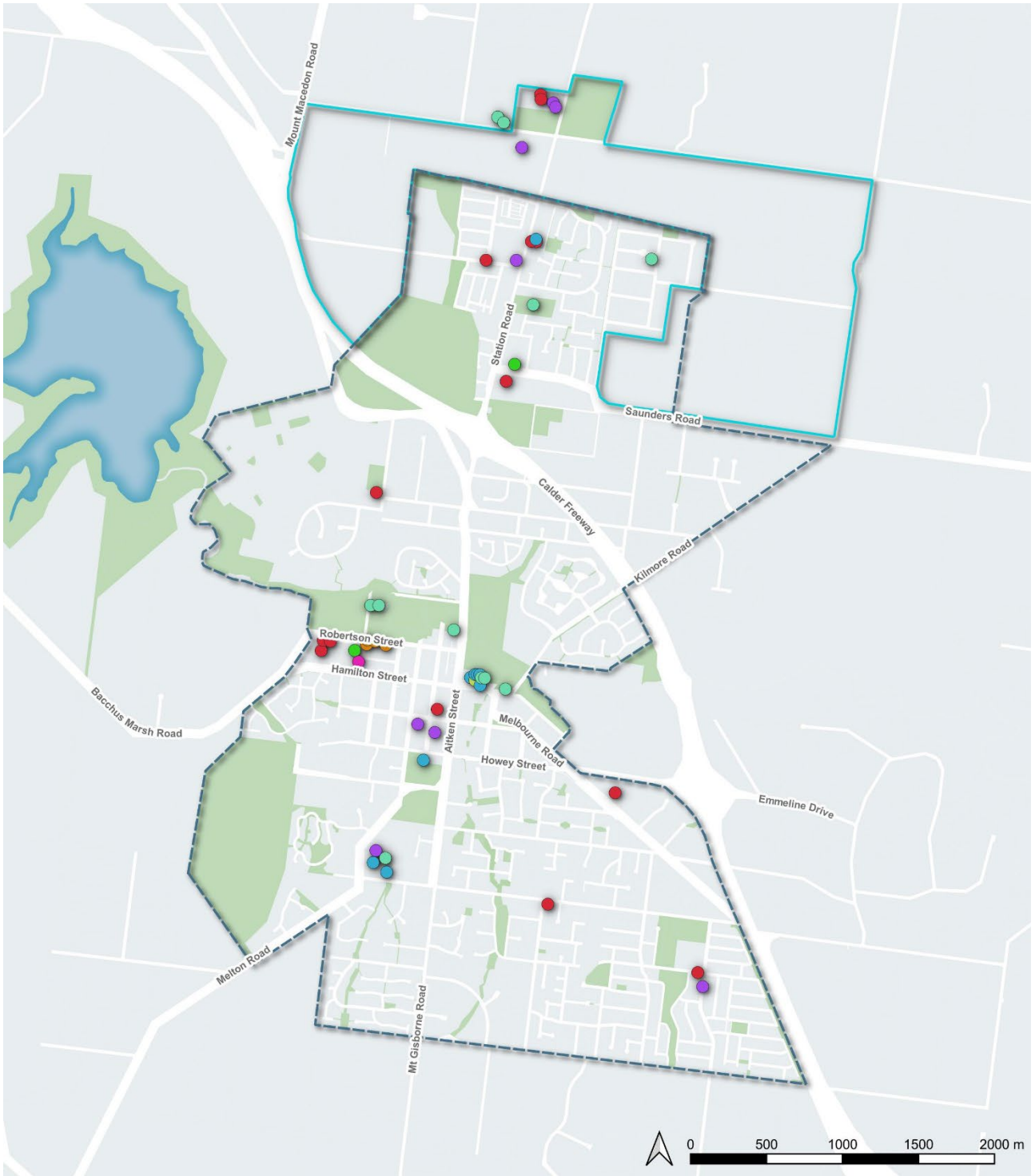
A key recommendation of the community infrastructure assessment is to deliver an integrated community hub in the New Gisborne growth areas. This can be designed to accommodate a number of social and community services identified in the summaries that follow.

It is recommended that the community hub is planned to accommodate:

- new kindergartens
- a maternal child health service.
- seniors facilities including space for group meetings.
- a new integrated library and include a toy library (consider the disposal of the current library)
- a community arts facility
- options for youth services and community health facilities such as “Headspace” mental health service.

### Population scenarios

Scenario	Description	Additional pop.	Total pop.
Low (2036)	Existing supply - this is what the town needs in the short - med term (to 2036) based on existing land supply, predominantly focussed in Gisborne.	5,700	20,500
Medium (2051)	Existing supply + a population of 8,000 - 10,000 in New Gisborne.	Approx. 12,000	27,000
High (2051)	Based on a high demand rate to meet 30-year residential land supply targets. Predominantly focussed in New Gisborne.	Approx. 16,000	31,000



**Community infrastructure**

- Aged and Disability Services
- Education
- Community Health
- Emergency Services
- Community Meeting Spaces
- Library
- Early Years
- Sport and Recreation Facilities

## Education

### Primary

Three existing government primary schools are adequate to service demand under the low and medium scenarios, with a modest gap emerging under the high growth scenario. Based on current enrolments, if the medium and high growth scenarios were reached the existing schools would not have capacity. Given this, an additional government primary school is likely required for both the medium and high growth scenarios.

### Secondary

The existing provision of one government secondary school is sufficient across the low and medium scenarios, and would generate only minimal excess demand that could likely be managed at the existing site. Engagement with the private school sector is recommended to establish potential for a future academic facility in the township. There is a supply gap in Catholic secondary schools across all three scenarios, but it is not necessarily sufficient to trigger provision of a full school.

### Tertiary

TAFEs and Universities are typically located in highly accessible urban centres where they are able to effectively service large populations. There are currently none in Gisborne, and the population growth scenarios would not necessitate provision of any tertiary education facilities locally. Nearby facilities in Sunbury and Melton will meet long term regional demand.

### Early years

Early years services are generally within capacity in the short to medium term, however a playgroup and toy library space would be in demand in the higher scenario.

Additional maternal and child health facilities would be required in the medium and high growth scenarios.

Consider the delivery of one additional two-room kindergarten under the low growth scenario. Under the medium or high growth scenario, consider the delivery of at least two kindergartens (both two rooms) and a playgroup space.

Council should continue to work with the private sector to support their delivery of kindergarten services within the District.

## Library

Ageing facility, heritage building, not integrated with other services, limited opportunities to expand.

Structure Plan response:

- Integrated Community Hub: include space for library.

## Aged services

- No senior citizens facilities.
- 5 aged care/retirement facilities at various stages of development = surplus supply if delivered.

Structure Plan response:

- Review existing facilities to accommodate senior citizens.
- Integrated Community Hub: include senior citizens.
- Support delivery of aged care facilities.

## Arts and cultural facilities

- No arts/cultural facilities – the Shire's facilities are concentrated in Kyneton.
- Identifies potential use of Regional Sports Precinct for large-scale activities and events such as festivals, concerts, and performances.

## Community meeting spaces, youth facilities

- There is an undersupply of small, medium and large community meeting spaces, as well as a neighbourhood house, youth spaces and arts facilities across all growth scenarios.
- The use of pavilions for meeting spaces can also assist to alleviate some of the demand for these.
- Review sporting club lease agreements, identify opps for broader community use (short-term).

## Emergency services

Additional fire station/CFA may be needed for the medium and long-term scenarios, it is likely that the provision ratio for CFA/fire stations is no longer adequate for the changing climate conditions.

Structure Plan response:

- Consult with CFA regarding need/location for potential fire station.



## 9 Utilities and services

The Servicing Strategy Engineering Report explores existing utilities and services and future servicing arrangements.

### Potable water

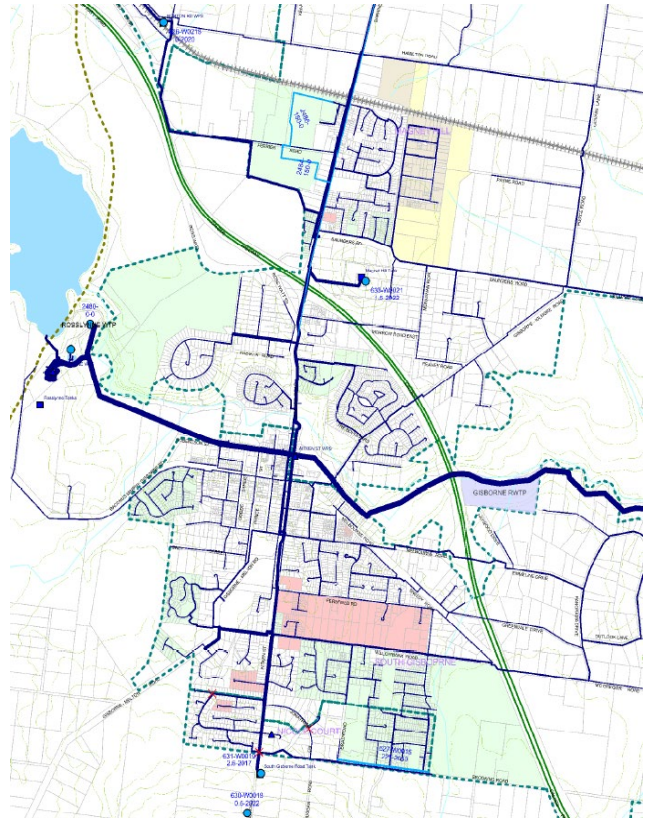
Greater Western Water manages Rossllynne Reservoir supplying Gisborne with potable water. The town is also connected to Melbourne's water supply system supplementing the Reservoir. Supply inconsistency is a recognised issue. To improve the capacity of the system, GWW is planning to duplicate the main from Rossllynne WFP to Gisborne and connect to the Magnet Hill tank.

Adequate water pressure cannot be achieved to properties further south than Nicole Court and Wyralla Crescent, and water pressure problems may be experienced in other elevated areas. Significant infrastructure upgrades would be required to overcome this to allow residential development further south.

Upgrades to the water supply system is required in Structure Plan Areas 2, 7 and 11. Upgrades are programmed for Areas 5 and 6. And upgrades may be required for Areas 12, 13 and 14.

### Recycled water

Recycled water is currently not available as a residential service in Gisborne and there are no current plans from Greater Western Water to make it available. Class B (sewage treatment) recycled water is used for irrigating public parks, gardens and sports grounds through a pipeline currently along Jacksons Creek and south to Mount Gisborne. It is used for irrigation of Council's sports fields and parks, the Gisborne golf course and a number of wineries and farms to the south. This pipe was an initiative that was implemented during the Millennium Drought (1997-2009).



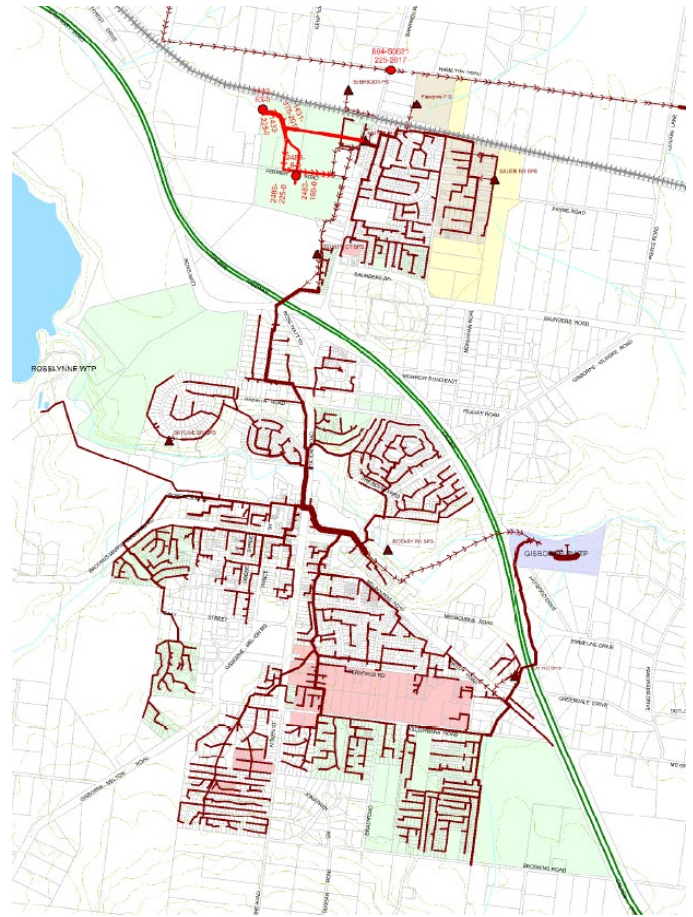
*Potable water network*

## Sewerage

All General Residential zoned dwellings in Gisborne are connected to Greater Western Water's sewerage network. Dwellings zoned Rural Living or Low Density Residential are on larger lots which allow for on-site septic tank use and are not connected to the system. Sewerage is transported via gravity and pumped rising mains to the Gisborne Recycled Water Treatment Plant. When storage is full, treated water is discharged into Jacksons Creek under a strict EPA license.

Greater Western Water is currently undertaking a significant program of works to the Gisborne Recycled Water Plant to ensure it has the capacity to meet future demand and adopts new technology to improve environmental performance. The proposed new growth areas for residential, industrial and open space uses will require a reconfiguration of the system to respond to the increased volume of sewage and the increased geographical distribution of sewer customers.

Upgrades to the system is required in Structure Plan Areas 5 and 6. Upgrades are programmed for Areas 3 and 4. And upgrades may be required for Areas 2, 7 and 8. Areas 12, 13 and 14 require main and major external works. A new eastern sewer main will be required to service growth in Areas 1, 2 and 3.



Sewage network

## Stormwater

The increase in hard surfaces in urban development increases the volume, intensity and frequency of stormwater runoff discharged to local waterways. It contains higher levels of pollution that can have a detrimental impact on waterways. Council is generally responsible for the installation and maintenance of drainage systems for catchments with an area smaller than 60 ha. This includes the management of assets like roadside drains, sediment basins, retarding basins and swales.

Melbourne Water is responsible for the installation and maintenance of drainage systems for catchments with an area greater than 60 ha which includes two existing drainage schemes, the New Gisborne and Central Creek Drainage Schemes. These Schemes have a strategy outlining the functional design of infrastructure required to service growth, and recouping costs through financial contributions paid by developers. If any development commences outside the boundaries of the existing drainage schemes, it may trigger the need to undertake a drainage analysis and decide if another scheme is required.

## Electricity and gas

Powercor is responsible for the electrical supply. The township is well serviced by 22kV overhead high voltage power lines. There is a 66kV sub-transmission feeder loop which connects to the Gisborne Zone substation. New developments will be required to have their electrical cables laid underground. Land will also need to be reserved for electrical kiosks to convert the high voltage lines into low voltage for domestic use. Area 6 may require power upgrades and all other areas are considered fully available. Final decisions on upgrade requirements will be made at the development stage.

There is an extensive residential gas supply network operated by Ausnet. There is no current reticulated supply in Area 5, 11, 13 and 14.

## Communications

The National Broadband Network roll-out has begun in Gisborne. Authorities have advised that infrastructure will be available to all future networks.

## 10 Urban design

### Town centre

Gisborne's town centre is contained within the Jacksons Creek valley. The topographical change, wide streets lined by mature deciduous trees, mountain views to the north and south and generous open spaces are all important elements that contribute to Gisborne's unique sense of place.

Planning for Gisborne in the past has focused on the concept of the 'village in the valley' with the commercial township confined to the central grid and preservation of the escarpment landscape to provide a sense of township containment within the valley.

In Gisborne, a fine-grain pattern of local businesses has evolved, including hospitality, boutique retail, service and office uses. There are some larger format businesses including the Gisborne Village Shopping Centre and other restricted retail businesses to the west of the traditional town centre 'high streets'.

The key elements that influence Gisborne's character include:

- a clearly defined commercial town centre that is compact and contained within a walkable catchment
- township edges that legible and mark the transition from open rural or forested landscapes
- entrance roads and linear viewing corridors that provide memorable entry experiences
- outward views that provide visual connection to the surrounding landscape and the containment of the older township within the valley landscape
- historical features including buildings, broad avenues and streetscapes that provide a sense of identity and connection to township heritage
- a pattern of development where the centre of town is denser than on the periphery
- 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. And a minimal presence of large chain stores with generic branding and signage
- community facilities, sporting grounds and parklands within the town centre forming a 'village green'.

### Surrounding neighbourhoods

Gisborne's neighbourhoods predominantly comprise of detached dwellings on generous allotments. In recent years a greater level of diversity has been introduced through infill and medium-density development within the town centre, close to the train station and sporadically through subdivision of larger lots.

A unifying feature of Gisborne's neighbourhoods is the heavily vegetated landscape setting. This, in combination with the mix of distant and close-range views of the Macedon Ranges, Mount Gisborne and Magnet Hill, reinforce the semi-rural and rural lifestyle setting that is valued by residents of Gisborne and New Gisborne.

As the high level of tree coverage is the largest contributor to the overall neighbourhood character of Gisborne and New Gisborne, including the town centre, any increase in development, infill development and/or streetscape improvements should respect the existing tree coverage and seek to enhance the vegetated setting of streets and built form.

### Semi-rural character

Residential development is to complement the existing 'semi-rural' character of the town, which may be defined by:

- wide, tree lined streets
- houses set back in established gardens over wide lawns
- roads that follow topography and are aligned to capitalise on views and vistas to mountains, hills and open, rural landscapes, including the Macedon Ranges, Magnet Hill and the Jacksons Creek escarpment
- a sense of spaciousness around houses that is enhanced by generous front and side setbacks and low, permeable or non-existent front fences that allows for a generous visual connection between public and private realms
- the design and external appearance of development that complements the character of the nearby rural landscape setting with consideration of form, construction materials, colours and finishes, and design detailing.



## Neighbourhood character study

Gisborne's neighbourhoods are defined by the different neighbourhood 'cells' and subdivisions from various eras that have occurred. The Gisborne Neighbourhood Character Study, 2023 brings together a large volume of research including spatial analysis, field surveys, research into patterns of development and community consultation to determine the existing character of Gisborne and New Gisborne.

Not one neighbourhood is exactly like another, each has its own unique combination of elements that differentiate one area from another. Detailed precinct analysis have been undertaken which explores the various characteristics of streetscape and housing elements that define each neighbourhood, and uses common characteristics to group each neighbourhood in different character types.

The Study has identified five broad Neighbourhood Character Types:

1. Township Residential
2. Established Garden Suburban
3. Contemporary Garden Suburban
4. Large Lot Residential
5. Semi-Rural Living

The analysis includes consideration of planning and development controls that have guided outcomes, and considers each precinct's capacity for change.

### Threats to character

- High or solid front fences that reduce the sense of openness in the streetscape.
- Impermeable side fences forward of the building line create division along the streetscape
- Additional driveway crossovers result in loss of verges, space for car parking and tree planting.
- Dwellings that are sited tightly together where an open spacious character is preferred.
- Loss of room for vegetation and canopy trees in private property due to reduced space between dwellings and smaller private open spaces.
- Multiple garages that dominate street frontages, reduce passive surveillance and activation of streetscapes.
- Bulky built form that is out of sync with the scale and form of other houses in an area.
- ResCode front setback provisions that default to 9m in areas of semi-rural character.

## Principles of urban design

Many of the factors that affect how we feel about a place are measured by the quality of the public realm. Higher housing densities also need to be supported by a high quality public realm, as smaller interior or private spaces mean that outdoor communal and public open spaces need to work harder to provide amenity for residents. Streets should be wide enough to support landscaping, trees and spaces for recreation and social interaction. They need to go beyond just providing minimum widths that service a certain number of lots to accommodate traffic movements and provide high quality pedestrian and cycle links that connect residents to their destinations.

In conventional subdivisions space for services, driveway crossovers and car parking are often prioritised over trees and landscaping, with minimum widths dictated by the number of lots a road services primarily to ensure roads have capacity to accommodate car movements. Because of this, trees, landscaping and high quality pedestrian/cycle connections are often given less of a priority, and there is little incentive to deliver more than the bare minimum.

With the right policies and guidance in place, there is opportunity to increase residential densities while providing ample green spaces and an attractive public realm that minimises impact on the visual and environmental values of the landscape. If density is to be supported in a semi-rural town like Gisborne, these elements become even more important. Wide streets and substantial tree planting, along with connected open spaces and landscaping that buffers the visual impact of built form can all be achieved.

## Trees in growth areas

Precinct Structure Planning guidelines advise that with regulatory improvement, good design and growing support that canopy tree coverage in excess of 30% is achievable in growth area road reserves. Contemporary suburb design involve increased densities, with no requirement for additional public open space for tree canopy. Increasing density does have the potential to impact the ability to site street trees within the road reserve because of a reduction in lot frontage width, leading to a greater proportion of verges being given over to crossovers, or the location of services reducing the volume of soil available to provide optimum growing conditions for trees. This in-turn creates high cost heat island effect impacts on new suburban areas.

Street tree cross sections are recommended to ensure adequate landscape verge width to support a medium or large canopy tree. This width will only deliver effective soil volumes if there is adequate space between crossovers and reduced conflict with underground services, light poles and service pits. Appropriate species of trees, especially those that are indigenous to the area, can have a positive cultural, environmental, sustainability and canopy improvement impact. Feature trees can be used as focal points or to draw attention to where there is a change in street condition.

## Urban design guidance

Key urban design outcomes to support street tree provision in future development stages, include:

- preferences for 'combined' cross overs (which allow potential for 3 street trees for every 2 lots if frontage width is sufficient)
- establish minimum lot frontage widths before rear loaded access is required
- preferences for medium density solutions which support a reduced number of cross overs (e.g. four-packs or other design solutions)
- incorporate additional streetscape elements such as kerb outstands for traffic calming, pedestrian amenity and space for canopy tree planting.

### Completion of the Gisborne Urban Design Framework and Neighbourhood Character Study

- The UDF and NCS will be complete following consultation on the Gisborne Futures Structure Plan.

DRAFT



# 11 References

---

## State and Federal Government legislation

- Planning and Environment Act, 1987
- Environment Protection and Biodiversity Conservation Act, 1999
- State Environment Effect Act, 1978
- Environment Protection Act, 2017

## State and Federal Government reports and documents

Department of Transport and Planning, Planning Practice Notes 1, 7, 17, 30, 37, 39, 43, 45, 56, 58, 60, 64, 90, 91, and 92.

Department of Transport and Planning, 2017, Plan Melbourne 2017-2050.

Department of Transport and Planning, 2019, Macedon Ranges Statement of Planning Policy.

Department of Transport and Planning, 2020, "Resilient Melbourne" Living Locally series.

Department of Transport and Planning, et al, 2014, Loddon Mallee South Regional Growth Plan.

Department of Energy, Environment and Climate Action, 2017, Preparing a Native Vegetation Precinct Plan.

Victorian Planning Authority, 2023, Precinct Structure Planning Guidelines.

Melbourne Water, 2018, Healthy Waterways Strategy.

Melbourne Water and North Central CMA, 2013, Flood Management Plan for Macedon Ranges Shire.

Regional Development Victoria, et al, 2019, Loddon Campaspe Economic Growth Strategy.

National Skills Commission, 2022, Skills Priority List Key Findings Report.

## Macedon Ranges Shire Council legislation and background documents

Macedon Ranges Planning Scheme

2006, Gisborne Flood Study.

2009, Gisborne New Gisborne Outline Development Plan.

2011, Macedon Ranges Settlement Strategy.

2014, New Gisborne Development Plan.

2014, Walking and Cycling Strategy 2014 – 2024.

2017, Gisborne and Kyneton Heritage Study.

2018, Biodiversity Strategy.

2020, Southern Macedon Ranges Integrated Water Management Plan.

2021, Economic Development Strategy 2021-2031.

2022, Gisborne Futures Phase 3 Consultation Report.

Draft (not adopted), 2023, Open Space Strategy.

## Gisborne Futures technical reports

Water Technology, 2009, Gisborne Flood Study.  
 TGM, 2019, Town Services Engineering Report.  
 Extent 2019, Heritage Assessment.  
 Urban Enterprise, 2019, Residential Land Demand and Supply Assessment.  
 Cardno, 2020, Traffic and Transport Report.  
 Urban Enterprise, 2020, Economic and Employment Analysis  
 Urban Enterprise, 2023, Economic and Employment Analysis Update 2023.  
 McConachie, Fiona, 2020, Wurundjeri Cultural Values Report.  
 Movement and Place Consulting, 2023, peer review of Cardno Traffic and Transport Report.  
 Movement and Place Consulting, 2023, memo: Transport Vision and Mode Share.  
 Movement and Place Consulting, 2023, 89 Ross Watt Road Development Transport Assessment.  
 Terralogic, 2023, Strategic Bushfire Assessment.  
 SGS Economics and Planning, 2023, Gisborne Community Infrastructure Assessment.

## Additional research reports and documents

Wurundjeri Tribe Council minutes, 2019, Ancestors and Past Wurundjeri Tribe.  
 GJM Heritage Consultants, 2018, Avenue of Honour Report.  
 GJM Heritage Consultants, Woi Wurrung Cottage Heritage Assessment  
 Presland, G, 1997, The First Residents of Melbourne's Western Region.  
 AIATSIS, 2021, Map of Indigenous Australia.  
 Gisborne and Mount Macedon Districts Historical Society, 2023, retrieved from:  
<https://www.gisbornemountmacedon.org.au/>  
 Forecast ID, 2023, population forecasts, retrieved from: <https://forecast.id.com.au/macedon-ranges/about-forecast-areas?WebID=100>  
 Archipeligo, 2023, North Brisbane TOD, retrieved from: <https://www.archipelago.com.au/north-brisbane-tod>  
 Scott, C, 2018, Macedon Ranges Landscape Assessment Study.  
 Gilbert, C, Nasreen Z, Gurrans N, 2021, Housing Key Workers: Scoping Challenges, Aspirations, and Policy Responses for Australian Cities.  
 University of Melbourne, et al, 2020, The Household, Income and Labour Dynamics in Australia Survey.  
 Australian Bureau of Statistics, 2022, Average Weekly Earnings.  
 Council Alliance for a Sustainable Built Environment, 2019, Sustainable Design Assessment in the Planning Process – Subdivisions.  
 1993 Gisborne Township Residential Review, Trevor Budge and Associates  
 1982 Townscape Analysis,



**Macedon  
Ranges**  
Shire Council