

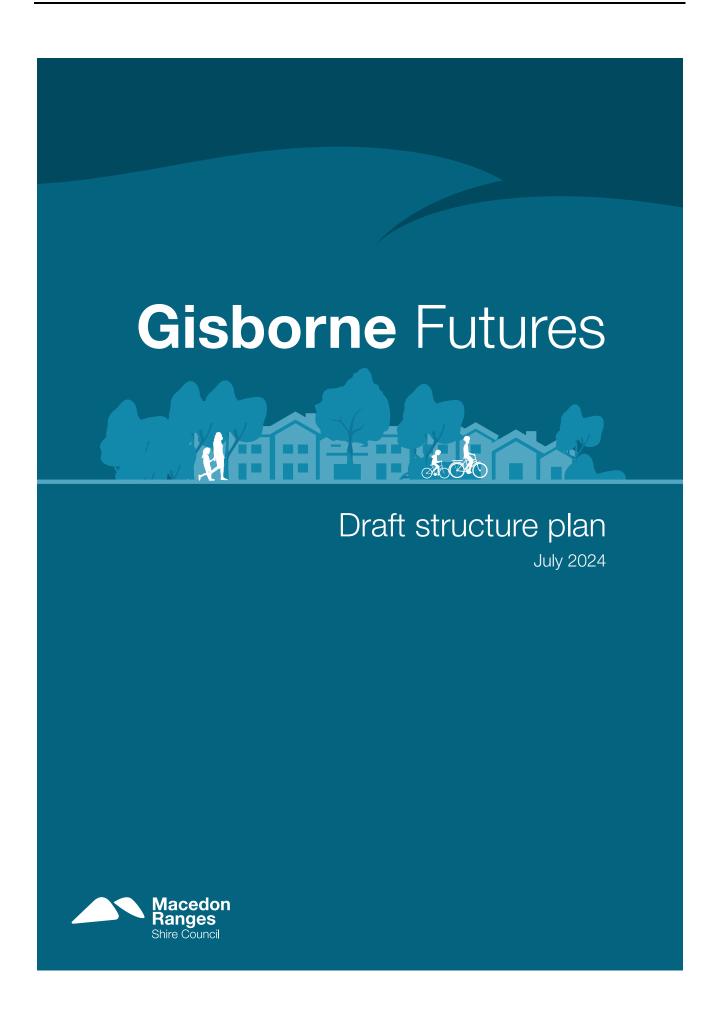
# **ATTACHMENTS**

Council Meeting Under Separate Cover

Wednesday 24 July 2024

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**Gisborne Futures** Structure Plan



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**Gisborne Futures** Structure Plan

### **Abbreviations**

Australian Bureau of Statistics	ABS	Integrated Water Management Plan	IWMP
Biodiversity Sensitive Urban Design	BSUD	Local Activity Centre	LAC
Bushfire Attack Level	BAL	Macedon Ranges Statement of Planning	SPP
Bushfire Management Overlay	BMO	Policy	
Commercial 1 Zone	C1Z	Melbourne Water	MW
Commercial 2 Zone	C2Z	Mixed Use Zone	MUZ
Commonwealth Environment Protection	EPBC	Neighbourhood Activity Centre	NAC
and Biodiversity Conservation Act 1999	Act	Neighbourhood Character Study	NCS
Community Infrastructure Assessment	CIA	Neighbourhood Residential Zone	NRZ
Country Fire Authority	CFA	Precinct Structure Plan	PSP
Design and Development Overlay	DDO	Protected Settlement Boundary	PSB
Development Plan Overlay	DPO	Recycled Water Plant	RWP
Dwellings per hectare	dw/ha	Regional Development Victoria	RDV
Ecological Vegetation Classes	EVC	Rural Conservation Zone	RCZ
Environmental Significance Overlay Schedule 4	ESO4	Rural Living Zone	RLZ
Environmentally Sustainable	ESD	Significant Landscape Overlay	SLO
Development		Special Use Zone Schedule 1	SUZ1
General Residential Zone	GRZ	Urban design framework	UDF
Global Village Learning	GVL	Vegetation Protection Overlay	VPO
Greater Western Water	GWW	Victoria Heritage Register	VHR
Heritage Overlay	НО	Victoria in Future	VIF
Industrial 3 Zone	IN3Z	Water Sensitive Urban Design	WSUD
Integrated Water Management	IWM	Trates Conditive Orban Design	4 V G G D

**Gisborne Futures** Structure Plan

**Gisborne Futures** Structure Plan



### **Acknowledgements**

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

We also thank the Victorian Planning Authority (VPA) for grants and funding to commence the Gisborne Futures project in 2018 and to undertake the Cultural Heritage Values Assessment.

### **Project Team**

Macedon Ranges Shire Council has prepared this report, which has been underpinned by extensive background and technical analysis from the following project partners:

#### **Ethos Urban**

- Project coordination and management (Stages 1, 2 and 3)
- Community engagement (Phases 1 and 2)
- Background and technical analysis
- Strategic planning and urban design (2020)

### **Urban Enterprise**

- Economic & Employment Analysis (2020)
- Residential Land Demand and Supply (2020)
- Economic and Retail Update 2023

### **Extent Heritage**

Heritage Assessment

### Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation

• Cultural Heritage Values Assessment

#### Cardno

- Movement and Transport Recommendations Report (2020)
- Traffic and Transport Assessment
- Strategic Traffic Modelling

### **Movement and Place**

 Movement and Transport Strategy Review and Recommendations (2023)

#### **TGM Engineers**

Servicing Report (2018)

#### **SGS** Economics and Planning

 Gisborne Community Infrastructure Assessment (2023)

### Terralogic

Bushfire Risk Assessment (2023)

### **Eighth Street Planning**

- Workshop facilitation
- Housing framework peer review

### LatStudios

• Landscape Visual Impact Assessment (2024)

Gisborne Futures Structure Plan

Final draft July 2024

### 1. Introduction

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

The Gisborne Futures Project comprises three key documents:

- structure plan
- urban design framework
- neighbourhood character study

This report presents the first of these - the Gisborne Futures Structure Plan which provides:

- a sustainable vision for Gisborne and New Gisborne that is consistent with state and local policy
- a land use framework to manage urban development and growth opportunities and promote sustainable outcomes
- directions for social, community and physical infrastructure for existing and future residents
- a proposed settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne and New Gisborne.

The revised draft structure plan has been prepared with consideration given to community feedback received through four phases of consultation.

This draft structure plan is underpinned by principles of sustainable community development and proposes a new town centre for New Gisborne to provide walkable access to basic daily necessities.

Increased residential densities are proposed to minimise outward sprawl, protecting the environment and surrounding landscape, while planning for housing that is both affordable and accessible to a diverse range of people within the community. An expanded business park is proposed to provide opportunities for local jobs and business growth.

The draft structure plan has been prepared with significant input from the community, Councillors, internal departments and service agencies, and has been informed by expert consultant advice.







## Structure plan stages

Table 1. Structure plan stages

2018	Background and inception	
	Background research, data gathering and	
	technical analysis.	
2018	Context paper	Consultation Phase 1
	Summary of background work, issues and opportunities.	Community engagement on issues and opportunities.
2019	Emerging ideas	Consultation Phase 2
	Community engagement on issues and opportunities.	Ideas for the future of Gisborne and New Gisborne were presented back to the
	Gisborne Business Park Development Plan merged into Glsborne Futures project.	community for feedback and discussion.
2020	Draft Gisborne Futures plans	<b>Consultation Phase 3</b>
	Draft Structure Plan, Urban Design Framework (UDF) and Neighbourhood Character Study (NCS) (July 2020).	The draft Structure Plan, Urban Design Framework and Neighbourhood Character Study presented to the community for feedback.
2023	Gisborne Futures Structure Plan	<b>Consultation Phase 4</b>
	refresh	Community consultation on second draft of
	Draft August 2023.	Structure Plan.
2024	Final Gisborne Futures Structure Plan	
Current stage	Final Gisborne Structure Plan to be considered for Council adoption.	
2024-25	UDF and NCS refresh	<b>Consultation Phase 5</b>
		Community consultation on second draft of UDF and NCS.
2025	Final UDF and NCS	
	Final UDF and NCS to be considered for Council adoption.	
	Commence planning scheme amendment	<b>Exhibition</b> Formal exhibition of planning scheme
	Seek authorisations to commence planning scheme amendment.	amendment.

Gisborne Futures Structure Plan

#### **Regional context** 1.2.

Gisborne (including New Gisborne) is a regional town located 55 kilometres from the Melbourne city centre, at the southern end of the Macedon Ranges Shire, which sits within the peri-urban region of metropolitan Melbourne.

This region acts as an interface between city and country, falling within the social and economic influence of metropolitan Melbourne while being predominantly rural in character.

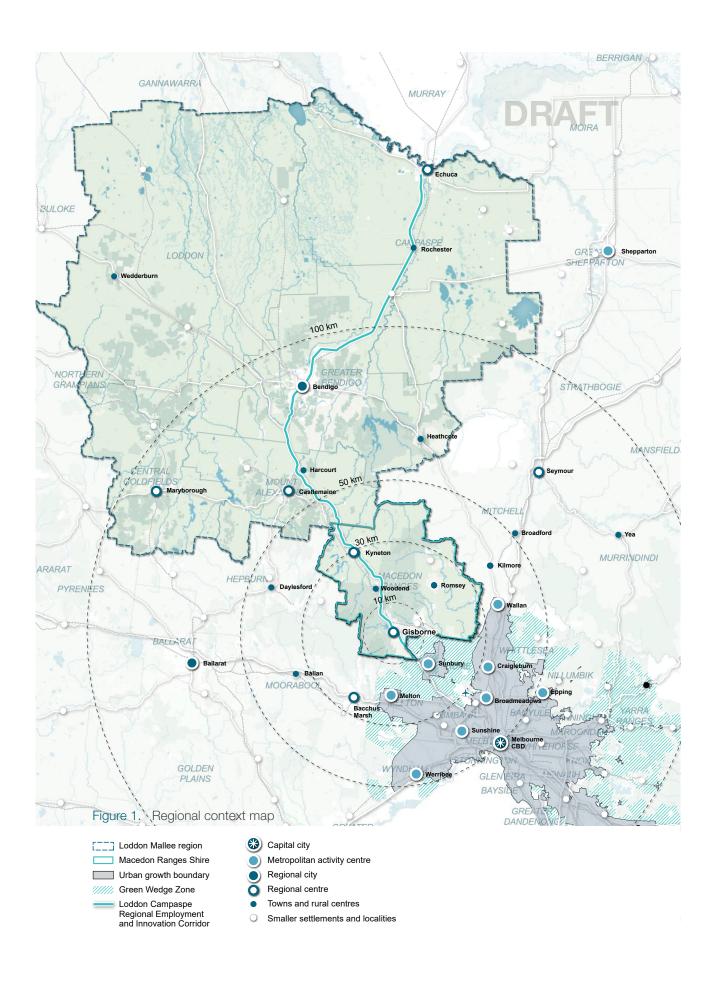
The Macedon Ranges is located at the southern end of the Loddon Mallee South region which bridges central Victoria from the peri-urban outskirts of Melbourne to Echuca in the north.

Gisborne is an entry point to the Loddon Campaspe "Regional Employment and Innovation Corridor" that seeks to recognise the region's creativity, innovation, sustainability and liveability, leveraging the population and associated significant public investment throughout the transport corridor.

The Macedon Ranges Shire was the first local government area to be recognised as a Distinctive Area and Landscape (DAL) in state legislation. This is recognised in the planning scheme through the Macedon Ranges Statement of Planning Policy (SPP).



Gisborne Futures Structure Plan



### 1.3. About Gisborne

### Gisborne and surrounds lie within the traditional lands of the Wurundjeri Woi Wurrung people who have lived and traded here for thousands of years.

Gisborne grew as a wayside stop for travellers heading to the Central Victorian gold fields. The road from Melbourne followed the escarpment above Jacksons Creek and entered the valley in a series of turns to a low point within the valley. The original village was laid out on a formal grid with wide tree lined streets and confined to the inner slopes of the Jacksons Creek Valley on the south side of the creek.

The railway line was constructed to service the goldfields in the 1850s. It follows the northern edge of the escarpment from Sunbury, avoiding the difficult topography of the valley and following the gentler terrain to the north. The station at New Gisborne was constructed along this line and the smaller village of New Gisborne evolved in proximity to the station.

Today, Gisborne and New Gisborne form the Gisborne Regional Centre as a single community that shares facilities and resources and acts as a district hub to nearby smaller settlements and rural areas. The township offers a diversity of retail and community services, recreational and cultural facilities and is a focus area for economic and employment growth in the region.

Gisborne's location approximately one hour from Melbourne or Bendigo makes the town a popular choice for commuters, families and those seeking a well-connected semi-rural lifestyle.

### 1.4. Study area

The study area for the Gisborne Futures Structure Plan includes all land within the existing Gisborne and New Gisborne town boundary, and the investigation areas for township growth as set out on Figure 2 on page 13

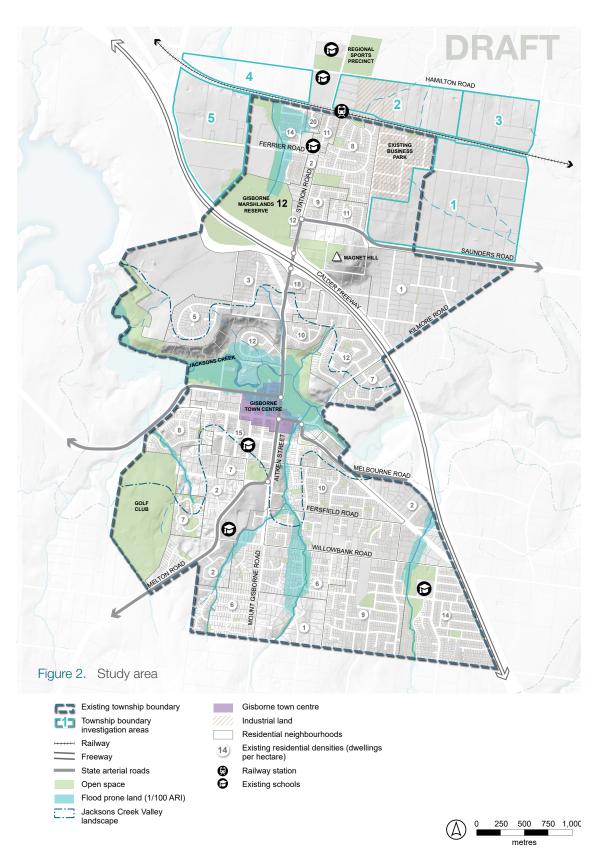
The current township boundary contains over 1,500ha of land and extends 5.6km from Gisborne Station in the north along the central spine of Station Street / Aitken Street and Mount Gisborne Road to the southern boundary near the base of Mount Gisborne.

The main town centre sits within the Jacksons Creek Valley and is structured around a commercial grid and a meandering parkland corridor that aligns with Jacksons Creek.

Residential areas that are predominantly low density and semi-rural in character extend across the volcanic plateaus above the creek valley. Densities range from 1 - 2 dwellings per hectare (dw/ha) in low density residential areas, 5 -10 dw/ha in larger lot subdivisions and between 10 -15 dw/ha in contemporary residential areas. There is some higher density housing (15-20 dw/ha) near the station, and a number of multiunit and dual occupancy developments have occurred around the Gisborne town centre and in some of the older neighbourhoods.

The investigation areas for township boundary expansion were nominated in the Gisborne Futures Phase 3 Consultation Report (August 2022). At the August 2022 Scheduled Council Meeting Council endorsed the proposed draft boundary for further investigation.

This report includes references to the Gisborne District SA2 statistical area. SA2 areas are defined by the Australian Bureau of Statistics (ABS) as regions that interact socially and economically and represent the functional areas from which people come to access township services. SA2 areas are used by Victoria in Future (VIF) and Forecast ID for demographic profiling. The Gisborne District SA2 area includes the rural localities of Bullengarook and South Gisborne.



Gisborne Futures Structure Plan

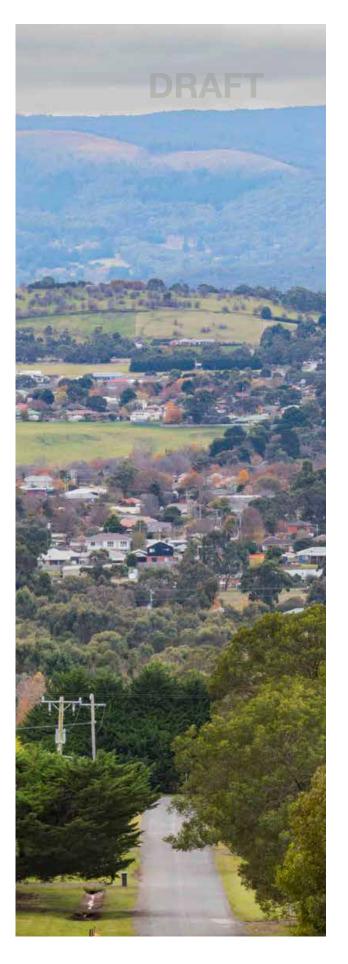
### 1.5. Township character

Gisborne's township character is highly valued by the community, many who are drawn to the beautiful wide streets lined by mature deciduous trees, mountain views to the north and south, generous open spaces and village atmosphere. These elements contribute to the beauty of the township, and its 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.

The key elements that influence Gisborne's character include:

- a clearly defined commercial town centre that is compact with a pedestrian scale streetscape and a diverse mix of local businesses
- township edges that are 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 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
- wide streets lined with stunning, mature canopy trees
- distinctive, large lot and 'semi-rural' residential neighbourhoods
- a distinct separation between the Gisborne town centre and New Gisborne to the north, with the Calder Freeway, Gisborne Marshlands and Magnet Hill forming a rural break in between
- community facilities, sporting grounds and parkland and bushland reserves within the town centre forming a 'village green'.



### 1.6. Planning context

### State planning policy

### **Distinctive Areas and Landscapes**

In 2018 the Macedon Ranges was the first local government area to be declared a Distinctive Area and Landscape (DAL) under Part 3AAB of the Planning and Environment Act 1988.

This legislation identifies the Macedon Ranges Shire 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 recognises the pressure on these from urban encroachment due to its proximity to Melbourne and other regional cities.

#### **Macedon Ranges Statement of Planning Policy**

The Macedon Ranges Statement of Planning Policy (SPP) implements the DAL legislation and provides protected settlement boundaries (PSB) with objectives and strategies for landscape, environment and cultural heritage protection. This structure plan will define a PSB for Gisborne and New Gisborne.

### Loddon Mallee South Regional Growth Plan (2014)

Gisborne is targeted for new growth and will develop its role as sub-regional employment and service centre to smaller settlements. Planning for Gisborne will need to consider bushfire risk and potential flood hazards.

### Plan Melbourne (2017 - 2050)

Plan Melbourne plan identifies Gisborne as having potential for growth, including more housing and employment-generating development. It notes that development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl.

Plan Melbourne 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).

The structure plan has been prepared to align with numerous State planning policies, including (but not limited to):

Clause 11.01-1S (Settlement)

Plan for development and investment opportunities along existing and planned transport infrastructure.

- Encourage a form and density of settlements that supports healthy, active and sustainable transport.
- Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Clause11.02-1S (Supply of urban land)

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.

Clause 11.02-2S (Structure planning)

- Undertake comprehensive planning for new areas as sustainable communities that offer highquality, frequent and safe local and regional public transport and a range of local activities for living, working and recreation
- Protect and enhance areas of natural and cultural significance.
- Assist the development of walkable neighbourhoods.
- Facilitate the use of active and sustainable transport modes.
- Facilitate the logical and efficient provision of infrastructure.
- Incorporate integrated water management and urban greening.

Clause 11.03-1S (Activity centres)

- Encourage a diversity of housing types at higher densities in and around activity centres.
- Improve access by walking, cycling and public transport to services and facilities.
- Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Final draft July 2024

### Local planning policy

#### **Municipal Planning Strategy**

The settlement hierarchy in Council's Municipal Planning Strategy (MPS) recognises that Gisborne and Kyneton continue to be the major population and employment centres for the shire and provides the strategic direction to focus growth in these two regional centres.

The MPS highlights that the character and heritage of the shire's towns is renowned, and that heritage buildings and streetscapes contribute to the amenity and character of the townships.

The vision for the shire at Clause 02.02 is that it remains predominantly rural, with a hierarchy of settlements set in an attractive and productive rural environment. The vision includes that:

- development complements the nature and character of the rural landscapes of the shire
- development occurs in an orderly and sustainable manner, maintaining clear distinctions and separations between settlements
- a diverse range of residential and commercial opportunities is to be provided in appropriate locations, and growth is generally to be directed to the transport corridors including the Calder Freeway and the railway line
- economic growth and development is encouraged to deliver jobs and reduce escape expenditure.

The role the shire plays in maintaining a non-urban buffer to the edge of the Melbourne metropolitan area is recognised.

Clause 02.03-1 contains strategic direction to focus growth in the regional centres of Gisborne and Kyneton, while also recognising that balancing growth with the community's desire to maintain the semi-rural village character, while also providing for sustainable development, is a key challenge for Gisborne.

The primary strategic directions for Gisborne and New Gisborne are to:

- manage urban growth and development in a coordinated and environmentally sustainable manner that respects the established semi-rural village character, natural setting, topography and view lines of the area
- establish New Gisborne as a transit oriented settlement, building on the educational, public transport, local commercial and employment opportunities in the area, and sustainable development principles
- ensure development occurs in a sequential manner allowing for the efficient and timely provision of social and physical infrastructure, and integration with existing development.

### 1.7. Community consultation

The structure plan has been influenced by four phases of community consultation.

Summaries of consultation processes, submissions, council responses and how these have influenced the plans are provided in the following consultation reports:

- Gisborne Futures Phase 1 and 2 Consultation Report (Ethos Urban, 2019)
- Gisborne Futures Phase 3 Consultation Report (MRSC, 2022).
- Gisborne Futures Phase 4 Consultation Report (MRSC, 2024).



### 1.8. Population and housing snapshot

At the time of the 2021 census the Gisborne District (SA2) had just over 14,200 people, and over 5,000 homes. The district grew by over 3,000 people in the 10 years between 2011 and 2021, a growth rate of 2.5% per year. If the annual average growth rate was to average at 2.2% between 2023 – 2051 (28 years) the Gisborne District could reach 27,000 people, or 31,000 in a higher-growth scenario.

Gisborne is a popular place to raise a family. Young families make up the majority of new residents and 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 most dwellings. The availability of greenfield land is particularly attractive to young families and second homeowners.

The next biggest cohort is empty nesters and people above the age of 50, and there are fewer young adults (under 35). This reflects generational change with younger adults moving away to access education and begin their careers, while the parents and home builders of the previous decade or two remain in the family home.

Recent population projections anticipate the Gisborne community will be home to between approximately 18,000 and 20,000 residents by 2036 (based on current trends and existing land supply). Age structure forecasts anticipate Gisborne will grow across all age groups, with a 27% increase in population under working age, 21% increase in population of retirement age, and a 51% increase in population of working age.

Household sizes currently average at 2.8 people per house, but nearly 50% of homes contain only one or two people. The trend towards smaller household sizes is also attributed to Millennials (born 1980-2000) who are having babies later in life than the previous generation and are also having fewer children. There has also been an increase in couples without children, and lone-person households. It is anticipated that this trend in household sizes will remain steady over the next 15 years.

Detached homes form 91% of housing stock, and 92% of these contain three or more bedrooms. This lack of 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 enter the housing market.

36% of homes are owned outright, and 48% are mortgaged. Renters occupy 14% of homes, and 1% of these are provided by social or community housing providers.

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. Current house prices make it very difficult for anyone on an average wage to enter the housing market, particularly for key workers who provide essential services for the town

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.

Gisborne's employment catchment extends to other towns in the region including Riddells Creek, Macedon, Woodend, Romsey and Sunbury. 47% of people who work in Gisborne also live in Gisborne, and 29% of workers live in Sunbury or elsewhere in the Macedon Ranges, with 24% travelling from elsewhere.

The close proximity to Melbourne coupled with a strong transportation network (Calder Highway and regional rail) make Gisborne an attractive location for commuter residents. Of employed people in Gisborne, 29% work in town while 71% travel to work elsewhere.

4,222

**Population forecasts** 

2036 Forecast population Gisborne district (SA2) ABS 2021



VIF 2023 / Forecast.id 2022

**Household structure** 

18,000 20.000

2.2% growth rate or high dwelling demand rate.

### **Housing types**

Gisborne **District SA2** 





semi-detached 0.7% flat or apartment

2021

couples with children

43%

26% couples without

children

18% single single

person

10%

parent

3% 0.5%

other

house







Average 2.8 people per household

### Lot size distribution







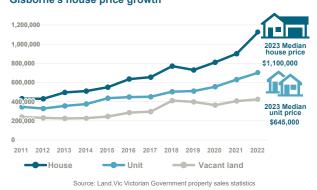


### **Employment status**

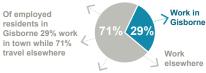




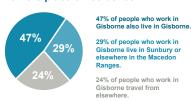
### Gisborne's house price growth



### Job containment



#### Workers place of residence



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### 1.9. Drivers of change

### Gisborne as a regional centre

State and local policy nominates Gisborne as a regional centre where growth is to be managed and supported.

The SPP 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.

As a regional centre Gisborne is to be a focus for higher-order services and amenities for surrounding rural communities and smaller settlements.

#### Setting a protected settlement boundary

The SPP requires that long-term protected settlement boundaries be set around townships with capacity for growth in the Macedon Ranges Shire, to conserve and enhance significant landscape features, biodiversity, ecological values and 'working' rural landscapes.

### Population change

The Gisborne District has experienced ongoing population growth in recent years and is projected to continue growing at a rate of 2.3% per year, increasing from 14,222 residents in 2021 to over 20,100 by 2036 (Forecast.id, 2023).

If a 2.3% growth rate remains consistent, the district population could reach 27,000 people by 2050.

The structure plan will ensure that housing, services, and infrastructure are provided while protecting the character of the natural environment and landscapes surrounding the town.

### Realising the potential of New Gisborne

As a community, Gisborne and New Gisborne are strongly linked, but they are physically separated.

New Gisborne has the advantage of a railway station, but limited local shopping and services which means residents largely have to drive into the Gisborne town centre, contributing to congestion and car dependency.

There is an opportunity to focus new growth in the precinct surrounding the New Gisborne train station, to develop a self-contained community serving new and existing residents, while easing the pressure on the Gisborne town centre and Station Road.

### Climate change

Climate change is one of the most significant challenges of our time and is no longer an abstract concern for future generations – it is an issue that is affecting Australians now. The consequences of increasing temperatures, changed rainfall patterns and increases in the frequency and intensity of extreme weather events are being experienced more often, by more people, in more locations.

Planning is required to set the framework for sustainable urban development that is designed to mitigate the impacts of climate change and adapt to harsher conditions including a hotter and drier climate and more frequent storms, floods and bushfires. Responses include:

- providing new housing within walking or cycling distance to shops, jobs, services and public transport to reduce transport emissions and enable development of a resilient and connected community
- facilitating infill development which can reduce environmental and economic costs by building on existing services and infrastructure
- avoiding low density sprawl in favour of more compact and efficient urban form
- planning for communities that are resilient to the impact of climate change, including designing for flood, fire, drought and storms
- requiring new developments to be underpinned by Environmentally Sustainable Development (ESD) principles.

### Housing affordability and diversity

Gisborne has a lack of housing diversity and poor housing affordability with over 91% of homes being single dwellings on large lots, and a median house price of over \$1.1 million (2023).

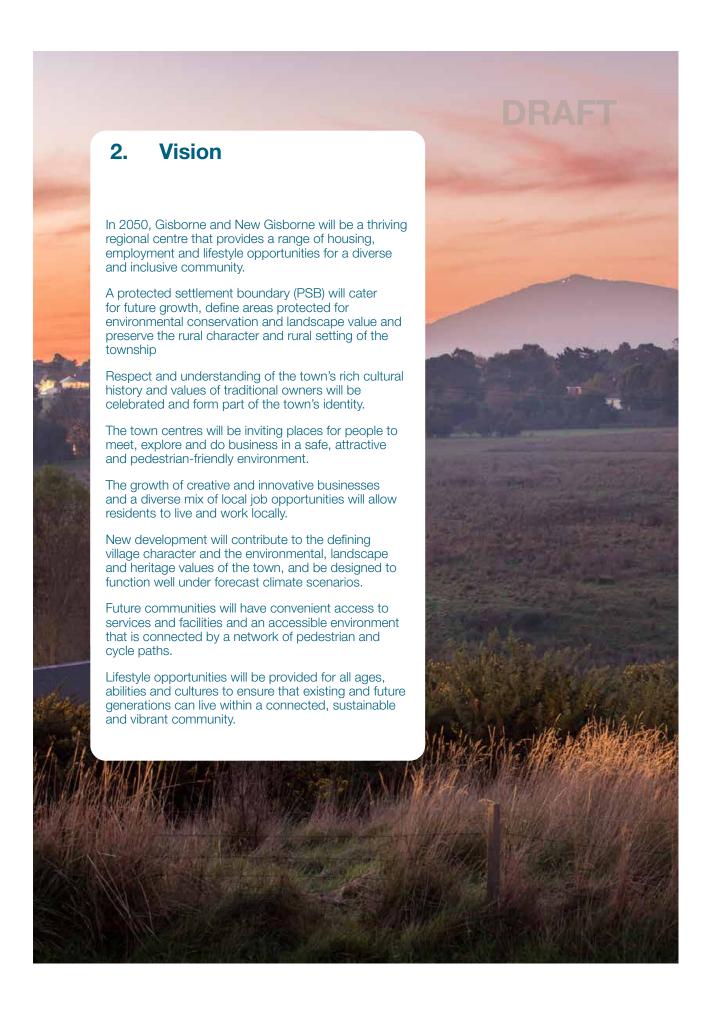
High housing costs makes it difficult for key workers such as teachers, early childhood educators, healthcare and emergency service workers to live close to their workplace. Long commutes increase the cost of living and impact physical and mental health, while businesses and service providers may struggle to attract and retain staff who cannot afford to live nearby.

The structure plan can help to address housing affordability by identifying areas appropriate for greater housing density and diversity to increase housing choice.

This complements other social and affordable housing measures delivered by State and Federal Governments and the not-for-profit sector.

### Economic growth

Gisborne's location at the gateway to the Loddon Campaspe Regional Employment and Innovation Corridor provides regional strategic support for delivery of future employment land that can open up opportunities for economic growth and job creation, close to where people live.



### 2.1. Delivering the vision

Gisborne and New Gisborne will develop as two distinctive town centres that will complement each other through provision of a range of services and facilities, and reduce the need for all residents to travel into the town centre by private vehicles.

The Gisborne town centre will continue to grow as the primary town centre which provides a range of integrated land uses and is enhanced through place-based activation and amenity improvements, while New Gisborne will become a vibrant, self-sufficient and sustainable community that provides for the daily needs of residents within a compact, walkable catchment, set against the magnificent backdrop of the Macedon Ranges.

The Gisborne Business Park will provide for long-term employment growth, with clear guidelines to protect the amenity of surrounding areas

The structure plan seeks to concentrate residential densities and avoid outward sprawl to facilitate the development of a sustainable community that respects the surrounding landscape and environmental values while providing housing that is inclusive and financially accessible for a broad cross-section of the community, including young people, older people, single people and key workers.

The structure plan boundaries take into account the sensitive environmental and landscape values of the surrounding rural area, while ensuring there is sufficient land within the protected settlement boundary to future-proof longer term expansion of employment and residential opportunities, beyond the life of the plan.



### 2.2. Guiding principles

### Protected settlement boundary

Establish a protected settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne and New Gisborne.

### Activity centres

Plan for the development of Gisborne and New Gisborne as vibrant and attractive town centres that are complemented by a network of accessible local destinations.

### Housing

Provide inclusive and diverse housing including options that are accessible for a range of ages, household structures and affordability levels in locations with good access to services and infrastructure.

Ensure that new development makes a positive contribution to the sense of place and responds to the existing or preferred future character.

#### Economic and employment growth

Increase opportunities for economic growth, business development and local employment so people can live close to where they work.

### Heritage and culture

Identify, protect and celebrate important elements that contribute to Gisborne's unique post-contact and Aboriginal cultural heritage.

### Landscape, open space and environment

Enhance landscape, open space and environmental values through connected green spaces, protection of important landscape features, and integration of biodiversity values while planning for more resilient and sustainable communities that can withstand the effects of a changing climate.

#### Movement and transport

Provide safe and accessible walking and cycling infrastructure and an efficient public transport system that provides a convenient alternative to private vehicles.

### Community infrastructure

Strengthen community services and facilities, and ensure these are delivered for the existing and future people of Gisborne and New Gisborne, and the surrounding district.

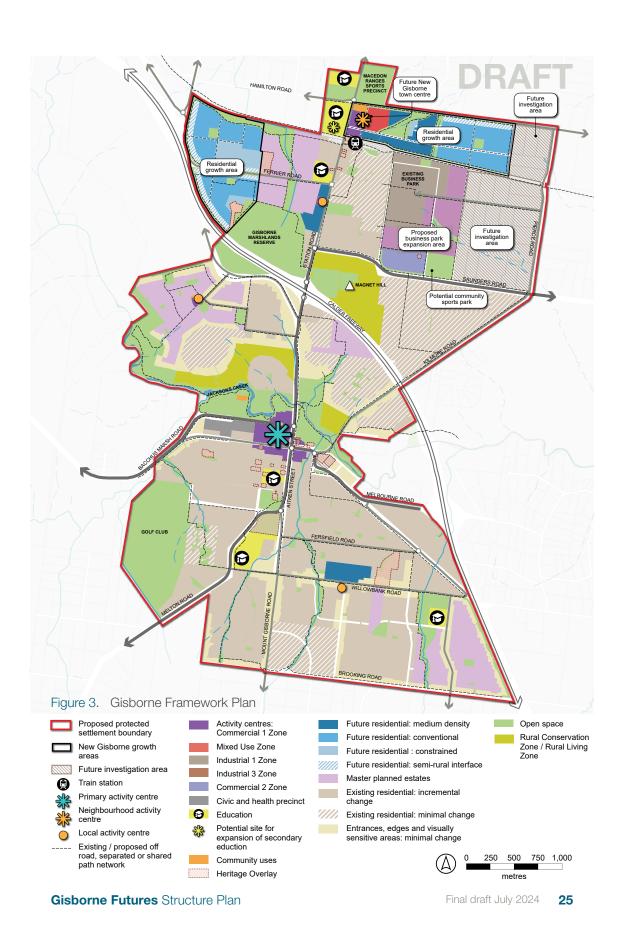
### Utilities and sustainable development

Sequence and deliver sustainable development in collaboration with development proponents, State Government departments and servicing authorities.

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Item PE.1 - Attachment 1



### 3. Protected settlement boundary

Establish a protected settlement boundary that protects the environmental and rural qualities of the landscape surrounding Gisborne and New Gisborne.

The SPP identifies the need to set a long-term PSB for Gisborne.

The purpose of the PSB is to protect rural landscapes, provide an open setting to the Macedon Ranges and other significant landscape features and maintain rural breaks between townships.

The PSB isn't set to meet population targets or a set number of dwellings. These are tested through the structure plan growth scenarios to ensure that the proposed PSB provides for the continued growth of Gisborne as a regional centre with sufficient land supply for housing and employment to 2050 and beyond.

Protection of landscape and environmental values need to be at the forefront of setting a PSB, and this needs to be based on whether the land possesses any of the distinctive attributes that the SPP is seeking to protect.

The proposed PSB along Hamilton Road protects the visual and environmental values of the landscape to the north, 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 highly modified Rural Living Zoned land.

The current township boundary is retained to the south of Brooking Road to preserve rural views, avoid development further crowding the lower slopes of Mount Gisborne and to maintain the rural breaks between metropolitan Melbourne and Sunbury.

To the west of Bacchus Marsh Road outward views to the rural landscapes are to be preserved, development on the floodplain avoided and the values represented through the Rural Conservation Zone (RCZ) and Vegetation Protection Overlays (VPO) are upheld.

The proposed boundary to the east of New Gisborne is formed by Pierce Road. This avoids the low rise of Hay Hill and maintains the open rural landscape and views to the north of Saunders Road from further fragmentation as represented through Design and Development Overlay Schedule 13 (DDO13) and the rural break between Gisborne and Riddells Creek.

The RCZ is retained over the Jacksons Creek valley landscape throughout the township and to the east to protect the visual qualities of the landscape.

Cultural heritage values are recognised and will be celebrated through the careful planning and design of new communities.

Flood prone land has been avoided, as has land included in the Environmental Significant Overlay Schedule 4 (ESO4) for protection of water catchments.

A landscape scale bushfire assessment has confirmed that the south of Gisborne has greater bushfire risk than New Gisborne and at a settlement scale should not be prioritised as the direction for growth. In the broader context, New Gisborne is considered to be a lower-risk area to focus outward growth.

Rural living land is retained within the PSB as future investigation areas to allow for development in the longer term, beyond the horizon of this structure plan.

### Objectives

To provide clear limits to township growth and protect the landscape, environmental and cultural heritage values of the landscape surrounding Gisborne and New Gisborne.

To maintain a rural break and separation between townships.

#### Strategy

 Manage future township growth within the proposed protected settlement boundary as set out in the Gisborne Framework Plan at Figure 3.

### Action

A 1. Amend the Macedon Ranges Statement of Planning Policy to include the proposed protected settlement boundary for Gisborne.

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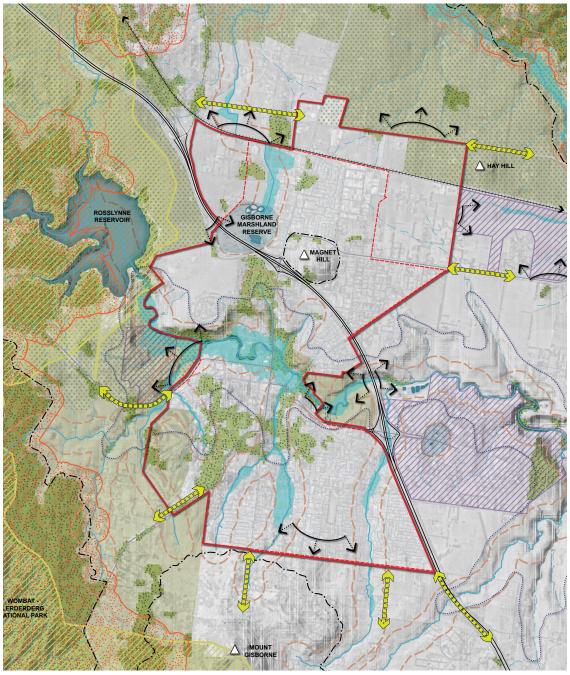


Figure 4. Proposed protected settlement boundary



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### 4. Land supply and demand overview

### 4.1. Population scenarios

Population scenarios have been prepared to test community infrastructure requirements, land supply estimates, retail modelling and the overall future urban structure for New Gisborne. Using scenarios allows for a degree of flexibility to accommodate uncertainties associated with longer-term forecasts.

These are not intended to be targets or caps, rather they have been used to plan ahead for service provision and ensure that there is sufficient land zoned within the proposed PSB to meet the 2050 planning horizon.

Table 2. Population scenarios

Scenario	Description	Additional pop.	Total pop.
Low (2036)	Existing supply - this is the growth that the town will see in the short - medium term (to 2036) based on existing land supply, predominantly focussed in Gisborne.	Approx. 4,900*	19,800**
	This figure aligns with recent population projections anticipate the Gisborne community will be home to between approximately 18,000 and 20,000 residents by 2036.		
Medium (2051)	If the annual average growth rate of 2.2% were to remain steady over the next 25 years.	Approx. 12,000	27,000
High (2051)	If the high dwelling demand rate of 200 lots per year as estimated by DTP's Urban Development Program (UDP, 2022) is realised, it could mean approximately 31,000 residents by 2050.	Approx. 16,000	31,000

<sup>\*</sup>Figure uses 2024 vacant land supply update (1,751 lots) and average household size of 2.8 people.

### Dwelling demand ranges

Annual dwelliing demand ranges have been informed through the Residential Land Demand and Supply Assessment (RLDSA, 2020) and the State Government's Urban Development Program (UDP, 2022).

Table 3. Dwelling demand rates

Source	Annual dwelling demand rate
UE - RLDSA (2020)	130
UDP (low range)	160
UDP (high range)	200

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 $<sup>^{\</sup>star\star}\text{Figure}$  adds additional population to the 2023 estimate residential population of 14,900.



### 4.2. Future housing supply

### Existing vacant land supply

In 2023 the Estimated Resident Population for the Gisborne District (SA2) was 14,905.

There is an estimate 1,751 vacant residential lots in 2024, or homes for approximately 4,900 people (at an average household size of 2.8 people), which will bring the district population to around 19,800. This falls within the mid-range of forecasts provided by VIF 2023 (18,000) and Forecast.id 2023 (20,000).

At a demand range of 130 – 200 lots per year, this could provide between 13.4 to 8.7 years worth of housing supply.

### New Gisborne growth areas

For the medium to longer term housing supply, the structure plan seeks to accommodate the majority of new housing within a compact, sustainable community with an activity centre that meets most of the daily needs of residents. Creating a strong local catchment of between 8,000 -10,000 people is recommended to support the development of a diverse, vibrant and viable NAC.

At the 2021 Census there was an estimate population of 2,600 people in the New Gisborne postcode. There are approximately 157 lots currently planned or under development, plus a retirement village, which could see the population increase by around 900 people in the short to medium-term, reaching 3,500 people.

Accommodating a large percentage of the additional population of 6,500 required to meet the medium range growth needs in New Gisborne will ensure the optimal recommended catchment of 8,000-10,000 people is achieved. This would require approximately 2,300 homes, which would equate to an additional 11 to 17 years worth of dwelling supply using the current demand ranges, or 19 to 30 years overall if existing supply is included.

To achieve the population range the structure plan nominates minimum density targets of 50 to a maximum of 75 dw/ha in 'medium density' areas and the mixed use precinct, and 15 to a maximum of 35 dw/ha in 'conventional' areas. In addition to these, there are some areas that are constrained by existing vegetation, heritage values or fragmented land ownership which will require further detailed assessment and precinct planning work to determine future housing supply.

Low density interfaces are also proposed at township entrances and edges to retain a 'semi-rural' character and ensure that bushfire risk mitigation measures can be accommodated through design of the precinct.

## Infill capacity and development opportunity sites

There are approximately 1,474 existing residential lots that have some form of capacity to accommodate additional dwellings. If past trends of approximately 20 infill dwellings per year remain consistent then uptake of this capacity could provide an additional 600 lots over the lifetime of the plan which would equate to another 3 - 5 years of supply, noting that the take up of this capacity is less certain.

There are potentially over 1,000 larger lots that could accommodate an additional home or small second dwelling in backyards without demolition of the existing home. It is also less certain how this capacity could translate to supply through the uptake of these opportunities as there has been minimal development of this type in the town to predict future trends on.

Key opportunities for additional housing are identified as:

- undeveloped sites with infill capacity near local activity centres
- upper levels of new developments on opportunity sites in the Gisborne town centre
- development of a sustainable community in New Gisborne through targeted expansion onto greenfield sites and promotion of mixed use around a new NAC.

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### 4.3. Retail, commercial and employment land

### Activity centre floorspace

The Gisborne town centre has over 12ha of Commercial 1 Zoned land. This supports approximately 50,000 sqm of floorspace, 30,000 sqm of which is retail floorspace and 18,000 sqm of commercial floorspace, with the balance of floorspace including other uses (UE, 2020).

Retail modelling prepared for Gisborne in 2018 estimates that the town centre could support an additional 11,000 sqm of retail floorspace over the period 2018 to 2036. This floorspace would generally require approximately 2.5 – 3 ha of land within commercial zones. In addition, commercial floorspace projections show that around 7,000 to 8,000 sqm of floorspace is likely required to 2036 to support the commercial sector, which would support in the order of 1 to 1.5 ha of commercial land at traditional densities (UE, 2020).

The bulk of this demand should be catered for within the existing town centre. There is limited vacant land in the Commercial 1 Zone. In 2024, approximately 0.6 ha of vacant land remains which could provide 2,400 sqm of commercial or retail floorspace at traditional densities (40% site coverage).

To maintain a compact, walkable centre and avoid outward expansion of commercial land along entrances and town gateways, additional floorspace will primarily need to be delivered through development of vacant sites and encouraging intensification of other development opportunity sites. This may result in greater development of commercial floorspace at upper levels, with ground levels primarily used for retail purposes.

In the medium to long term, opportunities in the existing town centre are likely to be limited, warranting consideration of rezoning new land to support retail and commercial development either at the fringe of the town centre or within a designated urban growth area.

The structure plan seeks to focus new growth in the precinct surrounding the train station, schools and sports precinct in New Gisborne, and to deliver a neighbourhood activity centre/NAC that provides shops, jobs and services to meet the daily needs of residents within a compact, walkable catchment.

The need for an activity centre in New Gisborne is heightened by the distance to the town centre (2-3km) and the barriers to movement created by the train line, freeway and steep topography which all challenge access by active transport modes.

The structure plan provides a site for neighbourhoodscale retail as well as a range of civic, community, employment and education uses that are encouraged to co-locate by planning policy.

An updated retail assessment (UE, 2023) estimates that 15,000 sqm of retail floorspace will be supportable across the township to 2051. Of this, approximately 7,350 sqm can be supported in the New Gisborne NAC, anchored by a 3,000 sqm full-line supermarket (the balance of 7,650 sqm is attributed to the Gisborne town centre). Half of the projected commercial floorspace for the township (eg 3,500 sqm) has been factored into the land requirements for the NAC.

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.

The structure plan provides a 4.6 ha Commercial 1 precinct in the New Gisborne NAC. This provides approximately 2.6ha NDA for town centre commercial uses, which could meet the projected demand with 10,400 sqm of commercial and retail floorspace.

### Gisborne Business Park

There is 38 ha of Industrial 1 zoned land in the Gisborne Business Park. In early 2023, 6.2 ha of this was vacant. At a consumption rate of 0.9 ha per annum (net), the existing business park would be fully occupied in the next 6-7 years. In order to accommodate demand over the 30 year planning period, the business park should provide for:

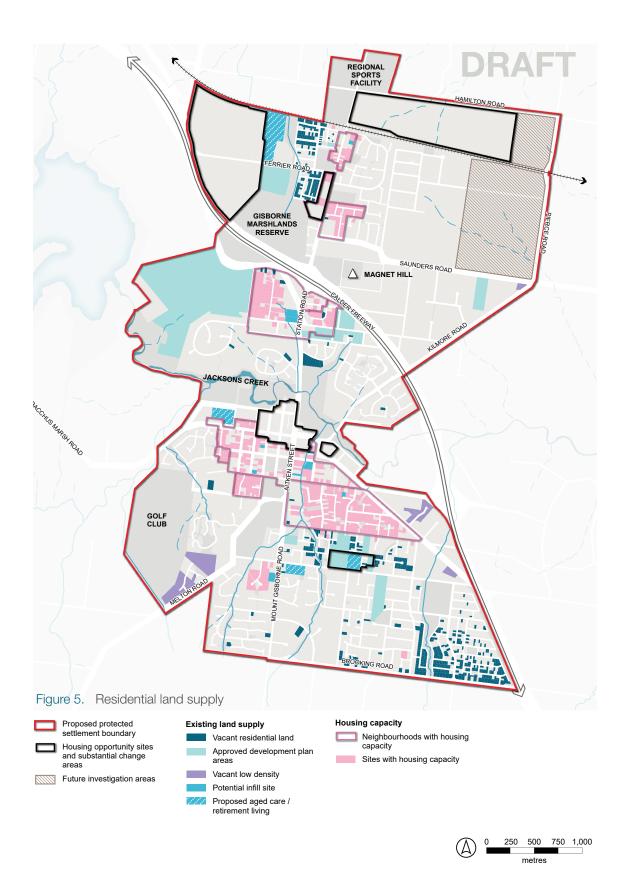
- at least 25 ha of gross land (and up to 46ha under the higher growth scenario) to accommodate business growth over a 30 year period
- an allowance for Commercial 2 Zone (C2Z) land of approximately 5-10 ha which should be accessible (if not necessarily adjacent to) main road access

The framework plan provides for 38 ha of Industrial 3 zoned land, and 9.98 ha of Commercial 2 zoned land to cater for this future growth.

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### 4.4. Open space and community facilities

### Open space

The New Gisborne NAC is planned to be the focal point of new community that will benefit from access to the new Macedon Ranges Sports Precinct. This facility will meet current demand for sports parks but it is not expected to address the needs of a growing population. Upgrades to existing sports fields could address future demand in the short-medium term and a potential 'community' level sports park (4ha) with a full sized oval on Saunders Road will provide capacity for future sporting needs as the community grows.

A nominal 'community' level open space of nearly 2 ha is centrally located in the proposed medium density precinct adjacent to the NAC to provide residents with access to high quality social recreation space.

Open space offsets of 30m are provided along existing waterways for drainage, potential water treatment and retention, open space/recreational links and enhanced biodiversity outcomes. The width of these are nominated as a starting point in-line with Clause 12.03 -1S of the planning scheme.

Indicative 0.5 -1ha unencumbered open spaces are provided within residential areas to provide walkable access to local parks.

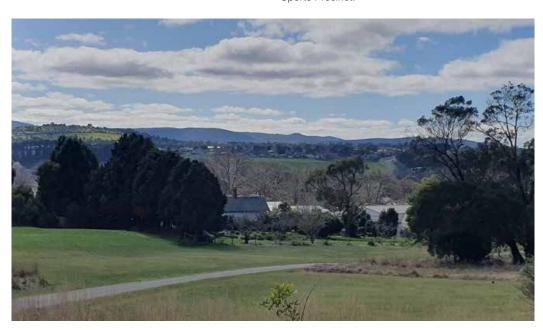
Landscape buffers and linear open spaces are nominated along edges and entrances, the Marshlands Reserve and along the train line to provide visual and landscape amenity, a transition to rural edges and active transport and recreation links. A landscaped mound is also provided along the freeway for acoustic and visual amenity.

These open space estimates are indicative and provided at a high level for land use planning purposes and to illustrate desired principles and outcomes for the precinct. These will be subject to further detailed design as part of development plan preparation for the precinct.

### Community facilities

There is an identified shortage of community meeting spaces, arts and cultural spaces, youth spaces and senior citizens facilities. The gap in these services only increases with additional population growth.

The structure plan nominates a 1ha parcel for a community hub on the corner of Hamilton Road and Barringo Roads. The community hub can facilitate co-location of a range of services and programs, with the proposed location providing ready access to a number of primary schools and the Macedon Ranges Sports Precinct.



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### **New Gisborne land budget**

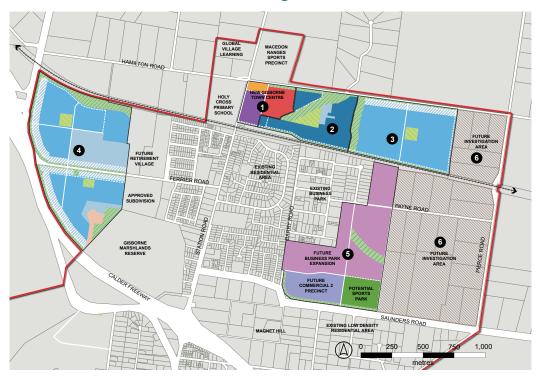
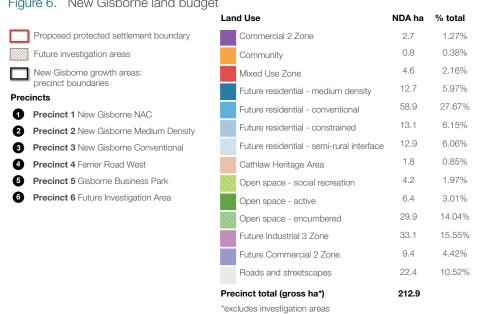


Figure 6. New Gisborne land budget



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## 4.6. Precincts land budgets

Table 4. Precinct land budgets

Precinct 1 New Gisborne NAC		
Land Use	NDA ha	% total
Commercial 2 Zone	2.7	23.08%
Community	0.8	6.84%
Mixed Use Zone	4.6	39.32%
Open space - encumbered	0.4	3.42%
Roads and streetscapes	3.2	27.35%
Precinct total (gross ha) 11.7		

Precinct 2 New Gisborne Medium Density		
Land Use	NDA ha	% total
Future residential - medium density	12.7	53.59%
Future residential - constrained	1.1	4.64%
Open space - social recreation	1.6	6.75%
Open space - encumbered	7.4	31.22%
Roads and streetscapes	0.9	3.80%
Precinct total (gross ha) 23.7		

Precinct 3 New Gisborne Conventional		
Land Use	NDA ha	% total
Future residential - conventional	25.9	64.59%
Future residential - rural interface	2.8	6.98%
Open space - social recreation	1	2.49%
Open space - encumbered	6.8	16.96%
Roads and streetscapes	3.6	8.98%
Precinct total (gross ha)	40.1	

Precinct 4 Ferrier Road West		
Land Use	NDA ha	% total
Future residential - conventional	33	41.83%
Future residential - constrained	12	15.21%
Future residential - rural interface	10.1	12.80%
Open space - social recreation	1.6	2.03%
Open space - encumbered	10.8	13.69%
Open space - conservation	2	2.53%
Cathlaw Heritage Area	1.8	2.28%
Roads and streetscapes	7.6	9.63%
Precinct total (gross ha)	78.9	

Precinct 5 Business park		
Land Use	NDA ha	% total
Future Industrial 3 Zone	33.1	56.58%
Future Commercial 2 Zone	9.4	16.07%
Open space - active	6.4	10.94%
Open space - encumbered	2.9	4.96%
Roads and streetscapes	6.7	11.45%
Precinct total (gross ha)	58.5	

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## 5. Activity centres

Plan for the development of Gisborne and New Gisborne as vibrant and attractive town centres that are complemented by a network of accessible local destinations.

Gisborne has traditionally evolved with the current town centre being the focus for retail, community and service uses. Although the township has expanded to the south and to the north-west in New Gisborne, these areas do not currently have walkable access to convenience shopping, gathering points or services that can provide local destinations for the community. This leaves many people little option but to drive to access these amenities.

Research has shown that residents living within convenient walking distance of local destinations, such as supermarkets, shops, parks and public transport, are more likely to choose walking as a transport option over driving.

The activity centre hierarchy in Gisborne will provide a network of places for people to shop, work and live, with access to a variety of goods and services at a range of scales.

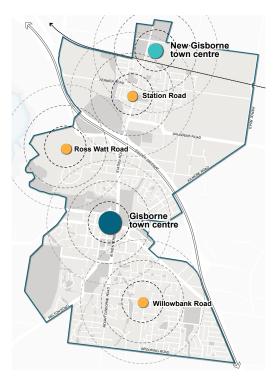
Key to this is providing an activity centre in New Gisborne that can perform a second 'town centre' role for the community, and a network of smaller, local centres that can serve as local destinations for existing residential areas.

Because of the expected longer-term time frames for delivery of the NAC in New Gisborne, a local activity centre (LAC) on Station Road is to provide convenience retail and ancillary shops and services and a local destination for the existing and emerging community in the short to medium term.

Table 5. Activity centre hierarchy

Centre type
Primary Activity Centre
Neighbourhood Activity Centre
Local Activity Centre
Local Activity Centre
Local Activity Centre

Figure 7. Activity centre hierarchy



Primary

Neighbourhood

Local

Walking catchments
(400m/800m/12000m)

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### 5.1. Gisborne town centre

The Gisborne town centre will continue to grow as a vibrant and attractive town centre that provides a range of integrated land uses and is enhanced through streetscape activation and amenity improvements.

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 all contribute to Gisborne's unique sense of place.

Gisborne is an important employment hub for local residents and the broader region. As the primary activity centre, Gisborne's town centre will provide the daily shopping needs for the local community and the surrounding rural area.

The local village character is influenced by the compact nature of the town centre and physical features including:

- a pedestrian-scale streetscape with generous footpaths, verandahs and established street trees
- a fine grain pattern of development that accommodates a diverse mix of local, small businesses
- community facilities, sporting grounds and parklands within the town centre.

There is opportunity and capacity in the Gisborne town centre to accommodate further housing by including shop-top residential development in the mix of retail, commercial and community uses.

Increasing the number of people living in the town centre will provide greater housing diversity, promote walking and street activity and support the viability of local businesses.

Large areas of surface car park have capacity to accommodate a greater mix of uses. They are relatively unconstrained by existing buildings and have existing access points that are clearly defined. There is also opportunity for renewal of existing sites, including the laneway environment of Heritage Way and consolidation of some of the older commercial buildings.

There is potential for light industrial uses north of Robertson Street to relocate to future Commercial 2 Zone (C2Z) or industrial land in the business park. This would provide opportunity for redevelopment of these sites for medium density, mixed use development appropriate to the town centre.



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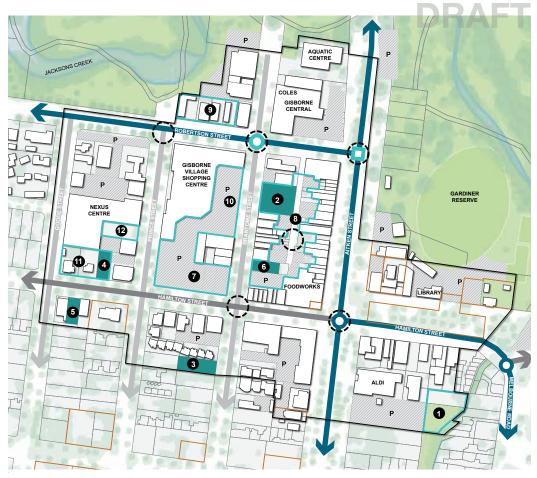


Figure 8. Gisborne town centre



Table 6. Development opportunity sites

id	Туре	Desc.	Area HA
1	Vacant - constrained	SUZ land adjacent to Bunjil Creek	0.3
2	Vacant	27 Brantome Street	0.2
3	Vacant	48 Brantome Street	0.1
4	Vacant	46 Hamilton Street	0.1
5	Vacant	49 Hamilton Street	0.1
6	Vacant	35 Brantome Street	0.1
7	Opportunity site	Surface car park	0.5
8	Opportunity site	Rear of sites - Heritage Way	0.5
9	Opportunity site	14 to 20 Robertson Street	0.3
10	Opportunity site	Surface car park	0.3
11	Opportunity site	48-50 Hamilton Street	0.2
12	Opportunity site	16 Prince Street	0.1
	Total vacant		0.9
	Total opportunity site		1.9
	Total		2.8

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#### Objectives

To strengthen the role of the Gisborne town centre as a local and regional destination that supports a wide range of activities, jobs and housing options.

To encourage residential development in the Gisborne town centre that provides opportunities for greater housing diversity, promotes walking and street activity, and supports the economic viability of businesses.

#### Strategies

- Support development that accommodates a mix of uses including main street retail, commercial and community uses, and complementary residential development.
- Ensure ground floor uses are reserved for retail, commercial and other uses that promote streetlevel activity, and locate residential and office-type uses on upper floors.
- Encourage co-working spaces and adaptive reuse of vacant retail shopfronts for start-ups, creative industries, and small enterprises.
- Support built form which provides opportunities for night-time dining, entertainment, arts, cultural and tourism uses.
- Direct light industrial, trade supplies, restricted retail and bulky goods uses to the Gisborne Business Park.

#### Objectives

To maintain the compact, walkable form of the Gisborne town centre.

To enhance Gisborne's public realm through active and vibrant streets designed for pedestrian comfort and enjoyment.

#### Strategies

- Consolidate future town centre development within the current extents of town centre commercial zoning.
- Support development that maximises the capacity of available vacant and strategic redevelopment sites.
- Ensure that new development contributes to pedestrian amenity, business presentation and streetscape activation through design and built form
- Ensure that the external edges of development that traditionally has blank walls on the street (such as supermarkets or car parks) provide active uses such as office, retail or residential units on the street edge.
- Ensure that access to services, vehicle entries, car parking and loading facilities are located and designed to minimise amenity impacts on the street
- Support adaptive re-use of heritage buildings that contribute to the character of the town centre.

#### **Actions**

- A 2. Finalise the Gisborne UDF to provide a vision A 3. and set of principles to guide growth and change in the Gisborne town centre that includes:
  - built form design requirements and guidelines that are tailored to respond to the township character
  - streetscape concepts designed to improve pedestrian amenity and safety, and encourage private-sector investment in the town centre
  - place making strategies to revitalise and activate underutilised buildings and spaces, including through use of public art, decorative lighting and local cultural interpretation.
- A 3. Prepare a Design and Development Overlay (DDO) for the town centre that embeds directions provided in the UDF into the planning scheme to ensure a high quality built form and streetscape outcome is achieved through future planning applications.
- A 4. Prepare local policy and decision guidelines to ensure that development applications in the town centre deliver on the vision contained within the structure plan.

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#### 5.2. New Gisborne town centre

New Gisborne will become a vibrant, self-sufficient and sustainable community that provides for the daily needs of residents within a compact, walkable catchment, set against the magnificent backdrop of the Macedon Ranges.

New Gisborne has excellent access to public transport and the Calder Freeway. A collection of community and social facilities have emerged to support the growing community, including a medical centre, schools, child care and aged care services. The Macedon Ranges Sports Precinct will enhance the sporting, leisure and community focus for the precinct, and the Macedon Ranges Shared Trail will provide an active, recreational connection to nearby smaller settlements and attract visitors to the region.

New Gisborne is currently lacking a town centre, shops and access to basic daily necessities. Currently residents rely on private vehicles to travel into the Gisborne town centre which contributes to congestion, transport-related emissions and increased car dependency.

New Gisborne has the potential to deliver on the 20 minute neighbourhood concept, supporting the daily living needs of local residents.

#### Land use vision

The proposed town centre will support a mix of uses including retail, office and commercial spaces, community, health and personal services with new homes at upper levels.

These will be anchored by a full-line supermarket and community hub with high-quality, landmark buildings and public spaces that will strengthen the civic role of the town centre.

The community hub will provide meeting spaces, arts and youth spaces, kindergarten and maternal child health services and senior citizens facilities. It will provide high-quality built form presentation to the corner, provide key community infrastructure and services and act as a catalyst for further development in the precinct. and will be delivered early so that essential services are available when they are needed. Refer to further detail on this in Section 10 (community infrastructure).

Nearby, a publicly owned 'town square' will provide space for community events, markets and incidental social gathering.

The Mixed Use Precinct will have a primary focus on providing housing while also permitting flexibility to incorporate a range of uses, including office and retail. These can offer a variety of workspaces, from open-plan offices and co-working areas to private suites, hospitality and accommodation that caters to diverse business needs.

#### Future character and urban design

The town centre will be supported by vibrant, high quality streetscapes and civic spaces that allow for on-street activity and support safe active transport corridors

Contemporary architecture will have an emphasis on aesthetic quality, pedestrian comfort and creating a sense of place. It will be designed with sensitivity to the surrounding landscape values and rural context.

The street network will be oriented to maximise connectivity to the railway station and other key destinations with short, walkable blocks that are laid out to provide views to the Macedon Ranges from the rail corridor and train station.

Barringo Road will be widened to form a boulevard with avenue tree planting and service lane setback that extends the wide tree-lined streets that form part of Gisborne's highly valued township character.

Buildings will be kept low-scale with a three-storey height limit. These will have upper-level setbacks of 3-5 metres above a 2 storey street wall to ensure that built form does not overpower the street or narrow the view corridors to the north too much, while also ensuring sunlight access and sky views are available from the street.

The Mixed Use Precinct will provide a positive address to the waterway and open space as well as a buffer between commercial and residential land uses. The renewal of existing industrial zoned land will allow for high-quality, contemporary buildings along Hamilton Road that are setback back behind a landscaped buffer that protects existing trees and vegetation with aesthetic and conservation value.

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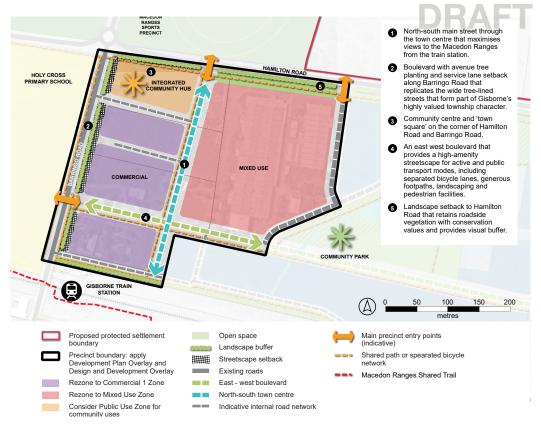


Figure 9. New Gisborne town centre concept

#### Objectives

To provide for a self-contained town centre at New Gisborne which capitalises on existing infrastructure, accommodates a mix of uses and maximises the capacity of sites.

To ensure that a visual connection to the ranges is maintained to embed a strong sense of place and enhance wayfinding throughout the precinct.

To minimise impacts of development on Rural Conservation Zoned land to the north.

#### Strategies

- Support the location of a full-line supermarket in the New Gisborne NAC to anchor future finegrain retail, commercial and residential uses.
- Plan for increased population within walking distance of the NAC to support the viability of businesses
- Encourage a mix of uses that adds to vitality on the street.

- Ensure urban structure, built form, streetscape and landscape treatments consider how visual connection to the ranges can be maximised through precinct design.
- Focus mixed use and commercial development primarily on existing industrial zoned land.
- Provide landscape buffers that allow for generous setbacks and development of a 'bush boulevard' character that retains and strengthens roadsides with conservation values while providing a visual buffer to the south.
- Minimise road access points, driveway crossovers and interruptions to the landscape edge along Hamilton Road.
- Co-locate future open with existing drainage lines and maximise opportunities to setback development from the Hamilton Road edge.
- Provide a large-lot, semi-rural interface to 'conventional' residential areas.

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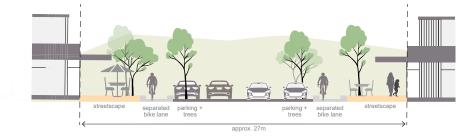
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#### Actions

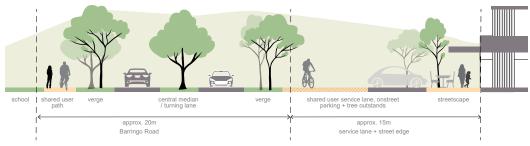
- A 5. Prior to rezoning of the precinct, work in collaboration with the state departments, utility and service providers and landowners to develop a development plan for the New Gisborne growth areas that captures the direction provided in the Gisborne Structure Plan.
- A 6. Prepare a UDF to inform a DDO for the NAC Precinct that provides:
  - a street network which is:
    - oriented to maximise connectivity to the railway station and other key destinations
    - laid out to provide views to the Macedon Ranges from the rail corridor and train station
  - main streets with an engaging pedestrian environment and active frontages that support a diversity of businesses, rather than internal car-based shopping centres
  - a layout and format that capitalises on key pedestrian anchors and short, walkable blocks
  - wide footpaths to support pedestrian safety and mobility, and activities such as outdoor dining and footpath trading

- built form designed to attract a range of retail, commercial and business services to facilitate business growth and provide a variety of employment opportunities
- a maximum building height of 3 storeys with 3-5m upper level setbacks above a 2 storey street wall
- substantial canopy trees and landscaping to buffer the visual impact of commercial built form as visible from nearby entrance roads and the rail corridor
- controls for signage and building quality and presentation that respect the character and visual qualities of the semi-rural landscapes
- publicly owned and managed civic open space to support events, community gatherings and social interaction
- car parking that is consolidated away from active street frontages to encourage walking throughout the precinct
- a community hub on the corner of Hamilton and Baringo Roads
- local place making elements including art, cultural interpretation and public lighting.

Figure 10. New Gisborne town centre streetscape concepts



North - south town centre road concept



**Barringo Road concept** 

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### 5.3. Local activity centres

Local Activity Centres (LACs) will provide community focal points for walking and cycling, reduce the need to drive for basic convenience shopping, and will generate opportunities for incidental interaction in communal social spaces.

LACs will provide community focal points for walking and cycling, reduce the need to drive for basic convenience shopping, and will generate opportunities for incidental interaction in communal social spaces.

#### Station Road, New Gisborne

The Station Road LAC will provide local convenience retail with space for other commercial uses such as medical, office and smaller shopfront retailers, with more substantial supermarket development directed to locate in the NAC.

The site has capacity to incorporate a mix of uses, including residential upper levels, with a form and scale that is complementary to the highly valued character of the Station Road streetscape.

#### Willowbank Road

The Willowbank Road LAC will have a local convenience and community services role with approximately 600sqm of retail space that includes a small supermarket, café spaces and a medical centre.

There is opportunity to improve the streetscape environment and enhance connections between existing and emerging land uses in proximity to the activity centre.

#### Ross Watt Road

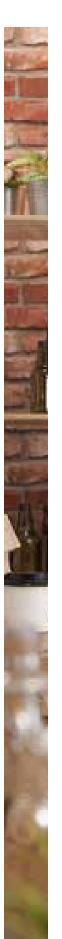
The Ross Watt Road Development Plan proposes a small activity centre that will provide convenience retail and community services for the surrounding residential catchment.



Proposed local activity centre at Willowbank Road (image courtesy of Clarke Hopkins Clarke).

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#### Objective

To facilitate delivery of local activity centres that act as community focal points and provide walkable access to convenience retail and local services.

#### Strategies

- Support the provision of convenience retail and community infrastructure in LACs to meet the daily needs of residents, without compromising the function and roles of the Gisborne and New Gisborne activity centres.
- Support delivery of the Willowbank Road LAC.
- Encourage development of a LAC in the early stages of Ross Watt Road development to provide walkable access to convenience retail.
- Promote a high-quality streetscape outcome for the Ross Watt Road LAC that includes safe pedestrian crossing facilities, landscaping, and a streetscape that is wide enough to support outdoor dining and on-street activities.
- Support delivery of the Station Road LAC to retain a focus on local convenience retail and services, with any larger format supermarket development to be directed to the New Gisborne NAC.

#### Actions

- A 7. Review and amend the New Gisborne
  Development Plan and the role of the
  Station Road LAC to allow the flexibility
  to accommodate a mix of uses, including
  residential.
- A 8. Prepare a streetscape master plan for the Willowbank Road LAC that focuses on improving pedestrian and cyclist amenity and provision of safe and comfortable access between the existing and emerging activity nodes and traffic calming on Willowbank Road.
- A 9. Rezone Ross Watt Road and Station Road LACs to Commercial 1 Zone together with appropriate design controls (eg), consistent with their intended scale and role.





## 6. Housing framework

Provide inclusive and diverse housing including options that are accessible for a range of ages, household structures and affordability levels in locations with good access to services and infrastructure.

The housing framework will guide Gisborne and New Gisborne's residential development to ensure that housing supply is inclusive and caters for the needs of a growing and diverse community.

Currently, over 90% of homes are detached dwellings on large lots, with over 50% of houses containing only one or two people. House prices put home ownership in beyond the reach of most moderate to low income households, particularly for key workers who provide essential services for the town.

As a regional centre, the Gisborne township will provide housing choice for all members of the community, including key workers, smaller families, single person households and younger and older people. The housing framework seeks to increase diversity and affordability of housing.

Offering greater choice in dwelling size, tenure type and price will support local businesses and provide essential workers with places to live close to where they work.

Increased diversity of housing will also include housing for ageing in place, aged care and retirement villages, housing for younger people, housing for people with a disability or accessibility needs and emergency accommodation.

Greater housing diversity is to be achieved by increasing the range of dwelling types including shop-top dwellings, low-rise apartments, units and townhouses and detached family homes of different sizes, and on different sized lots, that provide for a range of affordability levels. The housing framework takes the broad township character types and layers them with the housing change areas to form future character precincts.

#### Housing framework methodology

## Housing change area

#### Substantial change

- Facilitate housing growth that takes advantage of proximity to jobs, services, and public transport.
- Make the most of strategic development areas or opportunity sites.

#### Incremental change

- Where character is expected to gradually evolve over time.
- New development to respect existing character.

#### Minimal change

 Special characteristics or constraints that limit further development.

### Character type

Character types are determined through analysis of existing character elements to group areas with common existing characteristics. These include:

- Landscape setting and topography, subdivision
- Streetscape, road hierarchy, construction type and materials, street trees
- Lot size, and rhythm/ spacing of dwellings, front and side setbacks, site coverage
- Fences, gardens and landscaping
- Building design, era of development, height, form and design detailing.

# Future character precinct

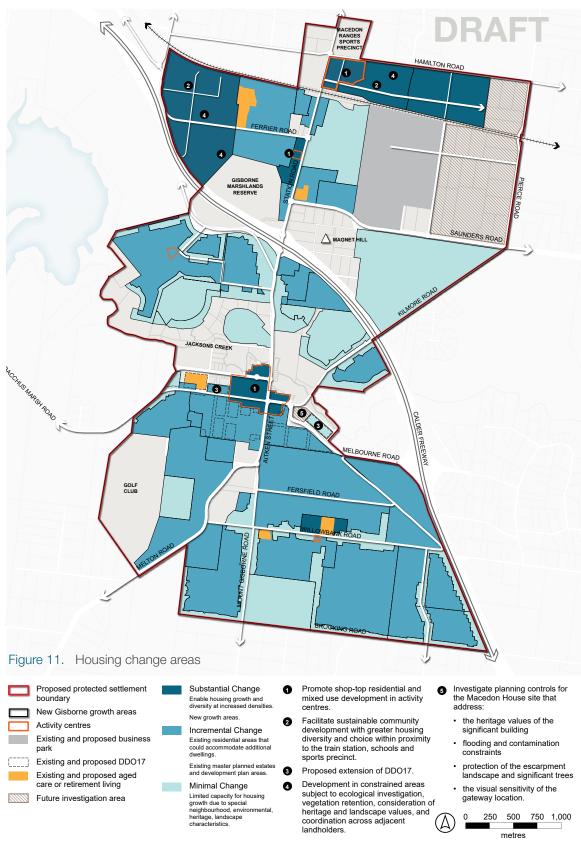
The 'preferred future character' guides how an area can evolve with consideration given to existing characteristics to be retained and the level of change that is expected.

Future character precincts have been determined by overlaying existing character types with housing change areas.

Preferred future character statements are usually embedded in planning scheme policy and support variations to ResCode standards and guide a design response.

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#### Objective

To increase the supply of more diverse and less expensive housing that is suited to a range of household structures and ages.

#### Strategies

- Direct new housing to locations with access to services and infrastructure.
- Support the subdivision of larger lots in incremental change areas into dual occupancies or multi-unit developments providing neighbourhood character requirements are met.
- Provide greater housing diversity and choice in substantial change areas through a range of lots and buildings that are capable of accommodating a variety of dwelling types.
- Ensure that multi-unit and apartment developments provide for a range of household structures, including three and four bedroom family units as well as one and two bedroom homes.
- Promote shop-top residential and mixed use development in activity centres.
- Support the provision of social and affordable housing in new residential developments.

#### **Actions**

- A 10. Amend the local policy for Gisborne and New Gisborne to reflect the housing aspirations contained within the structure plan.
- A 11. Extend DDO17 to include the block bound by Hamilton Street, Lyell Street, Goode Street and Neal Street, and lots with infill capacity at township entrances.
- A 12. Translate planning controls contained within Development Plan Overlays (DPO) into new schedules to the residential zones in areas that have been developed.
- A 13. Work with government, the community sector and the development industry to improve the supply of social and affordable housing in Gisborne and New Gisborne.
- A 14. Amend development plans in proximity to LACs to encourage more diverse housing opportunities.
- A 15. Investigate planning controls for the Macedon House site that address:
  - the heritage values of the significant building
  - flooding and contamination constraints
  - protection of the escarpment landscape and significant trees
  - the visual sensitivity of the gateway location.
  - the visual sensitivity of the gateway location.





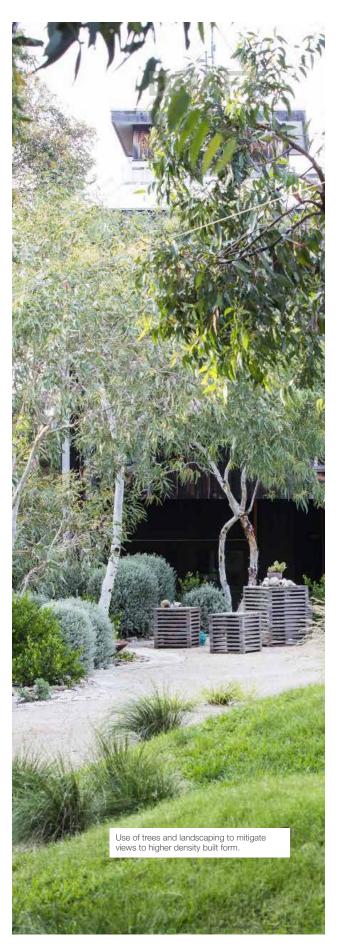
Example contemporary townhouses using natural materials and muted colours. Image courtesy of MGS.



Example low rise apartments in a garden setting. Image courtesy of MGS.



Mixed use development with apartments, office space and active ground floor level. Image courtesy of Hayball.





### 6.1. Sustainable housing growth in New Gisborne

The structure plan envisions a sustainable new community in New Gisborne with an urban form that will:

- provide greater housing diversity and choice
- facilitate walking or cycling for everyday trips such as to shops, jobs or public transport
- assist in reducing car dependency and transportrelated emissions
- boost business viability and increase economic activity
- provide a sensitive design response to the character of nearby rural landscapes.

The plan for New Gisborne seeks to ensure there are enough people to support a NAC that includes a range of shops and services and will reduce the need for residents to drive into the Gisborne town centre to access everyday necessities.

Higher housing densities in New Gisborne will be supported by a high-quality public realm as smaller dwellings will require connections to outdoor communal and public open spaces that provide amenity for residents.

New streets will be wide enough to contain landscaping, active spaces and water sensitive urban design (WSUD) with substantial canopy trees to visually buffer higher built form.

If developed within the proposed density ranges, this can be achieved in New Gisborne while limiting the need for excessive outward sprawl.

#### Objectives

To achieve residential densities and urban design that supports the viability of local shops and services, promotes walking and cycling and decreases car dependency.

To provide medium density housing that is responsive to the site and local context, with high levels of amenity and contemporary design.

To achieve wide streets that support substantial tree canopies for cooler urban environments and to visually soften the appearance of higher density housing.

To promote a 'semi-rural' character along township edges and entrances.

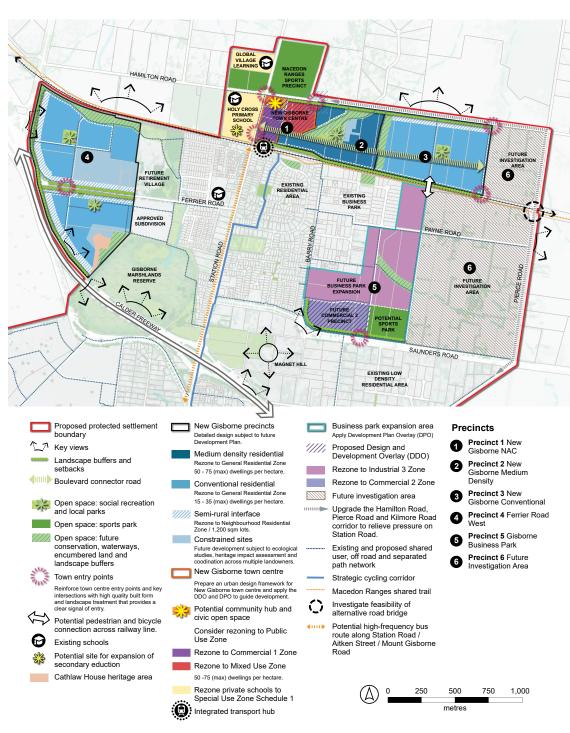
#### **Strategies**

- Require higher densities within 800m of the NAC and the train station and apply averaging provisions to the remainder to ensure the balance is provided at sufficient densities.
- Future residential precincts are to achieve densities within the following ranges:
  - 50 and a maximum of 75 dw/ha in the New Gisborne Medium Density Precinct (Precinct 2) and in the Mixed Use Zone within the New Gisborne NAC (Precinct 1)
  - 15 and a maximum of 35 dw/ha in 'conventional' residential areas: New Gisborne Conventional (Precinct 3) and Ferrier Road West (Precinct 4).
- Require a future development plan for New Gisborne to demonstrate how a range of densities will be delivered across all precincts to achieve approximately 2,300 dwellings.
- Provide semi-rural interfaces to entrance roads and the Calder Freeway with lots of approximately 1,200 sam.
- Ensure buildings are delivered with a maximum height of three storeys in the mixed use and medium density precincts.
- Support developments that provide ample green spaces within verges and road reserves.
- Support consolidated medium density sites that include communal open spaces and gardens.

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Figure 12. New Gisborne Framework Plan



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#### **Actions**

- A 16. Work in collaboration with the state departments, utility and service providers and land owners to prepare a development plan for the New Gisborne growth areas that captures the direction provided in the Gisborne Structure Plan. Planning for future growth areas is to include:
  - a detailed assessment of the site conditions including flora and fauna, Aboriginal cultural heritage, European heritage and noise and visual impacts from the railway line and freeway interfaces
  - an integrated water management plan (IWMP) that demonstrates efficiency in the capture, storage, treatment and re-use of water resources
  - hydrology modelling to ascertain flood conditions and a storm water management strategy that supplements the IWMP
  - residential housing densities that provide 2,300 homes across the growth areas, with densities of:
    - 50 and a maximum of 75 dw/ha in the New Gisborne Medium Density Precinct (Precinct 2) and in the Mixed Use Zone within the New Gisborne NAC (Precinct 1)
    - 15 and a maximum of 35 dw/ha in 'conventional' residential areas: New Gisborne Conventional (Precinct 3) and Ferrier Road West (Precinct 4)
  - traffic impact assessments to determine intersection and future infrastructure requirements
  - open spaces that are designed to be multifunctional and integrate active, social recreation, drainage and conservation uses
  - a subdivision and built form interface that reflects the semi-rural setting at the township edge and provides breaks for views to the ranges
  - a landscape and streetscape plan that demonstrates how the layout and design of public and private spaces and selection of plants can improve urban biodiversity outcomes, and encourage landscape connectivity through areas of new development, with regard given to bushfire risk
  - future roads that accommodate a fine-grain shared user path and active transport network with verges and medians that accommodate substantial tree planting and green infrastructure
  - application of ESD and sustainable subdivision principles
  - bushfire risk assessments and a design response to achieve Bushfire Attack Level (BAL) 12.5.







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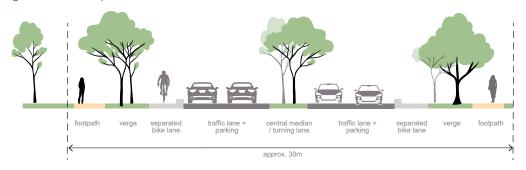
- A 17. Rezone new residential areas in New Gisborne to GRZ (for medium density and conventional areas) and NRZ to low density interfaces.
- A 18. Apply the DPO to all new residential growth
- A 19. Apply the DDO to the NAC and Mixed Use Precinct with a maximum building height of 3 storeys (refer also to A6 on page 41).
- A 20. Prepare design guidelines/controls for medium density and low-rise developments to ensure a high-quality built form, amenity and landscape response is provided.

These are to demonstrate how new housing is to be responsive to the site and local context, with high levels of amenity, open space and landscaping, contemporary design and use of natural materials and muted colours that reflect the surrounding rural landscapes.

A 21. Ensure new development areas plan for, coordinate and contribute to all necessary supporting infrastructure across precincts.

This includes roads, pedestrian and cycle facilities, open space, servicing and utilities connections, community facilities and other infrastructure as identified through detailed planning stages or future review of the Gisborne Development Contributions Plan.

Figure 13. Example street cross sections



East - west boulevard connector concept



Connector road with shared user path - concept

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### 6.2. Existing residential areas

Gisborne's existing residential neighbourhoods have a highly valued character that is defined by large houses on large lots set back in an established garden setting.

The draft Gisborne Neighbourhood Character Study (NCS) brings together a large volume of research that explores the various characteristics of streetscape and housing elements that define each neighbourhood.

Across the township a sense of spaciousness around houses is enhanced by:

- generous front and side setbacks
- low, permeable or non-existent front fences that allows for a generous visual connection between public and private realms.
- wide, tree lined streets with roads that follow topography and are aligned to capitalise on views to mountains, hills and open, rural landscapes.

All residential areas in Gisborne are currently zoned General Residential Zone (GRZ) (excluding low density and rural living areas). 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. The GRZ permits building heights of up to 3 storeys, or 11 metres.

It is proposed to rezone most existing residential areas to Neighbourhood Residential Zone (NRZ) which places a two storey height limit on developments.

The character study has identified five broad neighbourhood character types and 15 future character precincts.

Implementation of the NCS will include greater setback and built form requirements in the schedules to the zones to ensure that any new development responds to the preferred future character of each area.

#### Objective

To ensure that new development makes a positive contribution to Gisborne's sense of place and responds to the existing or preferred future character.

#### Strategies

- Maintain the character of single and double storey development in Gisborne and New Gisborne's existing residential areas.
- Accommodate infill housing development that respects the existing rhythm, spacing and alignment of dwellings along the street.
- Ensure the design and siting of new buildings includes generous landscaping through the retention of existing canopy trees (where practicable) and allowance for the planting of new canopy trees and vegetation.
- Encourage innovative, contemporary design that is high quality and complementary to the prevailing form of development along the street.
- Maintain the spaciousness of front gardens and the view of these gardens and surrounding trees from the street.
- Ensure new development respects any visually sensitive interfaces with open space or the escarpment landscape.
- Support development proposals that demonstrate how the siting and design of new buildings and landscape response respects the existing or contributes to the preferred future character of the

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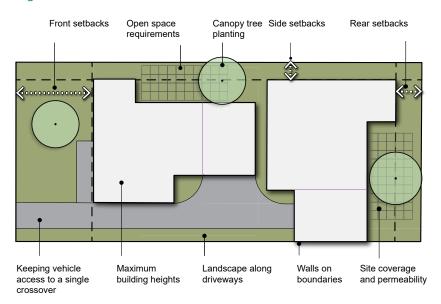
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#### Actions

- A 22. Finalise the Gisborne NCS.
- A 23. Prepare a local policy that embeds preferred future character statements and design objectives for Gisborne and New Gisborne's residential areas into the planning scheme.
- A 24. Rezone most existing GRZ areas to NRZ and prepare schedules for precincts to guide the preferred future character.
- A 25. Retain GRZ in residential areas north of the Gisborne town centre, and to the west along Robertson Street (Incremental 1) and local activity centres (Substantial 1).



Figure 14. Character variations



Example neighbourhood character elements that can be varied through policy and schedules to the residential zones.

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#### **Neighbourhood character types** 6.3.

#### **Township residential**



Township residential areas are the original 'villages' of Gisborne and New Gisborne. The most significant character elements of these areas are the wide tree lined streets that were established in the early phases of town

Dwellings are single and double storey and set back beyond wide grassed verges in established gardens.

Unit and townhouse developments have maintained the prevalent setback and rhythm of built form on the street through side setbacks that provide separation and landscaping to driveways and boundaries.

#### Established garden suburban



Established garden suburban areas are characterised by detached dwellings with spacious gardens. These precincts were developed from the 1970s through to the 1990s.

Dwellings are predominantly single storey and detached, with a low profile, wide frontages and pitched roofs. This character type retains a high proportion of original houses with some occasional multi-unit development and dual occupancies occurring in large backyards.

Most lots don't have front fences which contributes to a sense of spaciousness in the streets.

#### **Contemporary garden** suburban



Contemporary garden suburban areas are master planned estates or contemporary subdivisions that generally conform to ResCode standards.

Single dwellings occupy most of the lot width and have short front setbacks and landscaped gardens. While most dwellings are detached, side fences and garages built to boundary often provides limited visual break between buildings.

Uniform lot sizes, with repetitive building styles and similar massing and siting creates a consistent rhythm along the streets.

#### Large lot residential



This character type bridges conventional garden suburban housing with much larger semi-rural allotments found in low density or rural living areas.

Subdivisions from the 1970s, to 1990s feature large, ranch style dwellings. Post-2000 houses have a more diverse mix of architectural styles that includes larger, statement homes that are either modern ranch or contemporary suburban in design.

Lots are generally large with substantial dwellings and large front and side setbacks. Post and wire fencing is common and lack of front fences lends an open, spacious character and an attractive garden setting.

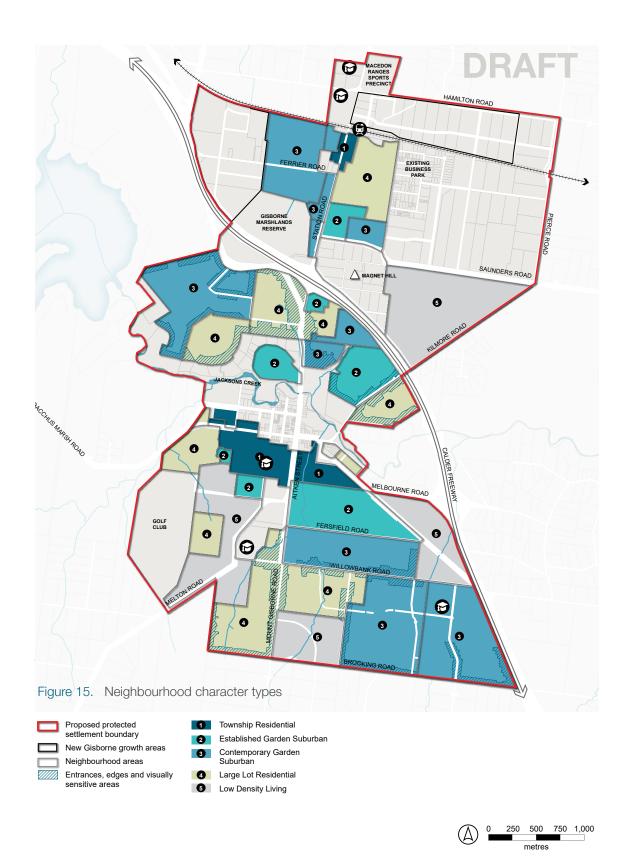
#### Low density living



Large, lifestyle homes in low density residential areas are generally single storey with a large floor area and substantial setbacks from all boundaries which allows for a spacious, open grassed setting that is complemented by feature planting and landscaping. There is often evidence of hobby farming including low-level grazing and animal keeping, post and rail fences and large sheds.

Long, ranch style houses and large, statement homes are the most common dwelling types. These have wide frontages, mostly constructed from brick, are set deep into allotments that allow expansive private open spaces to occupy the rear.

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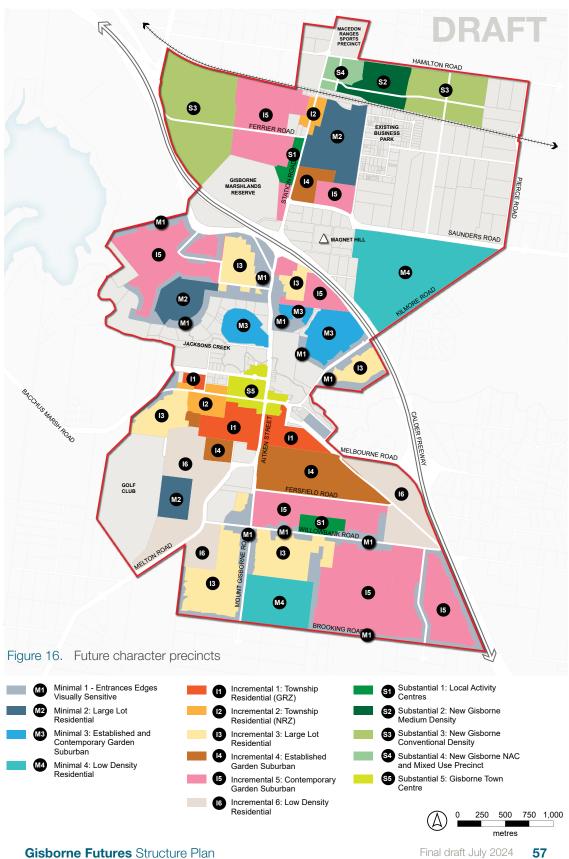


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## 6.4. Future character precincts

Minima	I change areas	
M1	Entrances, edges and visually sensitive areas	Large lots are retained on township edges and entrances, visually sensitive landscapes and along some key roads to reinforce the township's 'semi-rural' character and provide a transition from the rural landscapes into the township areas.
M2	Large lot residential	Dwellings of one to two storeys are set back deep into large spacious lots with a substantial garden setting. There is expected to be minimal housing change in these areas as subdivision is restricted through the planning scheme.
M3	Established and contemporary garden suburban	Established garden suburban areas will continue to be defined by detached dwellings set back in a generous, landscaped garden setting. There is expected to be minimal housing change in these areas as subdivision is restricted through the planning scheme.
M4	Low density residential	Low density residential areas with limited capacity for subdivision will experience minimal change. These lifestyle properties will retain a character dominated by large, detached buildings in a semi-rural setting of sweeping lawns and small packs or bush garden woodland.
Increm	ental change are	eas eas
l1	Township residential (GRZ)	Areas close to the Gisborne town centre will gradually accommodate more diverse and compact housing that is designed to respond to the surrounding context and provide high levels of amenity for existing and future residents.
12	Township residential (NRZ)	This precinct will see further incremental change as larger lots are subdivided to provide for more diverse housing. Building heights are limited to ensure they are designed with sensitivity to the sloping topography and to maintain visual connection to the valley landscape from existing dwellings and streetscapes.
13	Large lot residential	Dwellings of one to two storeys are set back deep into large spacious lots with a substantial garden setting. Any new development will be sympathetic to the scale, form, and siting of existing dwellings, including maintaining the pattern of single, detached dwellings as viewed from the street and any semi-rural edge treatments.
14	Established garden suburban	The character of established garden suburban areas will continue to be defined by detached dwellings set back in a generous, landscaped garden setting. These areas may see gradual, incremental change through further subdivision of lots with new housing to present as a single, detached dwelling of similar frontage width to the existing pattern of development from the street.
<b>I</b> 5	Contemporary garden suburban	The character of contemporary garden suburban areas will continue to be defined by individual dwellings with consistent front and side setbacks and a uniform rhythm to the spacing and form of dwellings as viewed from the street. These areas may see gradual, incremental change with additional dwellings to the rear of lots the most likely form of development.
16	Low density residential	Some low density residential areas may see incremental change as larger lots are subdivided down to minimum sizes permissible in the zone, or if future sewerage connections provide opportunities for further subdivision.  These precincts will continue to exhibit a character that is expressed through large, detached buildings that are sited prominently within established gardens and a broader, open, semi-rural grassed setting of sweeping lawns and small paddocks.

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### Future character precincts (cont.)

Substa	ntial change area	as
S1	S1 Local activity centres	Consolidation of development opportunity sites for a higher density of housing is encouraged within proximity to activity centre, schools and open space.
		These sites will transition from semi-rural allotments to accommodate greater housing diversity that introduces contemporary design that is respectful of the scale and character of surrounding areas.
S2	S2 New Gisborne growth areas: Medium density	Medium density housing in the form of compact apartment buildings and townhouses will be provided in a substantial garden setting.
		Communal open spaces, landscaped access-ways and wide (3-5m) side and rear setbacks will provide deep soil zones for canopy tree planting and gardens, while car parking will be consolidated to maximise opportunities for open space.
		Buildings will provide a positive address to the street with minimal crossovers interrupting a high-quality public realm that includes safe active transport connections and wide verges for substantial tree planting.
<b>S</b> 3	New Gisborne growth areas: Conventional	Attached, semi-detached and small lot housing developments will be accommodated in a high quality public realm with safe access-ways and wide verges for substantial tree planting.
	density	Consolidation of sites is encouraged to provide for compact and diverse housing opportunities. Buildings will provide a positive address to the street and rearloaded access is encouraged so that these are not dominated by driveway crossovers and garages. Rear lanes will be activated by providing alternating garages and private open space with permeable fencing that provides passive surveillance.
S4	New Gisborne growth areas: Mixed use	The mixed use precinct will have a primary focus on providing housing while also permitting flexibility to incorporate a range of uses, including office and retail, with a building height of 3 storeys.
precinct	precinct	New buildings will provide a positive address to the waterway and open space as well as a buffer between commercial and residential land uses. The renewal of existing industrial zoned land will allow for high-quality, contemporary buildings along Hamilton Road that are setback back behind a landscaped buffer that protects existing trees and vegetation with aesthetic and conservation value.
<b>S</b> 5	Gisborne town centre	The Gisborne town centre is a vibrant, inclusive, and sustainable focal point for the community.
		Development opportunity sites will provide for a mix of uses that includes retail and commercial spaces at street level with residential uses at upper levels.
		New buildings will demonstrate exemplary contemporary architecture that is designed with sensitivity to the existing township context. These will contribute to vibrant streetscapes with active facades, high-quality design detailing and landscaping and provision of space and facilities for on-street activity.

#### Future densities: substantial change areas

The Future Homes (VC243, Clause 53.24) model which seeks to facilitate apartment developments that increase the density and diversity of housing can be applied to GRZ land within 800m of an activity centre or railway station outside metropolitan Melbourne.

These three storey apartment designs can deliver approximately 15 dwellings on a 1,500 sqm block while providing consolidated car parking (ground floor or basement) and common garden spaces within side and rear setbacks.

A one hectare site with 25% land set aside for roads, open space and other services could potentially accommodate 5 Future Homes developments containing 15 dwellings each. As a blunt estimate, this could deliver a density of 75 dw/ha.

Townhouse developments of 2-3 storeys could deliver density ranges of 50 dw/ha (depending on lot sizes, and assuming 70% of the site is used for dwellings, with the remaining 30% for roads, parking and common areas).

For conventional areas, seeking to achieve a range of 15 to a maximum of 35 dw/ha can allow for conventional development as well as higher densities on consolidated sites to achieve the overall density ambitions.

Overall, consolidated sites with 2-3 levels of development and substantial garden areas is preferred over small lot housing with a high site coverage.







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## 7. Economic and employment growth

Increase opportunities for economic growth, business development and local employment so people can live close to where they work.

#### Regional and local economic context

Gisborne is located at the southern edge of the Loddon Campaspe region, with the advantage of ready access to Melbourne's infrastructure, markets and workforce.

The Loddon Mallee Economic Growth Strategy (LMEGS, RDV, 2019) identifies the 'Regional Employment and Innovation Corridor' between Gisborne and Echuca-Moama as a focus for investment. Among other things, the strategy seeks to:

- attract new business investment, particularly manufacturing
- ensure provision of adequate industrial and employment land to support the growth of regional industry
- boost resource recovery and materials reprocessing
- invest in township renewal to increase amenity and attract a skilled workforce.

The 'Thriving Townships' objective in Council's Economic Development Strategy 2021-2031 expands on the LMEGS and emphasises the importance of

'investment in township infrastructure, land for local employment and future housing requirements that underpin sustainable local economic development'.

It highlights the need for integration of economic development activity with land use planning through township structure plans.



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### 7.1. Gisborne Business Park

The Gisborne Business Park performs an important economic and employment role for the district and, along with Kyneton, is one of the key employment areas within the shire.

Despite the economic disruption caused by the COVID pandemic, the business park has continued to experience business and employment growth in recent years.

The precinct is home to a diverse mix of businesses, many of which are more commercial than industrial including private recreation facilities, trade supplies and a distillery. Demand for commercial uses serving the local population will continue to grow as Gisborne's population expands.

In addition to 'core' retail-based activity centres, there is projected to be substantial growth in demand for bulky goods and restricted retail.

A C2Z precinct on Saunders Road will attract both new businesses seeking affordable land and allow some businesses in the town centre to relocate, freeing up existing town centre sites for more integrated land uses.

Expansion of the precinct to the south and east will improve the profile of the business park by increasing exposure, however the built form interface must be carefully designed to respect the visual values of the township entrance.

It is vital the Gisborne Business Park is protected and supported to:

- increase local employment opportunities
- provide goods and services to the local resident and business population, and reduce the need to travel outside the Shire
- attract new business opportunities aligning to growth sectors of the economy
- reduce escape expenditure.

Economic and land supply modelling recommends:

- that the business park accommodate an additional 30-46 ha of land over the next 20-30 years to support local and regional jobs and services
- that 5-10 ha of C2Z land be provided.

#### Future character statement

The Gisborne Business Park will be a vibrant and sustainable precinct that provides jobs and local business growth within a purpose-built area that is set into a highly landscaped setting.

The broad silhouette of the Macedon Ranges will continue to be a defining feature of views to the north from Saunders Road, with views to new buildings filtered through canopy trees within a substantial landscape setback.

New buildings will demonstrate excellence in architectural quality with signage and use of bright or reflective colours kept to a minimum to ensure that it is visually recessive and complementary to the broader landscape setting. These will be designed to provide a positive address and open outlook to the to the township entrance along Saunders Road, connector roads within the precinct and adjacent open space.

Waterway corridors will be captured in green links, and multi-functional open space will provide for drainage requirements as well as opportunities for outdoor recreation to encourage a healthy work-life balance. This will be further enhanced by the adjacent future sports ground which will extend activity into the evening hours, generate a higher level of natural surveillance and improve perceptions of safety.

Safe, well-lit cycling and walking paths will be integrated throughout the precinct to encourage active commuting and transport connections to the train station and the Macedon Ranges Shared Trail.

Flexibility to accommodate adaptive uses for the Woiworung cottage site will ensure that it is respectfully integrated to the precinct, with adjacent open space ensuring that the heritage site is not overwhelmed by built form.

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#### Objectives

To promote the Gisborne Business Park as a key location for commercial and industrial business growth and local employment opportunities, complementing the roles of the Gisborne and New Gisborne activity centres.

To reduce the need for residents and business to travel outside of the municipality to access goods and services, improving economic efficiencies and reducing travel emissions.

#### Strategies

- Facilitate expansion of the Gisborne Business Park to the south and east to attract business investment and the creation of new employment opportunities.
- Concentrate large format and restricted retailing in the business park and direct higher-order uses, including commercial and residential, to the Gisborne and New Gisborne town centres.
- Ensure that the provision of employment land can respond to demand by providing a diverse mix of lot sizes within the business park.
- Discourage supermarket and shop uses in the business park that may undermine the viability of the New Gisborne NAC.

#### Actions

- A 26. Rezone land along Saunders Road and Barry Road in the business park expansion area to the Commercial 2 Zone.
- A 27. Rezone the balance of land within the business park expansion area to Industrial 3 Zone to provide for light industrial and commercial uses.
- A 28. Apply the Development Plan Overlay to ensure logical and coordinated delivery of the business park.
- A 29. Review and finalise the Gisborne Business Park Development Plan to include proposed expansion areas in accordance with the following key principles:
  - integration with the established business park
  - investment and business attraction
  - attractive and consistent design of the public realm
  - well-designed built form and treatment of sensitive interfaces
  - functional design of the movement network
  - functional design of servicing infrastructure.
- A 30. Ensure new development areas plan for, coordinate and contribute to all necessary supporting infrastructure across precincts.

This includes roads, pedestrian and cycle facilities, open space, servicing and utilities connections, community facilities and other infrastructure as identified through detailed planning stages or future review of the Gisborne Development Contributions Plan.





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#### Objective

To ensure that the business park is a high quality development that is designed to provide a sensitive design response to the entrance and landscape setting of Gisborne.

#### Strategies

- Support commercial development along Saunders Road that provides a high quality, attractive frontage to the business park, and a well-designed interface that is compatible with adjacent residential uses and provides a sensitive response to the visual qualities of views to the north.
- Support development of light industrial uses, including office-warehouses; automotive and building services; and small-scale manufacturing as a buffer between the existing industrial area and nearby sensitive land uses
- Design and locate use and development in the business park to protect the visual and physical amenity of adjacent residential land.
- Support public realm improvements within the existing business park area (landscaping, footpaths etc) to improve access and amenity, and to provide an attractive setting for future private investment into the area.
- Ensure future development protects and retains the creek corridor within open space, and incorporates integrated water management (IWM), WSUD and Biodiversity Sensitive Urban Design (BSUD) to support the ecological and drainage functions.

#### Objective

To future-proof for longer term expansion of the business park beyond the horizon of the structure plan.

#### Strategies

- Support longer-term expansion of the business park to the east, along the train line to provide an appropriate buffer to sensitive uses.
- Retain Rural Living Zone (RLZ) within the township boundary to retain a 'semi-rural' edge in the interim, and to ensure that sufficient land is available for long term business needs in locations that are not likely to result in land use conflict.

#### **Actions**

- A 31. Prepare a DDO to control the built form outcome along the Saunders Road frontage of the business park. The is to include (but not be limited to)
  - built form height and setback controls to minimise visual impact of development from gateway entrance
  - building separation that provides for views to the north
  - a material/colour palette that includes muted and natural colours and materials that provide sensitive response to the entrance road and backdrop of views to the north
  - an attractive, active interface that provides address to the road
  - controls that minimise the extent of signage
  - provision for attractive landscaping, active transport access and substantial canopy trees.
- A 32. Apply the Heritage Overlay (HO) to Woiworung Cottage at 111 Saunders Road, and ensure adequate curtilage and a sympathetic design response is provided to protect the amenity of the cottage.
- A 33. Investigate adaptive uses for Woiworung Cottage to ensure that it is respectfully integrated to the precinct.
- A 34. Prepare policy guidelines to ensure advertising and building signage or branding makes a positive contribution to the amenity, streetscape or landscape character of the area, particularly in sensitive and strategic areas and along main roads.
- A 35. Amend the 'Design Guidelines for Industrial & Commercial Development for the Macedon Ranges Shire' (2012) to include new industrial and commercial zoned land. Expand the scope of these to cover C2Z if necessary.

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#### 7.2. Tourism

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

Gisborne is also a popular destination for day trippers to the Macedon Ranges and Hanging Rock for its food retail offerings, while the monthly Gisborne Olde Time Market is a popular regional attraction.

The benefits of tourism must be balanced against the protection of Gisborne's valued amenity and landscapes, including its reserves, the Jacksons Creek corridor, and existing vegetation, street trees and landscaping.

Opportunities exist to support tourism including increased provision of overnight accommodation, as well as building on Gisborne's well-established strength in retail food by addressing gaps in night-time dining and entertainment.

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



#### Objective

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

#### Strategies

- Support development that provides opportunities to increase tourism in the town.
- Promote Gisborne as a destination for cycling, walking and recreation, in addition to food retail.
- Promote the Gisborne town centre as a destination village to be enjoyed, through prioritising the pedestrian experience and economic activity.
- Promote and develop community and entertainment facilities that attract visitors from the region and further afield.
- Encourage food and entertainment businesses and events that provide night-time activation.
- Support the Gisborne Market and work with organisers to ensure the location and operations remain appropriate.
- Facilitate development of and connections to the Macedon Ranges Shared Trail project
- Support uses in New Gisborne that promote use of the Macedon Ranges Shared Trail and visitation to the area.

#### Actions

- A 36. Develop a program of community events, festivals and activities to take place in the streets and open spaces within the town centre.
- A 37. Prepare and implement a wayfinding strategy that encourages visitors to extend their experience and explore the retail and hospitality offering of Gisborne.
- A 38. Finalise the Gisborne UDF to set out guidelines for signage and provide details of pedestrian and streetscape improvements in the town centre.
- A 39. Update the Macedon Ranges Shire-Wide Footpath Plan to identify and prioritise links between the New Gisborne NAC and the Macedon Ranges Shared Trail.

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## 8. Heritage and culture

Identify, protect and celebrate important elements that contribute to Gisborne's unique post-contact and Aboriginal cultural heritage.

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

Contact between the Woi Wurrung people and European settlers in the Gisborne region began in the early nineteenth century. Dispossession of the Woi Wurrung was facilitated by the occupation of the land by squatters and pastoral settlers.

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.

From 1851, the town quickly grew as a result of the gold rushes in Bendigo and Castlemaine and the railway line was constructed to service the goldfields. Schools, churches, dwellings, hotels and other buildings and bluestone infrastructure were built from this time, and for at least seven decades, from 1871 Gisborne was the focus of a strong and dedicated tree planting program which has resulted in the stunning tree-lined avenues that contribute to the amenity of local neighbourhoods, open spaces and landscapes today.

A number of historic buildings and places from Gisborne's early development still stand today and are highly valued by the community. At least two of these early buildings are of state significance: Macedon House and the Gisborne Railway Station are both listed on the Victoria Heritage Register (VHR). Both sites have important roles as entry gateways to the township, and future development in the vicinity of these sites will need to recognise the significant value of the buildings, their curtilage and setting.

There is also a large number of locally significant heritage precincts and buildings in Gisborne that are protected by a HO. These include the Gisborne Cemetery, current and former civic buildings, and historic homes.

#### Objective

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

#### Strategies

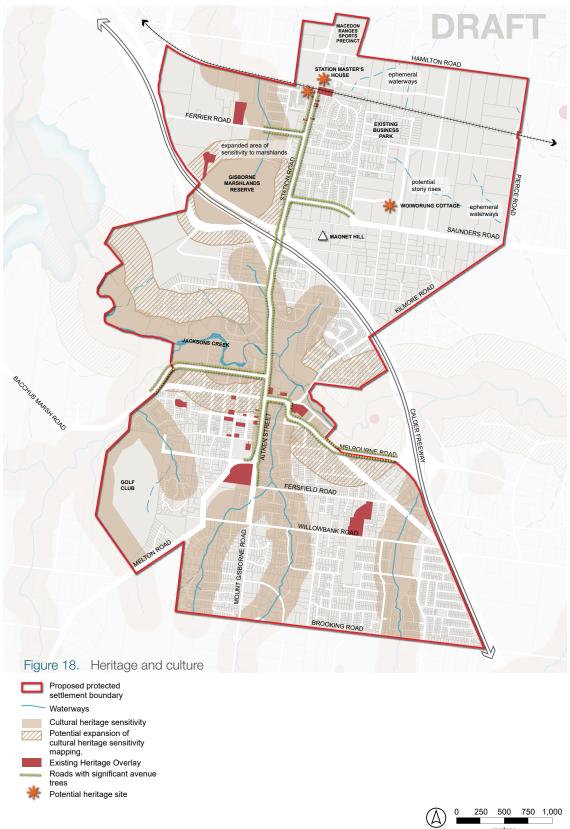
- Protect Macedon House and Gisborne Railway Station, including its curtilage and setting, when designing any development in and adjacent to the heritage buildings on these sites.
- Support sympathetic development around heritage sites so the heritage significance of a site or streetscape is protected and retained.
- Support sympathetic restoration and adaptation of heritage sites by allowing complementary uses that facilitate ongoing preservation and maintenance.
- Support adaptation and re-use of heritage buildings and older dwellings within the township.
- Continue work to identify, assess and document places of cultural heritage significance in Gisborne for protection under the planning scheme.

#### Actions

- A 40. Undertake a heritage assessment to determine whether two site in the vicinity of the Gisborne Railway Station should be included under the HO in their own right and, if considered to be of potential Statelevel significance, nominated for inclusion in the VHR:
  - possible former stationmaster's house at 4 Barringo Road
  - hotel building at 283 Station Road.
- A 41. Apply the HO to Woiworung Cottage at 111 Saunders Road.
- A 42. Continue work to identify, assess and document places of cultural heritage significance in Gisborne for protection under the planning scheme.

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### 8.1. Aboriginal cultural heritage

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.

While the significance of tangible assets like scar trees and stone tools is well recognised, Aboriginal cultural heritage also encompasses intangible aspects such as cultural landscape associations, including with particular landforms and natural features, such as waterways and their corridors; and important views both to and from places of significance.

Wurundjeri Elders contributed to a cultural values survey, both augmenting known existing cultural values, and identifying further cultural values in the early stages of the structure plan.

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.

Areas of cultural heritage sensitivity are mapped around a number of Aboriginal cultural heritage sites in and around Gisborne, as well as along waterway corridors including Jacksons Creek. Aboriginal artefacts have also been found at numerous sites in the Gisborne region outside of these defined areas.

The following areas of Aboriginal cultural heritage sensitivity should be recognised as part of any future development:

- Landscape features and significant views, including towards Camel Hump, Mount Macedon, Mount Robertson and in the direction of the Sunbury Earth Rings, and to and from Mount Gisborne and Magnet Hill.
- The Jacksons Creek corridor is identified as having the potential for Aboriginal cultural significance as an important travel route and place of natural resources.
- The Gisborne Marshlands Reserve has cultural significance for the potential presence of items of cultural heritage significance, including flora and fauna.
- **Ephemeral creeks**, unnamed drainage lines and stony rises could contain artefact scatters.
- Large old trees should be retained and surveys for scar trees should be undertaken. Further regeneration is encouraged via natural recruitment and revegetation programs.

#### Objective

To enhance and celebrate Gisborne's Aboriginal cultural heritage in its open spaces and landscapes.

#### Strategies

- Provide a buffer to the Gisborne Marshlands Reserve to protect areas of potential cultural heritage sensitivity.
- Protect remnant large old eucalypts and other indigenous species and encourage their regeneration within the landscape.

#### **Actions**

A 43. Provide access along waterways and to landscape highpoints that would have been featured in the cultural interpretation of the landscape (i.e. wayfinding, travel routes, food sources).

- A 44. Use culturally significant species in revegetation projects, and landscaping of public open spaces and parks.
- A 45. Include interpretative signage, pause points and design elements that reflect Aboriginal values through the town centre and Gisborne's open space areas.
- A 46. In consultation with Wurundjeri Woi Wurrung, use Aboriginal names and terminology in the future naming of places, and symbolism in the future design and interpretation of places, which could be through layout or materiality.
- A 47. Continue to work with the Registered Aboriginal Party to identify cultural heritage values, including the Jacksons Creek river terraces, ephemeral creeks and stony rises.

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#### Objective

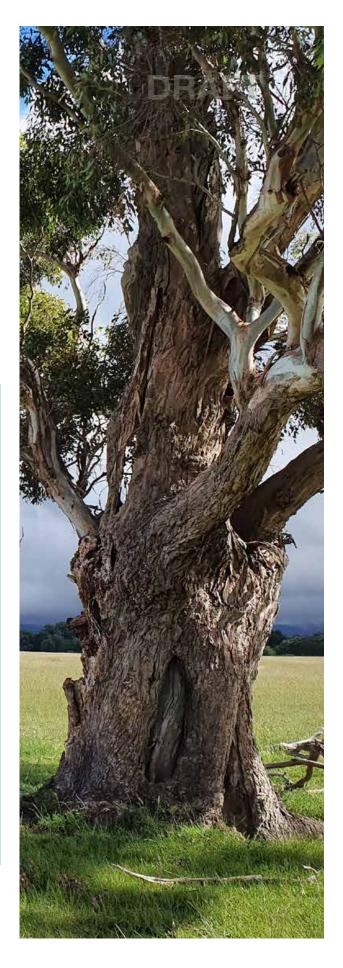
To ensure new development appropriately responds to Aboriginal cultural heritage sites, places and values.

#### Strategies

- Ensure identified sites are appropriately and respectfully integrated with open space and landscape connections during the early stages of the design process for new development.
- Encourage the use of culturally significant species in the landscaping of new development.

#### **Actions**

- A 48. Identify, assess and document places of Aboriginal archaeological and natural significance within the proposed PSB, in consultation with the Wurundjeri.
- A 49. Request cultural impact assessments prior to the design phase, for any development within the areas identified as having potential cultural sensitivity. These include:
  - undeveloped land within 500m of Jacksons Creek, including the escarpment and alluvial terraces
  - undeveloped land to the south and west of the Gisborne Marshland Reserve, ephemeral creeks and stony rises.
- A 50. Advocate to First Peoples State Relations to expand areas of cultural heritage sensitivity along the Jacksons Creek corridor and around the marshlands perimeter.
- A 51. Consult with the Registered Aboriginal Party on any development within the Jacksons Creek corridor area of sensitivity. The location and design of any crossing or works should:
  - maintain continutity of the creek line along this movement and resource corridor
  - retain unmodified natural outcrops and remnant native vegetation
  - be designed to minimise visual impact on the cultural landscape.
- A 52. Identify areas containing culturally valued species (not just rare or endangered) and explore the potential to protect these through Planning Scheme controls, such as VPO or ESO.





## 9. Landscape, open space and environment

Enhance landscape, open space and environmental values through connected green spaces, protection of important landscape features, and integration of biodiversity values while planning for more resilient and sustainable communities that can withstand the effects of a changing climate.

## 9.1. Gisborne's landscape setting

Gisborne is located on the edge of the Victorian volcanic plain, near where the flat to undulating landscape intersects with hills and mountains of the upland region.

The township is established in the alluvial valley of Jacksons Creek that has worn a deep ravine into the basalt plain and provides a green backdrop to the town centre with its steep escarpments and adjoining open spaces.

Mount Gisborne provides a natural edge to the township to the south, and the smaller rise of Magnet Hill is a landmark featured in the middle ground of many views within and around town.

The Macedon Ranges are the defining landscape feature of the shire and are exemplary within the state context. The wide, forested backdrop of the ranges terminates views and makes a significant contribution to the visual landscape setting of Gisborne and New Gisborne.

Protection of the visual and physical qualities of the landscape around Gisborne has shaped the town's historic development. The PSB will ensure that the views to significant landscape features and Gisborne's rural landscape setting is protected from further development in perpetuity.

Within the settlement boundaries the visual impact of residential development on the escarpment has the potential to compromise the quality of the landscape and must be carefully managed.

Views and visually sensitive landscapes within the settlement boundary have been identified to ensure that the attributes of these are recognised and an appropriate design response is applied.

## Objectives

To enhance Gisborne's semi-rural character through retention of views to significant landscape features and surrounding rural landscapes.

To protect visually sensitive landscapes from development that will compromise their quality and influence on the semi-rural character of Gisborne.

#### Strategies

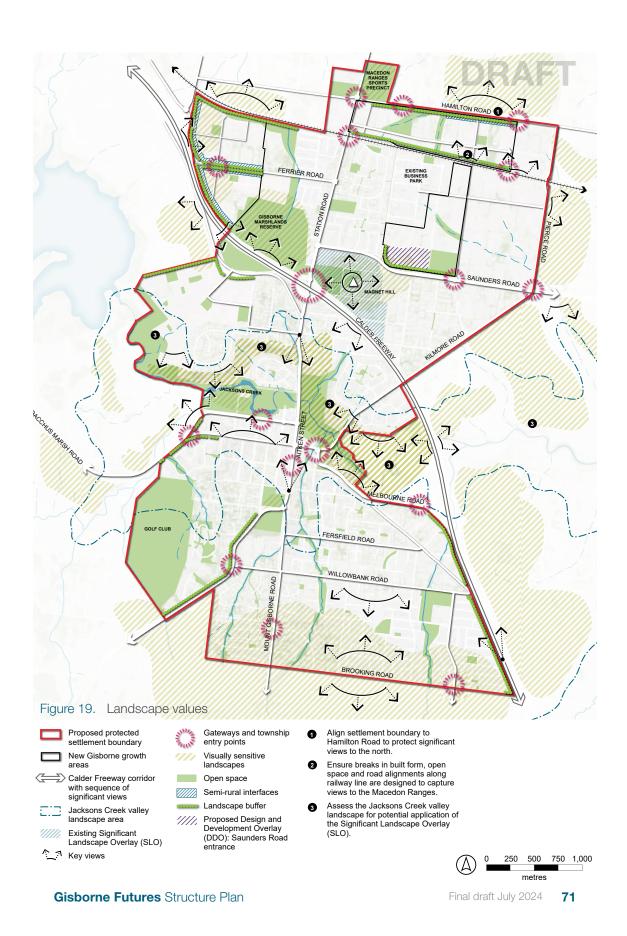
- Recognise the local landscape significance of the Jacksons Creek escarpment and its visual sensitivity.
- Support development that minimises the visual intrusion and potential impact of buildings, earthworks and infrastructure on landscape features and views through sensitive siting, design and landscaping.
- Support contemporary design responses that minimise visual impact through low-scale built form and upper level setbacks, design detailing, use of muted colours and simple material palettes.
- Encourage subdivisions and new developments to orient streets and pedestrian links to capture views and vistas to nearby landscape features.
- Retain the township boundary at Brooking Road to prevent development creeping further up the lower slopes of Mount Gisborne.

## Actions

- A 53. Amend the SPP to include the proposed PSB for Gisborne.
- A 54. Review and amend local policy and decision guidelines in planning controls to trigger appropriate design responses to visually sensitive landscapes.
- A 55. Assess the Jacksons Creek valley landscape for potential application of the Significant Landscape Overlay (SLO).

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## 9.2. Entrances and edges

The township entrances and edges provide a series of different landscape experiences as a number of main roads from the surrounding region converge on the town centre of Gisborne.

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 arrival into the town centre.

The structure plan recognises the character and visual significance of Gisborne's entrance roads, including avenue trees, wide road reserves and the rural and open space setting of the township, the visually recessive interfaces to residential areas and views and vistas to surrounding landscape features.

## Objectives

To provide semi-rural township edges that provide a transition from open, rural landscapes to the township.

To ensure that housing and development is visually recessive to the broader landscape setting on township edges and entrances.

To strengthen the sense of arrival to the Gisborne / New Gisborne township area.

## Strategies

- Support site responsive development and infrastructure that is considerate of sensitive interfaces, particularly for land on township edges that is adjacent to low density residential or rural zoned land.
- Ensure access to new development is designed to provide a transition from rural landscapes, with opportunity to retain existing significant roadside vegetation or perimeter planting and landscape buffers to visually separate new housing.
- Nominate existing larger lots at entrances, edges and in visually sensitive areas as 'minimal change' in the housing framework.



## 9.3. Railway line

The railway line is identified as a corridor with a significant sequence of views in the SPP. Views to the Macedon Ranges to the north are a strong feature of the rail journey between Riddells Creek and Macedon, with many of the peaks and ridges discernible from the railway corridor. In the proposed New Gisborne growth area views to the ranges are filtered by vegetation along the railway corridor with some clear breaks across open paddocks.

The structure plan recognises there is a tension between maintaining rural and landscape views and sustainable development objectives that seek a higher density of housing around train stations, including planning for transit-oriented development and improved housing diversity.

A balance needs to be achieved that recognises that within township boundaries there are going to be impacts on the views. These may take the form of interruptions, but removal of low-value vegetation and woody weeds along the train line also presents an opportunity to open up views in strategic breaks through the future urban design of the precinct.



## Objective

To ensure view lines and visual connection to the Macedon Ranges are responded to through new development near the railway line.

## Strategy

 Support development that provides an attractive interface to the railway corridor with opportunities for visual connection to the Macedon Ranges in the north.

## **Actions**

- A 62. Require future urban design frameworks and/or development plan preparation to provide a views assessment and design response that demonstrates how the view lines and the visual connection to the Macedon Ranges have been considered and enhanced through the design of the precinct. Responses may include:
  - 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 two 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 rural character
  - providing windows, balconies and openings along the train line for passive surveillance and activation
  - providing a road interface and 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.

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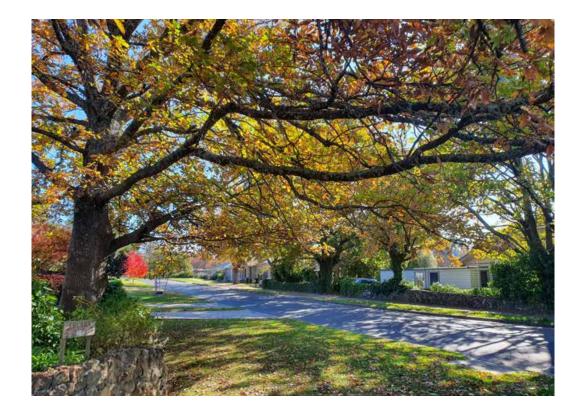
## 9.4. Trees

Gisborne's street trees are an important part of the township history, character and identity with many of the significant oaks and elms planted over 130 years ago. Stunning tree-lined avenues contribute to the amenity of local neighbourhoods, open spaces and landscapes. They feature in views and gateways and have biodiversity, habitat, visual and recreational values.

Trees are essential elements of urban streetscapes. They sustain cooler, healthier environments, support biodiversity and habitat for wildlife in urban areas, restore soil moisture levels to recharge and stabilise groundwater levels in catchments, which are all attributes that can assist with climate change mitigation.

In addition to the street trees, there are many large significant old trees on private property that contribute to the town's green backdrop.

Substantially increasing tree cover is a major priority for climate change adaptation as trees provide shading and cooling to urban areas, support a comfortable walking environment, and contribute to improved storm water management.



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## Objectives

To protect and retain existing trees on public and private land, and increase tree canopy cover throughout the township.

To ensure that new development provides for a substantial tree canopy and that provision for canopy trees is a key consideration in the design of streets, public spaces and private garden areas.

To foster a sense of ownership and responsibility among the community towards the town's trees and green spaces.

## Strategies

- Prioritise establishment of green infrastructure in streets and open spaces including canopy trees, water sensitive design and landscaping in streetscape verges, gardens and open spaces.
- Design new subdivisions to ensure that road widths and soil volumes are sufficient to accommodate canopy trees.
- Require site-responsive subdivisions and developments that protect and retain existing trees by incorporating them into the design of streets and open spaces.
- Ensure new development is designed to accommodate medium to large canopy trees through provision of communal or private open spaces and garden areas with deep soil zones and adequate provision for canopy trees in front setbacks.
- Ensure that tree species selection and spacing has regard to bushfire risk.
- Ensure longevity of street trees by selecting species that withstand future climate forecasts.

## **Actions**

- A 63. Vary the landscape standard in schedules to the residential zones to include requirements for canopy trees in front setbacks and garden spaces.
- A 64. Review planning scheme provisions related to trees and vegetation and develop options for increasing tree canopy coverage and strengthening tree protection on public and private land. The review should:
  - develop criteria that provides clear thresholds for establishing the significance of a tree
  - identify significant trees within both public spaces and private property, and use appropriate planning tools (such as the VPO) and management techniques to provide greater protection
  - include an urban cooling study to identify areas of low canopy cover, including neighbourhoods and key pedestrian routes
  - establish tree canopy targets and prioritise areas according to need
  - plan for additional street tree planting and succession planting for trees that are ageing, or for those that are identified as potentially impacted by future road widening or intersection works
  - encourage use of management techniques such as lopping and consideration of under-canopy use to retain large old trees on private and public land.
- A 65. Undertake educational campaigns to educate residents, businesses, and local organisations about the benefits of trees, proper tree care and the role of trees in climate change adaptation and mitigation.

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## 9.5. Environmental values

Gisborne has over 81 hectares of environmentally significant reserves within the township boundary. 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, Magnet Hill, Jacksons Creek and its tributaries and Mount Gisborne are also important environmental assets.

There is opportunity to strengthen landscape connectivity through the Gisborne township by supporting the restoration and protection of existing biodiversity corridors, and by creating 'green biolinks' using local indigenous species through new development areas that connect open spaces and conservation reserves. This will provide greater connectivity for flora and fauna as well as human residents and improve the biodiversity and conservation values in the area.

The Gisborne region contains two vegetation communities listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act):

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

EVC (2005) mapping shows that the now endangered Plains Grassy Woodland EVC was found extensively across land proposed to be included in the PSB, and that there is a likelihood of patches occurring primarily along roadsides and the train line, with some smaller patches scattered throughout.

## Wildlife

Eastern Grey Kangaroos are commonly found grazing in the open grasslands and packs surrounding town. The Gisborne Golf Club hosts a significant population, as does Magnet Hill and the Gisborne Marshlands.

The bushland areas have a range of small to mediumsized mammals including Swamp Wallabies, Ringtail and Brushtail Possums, Kreft'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 Platypus.

#### Threatened species

- Gisborne Marshlands and Jacksons Creek support rare wetland species such as Latham's Snipe, Lewin's Rail, Great Egret and occasionally the White-bellied Sea Eagle.
- EPBC Act Listed species include the endangered Gang-gang Cockatoo which nests in hollow trees in Gisborne.

The PSB has largely avoided areas identified as having high environmental values as identified through the VPO and RCZ. The exception to this is the north western corner where a desktop review has found that the highly modified landscape is unlikely to contain significant environmental values.



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## Objectives

To identify, protect and enhance areas identified as having high biodiversity and habitat values.

To strengthen corridors connecting green spaces and provide landscape connectivity.

To encourage use of Biodiversity Sensitive Urban Design (BSUD) in the design of new urban development.

## Strategies

- Continue to support local environmental groups and contribute to the revegetation of waterways and riverbanks and projects that improve biodiversity, prevent erosion and strengthen habitat corridors.
- Support implementation of actions and strategies contained within Council's Biodiversity Strategy and environmental works plans and increase funding to better manage conservation areas.
- Support IWM initiatives to mitigate pollutants and stormwater loads on the Jacksons Creek and Maribrynong River catchments (refer also to Section 12).
- Retain land within the RCZ along the Jacksons Creek corridor to protect the visual and environmental qualities of the valley
- Protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity.
- Retain habitat values by protecting remnant native vegetation in new subdivisions, including mature trees and intact native grass patches.
- Maintain an area of open space between the heritage curtilage of Cathlaw House and the Gisborne Marshlands Reserve to protect view lines and cultural heritage values associated with the reserve.
- Encourage the use of indigenous and culturally significant species in gardens, streets and open spaces to provide for urban biodiversity and landscape connectivity.
- Encourage integration of street landscaping with private gardens to enhance the function of public and private spaces as biodiversity corridors.



## Actions

- A 66. Prior to any application for subdivision or development, require ecological and arboricultural assessments that identify existing trees and vegetation (including grasses), fauna, habitats and waterway corridors that are important for conservation and enhancement of biodiversity and landscape connectivity.
- A 67. As part of new development, consider the need for wildlife corridors and fencing controls, and the preparation of Kangaroo Management Plans or wildlife salvage operations as necessary.
- A 68. Prepare a master plan for the Jacksons Creek corridor that provides a vision for the development of a regional open space corridor.
- A 69. Prepare landscape guidelines and planting palettes that include indigenous and culturally significant species designed to enhance biodiversity values and provide landscape connectivity through the design of urban environments.

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## Objectives

To minimise the disturbances caused by public lighting to native wildlife and ecosystems and reduce electricity use.

## Strategies

- Support the use of innovative lighting technology such as dimmers, timers, motion sensors, colour temperatures and solar lighting
- Avoid excessive illumination, glare and spill, and the indiscriminate use of floodlighting, particularly along the rural interface, in areas of open space or those with conservation values.

## Action

A 70. Prepare a Wildlife Friendly Lighting Policy that requires that new lighting schemes employ best practice design to minimise light pollution for streets, commercial premises and open spaces.



Male Gang Gang Cockatoo. Photographed by Ambika Bone.



## 9.6. Open space

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 open spaces incorporating the Gisborne Botanic Gardens, 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 Sports Precinct which will provide a diverse range of sports, events and activities. The staged development will connect to the existing netball facility and include two full sized sports fields and pavilion, indoor courts, a playground and circuit paths.

Most residential areas have access to local reserves or conservation areas that provide landscape amenity and a conservation function, but many of these lack facilities for social recreation such as quality playgrounds, picnic areas or other amenities.

Where greater housing diversity and increased infill development is planned, quality open spaces are to be provided to ensure access to natural environments and visual relief along with social and recreational opportunities for residents who do not have the amenity of a large backyard.



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## Objectives

To ensure that new development delivers open spaces that protect and enhance biodiversity and trees, township character, and waterways.

To provide for high quality social recreation and sports reserves to meet the needs of the existing and growing population.

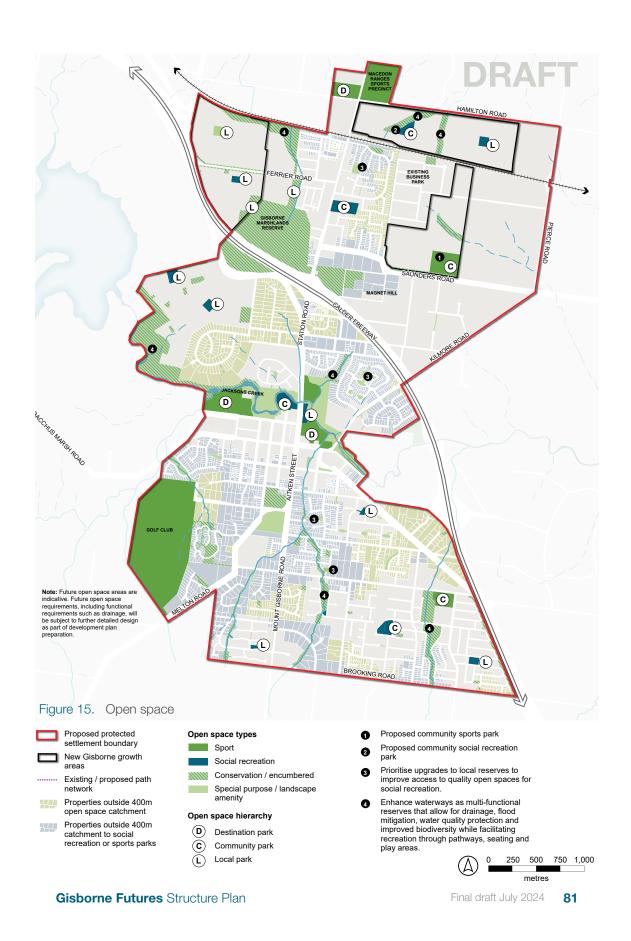
## Strategies

- Provide an open space network that promotes health and wellbeing and serves the needs of a diverse community.
- Ensure that residents have equitable access to open spaces that are fit for purpose, safe and engaging for a broad cross section of the community.
- Support implementation of Council's open space strategy, existing and future master plans and environmental management plans.
- Ensure waterways and drainage reserves are multi-functional, allowing for drainage, flood mitigation, water quality protection and improved biodiversity while facilitating recreation through pathways, seating and play areas.

## Actions

- A 71. Prioritise upgrades to local reserves to improve access to quality open spaces for social recreation.
- A 72. Deliver the following open spaces in the New Gisborne residential growth areas:
  - destination social recreation (2-5ha), co-located with creek corridor/drainage reserves and town centre
  - community level active sport space of 4 hectares, to accommodate a full sized oval
  - smaller local parks of around 1 hectare to capture trees for conservation and provide local social recreation destinations for residential areas
  - a civic community space connected to the future community centre and town centre retail precinct to function as a 'public square'.
- A 73. Seek a minimum open space contribution of 10% subdivision land area to ensure that higher density development is supported by a network of high quality and connected open spaces.

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## 9.7. Bushfire risk

The landscape within 20 kilometres of Gisborne includes rugged terrain with complex topography and forested vegetation that is likely to generate extreme fire behaviour. These areas are covered by the Bushfire Management Overlay (BMO) and are the type of locations where the creation of new or expanded settlements should be avoided.

The landscape surrounding Gisborne features a mix of grazing, agricultural and rural residential properties, some of which interface with or are set amongst woodland or forested vegetation.

When assessed against the broader region Gisborne is a lower bushfire risk location where it would be preferable to direct development over other higher risk locations like Macedon, Mount Macedon, Woodend and Bullengarook.

The most likely directions of bushfire attack on severe fire weather days in Victoria are from the north-west or south-west (and to a lesser extent from the north and east). At the landscape-scale, both directions contain large, forested areas.

A fire travelling through these has the potential to generate embers on days of severe bushfire weather that can travel for many kilometres before landing in packs/grasslands around the town.

Radiant heat and direct flame contact from grassfires and areas of forest and woodland that have direct interfaces with the township boundary form the most likely fire behaviour that could impact the settlement. Localised flame contact or radiant heat from a fire that develops in any unmanaged vegetation within the settlement is also a risk to be considered.

The planning scheme requires that settlement growth be directed to the lowest risk locations, and at the settlement scale the higher risk areas to the south of Gisborne were avoided on the basis that land to the north and east was relatively lower risk.

Discussions with the County Fire Authority (CFA) in the early stages of the project indicated a preference for growth to be directed to New Gisborne due to higher bushfire risks associated with the more rugged and forested landscape to the south.

## BMO landscape type

The landscapes immediately around the township boundary have been classified as landscape type two according to the BMO Technical Guide. These are landscapes where:

- The type and extent of vegetation located more than 150 metres from the site may result in neighbourhood-scale destruction as it interacts with the bushfire hazard on and close to a site.
- Bushfire can only approach from one aspect and the site is located in a suburban, township or urban area managed in a minimum fuel condition.
- Access is readily available to a place that provides shelter from bushfire. This will often be the surrounding developed area.



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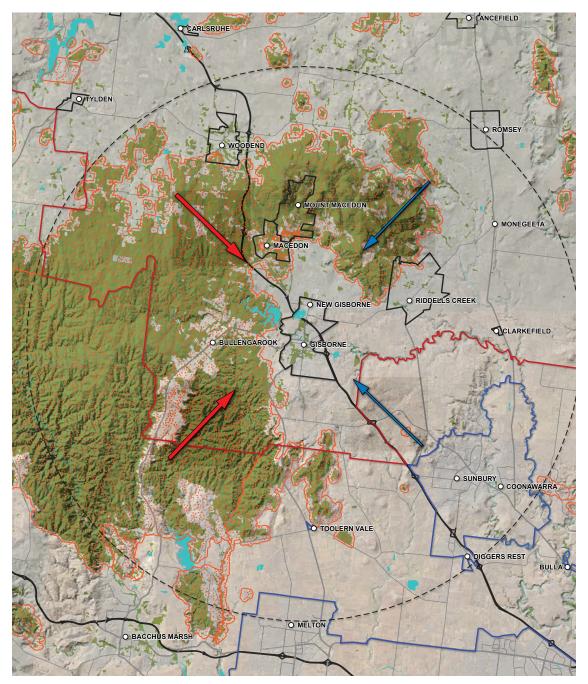


Figure 20. Bushfire: landscape context



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## Development prioritisation

The following development priorities are identified from a bushfire risk perspective:

- **Lowest risk:** Infill development and Precincts 1, 2, 3, 5 and Precinct 6 (south of railway line).
- Partial risk: Precinct 4 where there is no direct interface with forest or woodland.
- Highest risk: Western third of Precinct 4 and Precinct 6 (north of railway line), and areas with direct interface with woodland or forest.

The lowest risk location is the infill areas within the existing settlement. This is land where there is limited classified vegetation, areas that are unlikely to be impacted by landscape scale fires (except for ember attack) and can expect lower levels of radiant heat exposure if a fire did ignite. This is also an established urban area where existing vegetation (including parks and linear reserves) can feasibly be managed in a low threat manner.

The next best lower risk locations are Precincts 1, 2, 3, 5 and 6 (south of railway line), and Precinct 5 (where there is not a direct interface with forest or woodland). These are areas which are likely to be exposed to grassland fires, with some localised spotting from individual trees in the landscape. This is a relatively easy risk to manage through perimeter roads and appropriate setbacks.

Subject to the implementation of appropriate bushfire risk mitigation strategies, all investigation areas could be designed to create no net increase in risk.

## Objectives

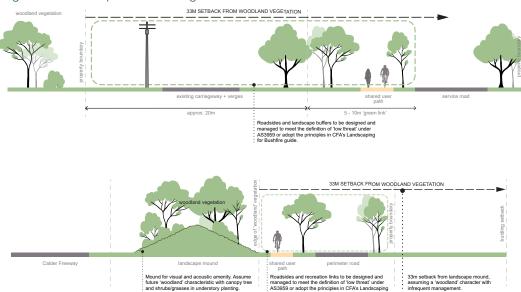
To minimise bushfire risk at the settlement interface.

To strengthen community resilience to bushfire by addressing the risk at the local level and broader landscape context.

### Strategies

- Direct township expansion in New Gisborne as the preferred 'lower risk' location at the settlement scale
- Support development that provides a design response that minimises the risks associated with the bushfire interface.
- Avoid positioning any vulnerable uses (eg: aged care and retirement living) or hazardous uses such as petrol stations on the interface or in the western part of Precinct 4.
- Ensure development staging minimises exposure to unmanaged vegetation with a 100 metre vegetation management buffer from the development front.
- Design the settlement interface to include perimeter roads and low threat vegetation.

Figure 21. Concept interface diagrams



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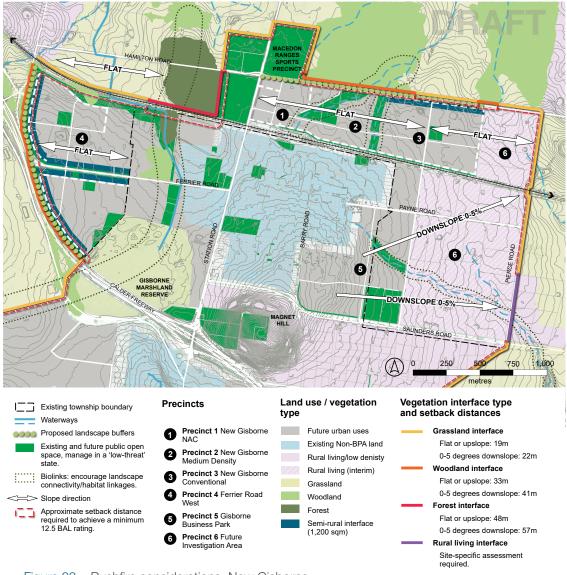


Figure 22. Bushfire considerations: New Gisborne

## Actions

- A 74. Require any new development in BPAs to prepare site-specific bushfire risk assessments at the development plan or subdivision stage.
- A 75. Design and manage 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).
- A 76. Provide lots on the settlement edge that are large enough to avoid structure to structure fires but not too large that they enable fires to run into the settlement (eg. 800 -1,200sqm).
- A 77. Ensure new development provides:
  - perimeter roads where there is a direct interface with existing forest or woodland, or where new conservation areas are proposed
  - landscaped avenues and edges that are managed as 'low risk' landscapes
  - building setbacks achieve a minimum 12.5 BAL rating for all new development
  - a permeable road network that includes multiple options for access and egress.

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## 10. Movement and transport

Provide a safe and accessible walking and cycling network and an efficient public transport system that provides a convenient alternative to private vehicles.

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 their cars to travel into the town centre for basic necessities which places pressure on the road network. This is heightened by a lack of shops and services elsewhere, including to service residential growth areas in New Gisborne and to the south of town.

This leads to congestion at peak times, with traffic counts showing an increase, particularly around school drop off and pick up, and at the beginning and end of the work day.

Having arrived in the town centre, there is a tendency for people to drive to destinations rather than walk, which results in a high number of vehicles circulating the streets and comparatively low pedestrian activity. Car parking demand is high in some locations, and there are a number of uncontrolled intersections that struggle with capacity at peak times.

A number of arterial roads converge in Gisborne, providing a link from the south and west to the Calder Freeway and areas to the north. This through traffic places additional pressure on the road network, particularly the north-south spine of Station Road, while truck movements through the town centre impact on the amenity of streets

Both the duplication of Station Road and the construction of a western bypass have been suggested as possible solutions to alleviate these issues

A bypass was tested through the movement and transport investigations for Gisborne Futures, however this was found to be expensive and difficult to achieve due to complex topography, landscape and environmental values, and future development at Ross Watt Road.

The duplication of Station Road was tested as an alternative to the western bypass. The duplication project would temporarily improve the flow of traffic along the Station Road arterial between Robertson Street and the Calder Freeway, however the project would also result in loss of the significant trees that line the road, and cause bottlenecks elsewhere. The duplication of Station Road is not currently supported by Council.

Major arterial road issues cannot be resolved via the structure plan. Instead the plan focuses on providing viable alternatives to private vehicles, including:

- supporting activity centres to create a multi-centric town with walkable access to conveniences
- improvements to the pedestrian and cycle network
- advocating for improvements to both local and regional public transport.

## New Gisborne growth areas

Hamilton and Barringo Roads will be primary roads for vehicle movements around the precinct while internal 'main streets' will provide a safe environment with a high level of amenity for pedestrians and cyclists.

Wide footpaths in the NAC will support pedestrian safety and mobility and activities such as outdoor dining and footpath trading. They will include amenities and 'pause-points' for public gathering, safe pedestrian crossings and space for landscaping and canopy trees.

Active and public transport will be encouraged and facilitated with separated bicycle lanes and buscapable roads through the town centre, with an east-west 'boulevard' through the precinct providing a continuous, safe and direct connection to new residential areas.

Additional off-road shared user paths will be provided within landscaped reserves along Hamilton Road and the train line, further reinforcing active and safe eastwest connections throughout the precinct.

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## 10.1. Walking and cycling

## Objectives

To promote sustainable transport (walking, cycling and public transport) as a viable alternative to private car use.

To provide a safe and enjoyable multi-modal transport network, which enables independent travel for users of all ages and mobility levels.

## Strategies

- Prioritise pedestrian movement in activity centres and around school zones through safe crossing opportunities, reduced speed limits, canopy trees and an attractive public realm.
- Provide pedestrian wayfinding that includes information on distances to key destinations across the township to enable pedestrians to orient themselves and encourage walking.

#### **Actions**

- A 78. Prepare an updated movement network study that prioritises key actions and intersection upgrades, and sets out a strategic plan to encourage a mode shift from private vehicle use to sustainable transport alternatives.
- A 79. Factor in facilities and infrastructure for micro-transport such as scooters and e-bikes in future precinct design.
- A 80. Provide low-stress bicycle riding infrastructure including off-road paths and protected bicycle lanes to improve separation from traffic, particularly along the Strategic Cycling Corridor, arterial and connector roads, and as part of new development.
- A 81. Deliver an off-road shared user path network that provides continuous connections to entrance roads, open space and to key destinations.
- A 82. Update Council's Walking and Cycling Strategy to reflect recent development and integrate a sustainable transport vision, with a plan of works to improve the off-road shared path network.
- A 83. Prepare and implement a wayfinding strategy.
- A 84. Identify opportunities for pedestrian safety/ access improvements in the Gisborne UDF.

## Objective

To plan for a sustainable future community in New Gisborne that prioritises active and public transport modes of travel.

## Strategies

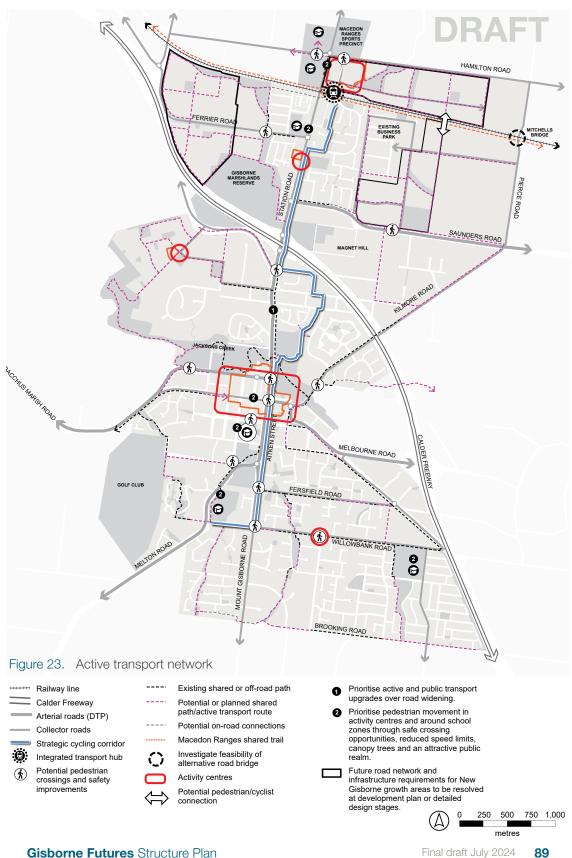
 Support development that provides a high quality pedestrian environment and public realm that supports active and public transport networks.

## Actions

- A 85. Ensure that any future precinct structure plan or development plan for the New Gisborne growth areas provide:
  - linear linkages within wider road reserves and access 'boulevards' that include separated bike lanes to act as active transport arterials, supplemented by a dedicated shared user path network throughout all precincts
  - safe and convenient crossing points of connector roads and local streets (including kerb outstands and raised thresholds) at all intersections and on key desire lines and waterway crossings
  - a permeable, direct and safe street network that accommodates all transport modes, including shared user paths and separated bicycle lanes, as part of new development
  - for use of Hamilton Road and Pierce Road as a 'circuit road' for vehicle access around the growth area with internal streets prioritised for active and public transport.
- A 86. Plan for a pedestrian connection across the railway line between Station Road and Pierce Road to provide a direct link between residential and employment areas.
- A 87. Provide 'end of travel' infrastructure for active transport including safe and secure bicycle parking and repair stations.

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## 10.2. Public transport

## Objectives

To improve the frequency, reliability and accessibility of Gisborne's public transport network.

To ensure an equitable public transport system that provides ease of mobility for all members of the community, including those who cannot drive or don't have a car.

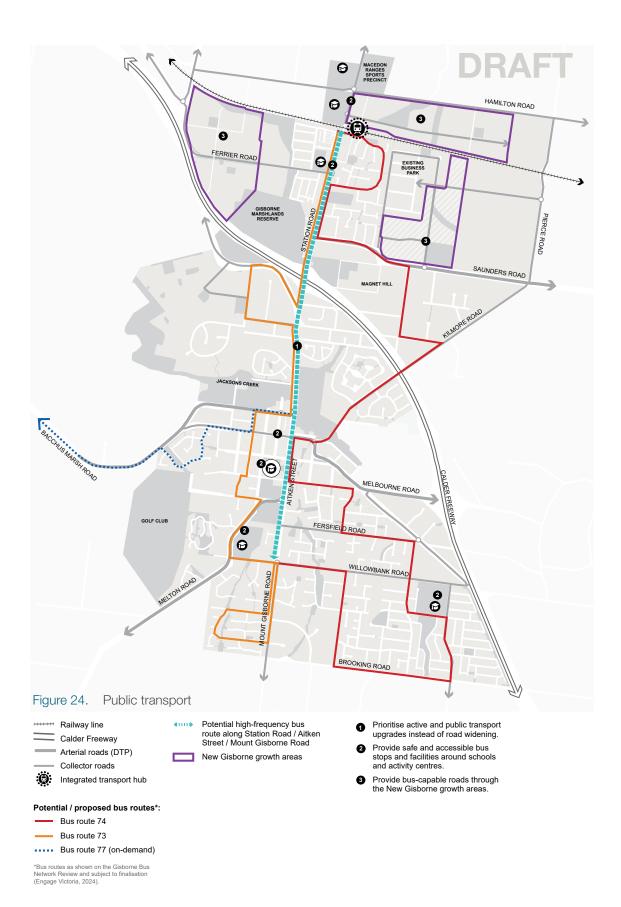
## Strategies

- Plan for higher land use intensity in the Gisborne town centre and in New Gisborne to support viability of high frequency public transport services.
- Ensure all new dwellings are within walking distance of bus services and that new connector roads are bus capable to physically allow for future services within these areas.
- Ensure that all new developments in New Gisborne provide clear and direct linkages to the train station.

## **Actions**

- A 88. Advocate for a high, frequency and direct bus service along Aitken Street and Station Road from Willowbank Road to Gisborne Station that provides a convenient alternative to private vehicles for access to town centres, schools, employment areas and the train station.
- A 89. Work with the Department of Transport and Planning and bus operators to expand bus services to new development areas, the Gisborne Business Park and future residential areas.
- A 90. Ensure that bus stop locations and access to bus stops (including for public transport and school bus use) are carefully integrated into the design of new precincts.
- A 91. Consult with transport operators and the Department of Education to ensure bus stop locations are safe, accessible and fit for purpose across the township.
- A 92. Advocate for the upgrade of Gisborne Station to an integrated transport hub.
- A 93. Advocate for future service frequency improvements on the Melbourne-Bendigo railway line that stop at Gisborne.
- A 94. Review the bus timetable to ensure appropriate alignment with train services and reduced travel time between stops.







## 10.3. Road network

## Objective

To provide an accessible movement network with clear and direct routes that are safe and connected.

## Strategies

- Manage the road network to optimise safety, amenity and efficiency for all road users including cars and bicycles.
- Plan for development south of Hamilton Road and to the east of Station Road in New Gisborne and strengthen Hamilton, Pierce and Kilmore Roads as a primary route into the Gisborne town centre to relieve pressure on Station Road.

#### **Actions**

- A 95. Work with Council departments, authorities and developers to plan and deliver road infrastructure and intersection upgrades highlighted on Figure 25.
- A 96. Investigate feasibility of alternative road bridge over the railway line at Pierce Road to avoid bottleneck at the historic Mitchells Bridge.
- A 97. Develop a sustainable transport network that aligns with the State Government's Movement and Place Framework, ensuring safe and efficient mobility for all users while enhancing liveability of the town.

## Objective

To protect the character and amenity values of Gisborne's tree-lined avenues.

## Strategies

- Prioritise walking, cycling and public transport upgrades over road widening or duplication.
- Facilitate delivery of an activity centre in New Gisborne to reduce the need for all residents to travel into the town centre via Station Road.
- Seek to protect and enhance significant avenue trees

## Action

A 98. Plan for early succession planting along road corridors and intersections where there is likely to be impacts on trees.

## 10.4. Car parking

## Objectives

To provide a reliable parking experience through best practice parking management.

To ensure efficient use of parking spaces, minimise congestion, and promote sustainable transportation options in the community.

## Strategies

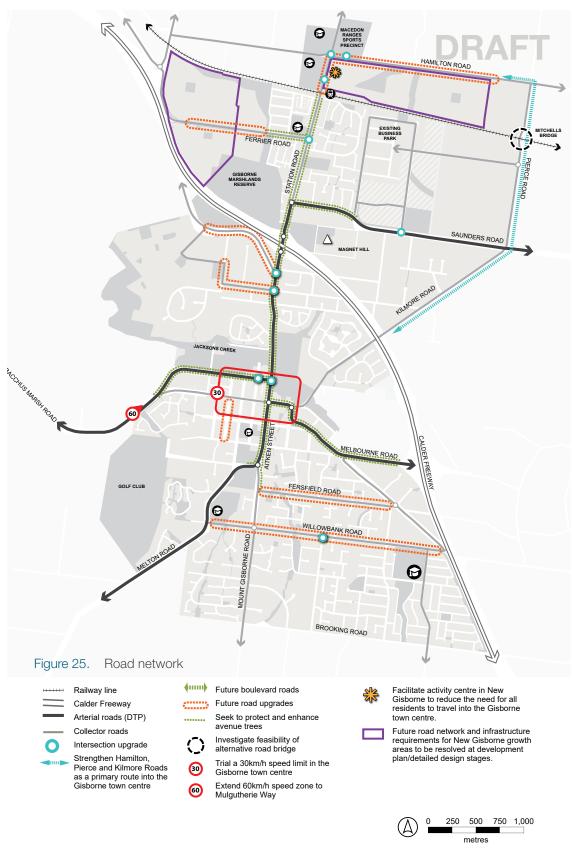
- Ensure that car parking supply is distributed and managed to meet demand in town centres.
- Promote the use of all-day parking outside areas of high demand.
- Improve pedestrian amenity to encourage walking through out the town centre.

## Actions

- A 99. Prepare a Car Parking Plan for the Gisborne town centre that:
  - explores parking management options to improve availability and distribute demand more evenly across Gisborne town centre.
  - addresses issues such as parking duration, enforcement, and considers the potential for paid parking in areas of high demand to encourage all-day parking in nearby areas that are less utilised
  - includes recommendations for parking management and controls for higher density development
  - explores potential use of a Car Parking Overlay that requires developers to contribute to public car parking infrastructure as an offset to on-site parking, particularly for constrained sites where meeting car parking requirements may be prohibitive to the future development of the site.
- A 100. Identify opportunities for additional car parking in the Gisborne Urban Design Framework.
- A 101. Improve wayfinding signage to all-day parking spaces as part of a new wayfinding strategy.

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## 11. Community infrastructure

Strengthen community services and facilities and ensure these are delivered for the existing and future people of Gisborne and New Gisborne, and the surrounding district.

Community facilities play an important role in regional townships, supporting health, wellbeing and community inclusion. They provide key services such as libraries and maternal and child health, arts and cultural facilities as public spaces for people to meet. Importantly, they complement the more commercial function of town centres by providing spaces and services at low or no cost.

The Gisborne District is well-serviced by community infrastructure across a number of categories. Over time it is expected that the community infrastructure needs of the town will increase alongside population growth and shifts in demographics.

A community infrastructure assessment (CIA) has been undertaken using the three possible population scenarios (low, medium, and high) to identify existing and potential future community infrastructure needs.

## Integrated community hub

There is an existing shortage of community meeting spaces, arts and cultural spaces, youth spaces and senior citizens facilities. The gap in these services only increases with additional population growth.

The structure plan nominates a site for a new integrated community hub on the corner of Hamilton Road and Barringo Roads. A range of services and programs can be co-located within the hub and the proposed location will provide ready access to the schools, public transport and the rMacedon Ranges Sports Precinct.



## Education

The CIA indicates that education across all levels will be reaching capacity under the medium to high growth scenarios.

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 under a higher growth scenario.

It is proposed to rezone Holy Cross Primary School and Global Village Learning (GVL – former Montessori School) from RLZ1 to Special Use Zone Schedule 1 (SUZ1).

In recent years GVL has expanded to provide secondary education and kindergarten services, all of which will see an increase in demand as the community grows. Holy Cross is nominated as a potential site for expansion of secondary education.

This zone is intended specifically for private schools to provide for private education and associated uses. This will apply a more appropriate zone to allow for ongoing development of these education facilities.

In terms of tertiary education, proposed TAFE campuses in both Sunbury and Melton will significantly improve access to higher education and training opportunities for people in the community.



A new community hub in New Glsborne can act as a catalyst project for the precinct. Example above: Sprinvale Community Hub. Images courtesy of Lyons Architecture.

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## Objective

To provide for well serviced, connected communities that have access to essential services and community infrastructure.

## Strategies

- Ensure that community services are readily available to meet existing and future community requirements.
- Prioritise an integrated community hub in New Gisborne to act as a catalyst project for further development of the precinct.
- Locate community infrastructure so that it is integrated with retail and other employment opportunities, is safe, accessible and designed to meet the diverse needs of a growing population.
- Provide for the co-location of services to enable the sharing of resources and encourage participation through ease of access.
- Design and manage community infrastructure to be flexible and adaptable over the long-term to ensure it can change with community needs and be used by a variety of groups for many different types of activities.
- Locate aged care facilities and retirement or residential villages in close proximity to the town centre, the civic/health precinct or within a comfortable walking distance of activity centres, and avoid places vulnerable to bushfire or other environmental risks. These should have direct access to services and facilities thorough a safe and connected path network.
- Support the ongoing operation and development of private schools (including Holy Cross and GVL) to provide early years, primary and secondary education for the existing and future community.

## Actions

- A 102. Commence planning to deliver an integrated community hub in New Gisborne which provides for a broad range of services, including:
  - early years (kindergarten, maternal and child health, and playgroup)
  - space for seniors groups
  - an expanded Gisborne Library
  - arts and cultural activities
  - · community meeting spaces.
- A 103. Review the use and leasing arrangements of existing sports pavilions to identify opportunities for broader use of these spaces as community meeting rooms.
- A 104. Continue to monitor population change and community needs. In the longer term consider the need for:
  - additional pavilions that include flexible meeting spaces as part of any new sports reserves
  - · additional netball facilities
  - an additional kindergarten in south west Gisborne
  - an additional government primary school (long-term).
- A 105. Review and update the Gisborne
  Development Contributions Plan to identify,
  cost and determine contributions toward
  the funding of new community and other
  infrastructure.
- A 106. Facilitate partnerships between TAFE campuses, local businesses, and secondary schools to ensure that the community can benefit from local access to tertiary education opportunities.
- A 107. Engage with the Department of Education regarding population growth and the need for additional government schools in the medium to long term (between 2036 and 2051).
- A 108. Advocate for improved public transport services to support access to community infrastructure and schools.
- A 109. Explore opportunities to form partnerships with State Government, not-for-profit and private sector providers as a means of improving access to public infrastructure, community facilities and related services.
- A 110. Rezone the Holy Cross and GVL school sites from RLZ1 to SUZ1.

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## 12. Utilities and sustainable development

Sequence and deliver essential servicing infrastructure in collaboration with development proponents, State Government departments and servicing authorities.

## Water supply, sewage and recycled water

Greater Western Water (GWW) provides water, sewerage and recycled water services to a broad region that includes the towns of Gisborne and New Gisborne.

Gisborne's water is supplied from both Rosslynne Reservoir and the Melbourne supply system.

GWW is currently delivering a series of projects in the Macedon Ranges region to secure long term supply to the region and support growth. Key projects in Gisborne are a new transfer main from the Rosslynne Reservoir water filtration plant to Magnet Hill, and an additional storage tank on Magnet Hill.

All general residential zoned dwellings in Gisborne are connected to GWW's sewerage network. Due to the undulating landscape sewerage is transported via gravity and pumped rising mains to the Gisborne Recycled Water Treatment Plant.

GWW is currently upgrading the Gisborne Recycled Water Plant (RWP) to ensure it has the capacity to meet demand and adopts new technology to improve environmental performance. GWW is confident that any necessary future upgrades works can be accommodated within the footprint of the existing site. Two key challenges emerge for future growth:

- increasing capacity of the RWP is likely to require a new strongly enforced buffer surrounding the plant; and
- the additional recycled water resulting from the urban growth cannot just be discharged to Jacksons Creek and will need to find a beneficial reuse.

Sewerage is treated to produce Class B recycled water and may be used for irrigating public parks, gardens and sports grounds, with limited use for food production and stock pasture.

The proposed new growth areas for residential, industrial and open space uses will require a reconfiguration of the sewer system to respond to both the increased volume of sewage and the increased geographical distribution of sewer customers.

### Stormwater

Macedon Ranges Shire Council is responsible for the installation and maintenance of drainage systems for catchments with an area smaller than 60 ha. This includes roadside drains, sediment basins, retarding basins and swales.

The water catchment management authority is Melbourne Water (MW) who are responsible for the installation and maintenance of drainage systems, including drain capacity and flood mitigation works for catchments with an area greater than 60ha. MW's drainage schemes outline the functional design of infrastructure required to service growth, with costs recouped through financial contributions paid by developers.

If any development is planned outside the boundaries of the existing drainage schemes, it may trigger the need for MW to undertake a drainage analysis and decide if another drainage scheme is required.

## Integrated water management

Traditionally, three 'areas' of the urban water cycle have been managed separately: water supply, wastewater, and stormwater. Roles and responsibilities have similarly focused on the different areas of water management.

IWM recognises and seeks to improve the relationship between the three components of the urban water cycle.

## Electricity and gas

Powercor is the authority responsible for the electrical supply to the region. 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 linto low voltage for domestic use. Any substantial development is to be referred to Powercor's systems engineers to access the impact of additional load on the network.

Ausnet is the authority that owns the gas infrastructure in the Gisborne region, which has an extensive reticulation network for residential supply. New gas connections for residential development are being phased out in Victoria as part of a broader strategy aimed at supporting the state's transition to clean energy.

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## Objective

To plan for and sequence utilities and servicing infrastructure so they are integrated and coordinated across landowners and precincts, with costs equitably shared.

## Strategy

 Ensure that the cost of delivering necessary service infrastructure is shared equitably among all parties involved in any development.

## Actions

- A 111. Regularly consult with utility providers to ensure that services are fit-for-purpose and that infrastructure upgrades are planned to accommodate future township growth.
- A 112. Require detailed servicing plans that identify utilities to be upgraded, constructed and delivered at the precinct level to support township growth as part of any development plan, subdivision or PSP process.

## Objective

To ensure that utilities are sited and designed to be visually unobtrusive in the landscape or streetscape setting.

## Strategies

- Support upgrades to services, utilities and telecommunications infrastructure that are designed to minimise impacts on existing trees and vegetation, views and visually sensitive or significant landscape features.
- Ensure that service infrastructure such as electrical kiosks and pumping stations are visually recessive and integrated into landscaping that minimises their visual impact while still allowing access for maintenance.

## Actions

A 113. Consider the placement of utilities and services and how they are integrated into the streetscape, open space or building design during the planning, subdivision and detailed design stage of developments.



## 12.1. Environmentally sustainable development

Power generation and the environmentally sustainable development (ESD) of subdivisions and buildings are two areas that can be enhanced to deliver more sustainable communities by embracing advancements in technology to create, store and efficiently use power and water resources.

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

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

## Objective

To encourage application of ESD principles and the sustainable subdivisions framework for new development to produce its own power, to collect, store and re-use water efficiently, to have reduced heating and cooling demands and a reduced demand for fossil fuels.

## Strategies

- Encourage services and utilities that are designed to meet ESD guidelines to deliver more sustainable communities.
- Require future subdivisions to provide underground reticulated electricity and telecommunications services.
- Encourage new dwellings, buildings and developments to provide domestic scale renewable energy generation on site.
- Discourage gas supply in new estates and promote use of renewable energy sources.
- Promote ESD through buildings and infrastructure that are environmentally responsible and resourceefficient throughout their life-cycle.
- Promote the use of energy-efficient technologies including encouraging the use of renewable energy such as solar and wind power, and ensuring communities are energy self-sufficient in the event of grid interruptions.
- Support built form that demonstrates application of ESD principles.

## Actions

- A 114. Review Council's policy position to consider introducing an ESD policy for new developments into the planning scheme.
- A 115. Embed ESD and sustainable subdivision principles into requirements for precinct structure plans, development plans and subdivisions.



## Objectives

To complement traditional water services with IWM solutions to deliver positive environmental and liveability outcomes.

To maintain safe and affordable water supply, reduce potable water use and supplement existing supply.

To maintain healthier waterways through a reduction in stormwater runoff.

To increase use of recycled water and minimise discharges of treated water into Jacksons Creek.

## Strategies

- Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways by supporting developments that include IWM initiatives such as:
  - rainwater tanks for non-potable uses including outdoor use, irrigation, laundry and toilet flushing
  - increased permeability and use of porous pavements for hard surfaces such as driveways and outdoor areas
  - use of domestic-scale of rain gardens and/or infiltration trenches on private property.
- Integrate streetscape WSUD and passive irrigation of trees and open space.
- Support investigations into the development of a long-term stormwater harvesting and treatment scheme to supplement regional water resources.
- Support opportunities to supply existing and proposed open spaces with recycled water for irrigation, including extension of the existing recycled water scheme north to New Gisborne.

## **Actions**

- A 116. Plan to design and construct bioretention basins and wetlands in public open space to improve the performance of existing storm water assets that service existing areas
- A 117. Manage and protect waterways to enhance riparian value while moderating the rate of stormwater infiltration.





#### **Implementation 13.**

Implementation will involve seeking Council's formal adoption of the plan followed by a planning scheme amendment process to implement key policy and strategic directions into the Macedon Ranges Planning Scheme. Other non-statutory actions will commence subject to Council budget cycles.

### Council's Role

Macedon Ranges Shire Council will play different roles in the implementation of the Gisborne Futures project. These will vary between the roles of planner, provider, advocate, partner/facilitator, educator and regulator. A description of these various roles is provided below.

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

#### **Advocate**

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

## Partner / facilitator

Working closely with developers, landowners, residents and businesses.

### Educator

Provide information to businesses, residents and interest groups.

## Regulator

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

## Protected settlement boundary

The SPP will need to be amended to include the PSB for Gisborne.

## Planning scheme amendment

A planning scheme amendment will be required to embed the structure plan's direction into the Macedon Ranges Planning Scheme.

## Municipal Planning Strategy

The MPS outlines the strategic planning framework for the municipality, including key strategic directions and objectives.

Following exhibition of the planning scheme amendment and further community consultation, revisions to the MPS will include insertion of the new Gisborne Framework Plan into the settlement policy at Clause 11.01-1L.

## Local planning policy

Local policies will be prepared to set out principles and guidelines to guide decision making for land use and development that aligns with the direction set out in the Gisborne Structure Plan.

The structure plan should be included as a policy document in this clause and as a background document at the schedule to Clause 72.08.

Gisborne Futures Structure Plan



## Detailed precinct planning and other work

#### **Development plans**

Prior to rezoning of the new growth areas in New Gisborne, detailed development plans will be required to coordinate growth and infrastructure delivery across multiple landholders or precincts.

The conditions or requirements for a development plan can be set out in the schedule to the overlay, and can include directions for:

- urban form and structure, densities, block sizes and layout
- movement and access, traffic and road infrastructure requirements
- landscape, open space and environmental consideration
- servicing infrastructure, drainage.

The development plan preparation process can determine developer contributions and sharing of infrastructure costs.

## **Business Park Development Plan**

Review and finalise the Gisborne Business Park Development Plan to include proposed expansion

Amend the 'Design Guidelines for Industrial & Commercial Development for the Macedon Ranges Shire' (2012) to include new industrial and commercial zoned land. Expand the scope of these to cover C2Z if necessary, or apply the DDO.

## Residential design guidelines

Prepare residential design guidelines/controls for medium density developments to ensure a highquality built form, amenity and landscape response is

### Significant landscape assessment: Jacksons Creek escarpment

Review the visual character and local landscape significance of the Jacksons Creek escarpment.

### Urban design frameworks

Further urban design work required to justify the controls within any DDO, including comprehensive site analysis, design response and preparation of planning scheme controls.

This work is commonly integrated into UDFs that involve:

- preparing a vision statement and design objectives.
- built form controls and guidelines for building heights, setbacks, density, and massing to ensure that new developments are compatible with the desired future character of the area.
- building design including materials, signs, facade presentation, lighting and other design details.
- plans for public realm improvements and providing public spaces, such as streetscapes, parks, and plazas, including landscaping, street furniture, lighting, and signage.
- movement and access plans that provide strategies for pedestrian, cycling, and car movements, and ensuring accessibility for all

## Neighbourhood character study

Finalise the Gisborne NCS and prepare schedules and ResCode variations for areas within the NRZ and GRZ to reflect the preferred future character statements in the structure plan.

## **Development contributions**

Review and update the Gisborne Development Contributions Plan to identify, cost and determine contributions toward the funding of new community and other infrastructure.

Ensure new development areas plan for, coordinate and contribute to all necessary supporting infrastructure across precincts.

Gisborne Futures Structure Plan

## Proposed Planning Zones

#### Residential zones

- Rezone most existing residential neighbourhoods from GRZ to NRZ.
- Retain GRZ in substantial change areas and Incremental Change Area 1 adjacent to the Gisborne town centre.
- Rezone new residential areas in New Gisborne to GRZ (for medium density and conventional areas) and NRZ to low density interfaces.
- Prepare variations to the residential zones to implement preferred character outcomes in the planning scheme.

### **Activity centres**

Rezone the Station Road and Ross Watt Road LACs to Commercial 1 Zone.

#### **New Gisborne NAC**

- Rezone the New Gisborne NAC town centre precinct to Commercial 1 Zone.
- Consider rezoning the NAC community centre site to Public Use Zone.
- Rezone the New Gisborne NAC mixed use precinct to Mixed Use Zone.

## Education

Rezone Holy Cross Primary School and Global Village Learning (GVL - former Montessori School) from RLZ1 to SUZ1.

## Gisborne Business Park

- Rezone land along Saunders Road and Barry Road in the business park expansion area to the
- Rezone the balance of land within the business park expansion area to IN3Z.
- Rezone the sports park site to PPRZ.

## Proposed overlays

#### **Development Plan Overlay**

The DPO requires that the form and conditions of future use and development be set out on a development plan (DP) before a permit can be granted to use or develop the land. The DPO is a particularly useful tool for coordinating and staging development across multiple landowners within a precinct.

The DPO is proposed for:

- New Gisborne growth areas (Precincts 1,2,3 and 4)
- Gisborne Business Park expansion area (Precinct 5).

Amendment to the following existing development plans may be considered to permit a higher density of housing in Substantial Change Area 1 (LACs), and to allow to allow the flexibility to accommodate a mix of uses, including residential, on LAC sites:

- New Gisborne Development Plan (2014)
- Fersfield Road Development Plan (2013).

### **Design and Development Overlay**

The purpose of the DDO is to identify areas that are affected by specific requirements relating to the design and built form of new development. It embeds urban design directions into the planning scheme to ensure a high quality built form and streetscape outcome is achieved through future planning applications.

The DDO is proposed for the following areas:

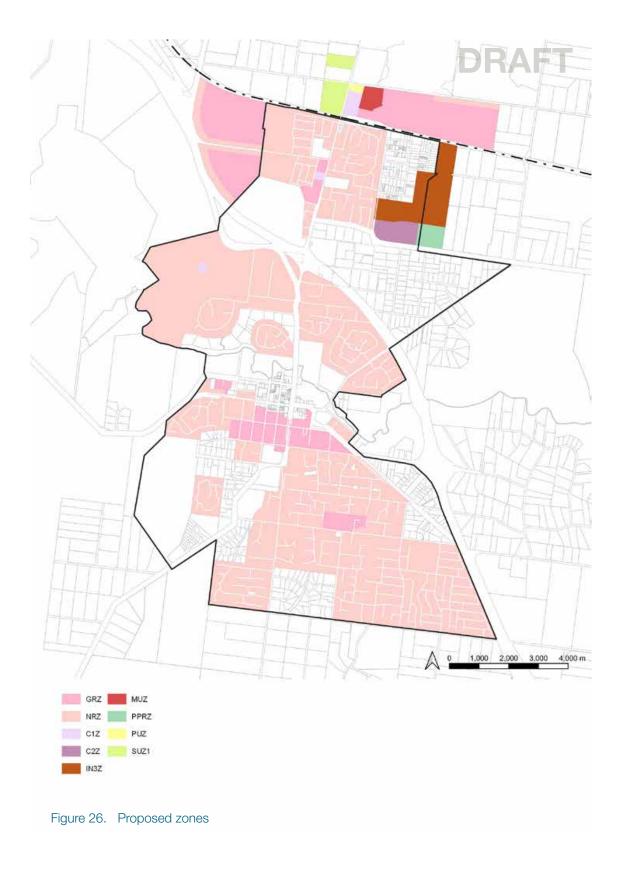
- Gisborne town centre
- New Gisborne NAC
- Commercial 2 Zone along Saunders Road (Business Park expansion area)
- Station Road and Ross Watt Road LACs

It is also proposed to extend the existing DDO17 to include the block bound by Hamilton Street, Lyell Street, Goode Street and Neal Street, and lots with infill capacity at township entrances.

## **Heritage Overlay**

Apply the HO to Woiworung Cottage at 111 Saunders Road, and ensure adequate curtilage and a sympathetic design response is provided to protect the amenity of the cottage.

Gisborne Futures Structure Plan



**Gisborne Futures** Structure Plan

### Significant Landscape Overlay

Following review of the visual character and local landscape significance of the Jacksons Creek escarpment, consider for application of the SLO.

### **Vegetation Protection Overlay**

Identify significant trees within both public spaces and private property, and use appropriate planning tools (such as the VPO) and management techniques to provide greater protection.

## Monitoring and review

Council will provide a regular progress report on the implementation of the structure plan. This will provide a means of measuring the success of the structure

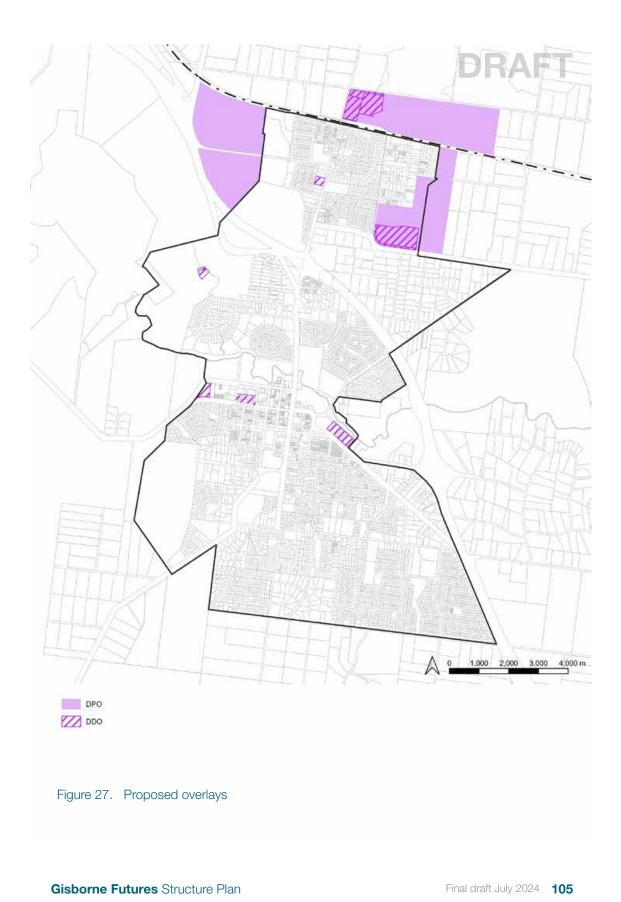
It can be used to guide future resource allocation and ensure there is rolling budget support for ongoing implementation of the plan.

Regular monitoring of data projections, trends and the impacts of the plan will ensure that the vision and actions within it remain relevant.

The Structure Plan review process will occur every 2-5 years and report back on:

- progress on the implementation actions and projects that have been undertaken or underway
- monitoring of population growth and uptake of development opportunities
- monitoring of economic trends and employment and commercial land supply
- monitoring of housing capacity and development trends
- reporting back on whether development outcomes have aligned with the vision set out in the plan, and identification of any challenges or practicalities that have prevented successful implementation for future review
- the successful delivery of key actions, advocacy items or projects.

Gisborne Futures Structure Plan



Item PE.1 - Attachment 1

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Gisborne Futures Structure Plan

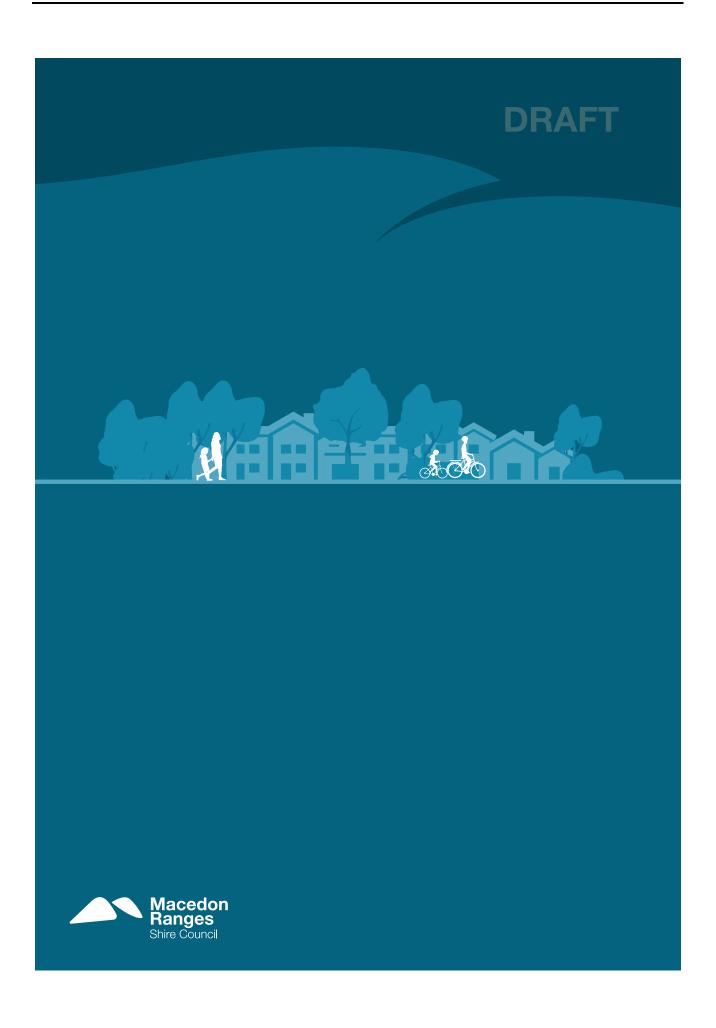
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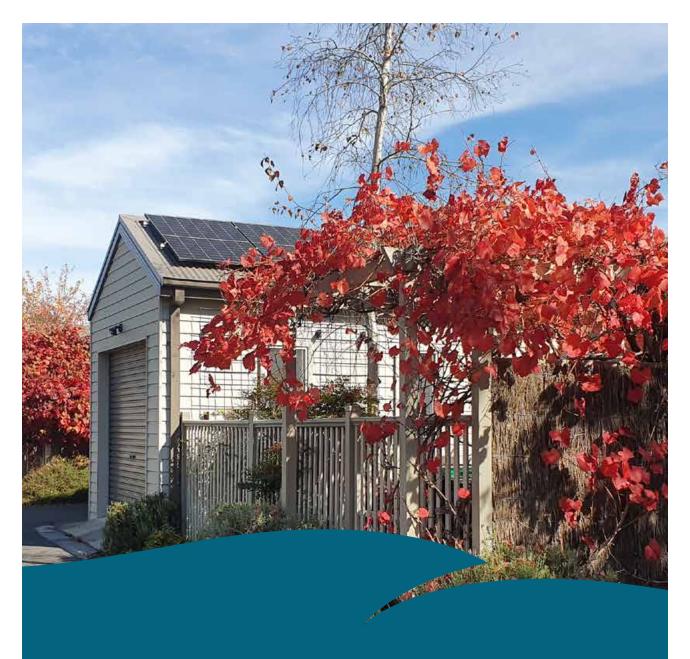


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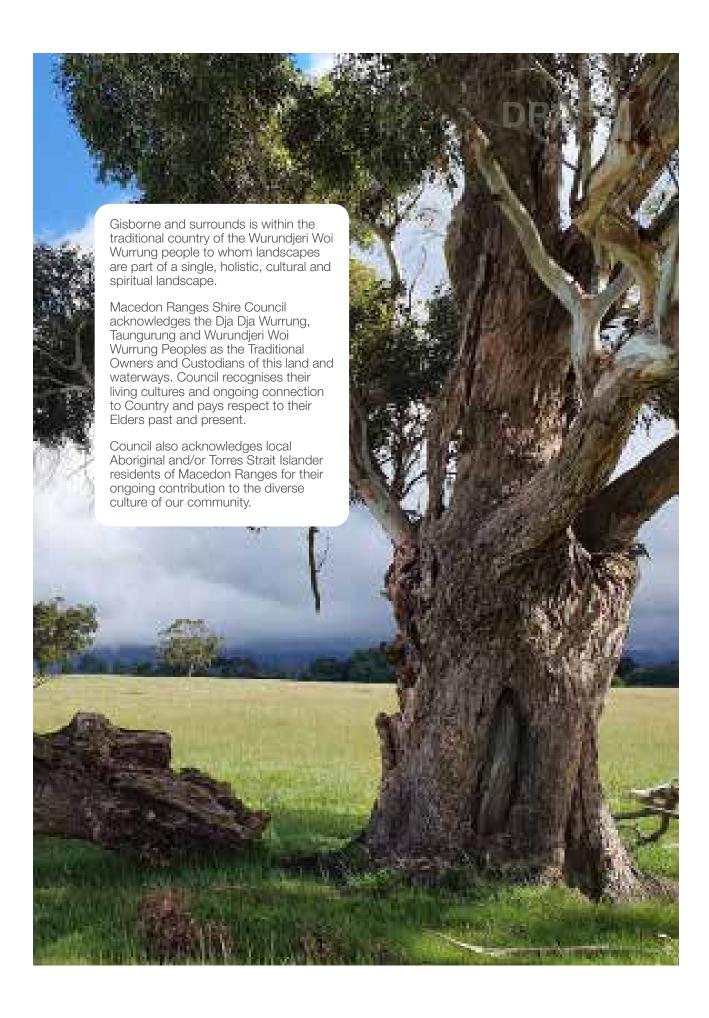
# **Gisborne** Futures

**Phase 4** Consultation Report July 2024



**Gisborne Futures** Phase 4 Consultation Report

Draft July 2024 2

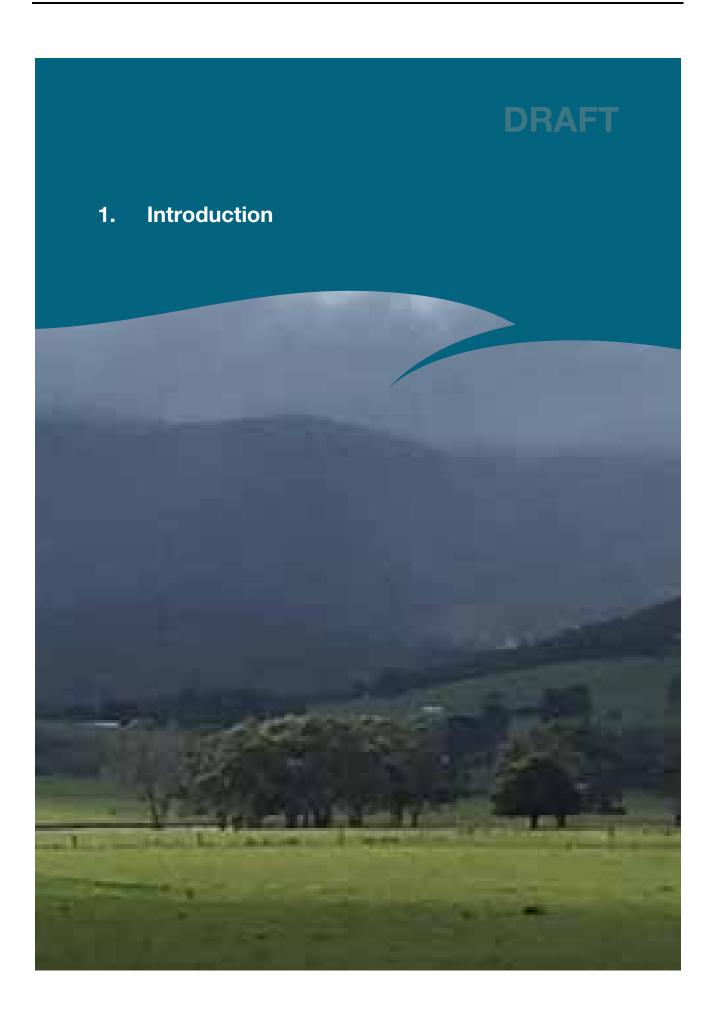


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### 1.1. About this report

Phase 4 Consultation presented the second draft of the Gisborne Futures Structure Plan (August, 2023) to the community and stakeholders for feedback and review.

This consultation report provides a summary of the feedback received during the Phase 4 consultation for the Gisborne Futures project and Council response.

The second draft of the Gisborne Futures Structure Plan was prepared over 2022/23 and endorsed for consultation at the 23 August 2023 Scheduled Council Meeting.

Consultation was launched on Monday 3 October and ran for six weeks, closing on Monday 13 November. During this time feedback was invited from a range of stakeholders and community members.

Council received 129 submissions to the project, along with hundreds of survey comments and had numerous participants at drop in sessions, meetings and phone conversations.

Submissions have highlighted the key themes that the community is most passionate about, what values are the most important and where improvements can be made to the plan.

This report summarises these themes raised during consultation and outlines how we have taken on board community feedback, what direction or requests have or have not been supported and why.

These have been prepared as a general response to themes. Tailored responses to individual submissions are provided in Appendix 1.

The report also outlines further work that has been undertaken to prepare the final draft of the plan.

# 1.2. About the structure plan

The draft Gisborne Futures Structure Plan provides strategic direction for land use planning, infrastructure provision and sustainable community development.

The plan includes a vision for Gisborne and New Gisborne to grow as a vibrant regional centre within a protected settlement boundary, and identifies future land uses for retail, employment, housing, open space and community uses.

It explores a range of themes including housing, shops, jobs and business growth, open space, transport and community services. It includes urban design and infrastructure requirements, and seeks to ensure that new development respects environmental, landscape, township character and cultural heritage values.

The revised draft Structure Plan is underpinned by principles of sustainable community development and includes:

- a vision for a vibrant and sustainable community in New Gisborne with a new town centre and community hub that is set against the magnificent backdrop of the Macedon Ranges
- a settlement boundary that will protect the environmental and rural qualities of the surrounding landscape
- opportunities for diverse and inclusive housing that is accessible for a range of ages, household structures and affordability levels and gives essential workers places to live close to where they work
- an expanded business park with opportunities for local jobs and business growth
- recognition of cultural and post-contact heritage
- protection and enhancement of landscapes, open space, trees, waterways and environmental values
- a movement strategy that encourages a modeshift towards more sustainable transport options through a safer and better connected walking and cycling network and more efficient public transport.

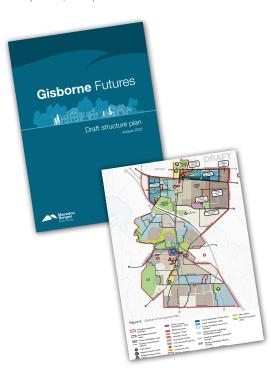


#### 1.3. Phases of consultation

The Gisborne Futures Structure Plan has been developed through four phases of community consultation.

Summaries of consultation processes, submissions, council responses and how these have influenced the plans are provided in the following consultation reports:

- Gisborne Futures Phase 1 and 2 Consultation Report (Ethos Urban, 2019)
- Gisborne Futures Phase 3 Consultation Report (MRSC, 2022).



### Phase 1 Context and Technical Analysis

- Build community capacity to take part in the planning process.
- August 2018
- Listen and learn about the experience of living in Gisborne and surrounds.
- Understand community aspirations, wants, and needs for the town in the

### Phase 2 Emerging Ideas

#### **Purpose**

#### **Dates**

May 2019

- Promote and exhibit Emerging Ideas for the Gisborne Futures Project. Test ideas/options identified in the first
- phase of consultation.
- Ensure all major community concerns have been understood.

### Phase 3 Draft Gisborne Futures Plans

### Purpose

### Dates

- Present three key reports a draft Structure Plan, draft Urban Design Framework and draft Neighbourhood Character Study - for community and
- stakeholder feedback. Understand if the balance of community needs is being achieved in the draft
- Use outcomes of consultation to further refine the draft plans.

#### July to September 2020 (7 weeks)

### Phase 4 Revised Draft Gisborne Structure Plan

#### **Purpose**

- To share the future vision for Gisborne and New Gisborne, present the draft plan and provide an opportunity for community and stakeholder feedback.
- November 2024 (6 weeks)
- To ensure the final draft of the Gisborne Futures Structure Plan considers the views of the community.
- To communicate that the results of community engagement are an important but contributory part of the

evidence base for the structure plan.

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### 1.4. Phase 4 consultation

### Promotion and activities

The community were informed and encouraged to participate in the consultation through Council's regular channels including 'Have Your Say' and project webpages, social media posts, a media release and advertising in local newspapers and the Gisborne Gazette.

60 landowners who would be the subject of proposed rezoning were contacted via direct mail-out with an invitation to meet with Council officers.

Two electronic mail campaigns were sent out to project subscribers and key stakeholders, reaching 505 people with a 68% open rate.

Hard copies of the plan, background reports and summary brochures

Three drop-in sessions were held at the Gisborne Community Centre, Gisborne Village Shoppng Centre and Ross Watt Community Hall. Council staff were available for informal drop-ins on Wednesday mornings and Firday afternoons at the Glsborne Service Centre, and other times via appointment.

#### Reach

The project had 3,211 views on Council's website, including the "Have Your Say" consultation webpage, the main project page and Council news item (media release). The draft structure plan was downloaded 895 times, and the background report was downloaded 153 times.

Social media posts had 8,403 views across Facebook, X and LinkedIn.

Three drop-in sessions were attended by approximately 59 people, and officers had 20 meetings with interested parties and fielded a number of phone and email enquiries.



Gisborne Futures Phase 4 Consultation Report

### 1.5. Submissions snapshot



# 129 submissions

129 written submissions have been received, with late submissions recorded into early 2024.

Of these, 15 submissions (12%) support the plan

broadly, with most of these being landowners who support proposed rezoning of their property.

17 submissions (13%) were generally supportive of

the principles in the plan but request changes related

32 submissions (25%) support the plan.

to specific sites.



### **Support**

12% offer broad support.

13% support subject to changes.



### Do not support

29% do not support the plan.

37 submissions (29%) do not support township growth in principle or the level of growth proposed.



### Seek growth elsewhere

**34%** would like to see growth elsewhere.



### **Advocacy**

12% single issue or advocacy items.

44 submissions (34%) don't support the plan because they would like to see growth elsewhere, including Glen Junor (22), south of Brooking Road (10), Saunders Road (4) or in other locations (8 different sites).

16 submissions (12%) were related to single topics or advocacy items and didn't express broad support or concern for the plan. Examples include seeking additional footpaths, objections to tree removal or submit for changes to planning controls on their property.

### Submissions in support of the plan

Submissions that support the plan generally:

- agree with the need for a New Gisborne Neighbourhood Activity Centre (NAC)
- support that higher residential densities will make a NAC viable
- support reduced dependency on private vehicles with active transport routes and walkable access to shops, schools and services
- support the proposal for a community hub close to the railway station, sports precinct and schools
- submit that densities will provide for population growth while preventing further outward sprawl.

Submissions raise that there is potential for a world class, sustainable precinct with a destination town centre that improves the quality of life for nearby residents, and that the northern area provides an excellent opportunity for a medium density, transitoriented residential and mixed use outcome.

### Submissions that do not support the plan

Submissions in broad opposition to the plan (26%) do not support further township growth, stating that Gisborne has reached capacity and is unable to sustain any more development. The plans are promoting too much growth and the character is more aligned to metropolitan Melbourne than the semi-rural character of Gisborne.

There are concerns with overpopulation taking away green space replacing it with roads and roofs, and that this is not aligning with local character, landscape or environmental values.

Submissions have been made stating that growth is unsustainable, and job growth will not keep up with residential growth and more people will have to commute.

### Submissions that seek growth elsewhere

38% of submissions would like to see growth elsewhere, and half of these are advocating for inclusion of Glen Junor in the town boundary. These submissions generally submit that:

- higher density housing not supported on character grounds, and it will lead to congestion and the need to duplicate Station Road
- the plan does not address demand for school facilities and lacks 'community outcomes'
- the 2020 consultation included strong community support for Glen Junor.

Submissions have also called for a re-focus of the town centre and residential growth fronts to Area 1 on Saunders Road, arguing that Saunders Road has access to the state arterial and is better located to accommodate higher traffic flows than Area 2 to the north, which is constrained by the railway line.

Ten landowners south of Brooking Road have submitted to be included in the township boundary, with most seeking a low-density residential outcome via a pro-forma group submission.

### 1.6. Survey response

The online survey attracted 370 responses. These reflected a concerted effort to focus growth in areas not included in the draft structure plan.

When questioned on level of support for the proposed protected settlement boundary:

- around 70% didn't support it and thought that the structure plan should look at growth elsewhere
- 50% believe it should include more land
- 11% thought it was about right
- nearly 3% thought it should include less land.

Directions around providing housing within walking and cycling distance to shops, facilitating infill and avoiding sprawl through increasing densities were either supported (but not how the structure plan presents them), or not supported.

Some of the more environmentally-focussed directions such as requiring new developments to be underpinned by ESD principles, wider streets that support canopy tree planting and strengthening landscape connectivity had a higher level of support as an idea. Again, the most common response was that how the structure plan presents it is not supported.

Some responses indicated that it was either very important or somewhat important to provide more affordable and diverse housing, but that it was not at all important to plan for housing and population densities to make a town centre for New Gisborne to be viable.

There is a high level of support for the business park expansion and providing land for local business development and jobs, walking and cycling infrastructure, pedestrian safety and upgrades of intersections and connector roads.



### 1.7. Consultation process and response

#### Feedback on consultation

Feedback was received that there should have been a much broader direct notification, particularly for residents in New Gisborne and those on the fringes of proposed growth areas where future land use change is going to have the most significant impact.

Landowners north of Hamilton Road have submitted about a lack of prior consultation or direct notification. Some submissions call out a lack of transparency and Council attempting to get the plans through with limited community input.

The absence of the UDF and NCS is also noted with some submissions concerned with missing detail in these documents.

A frequent critique is that the plans do not respond to past feedback, particularly in regards to growth and character, or the 'community preference' for Glen Junor to be included in the plan.

Concern with developer influence and how results of the consultation will be 'tempered' given a lot of responses will be from developers has also been raised.

Progression of the plan needs to eliminate uncertainty for landowners.

### Response

Council is committed to understanding and responding to the views of the community and stakeholders through consultation processes.

The draft structure plan has been influenced by community consultation and a clear process and explanation has been provided to date.

This has included four phases of consultation beginning in 2018 and at each stage Council has prepared communication strategies that seek to reach a wide audience, with promotion through local media (newsletter and newspapers), posters and post-cards, social media, mail-outs and web-pages and so on.

Council received nearly 130 submissions to the project, along with hundreds of survey comments and had numerous participants at drop in sessions, meetings and phone conversations.

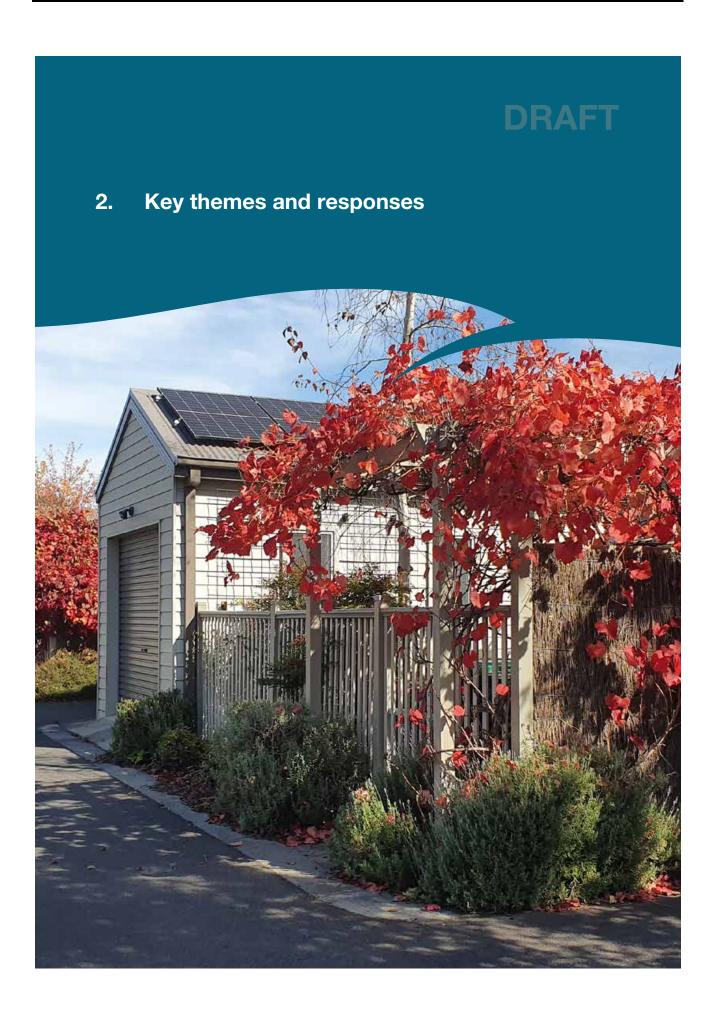
Planning for township growth is a challenging field and the views of the community also need to be balanced with other policy direction, including state direction and existing planning policies and other strategic Council documents.

The influence of various submitters, developers or community groups is no more impactful than any other submission but the contents of their submission have been reviewed to determine if there are legitimate reasons to edit the draft structure plan.

This document outlines response to submissions and how they have influenced changes to the plan in a transparent way.

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

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





### 2.1. Township growth and housing framework

### Township growth

Submissions of support agree that there is a need to increase the diversity and affordability of housing, and that it is logical to locate this near activity centres, the train station and other infrastructure to support the community.

Some submit that if rural living land is to be converted for residential uses then the highest density possible should be allowed to safeguard the surrounding areas from this kind of development in the future.

Some submissions do not support further township growth, stating that Gisborne has reached capacity and is unable to sustain any more development. The plans are promoting too much growth and the character is more aligned to metropolitan Melbourne than the semi-rural character of Gisborne

There are concerns with overpopulation taking away green space replacing it with roads and roofs, and that this is not aligning with local character, landscape or environmental values.

Submissions have been made stating that growth is unsustainable, and job growth won't keep up with residential growth and more people will have to commute.

### Response

The Loddon Mallee South Regional Growth Plan, Plan Melbourne 2017–2050, the Macedon Ranges Statement of Planning Policy (2019) and the shire's Municipal Planning Strategy in the planning scheme (Clauses 02.03-1 and 02.04) all identify the shire's largest settlements — Gisborne and Kyneton — as becoming regional centres providing for population growth, employment and infrastructure.

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

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

The planning scheme is not a tool to restrict growth, rather it provides the strategic framework for how growth is to be planned for and managed.

Amendment C84 which implemented the Macedon Ranges Settlement Strategy reviewed settlement growth for the shire and the panel recommended that population caps be removed from population estimates to be used as a guide rather than a rule.

### Changes to the plan

The structure plan includes population and dwelling demand scenarios that have been prepared to test community infrastructure requirements, land supply estimates, retail modelling and the overall future urban structure for New Gisborne.

Using scenarios allows for a degree of flexibility to accommodate uncertainties associated with longer-term forecasts.

These are not intended to be targets or caps, rather they have been used to plan ahead for service provision and ensure that there is enough land zoned within the proposed PSB to meet the 2050 planning horizon.

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#### **Growth in New Gisborne**

Growth in New Gisborne is supported through Council's municipal strategic statement in the planning scheme which seeks to establish New Gisborne as a transit-oriented settlement, building on the educational, public transport, local commercial and employment opportunities in the area, and sustainable development principles.

A primary objective of the structure plan is to facilitate an activity centre in New Gisborne that aligns to 'living local' principles which seek to create a connected community where most if not all the infrastructure, community services, shopping, parks, schools, social spaces and access to public and active transport options exist within a short walk from homes.

The 2009 ODP planned for a 'mixed use' area south of the station, which is now a small lot subdivision. An activity centre is nominated on Station Road as a neighbourhood activity centre is proposed in the New Gisborne Development Plan, however the existing zoning, high commuter population and low-density nature of nearby residential areas has limited the viability of establishing an activity centre.

The current community in New Gisborne has no access to local shops meaning they have to drive into the Gisborne town centre, which places pressure on Station Road.

The planning scheme promotes co-locating activity centres and higher housing densities around train stations and activity centres.

The built form and level of activity proposed in the draft structure plan align to contemporary principles of sustainable development, and 20-minute city hallmarks including:

- Safe, accessible and well connected for pedestrians and cyclists to optimise active transport.
- Provide services and destinations that support local living.
- Deliver housing/population at densities that make local services and transport viable.
- Facilitate thriving local economies.

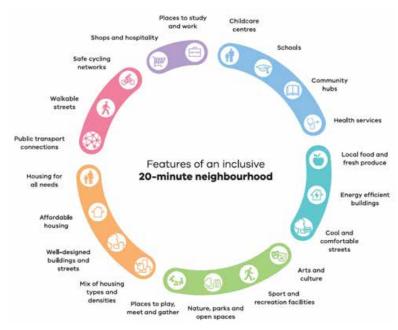


Figure 1. 20-minute city hallmarks (DTP)

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### Housing affordability

Some submissions support more affordable housing, particularly for options that that benefit the economy, allow young people to live in the Macedon Ranges Shire or provide opportunities for social and affordable housing as many families are doing it tough.

In contrast, other submissions raise that higher density housing will not necessarily be affordable, particularly as housing near stations can attract premium prices. The Barringo Village area is cited as an example where smaller lots and 1 and 2 bedroom houses sell for close to \$1 million.

### Density, apartment/unit development and building heights

Submissions of support raise that the northern area provides an excellent opportunity for a medium density, transit-oriented residential and mixed use outcome.

Some submissions recognise that there is a need to increase diversity and affordability of housing, and that it is logical to locate this near activity centres, the train station and other infrastructure to support the community.

Concern is raised that a higher density product has not been tested in the current housing market and that the plans need to allow for a gradual transition towards this.

Submissions in opposition raise that higher densities will bring social issues, that people do not move to Macedon Ranges to live in small homes and that people who need to live in 'cheap' homes should be accommodated elsewhere.

A number of submissions are concerned that proposed densities will introduce a metropolitan or suburban character that does not align with semirural character of the township.

There is also concern with loss of views from the railway line.

### Response

#### Why diversity is important

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 person housing, family downsizing, as well as general diversity in housing prices.

#### Planning for social equity

Planning for socially equitable and sustainable development must ensure that decisions are made that consider social cohesion and inclusion. This includes planning for housing that strives to be equitable for a broad cross section of the community and that provides access to services and infrastructure, such as transport, healthcare, and education, for all members of the community.

The planning scheme is not a tool to gatekeep perceived types of people from moving into the town.

### Density and sprawl

Sprawling, low density housing development is car-dependent and can fail to deliver the population required to support business viability and social infrastructure. This type of development in New Gisborne has left the community lacking access to a broad range of shops, jobs and services while the population catches up to make these viable. The population of New Gisborne is currently 2,600 (ABS, 2021) and all of these people have to travel down to the town centre or further afield to access these.

Planning for density means that the streets can be designed as high-quality, multi-modal transport corridors with the amenity of overarching street trees to encourage active transport, healthy communities and reduction in transport emissions.

State planning policy at Clause 11.03-1S encourages a diversity of housing types at higher densities in and around activity centres.

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#### Views from railway line

The SPP nominates the railway line as a 'corridor with significant sequence of views'.

An assessment of views from the railway line was undertaken to inform the structure plan and is provided in the Background Report.

An urban design response is provided in the structure plan to provide firmer guidance for future development.

#### **Future character**

Township and landscape character values have been researched and responded to through the development of the project. Visually and environmentally sensitive areas and those with a character to be preserved are identified in the draft structure plan. The structure plan provides the foundation for planning controls and direction that considers these while also responding to contemporary planning challenges such as the need to increase the diversity and affordability of housing, supporting establishment of an activity centre in New Gisborne in proximity to the train station and other infrastructure to support the community.

The change in densities proposed for parts of New Gisborne will introduce a new character. It is not considered that 'pockets' of higher density housing that are located away from key views, entrances, landscapes and interfaces will have a detrimental impact on the broader character of the township.

If designed well, a compact form can support wider streets and substantial trees along with generous open spaces to deliver a new character that is compact and remains visually recessive to the broader landscape.

This change will be most felt in the immediate vicinity of the growth areas. This change will not impact the well-established character of the broader township.

An example of this is the 'Barringo Village' pocket of smaller housing. Unless you are within the development itself there is very little impact on the broader character of the area.

Some of the strategies in the plan include to:

- protect wide tree-lined streets
- maintain visual connection to surrounding landscape features
- extend the existing character of wide, boulevard roads lined with deciduous trees into the New Gisborne NAC
- ensure streets provide ample space for the establishment of canopy trees to visually soften the appearance of built form
- provide large lot interfaces to entrance roads to maintain 'semi-rural' character
- landscape mounding for visual and acoustic amenity along the freeway, so that the appearance of new development is recessive to the views of the broader landscape
- design controls and preparation of design and development overlays in commercial centres to manage the scale and bulk of built form, provide materials and signage controls and landscaping to integrate new development into the existing town.

The structure plan recognises the existing neighbourhood character values and seeks to ensure these are translated into new schedules to the residential zones. Planning for housing cannot 'prohibit' further development of existing residential areas. These measures are in place to ensure that new development responds to a preferred future character that reflects the existing values that are to be retained.

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### Distribution of housing densities within the 400-800m catchments of activity centre.

Submissions to the draft plan raised concern with higher densities (35 dw/ha) beyond the 800m catchment form the proposed neighbourhood activity centre (NAC).

Submissions have called for:

- changes to 'substantial change' area and 'central urban' housing typology to all land within 800m of activity centre/station.
- removal of permissions for small lot subdivisions in 'central urban' that could undermine density targets.

Density targets are also not supported because the proposed densities are untested in the current housing market in Gisborne in terms of feasibility/ viability, and that densities do not meet the typical targets for walkable catchments.

It is submitted that medium density housing is 'limited' to 400-800m catchments and restricted to the areas covered by DDO17.

The density targets adopted by the draft GFSP are significantly more ambitious than those applied for the purposes of PSP planning in metropolitan Melbourne and are also applied to a wider 800m catchment.

#### Response

The rationale around distribution of housing densities in the August 2023 Structure Plan was to provide a lower density interface to rural conservation zoned land while also seeking to be efficient with available land that is also constrained by landscape and environmental values, existing land uses and the train line.

The plan is also seeking to avoid sprawling, low density housing development that is car-dependent and unlikely to deliver the population required to support NAC viability and social infrastructure.

The plans are proposing greenfield expansion in a manner that avoids some of the key challenges of sprawl by promoting viable and efficient catchments for new infrastructure and service delivery, a reduction in car dependency, quality open spaces with linear connections and more diverse housing.

#### Gisborne's 'medium density preferred' area

The existing township structure plan (from the 2009 ODP) nominates a 'preferred medium density area' around the Gisborne town centre, as represented through DDO17.

The ODP speaks to 'encouraging' higher density in these locations but does not 'prohibit' it or 'limit' it elsewhere therefore has not been considered as a limitation to the incremental development potential a site.

The local policy doesn't have the statutory weight to prohibit incremental change when considered against the various objectives and strategies set out in the scheme, as has been the findings of a number of VCAT decisions.

#### **VPA Guidelines**

A review of VPA guidelines has found that the underlying purpose of the 400-800m benchmark is to ensure that higher densities are provided within this catchment of activity centre so that densities are viable enough to support them. They do not prohibit or exclude higher densities outside these areas, rather note that density targets may be more nuanced to provide greater diversity of housing outcomes such as opportunities for higher densities within immediate catchment of activity centres or on strategic sites.

### Clause 56-04-1 Lot diversity and distribution objectives

This clause sets out that lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for residential buildings and retirement villages should be located in and within 400 metres street walking distance of an activity centre.

Clause 56 is an assessment tool relating to subdivision and does not provide the policy setting for determining where housing should go.

It is prefaced that subdivision should implement any relevant housing strategy, plan or policy set out in the scheme and that lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area.

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Figure 2. 2023 Draft New Gisborne Framework

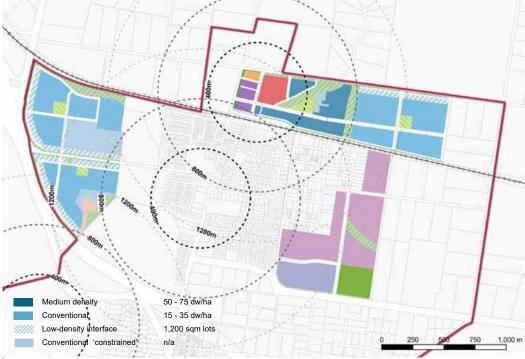


Figure 3. 2024 Revised Draft New Gisborne Framework

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### Structure plan changes

The revised structure plan now includes a range of densities rather than minimum density targets.

In testing these two 'ranges' were applied that seek to both reduce densities outside the 800m catchments of activity centres while still achieving the optimal catchment for a NAC and meeting the medium-term forecasts for the town. Even though the 'range' of densities includes a higher number of 75 dw/ha near the NAC, overall the population that is expected to be homed in these areas has reduced from the 2023 draft of the plan. The revised draft structure plan also identifies additional housing opportunity sites and puts a number on potential take-up of infill capacity to consider the longer-term/higher population

Other changes to the plan with regards to densities and future character which respond to feedback have included:

- a reduction in preferred building heights from 4 storevs to 3
- further detail on streetscapes and upper level setbacks in the activity centre to mitigate scale and maintain view lines to the ranges
- inclusion of a future design response to the railway corridor.

The plan now also includes 'future character statements' for the activity centre, housing precincts and the business park.

### Impacts on RCZ land north of Hamilton Road

Landowners in the Rural Conservation Zone (RCZ) to the north of Hamilton Road have submitted about the impacts on conservation values and the loss of 'country' amenity associated with additional traffic and urban development.

Submissions highlight that landowners have made significant investment in their properties without anticipating the proposed level of change. There is concern about loss of property value without any of the windfall or benefits that landowners to the south will receive.

Another concern raised is drainage and increased flows towards in the Riddells Creek catchment. There have been calls to allow for further subdivision of RCZ land to properly plan for waterway reserves and drainage infrastructure resulting from the development to the south.

#### Response

The protected settlement boundary is proposed to protect rural conservation land and views to the north of Hamilton Road. Several measures have been put in place to respond to respond to the character and amenity of land to the north:

- Higher density and commercial development to be focussed primarily on existing industrial zoned land and areas opposite the sports precinct and school that have a less sensitive interface.
- Landscape buffers provided to Hamilton Road to retain and strengthen roadsides with conservation values, and provides a visual buffer to the south.
- Open space and drainage to be located along Hamilton Road, providing further setbacks to development areas and providing landscape connectivity.
- Low density interface (approx. 1,200m sqm lots) with generous setbacks and service road access east of the open space corridors.

In terms of drainage and impacts on waterways to the north, the planning scheme requires that all stormwater flows are to be retained to predevelopment levels within the development area. Detailed storm water management strategy and drainage design to be resolved as part of development plan preparation.

The structure plan includes requirements for integrated water management plans, water sensitive urban design and well-designed open spaces to enhance environmental and liveability outcomes.

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### Review of housing framework

The Department of Transport and Planning (DTP) provided feedback that not all of the 'minimal change areas' meet the criteria set out in Planning Practice Note 90 (PPN90).

Other feedback included to:

- provide a residential development framework plan that overlaps housing change areas with neighbourhood character types
- include brief description of each type and preferred future character
- provide a housing capacity analysis to inform the infill to greenfield ratio in housing supply.

Other submissions have asked to tighten up some of the language – the term 'semi-rural' has been used for low density and rural living areas (character area) and also for the 'semi-rural interface' in growth areas along entrance roads. The similarity of terms is confusing when the outcomes sought are different.

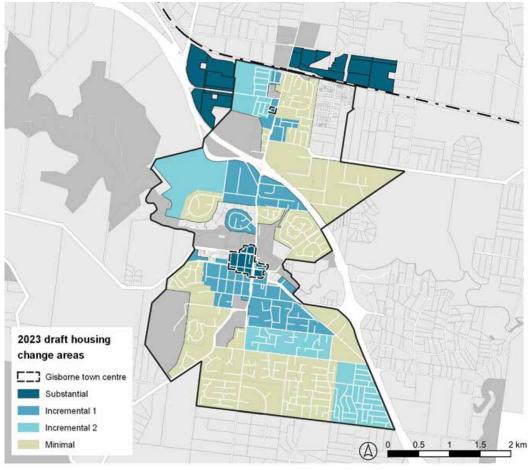


Figure 4. 2023 draft housing change areas

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### Response

A revised housing framework has been prepared in response to submissions.

The 2024 change areas have been updated to better align with the criteria set out in PPN90. Key changes include:

- identification of lots on edges, interfaces and visually significant landscapes as 'minimal change'
- only applying minimal change to areas where the planning scheme specifically restricts further subdivision
- applying incremental change to any area with further capacity for subdivision (including LDRZ)
- identifying areas of substantial change around all activity centres to promote increased densities and housing diversity

Further detail on the assessment is provided in the revised Gisborne Futures Housing Framework (2024).

The Housing Framework also includes:

- population and background data (updated with latest census data and forecasts where relevant)
- an updated estimate of housing supply
- · housing constraints and opportunities
- housing capacity analysis
- housing change areas, character types and future character precincts.

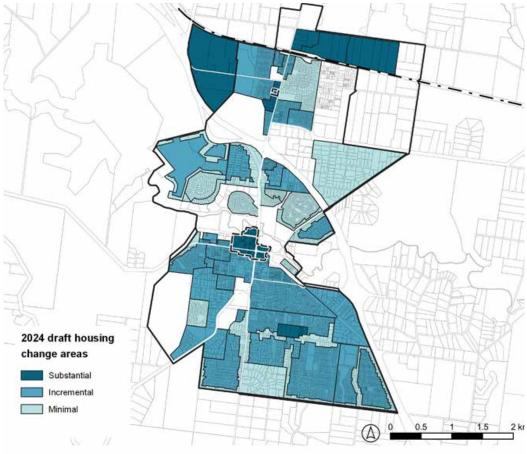


Figure 5. 2024 draft housing change areas

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### Land supply and demand

Questions are raised about land/housing demand methodology and the points are raised that land is being consumed at a much faster rate than previously estimated and that this will be subject to scrutiny at Panel.

Submissions have also raised that the housing data is outdated, and that the strategy relies on reports prepared before the pandemic.

Submissions have also identified that Gisborne's housing supply comprising mostly of expensive houses on large lots has contributed to slow demand rates because they are not affordable to the average household, and that there is latent demand for smaller lot, higher density dwellings in the town.

The development of moderate density, more affordable dwellings may induce a level of demand transfer and latent demand absorption, resulting in greater than expected levels of dwelling growth in the township.

On the other hand, submissions have also raised that proposed densities are untested in the current housing market in Gisborne in terms of feasibility/viability and that newer development areas are creating housing choice and diversity by offering a variety of lot sizes, but none are of the density proposed in the structure plan.

### Response

A range of population and residential land demand scenarios have been used to ensure the plan meets short to medium term growth projections. The scenarios based approach allows for a degree of flexibility to accommodate uncertainties associated with longer-term forecasts.

The Residential Land Demand and Supply Assessment (RLDSA) from 2020 pre-dates the pandemic which saw a significant shift how people lived and worked, including increased demand for regional housing that coincided with the flexibility for many to work from home. For this reason, the RLDSA is used as a baseline for the low growth scenario.

DTP's Urban Development Program provided a greenfield land supply update that noted a significant spike in dwelling approvals, many of which were a result of a number of housing projects that were held up in planning stages coming online. The demand rate provided by the UDP was much higher than UE's previous estimate and has been used for the medium and high growth scenarios.

Urban Enterprise was engaged to prepare an update of economic and employment analysis for the Gisborne township undertaken in 2018 and 2020 to inform the preparation of the structure plan.

This update provides more recent data, incorporating the outcomes of the 2021 Census, recent updates to the Forecast.id population projections (available at the time) and considers the implications of the COVID pandemic for the Gisborne area in relation to economic activity, population and housing.

The annual average growth rate for the Gisborne SA2 in the State government's Victoria in Future 2023 (VIF23) forecasts between 2023 and 2036 is projected to be around 1.7% per annum.

The structure plan has used an annual average growth rate of 2.3% from Forecast.id projections as at time of preparation VIF23 had not been released and VIF19 pre-dated the pandemic.

These datasets and projections are always being updated and shifting. In another couple of years there will be another census and a fresh data set to work with, but this does not necessarily mean that every planning document prepared prior to this time is invalid.

For this reason monitoring and review of the structure plan will be necessary, and the plan may be revised when it is no longer fit for purpose.

The case for more diverse housing and greater housing densities is outlined in other sections of this report and the housing framework paper.

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### Town centre and growth fronts on Saunders Road

Submissions call for a re-focus of the town centre and residential growth fronts on Saunders Road, arguing that Saunders Road has access to the state arterial and is better located to accommodate higher traffic flows than area to the north that are constrained by the railway line.

A number of landowners do not support industrial or commercial zoning and submissions raise issues with the uncertainty about future land use conflicts and lack of interface planning.

There is a call to locate the NAC on Saunders Road and support this with an urban residential zoning that can be better designed to provide a more transitional urban form that is 'in keeping' with local character.

A petition was received from collective of landowners in Area 1 seeking future residential zoning. The petition outlined they do not support industrial or commercial zoning in the precinct.

The appropriateness of industrial zoning next to existing and potential residential uses has also been raised.

### Response

The location of the activity centre in proximity to station, sports precinct and existing schools is considered to be preferable to the edge of business park on Saunders Road. Establishment of businesses such as trade supplies would be appropriate to the business park where similar types of businesses could co-locate, leaving the NAC for a 'finer-grain' type of development that supports the social and community focus of the precinct.

This aligns with state policy re: locating activity centres at stations and near existing infrastructure (eg - schools and sports precinct) to leverage access to these.

In terms of township growth staging priorities:

- Residential development to the east would require another activity centre to deliver a sustainable, walkable community which would compete with establishment of a 'town centre' near the train station.
- If developed at proposed densities, the other growth areas should provide 30 years of land/ housing supply therefore it is not required to bring this area online.
- Too many growth fronts would require simultaneous infrastructure delivery and increased resource capacity.
- This area is left open to avoid land locking the business park, and to allow for longer term expansion of the business park beyond the horizon of the plan.
- The industrial expansion area is to be rezoned to Industrial 3 Zone (IN3Z) to provide a more sensitive interface with residential land and to buffer it from the existing Industrial 1 Zone.

### Alternative locations for growth

There were 44 submissions (34%) that do notsupport the plan because they would like to see growth elsewhere, including Glen Junor (22), south of Brooking Road (10), Saunders Road (4) or in other locations (8 different sites) including:

- Investigation Area 4 (Hamilton Road)
- 86 Brooking Road
- 96 Barringo Road
- 219 Hamilton Road
- 101A Melton Road
- 131 Governs Lane

#### Glen Junor

The Glen Junor master plan envisions approximately 1,500 dwellings on current rural living zoned land between Gisborne and Riddells Creek. The developer team have undertaking substantial marketing of the concept and provided numerous background documents to support it's inclusion.

Submissions in support of Glen Junor generally undermine the structure plan and promote Glen Junor as an alternative outcome.

- higher density housing not supported on character grounds, and it will lead to congestion and the need to duplicate Station Road
- plan doesn't address demand for school facilities and lacks 'community outcomes'
- 2020 consultation included strong community support for Glen Junor.

Reasoning for supporting Glen Junor include:

- promise of affordable housing
- community facilities including a community garden and new school.

A key aspect of Glen Junor's submission is an assessment of the 'multi criteria analysis' (MCA) that was used to determine township expansion investigation areas in the Phase 3 Consultation Report. This assessment finds that Council's MCA included calculation errors, inconsistencies, and duplications.

### Response

The Township Boundary Investigation Areas analysis in the Phase 3 Consultation Report was prepared to broadly provide response to numerous requests for inclusion in the township boundary following consultation in 2020.

The inclusion and exclusion of Glen Junor in the township boundary has been influenced by a number of Council resolutions. At the Scheduled Council Meeting on 24 August 2022 it was resolved that Council endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included.

The MCA review has rightly identified a number of instances where there are inconsistencies, miscalculations and incorrect scoring. In reviewing the submission these errors have been cross-checked and the scores and calculations adjusted accordingly.

Council does not agree with all the assertions provided in the MCA assessment, but where there have been obvious miscalculations and errors these have been resolved. A summary of these includes:

- Two columns of numbers incorrectly calculated on (Areas 3 and 7)
- Criterion 2 (Adjacent to township boundary):
  - the allocation of a '1' score to Investigation Area 3 where it does not abut the existing town boundary has been revised to '0'
  - Area 5 was originally given a score of 0.5 for being adjacent to the township boundary, when this should be 1 given it directly abuts the boundary.
- Criterion 8 (Maintaining a Rural Break Between Settlements) the score for Area 5 has been revised from 0.5 to 0 as the visual impact of development along this edge will erode the 'rural break' between Gisborne and Macedon/Woodend.
- The summary table incorrectly assigns Area 4 a 1 for cultural heritage when this should be 0.5 (as per the site assessment).

These scores have been revised and the results do not change the outcomes of the original assessment with Investigation Areas 1,2, 3, 4 and 5 all scoring the highest.

Refer to Council response and updates to assessment tables and detailed response in Appendix 2. Further critique of the methodology and scoring may be referred to a future panel process.

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### Requests for changes to planning controls

A number of requests for site-specific changes to planning controls to allow for further development or subdivision within the township boundary. These largely come from landowners seeking to increase the subdivision potential of their property:

- Magnet Hill from Rural Living to Low Density Residential
- opportunity for infill housing at Frith Road (on RCZ land)
- questions around the validity of retaining rural conservation zone and rural living zone land within the town boundary
- changes to DPO4 to allow further subdivision of large lots on the south side of Wallaby Run
- Macedon House site (1 Kilmore Road) to GRZ to allow for additional housing and fund restoration of the heritage building
- lifting of DDO controls and allow further subdivision of properties on Emmaline Drive.

Landowners to the south of Brooking Road and in other RLZ areas submit that large minimum lot sizes (eg 40ha) have been applied to their properties to prevent land fragmentation and to 'safeguard' these for future urban development. Once the protected settlement boundary is in place further subdivision of these sites should be permitted.

### Response

Commonly submissions seek modification to planning controls that provide protections for significant landscapes and visually sensitive landscapes, such as Magnet Hill, the Jacksons Creek valley and escarpment and Mount Gisborne.

The structure plan has specifically avoided sites that may compromise the landscape values of these features and the RCZ and RLZ have been retained in the township boundary.

The purpose of the RLZ includes to provide for residential use in a rural environment and to protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.

The purpose of the RCZ4 is to protect the character and landscape of the Gisborne escarpment.

Council considers the ongoing use of these zones as appropriate as they recognise the underlying landscape values and provide subdivision controls to manage these.

The removal of any controls in the future would likely be subject to request for a privately-sponsored planning scheme amendment that is initiated at the request of an applicant or landowner. These are applicable to individual parcels of land where the landowner is the main beneficiary.

Privately-sponsored planning scheme amendments are usually only considered by Council when there is a demonstrated community benefit and achievement and alignment with existing planning policy direction. Council is not obliged to process a private sponsored amendment.

It is up to applicants to demonstrate why Council should accept an outcome that does not align with existing policy, particularly with regards to protections of rural and urban breaks that maintain separation between townships, protection of key views and visually sensitive landscapes.

Council's In the Rural Living Zone Strategy (IRLZS, 2015) provides the strategic direction for rural living land in the shire. The strategy recognises that larger rural living lots on the outskirts of some towns in the Shire provide a natural location for longer-term township expansion and recommended retention of large minimum lot sizes to prevent land fragmentation that could make future township expansion difficult.

The IRLZS includes a process for monitoring and review of the strategy, including updates to the supply and demand of rural living land. Any changes to the RLZ would be subject to future review of either this strategy of the or the Rural Land Use Strategy.

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### Upgrades to properties in the Low Density Residential Zone

The Low Density Residential Zone is applied to areas that have an established low density residential nature that are often constrained due to landscape sensitivity, native flora and fauna, topography, and limited urban infrastructure. This zone recognises the servicing and environmental constraints of the land with a 2,000 sqm minimum applied to lots with a sewerage connection, and 4,000 sqm minimum for lots that do not.

There have been requests seeking that Council or the relevant water authority provide a sewerage connection to these properties.

#### Response

Council is not a provider of sewerage connections and land owners must maintain their systems. Any new connections would be subject to water authority approval.

This would be subject to Council and water authority approval and a Special Charge Scheme would likely be applicable to the beneficiary properties.

### Retirement villages and aged care facilities

The plans need to provide more specific comment on residential villages, retirement villages, and aged care facilities, and recognise that these are an important part of the residential housing market.

Two submissions were made specifically seeking to facilitate these in the proposed growth areas.

### Response

The Community Infrastructure Assessment (SGS, 2023) notes that the two existing aged care facilities will be joined by an additional five aged care and/ or retirement facilities that are at various stages of planning or development. If these are all developed the supply of residential aged care will be in surplus, providing an additional range of options for residents in the short to long term.

Retirement villages or residential aged care facilities should be located in close proximity to the town centre, the civic/health precinct or within a comfortable walking distance of activity centres and avoid places vulnerable to bushfire or other environmental risks. These should have direct access to services and facilities thorough the shared path network.

This direction is provided in the community infrastructure section of the plan.

Any application for aged care, retirement villages or similar proposals within the growth areas would be subject to assessment against the planning scheme following implementation of the structure plan.



### 2.2. Movement and transport

### Traffic and congestion

Traffic and congestion is primary concern from residents in New Gisborne and for those in support of Glen Junor.

Submissions raise that they don't think people will actually walk or cycle, and that increasing densities in an area constrained by the train line will cause unacceptable congestion, particularly around school pick up/drop off times and during sporting events. Others state that people won't walk, and replacing trips with active transport is unrealistic because:

- the weather is not always favourable for walking/cycling
- people will not walk while carrying the weekly shopping
- the NAC will not have a full range of shops and services and residents will still need to drive into the Gisborne town centre.

Concerns have been raised about safety of pedestrians and cyclists due to increased traffic volumes and the number of large truck movements that would be required to service the activity centre.

In contrast to these concerns, some submissions are highly supportive of a compact urban form that provides shops and jobs within walking distance of homes and public transport and recognise the merit of providing safer active transport routes through the wider boulevards and upgrading Hamilton Road as the primary route for traffic.

### Response

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

This type of congestion is common everywhere and is particularly symptomatic of car dependent communities.

Early assumptions about growth in New Gisborne were modelled in 2020 (including access to the sports precinct) and did not anticipate that the network would operate at an unacceptable capacity (Cardno, 2020). Recommendations from this work included to:

- upgrade the Hamilton Road / Barringo Road intersection to a roundabout, increasing capacity and improving safety at the intersection (upgrade underway, 2024)
- promote access to the Calder Freeway via Mount Macedon Road, and improve safety at the Hamilton Road / Mt Macedon Road intersection
- promote alternative access into Gisborne town centre via Pierce Road, Payne Road, and Kilmore Road, to help ease demand on Station Road
- upgrade Hamilton Road, providing appropriate access intersections into the growth area and Sports precinct.

Further traffic modelling will be required at the development plan preparation stage when volumes are more defined to determine future infrastructure requirements.

The level of growth and frequency of train services would not trigger the need for a grade separation at the train station.

A subsequent review of the traffic work found that assumptions were based on low-density residential development 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 (Movement and Place, 2023).

Movement and transport recommendations include the need to provide a more sustainable active and public transport network, support viability of activity centres and encourage an urban form that facilitates walking and cycling as an alternative to private car use.

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### Structure plan response

The recommendations from both pieces of work are reflected in the structure plan for New Gisborne:

- Vehicle access be managed by maintaining the main entrance roads (Ferrier, Barringo and Hamilton Roads) as primary roads for vehicle movement and setting back new development via service or local street access with landscaped edges to avoid conflict with driveways and active transport infrastructure.
- Internal streets are to prioritise safe walking and cycling infrastructure, as well as trees for additional amenity to create a safe and attractive active transport network.
- A primary objective of the structure plan is to facilitate an activity centre in New Gisborne that aligns to 'living local' principles which seek to create a connected community. A connected community will have most if not all the infrastructure, community services, shopping, parks, schools, social spaces and access to public and active transport options, exist within a short walk from homes. While this doesn't mean that cars won't be used, the aim is to provide a structure that provides an alternative to driving for every trip.

Future precinct design will require preparation of transport strategies and design of movement/ access infrastructure to support new development and provide a safe and connected urban structure for the new community.

### Major road projects: duplication of Station Road and western bypass

Submissions raise that Station Road does not have capacity and that road widening/duplication will be inevitable.

There are submissions seeking to focus growth at Glen Junor and use Kilmore Road as an alternative to Station Road to access the town centre. These topics were the subject of an article published in the Herald Sun which triggered seven submissions objecting to the loss of trees.

A number of submissions raise the loss of opportunity for the western bypass road and submit that this project is a necessity.

One submission raises that the loss of the bypass opportunity is symptomatic of Council's inability to plan for a longer term view, and that planning for Gisborne is beyond the resources of Council and should be state led.

Another submission is concerned that the data used to inform the traffic impact assessment is outdated, and the traffic modelling was prepared prior to the pandemic and does not reflect changes to travel patterns associated with more flexible working opportunities.

### Response

Discussions with DTP through the scoping of the Structure Plan revision have also raised that the traffic model did not account for working from home patterns. Post-pandemic traffic counts have shown that traffic volumes have not returned to prepandemic levels.

The recommendations in the 2020 Structure Plan that relied on the modelling were primarily connected to the need for a bypass road. The traffic modelling exercise provided Council with a tool to consider the future need for this road and possibly future-proof for a potential alignment. A bypass was tested and found to be expensive and difficult to achieve due to complex topography, landscape and environmental values, and future development at Ross Watt Road.

Many of the other infrastructure upgrades have been identified in other sources such as existing movement network studies for Gisborne and more detailed work that has informed development plans and larger subdivision permit applications.

The opportunity for a bypass road through the Ross Watt Road development plan site is no longer available and there was strong opposition from the community during Phase 3 consultation in 2020. Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver and it is not currently considered to be a priority to pursue.

Council shares community concerns about the impacts of duplication on the boulevard character of Station Road and loss of significant street trees.

The duplication of Station Road was tested as an alternative to the western bypass. The duplication project would temporarily improve the flow of traffic along the Station Road arterial between Robertson Street and the Calder Freeway, however the project would also result in loss of the significant trees that line the road, and cause bottlenecks elsewhere. The duplication of Station Road is not currently supported by Council, consistent with a decision to rescind support for the design in 2017.

Discussions with DTP's transport planning department (October 2023) have indicated that major upgrades to Station Road would only be considered if it is a multimodal active/public transport upgrade on a corridor level rather than just to resolve traffic congestion.

This is reflected in objectives, strategies and actions relating to tree protection on p.53 of the structure plan, and on p.62 the strategy to seek to protect and enhance significant avenue trees (related to the road network).

Council issued a media statement in response to the Herald Sun article on 17 November 2023.

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### Active and public transport

Submissions have raised that:

- the weather in Gisborne is not always conducive to active transport and people will use their cars anyway
- no one is going to want to carry their weekly shop on a bicycle.

One submission states that VLine services are currently at capacity, people will drive anyway because they will not be able to get seats.

One submission advocates for school bus services and ensure stops are provided in key locations.

There is also concern with 3m concrete shared footpaths and how this impacts 'semi-rural' character.

#### Response

#### Active transport

People will still use their cars in New Gisborne. The plans seeks to encourage a mode-shift towards taking a higher number of active or public transport trips for short trips from home. Cars will always be used if the residential catchment is designed to be dependent on them. Not every trip made by car is to do the weekly shop. Access to schools, sports, the station and other shops and services etc can also made by alternative transport modes.

While car use will naturally increase in times of inclement weather, the structure plan is seeking to provide for a community that is not entirely dependent on the car for other everyday trips. Currently, the low-density nature of development means that this is the only option with no other alternative available.

#### **Footpaths**

The structure plan provides an indicative shared path network and seeks to achieve a connected recreational 'loop' around the town, as well as connecting into the strategic cycling corridor and providing active transport links to primary pedestrian anchors (schools, shops, public facilities, community facilities and open spaces etc).

It does not detail every footpath or missing connection in the township. This level of detail and construction priority is set through the Shire-wide footpath plan. The Structure Plan will be used as a reference document that will provide input into future capital works programs and inform detailed planning processes (such as development plans).

#### **Public transport**

State transport plans recognise that growing regions across Victoria increasingly require better and more efficient commuter rail services to connect them with employment, education and commercial hubs.

Planning documents such as structure plans are critical for State transport departments and operators to use to plan ahead for future services.

School bus services are primarily the responsibility of the Department of Education and Training (DET). The DET oversees and funds the School Bus Program, which is designed to ensure that students who reside in rural and regional areas have access to safe and reliable transportation to and from school. The program is managed in partnership with local bus operators and school communities to cater to the specific needs of students.

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### 2.3. Landscape and environment

#### Bushfire

Bushfire is raised by the community as a key risk with concern about the capacity of roads to be able to manage traffic volumes in the case of an evacuation. Preferences have been raised for development to occur south of the train line, along Saunders Road to better respond to this risk.

Exclusion of the western edge of Area 5 (Ferrier Road) has been disputed in submissions on behalf of these landowners. Discussions with the CFA and a submission from the Department of Transport and Planning (DTP) have also raised some key points relating to future vegetation management and bushfire priorities to be considered.

Bushfire reports have been submitted that assess fire risk at a local (site) level and include design response to mitigate risks. Some have peer reviewed the strategic assessment report prepared by Terralogic to inform the plan.

The bushfire reports provided in submissions touch on the broader landscape risk but really drill down to how standards can be met or risks can be mitigated on a site level, as opposed to demonstrating how the growth areas have been determined at a township and broader regional scale.

### Response

The structure plan bushfire work has been reviewed and significantly more detail on bushfire risk, the preferred location for growth at the settlement scale, the design response development at the settlement boundary/bushfire interface and vegetation/landscape management have all been included in the plan.

Overall the review has found that while there are varying degrees of bushfire risk present, subject to the implementation of appropriate bushfire risk mitigation strategies, all investigation areas could be designed to create no net increase in risk.

The Terralogic bushfire report also states that proposed road network provides good access and egress options.

### Exclusion of western edge of Area 5 (Ferrier Road)

The western edge of Ferrier Road was excluded from the township boundary in the draft structure plan (August 2023) following advice provided by Terralogic that it should be avoided/assigned the lowest priority for development.

Ecology and Heritage Partners (EHP) provided an alternative assessment that submits that while the Victorian Fire Risk Register is a useful tool at a regional scale, it doesn't account for finer-scale features that contribute to the bushfire behaviour at the local level. From a bushfire risk perspective, the space within one kilometre of the study area to the north-west does include forested areas, however it also contains large areas of managed and unmanaged grassland and roads.

These factors would likely make it difficult for a fire to build momentum to the severity required to be a significant threat if a fire was to approach the study area from this direction.

The report notes that while the site could be impacted by a landscape scale bushfire from the north or southeast, the south-western boundary is buffered from a south-west approach by the Calder Freeway.

Thus, the immediate bushfire hazard is the grassland to the north and south-east and small area of bushland to the south.

The submission that accompanies the EHP report raises that:

- the nomination of the 'constrained by bushfire risk' area and subsequent lack of development has the effect of increasing the quantum bushfire risk, as the presence of grasslands creates a higher risk
- reduction of bushfire risk is better achieved through developing closer to the freeway and Ferrier Road on-ramps, as they act as a natural spatial buffer to the corresponding risk area across the Calder Freeway, and
- development can occur in ways which mitigate bushfire risk, such as implementing BAL requirements of setbacks and edge roads around the periphery of the site and introduction of a separation distance within lots if required in higher risk arosa.

Terralogic confirmed in a subsequent review of submissions received during Phase 4 consultation that the advice relating to higher risks on the western side of Areas 4 and 5 was relative to other parts of the investigation areas and the risks can be mitigated.

On this basis, the western edge of Area 5 has been included for development with requirements for an appropriate interface design in the final draft structure plan.

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### Open space

Submissions call for a review of the size, purpose, location and distribution of open space across proposed development areas.

Two submissions raise concern with the location of the community sports park on Saunders Road, and the width of the waterway corridors north of the railway line has also been questioned.

The role and function of open space, and how it is to be classified and managed from a bushfire risk perspective needs further work.

### Open space review

Open spaces have been nominated in the structure for higher-level land use planning purposes. The exact size and location of open spaces, including locations and functional requirements such as drainage, preservation of high-value trees and vegetation will be subject to further detailed design as part of development plan preparation for the precinct.

The GFSP is proposing a higher density of housing in and around the proposed New Gisborne NAC. As densities increase and private open space areas are reduced, provision of quality public open spaces become increasingly important.

The types of open spaces that will be required to support the precinct include:

- a 'community' level social recreation space of nearly 2ha adjacent to the NAC
- open space offsets of 30m are provided along existing waterways are nominated as a starting point in-line with Clause 12.03-1S with future outcomes subject to detailed design
- local parks of approximately 1ha within walkable catchments for residential areas
- landscape buffers and linear open spaces along edges and entrances to provide visual and landscape amenity, a transition to rural edges and active transport and recreation links
- community level sports park (4ha) on Saunders Road
- civic open space (eg town square/plazas) in the New Gisborne town centre.

### Location of potential sport park (Saunders Road)

The New Gisborne NAC will benefit from access to the new Regional Sports Precinct which is expected to only cater for current demand. It is not expected that this sports facility will address the needs of the growing population. Upgrades to existing sports fields can address future demand in the short-medium term.

A potential 'community' level sports park (4ha) with a full-sized oval on Saunders Road will provide capacity for future sporting needs as the community grows.

Because of the dispersed nature of the township and because sports clubs attract patrons from across the district and beyond, it is anticipated that many will drive (or be driven) to use the park. The location on Saunders Road is preferred because:

- it is adjacent to Saunders Road, an arterial road with good connections to the broader district
- it can provide a visual buffer to the business park expansion area and maintain views to the ranges
- it will provide a flexible interface for future, longerterm development of the Area 1 Investigation Area, potentially buffering sensitive uses from the business park and avoiding future land-use conflicts
- it will provide an open space interface for the Woiwurrung Cottage heritage site.

### Changes to the structure plan

Include notation that open spaces are nominal and subject to detailed precinct design

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#### Entrances

Submissions have raised concern with development along freeway from a visual and acoustic perspective, and raised that pastoral views from entrances should be protected.

One submission requests removal of 'visually sensitive' nomination on sites along the western side of Area 5 (Ferrier Road, adjacent to the Calder Freeway) and submits that landscape response can be tailored to accommodate growth without prohibiting development along the periphery.

One submission proposed an acoustic wall along the edge of the freeway that returns around the edge of the Marshlands Reserve.

#### Response

Visual amenity, landscape protection to edges and entrances and minimising visual impact of development on views from freeway has for a long time been part of the planning direction for Gisborne.

This includes the need to ensure more memorable arrival experiences are created through management of entry roads and to keep a sense of township containment in the valley, rather than introducing the township through a bleed of residential development across the landscape.

The Calder Corridor is nominated as having a 'significant sequence of views' in the SPP. To the north of Gisborne up to Woodend views are confined to the road corridor through embankments and vegetation. These open up in proximity to Gisborne where a series of views is available over open rural land, across the marshlands, to the Macedon Ranges, Magnet Hill and Mount Gisborne, and across the Jacksons Creek valley.

The western edge of Ferrier Road is correctly identified as being visually sensitive because a design response is required that ensures any new development is visually recessive in the broader landscape context. This may include landscape mounding for visual and acoustic amenity, large lot sizes to provide a semi-rural interface etc. It seeks to avoid inappropriate responses such as sheer sound walls.

This is reinforced through the structure plan which seeks to ensure that housing and development is visually recessive through landscaped mounding to the edge of the Calder Freeway.

This direction is consistent with treatment to edges and interfaces in the current ODP and is carried forward through the current plan. The same outcome is sought as found in Clause 15.01-1L (Urban design – Macedon Ranges) which seek to protect landscape values adjacent to the Calder Freeway through vegetation and mounding for noise attenuation, landscape buffers and screens.

#### Structure plan response

- Indicative landscape mounding to freeway.
- Shared path corridor adjacent to mounding to be publicly accessible and connect into the broader shared path and open space network, providing contribution for longer term recreational values.

#### Flora and fauna

Council's Biodiveristy Strategy (2018) identified 'biolinks' as landscapes across which there is increased tree and other native vegetation cover. They recognise the value of smaller bushland patches, remnant corridors particularly along waterways and road reserves, and scattered paddock trees, as habitat where some species can live and breed and as stepping stones across fragmented landscapes.

The structure plan strategy is to protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity.

A desktop review of the study area has identified areas with likely biodiversity and vegetation values and these have been accounted for in open space reserves, waterways, linear connections, patches of likely remnant vegetation and sites that are nominated as 'constrained' for future residential development (or subject to further detailed survey work).

Detailed flora and fauna surveys will be undertaken as part of any future development plan process.

Biolinks are to be accounted for once vegetation surveys have been undertaken during detailed planning of any greenfield development. Balance must be made in light of the CFA comments to ensure bushfire risk is not created through the biolinks.

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### 2.4. Community infrastructure

Submissions state that the structure plan does not provide meaningful community infrastructure or facilities and falls short in delivering on additional demand for school facilities.

A park near the town centre, community gardens and retirement villages close to the shops have all been suggested as improvements to the provision of community and social facilities.

#### Response

The structure plan identifies a new integrated community hub that can provide for a range of youth, family and elderly services along with community meeting spaces and arts/cultural facilities. This space is to be supported by a 'town square' or civic open space that extends opportunities for community gathering and events out into the streetscape. Adjacency to the regional sporting facilities, train station and existing primary schools along with access to shops and employment opportunities further enhances the focus of the activity centre as a community hub.

The structure plan nominates a new 'community park' for informal gathering and social recreation that is connected by waterway and landscape corridors, and leverages off the substantial facilities being delivered as part of the Regional Sports Precinct and the regional shared trail.

SGS Economics and Planning audited existing community facilities and projected future demand under a range of population scenarios for the Gisborne District. This work found that at a highergrowth scenario of 31,000 the current secondary college could be reaching capacity, but the additional demand could be accommodated via upgrades to the existing site rather than triggering the need for a new secondary school.

It did identify that if the medium to high growth scenarios were to be attained then another government primary school would potentially be required. Given the longer-term time-frames, it was recommended that the need for this be reassessed through ongoing monitoring of the structure plan implementation outcomes and future investigations with regards to the longer-term investigation areas.

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### 2.5. Activity centres

## Reference to Gisborne and New Gisborne as 'twin villages'

DTP have raised that referring to Gisborne and New Gisborne as 'villages' is a misrepresentation of what the plan is actually trying to achieve, and that focus on the town as a regional centre and gateway to the broader Loddon Mallee Precinct should be emphasised.

The community has also raised that Gisborne is no longer a 'village' and that the term is redundant given the development that has occurred since it was coined.

## New Gisborne Neighbourhood Activity Centre (NAC)

There are submissions in support of the NAC, with some residents looking forward to being able to walk to the shops, while others are concerned with the level of activity adjacent to rural zones, the traffic that it will generate and the capacity of the road network to accommodate this.

One submission in particular highlights the importance of publicly owned civic spaces and place making initiatives in the New Gisborne town centre so that it has a role as a community social space rather than just a shopping centre.

DTP have requested further explanation of why a new activity centre is needed at New Gisborne based on land supply/demand, with reference to size through sqm/floorspace requirements for the activity centres.

#### Response

The SPP glossary defines a village as "a settlement with a low population (less than 500)", which is also reflected how these settlements appear in the Macedon Ranges Settlement hierarchy. The Macquarie Dictionary defines a village as "a small assemblage of houses in a country district, larger than a hamlet and smaller than a town", and a "group of small, sometimes fashionable and exclusive shops, servicing a suburb."

Gisborne has traditionally been referred to as the 'village in the valley' which references containment of the town in the valley landscape, and the policy direction to keep the valley walls free of development to maintain this. "Village character' is a term that has been used frequently, however this is poorly defined in a sense of what it means and what it is trying to achieve.

As a regional centre with a population estimate of 27,000 to 31,000 people over the next 30 years, the vision should acknowledge the regional centre status of Gisborne and New Gisborne using appropriate terminology.

#### Response

Although the township has expanded to the south and to the north-west in New Gisborne, these areas do not currently have walkable access to convenience shopping, gathering points or services that can provide local destinations for the community.

- A NAC could provide retail (food and non-food), community services, cafés and restaurants, personal services, housing, local employment, office spaces, public spaces, healthcare and access to public transport, in addition to a supermarket.
- A smaller activity centre (convenience scale) would be less likely to provide a diversity of shops and services, which would mean a greater dependency on travelling to the Gisborne town centre (or elsewhere) to access these.
- Providing a diversity of shops, jobs and social opportunities will encourage pedestrian activity and vibrancy in streets as people move about to access a range of shops/services rather than just heading there for a single purpose.
- Delivery of the NAC would be less viable with less intensity (considering development costs including land, servicing and construction) and more traditional housing is more likely to result in a car dependent community.

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#### Activity centre hierarchy

DTP suggest retention of the word 'primary' for the Gisborne town centre, to align with terminology used in Clause 17.02-1L, and to refer to Gisborne and New Gisborne collectively as the 'regional centre'

Revisit activity centre hierarchy and terminology, define 'local' and 'neighbourhood' centres, refer to state policy for guidance.

#### Response

Plan Melbourne's activity centre hierarchy identifies metropolitan, major and neighbourhood activity centres.

A review of activity centre terminology used in other contexts has found that PSPs often use terms such as 'principal' or 'major' town centres, or 'local convenience' centres in the emerging metropolitan context. Hierarchies used by other councils often distinguish between 'neighbourhood' and 'local' in their activity centre plans.

Neighbourhood activity centres (NACs) commonly have a full line or medium sized supermarket, specialty shops (bakeries, greengrocer, pharmacy etc), personal services and hospitality businesses, while local activity centres (LACs) are more often clusters of around five to ten shops that perform a convenience role for a local catchment.

The terms have been loosely interchangeable in reference to Gisborne's proposed smaller activity centres. The ODP nominates these as 'local neighbourhood retail' and in New Gisborne a 'potential future mixed use precinct'. The New Gisborne Development Plan (2015) identifies the proposed activity centre on Station Road as a 'neighbourhood activity centre'.

The first draft of the Gisborne Futures Structure Plan (2020) used 'NACs' to align with Plan Melbourne terminology which uses metropolitan, major and neighbourhood activity centres.

The Phase 3 consultation outcomes included an action to provide further detail on the size and role of activity centres in response to submissions.

A task in the brief for Urban Enterprise's (UE) 2022 economic update was to outline the size and role of activity centres.

A retail demand model was used to capture current data and projections and inform the recommended scale and role of secondary activity centres in Gisborne.

UE's recommended activity centre hierarchy was used in the 2023 draft structure plan. This nominated the Gisborne town centre as a 'regional centre' and the future New Gisborne town centre as a 'neighbourhood' activity centre to provide retail, services and employment opportunities that support living local and 20-minute neighbourhood principles. The Station Road, Ross Watt Road and Willowbank Road activity centres are nominated for local convenience and community services as more substantial roles were not supportable in these locations.

In a submission to Phase 4 consultation DTP have recommended that the term 'primary' be used for the Gisborne town centre used to align with the recent PPF translation (C150macr, Clause 17.02-1L Business – Macedon Ranges) and that Gisborne and New Gisborne collectively be referred to as the 'regional centre' to align with the settlement hierarchy.

#### Changes to the structure plan

- Provide further detail on retail and commercial land supply and demand in structure plan.
- Refer to the Gisborne town centre as the 'primary activity centre' in the hierarchy to acknowledge the role of the town centre for the broader district.
- Retain the term 'neighbourhood' for the New Gisborne Activity Centre to acknowledge the range of shops and services envisioned to meet daily needs of residents.
- Continue to refer to 'local' activity centres for the convenience role they provide for the immediate catchment.

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#### Building heights - Activity centres

Planning Practice Note 60 (PPN60) details that mandatory height and setback controls will only be considered in 'exceptional circumstances', where they are absolutely necessary to achieve the built form objectives or outcomes identified within a comprehensive built form analysis. 'Exceptional circumstances' include sensitive coastal environments, significant landscape precincts, and significant heritage places, recognised sites of State significance, and helicopter and aeroplane flight paths.

Controls for built form and building heights to be explored through urban design frameworks for Gisborne and New Gisborne town centres.

The introduction of clear and enforceable urban design guidance for the town will allow for an increase in population and revitalisation of the town centre while still retaining key elements that define its character.

## Development opportunity sites (Gisborne town centre)

Most of the Gisborne Village car parks are privately owned and zoned Commercial 1. The plans are designed to provide built form guidance if the owners of this land wish to develop. Council does not have the ability to prevent the owners of the land lodging an application to develop, however is seeking to manage the built form outcomes through a schedule to the Design and Development Overlay.

Currently Gisborne does not have any enforceable built form controls or height limits.

Nomination of these areas identifies areas of potential C1Z land supply. This does not mean that capacity will eventuate in supply. Rather, nomination of these sites as potential development sites can provide a focus for developing built form controls to ensure that if a development application lands there is sufficient weight in the planning scheme to guide a built form and design outcome. It can also ensure that sites are not underdeveloped in order to meet future floorspace requirements without the need to provide new C1Z land on the periphery of the township in order to meet the objectives that seek to achieve a compact, walkable township.

#### Business park expansion

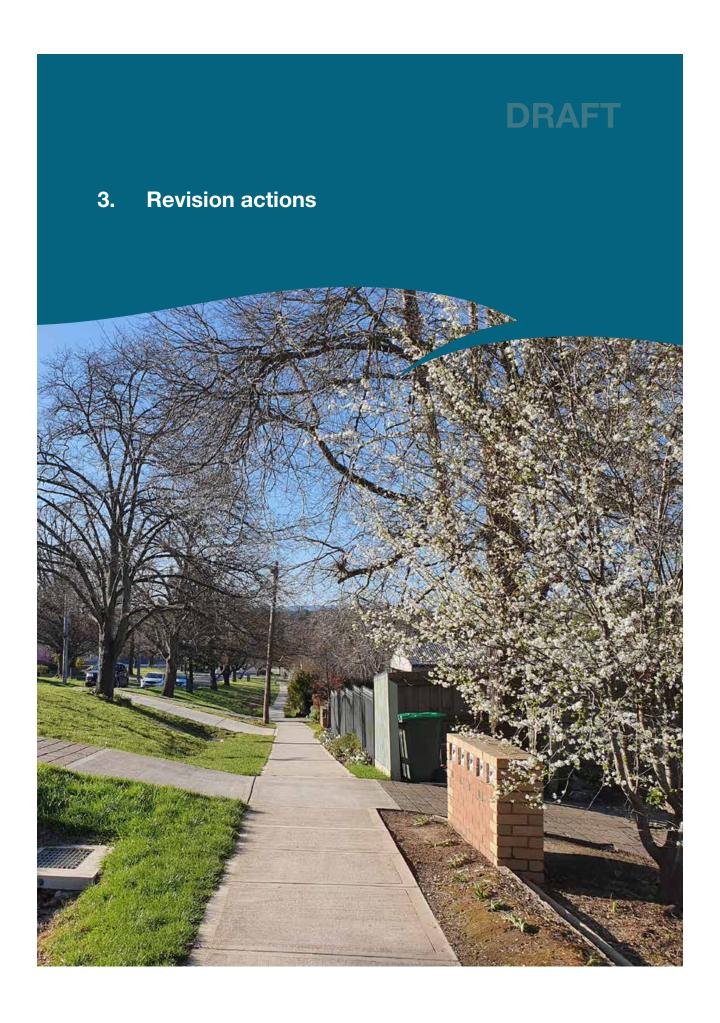
There is support for expansion of industrial and commercial land in the business park with submitters recognising the need for more employment land and hoping it will provide an opportunity for better delineation between residential and commercial/industrial areas.

One objection has been received from residents south of Saunders Road.

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Item PE.1 - Attachment 2



### 3.1. Structure plan revision

Submissions have raised points to be considered for a revised structure plan. Key pieces of work include:

- land budget
- · housing capacity analysis
- · review of housing change areas
- future character and design guidelines for growth areas
- bushfire analysis and response
- implementation plan.

A detailed summary of submissions and officer response is provided at Appendix 1.

Proposed changes to the structure plan are listed on Table 1 as follows.

Further critique of the structure plan and background work can be referred to a future planning panel process as necessary.

Change	Sub ref.
Project Stages	
Include urban design frameworks and neighbourhood character study on project stages diagram.	126.
Regional context	
Revise regional context section to acknowledge that Gisborne/New Gisborne is a regional centre within the Loddon Mallee South Region and highlight Gisborne's position as the gateway to RDV's innovation and employment corridor. Include new map.	5, 113.
Study area	
Include land size of township, dwelling density (existing) – link to land budget (see future urban structure).	113.
Housing and population snapshot	
Provide further discussion in report linking to population growth, land supply/demand (land budget) etc.	113,126.
Update forecast data using VIF2023.	

Change	Sub ref.
Vision	
Revise 'twin village' terminology: the vision doesn't align with definition of 'village' being a small rural settlement.	5, 113, 126.
Reference 'preserving rural character and rural setting surrounding the township' in vision.	
Protected settlement boundary	
Explain why the PSB has been located where it has for the whole of the regional centre (not just New Gisborne).	106, 113.
Respond to requests for inclusions in township boundary, assessment of investigation areas and alternative locations for NAC (Saunders Road).	
Future urban structure	
Prepare land budget.	9, 45, 53, 74, 75, 98,
Show existing land supply for residential, commercial and industrial – and show what is needed to accommodate population growth to 2050.	106, 113, 126.
Urban structure and open space review – consider layout in response to submissions that seek changes to densities and open space.	
Include western edge of Area 5 (Ferrier Road) subject to appropriate interface design guidelines that consider visual and acoutstic amenity and response to bushfire risk.	
Activity centres	
Revisit activity centre hierarchy and terminology, define 'local' and 'neighbourhood' centres, refer to state policy for guidance.	
Consider the scale of a convenience role for the Station Road LAC.	106, 113, 126.
Gisborne town centre	
Describe land uses in activity centre: are there any missing that should be provided or need relocating.	

Identify heritage buildings.

List strategic development sites and outline whether zoning change is needed.

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Change	Sub ref.	Change	Sub ref.
New Gisborne town centre		Housing framework: future character	
Provide further explanation on why a new activity centre is needed with reference to economic and employment analysis.	113. 45, 53, 54,	Provide further detail on preferred built form/ future character.	45, 53, 54, 55, 60, 89, 91, 95,
Housing framework: background	55, 89, 98, 106, 113, 126.	Review of road cross-sections – to form part of future character directions for growth areas (see also 2.2 Future urban structure).	106, 113, 126.
Provide summary of identified housing needs (other than more diverse and affordable).		Review interfaces with adjacent land uses  – consider potential conflicts and design responses.	
Housing capacity analysis.  Provide a ratio of housing infill vs. greenfield		Provide detail on bushfire interface response (refer also to 8.6).	
targets (eg – Plan Melbourne uses 70:30). Note higher housing densities around activity centre and railway station consistent with Clause 16.01-		Neighbourhood character	
18.		Include brief description of each type and preferred future character.	113.
Provide response to housing market demands and viability: look at policy drivers.		Economic and employment growth	
Summarise housing and employment survey results, include in background report.		Include reference to Gisborne's position within RDV's growth corridor, and reference future	5, 64.
Provide definition of densities envisioned in the plan.		precincts and partnerships programs for funding opportunities (see also 1.2 Regional context).	
Consider providing a range of densities rather than minimum density targets (test through		Gisborne business park	
urban structure review).		Provide greater detail on business park map including road names, access, indicative	80.
Policy direction for aged care, lifestyle villages, and retirement villages (see also: community infrastructure).		upgrades etc.  Provide options analysis on locations for	
Review interfaces with longer-term investigation		business park in background report.	
areas (esp. industrial/rural living interface).  Housing framework: structure plan		Aboriginal cultural heritage	
	10.110	Further investigation of the areas of Aboriginal cultural heritage sensitivity should be resolved as	5, 113.
Provide residential development framework plan that overlaps housing change area with neighbourhood character types.	10, 113, 126.	part of this structure plan process. Consult with DTP and RAP on the level of detail expected.	
Review housing change areas and make sure these are consistent with PPN90. Minimal		Expand on Aboriginal Cultural Heritage – strengthen/highlight the connection to country (intro section).	
change areas should be identified by physical constraints like flooding or bushfire risk or special characteristics like heritage.		Section 7.1: cultural values assessment - refer back to the cultural values assessment process -	
Review housing framework terminology (use of 'semi-rural' as an interface treatment and as a character area).		enhancing the profile of that work.	

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Change	Sub ref.
Landscape and environment	
Reference urban forest strategy as a priority action in Zero Net Emissions plan.	5, 113.
Include reference to storm events.	
Show areas with high biodiversity values.	
Provide further detail on how visually sensitive landscapes and views have influenced direction for Gisborne/New Gisborne.	
Open space	
Review open space locations, size and distribution in response to submissions.	45, 53, 74, 75, 106, 113, 119, 128.
Bushfire	
Review bushfire assessment and representation of bushfire direction in the Structure Plan.	9, 106, 113.
More detailed response required on landscape scale bushfire hazards and evidence on how risk has been used to determine growth areas (directing growth to areas of least risk).	
Detail required on open space and conservation areas and how vegetation will be managed to minimise bushfire risk.	
Further information on how the future settlement interface is designed to respond to bushfire, including access and egress.	
Movement and transport	
Re-order chapter structure (walking cycling > public transport > cars).	5, 56, 58, 113.

Change upgrade of Goode Street to 'connector' road, note need for upgrade to road edges.

Update background report to include movement and place classification and aspirations.

Amend chapter in response to DTP feedback (refer to Submission 5 and 113).

Provide next steps for community hub and community park, bring in opportunities for flagship/precinct development.

Develop criteria or policy for location and design of aged care, retirement villages and residential villages.

Community infrastructure

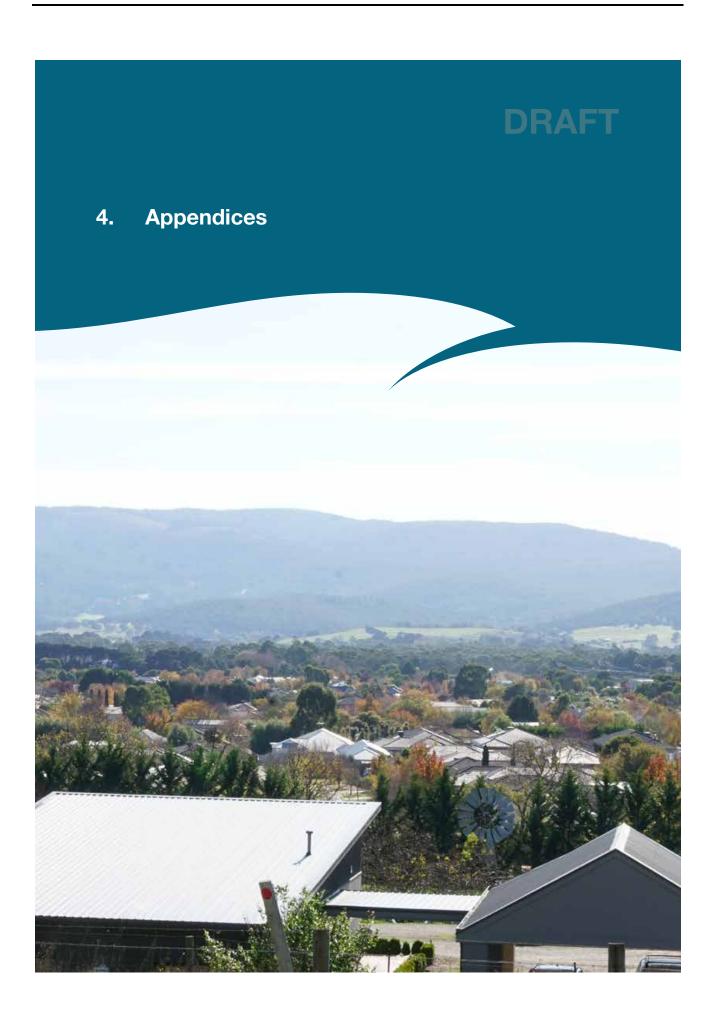
Change	Sub ref.
Utilities and sustainable development	
Review GWW recommendations for IWM in structure plan.	118.
Schedule meeting with GWW to discuss submission and inclusions in final draft.	
Include reference to GWW buffers and need for visual impact and cultural heritage assessments for future works on Magnet Hill.	
Implementation plan	
Outline planning scheme amendment documentation and process.	5, 45, 80, 106.
Provide staging plan outlining preferred sequencing of development.	
Delivery and integration of services: outline commitments of different departments and organisations.	
Provide section on monitoring and review with a structure for how implementation of the plan is to be reported back to Council.	

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5, 103, 113.

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# **Appendix 1: Submission summary and response**

### Submission 1

Theme	Summary	Response	Action
Business Park Investigation Area 1	Petition of 10 signatures in support of residential zoning in Investigation Area 1 (Township boundary options 1 and 2 in Phase 3 Consultation Report).	Area 1 remains the most logical location for expansion of business park with residential development directed to location closer to train, schools, future town centre, sports precinct etc.	
Township boundary	Do not support industrial or commercial zoning in the area.		

### Submission 2

Theme	Summary	Response	Action
Township boundary	Supports inclusion of property in township boundary	Noted	

#### Submission 3

Theme	Summary	Response	Action
Bypass road	road concern that Development Plan Road is no longer an available Application at 89 Ross Watt option.		
	Road will make it unviable.	Strong opposition from the community during Phase 3 consultation in 2020.	
	Queries what alternatives are being explored.		
		Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.	

**Gisborne Futures** Phase 4 consultation submission summary and response

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#### Submission 4

Theme	Summary	Response	Action
Township growth Economic development	Does not support growth.  Does not support economic development.  Concern that growth is	Noted. The structure plan is seeking to deliver growth that aligns with contemporary principles of sustainable development.	
Sustainable development	unsustainable, we are failing to control our waste and changing the climate.	·	

#### **Submission 5**

Submission 5			
Theme	Summary	Response	Action
Movement and transport	Submission of support from DTP Transport Strategy.	Noted.	
Activity centres	Support core focus on urban containment and 'buzzing' activity centres.		
Vision	"Twin village" concept – Gisborne / New Gisborne is more than a village, consider something more along the lines of 'twin regional town centres'.	Terminology to be revisited.	Revise 'twin village' concept.
Cultural heritage	Expand on <b>Aboriginal Cultural Heritage</b> – strengthen/highlight the connection to country (intro section).	Noted for revision/inclusion in structure plan.	Include DTP edits in revised structure plan.
	7.1 ACH - cultural values assessment - refer back to the cultural values assessment process - enhancing the profile of that work.		

Gisborne Futures Phase 4 consultation submission summary and response

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Add section before 1.5 to discuss sustainable precinct with high place value (New Gisb) - employment and residential focus - putting that up front and centre as a core objective for the plan.

## Economic development

Seek emphasis on Gisborne being the state gateway to the RDV corridor - and including actions that support the Regional precinct and partnership program with DTP/RDV. This will support funding opportunities to deliver aspects of the plan.

Noted for revision/inclusion in structure plan.

Strengthen emphasis on attracting an incubator/employment generator in the precinct context (hospital/TAFE/entertainment precinct).

p.24 Actions - put in **flagship precinct partnership** with regional housing projects, with national employment and cultural projects.

Mention the 1 billion dollar regional housing fund, providing opportunities to support that.

## Landscape and environment

Reference urban forest strategy as a priority action in Zero Net Emissions plan.

Consider reference to storm events.

Noted for revision/inclusion in structure plan.

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Movement and transport	Movement and transport section: reorder structure of doc to begin with active and public transport/pedestrians/universal access (wheelchairs) first and car/truck infrastructure further on so that it doesn't look like a carbased strategy	Noted for revision/inclusion in structure plan.	
	Strategic cycling corridor website – use the same colours for the SCC on walking cycling map		
	Include reference to micro- mobility - scooters, e-bikes		
Community infrastructure	Community infrastructure section – bring in opportunities for flagship/precinct development		
Implementation plan	Implementation plan required: including delivery and integration of services, ensure there is even distribution of commitments across the organisations, provide a structure for how it is to be reported back to Council, how DTP can assist to deliver on the actions.	Noted for revision/inclusion in structure plan.	Implementation plan.
	Appendix – include <b>Movement</b> and <b>Place</b>	M&P work to be integrated into Background Report.	Update background
	classifications/aspirations.	Action included in structure plan.	report to include M&P classification and aspirations.
	Duplication of Station Road: would only be considered it is a multi-modal active/public transport upgrade on a corridor level rather than just to resolve traffic congestion.	Noted.	

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#### Submission 6

Theme	Summary	Response	Action
Township boundary	General support for the plan. Supports rezoning of property on Hamilton Road.	Noted.	
Economic development Activity centres	Support for the new town centre in New Gisborne and location adjacent to train station.	Noted.	
Movement and transport	Raises the importance of good school bus services and requests that future bus stops are designed.	Beyond scope of structure plan.  Detailed design and advocacy for future planning.	Include advocacy actions for bus stops.

### Submission 7

Theme	Summary	Response	Action
Walking and cycling	Would like improved walking and cycling infrastructure around Gisborne Station.	Noted.	
Growth	Submits for denser housing.		
Housing framework	Believes Gisborne has huge potential for growth.		

### Submission 8

Theme	Summary	Response	Action
Business park Town entrance roads	Does not support business park expansion or commercial 2 zoning.  Correspondence regarding concern with real estate marketing land on Saunders Road as a potential industrial, commercial or retail site.	The area south of the existing business park has been earmarked for expansion for over 20 years and is nominated in the existing structure plan which is Council's adopted policy.  Existing and proposed policy provides guidance for considering the views and character of the entrance road,	

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Concern with loss of character to with regard given to the design township entrance road. and form of buildings and landscaping through measures such as siting, building heights and form, materials and colours

#### **Submission 9**

Theme	Summary	Response	Action
Township boundary Investigation Area 4	Seeks inclusion of property (Hamilton Road, west of Station Road) and Investigation Area 4 in protected settlement boundary.	Cultural heritage issues together with visually sensitive landscapes, the need to maintain separation between townships and bushfire risk challenge	
	Meets 20 minute neighbourhood principles, has no constraints for development.	development in the north-west.	
Bushfire assessment	Submits that representation of bushfire risk is inconsistent throughout the plan.	Landscape-scale bushfire risk assessment required.	Review bushfire assessment.
	Submits that bushfire risk is not a reason to exclude Area 4, quotes from Strategic Bushfire Report and states that the basis for exclusion of Area 4 based on an increased fire risk is not substantiated.		
Landscape and environment • views	Does not support nomination of significant views from train line and that maintaining views from the train line is not a credible argument to exclude the site.	Other aspects include maintaining separation between townships, flood and bushfire risk and cultural heritage sensitivity.	

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# Housing framework

Submits no justification has been provided to exclude the land on the basis of required land supply, and that the structure plan only considers a 15 year supply when the plan has a 30 year horizon.

New business growth in an expanded business park will means that past projections for housing will be underestimated, and there needs to be better alignment with Council's economic development strategy.

The Background Report outlines projected supply for 30 years.

Land budget and housing capacity analysis to be prepared for final version.

Land budget and housing capacity analysis.

#### **Submission 10**

Theme	Summary	Response	Action
Housing framework	Submission seeks rezoning of Magnet Hill to allow further subdivision of existing lots.	Magnet Hill identified as a significant landscape feature that features in a number of views and provides a 'rural break' between	
		Further subdivision and development on hill not supported.	
	Confusion with terminology in plan: use of 'semi-rural' applies as a character area, and as a growth area interface treatment.	Review housing framework terminology and provide distinction between terms.	Review housing framework terminology.

### Submission 11

Theme	Summary	Response	Action
Housing framework	Seeks rezoning of part of 8 Frith Road to provide infill housing opportunity. General support for the plan.	Inclusion of individual sites for rezoning would require further strategic justification to be considered within the scope of structure plan.	
		Would require a detailed planning application, potential	

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Section 96A permit/rezoning
application.

train line.

Does not support 4 storeys along Building heights revised to 3 storeys.

### **Submission 12**

Theme	Summary	Response	Action
Business park	Does not support location of proposed roundabout access to business park, concern that this would turn his driveway into a 'fourth leg'.	Site to be reviewed at detailed planning stage (development plan/PSP).	Consider at detailed planning stage.

#### **Submission 13**

Theme	Summary	Response	Action
Housing framework	Submissions generally supportive of the urban design direction/vision in the plans.	Support noted.	
	Highlights that there are many families doing it tough and supports social/affordable housing dotted throughout new housing, especially close to towns and train line.		
	Believes developments like the Nightingale should be strongly encouraged.		
New Gisborne town centre Open space	Highlights the importance of public civic space in New Gisborne and provides urban design principles to make it a successful space for the community.	Agree – review principles in development of urban design framework for the activity centre.	Consider as part of UDF.

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#### **Submission 14**

Theme	Summary	Response	Action
Township boundary  • South of Brooking	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
Road	Seeking to rezone properties from RLZ to LDRZ.	At the Scheduled Council Meeting held on 24 August 2022 it was resolved that Council endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included.	

#### **Submission 15**

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.  Seeking to rezone properties from RLZ to LDRZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

### **Submission 16**

Theme	Summary	Response	Action
Township boundary  South of Brooking	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
Road	Seeking to rezone properties from RLZ to LDRZ.		

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#### **Submission 17**

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.  Seeking to rezone properties from RLZ to LDRZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

### **Submission 18**

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Seeking to rezone property south of Brooking Road from RLZ to LDRZ.  Provide greater transition between conventional residential density and rural land.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

### **Submission 19**

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.  Seeking to rezone properties from RLZ to LDRZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 20**

Theme	Summary	Response	Action
Township boundary	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

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 South of Brooking Road Seeking to rezone properties from RLZ to LDRZ.

### **Submission 21**

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.  Seeking to rezone properties from RLZ to LDRZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

### Submission 22

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Submission notes lack of affordable housing in Gisborne, particularly for young people.  Supports residential developments that benefit the economy and allow young people to live in Macedon Ranges.	Support noted.	

#### Submission 23

Theme	Summary	Response	Action
Township boundary  • South of Brooking Road	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road. Seeking to rezone properties from RLZ to LDRZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

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#### **Submission 24**

Theme	Summary	Response	Action
Housing framework	Does not support the plan, states that Gisborne is now a 'twin Sunbury'.	Noted.	

#### **Submission 25**

Theme	Summary	Response	Action
Business park	General support for the plan. Supports business park expansion and Commercial 2 Zone on Saunders Road.	Support noted.	
Activity centres	Submission in support of NAC and having a local supermarket in walking distance.	Noted.	
Housing framework	Does not support 3 or 4 storey development as it is not in keeping with country feel.	Noted.	

### Submission 26

Theme	Summary	Response	Action
Township boundary  South of Brooking Road	Pro forma letter from eight separate landowners on McGeorge Road and Brooking Road.  Seeking to rezone properties from RLZ to LDRZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

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#### **Submission 26**

Theme	Summary	Response	Action
Township boundary	Does not support plan.  Submits that higher density housing belongs in metro areas.  Does not want further development until number of local jobs doubles.  Concerned with greenhouse gas emissions from commuting, also wants low density residential.	Noted. Refer to objectives related to sustainable development and economic and employment growth.	

### **Submission 28**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Seeks inclusion of Glen Junor in township boundary. Supports open spaces, school, promise of affordable housing.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 29**

Theme	Summary	Response	Action
Housing framework  • Glen Junor	Seeks inclusion of Glen Junor in township boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
Movement and transport	Multi-level apartments will lead to congestion.	Preliminary modelling shows roads will operate within capacity.  Plans promote walking/cycling.	
Community infrastructure	Current draft lacks community outcomes.  Plan doesn't address demand for school facilities.	CIA undertaken, no demand for additional government high school.  Structure plan includes provision for community hub and civic open space in New Gisborne.	

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There is solid community sentiment backing Glen Junor.

Noted.

### Submission 30

Theme	Summary	Response	Action
Housing framework • Glen Junor	Seeks inclusion of Glen Junor in township boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
	Does not support multi-storey housing.	Noted.	
Movement and transport	Glen Junor will build diverse housing without adding to Station Road congestion or need for duplication.	Glen Junor will deliver a lower density car-dependent community.	
		Note 3km distance from town centre, steep topography etc.	

#### **Submission 31**

Theme	Summary	Response	Action
Housing framework	Seeks inclusion of Glen Junor in township boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
Glen Junor	Finds it distressing that Glen Junor has not been included in township boundary.		
	Speaks on "behalf" of the Macedon Ranges community that they don't want apartment development.		
	Poor planning.		

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#### **Submission 32**

Theme	Summary	Response	Action
Data	Data used to inform plans is outdated (economic, employment and residential data).	Relevant data updated, see economic and employment memo and background report that refers to current census data and forecasts.	
Movement and transport	Conflict with recommendations of traffic modelling and indicated loss of trees on Station Road.	Report speaks to 'targeted widening'. Council does not currently support plans for duplication.	

#### **Submission 33**

Theme	Summary	Response	Action
Township boundary	Accepts that the town will expand.	Noted.	
	Does not support development north of railway line. Prefer expansion to east along Saunders Road.		
Housing framework	Supports smaller lots adjacent to town centre but would like larger lots (800sqm) outside proximate distance of a town centre.	Noted.	
	Large lots to western/freeway interface.		
Environment • trees	Prefer oak trees to eucalypts.	Both have their place depending on context.	
	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	

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## Movement and transport

Walking and cycling

Footpaths needed on Kilmore Road north and on LDRZ subdivision.

Note that footpaths are not an infrastructure standard in low density subdivisions. Footpaths are planned for in accordance with Council's Shire-wide Footpath Plan.

Walking and cycling maps in structure plan show indicative shared paths on Kilmore Road.

Streetscape and architecture of any new town centre to be sympathetic to town heritage.

Consideration for UDF.

Note for UDF.

#### **Submission 34**

Theme	Summary	Response	Action
Housing framework • Glen Junor	Does not support current draft - divisive politics, traffic, multi- storey development Supports Glen Junor.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 36**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Submits for Glen Junor to be included in the township boundary.  Sponsored 2020 petition.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
	Letter to the Hon. Sonya Kilkenny, Minister for Planning.		
	Seeking inclusion of Glen Junor in township boundary.		

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#### **Submission 37**

Theme	Summary	Response	Action
Housing framework	Concern with growth north of railway line, traffic increase and loss of Station Road streetscape, heritage homes and trees.	Noted.	
	Four storey housing not appropriate for rural setting, will	Building heights revised to 3 storeys.	
	bring social issues.	Premise that it will bring social issues not supported. Currently housing in Gisborne is only affordable to people in higher income brackets which locks out anyone on a low to middle income from housing opportunities.	
Movement and transport  Walking and excline	Does not believe people will walk to activity centre, it will increase traffic.  Make Ferrier Road one way and encourage school parents to access town centre via freeway.	The activity centre provides an alternative to walking. This is not an option for many residential areas currently.  Traffic review does not raise concerns that roads will be over	
cycling	access town centre via freeway.	capacity.	
	Construction amenity issues.	Temporary amenity impacts not a longer term planning consideration.	
		Amenity concerns can be addressed through permit conditions as part of the application process.	

### **Submission 38**

Theme	Summary	Response	Action
Housing framework	Shop top housing will increase traffic and congestion.	Refer State planning policy direction at Clause 11.03-1S:	
<ul> <li>Glen Junor</li> </ul>	Concern with increased traffic on Station Road / need for duplication.	Reduce the number of private motorised trips by concentrating activities that generate high	

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Previous feedback ignored.

Glen Junor will deliver school, shops, community amenities, open space, sustainable housing. numbers of (non-freight) trips in highly accessible activity centres.

Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and response to previous feedback.

#### **Submission 39**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Submits for Glen Junor to be included in the township boundary.  Structure plan does not align with a vision of sustainable development (due to traffic), prioritise the long-term benefits for our community or the environment	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 40**

Theme	Summary	Response	Action
Housing framework  • Glen Junor	Submits for Glen Junor to be included in the township boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and response to previous feedback.	
	Shop top housing will increase traffic and congestion.		
	Concern with increased traffic on Station Road / need for duplication.		
	Previous feedback ignored.		
	Glen Junor will deliver school, shops, community amenities, open space, sustainable housing.		

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#### **Submission 41**

Theme	Summary	Response	Action
Movement and transport	Concern with school traffic on Station Road and Ferrier Road. Advocates for traffic lights at corner of Ferrier Road.	Traffic lights at corner of Station Road and Ferrier Road have been identified as required infrastructure for a number of years (see 2016 Movement Network Study), and are included in the current developer contribution plan (2013) and as a future infrastructure item in the draft structure plan.	

### **Submission 42**

Theme	Summary	Response	Action
Housing framework	Westport Park Retirement Estate Pty Ltd ('Westport Park') in relation to land at 92 Ferrier Road, New Gisborne.	Noted.	
	General support for plan.		
	Highlights future need for aged care.		
	Seeks rezoning and Development Plan Overlay.		

### **Submission 43**

Theme	Summary	Response	Action
Housing framework	Does not support township growth, concern that plans are actively encouraging growth.	Noted.	
Growth Movement and	Does not support changes to Chessy Park controls or allowing infill.		
Activity centres	Does not agree that a new activity centre will ease congestion on Station Road, or that people will walk to it.		
Gisborne town centre	Does not support nomination of town centre car parks as		

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development sites, or loss of car parking.

### **Submission 44**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Support for Glen Junor.  Community support for Glen Junor not reflected in current plan, effort and feedback dismissed.  Optimistic that GJ will be	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and response to previous feedback.	
	including in plan.		

#### **Submission 45**

Theme	Summary	Response	Action
Housing framework	Submission on behalf of Payne Road Landowners Group (PRLOG): nominated as 'investigation areas' and retained as RLZ in the plan.	Noted.	
	Supportive of vision and guiding principles, not how they are realised in the plan.		
	Submits that RLZ is not appropriate zoning within the PSB, and highlights that there is no strategy for it and it will likely not be accepted through the amendment process.	This approach is consistent with other towns in the Macedon Ranges that have land for longer-term township growth within PSBs.  To be resolved at panel if necessary.	

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Questions land/housing demand methodology, submits that land is being consumed at a much faster rate than previously estimated and raises that this will be subject to scrutiny at panel. For this reason a range of demand scenarios have been considered, including Urban Enterprise work from 2020 and 2022 updates from DTP's Urban Development Program (UDP).

To be resolved at panel if necessary.

Raises that introducing high densities on sites adjacent to rural fields would not be considered 'in keeping' with local character, as per Plan Melbourne direction. It is acknowledged that a change in densities will introduce a new character. This is occurring in an area of minimal visual sensitivity.

Visually sensitive areas and those with a character to be preserved are identified in the draft structure plan.

The transition is too sharp and is untested in a market sense.

High density 'clusters' should be staged so that the future investment market is taken 'on a journey of expectations from current densities to higher densities over the next two decades'.

Noted. A staging plan for development can be prepared to provide clarity.

Look at market demands/development viability.

Provide staging plan.

Consider detailed response to market demands and viability.

Raises uncertainty regarding future land uses and lack of detail on the expanding business park interface with RLZ, including that permissible uses in IN3Z may conflict with the RLZ and undermine future residential zoning.

Supportive of additional investigation into potential landuse conflicts at interface of longer term investigating areas. Review interfaces with longer-term investigation areas.

Does not support isolated location of community sports park - the plan should include green linkages that link new residential development – including the high-density areas – to core open spaces.

Noted. To be considered as part of a review of open space.

Review open space locations, size and distribution.

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Submits for an urban residential zoning that provides certainty for landowners, strengthens the chances of a future PSA meeting ministerial tests for implementation, plans for better interfaces and connections etc.

Noted.

#### **Submission 46**

Theme	Summary	Response	Action
Township boundary	Seeks inclusion of property (Barringo Road) in township boundary.  Property neighbouring sports precinct, concern with amenity impacts of nearby development without being rezoned. Within proximity to activity centre, station.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

### **Submission 47**

Theme	Summary	Response	Action
Housing framework • Glen Junor	Support for Glen Junor.  Positive outcomes for youth, locally grown food, connection to landscape, social connections.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 48**

Theme	Summary	Response	Action
Township boundary	Submission of support from Seventh-day Adventist Church.	Noted.	

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#### **Submission 49**

	1 40		
Theme	Summary	Response	Action
Growth	Does not support plan.  Queries where NCS and UDF are.	Noted.	
	Submits destruction of Macedon Ranges, more in common with metro growth and 20 minute cities.		
	Too much growth.		

#### **Submission 50**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Support for Glen Junor.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 51**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Support for Glen Junor	Refer to Gisborne Futures Phase	
	Concern with increased traffic on Station Road / need for duplication.	3 Consultation Report (August 2022) for township boundary investigation area criteria.	
	It addressed the community's wish for action on sustainable and community asset development.		
	Will include school, community garden, preserve character of town, avoid traffic on Station Road.		

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#### **Submission 52**

Theme	Summary	Response	Action
Housing framework  Glen Junor	Support for Glen Junor.  Promises sustainable development with diverse housing, critical community assets, community food gardens, and substantial open spaces.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
	Concern with increased traffic on Station Road / need for duplication.		

### **Submission 53**

Theme	Summary	Response	Action
Housing framework	Submission on behalf of client (Flexdrive, Hamilton Road properties).	Noted.	
Township boundary	Strongly supports vision and outcomes proposed in the plan and transparent planning process. Site offers an excellent opportunity for a medium density, transitoriented residential and mixed use outcome.		
	Supports PSB, location of town centre, amenity-based density model, increase in housing diversity and affordability.		

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Broadly supports objectives and strategies for housing growth in New Gisborne, further testing is required to ensure that what is being sought is deliverable and can achieve the built form outcome desired.

Seeks changes to 'substantial change' area and 'central urban' housing typology to all land within 800m of activity centre/station.

Permitting small lot subdivisions in 'central urban' could undermine density targets.

Consider development feasibility and removal of building height limits in favour of clearer built form and design objectives. Further investigate market demands/development viability.

Consider providing a range of densities rather than minimum density targets.

Changes to 'substantial' change are to be considered as part of structure review (alongside densities, open space). Market demand/development viability assessment.

Urban structure and open space review.

# Movement and transport

30m/22m connectors too wide, will impact upon the developable area: suggest narrower cross-sections.

Noted. Cross-sections can be flagged as conceptual/subject to detailed design and finalised as part of detailed planning stages (DP or PSP).

#### Open space

Seeks background justification for open space provisions, raises concern that 28% of client's GDA is open space and seeks review of extent of drainage reserve and more equitable distribution of open space.

Recommends reducing drainage corridor width to 20m.

Noted. To be considered as part of a review of open space.

Note too that framework plan is conceptual/subject to detailed design and will be finalised as part of detailed planning stages (DP or PSP).

Review open space locations, size and distribution.

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#### Seeks clarification on

- location of bushfire interface and whether perimeter road is required on south side
- upgrades to Hamilton Road/cross sections
- what upgrading of railway station to integrated transport hub involves
- use of 'Incremental Change 2' along Hamilton Road, or suggests a different housing change area to identify the 'semirural interface'.

#### **Submission 54**

Theme	Summary	Response	Action
Housing framework Landscape and environment Bushfire Trees Chessy Park	Does not support plan.  Concerns about the lack of detailed information in the plan.  Raises questions about residential heights and density, and measures to maintain current character.  Has concern with increased population density, traffic issues, loss of green space/trees, and potential environmental impacts and bushfire risk.  Advocates for limiting population growth to sustainable levels.	Noted, structure plans are high-level land use planning documents that do not contain the level of detail found in development plans or planning applications.  Provide further detail on preferred built form/future character outcomes in structure plan.  Concerns with growth noted.	Provide further detail on preferred built form/future character outcomes in structure plan.
Movement and transport	Does not believe people will choose walking or cycling over driving.	The activity centre provides an alternative to walking. This is not an option for many residential areas currently.	

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Traffic review does not raise concerns that roads will be over capacity.

### **Community** infrastructure

Criticism is directed at the perceived lack of focus on community needs, such as inadequate park facilities and a lack of new schools or early childhood centres in the plan.

CIA undertaken, no demand for additional government high school. Assessment of primary school, childcare needs etc provided in this report.

Structure plan includes provision for community hub and civic open space in New Gisborne.

Also note location of growth area opposite regional sports facility.

#### Submission 55

Theme	Summary	Response	Action
Housing framework	Requests that Council reconsider the location of the proposed NAC, instead basing it around 99 Saunders Road and adjoining sites as required.		

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Does not support location of NAC in New Gisborne, 20 minute neighbourhood principles will not be achievable in constrained location and urban design outcomes not optimal.

Submits that Saunders Road is a more suitable area for NAC and residential growth.

#### Reasoning includes:

- capacity of road network and ability to accommodate traffic growth
- a community level park would benefit from NAC
- site lies closer to the geographic heart of New Gisborne than the proposed NAC, and that the C2Z area will likely operate as a 'defacto' NAC.

Noted. Location of activity centre in proximity to station, sports precinct and existing schools is considered to be preferable to the 'outskirts' on Saunders Road. Therefore establishment of businesses such as trade supplies or larger format retail would be appropriate on Saunders Road, leaving the NAC for a 'finer-grain' type of development

Also, more consistent with state policy re: locating activity centres at stations and near existing infrastructure to leverage access to these.

Future high density residential growth appears highly ambitious in the current market as well as questionable in sustainable design terms.

Further investigate market demands/development viability.

What is 'questionable' in terms of sustainable design is not articulated.

Consider providing a range of densities rather than minimum density targets.

Review as part of final Structure Plan.

There needs to be more of a transition in density with the high density activity node at the core of the community and submits for application of the Rural-Urban Transect Model as a best-practice outcome. Submits that the high density core is not central to the existing township and that their client's land in (Area 1) offers greater opportunity for this design outcome to occur.

The transect is less applicable in terms of the scale of the precinct. There are some transitions in density at edges and edges, however the structure plan is aiming to deliver a compact urban form, and move away from lower-density sprawl.

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Submits that land south of the railway has lesser environmental value than land to the north.

With regards to the RCZ interface this is true. In regards to the RLZ land, desktop review shows a similar set of environmental values. Detailed assessments would be required to substantiate this statement.

Raises concern with lack of detail on the future commercial/industrial interface Supportive of additional investigation into potential landuse conflicts at interface of longer term investigating areas. Review interfaces with longer-term investigation areas.

#### **Submission 56**

Theme	Summary	Response	Action
Open space	Open space strategies and actions supported, seeks removal of the fencing and gates around the 'old garden area' in UL Daly Reserve and integration with rest of park.	This level of detail is outside the scope of a structure plan.	
	Strengthen alternative corridor between New Gisborne Town Centre and Calder Freeway through upgrading Hamilton Road between Station Road and Mount Macedon Road, along with intersection upgrades	This is included in draft structure plan.	
	Strengthen the corridor from the residential area north of Brooking Road to the South Gisborne Interchange – Upgrade intersections / turn lanes along Brooking Road, McGeorge Road and Couangalt Road	Upgrades to resolve maintenance issues on McGeorge and Couangalt Roads will be required in the future (subject to funding and capital works prioritisation).	
	Remove the proposal to upgrade Goode Street between Hamilton Street and Howey Street to a	The intent of this was to provide a full road seal (current asphalt with gravel (potholed) edges.	Change reference to connector road in movement and transport section.
	connector road (concern with loss of trees/amenity).	Reference to connector street can be changed to "prioritise upgrade" of road. This can	

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include formalisation of road edges, kerb and channel etc.

Provide pedestrian crossing facilities of Aitken Street at both Fisher Street and Howey Street.

Provide a dedicated Community Arts Facility within a walkable Gisborne town centre. Plans include community hub in New Gisborne. It is acknowledged that these types of facilities are missing in Gisborne, however the community hub is planned as a catalyst project and is proposed to accommodate a range of facilities/services to support the new precinct.

Refer also to CIA.

Provide a Resource Recovery Facility within the Gisborne Business Park.

Subject to more detailed Council infrastructure/facility planning processes.

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#### **Submission 57**

Theme	Summary	Response	Action
Theme  Housing framework  Movement and transport  • Walking and cycling	Does not support plan.  Proposed high density development causing overcrowding and congestion.  Does not support four storey development, change to rural character.  Concern with no plans for major roads, train capacity upgrades, schools, hospitals.  Does not believe people will choose walking or cycling over driving.  Infrastructure unable to cope.  Questions degree of social housing proposed.	Response  Building heights revised to 3 storeys.  Refer to background reports, community infrastructure assessment and consultation summary report for further response.	Action
	Concern that opinions are not being heard.		

#### **Submission 58**

Theme	Summary	Response	Action
Housing framework Movement and transport • Walking and cycling	Does not support upgrade of Goode Street to 'connector' - loss of trees, increased speeds, and safety issues.  Multi story buildings, apartment blocks, in the centre of town are not representative of what people want.  Does not support the idea of Gisborne having a tourism focus.  Does not support night time entertainment.  Concern that submissions are not being heard.	Noted. Building heights revised to 3 storeys. Refer to background reports, community infrastructure assessment and consultation summary report for further response.	Change upgrade of Goode Street to 'connector' road, note need for upgrade to road edges.

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#### **Submission 59**

Theme	Summary	Response	Action
Housing framework	Submission seeks changes to DPO4 and to allow for further development of large lots on the south side of Wallaby Run. Seeks meeting to discuss.	Further subdivision of lots on Wallaby Run not supported due to visual sensitivity of escarpment landscape.	

#### Submission 60

Theme	Summary	Response	Action
Housing framework	Does not support development north of railway line.	Acknowledge that the development of land between	Future character directions for residential and commercial buildings, preliminary work for UDF.
	Does not support 4 storey development - out of character.	Hamilton Road and the railway line will be a change in character. Note that a large portion of land is currently zoned industrial so development in this location is inevitable.	
		Building heights revised to 3 storeys.	
		Refer to background reports, community infrastructure assessment and consultation summary report for further response.	
Landscape and environment	Concern with impacts to flora and fauna and proximity to Rural Conservation Zoned land.	The structure plan acknowledges the environmental sensitivity of the area through providing landscape connectivity, green buffers and wildlife-friendly lighting policies.	

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# Movement and transport

Concern with traffic congestion and need for duplication/loss of trees, safety risk for children/schools.

Designing for pedestrian/cyclist priority through safe streets and bike paths, and encouraging people to walk/cycle over using cars (particularly for short trips) is a key direction in the plan.

Preliminary modelling shows roads will operate within

capacity.

Suggests development on Saunders Road /to east (Glen Junor) as an alternative. Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.

#### **Submission 61**

Theme	Summary	Response	Action
Housing framework	Submission seeking inclusion of the Emmeline Vale estate in the Gisborne Futures plan, consider lifting DDO controls and allowing further subdivision.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 62**

Theme	Summary	Response	Action
General	Does not support the plan.	Noted.	
	Concern with overpopulation, impacts on road and rail capacity, congestion and definitions of sustainable development.		
	Taking away green space replacing it with roads and roofs is not aligning with local character, landscape or environmental values.		

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#### **Submission 63**

Theme	Summary	Response	Action
Housing framework	Does not support the plan.	Noted.	
	Opposed to changes to Chessy Park controls.	Chessy Park controls to be retained.	
	New residents will still need to travel into Gisborne town centre, causing congestion.	Refer to background reports, community infrastructure assessment and consultation summary report for further response.	
	Rejects plans for population increases and subdivision of large blocks.		
	Submits that the rural lifestyle must be preserved and not destroyed.		

#### **Submission 64**

Theme	Summary	Response	Action
Bushfire	Concern with bushfire danger, road network not capable of accommodating traffic in the case of an emergency.	Capacity of road network has not been identified as an issue or constraint to development in Bushfire Risk assessment.	
	Concern with property insurance, cost of construction in bushfire prone area.	Insurance premiums not a planning consideration.	
Landscape and environment	Queries why there is vegetation protection only on the north side of Hamilton Road, when the trees continue all the way to the railway line.	Historical zoning and planning decisions.	
Activity centres	Supports NAC and higher density housing at Flexdrive site, but not further east.	Noted.	

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Housing Framework	Demand for affordable larger blocks.	Anecdotal. Over 90% of housing in Gisborne is large houses on large lots. Research into housing data shows research shows that there is limited availability of smaller housing types.	
Movement and access	Access issues with residents north of train line, will cause division in community.	This point conflicts with above support for development of NAC and higher density housing at Flexdrive.	
		Walking and cycling connectivity planned though centrally located crossing points.	
Housing Framework	Developing higher density housing will not help affordability (as per Baringo development).	Smaller housing types are more affordable than large houses on large lots. To be considered inline with incentives and initiatives to deliver more affordable housing in the shire.	
	Questions whether multi-storey development will have lifts/be wheelchair friendly.	Standard DDA requirements in the building code.	
Tourism	Tourism - no infrastructure for grey nomads or dump points.	Economic development/tourism consideration. Discuss with Eco Dev team and consider inclusion in tourism section.	Discuss with Eco Dev.

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#### New Gisborne Framework Plan

Area 1 is more suitable for expansion: Saunders Road for access, close enough to walk/cycle to station/NAC, alternative access to town centre via Kilmore Road, opportunity for wildlife corridor along waterway, provide large blocks along Saunders Road, alternative access to Industrial estate, and potential for community villages to be developed.

Location of activity centre in proximity to station, sports precinct and existing schools is considered to be preferable to the 'outskirts' on Saunders Road. Therefore establishment of businesses such as trade supplies or larger format retail would be appropriate on Saunders Road, leaving the NAC for a 'finer-grain' type of housing/office/retail development.

Also, more consistent with state policy re: locating activity centres at stations and near existing infrastructure to leverage access to these.

Developers maximising profits will be the winners.

# Movement and transport

People are time poor and won't walk.

Queries cost of infrastructure upgrades (new bridge, Hamilton/Pierce Road).

Feasibility to be investigated at detailed planning stage (refer to action on p.62).

#### **Submission 65**

Theme	Summary	Response	Action
Housing framework	Does not support the plan. Resident north of Hamilton Road.	Structure plan has been through four phases of consultation since 2018.	
	Concerns with lack of notification/consultation or sharing of information about the project prior to purchase/development of property 5 years ago.		

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	Concern with proposed density and impact on existing residents, their lifestyle and investment in the area.	Refer to background reports, community infrastructure assessment and consultation summary report for further response.
Bushfire	Concern with egress in event of bushfire emergency, additional traffic generated by sports precinct.	Not identified as a constraint in Bushfire Risk Assessment.
Movement and transport	Plans do not include additional parking at station (people won't walk) or upgrades to train services.	Included as advocacy items in structure plan.
	Baringo/Station Road too narrow to accommodate growth. A new supermarket will increase truck movements on roads not designed for them.	Road capacity not identified as a constraint, upgrades to be planned at detailed planning stages.  Plans include to widen Barringo Road.
Activity centres	Does not support location of NAC or community hub.	Noted.
	Does not support traffic being diverted to quieter roads adjacent to RCZ.  Concern with impacts on wildlife and habitats.	Noted.
Community infrastructure	Plans lack additional primary schools, high schools. These are all at capacity.	Refer to CIA.
Movement and transport	Railway crossing will be dangerous with increased traffic.	Not identified as a constraint in movement and transport studies. Advocacy for station upgrades is a structure plan action item.
Economic development	Job growth won't keep up with residential growth and more people will have to commute.	Opinion. Plans include employment land and actions for economic development

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		alongside residential development.	
Township boundary	Suggests development south of Brooking Road or at Glen Junor as an alternative.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### Submission 66

Theme	Summary	Response	Action
Housing framework  Housing affordability  Density  Movement and transport  Congestion  Consultation	Does not support plan - destroys distinctive large lot semi-rural character.  Housing near stations attracts premium prices and will not be affordable.  Increasing population at northern end of Station Road, rather than town centre, will exacerbate congestion rather than solve it.  New housing should be directed to town centre.  Submits that people won't walk as an alternative to driving with groceries.  Plan does not respond to past feedback from residents, particularly in regard to growth and character.  Does not support higher density living - out of character  Concern with increased congestion.  Suggests conversion of parkland in town centre for higher density housing as an alternative.	Refer to background reports, community infrastructure assessment and consultation summary report for further response.  Refer to discussion on housing framework and character considerations.	

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#### **Submission 67**

Theme	Summary	Response	Action
Housing framework	Does not support expansion of town into 'green wedge'	Building heights revised to 3 storeys.	
Township growth	boundaries, rural conservation.  Does not support removal of overlays/covenants on Chessy	Refer to background reports, community infrastructure assessment and consultation	
Housing framework	Park Estate.	summary report for further response.	
Density	Plans do not respond to past feedback - new proposal	Refer to discussion on housing	
Town character	involves even higher density and loss of green space and wildlife habitat.	framework and character considerations.	
Consultation	Plan resembles an inner city suburb rather than the rural community.		

#### Submission 68

		Action
Support for first nations ecognition and environmental utcomes.	Noted.	
Raises questions about Henry yche Gisborne's role in helping ne colonialists take the land with less resistance from the locals, ne Gunung Willem Balluk, led by lingulabul.		
Ross Watt Road levelopment/loss of Western Bypass opportunity is ymptomatic of the lack of longer erm view and resources that ails the town.	Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.	
Ooes not support duplication	Duplication not currently supported by Council.	
	State preference for improvements to active and public transport over expensive road projects.	
2 3	ecognition and environmental utcomes.  taises questions about Henry yche Gisborne's role in helping he colonialists take the land with ess resistance from the locals, he Gunung Willem Balluk, led by lingulabul.  toss Watt Road evelopment/loss of Western ypass opportunity is ymptomatic of the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that he will be to the lack of longer erm view and resources that	daises questions about Henry yche Gisborne's role in helping ne colonialists take the land with less resistance from the locals, ne Gunung Willem Balluk, led by lingulabul.  Doss Watt Road evelopment/loss of Western ypass opportunity is ymptomatic of the lack of longer rem view and resources that ails the town.  Does not support duplication  Duplication not currently supported by Council.  State preference for improvements to active and public transport over expensive

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#### Open space

Submits failure to offer ambitious open spaces and recreational activities within significant developments, seeks minimum of 35% for open space and notes Glen Junor's proposal for 50% open space.

35% open space would require significant justification to be embedded as planning policy (noting 5-10% is usually standard for unencumbered open space).

Much of Glen Junor's open space is encumbered (can't be built on).

Township boundary

Disappointed community feedback re: Glen Junor was dismissed.

Noted.

#### **Submission 69**

Theme	Summary	Response	Action
Housing framework  Township	Accepts majority of structure plan.  Does not support higher density	Noted. Refer to CIA.	
growth  Movement and transport  Congestion	living north of Hamilton Road.  Concern with level of growth, congestion, capacity of aquatic centre.		
Community infrastructure			

#### **Submission 70**

Theme	Summary	Response	Action
Housing	Does not support plan.	Noted.	
framework	Concerned with level of	Retail performance is ok, with	
Township growth	development that has occurred in town over the last 8 years, loss of retail in town, development of neighbouring properties blocking views.	low vacancy rate (with exception of IGA complex).	
	Development disrupts circadian rhythms and wildlife.	Wildlife friendly lighting policy in structure plan	

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Economic developemnt	Does not support development of town centre, submits it should be retained as shopping centre only with single storey buildings.	
	Does not support higher density development, loss of views from railway line.	Views from railway line and design response included in structure plan.
	Does not support residential uses at upper levels in Station Road LAC.	
	Does not support unit development clustered in one area, would rather see it more dispersed.	Refer to discussion on housing framework and character considerations.
	Does not support removal of Chessy Park Estate controls.	
	Does not support rezoning of GRZ to NRZ because it allows 2 storey housing developments.	GRZ permits 3 storeys.
	Does not support urban development that disregards the unique rural character and visual aspect to the ranges.	
	Commends objectives which cover tourism, heritage and culture, Aboriginal and cultural heritage, landscape, open space and environment, entrance and edges, trees, and environmental values, and submits these must take precedence over the dense development and increased population described in earlier objectives.	Noted.

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#### **Submission 71**

Theme	Summary	Response	Action
Housing framework	Does not support the plan, slow growth, do not facilitate development, seeks population caps.	Noted.	
	Does not align with binding objectives of the SPP.		
	Does not respond to past consultation or feedback, promotion of consultation lacking.		
	Promoting housing diversity and affordability is just an excuse for "cheap and nasty".		
	Submits document is incomplete without UDF and NCS.		
	Does not support streetscape 'activation' or increasing the number of people living in town centre.		
	Does not support proposed densities, suitable more for metro Melbourne.		
	Three and four storey homes will destroy character and country ambience.		
	Concern with lack of mention re: banning cats, and impacts on wildlife.		
	Submits that development of town centre is damaging to residential, car parking, amenity and environment.		
	Does not support 'incremental change' promoting higher density through dual-occupancy and unit development, concerns with congestion.		
	Traffic on Station Road is dangerous, bypass is needed.		

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Concern with loss of open space for car parks (eg. Bowling Club).

Biolinks and wildlife corridors must be a feature.

Seeks removal/replacement of deciduous trees

Seeks purchase of Keating land in town centre for public open space/town square.

Pine plantation on Aitken Street must be retained as open space, more passive open space and protection of waterways.

Bypass urgently needed.

Max 2 storey development.

#### Submission 72

Theme	Summary	Response	Action
Housing framework	Submission seeks inclusion of Glen Junor in Gisborne township boundary.  Submission includes:  Submission report and letter	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria and Council decision to limit study area to the 5 investigation areas in New Gisborne.	
		Submission may referred to future planning panel process.	
	<ul> <li>Aboriginal Heritage Report prepared by Clarkeology dated April 2018</li> </ul>		
	<ul> <li>Biodiversity Report prepared by Odonata dated August 2020</li> </ul>		
	Biodiversity Sensitive Urban Design prepared by Trent McCamley and Partners dated August 2018		

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- Bushfire Hazard Statement prepared by Terramatrix dated 14 September 2020
- Concept Plan prepared by Roberts Day
- Context Plan prepared by Roberts Day
- Demographic & Affordable Housing Strategy prepared by Macroplan dated 30 October 2023
- Draft Structure Plan Review & Housing Demand Analysis prepared by Macroplan dated 30 October 2023
- Demographics Report prepared by McCrindle dated September 2020
- Development Servicing Strategy prepared by CJ Arms dated 11 September 2020
- Ecological Value Report prepared by Atlas Ecology dated 8 September 2020
- Economic Plan prepared by Macroplan Pty Ltd dated 2020
- Flora and Fauna Report prepared by Atlas Ecology dated March 2019
- Infrastructure Plan prepared by Reeds Consulting dated 7 June 2023
- Landscape Assessment prepared by CJ Arms dated January 2023
- Lifestyle Trends prepared by McCrindle dated September 2020
- Movement Network Plan prepared by Roberts Day

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 Traffic Engineering Advice prepared by Traffix Group dated 23 May 2023

#### **Submission 73**

Theme	Summary	Response	Action
Housing framework	Does not support subdivision of existing properties.	Noted.	
	Moved to area for large blocks. Submits that multi-unit developments will increase crime and reduce appeal of New Gisborne.		

#### **Submission 74**

Theme	Summary	Response	Action
General	Landowner in proposed growth area (Hamilton Road) supportive of the plan.	Noted.	
	Submits the project will benefit the local community and contribute to the overall growth and prosperity of the region.		
Activity centres	Supports town centre/community hub and submits it will encourage	Noted.	
Movement and transport	the use of public transport, reducing the reliance on private vehicles and help to alleviate traffic congestion and reduce the carbon footprint.		
	Supports location of NAC near existing community infrastructure, future regional shared trail.		
	Supports community hub and encouraging people to walk or cycle to meet their basic needs, reducing the need for		

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unnecessary driving, which, in turn, benefits the environment and public health. Supports smaller homes, Noted. diversity, places for downsizing and younger people, and creating a more inclusive and interconnected community. Notes that land is unconstrained Noted. by significant landscape or environmental values and supports protecting views to Mount Macedon through future urban design. Requests review of open space Noted. To be considered as part Review open and how this can be located of a review of open space. space locations, more centrally or shared more size and Note too that framework plan is equitably with adjoining distribution. conceptual/subject to detailed

(DP or PSP).

design and will be finalised as part of detailed planning stages

#### **Township** boundary

Housing

framework

Landscape

environment

Open space

and

Supports location of PSB

landowners.

#### **Submission 75**

Theme	Summary	Response	Action
Landscape and environment	Resident in nearby RCZ.	Can be considered as part of	Review open space locations, size and distribution.
	Submits for a wider/more appropriate buffer to Hamilton Road to protect flora/fauna and habitats in RCZ.	open space review.	
Housing framework	Does not support 4 storey development and change to urban character.	Noted. Refer to discussion on housing framework and character considerations.	
	Does not support changes to Chessy Park Estate.		

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Movement and transport

Concern with traffic congestion and constraints on Station Road/Barringo Road.

Not identified as a constraint to development in previous studies.

#### Submission 76

Theme	Summary	Response	Action
Movement and transport	Concern with increase in traffic and loss of trees on Station Road.  Does not believe walking and cycling, public transport are viable alternatives to car travel.  Submits people will not want to take alternative routes.  Submits that Gisborne is car dependent because of seasonal weather.	Station Road duplication not supported.  Refer to movement and transport review recommendations for response to walking and cycling comments.	
Township boundary	Concern that there will be continual pressure to rezone RCZ beyond the town boundary.	Project is setting a protected settlement boundary that will be enforced through State legislation, and will require approval of two houses of parliament to change.	
Movement and transport	Submits train station does not have the capacity.	Advocacy actions for service review and upgrades. Services operators using documents such as structure plans to consider future service requirements.	
	Shopping near the station, school times and sport on weekends will all impact traffic.	Noted.	
	Does not support further development or town centre, submits it will change the area for the poorer.	Noted.	

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c a	Submits there are minimal safe ycling paths in New Gisborne nd the plans have no approvement.	See walking and cycling plans in structure plan.
_	Submits Council should look at rowth in the south.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.
a	Concern with increase in traffic nd loss of trees on Station Road.	Duplication not currently supported, refer to movement and transport review
С	Ooes not believe walking and ycling, public transport are iable alternatives to car travel.	recommendations.

#### **Submission 77**

Theme	Summary	Response	Action
Movement and transport	Submits for a shared path on western side of Station Road, between Cherry Lane and Frith Road.	This edge is constrained with trees/vegetation and the waterway corridor. Improving crossings to the eastern side of the road is more practically achievable.	
Open space	Submits for recognition of the quarry near the Rosslynne Dam wall in the plan and raises potential for use as an amphitheatre for events, or a special gardens such as Butchart Gardens on Vancouver Island.	Quarry is located on Southern Rural Water land and outside Council's scope of influence.	

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#### Submission 78

Theme	Summary	Response	Action
Town character	Does not support the plan.  Objects to general style of the proposed future Gisborne, submits this should be 'country style' and not 'suburban Melbourne'.	Noted. Refer to discussion on housing framework and character considerations.	
Gisborne town centre	Submits building heights and styles in activity/commercial centres should be maximum 2 storeys and 'country' style.  Aitken Street historic streetscape needs to be preserved.	PPN60 says that mandatory height and setback controls will only be considered in 'exceptional circumstances'.	
Landscape and environment Movement and transport	Submits that Station Road is beautiful, scenic, and a valued aspect of Gisborne and does not support destruction of trees or any widening of Station Road.	Objective in structure plan to protect the character and amenity values of Gisborne's tree-lined avenues.  The duplication of Station Road is not currently supported by Council.	
Heritage	Does not support development of Macedon House site and submits that Council should purchase site with community fundraising support.	Site is privately owned and any planning scheme changes recommended through private planning scheme amendment.	
	Objects to non-prescriptive language used in plan.	The planning scheme contains performance based objectives and while things may be 'encouraged' or 'promoted' in strategy or local policy this does necessarily translate to prescriptive controls.	Review terminology.

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#### Submission 79

Theme	Summary	Response	Action
	Does not support the plan.  Submits it does not respond to past consultation or feedback.	Noted.  UDF and NCS included in stages diagram.	
	Submits lack of transparency/clarity as UDF and NCS have not been made public.		
	Plan fails to encompass environmental values.	Refer to landscape and environment sections.	
	Concern with theme of urbanisation and overdevelopment and compatibility with the community's desire to maintain a semi-rural and village character.	Noted. Refer to discussion on housing framework and character considerations.	
	More information needed to understand strategic redevelopment sites and multistorey buildings in town centre.	Currently no planning controls in the town centre.	
	Concerned with similarity to metropolitan growth areas and 20-minute neighbourhoods.  Submits the PSB allows sprawl rather than limits it. Substantial growth in New Gisborne (residential, commercial, and industrial) will impact views.	Noted.  Refer to discussion on housing framework and character considerations.	
	Seeks clarification on implications for station to be an 'integrated transport hub'.	Enhancing transport infrastructure to accommodate a range of modes (bus, trains, walking and cycling). Improved integration of services.	
	Submits for more careful consideration on the impact of the plan on the unique character, sustainability, and environmental values of the Gisborne.	Refer to discussion on housing framework and character considerations.	

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#### Submission 80

Theme	Summary	Response	)Action
General	Does not believe the objectives, strategies and actions in plan can be achieved.	Noted.  Economic and employment analysis has continuously	
	The document, technical work and language used is complex and bureaucratic.	recommended the expansion of the Gisborne Business Park to the south. This proposal has	
	Previous concerns relating to expansion of the Gisborne Business Park have not been addressed.	been the subject of planning investigation for over 20 years and is embedded in existing policy following previous planning panel processes (C68).	
	Issues include the loss of semi- rural environment, vistas from Magnet Hill, a strong desire to protect the environment, creating sufficient buffer/setback zones and the road network.		
Open space	Concern that language around 'potential community sports park' is too soft and that there should be an action that mandates this.	All parks should be noted as 'potential' or 'indicative' until a full commitment has been made to purchase and deliver the infrastructure.	
Business Park	Questions why the draft structure plan does not provide detailed plan on proposed business park expansion.	Action in plan to prepare DDO  — detail to be resolved through a more in-depth urban design analysis and controls (as part of implementation or development plan process).	
	Seeks 100 metre setback for business park.		

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Movement and transport	Concern with lack of detail on business park diagram on p.42, and infrastructure planning/road upgrades to support expansion.  Concern with business park access being limited to the south in the event of an emergency.	Additional detail can be included, including movement/access network.  Previous movement studies have not identified traffic movements or capacity of the network as a constraint to future expansion.  Roads that require upgrades can be highlighted in the plan, noting that a full traffic impact and infrastructure assessment would form part of the detailed planning stage (eg. DP).	Provide greater detail on business park map including road names, access, indicative upgrades etc.
	Submits there is no recognition of pedestrian safety issues resulting from any road improvements or new roadwork.	Refer to strategies related to pedestrian and bicycle safety and infrastructure.	
Data	Lack of reference in document to technical work and background docs.  Concern with interpretation or manipulation of economic and employment data, lack of detail or evidence in other areas to support expansion of business park.  Submits some reference reports are out of date.  Do not reference changed shopping habits, e-commerce, or hours of business operation.	Scrutiny of data, adequacy of assessment and how it has been used may be referred to future planning panel process.	Refer concern to future planning panel.

Implementation plan to be

included in final structure plan.

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Submits lack of implementation

plan and directions for how targets are to be achieved.

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Version 2

Implementation

plan

Implementation

### Landscape and environment

Conflicts in objectives not resolved: eg construction/roadworks for economic development impacting on existing character, the PSB isn't protecting rural landscapes by permitting growth etc.

etc.

Does not believe that the decision to expand business park/C2Z over township character objectives has been

transparent.

The structure plan seeks to find a balance where possible – eg. - introducing built form, materials, signage and landscaping requirements via a DDO in visually sensitive areas to better manage the change.

Submits that there hasn't been sufficient explanation around what other locations for the business park were explored.

Concern with transparency in decision making process.

Options analysis for locations of the business park can be included in background report. Provide options analysis on locations for business park in background report.

Did not receive project updates as a submitter.

Submitter is include on project subscriber list. Updates also published on Council website.

#### Submission 81

Theme	Summary	Response	Action
Township boundary	Submission on behalf of 131 Governs Lane.	Gisborne Futures Phase 3	
,	Does not support PSB on Hamilton Road.		
	Submits RCZ does not reflect the development patterns in the area and that the study area should be expanded to allow consideration of subject property in LDRZ with a minimum 4,000 sqm lot size.	<b>3</b>	

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#### Submission 82

Theme	Summary	Response	Action
Housing framework	Does not support the plan, planning is not representative of residents wishes or past feedback.	Noted.	
	Submits that the community is tired of not being heard and that the planning agenda will turn Macedon Ranges townships into "inner Melbourne suburban concrete jungle lookalikes".		
	Does not support residential density, compact cities or 20 minute neighbourhoods because "it is looking very much like the United Nation's Agenda 2030 and 20 minute cities, which all sounds great until you look closer and realise the removal of personal freedoms."	Refer to discussion on housing framework and character considerations.	
	Submits 1/4 acre blocks were promoted as an ideal size to reduce the occurrence of disease and questions whether higher density living contributes to an increase in disease.		
Township boundary	Submits township boundaries are 'token' and will not provide long term protection, citing example of Ross Watt Road site as land that was supposed to remain undeveloped to protect the Rosslynne Reservoir water supply.	Ross Watt Road was rezoned for residential development in 1993, protecting it from being developed as a quarry and land fill. Concerns at the time were with rock-blasting damaging the dam wall.	
Landscape and environment	Submits that the environment has only been given token acknowledgement and that green spaces need to be connected to function properly.		

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# Economic development

Does not support promotion of Gisborne as a tourist destination, night time businesses or noise coming from the town given it's valley location.

Does not agree with population projections, that retail is viable.

Refer to economic and employment assessment.

Submits that rate contributions should be used for maintenance of townships and communal facilities not for funding a State Government agenda.

#### **Submission 83**

Theme	Summary	Response	Action
Activity centres	Supports idea of have a second town centre in New Gisborne because it will create options and reduce pressure on town centre.	Noted.	
Housing framework	Does not support multi-storey buildings in the 'beautiful countryside'.	Refer to discussion on housing framework and character considerations.	

#### **Submission 84**

Theme	Summary	Response	Action
Housing framework	Does not support plan.  Objects to high density housing, concern it doesn't respond to environmental or rural landscape qualities, will block views and be more representative of a suburban approach, rather than semi-rural.	Refer to discussion on housing framework and character considerations.	

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#### **Submission 85**

Theme	Summary	Response	Action
Deleted submission – double			
record.			

#### **Submission 86**

Theme	Summary	Response	Action
Settlement boundary	Submission on behalf of 86 Brooking Road, Gisborne.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary	
Landscape	Submits that land is a logical inclusion in the township	investigation area criteria.	
<ul><li>and</li><li>environment</li><li>views</li></ul>	boundary and will not impact views to Mount Gisborne being outside proposed SLO area.	Exclusion from SLO not a green light for dense development.	

#### **Submission 87**

Theme	Summary	Response	Action
Housing	Objects to 3 storey development	Noted.	
framework	and high density across the road from RCZ.	Refer to Gisborne Futures Phase 3 Consultation Report (August	
	Submits for Glen Junor as an alternative.	2022) for township boundary investigation area criteria.	

#### **Submission 88**

Theme	Summary	Response	Action
Housing framework	Submits for inclusion of property at 201A Melton Road in the protected settlement boundary.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary	
	Location: site is contiguous with existing development to the south and provides a logical	investigation area criteria and Council decision to limit study	

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	extension to township boundary. Within walking distance to primary and secondary schools. Submission includes concept plan for subdivision including indicative road network, open space and housing areas.	area to the 5 investigation areas in New Gisborne.  Submission may referred to future planning panel process.
Utilities	Site can be serviced with water, sewer etc.	
Landscape and environment	Submission includes bushfire and landscape visual impact assessments, both that conclude that these are not constraints to development on site.	

#### **Submission 89**

Theme	Summary	Response	Action
Housing framework		demands/development viability.	Review as part of final Structure Plan.
		densities rather than minimum	Provide further detail on preferred built form/future
	Suggests that planning controls be tightly drafted to reflect this.		character outcomes in structure plan.
Township boundary	Supports introducing a PSB to avoid sprawl.	Noted.	
Landscape and environment	Submits for protection of old and significant trees.	Refer to landscape and environment section in structure plan.	
New Gisborne town centre	Submits that Gisborne and surrounds has been well served by the locally owned Foodworks and would like a similar local business to operate in NAC.	Noted.	

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#### Submission 90

Theme	Summary	Response	Action
Township boundary	Submission from property on Hamilton Road New Gisborne.	Noted. No further submission made.	
•	Is of the view that property should be included in PSB and plans to submit further justification.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 91**

Theme	Summary	Response	Action
Housing framework	Submits that proposed development adjacent to Hamilton and Barringo Roads does not adequately consider impacts to landholders in RCZ to the north.	Noted.	
Utilities and services - drainage	drainage and impacts of new development on the Riddells new development retains water to pre-development levels.	planning scheme requires that all new development retains water to pre-development levels.	
	Submits that if new development is to occur north of the railway line then RCZ land should be rezoned to RLZ with suitable areas set aside for conservation, to address additional water flows and to bring zoning of land into classification consistent with surrounding properties.	Appropriate detention and drainage schemes to be determined at a more detailed planning stage.	
Housing framework	Notes scarcity of vacant low density/rural lifestyle properties in background report.	Refer to <i>In the Rural Living Zone</i> strategy which estimates a surplus of lifestyle properties. Structure plan is not looking at increasing this supply.	
	Submits there is excessive development north of railway line and there are large areas on the	The plan is seeking to cluster development around the train station and existing	

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	southern side that could absorb new housing/commercial development.	facilities/services, in-line with standard planning practice.	
	High density development adjacent to railway line is inappropriate.	Planning policy direction is to locate new housing where there is access to existing services.	
	50 Dw/ha is excessive.		
	Concern with developer influence.		
	Growth is disproportionally being directed at New Gisborne, should be focussed to the south/elsewhere.		
Residential	Does not support increase in	Noted.	Provide further
character	density on character grounds, and if it does proceed DDOs should be applied so the style of new dwellings is sympathetic to existing township.	Future character work to be integrated into final structure plan.	detail on preferred built form/future character outcomes in structure plan.
Landscape and environment • Trees	Submits all new roads should be wider and planted with deciduous trees to keep in with the rest of New Gisborne.	Refer to cross sections in draft structure plan.	
Movement and transport	Does not support additional development due to traffic and capacity of Station Road.	Preliminary modelling shows roads will operate within capacity.	
		Plans promote walking/cycling.	
Town boundary	Hard settlement boundary unfair to adjacent landowners who will experience negative impacts of additional traffic, housing and rubbish without any windfall or positive impact.	Noted.	
Activity centres	Would support smaller convenience shops on Station Road in current LAC location, but	Bypass through 89 Ross Watt Road is no longer an available option.	

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submits a NAC will not solve congestion.

Focus on Gisborne town centre and build a bypass.

Strong opposition from the community during Phase 3 consultation in 2020.

Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.

### Housing framework

Development at Ross Watt Road not supported.

Development plan approved. Site was zoned for residential back in the 1990s.

### Housing framework

Glen Junor Highlights that previous community consultation showed clear preference for development at Glen Junor and concerned that it has been excluded.

Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.

#### **Submission 92**

Theme	Summary	Response	Action
Movement and transport	Objects to structure plan primarily due to movement and transport issues.	Bypass through 89 Ross Watt Road is no longer an available option.	
•	Believes arterial road issues need to be resolved and a western bypass is an 'absolute	Strong opposition from the community during Phase 3 consultation in 2020.	
	must' to alleviate traffic on Station Road.	Ultimately, a regional-scale project such as this would fall to	
	Supports walking, cycling and public transport but does not believe these will manage capacity issues.	the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.	

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#### **Submission 93**

Theme	Summary	Response	Action
Housing framework	Submission of support on on behalf of the landowner of 111 Saunders Road, New Gisborne.	Support noted.	
	Supports expansion of the business park and Commercial 2 Zoning, submitting that it will reduce escape expenditure and provide local jobs/meet 20 minute city principles.		
	With regard to Woi Wurrung Cottage, submits that non-conforming uses be permissible on the site to allow for appropriate and viable retention of the building.	To be considered.	

#### **Submission 94**

Theme	Summary	Response	Action
Housing framework  Glen Junor  Data	Submits that the economic, employment, and residential data used is from the 2016 Census and the 2016 Forecast I.D population projections and is out of date.  Seeks inclusion of Glen Junor into the structure plan.	Relevant data updated, refer to background report, economic and employment update memo etc.  Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	

#### **Submission 95**

Theme	Summary	Response	Action
General Landscape and environment • trees	Does not support the plan or removal of trees.  Submits that the plan "seems to look just like a bland copy of any Melbourne outer suburb development".	Noted. Future character work to be integrated into final structure plan.	Provide further detail on preferred built form/future character outcomes in structure plan.

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# Township character

#### **Submission 96**

Theme	Summary	Response	Action
Housing framework	Resident on Saunders Road, does not support the plan.	Refer to discussion on housing framework.	
	Concern with the high density/4 storey apartments. Submits people do not move to Gisborne for this type of living, and concern with amenity impacts from industrial area, visual impact and entry to town via train, and bushfire risk.	Refer to <i>In the Rural Living Zone</i> strategy which estimates a surplus of lifestyle properties. Structure plan is not looking at increasing this supply.	
	Submits that land bound by Saunders Road/Pierce Road is more appropriate from an access perspective and that it should be subdivided into smaller hobby farms to allow for a 'country change'.		

#### Submission 97

Theme	Summary	Response	Action
Movement and transport	Concern with traffic, lack of capacity on Vline services and that people will drive.	Traffic review does not raise concerns that roads will be over capacity.	
	Road infrastructure won't keep up.		
Environment	Loss of habitat for kangaroos, birds of prey and location of proposed growth area opposite rural conservation zoned land.	Ecological surveys to form part of detailed planning process.	
		Desktop assessments do not identify these as constraints to growth.	
	Concern with lack of prior consultation or notification.	Noted.	

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## Housing framework

Questions where the plan is for social housing.

Strategy to support the provision of social and affordable housing in new residential developments.

Action to work with government, the community sector and the development industry to improve the supply of social and affordable housing in Gisborne and New Gisborne.

Suggestions to improve the plan include a park near the town centre, a community garden, and a retirement village close to shops and Gisborne station.

Plans indicate park near town centre and civic open space within town centre.

#### **Submission 98**

Theme	Summary	Response	Action
Housing framework	Preference for Ferrier Road to remain Rural Living Zone.	To be considered in review of housing capacity.	Housing density distribution
	Should this not eventuate, submits the rezoning should allow for highest density possible to safeguard the surrounding areas for this kind of development in the future.	Review area for 'infill potential'.	review.

#### **Submission 99**

Theme	Summary	Response	Action
Housing framework	Does not support 'high density' housing far from the town centre (comment related to Ross Watt Road development).	Development plan approved by VCAT.	
	Concern with developer influence and questions how results from consultation process will be 'tempered' given that a lot of the		

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	responses will be from developers.	
Landscape	Concern with development along freeway edge from amenity and visual impact perspectives. Advocates for retention of views west of Ferrier Road.	Refer to sections on entrances.
	Concern that mounding hasn't been successful alongside Willows Estate.	
Movement and transport	Western bypass - seeks further detail.	Bypass through 89 Ross Watt Road is no longer an available option.
·		Strong opposition from the community during Phase 3 consultation in 2020.
		Ultimately, a regional-scale project such as this would fall to the State government (DTP) to deliver. It is not currently in the pipeline of priority infrastructure projects.
Environment	Questions what Council is doing to protect and enhance places with environmental values such as the Hobbs Road area and what impact will a growing population have on wildlife.	Refer to Hobbs Road Environmental Management Plan and actions related to wildlife in the structure plan.
	Questions what Council is doing to rehabilitate the old quarry/tip at Hobbs Road.	
	Comments on style of street lighting.	This level of detail not a structure plan consideration.
	Submits for better town centre signage.	Refer to actions for wayfinding signage in structure plan.
Movement and	Submits for speed reduction along Bacchus Marsh Road.	Refer to movement and transport section in structure plan.

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Version 2

transport

Housing framework	Seeks definition of 'minimal change'. Objects to dual occupancy/subdivision in change areas.	Refer to PPN90 and PPN91.  Housing framework review.
Movement and transport	Concern with 3m wide concrete footpaths.	noted
	Seeks further info on UDF and NCS.	Project stages diagram can be updated to include where these sit.
Activity centres	Does not support 3/4 storey development in new commercial/mixed use in New Gisborne.	Refer to discussion on housing framework.
Movement and transport	Includes previous submission to MRSC footpath plan.	Refer to 2023 Shire wide footpath plan update.

### Submission 100

Theme	Summary	Response	Action
Housing framework	Does not support the plan or degree of growth in the plan.	Noted.	
	Concern with rate of growth, traffic, pollution, scarcity of parking, increased densities, insufficient infrastructure, recent/proposed subdivision that represents a metro urban growth model rather than 'semi-rural'.		
	Submits the plan would 'would lead to unprecedented levels of traffic and effectively transform what is marketed as a 'village in a valley' into a small city '.		
	Seeks:	No outward expansion of	
	slowing of population growth and subdivision	Gisborne town centre proposed.	

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	<ul> <li>containment of town centre and buildings limited to 2 storeys</li> </ul>	PPN60 outlines that mandatory height and setback controls will only be considered in 'exceptional circumstances'.
Economy and employment	Slow expansion of Business Park - no Saunders Road frontage.	The site was nominated for expansion in 2009 ODP, as rezoning has not occurred to date this is considered to be adequately slow.
		Design controls proposed for frontage.
Landscape and environment • Trees	Protection of trees in streets	Refer to objectives, strategies and actions related to trees on p.53 of structure plan.
Housing framework	NRZ as a minimum, no further subdivision	Not supported, refer to PPN90 and PPN91.
	No rezoning north of railway line	Noted.
	Maximise bushland/pastoral views, no development within 500m entrances	Refer to section on views and visually significant landscapes in structure plan.
	No development of Macedon House site, seeks Council purchase of site and extension of parkland.	The site is privately owned and subject to private interests.
	Seeks 1,000-2,000m lot sizes	Refer to objectives, strategies and actions related to housing diversity, density and sustainable development/limiting sprawl in the plan.
	Supports some limited commercial growth in New Gisborne	Noted.
	Return to using mini buses rather than Sunbury Transport buses.	Not a structure plan consideration.

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### **Submission 101**

Theme	Summary	Response	Action
Housing framework Activity centres	Submission interpreted as generally supportive of infill and higher density around activity centres.	Noted.	
	Seeks to 'keep the area beautiful'.		
	Submits that urban development should be approved logically where there is a train station and infrastructure to support the community, Higher density around shopping centres and not on farmland.		

### **Submission 102**

Theme	Summary	Response	Action
Movement and transport	Objects to the plan because it has not allowed for sufficient road infrastructure to accommodate traffic and population growth.	Capacity of road network has not been identified as an issue or constraint to development, traffic review does not raise concerns that roads will be over capacity.	
		Priority focus on mode shift and alternative transport.	

### **Submission 103**

Theme	Summary	Response	Action
Housing framework	Generally supportive of plan, though have some concerns with some of the site-specific recommendations (141 Ferrier Road – Cathlaw House).	Concerns raised with degree of 'lifestyle village' interest in growth areas.  Strengthen policy direction for these in the plan.	Policy direction for lifestyle villages, retirement villages etc.
	Seeks an outcome that facilitates proposed over 55s residential village that is the subject of a current planning application.	Refer to planning permit application for detailed response.	

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Submits this will increase housing diversity and respond to the current housing crisis.

#### **Submission 104**

Theme	Summary	Response	Action
Housing	Supportive of the plan.	Support noted.	
ramework	Submits that the plan is a	Roundabout planned for at	
Novement and	'wonderful advancement' to all who may wish to live here.	Sports Precinct with signalised pedestrian crossing.	
ransport	Supports a mix of dwelling		
Activity centres	densities and locating growth in proximity to facilities and 'transport avenues'.		
Economy and employment	Submits that traffic lights would be a safer means of transferring people between the community hub and sports precinct than roundabout.		
	Supports 30m boulevards providing safer movement of peds and bikes, allowing for Hamilton Road to be a primary route for through traffic.		
	Supports expansion of commercial/industrial activity at industrial park to allow for better delineation of activity between residential and commercial/industrial activity.		

### **Submission 105**

Theme	Summary	Response	Action
Movement and transport	Figure 3 on page 19 does not have existing footpath on west side of station road or potential footpath on west side of Station Road.	Refer to 2023 update to Shire- wide Footpath Plan.	

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Seeks footpath on western side of Station Road.

Does not support access through Octagonal Court.

The Octagonal Road connection is identified in the New Gisborne Development Plan (NGDP), which was formally adopted on 26 March 2014. The NGDP was exhibited to the community in 2013 and Council did not receive any submissions specifically concerned with the proposed road connection at that time.

The road connection is noted as a 'potential future access' in the NGDP and relies on each landowner developing, it is not proposed to be compulsorily acquired. Whether this road does indeed connect through in the future would be addressed through a future subdivision application.

Given that the NGDP has been approved, any planning permit application for subdivision that seeks to deliver on the outcomes of the Plan is exempt from notice requirements. Any planning permit application must be generally in accordance with the Development Plan, which currently includes the extension of Octagonal Court.

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### Submission 106

Theme	Summary	Response	Action
General	Submission on behalf of landowners on the western side of Ferrier Road (Westport, McKibbons, Cathlaw).	Noted	
	Submission supports preparation of the structure plan and inclusion of client's land in the protected settlement boundary.		
	Submits for changes related to bushfire, landscape visual impact, density, transport network and function of activity centres and open space.		
	Submission includes technical expertise in the areas of bushfire, economics, urban design, acoustic, traffic and landscape visual impact.		
Bushfire	Western edge of Area 5 incorrectly categorised as inappropriate for urban growth due to bushfire risk.	Agree – to be reviewed concurrently with bushfire advice from Terralogic, the CFA and DTP.	Include further detail on freeway interface design with regards to
	Supporting technical report by Ecology and Heritage Partners provided. Grassland to residential interface creates greater risk than the Calder Freeway boundary.		visual amenity, acoustics and response to bushfire risk.
	<ul> <li>Seeks inclusion of this area along with interface/mitigation measures.</li> </ul>		

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## Landscape and environment

Notes that subject sites are nominated as 'visually sensitive'.

Submits that landscape response can be tailored to accommodate growth without prohibiting development along the periphery.

Requests removal of 'visually sensitive' nomination from plan.

The sites are correctly identified as being visually sensitive, not because they are the subject of outstanding views but because a design response is required for these sites that ensures any new development is visually recessive in the broader landscape context.

This is not cause to exclude residential development. Design responses could include landscape mounding for visual and acoustic amenity, restrictions on building heights along the edge, large lot sizes to provide a semi-rural interface

## Housing framework

Does not support 35 dw/ha, submits for 10-20 dw/ha.

The primary concerns coming through the submission:

- proposed densities are untested in the current housing market in Gisborne in terms of feasibility/viability
- that densities do not meet the typical targets for walkable catchments
- densities conflict with the existing character of the town
- newer development areas are creating housing choice and diversity by offering a variety of lot sizes, but none are of the density proposed in the structure plan.

Consider densities as part of land budget and future character review. Consider introducing a range of densities rather than a minimum target.

Land budget and housing capacity analysis.

Test a range of densities as part of land budget and urban structure review.

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Technical assessments including character and density analysis and Economic Analysis by Deep End provided to support submission. Key points:

- There is no residential market analysis to determine whether the proposed densities are feasible, or whether there is a market that can deliver the proposed outcomes.
- Incorrect reference to PSP Guidelines in background report (p.68).
- Development 1,200m from train station/activity centre is well beyond the 400-800m walkable catchments typically used to justify higher density housing.
- Proposed growth area does not have sufficient proximity to existing or proposed future retail to make higher density housing an attractive and other services to make high density living an attractive proposition for new residents.
- Higher density housing does not align with existing character expectation.
- There is also little price difference in new estates between a double storey townhouse or a house and land package on a small lot because construction costs for a townhouse are higher than a single level dwelling.
- Submits forecast demand for housing is low density/conventional.

Review does not consider the direct link between recent housing trends/development approvals and the existing local policy that has sought to exclude smaller/more diverse housing (such as all subdivisions requiring an average 800m lot size), submitting that this has been driven by market forces rather than policy.

The Structure Plan housing background work identifies that there is a need for more diverse and inclusive housing in the town. Being a regional centre, Gisborne's housing market should provide for a broad cross-section of the community which is why the Gisborne Futures Structure Plan is seeking to encourage higher densities and more diverse housing opportunities.

It is not considered that 'pockets' of higher density housing that are located away from key views, entrances, landscapes and interfaces will have a detrimental impact on the broader character of the township.

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## **Activity** centres

The proposed New Gisborne NAC is unlikely to be viable until nearly 2050 given the timeframe for when a new full-line supermarket would become viable.

The existing centre on Station Road should continue to be supported for local retailing.

Shop top housing on the site not supported as this will introduce a new character.

Seeks removal of 'substantial housing' nomination from the Station Road LAC and the purpose of Local Activity Centres modified to contemplate the delivery of a smaller-scale supermarket.

A priority of the structure plan is to deliver a NAC. UE's economic advice has been to down-scale the role of the LAC site on Station Road to ensure this is viable.

Consider a convenience role for the site.

The site has capacity to accommodate shop-top housing in addition to the LAC retail/service functions.

Consider wording of policy to encourage but not require a residential element on the Station Road LAC site. Maintain convenience role for the Station Roads LAC.

## Movement and transport

Requests review of crosssections:

- The north-south boulevard connector road in the Site modified to a reduced width of 20 metres.
- The recommendation for the provision of a 26 metre 'green link' and service road either side of Ferrier Road replaced with landscape buffer in the order of 25-30 metres, inclusive of the existing Ferrier Road reserve.
- The freeway interface treatment updated to require a reduced width or to allow for flexibility in design subject to the receipt of acoustic and landscape advice.
- The removal of duplicate shared paths across the Site.

Feedback on cross-sections and shared paths to be reviewed.

Ensure flexibility in design of freeway interface is provided subject to acoustic and landscape advice.

Review of crosssections – to form part of future character directions for growth areas.

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#### Open space

Seeks relocation of the proposed open space to the south of Ferrier Road to a location at the south-eastern edge of the Site, to reflect drainage and vegetation considerations.

Seeks reduction to the extent of open space required around the wetland, in particular to the north-west of the wetland.

To be considered as part of a review of open space.

Note too that framework plan is conceptual/subject to detailed design and will be finalised as part of detailed planning stages (DP or PSP).

Review open space locations, size and distribution.

#### Implementation

Requests that the Structure Plan be implemented alongside the rezoning of land in Gisborne and New Gisborne in a scheme amendment process. Refer to implementation plan.

Implementation plan

### **Submission 107**

Theme	Summary	Response	Action
Housing framework Township boundary	Submission on behalf of landowners at 110 Hamilton Road, seeking inclusion in township boundary.	Submission not supported due to landscape/vegetation considerations and maintaining rural break between New	
	Exclusion of site would be a missed opportunity to deliver state planning objectives, 20 minute cities etc.	Gisborne and Macedon.	
	Submits that vegetation and biodiversity values have not been identified through formal assessment, and that bushfire risk is not a constraint to development.		
	Retention of vegetation and important biodiversity features of the site can be managed through design which ensures there is no net loss to biodiversity.		

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### **Submission 108**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection on p.53 of the structure plan, and on p.62 the strategy to seek to protect and enhance significant avenue trees (related to the road network).	

### **Submission 109**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	
	Concern previous feedback re: wildlife has not been integrated into the plan.	The plan includes objectives, actions and strategies to improve urban biodiversity, enhance biolinks and landscape connectivity and to prepare kangaroo management plans and a wildlife friendly lighting policy.	

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### **Submission 110**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	
Housing framework	Does not support apartments, Gisborne is not 'inner city'.	Refer to response to housing framework.	

### **Submission 111**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	

### **Submission 112**

Theme	Summary	Response	Action
Housing framework  • Glen Junor	Submission in support of Glen Junor.	Refer to Gisborne Futures Phase 3 Consultation Report (August 2022) for township boundary investigation area criteria.	
Movement and transport	Concern with loss of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	

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Landscape and environment

Refer to objective, strategies and actions relating to tree protection and transport planning.

• trees

Consultation

Concern that current plans do not respond to past consultation.

Reference to exclusion of Glen Junor from township boundary. Noted.

### **Submission 113**

Theme	Summary	Response	Action
Land budget	Provide further analysis on population growth, land supply/demand.	Noted for revision/inclusion in structure plan.	Provide further analysis on population
	Show existing land supply for residential, commercial and industrial – and show what is needed to accommodate population growth to 2050.		growth, land supply/demand (land budget).
Regional context	Acknowledge that Gisborne/New Gisborne is a regional centre within the Loddon Mallee South Region.	Amend plan as suggested.	Prepare new map.
	Highlight Gisborne's position as the gateway to RDV's innovation and employment corridor.		
Study area	Include land size of township, dwelling density (existing) – link to land budget.	Noted for revision/inclusion in structure plan.	Amend plan as suggested.
Population and	Provide text overview	Noted for revision/inclusion in	Amend plan as suggested.
housing snapshot	Include info on land tenure and land supply (link to land	structure plan.	
Background and technical analysis	budget).		
	Suggested revisions for background and technical analysis section.		

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Vision	Revise 'twin village' terminology: the vision doesn't align with definition of 'village'.	Noted for revision/inclusion in structure plan.	Amend plan as suggested.
Township boundary	Explain why the PSB has been located where it has for the whole of the regional centre.  Justification needs to analyse the declared area's distinctive attributes or unique features and special characteristics that are protected and conserved.  Amend map to show whole PSB, Not just New Gisborne.	Noted for revision/inclusion in structure plan.	Amend map to show whole PSB, provide analysis around the whole township.
Activity centres	Revisit activity centre hierarchy and terminology, Define 'local' and 'neighbourhood' centres, refer to state policy for guidance. Be consistent with C153.	Noted for revision/inclusion in structure plan.	Revisit activity centre hierarchy and terminology, define 'local' and 'neighbourhood' centres, refer to state policy for guidance.
Gisborne town centre	<ul> <li>Describe land uses in activity centre: are there any missing that should be provided or need relocating.</li> <li>Identify heritage buildings.</li> <li>List strategic development sites – is rezoning needed.</li> <li>Identify Crown or council land that could be identified.</li> </ul>	Noted for revision/inclusion in structure plan.	Provide further detail on land uses.

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## New Gisborne activity centre

Explain why a new activity centre is needed. Refer to economic and employment analysis, include land supply/demand analysis for retail, commercial etc.

- How much land will need to be rezoned?
- What amount of floorspace is required?
- What is envisaged in the mixed use area?
- What are the next steps for the community hub and community park?

Noted for revision/inclusion in structure plan.

Provide further explanation on why a new activity centre is needed with reference to economic and employment analysis.

## Housing framework

Identify housing needs – summarise upfront (what else other than diverse and affordable?)

Housing capacity analysis.

Greenfield / infill split: Consider what the split is for Gisborne and whether this is consistent with policy.

Higher densities expected in and around Gisborne town centre, refer Clause 16.01-1S.

Residential development framework plan that overlaps housing change areas with NC types.

Minimal change areas should not be identified based on the existence of restrictions (covenants). Instead, these areas should be identified by physical constraints like flooding or bushfire risk or special characteristics like heritage. Noted for revision/inclusion in structure plan.

Review housing section in response to DTP comments.

Further work: housing capacity analysis.

Provide definition of densities envisioned in the plan.

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New Gisborne Framework Plan	If up to four storeys is envisaged in New Gisborne, then is this aligning with the reference in the objective to 'medium density housing'? Include Heritage Overlay on legend. Any future investigation areas should be included in PSB.	Noted for revision/inclusion in structure plan.  Medium density is defined as small lots (under 500sqm), townhouses, units, attached dwelling and low-rise apartments (up to four storeys) for the purposes of the plan.	Provide definition of densities envisioned in the plan.
Neighbourhood character	Suggested map edits for clarity. Include brief description of each type and preferred future character.	Noted for revision/inclusion in structure plan.	
Aboriginal cultural heritage	Further investigation of the areas of Aboriginal cultural heritage sensitivity should be resolved as part of this structure plan process.	Clarify the level of detail that is required to resolve this.	
Landscape, environment	Provide further detail on how visually sensitive landscapes and views have influenced direction for Gisborne/New Gisborne.	Noted for revision/inclusion in structure plan.	

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Consider design of 'urban greening' and biolinks, and the influence of bushfire risk.

Show areas with high biodiversity values.

Council's Biodiveristy Strategy (2018) identified 'biolinks' as landscapes across which there is increased tree and other native vegetation cover. They recognise the value of smaller bushland patches, remnant corridors particularly along waterways and road reserves, and scattered paddock trees, as habitat where some species can live and breed and as stepping stones across fragmented landscapes.

The structure plan strategy is to protect and enhance the ecological value of conservation reserves, biolinks and riparian land alongside waterways to support biodiversity and provide habitat connectivity.

The plan has been modified to ensure that these are managed in a 'low-threat' state. By 'biolinks', we would envision that this would include revegetation of waterway corridors for bank stabilisation, water retardation and additional tree planting etc, however in open space areas that are managed in a 'low-threat' state as opposed to unmanaged conservation reserves.

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Consider an alternative to the RCZ in the township boundary – this is a rural zone.

The RCZ on private land is considered appropriate here, other open spaces in public land are PPRZ and the RCZ schedule is clear in that the values are associated with the escarpment. This is also consistent with how it is being maintained in the Hume, through Sunbury and in part of Brimabnk so not sure of the benefit in changing it, perhaps on a technicality as a 'rural' zone. Could consider alternatives in the scope of a potential master plan for the corridor, or as part of the recommended SLO review.

Look into appropriate zone for the escarpment.

#### Open space

Provide strategic justification for 10% open space contribution.

10% is broadly considered to be a growth area standard. The plan is proposing a number of linear links along entrances, the railway corridor and around the Calder interface. These have been denoted as 'encumbered' but arguably those parts used for recreational links could be unencumbered so this allows some flexibility. Similarly, the edge to the Marshlands Reserve would likely have conservation and drainage values, but if there are parts to maintained for visual amenity then these might fall into 'unencumbered'. This allows for flexibility for final open space determination to be resolved at the development plan stage.

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More detailed required on landscape scale bushfire hazards and evidence on how risk has been used to determine growth areas (directing growth to areas of least risk).

Noted for revision/inclusion in structure plan.

Update bushfire report and structure plan to include requested information.

Detail required on open space and conservation areas and how vegetation will be managed to minimise bushfire risk.

Further information on how the future settlement interface is designed to respond to bushfire, including access and egress.

## Movement and transport

Re-order chapter structure (walking cycling > public transport > cars).

Noted for revision/inclusion in structure plan.

Amend chapter in response to feedback.

## **Community** infrastructure

Provide next steps for community hub and community park.

Submission includes a number of suggested document edits.

Include community infrastructure delivery in implementation plan.

Amend chapter in response to feedback.

Questions location of aged care in regard to bushfire risk.

Develop criteria or policy for location and design of aged care, retirement villages and residential villages.

Implementation plan.

### Implementation

Include implementation plan that outlines all the actions and priority and allocate responsibility and timing to each one.

Noted for revision/inclusion in structure plan.

Implementation plan.

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### **Submission 114**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	

### **Submission 115**

Theme	Summary	Response	Action
Housing framework	Submission on behalf of landowners 1 Kilmore Road (Macedon House).	Submission noted.  Any proposed planning controls and future development must have regard to the landscape and visual values of the site (as recognised through the RCZ and RO), the heritage values and open space setting, flood constraint etc.	Refer to privately sponsored planning scheme amendment
	Supports the structure plan and recommends the site be brought into the amendment that implements the Gisborne Futures project.		amendment.
	Seeks GRZ with a DDO.	constraint etc.	
	Provides summary of planning controls and previous technical studies that have underpinned planning work for the site, summary of some of the issues and opportunities related to the site.		
	Concept plan of indicative access layout, open space buffers.		

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### **Submission 116**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	

### **Submission 117**

Theme	Summary	Response	Action
Housing framework	Supports 3-4 storey development and shop-top apartments as an alternative to 'appalling developer driven pancake barbie land planning.'	Noted.	

### **Submission 118**

Theme	Summary	Response	Action
Service and utilities	Submission from Greater Western Water (GWW).	Noted.	
	Raises the importance of the project to future planning for water and sewerage supply to the region and for implementation of some of the actions from the Southern Macedon Ranges Integrated Water Management Plan.		
	Notes that current system has been planned based in the 2009 ODP.		

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#### Submission highlights:

- likely upgrades to sewer supply to service proposed growth areas.
- the likely need for a strongly enforced buffer for the Gisborne recycled water plant
- support for additional uses for recycled water
- the need to work with traditional owners and MRSC in regards to water supply upgrades and culturally significant views on Magnet

To be discussed with GWW:

- Recognition of the need for a buffer to the recycled water plant and how this is represented in the structure plan for final version.
- Need for visual impact and cultural heritage assessments for future works on Magnet Hill.

Include reference to GWW buffers and need for Need for visual impact and cultural heritage assessments for future works on Magnet Hill.

Submission includes recommended changes to strengthen IWM in the plans.

To be reviewed and included in plan.

Review GWW recommendations for IWM in structure plan.

Requests the MRSC work with GWW to identify the notational buffer for inclusion in the next version of Gisborne Futures and investigate planning overlays to protect buffer.

See above.

Schedule meeting with GWW to discuss submission and inclusions in final draft.

### **Submission 119**

Theme	Summary	Response	Action
Movement and transport	Landowner seeks reduction of width of waterway reserve, concern that a 30m offset from centreline will wipe out development potential on their property.	Review open space.	Review open space.

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Support for rezoning of property due to proximity to the train station and enabling active transport as an alternative to driving.

Believes the town centre proposal has merit with mixed use, community hub and shopping facilities.

Failure of plan to address Gisborne Bypass was a disaster.

Trucks and congestion will grind things to a halt.

### **Submission 120**

Theme	Summary	Response	Action
Housing framework	Submits preference for property to remain rural living, but in the event of a rezoning would prefer to see the highest density possible to safeguard other rural living land from the same fate (prefers compact urban form over sprawling development).	Noted.	
Landscape and environment	Keep wildlife corridors, waterbodies, trees and vegetation intact.	Refer to biolinks, waterway corridors and directions for tree protection in the plan.	
Activity centres	Submits for small shops in Ferrier Road to encourage people to use active transport.	Within catchment of activity centre on Station Road and NAC at train station.	
Movement and transport	Investigate cycling tunnel under railway to connect Ferrier Road precinct into the rail trail.	Likely cost-prohibitive at this stage. Off road connections planned from Ferrier Road precinct. Crossing point provided at Station Road.	

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Connect parks via shared paths, prioritise Ferrier Road for active transport.	Refer to active transport network in the plan.
Urban design - introduce organic shapes over straight lines to keep it visually interesting.	Noted.

### **Submission 121**

Theme	Summary	Response	Action
Housing framework  • Glen Junor	Support for Glen Junor.	Noted.	

### Submission 122

Theme	Summary	Response	Action
Housing framework • Glen Junor	Support for Glen Junor.	Noted.	

### **Submission 123**

Theme	Summary	Response	Action
General	Does not support the plan.  Submits that the plans only cater for residential and not for roads, parking, open spaces, childcare centres, kindergartens, primary and secondary schools, youth programmes, medical and hospital, old folks homes, and local jobs.  Submits plans will deliver a dormitory suburb.	Refer to following sections in structure plan:  Activity centres  Economic and employment growth  Community infrastructure  Movement and transport  Open space  Refer also to CIA.	

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Concern with unit development, loss of car parking, demographic of emergency workers and their housing needs.		
Does not support traffic lights on Station Road as approved by VCAT as part of 89 Ross Watt Development Plan.	Approved by VCAT and DTP.	
Spelling error: Gardenier instead of Gardiner Reserve.	Fix spelling error.	Fix spelling error.

### **Submission 124**

Theme	Summary	Response	Action
Community facilities	Seeks rezoning of Montessori School site from Rural Living Zone Schedule 1 (RLZ1) to Special Purposes Zone Schedule 1 (SPZ1).	Further information provided to determine appropriate application of the zone.	Include discussion and action to rezone in plan.

### **Submission 125**

Theme	Summary	Response	Action
Movement and transport	Response to Herald Sun article - does not support removal of trees on Station Road.	Council does not currently support the duplication of Station Road, consistent with a decision to rescind support for the design in 2017.	
		Refer to objective, strategies and actions relating to tree protection and transport planning.	
Activity centres	Submits:" I cannot understand why you have not considered the infrastructure in New Gisborne and possibly using the \$\$ to build a supermarket, saving the residents of New Gisborne travelling into Gisborne to do	Refer to activity centre section in the structure plan, this is a primary consideration in the plan.	

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their shopping etc and relieving traffic heading into Gisborne!!!!"

### **Submission 126**

Theme	Summary	Response	Action
Movement and transport	Submission from Macedon Ranges Residents Association. Too closely aligned with metro Melbourne outcomes.	UDF and NCS to be included on project stages/timeline.  Provide definition of dwelling scale (low, medium, high)	Definition of densities envisioned in the plan.
	Exceeds requirements for metro growth areas.	noting that Gisborne does not have a particular 'standard' that	Revise land budget, link to
	Lack of transparency: needs UDF, NCS, land budget and	is different to anywhere else in a technical sense.	population forecasts and demand figures.
	population forecasts.  Supporting documents out of	Land budget and clarity on forecasts, land supply and	Housing
	date (eg. Town Services Engineering Report).	demand, housing capacity to be revised.	framework review.
	Does not support:	Provide link between land budget and study area map,	
	'intense high-rise residential development'	population and housing snapshots.	
	<ul> <li>'significant' expansion of commercial and industrial uses</li> </ul>		
	<ul> <li>4 storey apartments</li> </ul>		
	<ul> <li>the need for a population to support a supermarket/town centre</li> </ul>		
	<ul> <li>future investigation areas/additional land supply for beyond the 30 planning horizon</li> </ul>		
	Glen Junor		
	<ul> <li>mixed use zone.</li> </ul>		

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<b>Future</b>	urban
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#### Submits that:

- 35 and 50 dwellings per hectare, 3 and 4 storeys is creating urban sprawl, not preventing it.
- policy standards limit higher density development to within 400m not 800m walking distance of an activity centre.
- Use of Gisborne SA2 instead of Gisborne UCL has 'forced' the district's growth projections into the town boundary.
- More control than NRZ schedules will be required to guide outcomes in Incremental Change Areas (eg – DDO).
- Too much industrial/commercial land is being provided.

Use of SA2 is consistent with forecast areas provided by .id and VIF2023.

VIF2023 released after structure plan was prepared the plans can be updated to reflect these.

Commercial and industrial land supply aligns with recommendations from Urban Enterprise.

Update plans to reference VIF2023.

## Housing framework

The town's preferred medium density areas are expanded out into established residential areas.

Refer to state housing policy for alignment.

Update housing framework.

Land supply/demand and population forecasts aren't clear.

Scenarios used to inform community infrastructure assessments. These are not targets but scenarios. This section can be revisited for clarity and linked to a land budget.

Provide further analysis on population growth, land supply/demand (land budget).

Lack of transparency in regards to dwelling density.

Densities exceed standard benchmarks and walking catchments found in existing policy. Further detail to be provided.

Consider providing a range of densities rather than minimum density targets.

Provide definition of densities envisioned in the plan.

Provide further detail on preferred built

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			form/future character.
Project stages	Show UDF/NCS on project timeline	Include urban design frameworks and neighbourhood character study on project stages diagram.	Update diagram.
Implementation plan	Provide implementation plan and clarity on proposed zones (including residential zones).	Noted for revision/inclusion in structure plan.	Implementation plan.
Vision	Include 'preserving rural character and rural setting' in vision.  Submits that the 'twin villages' concept is nonsensical.	Noted for revision/inclusion in structure plan (reference character outside township boundary).	Amend vision statement
Background report	Background report error – lists Clause 11.03-2S (Growth Areas) as relevant to Gisborne.	Correct – change to reference Clause 11.03-3S (Peri-urban areas).	Amend reference in background report.
Housing framework	Housing change areas (substantial, incremental, minimal) need to be identified in the Gisborne context.	These are standardised based on State criteria – refer to PPN91 and PPN91.	
	Does not agree that housing diversity should be provided due to character outcomes.	Noted.	
New Gisborne town centre	Seeks deletion of mixed use zone.	Refer to economic and employment analysis (2023 update).	
	Check for consistency in how 'Semi-Rural Buffer Interfaces' are treated in the plan.		
	Provide further detail/analysis on 'essential workers'	Refer to key worker housing section in background report (p.67).	Summarise housing and employment survey results.

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		Summarise housing and employment survey results – include in background report.	
Neighbourhood character	Look into deletion of preferred character statements as part of C150 and investigate appropriate location for this policy direction.	Detail to be considered for planning scheme amendment.	Implementation plan.
	Provide further detail on 'preferred future character' for growth areas.	Prepare future character statements.	Provide further detail on preferred built form/future character.
	Change use of word 'suburban' in character area titles to 'township'	Suburban areas are residential areas that surround town centres or activity centres, which describes Gisborne's composition. Terminology similar to that used in other NC studies and readily understood.	
Gisborne town centre	Questions use of term 'regional activity centre'.	Agree, terminology could be better defined in terms of settlement hierarchy (where Gisborne and New Gisborne together form a 'Regional Centre' and the activity centre hierarchy to be more aligned to state terminology (neighbourhood, major, state).	Revisit activity centre hierarchy and terminology.
	Delete car parking areas as 'strategic redevelopment sites'.	Car parks are privately owned and an application to development could be made at any time. Note that Gisborne towns centre currently has not development controls.	
Economic and employment growth	Provide a report of Shire-wide availability of industrial and commercial land.	Review industrial, commercial and retail land supply/demand analysis – provide land budget.	

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Rezone existing business park Look at business park interface Review from Industrial 1 to Industrial 3 interfaces with and potential land use conflicts. zone. longer-term investigation areas (esp. industrial/rural living interface). Data and network analysis still Update servicing report from Servicing and relevant, the original report was 2018. utilities not prepared with a specific capacity in mind, rather it provided a high level assessment of service capacity and likely upgrades required. The structure plan and bushfire Bushfire assessment review. **Bushfire** assessment don't appropriately recognise bushfire risk.

#### **Submission 127**

Theme	Summary	Response	Action
Activity centres  New Gisborne town centre	Submission from developers with interests in developing a Coles supermarket next to train station on Barringo Road.	Noted.	
	Supports location of PSB and NAC. Supportive of NAC being limited to one full-line supermarket to support viability. Willing to deliver supermarket early in the development of the NAC.		
	Seeks cap on leasable floor area in remainder of Commercial 1 Zone and other commercial sites.	Consider as part of implementation.	
	Supports higher density housing.	Noted.	
	Submission includes concept for NAC layout.	Review as part of UDF for the site, seek mixed use outcome	UDF

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Seek changes to width of 'boulevard connector' and north-south link.

and integrated precinct response.

Maintain view corridor from station and assess against broader precinct objectives.

### **Submission 128**

Theme	Summary	Response	Action
Business Park Economy and employment	Submission of general support on behalf of the landowner of 139 Saunders Road, New Gisborne.	Support noted.	
	Supports expansion of the business park and the need to provide a long term supply of industrial land.		
Open space	Concern with location of sports park and remote location from existing and future residential areas.	Refer to response: open space review.	Open space review.
	Supports a smaller open space to provide amenity for workers but submits that the sports park should be in a location that is more accessible to future residents.		

### Submission 129

Theme	Summary	Response	Action
Business Park	Submission of support on behalf of the landowner of 84 Payne Road, New Gisborne.	Support noted.	
Economy and employment	Supports expansion of the business park and the need to provide a long term supply of industrial land.		

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### **Submission 130**

Theme	Summary	Response	Action
Housing framework	Submission of support on behalf of the landowner of 290 Hamilton Road, New Gisborne.	Support noted.	
	Submits that Gisborne's housing stock lacks diversity and will be unsustainable into the future for key workers. Continual development of large single dwellings will not deliver affordable housing.		
	Land is suitable for residential development due to proximity of train station, future town centre, schools, business park and recreational facilities.		
	Submits that the plan supports objectives of planning in Victoria including to:		
	<ul> <li>encourage a form and density of settlements that supports healthy, active and sustainable transport</li> </ul>		
	<ul> <li>limit urban sprawl and direct growth into existing settlements</li> </ul>		
	<ul> <li>develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.</li> </ul>		

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### **Appendix 2: Response to MCA review**

The Township Boundary Investigation Areas analysis in the Phase 3 Consultation Report was prepared to broadly provide response to numerous requests for inclusion in the township boundary following consultation in 2020.

There have been a number of Council resolutions related to Glen Junor:

- At the Ordinary Council Meeting on 24 June 2020 Council resolved to include Glen Junor in the township boundary prior to undertaking consultation on the draft plan.
- At the Scheduled Council Meeting 24 February 2021 a Notice of Motion was carried that Council remove
  the land located at 284 Kilmore Road, Gisborne, known as Glen Junor, from the draft Gisborne Futures
  project. This is to include removal of the site from the proposed settlement boundary and draft Gisborne
  Structure Plan
- At the Scheduled Council Meeting on 24 March 2021 it was resolved that Council note submissions (including petition/s and survey responses) received to the Gisborne Futures project (Phase 3 consultation) and thank submitters for their contribution to the project.
- The Phase 3 Consultation Report (including Township Boundary Investigation Areas analysis) was prepared over 2021-2022 and presented to Council at the Scheduled Council Meeting on 24 August 2022. At this meeting it was resolved that Council endorses the proposed draft boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that these areas may be modified subject to further work on the plan with no further areas to be included.

(see minutes of meeting for full resolutions).

#### Glen Junor Advice on Site Assessment Criteria

Prepared by Urbis, 2023.

The purpose of this assessment is to:

- review a multi-criteria assessment (MCA) provided in the Gisborne Futures Phase 3 Consultation Report to evaluate investigation areas to be considered for inclusion in the township boundary
- review relating Council policies, planning strategies and context
- prepare an alternate MCA if required.

This assessment finds that Council's MCA revealed calculation errors, inconsistencies, and duplications.

#### MCA revision

Council does not agree with all the assertions provided in the MCA assessment, but where there have been obvious miscalculations and errors these have been resolved. A summary of these includes:

- Two columns of numbers incorrectly calculated on (Areas 3 and 7)
- Criterion 2 (Adjacent to township boundary):

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- the allocation of a '1' score to Investigation Area 3 where it does not abut the existing town boundary has been revised to '0'
- Area 5 was originally given a score of 0.5 for being adjacent to the township boundary, when this should be 1 given it directly abuts the boundary.
- Criterion 8 (Maintaining a Rural Break Between Settlements) the score for Area 5 has been revised from 0.5 to 0 as the visual impact of development along this edge will erode the 'rural break' between Gisborne and Macedon/Woodend.
- The summary table incorrectly assigns Area 4 a 1 for cultural heritage when this should be 0.5 (as per the site assessment).

These scores have been revised and the results do not change the outcomes of the original assessment.

A detailed summary of the MCA review and Council response is provided in Table 1.

Table 2 updates the calculation and translation errors and Table 3 revises the overall score in response to the points listed above.

Table 1: MCA review summary and response

Summary	Response
Criterion 1 – Existing Strategic Directions and Policies	Current policy is clear that future growth is to be provided in New Gisborne.
Submits that local policy does not seek to focus growth to New Gisborne exclusively, but rather in both Gisborne and New Gisborne, includes growth direction to the east and west of Station Road and that this is to is to occur to the south of the railway line.  Considers that Investigation Areas 1 and 5 are the most consistent with this indicator, Investigation Areas 6 (Glen Junor) and 7 are moderately consistent with this indicator and the northern Investigation Areas 2, 3 and 4, and south Investigation Areas 8 and 9, are the least consistent with this indicator.	Areas 2,3 and 4 do not accord with existing policy to keep development south of the train line but have potential to leverage off existing and planned facilities including schools, train station and the sports precinct to create an 'activity node', and to revitalise disused and vacant industrial sites, noting that these are located north of the railway line.  Areas 6 and 7 are both more isolated from existing services and facilities.
Criterion 2 – Whether Land Adjoins Existing Town Boundary  The evaluation framework is unclear in how the scores are stipulated in relation to this criterion, there are inconsistencies with how it is applied to the investigation areas.	The purpose of this criteria is to avoid 'leap-frogging' of development and ensure that new growth areas are a logical extension to the town boundary.  The criteria have been based on whether the growth areas are a 'logical' extension, not solely on whether they abut the boundary.

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Concern is the allocation of a '1' score to Investigation Area 3 where it does not abut the existing town boundary.

Investigation Area 4 achieves a score of '0.5' with reference to the separation caused by the existing railway line, this is not a consideration for other areas north of railway line.

Agree that Investigation Area 3 does not abut the existing town boundary and should be given a revised score of 0.

The assessment notes that Area 4 is separated by both the railway line and the vegetation on properties to the east which will result in fragmented development.

The part of Area 8 that adjoins the boundary is particularly constrained by flood risk and has been considered from the edge of the site that may have development potential.

# Criterion 3 – Walkable Access to Shops, Station and Services

Note identical evaluation, but inconsistency in scoring for Investigation Area 3 (0.5) and areas 4/5 (1) and an absence of clearly defined specific indicators such as a distance, safety concerns etc.

The 800m catchment to shops and the station was broadly used as a benchmark for this assessment.

As score of 1 for sites within 800m, 0.5 for sites within 800-1600m and 0 for sites beyond this (measured from site access points).

Evaluation is not identical for Areas 3, 4 and 5. It notes that Area 3 is not with the 800m catchment but is within 1600m so is given a score of 0.5.

# Criterion 4 – Access Barriers such as Major Roads, Watercourses and the Railway Line

Duplication with criterion 1 reference of railway 'development is to be contained south of the railway line'.

The two criterion assessed different factors (policy and access). This criterion looked at whether there is potential for multiple entry multiple entry and exit points to an area allows for efficient movement.

Area 9: Note there is an error where it states that access is limited to Bacchus Marsh Road, no potential access to existing development to east. This should refer to Melton Road.

#### Criterion 5 – Preservation of Environmental and Landscape Features, Township Entrances, Views and Vistas

It is considered that this criterion is reductive, combining a series of features within a single indicator. Environmental conservation and landscape values could have been separated into two distinct criteria.

These could have been split out. A high-level assessment determined that all sites demonstrated some landscape and/or environmental value or constraint and were given a baseline score of 0.5. No sites scored a 1 (eg - no known values).

A zero score was applied if values were further recognised in the planning scheme through zones/overlays.

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#### Criterion 6 - Cultural Heritage

It is considered positive that this criterion acknowledges the mitigation of impacts on cultural heritage. However, this criterion does not acknowledge the opportunity to protect or re-instate cultural heritage, a missed opportunity.

This assessment considered both the Cultural Values Assessment undertaken by the Wurundjeri Woi Wurrung, cultural heritage sensitivity mapping (CHMP triggers) and existing heritage sites (Heritage Overlay) or potential heritage sites (Extent report).

#### Criterion 7 - Access to Utilities

The explanation provides no clarity on how this criterion has been assessed or why it is relevant.

Based on TGM servicing report (2018).

Services available with site upgrades (1), major upgrade works required (0.5), not assessed/unknown (0).

# Criterion 8 – Maintaining a Rural Break Between Settlements

Clause 11.03-3L contains the strategy:

 Maintain the 'rural break' between the Gisborne / New Gisborne township areas and Sunbury and Mount Macedon. Development is to be contained south of the railway line to protect the separation between New Gisborne and Macedon and the landscape characteristics of the Macedon Ranges to the north.

Therefore the preservation of the rural break has always been considered to apply the rural conservation land to the north, not the rural living zone area between Gisborne and Riddles Creek.

It is unclear why investigation areas 2, 3, and 4 north of the railway line received 0.5 scoring points.

The reference to the erosion of view sequences in area 6 scoring justification is misplaced and should only be referenced in criterion 5.

Inconsistency in scoring between investigation areas 5 and 6. Both areas were provided with the exact same evaluation justification but received a different final assessment score (0.5 for area 5 and 0 for area 6).

#### Refer also to:

Clause 11.03-3S

- Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.
- Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Clause 11.03-3L

 Prevent further subdivision of land north of Kilmore Road between Macedon Court and Hamilton Road, to maintain the urban break between Gisborne and Riddells Creek and preserve views of the Macedon Ranges.

## DPO19

- Objective to limit the visual intrusion of development around the Jacksons Creek escarpment and from Kilmore Road, particularly between Pierce Road and Campbell Road.
- Land fronting Kilmore Road between the Pierce Road and Campbell Road intersections where lots must be a minimum of 4 hectares.

This criteria overlaps with the visual values (criteria 5) to a degree and covers off on visibility from township edges and entrances. Primarily about avoiding impact of sprawl across landscapes that are visually sensitive and retaining a 'rural'

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character and clearly defined urban edge on the outskirts of town.

All areas except Area 7 (which is heavily screened by vegetation from Kilmore Road) contribute to erosion of rural landscapes (baseline score of 0.5).

It considers sensitivity through the number of viewers of landscape and the potential magnitude of change at a high level and the ability to mitigate the visual impact of this.

Areas 2, 3 and 4 are less visible from the more highly trafficked roads that form key links between settlements (Hamilton Road is the 'back road' between Gisborne and Riddells Creek).

Revised down score for Area 5 from 0.5 to 0 due to impacts on views from the Calder Freeway (identified as a part of the sequence of views).

#### **Evaluation table errors**

The evaluation framework allocates different scores within the summary results table when compared to the individual site tables and demonstrates inconsistencies between the total of the individual criterion scores and the overall investigation area scores

We suspect that the evaluation scoring system was not automated, which led to human error in transfer. The review has correctly picked up the following errors:

- The total score for Area 3 is incorrect the final score should be 5 and not 4.5.
- The summary table incorrectly assigns Area 4 a 1 for cultural heritage when this should be 0.5.
- The total score for Area 7 is 3, not 2.5.

#### Duplication

Areas 4 and 5 both have the same assessment and score for Criteria 4 (Land adjoins existing/potential township boundary to the south, however is separated by the railway line and vegetation on properties to the east which will result in fragmented development.). This has been incorrectly applied to Area 5.

The Investigation Area 5 table states that there are no environmental overlays applying to the land. The Vegetation Protection Overlay – Schedule (VPO2) applies to the land.

Error noted.

Score adjusted for Area 5 to 1 (site is adjacent to existing town boundary).

VPO2 applies to the Calder Freeway, along the edge of the site. The VPO doesn't cover the primary development area therefore is not considered to be a constraint.

Refer also to comment on Criterion 8 above re: viewlines.

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The Investigation Area 6 has a duplication of statements regarding the erosion of view lines. The assessment appears in Criteria 5 and 8 but should only be addressed in Criterion 5.

Table 2: Original assessment showing calculation errors and revised scores

	bie 2. Original assessment showing calculation errors and revised scores									
		1	2	3	4	5	6	7	8	9
1	Existing strategic directions and policies	1	0.5	0.5	0.5	1	0	0	0	0
2	Adjacent to existing town boundary	1	1	1	0.5	0.5	0	0	0	0
3	Walkable access to shops, station and services	0.5	1	0.5	1	1	0	0	0	0
4	Access barriers such as major roads, watercourses and the railway line	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5
5	Preservation of environmental and landscape features, township entrances, views and vistas.	0.5	0.5	0	0.5	0.5	0.5	0.5	0	0
6	Cultural heritage	0.5	1	1	1	0.5	0.5	0.5	0.5	0.5
7	Access to utilities	0.5	1	1	1	1	0.5	0.5	0	0
8	Maintaining a rural break between settlements	0.5	0.5	0.5	0.5	0.5	0	1	0.5	0.5

SCORE original	5	6	4.5	5.5	6	2.5	2.5	1.5	1.5
SCORE revised	5	6	5	5.5	6	2.5	3	1.5	1.5

RANK original	3	1	4	2	1	5	5	6	6
RANK revised (calculation errors fixed)	2	1	2	2	1	4	3	5	5

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Table 3: Revised assessment

		1	2	3	4	5	6	7	8	9
1	Existing strategic directions and policies	1	0.5	0.5	0.5	1	0	0	0	0
2	Adjacent to existing town boundary	1	1	0	0.5	1	0	0	0	0
3	Walkable access to shops, station and services	0.5	1	0.5	1	1	0	0	0	0
4	Access barriers such as major roads, watercourses and the railway line	0.5	0.5	0.5	0.5	1	1	0.5	0.5	0.5
5	Preservation of environmental and landscape features, township entrances, views and vistas.	0.5	0.5	0	0.5	0.5	0.5	0.5	0	0
6	Cultural heritage	0.5	1	1	0.5	0.5	0.5	0.5	0.5	0.5
7	Access to utilities	0.5	1	1	1	1	0.5	0.5	0	0
8	Maintaining a rural break between settlements	0.5	0.5	0.5	0.5	0	0	1	0.5	0.5
Adjusted	ted scores: post-review 5		6	4	5	6	2.5	3	1.5	1.5
Eta al auto		0	4	0	0	4	-	4	0	0
rınal adju	isted rank	2	1	3	2	1	5	4	6	6

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## Acronyms

CIA	Community infrastructure assessment
DP	Development plan
DPO	Development Plan Overlay
DTP	Department of Transport and Planning (State)
Dw/ha	Dwellings per hectare
GWW	Greater Western Water
IWM	Integrated water management
LAC	Local activity centre
MCA	Multi criteria analysis
NAC	Neighbourhood activity centre
NCS	Neighbourhood character study
PSB	Protected settlement boundary
PSP	Precinct structure plan
SPP	Statement of Planning Policy (DTP, 2019)
SWMS	Storm water management strategy
UDF	Urban design framework
UDP	Urban Development Program
VIF2023	Victoria in Future 2023

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# **Background and objectives**

The Victorian Community Satisfaction Survey (CSS) creates a vital interface between the council and their community.

Held annually, the CSS asks the opinions of local people about the place they live, work and play and provides confidence for councils in their efforts and abilities.

Now in its twenty-fifth year, this survey provides insight into the community's views on:

- councils' overall performance, with benchmarking against State-wide and council group results
- · value for money in services and infrastructure
- · community consultation and engagement
- · decisions made in the interest of the community
- customer service, local infrastructure, facilities, services and
- overall council direction.

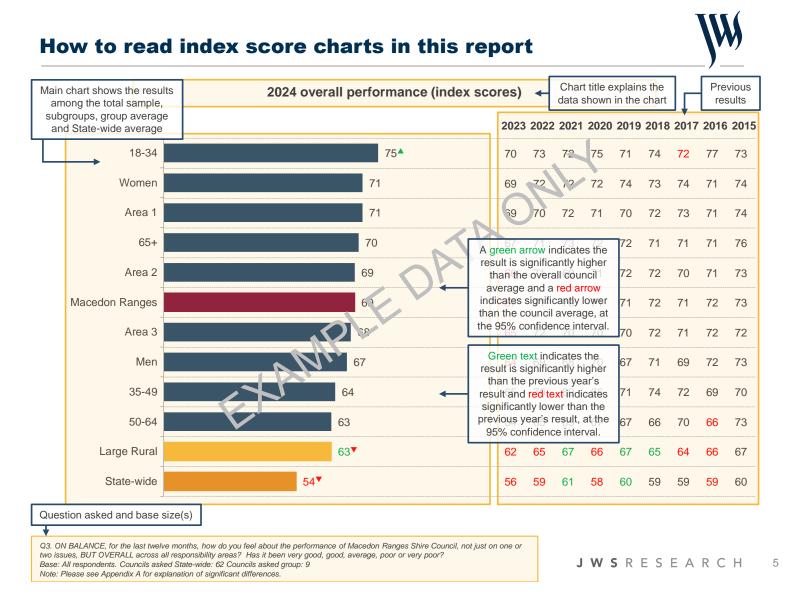
When coupled with previous data, the survey provides a reliable historical source of the community's views since 1998. A selection of results from the last ten years shows that councils in Victoria continue to provide services that meet the public's expectations.

## **Serving Victoria for 25 years**

Each year the CSS data is used to develop this Statewide report which contains all of the aggregated results, analysis and data. Moreover, with 25 years of results, the CSS offers councils a long-term measure of how they are performing – essential for councils that work over the long term to provide valuable services and infrastructure to their communities.

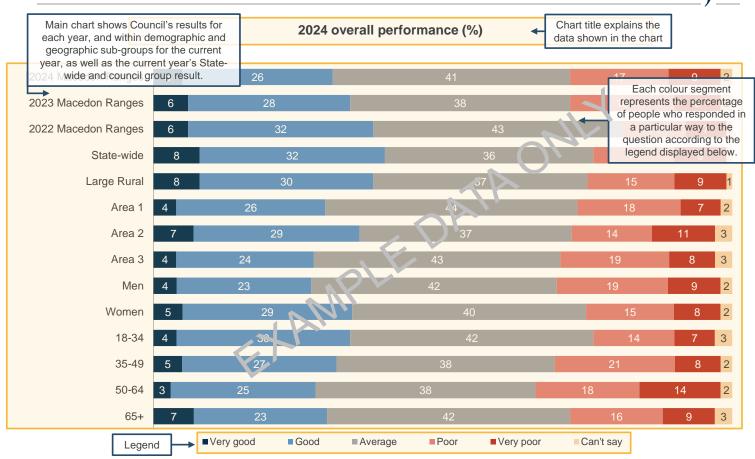
Participation in the State-wide Local Government Community Satisfaction Survey is optional. Participating councils have various choices as to the content of the questionnaire and the sample size to be surveyed, depending on their individual strategic, financial and other considerations.

J W S R E S E A R C H



# How to read stacked bar charts in this report





Q3. ON BALANCE, for the last twelve months, how do you feel about the performance of Macedon Ranges Shire Council, not just on one or two issues, BUT OVERALL across all responsibility areas? Has it been very good, good, average, poor or very poor?

Base: All respondents. Councils asked State-wide: 62 Councils asked group: 9

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# **Macedon Ranges Shire Council – at a glance**



## **Overall council performance**

Results shown are index scores out of 100.







State-wide 54

# Council performance compared to group average



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# **Summary of core measures**



## Index scores





















money

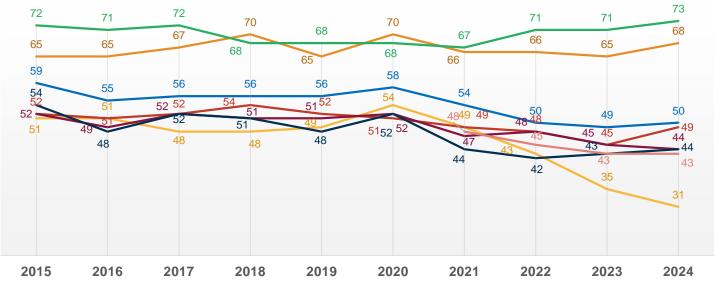
Community Consultation

Community **Decisions** 

Local Roads

Waste management

**Direction** 

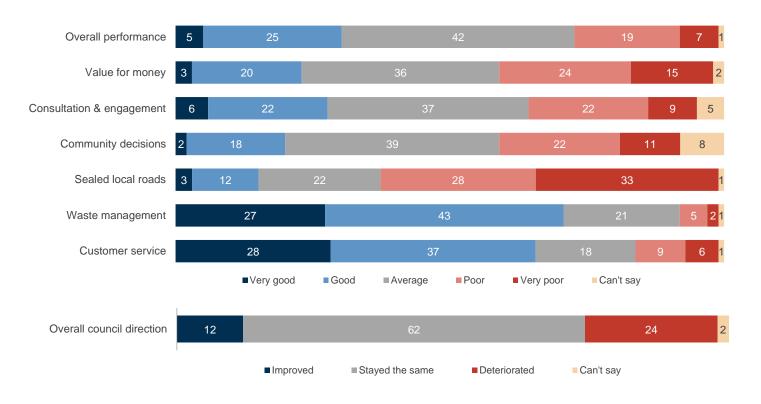


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# **Summary of core measures**



## Core measures summary results (%)



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# **Summary of Macedon Ranges Shire Council performance**



Services		Macedon Ranges 2024	Macedon Ranges 2023	Large Rural 2024	State-wide 2024	Highest score	Lowest score
<i>(</i> %	Overall performance	50	49	50	54	West Ward residents	East Ward residents
\$	Value for money	43	43	43	48	18-34 years	35-49 years, East Ward
+	Overall council direction	44	43	42	45	18-34 years	50-64 years, East Ward
÷	Customer service	68	65	65	67	35-49 years, Men, West Ward residents, 65+ years	18-34 years
	Waste management	73	71	65	67	18-34 years	East Ward residents
	Art centres & libraries	67	65	71	73	35-49 years	18-34 years
<u>.</u>	Appearance of public areas	65	63	66	68	65+ years	50-64 years, Women
立	Emergency & disaster mngt	64	60	65	65	18-34 years	50-64 years
ず	Recreational facilities	64	63	64	68	18-34 years	35-49 years
<b>E</b>	Community & cultural	62	60	64	66	18-34 years, West Ward residents	East Ward residents, 50-64 years

Significantly higher / lower than Macedon Ranges Shire Council 2024 result at the 95% confidence interval. Please see Appendix A for explanation of significant differences.

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# **Summary of Macedon Ranges Shire Council performance**



Services		Macedon Ranges 2024	Macedon Ranges 2023	Large Rural 2024	State-wide 2024	Highest score	Lowest score
23	Environmental sustainability	61	59	58	60	18-34 years	50-64 years
**	COVID-19 response	60	59	66	65	18-34 years	35-49 years
	Family support services	59	59	62	63	18-34 years	50-64 years, East Ward residents
	Enforcement of local laws	59	59	60	61	35-49 years	50-64 years
	Bus/community dev./tourism	58	56	55	57	35-49 years	East Ward residents
Y	Tourism development	57	60	61	59	18-34 years	East Ward residents
2.27	Disadvantaged support serv.	55	53	59	58	Men	Women
	Elderly support services	54	54	62	63	Men	Women
<b>₽</b> Î	Parking facilities	53	53	50	54	18-34 years	South Ward residents
	Business & community dev.	53	52	59	57	18-34 years	East Ward residents

Significantly higher / lower than Macedon Ranges Shire Council 2024 result at the 95% confidence interval. Please see Appendix A for explanation of significant differences.

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# **Summary of Macedon Ranges Shire Council performance**



Services	Services		Macedon Ranges 2023	Large Rural 2024	State-wide 2024	Highest score	Lowest score
	Informing the community	52	49	53	56	18-34 years	50-64 years
	Consultation & engagement	49	45	48	51	18-34 years	35-64 years
<u>.</u>	Lobbying	46	46	47	50	18-34 years	50-64 years
***	Slashing & weed control	44	42	43	45	South Ward residents,18-34 years,	East Ward residents
	Community decisions	44	45	46	50	18-34 years, West Ward residents	35-49 years, South Ward residents
	Local streets & footpaths	41	42	46	52	65+ years	50-64 years
	Town planning policy	40	41	48	50	West Ward residents	South Ward residents, 50-64 years
	Planning & building permits	38	36	41	45	18-34 years	50-64 years
	Population growth	38	39	46	47	West Ward residents	35-49 years
A	Sealed local roads	31	35	38	45	65+ years	35-49 years
	Unsealed roads	30	31	34	36	65+ years	35-49 years

Significantly higher / lower than Macedon Ranges Shire Council 2024 result at the 95% confidence interval. Please see Appendix A for explanation of significant differences.

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## Focus areas for the next 12 months



Overview

Macedon Ranges Shire Council's overall performance index score of 50 has held steady for the last two years, but remains significantly lower than higher levels achieved and maintained between 2015 and 2021. Performance ratings remained relatively stable across individual service areas this year, increasing significantly in two areas. However, ratings in 11 of the 27 service areas evaluated remain at 10-year lows, including Council's lowest rated service areas of sealed and unsealed roads, and managing population growth.

Key influences on perceptions of overall performance Council should focus on improving service areas that influence perceptions of overall performance and are poorly rated. The condition of sealed local roads comprises one of Council's lowest-rated service areas and has a strong influence on overall perceptions. Council should also focus on good communication and transparency with the public as perceptions of Council decision-making and communication efforts also have a strong influence on perceptions of overall performance and ratings remain lower in these areas.

Comparison to state and area grouping

Council performs significantly below Large Rural group averages on close to half of the measures evaluated in 2024; it performs significantly below State-wide averages on a majority of measures, including overall performance. On a positive note, Council performs significantly higher than both for its top-rated service area waste management and significantly higher than the Large Rural group in the areas of environmental sustainability, business and community development and tourism, and for its parking facilities.

Addressing concerns about population growth

Planning for population growth is an area that may warrant some extra attention in the coming 12 months. Performance ratings in this service area are at a 10 year low and it is considered an important area of responsibility for Council. The related area of planning and building permits also suffers from low perceptions. In both of these areas, Council performs significantly below the group average. Attending to concerns about planning and building permits will also help to positively influence perceptions of overall performance.

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# **DETAILED FINDINGS**





Overall performance

## **Overall performance**

The overall performance index score of 50 for Macedon Ranges Shire Council is comparable to the 2023 result. Overall performance ratings have been stable for three consecutive years. That said, Council's overall performance rating has yet to recover from significant

Council's overall performance is rated statistically significantly lower (at the 95% confidence interval) than the State-wide average for councils but is in line with the Large Rural group (index scores of 54 and 50 respectively).

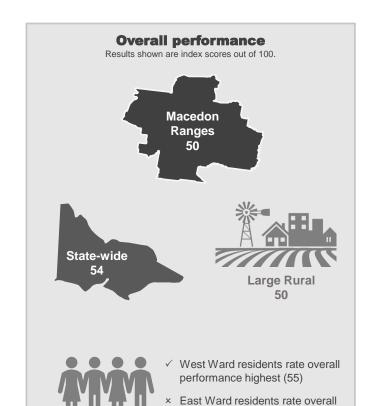
declines experienced in 2021 and 2022 and is nine index

points lower than its 2015 peak rating of 59 index points.

- West Ward residents (index score of 55) rate overall performance higher than East Ward residents (46).
   Ratings among South Ward residents (51) lie closer to the average.
- Perceptions of overall performance rebounded among residents aged 18 to 34 years (index score of 51, up seven points), recovering some of the significant decline that occurred last year.

Just under a quarter of residents (23%) rate the value for money they receive from Council in infrastructure and services as 'very good' or 'good'.

 Residents in the East Ward and those aged 35 to 49 years (index score of 37 each) rate Council significantly lower than average (43) on value for money.



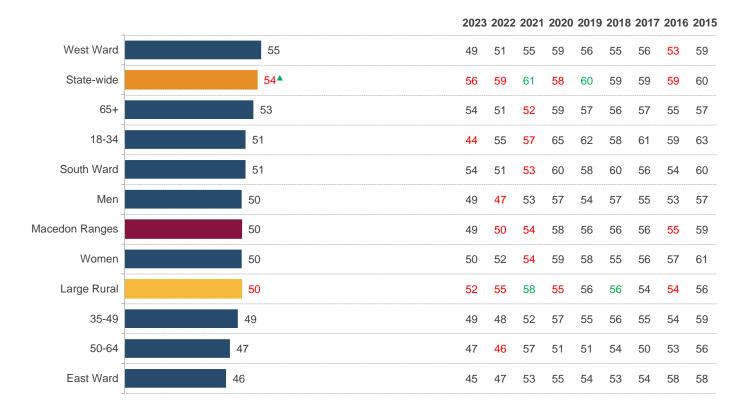
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performance lowest (46)

# **Overall performance**



## 2024 overall performance (index scores)



Q3. ON BALANCE, for the last twelve months, how do you feel about the performance of Macedon Ranges Shire Council, not just on one or two issues, BUT OVERALL across all responsibility areas? Has it been very good, good, average, poor or very poor?

Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

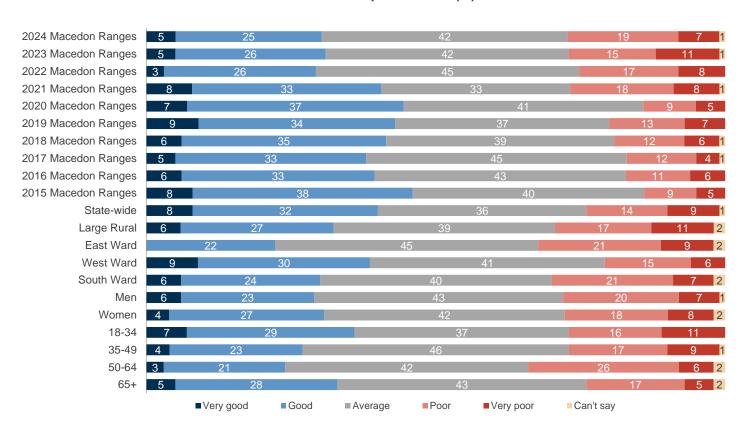
Note: Please see Appendix A for explanation of significant differences.

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## **Overall performance**



## 2024 overall performance (%)



Q3. ON BALANCE, for the last twelve months, how do you feel about the performance of Macedon Ranges Shire Council, not just on one or two issues, BUT OVERALL across all responsibility areas? Has it been very good, good, average, poor or very poor?

Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

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## Value for money in services and infrastructure



## 2024 value for money (index scores)



Q3b. How would you rate Macedon Ranges Shire Council at providing good value for money in infrastructure and services provided to your community?

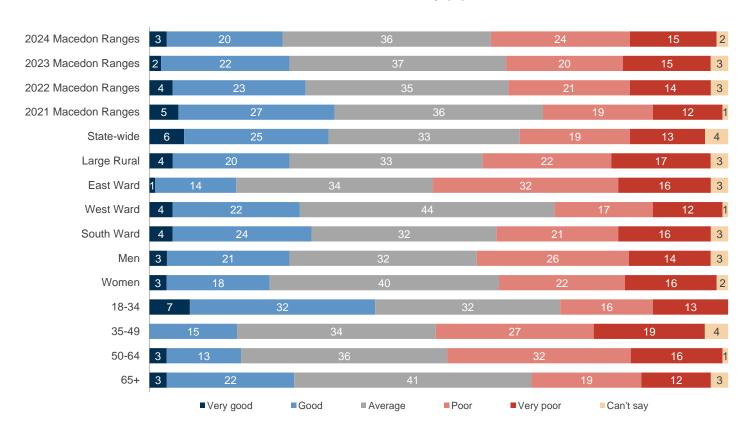
Base: All respondents. Councils asked State-wide: 61 Councils asked group: 18 Note: Please see Appendix A for explanation of significant differences.

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# Value for money in services and infrastructure



## 2024 value for money (%)



Q3b. How would you rate Macedon Ranges Shire Council at providing good value for money in infrastructure and services provided to your community?

Base: All respondents. Councils asked State-wide: 61 Councils asked group: 18

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## **Top performing service areas**

Waste management (index score of 73) remains the area where Council performs best. Council's rating improved by two index points from 2023. While the change is not statistically significant, Council's rating in this area has reached a 10-year high.

- Council continues to rate significantly higher than the Large Rural group and State-wide averages for waste management.
- Residents aged 18 to 34 years (index score of 79) rate waste management significantly higher this year than in 2023, increasing by 15 index points in their rating. This cohort also rates waste management significantly higher than the Council average.
- By contrast, residents of the East Ward (index score of 68) rate Council lowest and significantly below the average in this service area. This is the geographic area where attention for waste management improvement should be focussed.

Art centres and libraries is Council's next highest rated service area (index score of 67), followed by the appearance of public areas (index score of 65).

 Men improved significantly in their impressions of both Council's art centres and libraries (index score of 69, up eight index points) and the appearance of public areas (67, up five index points from 2023).



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## Low performing service areas





Council rates lowest in the areas of unsealed and sealed local roads (index scores of 30 and 31 respectively). Though declines in these areas are not significant this year, ratings are at a 10-year low after significant year on year declines in impressions over the previous three years.

Planning for population growth and planning and building permits are also lower-rated service areas (index scores of 38 each).

Council rates significantly lower than the Large Rural group and State-wide averages for councils in all of the aforementioned areas.

- With regard to sealed local roads, residents of the East and South Wards (index scores of 27 and 30 respectively) rate Council lower than in the West Ward (36). Impressions declined significantly in the South Ward (down eight points) from last year.
- West Ward residents (44) have significantly higher than average perceptions of Council's efforts when it comes to planning for population growth.
- Moreover, 26% of residents identify sealed road maintenance as the Council area most in need of improvement. This service area also has a strong positive influence on impressions of Council's overall performance.

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# Individual service area performance



## 2024 individual service area performance (index scores)

		2023	2022	2021	2020	2019	2018	2017	2016	2015
Waste management	73	71	71	67	68	68	68	72	71	72
Art centres & libraries	67	65	66	69	71	70	67	68	67	69
Appearance of public areas	65	63	66	68	73	70	68	72	71	69
Emergency & disaster mngt	64	60	63	68	68	72	71	73	70	73
Recreational facilities	64	63	62	67	68	68	67	69	69	70
Community & cultural	62	60	61	61	66	63	65	65	63	68
Environmental sustainability	61	59	60	61	66	n/a	n/a	n/a	n/a	n/a
COVID-19 response	60	59	64	68	n/a	n/a	n/a	n/a	n/a	n/a
Family support services	59	59	63	63	62	64	63	65	64	64
Enforcement of local laws	59	59	63	61	62	64	63	61	61	62
Bus/community dev./tourism	58	56	55	57	60	60	60	61	59	63
Tourism development	57	60	59	58	63	61	n/a	n/a	n/a	n/a
Disadvantaged support serv.	55	53	58	63	58	58	58	58	60	59
Elderly support services	54	54	59	63	63	64	63	66	64	64
Parking facilities	53	53	56	56	59	58	57	58	60	61
Business & community dev.	53	52	54	56	n/a	n/a	n/a	n/a	n/a	n/a
Informing the community	52	49	53	53	56	56	55	56	56	57
Consultation & engagement	49	45	48	49	51	52	54	52	51	52
Lobbying _	46	46	45	48	52	53	50	52	49	53
Slashing & weed control	44	42	42	45	49	47	45	44	51	46
Community decisions _	44	45	48	47	52	51	51	52	49	52
Local streets & footpaths	41	42	47	52	56	52	52	52	54	53
Town planning policy	40	41	44	46	48	48	47	47	48	50
Planning & building permits	38	36	39	43	44	45	44	43	43	48
Population growth _	38	39	41	43	45	46	47	47	49	51
Sealed local roads	31	35	43	49	54	49	48	48	51	51
Unsealed roads	30	31	37	45	49	42	43	42	46	47

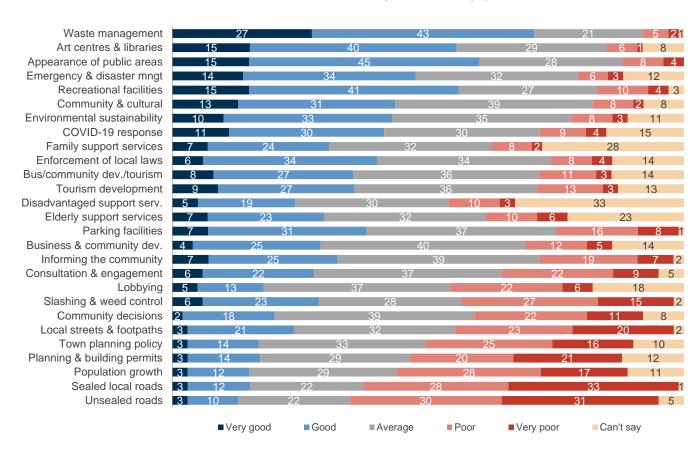
Q2. How has Council performed on [RESPONSIBILITY AREA] over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18 Note: Please see Appendix A for explanation of significant differences.

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# Individual service area performance



## 2024 individual service area performance (%)



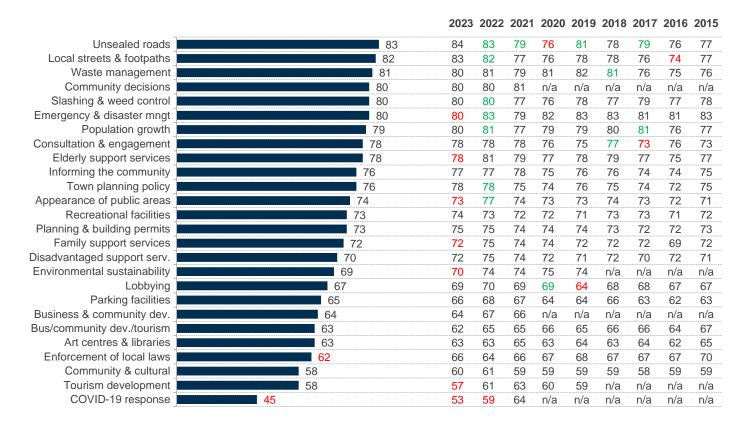
Q2. How has Council performed on [RESPONSIBILITY AREA] over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

JWSRESEARCH 2

## Individual service area importance



## 2024 individual service area importance (index scores)



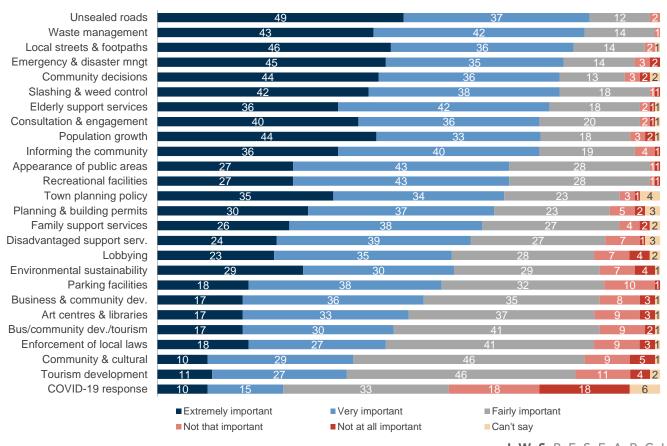
Q1. Firstly, how important should [RESPONSIBILITY AREA] be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 9 Note: Please see Appendix A for explanation of significant differences.

J W S R E S E A R C H

## Individual service area importance



## 2024 individual service area importance (%)



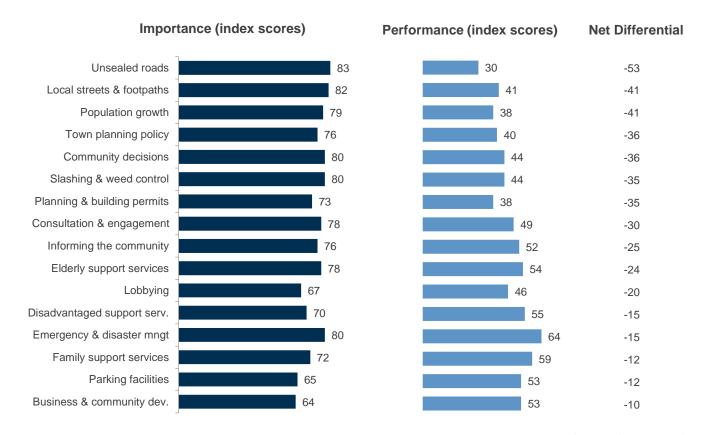
Q1. Firstly, how important should [RESPONSIBILITY AREA] be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 9

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# Individual service areas importance vs performance



Service areas where importance exceeds performance by 10 points or more, suggesting further investigation is necessary.



Note: Net differentials are calculated based on the un-rounded importance and performance scores, then rounded to the nearest whole number, which may result in differences of +/-1% in the importance and performance scores and the net differential scores.

JWSRESEARCH 2

## Influences on perceptions of overall performance



The individual service areas that have the strongest influence on the overall performance rating (based on regression analysis) are:

- Informing the community
- The condition of sealed local roads.

Keeping residents well informed about key local issues and Council activities, and addressing their concerns about local road maintenance, provide the greatest opportunities to drive up overall opinion of Council performance. Currently, sealed local roads is one of Council's poorest performing areas, with a low index score of 31.

Following on from that, other individual service areas with a moderate to strong influence on the overall performance rating are:

- · Decisions made in the interest of the community
- · The appearance of public areas
- Family support services
- Planning and building permits.

Looking at these key service areas only, Council performs well on the appearance of public areas (index score of 65), which is a moderate influence on the overall performance rating.

Maintaining this positive result should remain a focus but there is greater work to be done elsewhere.

In addition to its sealed roads, most in need of attention are the strong influence of Council decision making and more moderate influence of planning and building permits, which are rated as poor (index scores of 44 and 38 respectively).

It will be important to improve communication and transparency around Council decision making and to attend to resident concerns about Council's handling of planning and building permits to help increase ratings of overall performance.

JWSRESEARCH 2

# Regression analysis explained

W

We use regression analysis to investigate which individual service areas, such as community consultation, condition of sealed local roads, etc. (the independent variables) are influencing respondent perceptions of overall council performance (the dependent variable).

In the charts that follow:

- The horizontal axis represents Council's performance index score for each individual service.
   Service areas appearing on the right side of the chart have a higher index score than those on the left.
- The vertical axis represents the Standardised Beta Coefficient from the multiple regression performed.
   This measures the contribution of each service area to the model. Service areas near the top of the chart have a greater positive effect on overall performance ratings than service areas located closer to the axis.

The regressions are shown on the following two charts.

- The first chart shows the results of a regression analysis of all individual service areas selected by Council.
- 2. The second chart shows the results of a regression performed on a smaller set of service areas, being those with a moderate-to-strong influence on overall performance. Service areas with a weak influence on overall performance (i.e. a low Standardised Beta Coefficient) have been excluded from the analysis.

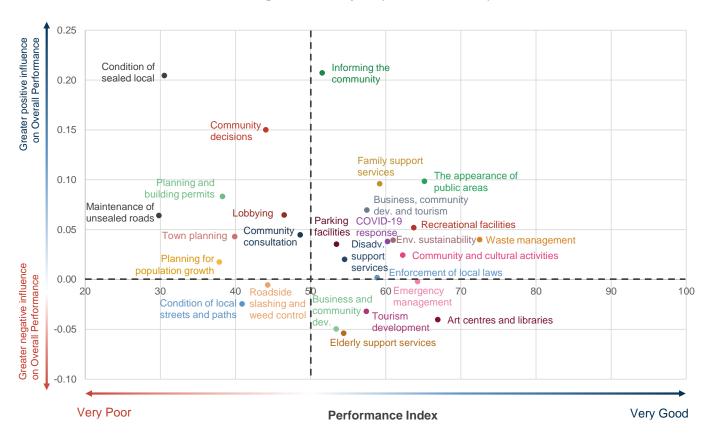
Key insights from this analysis are derived from the second chart.

JWSRESEARCH 3

# Influence on overall performance: all service areas



#### 2024 regression analysis (all service areas)



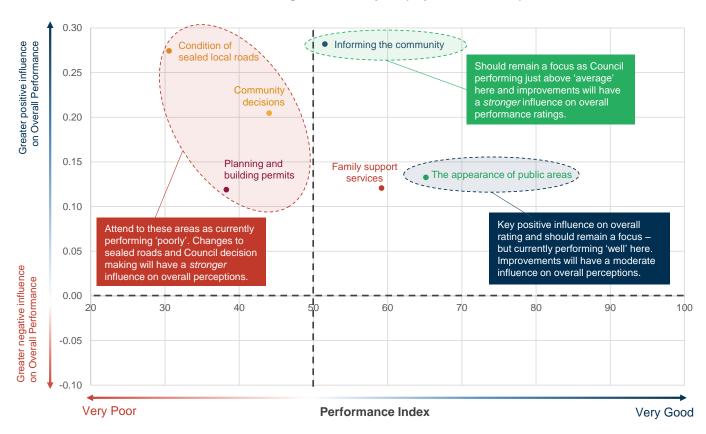
The multiple regression analysis model above (all service areas) has an  $R^2$  value of 0.610 and adjusted  $R^2$  value of 0.582, which means that 58% of the variance in community perceptions of overall performance can be predicted from these variables. The overall model effect was statistically significant at p = 0.0001, F = 21.55. This model should be interpreted with some caution as some data is not normally distributed and not all service areas have linear correlations.

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# Influence on overall performance: key service areas



#### 2024 regression analysis (key service areas)



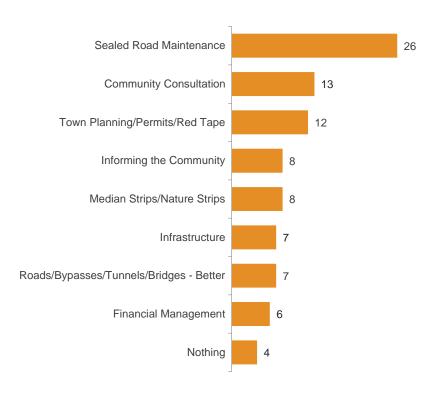
The multiple regression analysis model above (reduced set of service areas) has an  $R^2$  value of 0.585 and adjusted  $R^2$  value of 0.578, which means that 58% of the variance in community perceptions of overall performance can be predicted from these variables. The overall model effect was statistically significant at p = 0.0001, F = 92.25.

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# **Areas for improvement**



# 2024 areas for improvement (%) - Top mentions only -



Q17. What does Macedon Ranges Shire Council MOST need to do to improve its performance? Base: All respondents. Councils asked State-wide: 49 Councils asked group: 14 A verbatim listing of responses to this question can be found in the accompanying dashboard.

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# **Customer service**

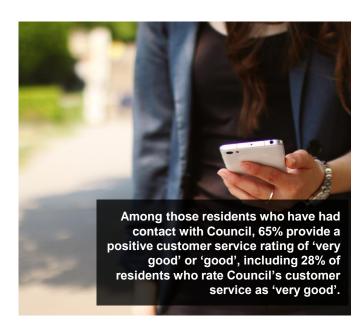
### **Contact with council and customer service**



#### Contact with council

Seven in ten Council residents (68%) had contact with Council in the previous 12 months. Rate of contact has been relatively stable over time.

One-third of contacts were made via telephone (35%). In-person (28%) and email (27%) correspondence were the next most frequently used method of contact. Telephone interactions have steadily declined from a peak of 44% in 2022.



#### **Customer service**

Council's customer service index of 68 is slightly improved from 2023 (up three index points), bringing Council's rating closer to previously achieved higher levels (index score of 70 in 2020). Council's customer service continues to rate in line with the State-wide and Large Rural group averages (index scores of 67 and 65 respectively).

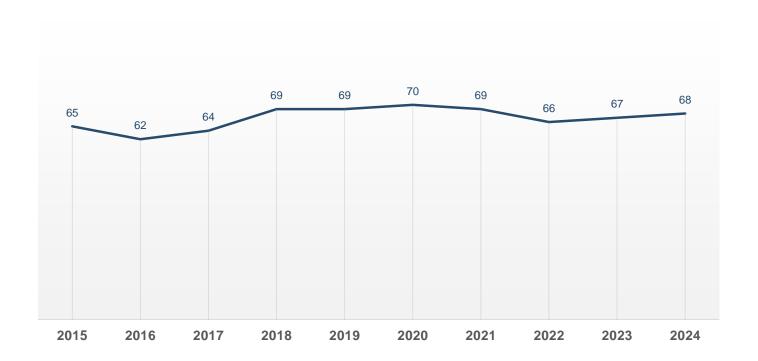
- Perceptions of customer service increased significantly among residents aged 35 to 49 years, men and residents of the West Ward (index score of 72, up nine points among all three cohorts). These groups also rate customer service highest.
- Notably, customer service ratings are highest among those who communicated with Council in-person (index score of 77, up a significant 14 index points from 2023).
- Council should continue to pay particular attention to its customer service interactions with 18 to 34 year olds (index score of 61) in the year ahead. Given their lower rating of customer service relative to other cohort groups, and their higher rate of contact, there is opportunity to engage with them and improve their perceptions.

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## **Contact with council**



# 2024 contact with council (%) Have had contact



Q5a. Have you or any member of your household had any recent contact with Macedon Ranges Shire Council in any of the following ways?

Base: All respondents. Councils asked State-wide: 26 Councils asked group: 9

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### **Contact with council**



#### 2024 contact with council (%)



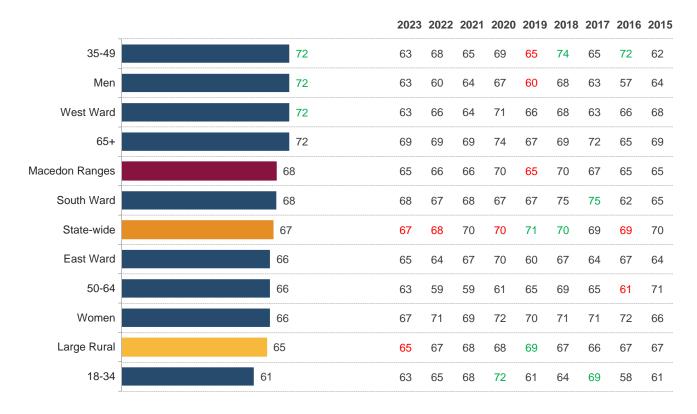
Q5a. Have you or any member of your household had any recent contact with Macedon Ranges Shire Council in any of the following ways? Base: All respondents. Councils asked State-wide: 26 Councils asked group: 9 Note: Please see Appendix A for explanation of significant differences.

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# **Customer service rating**



#### 2024 customer service rating (index scores)



Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received. Base: All respondents who have had contact with Council in the last 12 months. Councils asked State-wide: 62 Councils asked group: 18

Note: Please see Appendix A for explanation of significant differences.

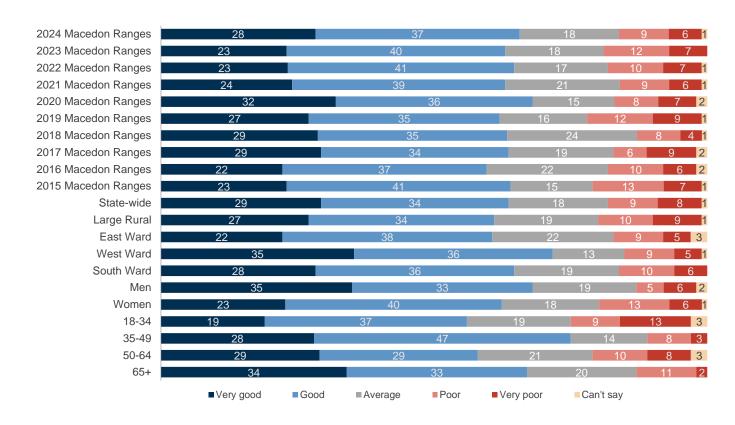
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38

# **Customer service rating**



#### 2024 customer service rating (%)



Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received. Base: All respondents who have had contact with Council in the last 12 months. Councils asked State-wide: 62 Councils asked group: 18

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### **Method of contact with council**



#### 2024 method of contact (%)



In Person





In Writing By Telephone







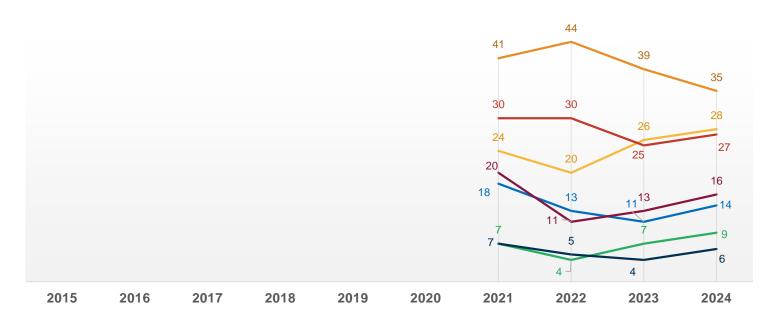


By Text Message

By Email

Via Website

By Social Media



Q5a. Have you or any member of your household had any recent contact with Macedon Ranges Shire Council in any of the following ways?

Base: All respondents. Councils asked State-wide: 26 Councils asked group: 9

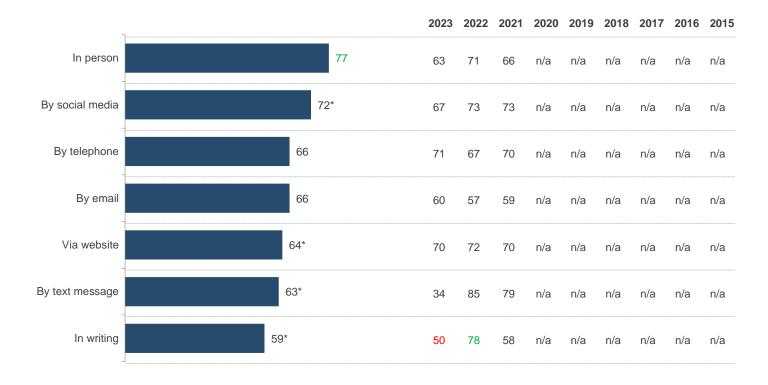
Note: Respondents could name multiple contacts methods so responses may add to more than 100%

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# **Customer service rating by method of last contact**



2024 customer service rating (index score by method of last contact)



Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received. Base: All respondents who have had contact with Council in the last 12 months. Councils asked State-wide: 26 Councils asked group: 9

Note: Please see Appendix A for explanation of significant differences.

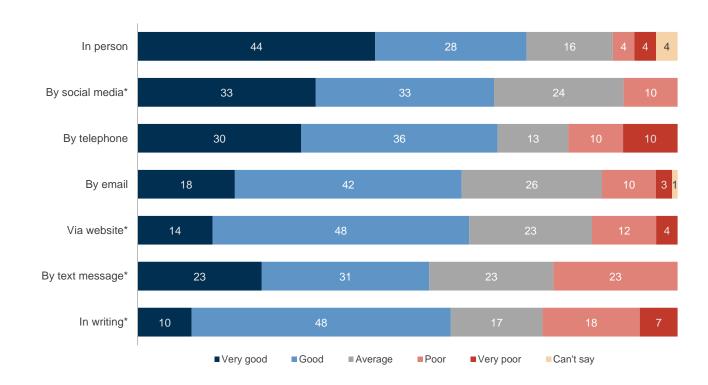
\*Caution: small sample size < n=30

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# **Customer service rating by method of last contact**



2024 customer service rating (% by method of last contact)



Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service?
Please keep in mind we do not mean the actual outcome but rather the actual service that was received.
Base: All respondents who have had contact with Council in the last 12 months.
Councils asked State-wide: 26 Councils asked group: 9
\*Caution: small sample size < n=30

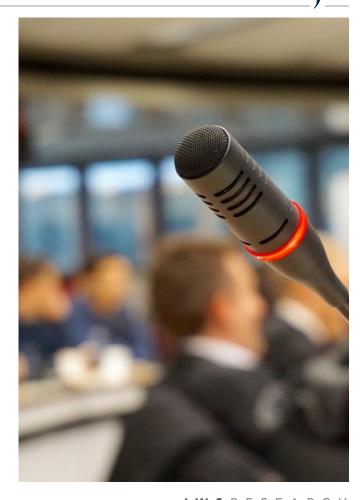
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### **Communication**

When it comes to updating residents about Council news and information and events, a Council newsletter sent via email (34%) now outstrips a newsletter sent via mail (26%) in terms of preference. Over time, rank order between the two top preferences has alternated. These two forms of communication far outweigh the next best way to communicate with residents, namely social media (13%) and advertising in a local newspaper (12%).

- Among residents aged <u>under 50 years</u>, a Council newsletter sent via email (37%) lead other forms of communication by a wide gap. Newsletters sent by mail (21%) and social media (20%) are preferred by similar numbers of residents aged under 50 years. Preference for a newsletter sent via email has increased by 10 percentage points in the last two years.
- Among those aged <u>50 years and over</u>, newsletters sent via email (32%) and mail (30%) are preferred by almost equal numbers. Demand for the next most preferred method of communication – advertising in a local newspaper – trails further behind at 15%.



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### **Best form of communication**



#### 2024 best form of communication (%)



Advertising in a Local Newspaper



Council Newsletter via Mail



Council Newsletter via Email



Council Newsletter as Local Paper Insert



Council Website



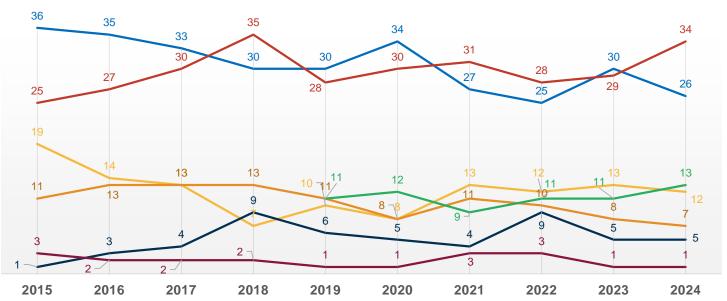
Text Message



Social

Media

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Q13. If Macedon Ranges Shire Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?

Resp. All respondents Councils asked State-wide: 38 Councils asked for aroun.

Base: All respondents. Councils asked State-wide: 38 Councils asked group: 9
Note: 'Social Media' was included in 2019.

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### **Best form of communication: under 50s**



#### 2024 under 50s best form of communication (%)



Advertising in a Local Newspaper



Council Newsletter via Mail



Council Newsletter via Email



Council Newsletter as Local Paper Insert



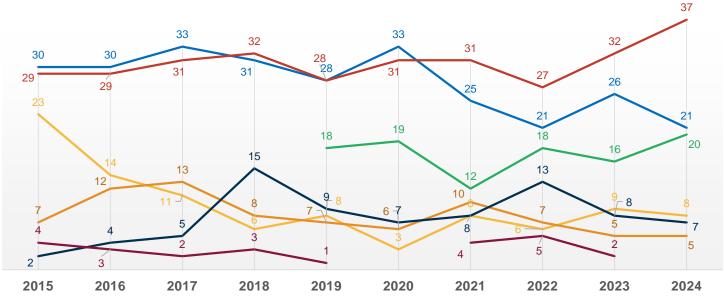
Council Website



Text Message



Social Media



Q13. If Macedon Ranges Shire Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?

Base: All respondents aged under 50. Councils asked State-wide: 38 Councils asked group: 9

Base: All respondents aged under 50. Councils asked State-wide: 38 Councils asked group: 9 Note: 'Social Media' was included in 2019.

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# **Best form of communication: 50+ years**



2024 50+ years best form of communication (%)



Advertising in a Local Newspaper



Council Newsletter via Mail



Council Newsletter via Email



Council Newsletter as Local Paper Insert



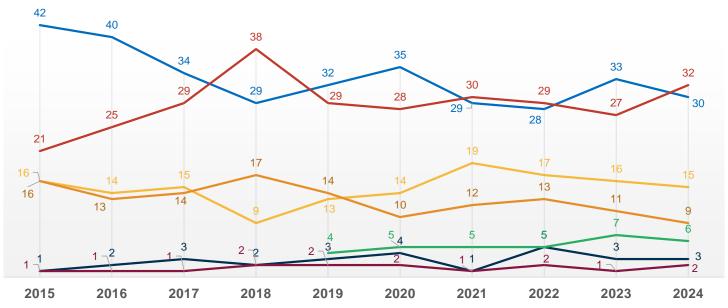
Council Website



Text Message



Social Media



Q13. If Macedon Ranges Shire Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?

Base: All respondents aged 50+ years. Councils asked State-wide: 38 Councils asked group: 9

Note: 'Social Media' was included in 2019.

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#### **Council direction**

Perceptions of the direction of Macedon Ranges Shire Council's overall performance (index score of 44) are in line with the 2023 result. While perceptions of Council's overall direction remain significantly lower than in 2020 (index score of 52), ratings have stabilised after a period of decline. Perceptions of council direction have historically fluctuated.

 Council is rated in line with the Large Rural group and the State-wide average on this measures (index scores of 42 and 45). Rating of both group averages have declined significantly year on year over the past three years.

A majority (62%) of residents believe the direction of Council's overall performance stayed the same over the previous 12 months.

- 12% believe the direction improved; 24% think it deteriorated.
- The most satisfied with Council direction are residents aged 18 to 34 years (index score of 48).
   Just last year, this same group was among those who rated Council lowest for the direction of its overall performance.
- The <u>least</u> satisfied with Council direction are residents aged 50 to 64 years (index score of 40).



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### **Overall council direction last 12 months**



#### 2024 overall council direction (index scores)



Q6. Over the last 12 months, what is your view of the direction of Macedon Ranges Shire Council's overall performance?

Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

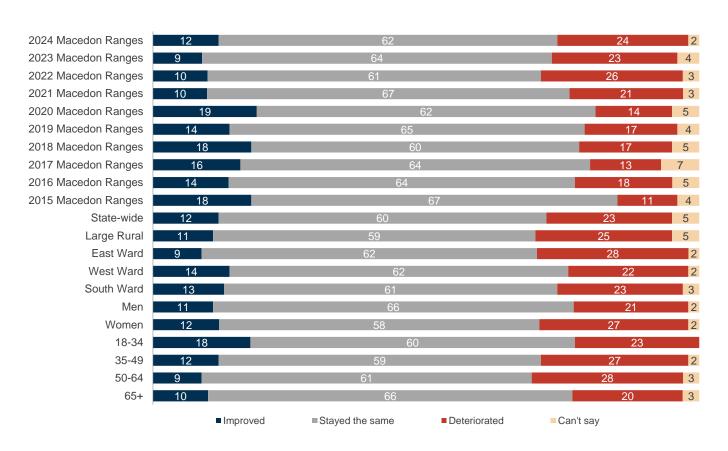
Note: Please see Appendix A for explanation of significant differences.

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# **Overall council direction last 12 months**



#### 2024 overall council direction (%)



Q6. Over the last 12 months, what is your view of the direction of Macedon Ranges Shire Council's overall performance? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

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51

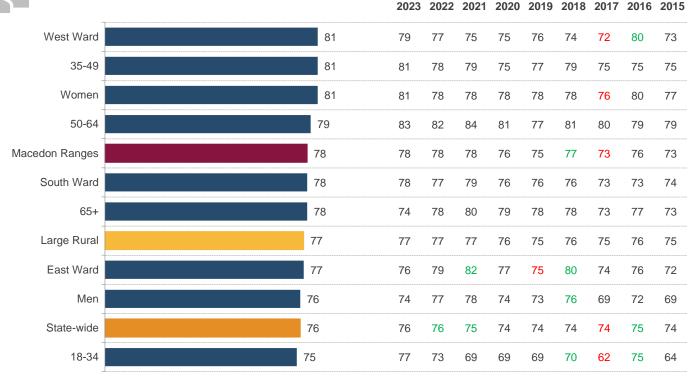


# Community consultation and engagement importance





#### 2024 consultation and engagement importance (index scores)



Q1. Firstly, how important should 'Community consultation and engagement' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 25 Councils asked group: 9

Note: Please see Appendix A for explanation of significant differences.

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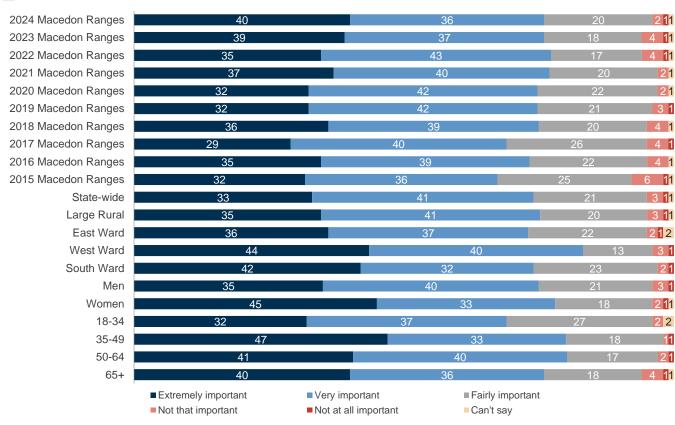
53

# **Community consultation and engagement importance**





#### 2024 consultation and engagement importance (%)



Q1. Firstly, how important should 'Community consultation and engagement' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 25 Councils asked group: 9

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# Community consultation and engagement performance





2024 consultation and engagement performance (index scores)

			20	23	2022	2021	2020	2019	2018	2017	2016	2015
18-34		54	4(	0	59	53	55	56	59	55	57	61
65+		51	48	8	48	49	55	54	53	54	49	49
State-wide		51	52	2	54	56	55	56	55	55	54	56
West Ward		51	44	4	45	50	56	53	56	53	48	48
Men		50	43	3	44	47	51	52	56	51	48	49
Macedon Ranges		49	4.	5	48	49	51	52	54	52	51	52
South Ward		48	49	9	51	45	50	54	59	53	51	56
Large Rural		48	49	9	51	54	54	54	54	52	52	54
Women		47	47	7	51	51	52	53	54	53	54	54
East Ward		47	42	2	47	50	48	49	50	49	53	52
35-49	4	15	45	5	43	46	50	50	55	51	50	49
50-64	4	15	45	5	41	46	46	48	52	48	47	50

Q2. How has Council performed on 'Community consultation and engagement' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18 Note: Please see Appendix A for explanation of significant differences.

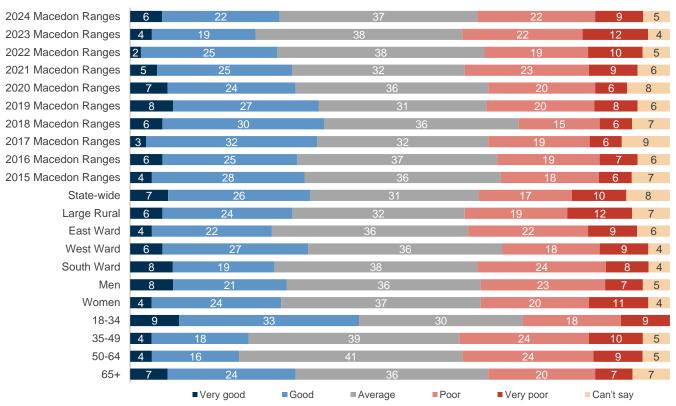
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# **Community consultation and engagement performance**





#### 2024 consultation and engagement performance (%)

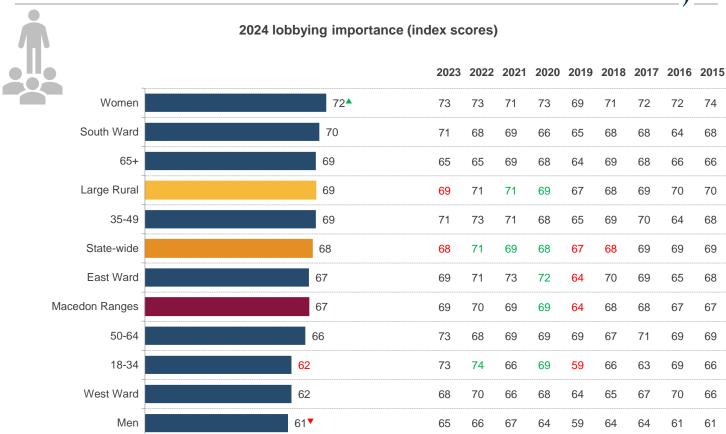


Q2. How has Council performed on 'Community consultation and engagement' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

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# Lobbying on behalf of the community importance





Q1. Firstly, how important should 'Lobbying on behalf of the community' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 21 Councils asked group: 7 Note: Please see Appendix A for explanation of significant differences.

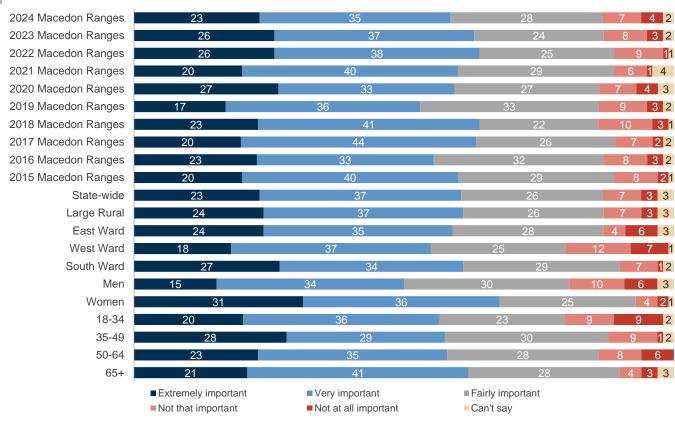
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# Lobbying on behalf of the community importance





#### 2024 lobbying importance (%)



Q1. Firstly, how important should 'Lobbying on behalf of the community' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 21 Councils asked group: 7

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# Lobbying on behalf of the community performance



Å	2024 lobbying performance (in	2024 lobbying performance (index scores)								
		2023	2022	2021	2020	2019	2018	2017	2016	2015
18-34	55▲	40	53	51	59	60	50	54	57	63
State-wide	50▲	51	53	55	53	54	54	54	53	55
West Ward	49	47	46	50	52	52	52	52	44	49
Men	48	46	42	47	50	53	51	52	46	50
South Ward	48	48	44	44	53	55	54	52	46	57
65+	48	47	46	49	53	50	53	53	46	50
Large Rural	47	49	51	54	53	52	52	51	50	53
Macedon Ranges	46	46	45	48	52	53	50	52	49	53
Women	45	47	49	49	54	53	49	52	52	56
East Ward	43	44	46	50	51	51	45	53	56	54
35-49	43	51	44	45	47	51	50	53	48	50
50-64	42	46	39	48	50	49	47	49	45	51

Q2. How has Council performed on 'Lobbying on behalf of the community' over the last 12 months? Base: All respondents. Councils asked State-wide: 46 Councils asked group: 14
Note: Please see Appendix A for explanation of significant differences.

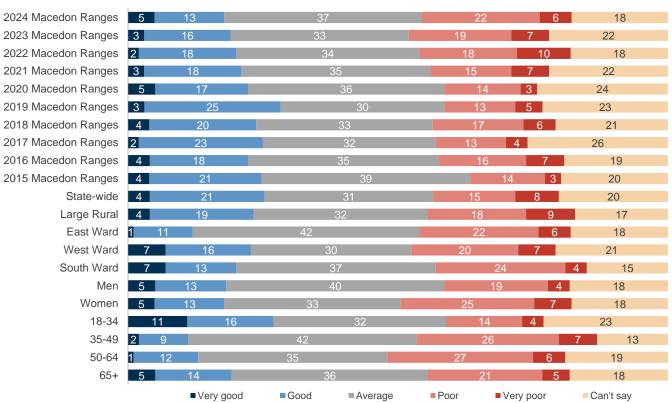
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# Lobbying on behalf of the community performance





#### 2024 lobbying performance (%)



Q2. How has Council performed on 'Lobbying on behalf of the community' over the last 12 months? Base: All respondents. Councils asked State-wide: 46 Councils asked group: 14

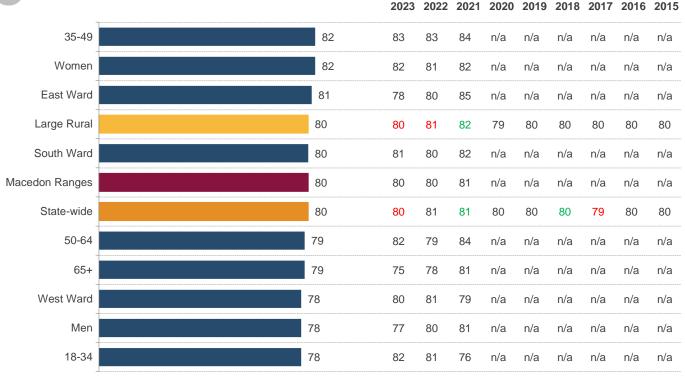
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# **Decisions made in the interest of the community importance**





#### 2024 community decisions made importance (index scores)



Q1. Firstly, how important should 'Decisions made in the interest of the community' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 19 Councils asked group: 8

Note: Please see Appendix A for explanation of significant differences.

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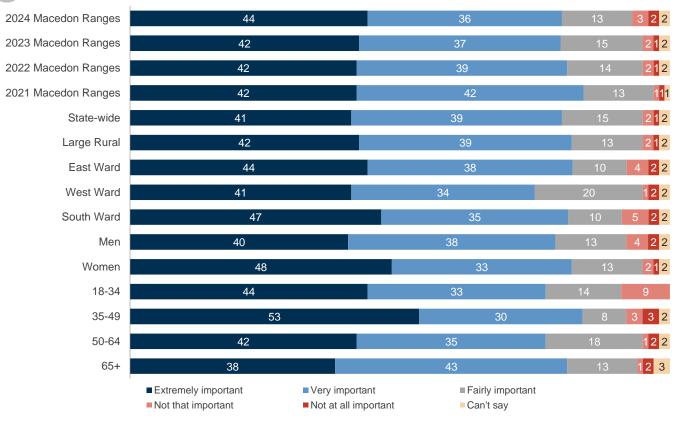
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# **Decisions made in the interest of the community importance**





#### 2024 community decisions made importance (%)



Q1. Firstly, how important should 'Decisions made in the interest of the community' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 19 Councils asked group: 8

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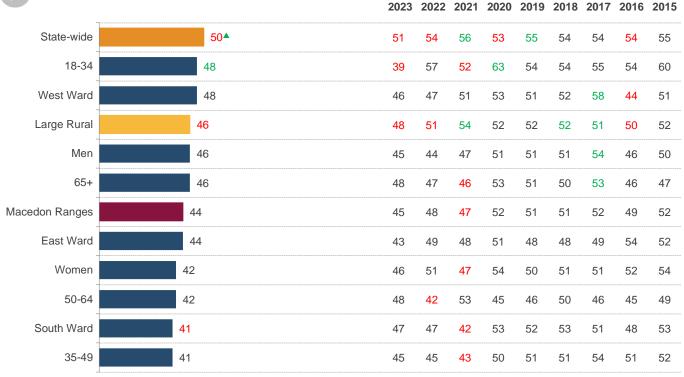
62

# **Decisions made in the interest of the community performance**





#### 2024 community decisions made performance (index scores)



Q2. How has Council performed on 'Decisions made in the interest of the community' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

Note: Please see Appendix A for explanation of significant differences.

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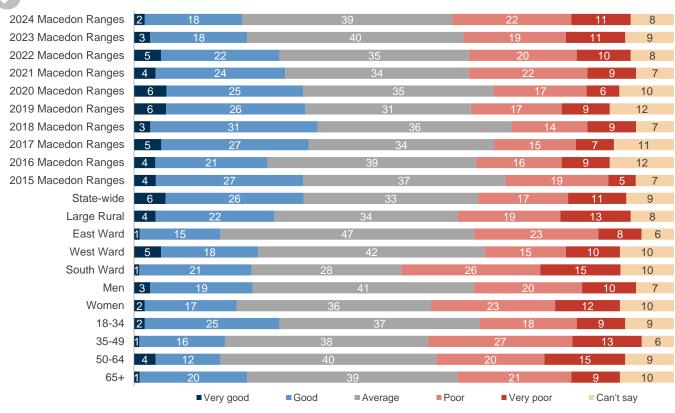
63

# **Decisions made in the interest of the community performance**





#### 2024 community decisions made performance (%)



Q2. How has Council performed on 'Decisions made in the interest of the community' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

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# The condition of sealed local roads in your area performance





#### 2024 sealed local roads performance (index scores)



Q2. How has Council performed on 'The condition of sealed local roads in your area' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

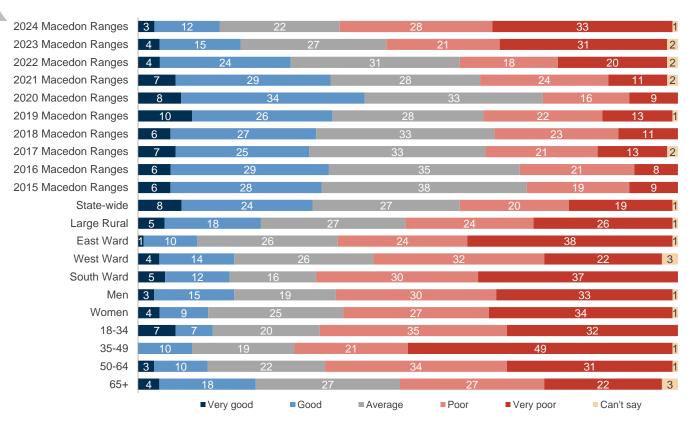
Note: Please see Appendix A for explanation of significant differences.

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# The condition of sealed local roads in your area performance







Q2. How has Council performed on 'The condition of sealed local roads in your area' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

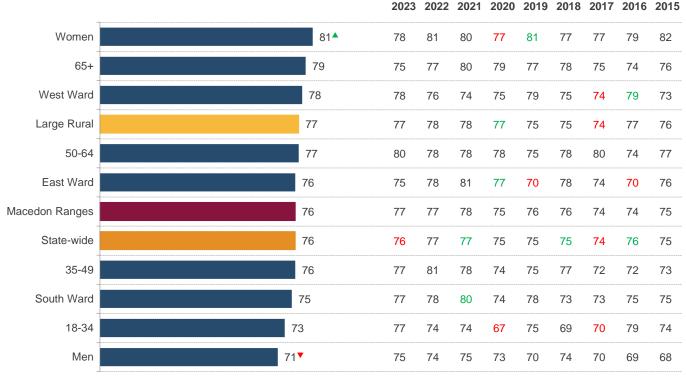
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## Informing the community importance





#### 2024 informing community importance (index scores)



Q1. Firstly, how important should 'Informing the community' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 18 Councils asked group: 5 Note: Please see Appendix A for explanation of significant differences.

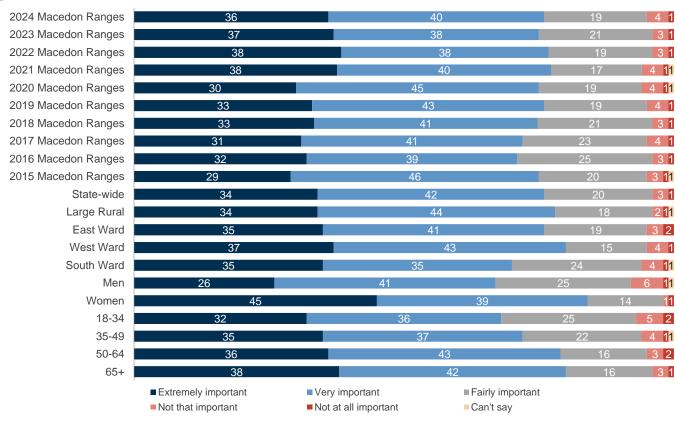
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## Informing the community importance





#### 2024 informing community importance (%)



Q1. Firstly, how important should 'Informing the community' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 18 Councils asked group: 5

J W S R E S E A R C H

# Informing the community performance





### 2024 informing community performance (index scores)

_			2023	2022	2021	2020	2019	2018	2017	2016	2015
State-wide		56▲	57	59	60	59	60	59	59	59	61
18-34		55	45	58	53	54	63	56	57	62	62
Men		54	47	51	53	56	55	56	55	53	55
35-49		54	49	56	49	58	52	57	56	55	58
Large Rural		53	54	56	59	59	61	59	60	56	59
West Ward		53	49	51	56	62	58	57	57	50	53
South Ward		52	54	54	46	55	57	56	57	56	61
Macedon Ranges		52	49	53	53	56	56	55	56	56	57
65+		51	52	52	55	58	60	57	58	55	51
East Ward	4:	9	46	54	55	51	53	54	52	59	56
Women	4:	9	52	56	52	57	57	55	56	58	58
50-64	48	3	50	47	53	53	51	52	52	50	55

Q2. How has Council performed on 'Informing the community' over the last 12 months? Base: All respondents. Councils asked State-wide: 34 Councils asked group: 7 Note: Please see Appendix A for explanation of significant differences.

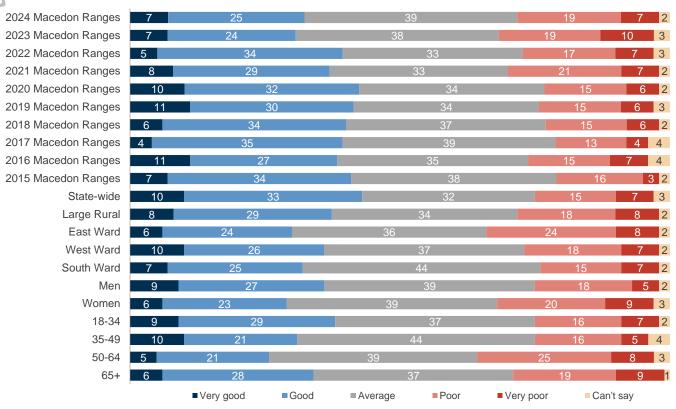
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## Informing the community performance





## 2024 informing community performance (%)



Q2. How has Council performed on 'Informing the community' over the last 12 months? Base: All respondents. Councils asked State-wide: 34 Councils asked group: 7 JWSRESEARCH 7

# The condition of local streets and footpaths in your area importance





## 2024 streets and footpaths importance (index scores)



Q1. Firstly, how important should 'The condition of local streets and footpaths in your area' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 20 Councils asked group: 6

Note: Please see Appendix A for explanation of significant differences.

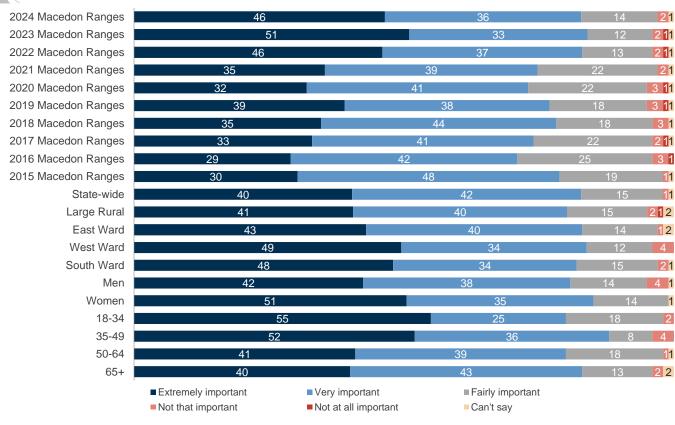
J W S R E S E A R C H

# The condition of local streets and footpaths in your area importance





## 2024 streets and footpaths importance (%)



Q1. Firstly, how important should 'The condition of local streets and footpaths in your area' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 20 Councils asked group: 6

J W S R E S E A R C H

# The condition of local streets and footpaths in your area performance





### 2024 streets and footpaths performance (index scores)

		2023	2022	2021	2020	2019	2018	2017	2016	2015
State-wide	52▲	52	57	59	58	59	58	57	57	58
Large Rural	46▲	47	51	55	54	55	54	53	53	54
65+	44	45	44	48	52	48	49	53	55	51
18-34	43	41	52	55	62	54	54	55	56	56
West Ward	42	41	51	52	53	51	50	49	49	52
Men	42	41	48	55	54	52	55	50	56	55
South Ward	41	46	48	50	57	54	58	57	55	57
Macedon Ranges	41	42	47	52	56	52	52	52	54	53
Women	40	43	45	50	57	52	49	54	52	51
East Ward	39	40	41	55	58	49	49	49	57	51
35-49	39	41	48	54	57	54	52	52	52	54
50-64	38	39	43	54	53	52	53	48	52	51

Q2. How has Council performed on 'The condition of local streets and footpaths in your area' over the last 12 months? Base: All respondents. Councils asked State-wide: 31 Councils asked group: 8

Note: Please see Appendix A for explanation of significant differences.

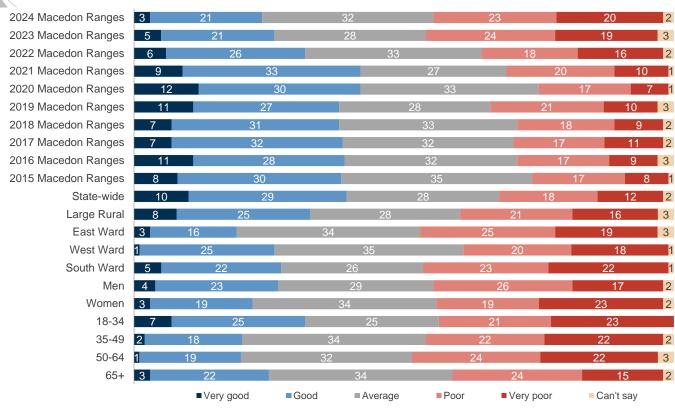
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# The condition of local streets and footpaths in your area performance



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## 2024 streets and footpaths performance (%)



Q2. How has Council performed on 'The condition of local streets and footpaths in your area' over the last 12 months? Base: All respondents. Councils asked State-wide: 31 Councils asked group: 8

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## **Parking facilities importance**





### 2024 parking importance (index scores)



Q1. Firstly, how important should 'Parking facilities' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 9 Councils asked group: 2 Note: Please see Appendix A for explanation of significant differences.

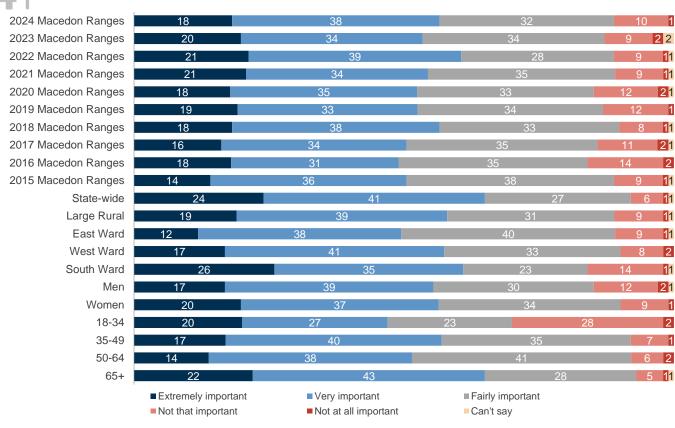
J W S R E S E A R C H

## **Parking facilities importance**





#### 2024 parking importance (%)



Q1. Firstly, how important should 'Parking facilities' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 9 Councils asked group: 2

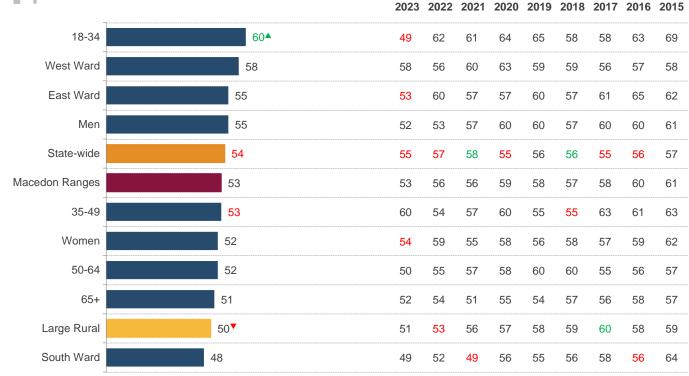
J W S R E S E A R C H

# **Parking facilities performance**





### 2024 parking performance (index scores)



Q2. How has Council performed on 'Parking facilities' over the last 12 months? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 3 Note: Please see Appendix A for explanation of significant differences.

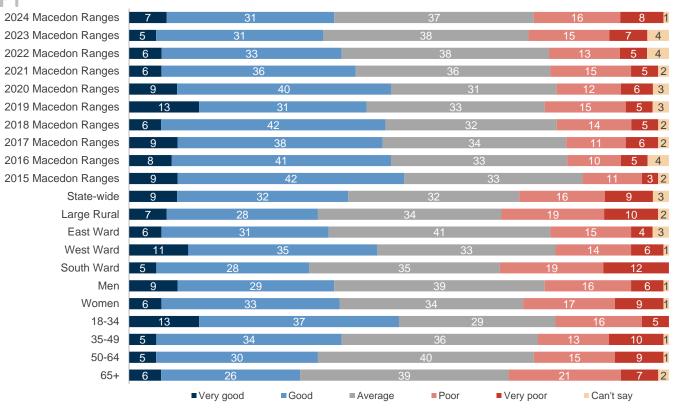
J W S R E S E A R C H

## **Parking facilities performance**





## 2024 parking performance (%)



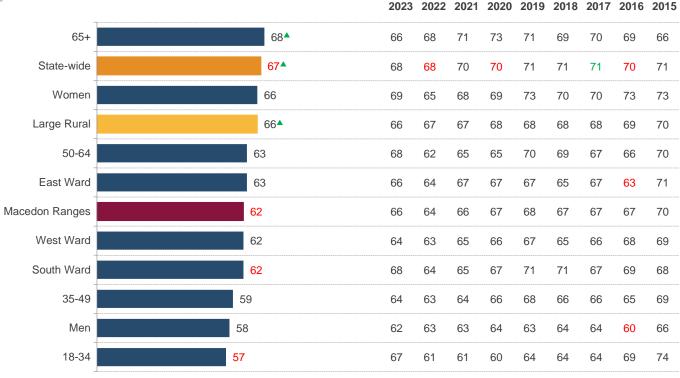
Q2. How has Council performed on 'Parking facilities' over the last 12 months? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 3 J W S R E S E A R C H

## **Enforcement of local laws importance**





#### 2024 law enforcement importance (index scores)



Q1. Firstly, how important should 'Enforcement of local laws' be as a responsibility for Council?

Base: All respondents. Councils asked State-wide: 17 Councils asked group: 4

Note: Please see Appendix A for explanation of significant differences.

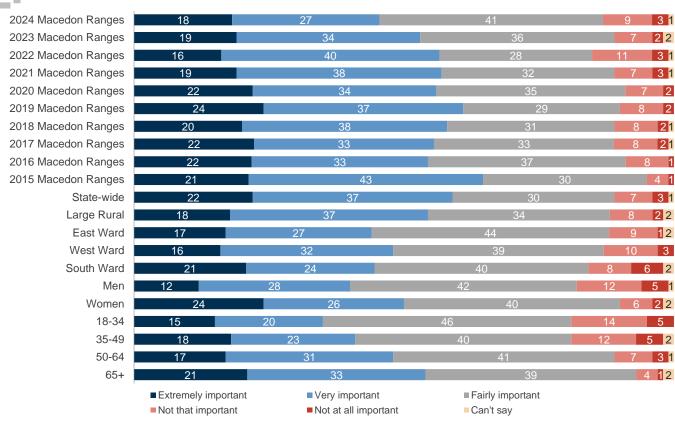
J W S R E S E A R C H

## **Enforcement of local laws importance**





#### 2024 law enforcement importance (%)



Q1. Firstly, how important should 'Enforcement of local laws' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 4

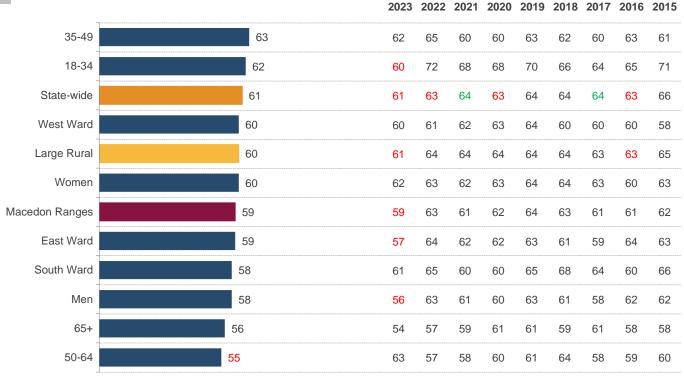
J W S R E S E A R C H

## **Enforcement of local laws performance**





#### 2024 law enforcement performance (index scores)



Q2. How has Council performed on 'Enforcement of local laws' over the last 12 months? Base: All respondents. Councils asked State-wide: 30 Councils asked group: 8 Note: Please see Appendix A for explanation of significant differences.

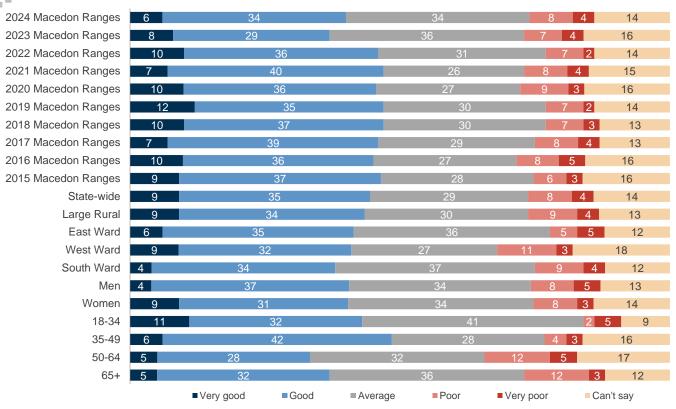
J W S R E S E A R C H

## **Enforcement of local laws performance**





#### 2024 law enforcement performance (%)



Q2. How has Council performed on 'Enforcement of local laws' over the last 12 months? Base: All respondents. Councils asked State-wide: 30 Councils asked group: 8

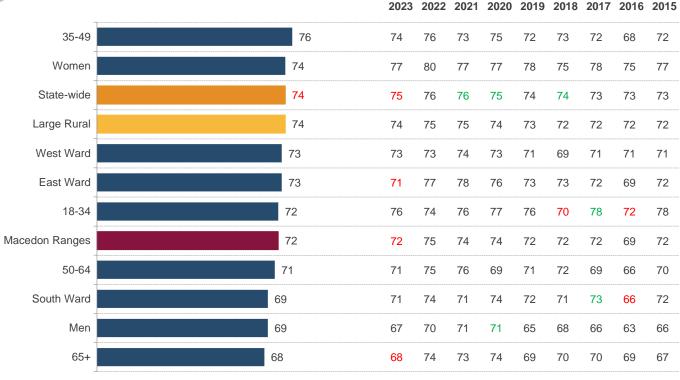
J W S R E S E A R C H

## **Family support services importance**





### 2024 family support importance (index scores)



Q1. Firstly, how important should 'Family support services' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 13 Councils asked group: 4 Note: Please see Appendix A for explanation of significant differences.

J W S R E S E A R C H

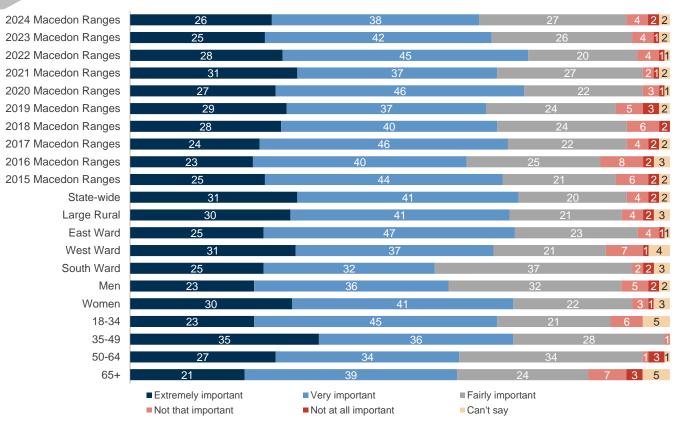
05

# **Family support services importance**





#### 2024 family support importance (%)



Q1. Firstly, how important should 'Family support services' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 13 Councils asked group: 4

J W S R E S E A R C H

# **Family support services performance**





### 2024 family support performance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
State-wide		63▲	63	65	66	66	67	66	67	66	67
18-34		62	57	65	66	63	67	59	67	66	65
Large Rural		62 <b>^</b>	61	64	66	64	65	65	65	64	67
South Ward		61	64	64	61	64	64	64	63	57	68
Men		60	57	63	61	62	64	64	63	63	62
65+		60	58	62	61	65	65	66	69	67	65
Macedon Ranges		59	59	63	63	62	64	63	65	64	64
West Ward		59	60	63	65	63	66	64	68	62	63
35-49	5	8	60	66	62	65	64	64	63	63	62
Women	5	8	61	62	65	63	64	62	67	64	66
East Ward	5	7	53	61	63	60	63	60	65	70	61
50-64	57	7	64	55	64	54	58	63	60	57	63

Q2. How has Council performed on 'Family support services' over the last 12 months? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 7 Note: Please see Appendix A for explanation of significant differences.

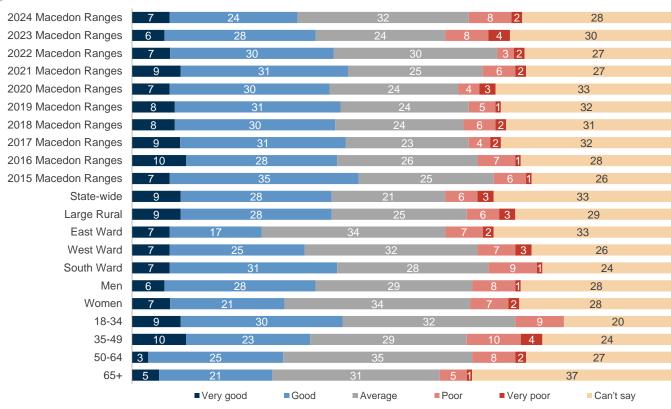
JWSRESEARCH 85

## **Family support services performance**





#### 2024 family support performance (%)



Q2. How has Council performed on 'Family support services' over the last 12 months? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 7

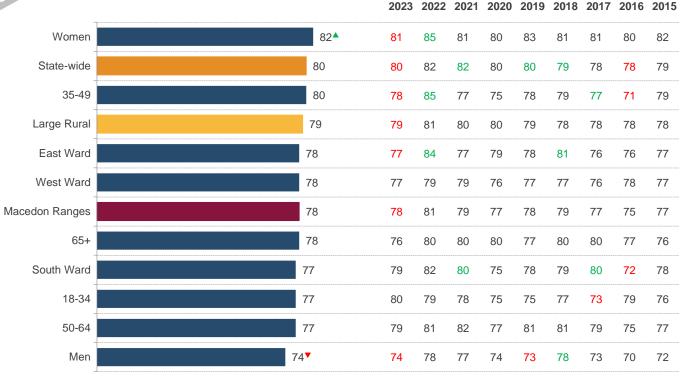
J W S R E S E A R C H

## **Elderly support services importance**





#### 2024 elderly support importance (index scores)



Q1. Firstly, how important should 'Elderly support services' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 9 Councils asked group: 2 Note: Please see Appendix A for explanation of significant differences.

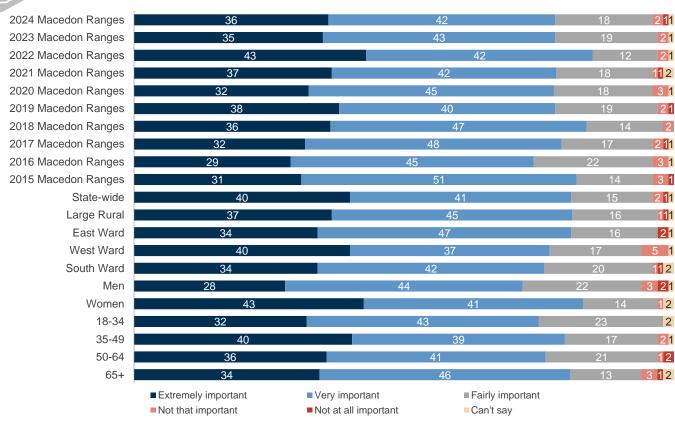
J W S R E S E A R C H

## **Elderly support services importance**





## 2024 elderly support importance (%)



Q1. Firstly, how important should 'Elderly support services' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 9 Councils asked group: 2 J W S R E S E A R C H

# **Elderly support services performance**





## 2024 elderly support performance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
State-wide		63▲	63	67	69	68	68	68	68	68	69
Large Rural		62 <b>^</b>	63	65	68	67	67	67	67	66	69
Men		59▲	53	61	62	63	64	63	64	63	62
65+	56		54	56	59	67	64	65	71	65	67
South Ward	56		57	64	62	70	65	69	70	63	68
35-49	55		58	61	64	63	64	64	61	65	62
Macedon Ranges	54		54	59	63	63	64	63	66	64	64
East Ward	54		51	57	58	54	59	56	62	67	62
18-34	54		49	66	66	58	67	57	67	67	63
West Ward	53		56	57	66	64	68	65	65	61	64
50-64	52		56	55	63	65	59	65	63	59	65
Women	50		56	57	64	63	64	63	67	65	67

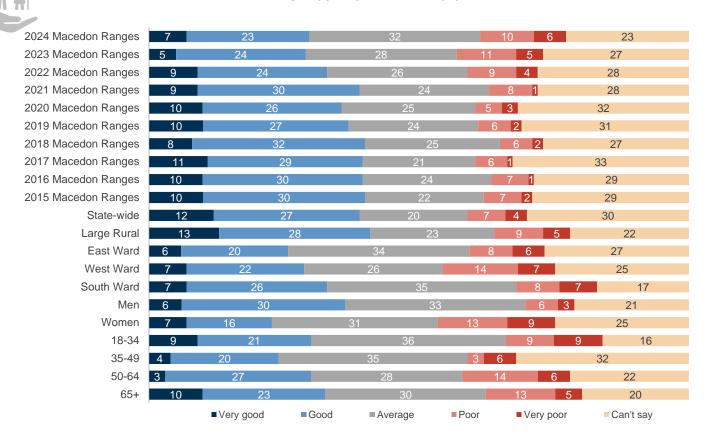
Q2. How has Council performed on 'Elderly support services' over the last 12 months? Base: All respondents. Councils asked State-wide: 23 Councils asked group: 6 Note: Please see Appendix A for explanation of significant differences.

JWSRESEARCH 89

## **Elderly support services performance**



#### 2024 elderly support performance (%)



Q2. How has Council performed on 'Elderly support services' over the last 12 months? Base: All respondents. Councils asked State-wide: 23 Councils asked group: 6 J W S R E S E A R C H

# **Disadvantaged support services importance**





### 2024 disadvantaged support importance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
Women		75 <b>^</b>	77	82	77	76	78	75	77	77	78
West Ward		73	73	76	75	73	71	68	70	74	69
State-wide		73▲	74	77	77	74	74	72	71	73	73
35-49		72	73	77	75	70	72	74	68	69	74
50-64		71	72	74	76	72	70	72	71	71	71
Macedon Ranges	7	70	72	75	74	72	71	72	70	72	71
Large Rural	7	70	72	75	74	72	71	70	70	72	72
65+	69	9	69	73	73	74	69	71	70	72	69
South Ward	69	9	70	73	70	72	72	71	71	67	73
East Ward	68		73	75	76	71	70	74	69	74	72
18-34	67		76	75	72	72	74	68	73	76	70
Men	64▼		66	67	71	68	64	68	64	66	65

Q1. Firstly, how important should 'Disadvantaged support services' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 6 Councils asked group: 1 Note: Please see Appendix A for explanation of significant differences.

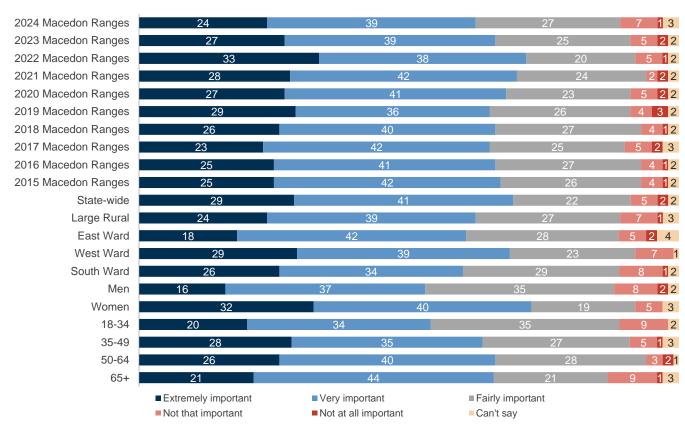
JWSRESEARCH 91

## Disadvantaged support services importance





#### 2024 disadvantaged support importance (%)



Q1. Firstly, how important should 'Disadvantaged support services' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 6 Councils asked group: 1

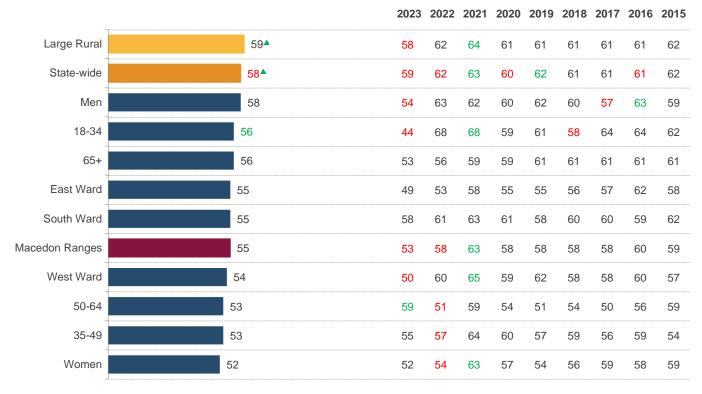
J W S R E S E A R C H

## Disadvantaged support services performance





### 2024 disadvantaged support performance (index scores)



Q2. How has Council performed on 'Disadvantaged support services' over the last 12 months? Base: All respondents. Councils asked State-wide: 10 Councils asked group: 2 Note: Please see Appendix A for explanation of significant differences.

J W S R E S E A R C H

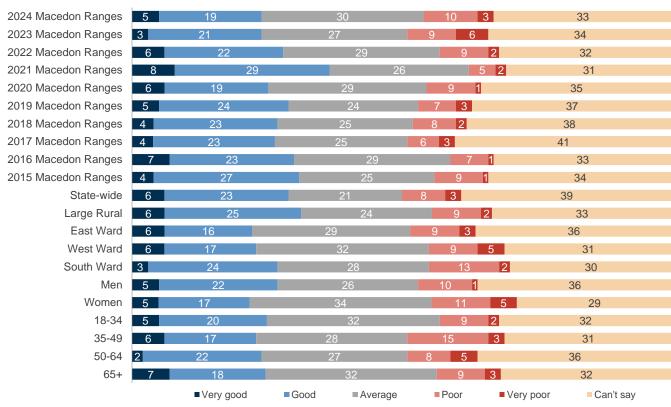
90

## Disadvantaged support services performance





## 2024 disadvantaged support performance (%)



Q2. How has Council performed on 'Disadvantaged support services' over the last 12 months? Base: All respondents. Councils asked State-wide: 10 Councils asked group: 2

J W S R E S E A R C H

# **Recreational facilities importance**





### 2024 recreational facilities importance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
East Ward		75	72	71	75	72	72	74	72	72	72
Women		74	75	76	74	72	75	75	75	74	76
35-49		74	77	80	77	75	75	76	77	72	74
50-64		74	74	73	75	74	71	73	73	74	70
South Ward		73	80	75	72	74	73	72	74	72	75
State-wide		73	73	74	74	72	72	73	72	73	72
Macedon Ranges		73	74	73	72	72	71	73	73	71	72
Large Rural		73	73	74	73	72	72	74	72	72	72
18-34		73	78	68	67	67	72	69	73	74	75
65+		72	69	71	70	73	68	74	68	66	68
Men		72	72	71	71	73	68	72	71	69	67
West Ward		71	69	74	70	71	70	73	73	69	69
-	***************************************										

Q1. Firstly, how important should 'Recreational facilities' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 25 Councils asked group: 8 Note: Please see Appendix A for explanation of significant differences.

JWSRESEARCH 95

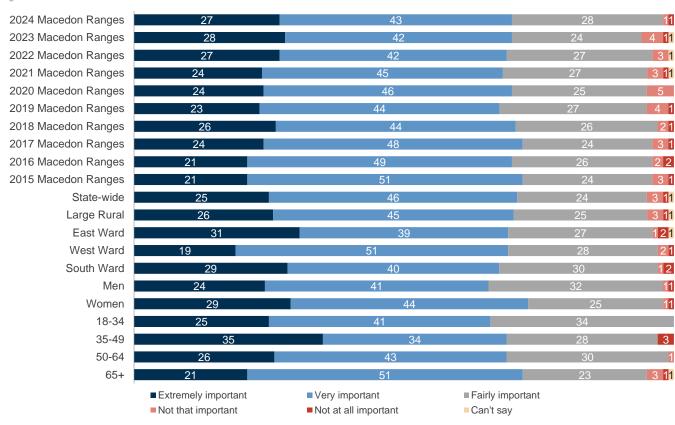
- -

## **Recreational facilities importance**





#### 2024 recreational facilities importance (%)



Q1. Firstly, how important should 'Recreational facilities' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 25 Councils asked group: 8

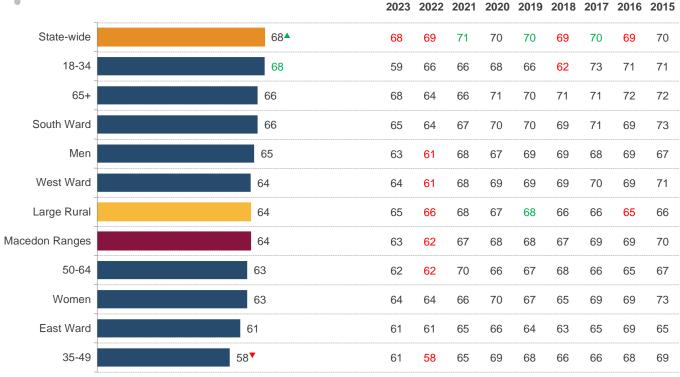
J W S R E S E A R C H

# **Recreational facilities performance**





#### 2024 recreational facilities performance (index scores)



Q2. How has Council performed on 'Recreational facilities' over the last 12 months? Base: All respondents. Councils asked State-wide: 40 Councils asked group: 10 Note: Please see Appendix A for explanation of significant differences.

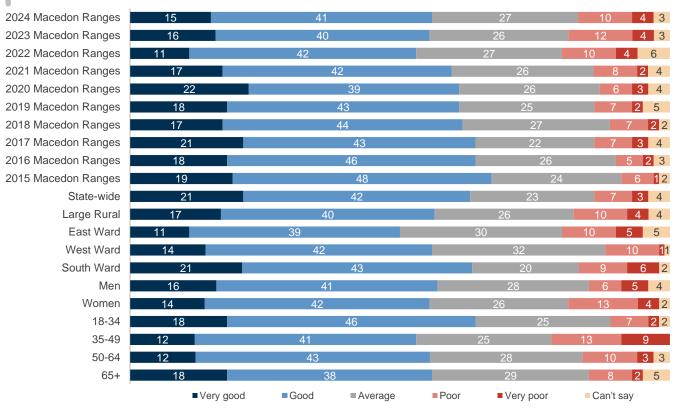
J W S R E S E A R C H

## **Recreational facilities performance**





#### 2024 recreational facilities performance (%)



Q2. How has Council performed on 'Recreational facilities' over the last 12 months? Base: All respondents. Councils asked State-wide: 40 Councils asked group: 10 J W S R E S E A R C H

## The appearance of public areas importance





Q1. Firstly, how important should 'The appearance of public areas' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 24 Councils asked group: 8 Note: Please see Appendix A for explanation of significant differences.

J W S R E S E A R C H

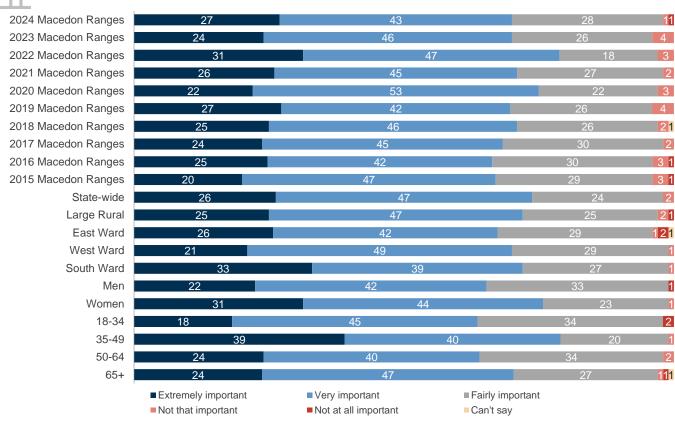
99

## The appearance of public areas importance





#### 2024 public areas importance (%)



Q1. Firstly, how important should 'The appearance of public areas' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 24 Councils asked group: 8

JWSRESEARCH 100

## The appearance of public areas performance





Q2. How has Council performed on 'The appearance of public areas' over the last 12 months? Base: All respondents. Councils asked State-wide: 42 Councils asked group: 11 Note: Please see Appendix A for explanation of significant differences.

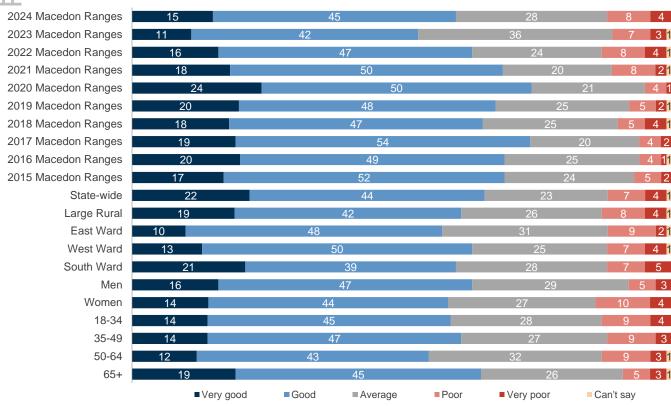
JWSRESEARCH 101

## The appearance of public areas performance





#### 2024 public areas performance (%)



Q2. How has Council performed on 'The appearance of public areas' over the last 12 months? Base: All respondents. Councils asked State-wide: 42 Councils asked group: 11

JWSRESEARCH 102

## Art centres and libraries importance





#### 2024 art centres and libraries importance (index scores)

,			2023	2022	2021	2020	2019	2018	2017	2016	2015
35-49		67	66	64	69	63	65	66	66	62	66
Women		66	67	68	71	65	68	66	69	68	72
East Ward		64	60	63	64	63	60	60	64	59	61
State-wide		64	65	67	67	65	65	65	64	66	65
West Ward		64	65	66	66	63	68	64	66	65	67
Large Rural		64	64	64	66	64	64	62	63	63	63
65+		63	63	64	66	71	68	66	66	64	64
Macedon Ranges		63	63	63	65	63	64	63	64	62	65
18-34		62	64	60	58	57	61	56	62	57	61
South Ward		60	65	62	64	63	64	67	62	62	66
Men	5	9	59	59	59	61	60	61	59	55	56
50-64	56	3	60	64	64	60	62	65	61	64	66
_											

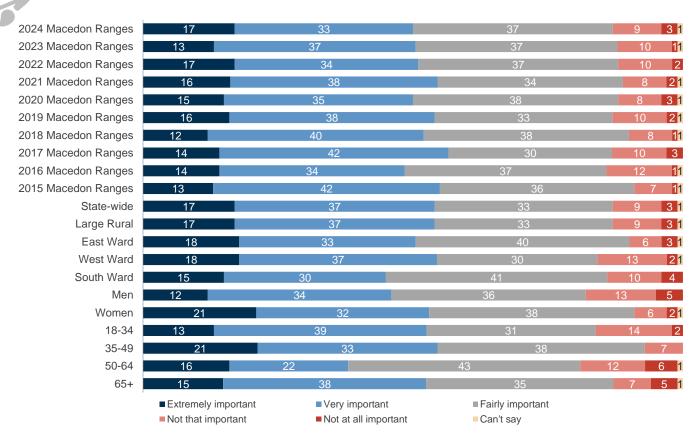
Q1. Firstly, how important should 'Art centres and libraries' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 4 Note: Please see Appendix A for explanation of significant differences.

JWSRESEARCH 103

### **Art centres and libraries importance**



#### 2024 art centres and libraries importance (%)



Q1. Firstly, how important should 'Art centres and libraries' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 4

JWSRESEARCH 104

## Art centres and libraries performance





#### 2024 art centres and libraries performance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
State-wide		73▲	73	73	73	74	74	74	73	72	73
Large Rural		71▲	69	72	73	72	73	71	70	70	73
35-49		70	67	64	68	73	74	69	71	67	67
West Ward		69	68	66	70	73	73	68	73	69	71
65+		69	67	68	71	74	70	68	69	69	70
Men		69	61	63	67	69	68	66	64	64	67
East Ward		67	62	66	68	65	67	66	67	70	66
Macedon Ranges		67	65	66	69	71	70	67	68	67	69
Women	6	65	69	68	71	72	72	68	72	69	70
South Ward	6	65	64	66	69	73	70	67	65	62	69
50-64	6	65	65	62	69	66	65	68	64	64	69
18-34	63	3	58	68	68	67	69	63	70	68	68
-	M										

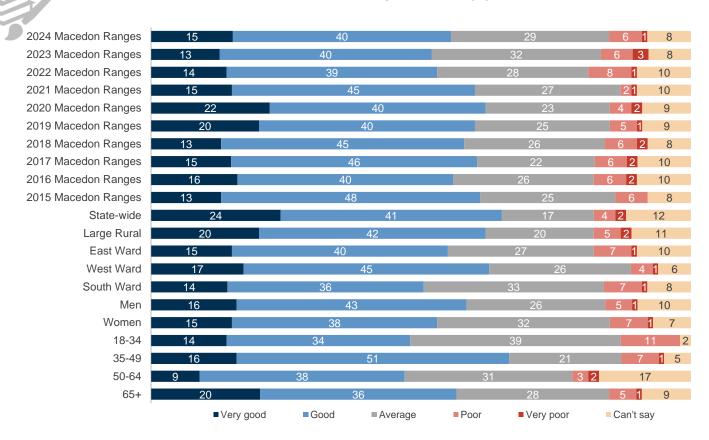
Q2. How has Council performed on 'Art centres and libraries' over the last 12 months? Base: All respondents. Councils asked State-wide: 28 Councils asked group: 6 Note: Please see Appendix A for explanation of significant differences.

JWSRESEARCH 105

### **Art centres and libraries performance**



#### 2024 art centres and libraries performance (%)



Q2. How has Council performed on 'Art centres and libraries' over the last 12 months? Base: All respondents. Councils asked State-wide: 28 Councils asked group: 6 JWSRESEARCH 106

## **Community and cultural activities importance**





#### 2024 community and cultural activities importance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
Women		62 <b>^</b>	65	66	62	63	64	61	62	65	64
35-49		61	66	66	57	56	57	61	59	57	60
State-wide		60	62	64	64	62	61	61	61	62	62
Large Rural		60	60	64	63	61	61	60	61	61	61
West Ward		59	62	63	58	59	63	58	60	60	60
East Ward		58	58	59	59	60	56	58	58	59	57
65+		58	59	61	60	64	57	61	58	57	57
Macedon Ranges		58	60	61	59	59	59	59	58	59	59
18-34	5	57	59	59	56	57	63	59	55	64	59
South Ward	56	6	62	62	59	57	58	61	56	57	61
50-64	55	;	57	59	61	57	60	56	59	58	60
Men	53▼		56	56	55	54	53	57	54	52	54

Q1. Firstly, how important should 'Community and cultural activities' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 15 Councils asked group: 4

Note: Please see Appendix A for explanation of significant differences.

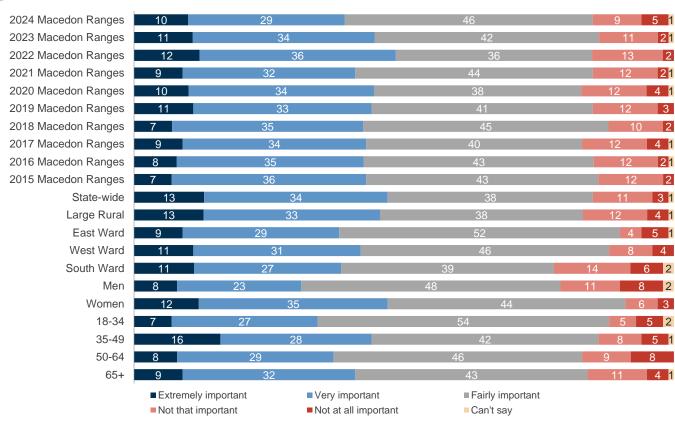
JWSRESEARCH 107

## **Community and cultural activities importance**





#### 2024 community and cultural activities importance (%)



Q1. Firstly, how important should 'Community and cultural activities' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 15 Councils asked group: 4

JWSRESEARCH 108

## **Community and cultural activities performance**





2024 community and cultural activities performance (index scores)

		2023	2022	2021	2020	2019	2018	2017	2016	2015
18-34	68▲	57	70	59	61	60	63	64	63	69
West Ward	68▲	67	61	65	73	68	66	67	63	71
State-wide	66▲	66	65	65	68	69	69	69	69	69
Large Rural	64	64	63	65	67	67	67	69	67	69
South Ward	63	60	61	57	65	62	66	64	61	68
Women	63	63	62	62	68	66	65	67	64	70
Macedon Ranges	62	60	61	61	66	63	65	65	63	68
65+	62	63	61	62	69	64	64	65	62	71
35-49	62	59	57	62	69	65	66	69	65	67
Men	61	58	59	61	65	61	65	63	61	66
50-64	57	61	55	62	64	65	65	62	61	66
East Ward	57▼	55	60	60	59	61	62	64	63	65
-										

Q2. How has Council performed on 'Community and cultural activities' over the last 12 months?
Base: All respondents. Councils asked State-wide: 26 Councils asked group: 7
Note: Please see Appendix A for explanation of significant differences.

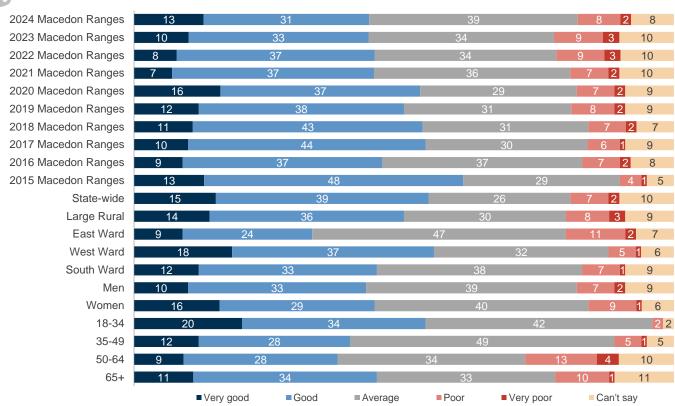
JWSRESEARCH 109

## **Community and cultural activities performance**





#### 2024 community and cultural activities performance (%)



Q2. How has Council performed on 'Community and cultural activities' over the last 12 months? Base: All respondents. Councils asked State-wide: 26 Councils asked group: 7

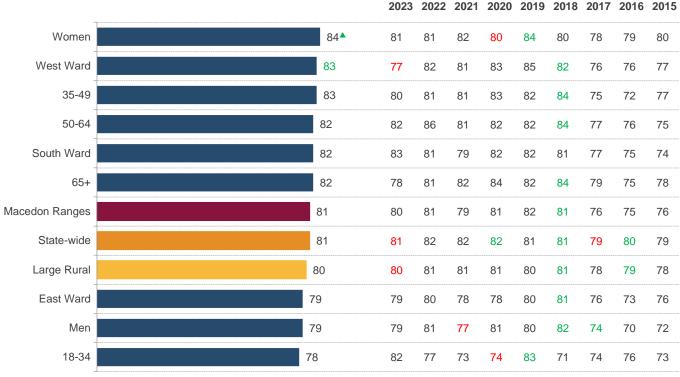
JWSRESEARCH 110

## **Waste management importance**





#### 2024 waste management importance (index scores)



Q1. Firstly, how important should 'Waste management' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 24 Councils asked group: 8 Note: Please see Appendix A for explanation of significant differences.

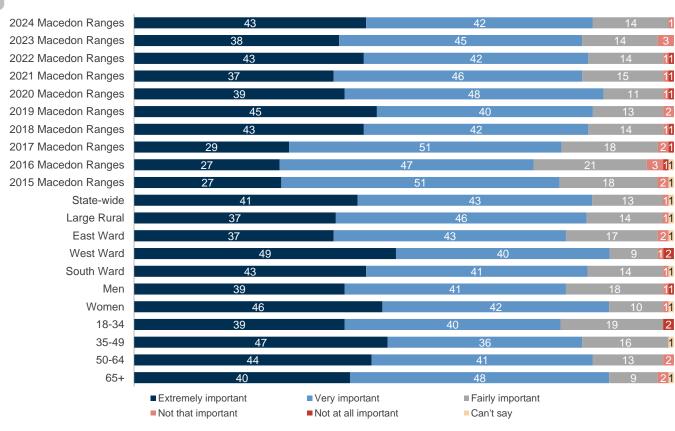
JWSRESEARCH 111

## **Waste management importance**





#### 2024 waste management importance (%)



Q1. Firstly, how important should 'Waste management' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 24 Councils asked group: 8

JWSRESEARCH 112

## **Waste management performance**





#### 2024 waste management performance (index scores)



Q2. How has Council performed on 'Waste management' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18 Note: Please see Appendix A for explanation of significant differences.

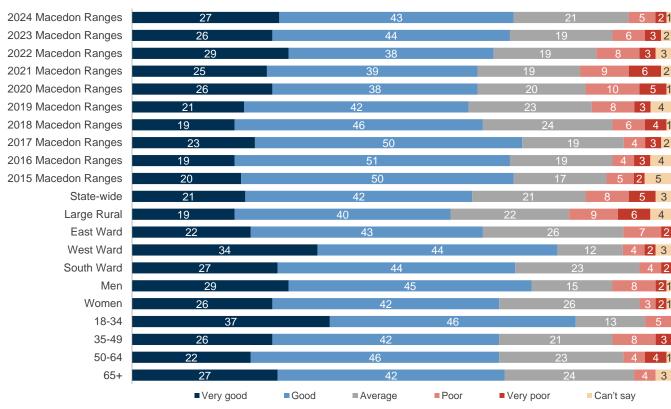
JWSRESEARCH 113

## **Waste management performance**





#### 2024 waste management performance (%)



Q2. How has Council performed on 'Waste management' over the last 12 months? Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18 JWSRESEARCH 114

# **Business and community development and tourism importance**





2024 business/development/tourism importance (index scores)



Q1. Firstly, how important should 'Business and community development and tourism' be as a responsibility for Council?

Base: All respondents. Councils asked State-wide: 19 Councils asked group: 6

Note: Please see Appendix A for explanation of significant differences.

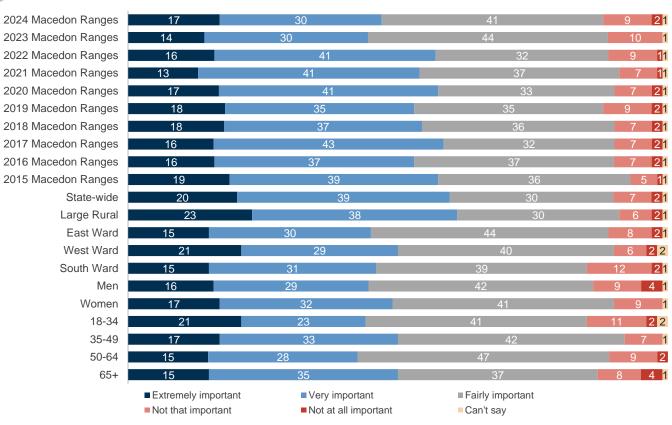
JWSRESEARCH 115

# **Business and community development and tourism importance**





#### 2024 business/development/tourism importance (%)



Q1. Firstly, how important should 'Business and community development and tourism' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 19 Councils asked group: 6

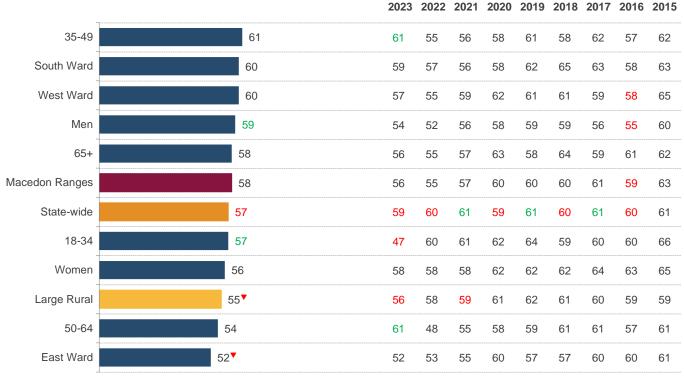
JWSRESEARCH 116

# **Business and community development and tourism performance**





#### 2024 business/development/tourism performance (index scores)



Q2. How has Council performed on 'Business and community development and tourism' over the last 12 months? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 10

Note: Please see Appendix A for explanation of significant differences.

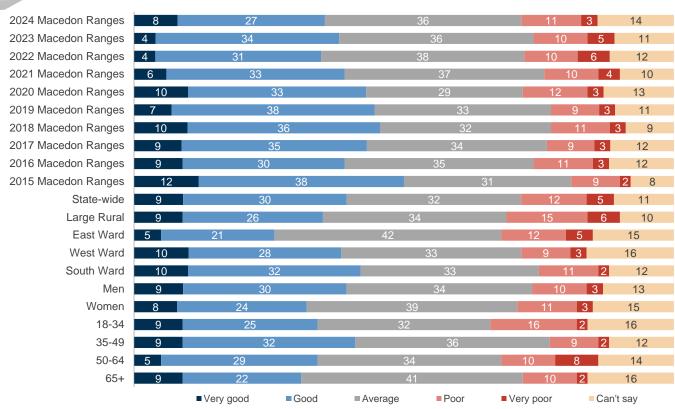
JWSRESEARCH 117

# **Business and community development and tourism performance**





#### 2024 business/development/tourism performance (%)



Q2. How has Council performed on 'Business and community development and tourism' over the last 12 months? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 10

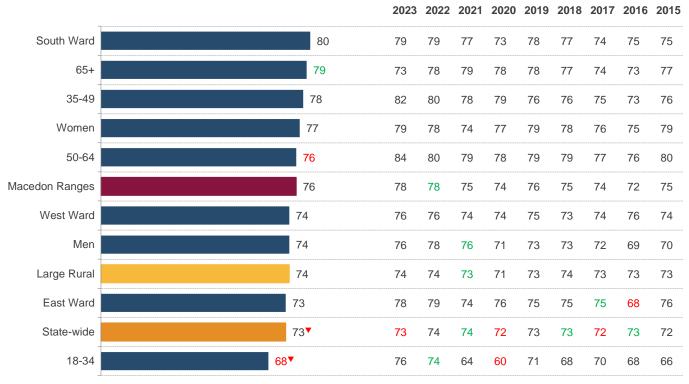
JWSRESEARCH 118

# Council's general town planning policy importance





#### 2024 town planning importance (index scores)



Q1. Firstly, how important should 'Council's general town planning policy' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 8 Councils asked group: 3 Note: Please see Appendix A for explanation of significant differences.

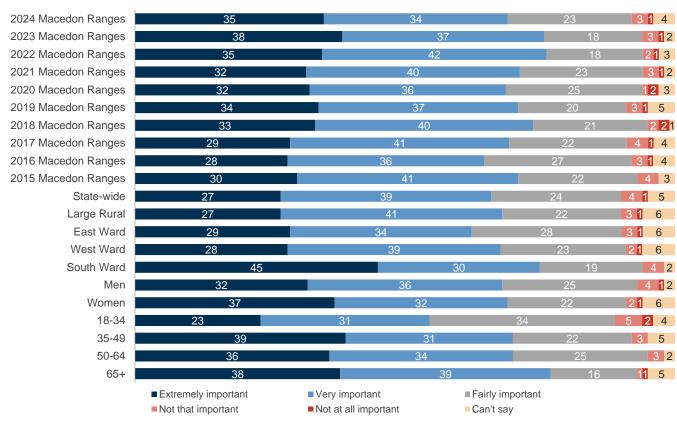
JWSRESEARCH 119

## Council's general town planning policy importance





#### 2024 town planning importance (%)



Q1. Firstly, how important should 'Council's general town planning policy' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 8 Councils asked group: 3

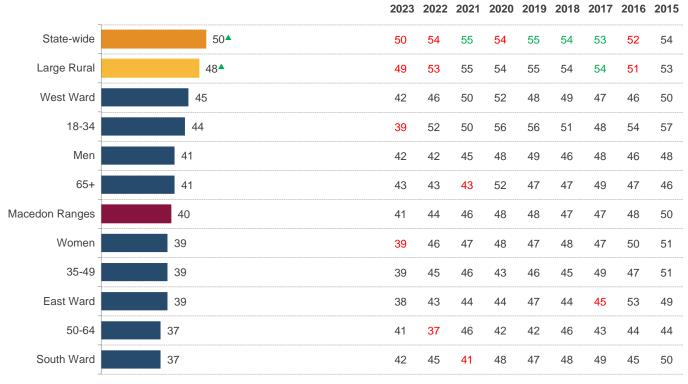
JWSRESEARCH 120

## Council's general town planning policy performance





#### 2024 town planning performance (index scores)



Q2. How has Council performed on 'Council's general town planning policy' over the last 12 months? Base: All respondents. Councils asked State-wide: 19 Councils asked group: 6
Note: Please see Appendix A for explanation of significant differences.

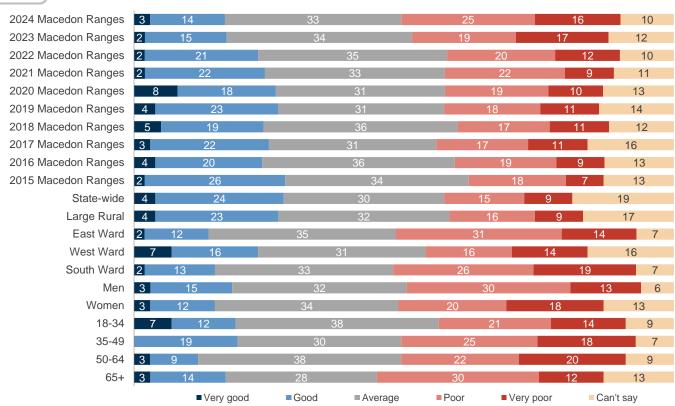
JWSRESEARCH 121

## Council's general town planning policy performance





#### 2024 town planning performance (%)



Q2. How has Council performed on 'Council's general town planning policy' over the last 12 months? Base: All respondents. Councils asked State-wide: 19 Councils asked group: 6

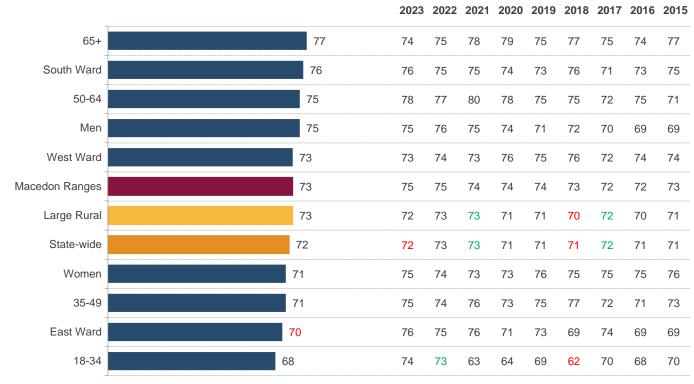
JWSRESEARCH 122

## Planning and building permits importance





#### 2024 planning and building permits importance (index scores)



Q1. Firstly, how important should 'Planning and building permits' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 18 Councils asked group: 5 Note: Please see Appendix A for explanation of significant differences.

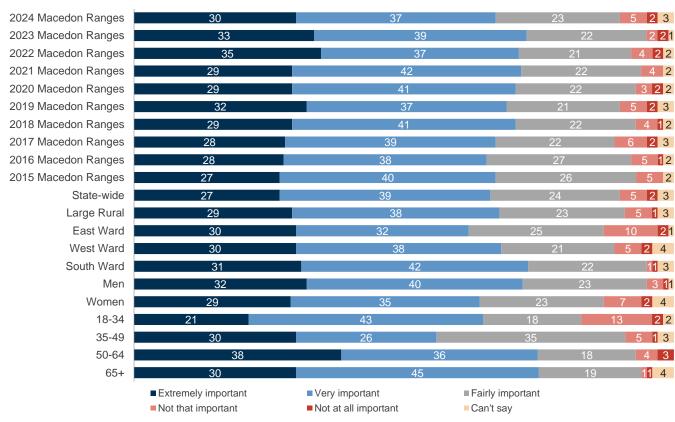
JWSRESEARCH 123

## Planning and building permits importance





#### 2024 planning and building permits importance (%)



Q1. Firstly, how important should 'Planning and building permits' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 18 Councils asked group: 5

JWSRESEARCH 124

## Planning and building permits performance





#### 2024 planning and building permits performance (index scores)



Q2. How has Council performed on 'Planning and building permits' over the last 12 months? Base: All respondents. Councils asked State-wide: 29 Councils asked group: 8 Note: Please see Appendix A for explanation of significant differences.

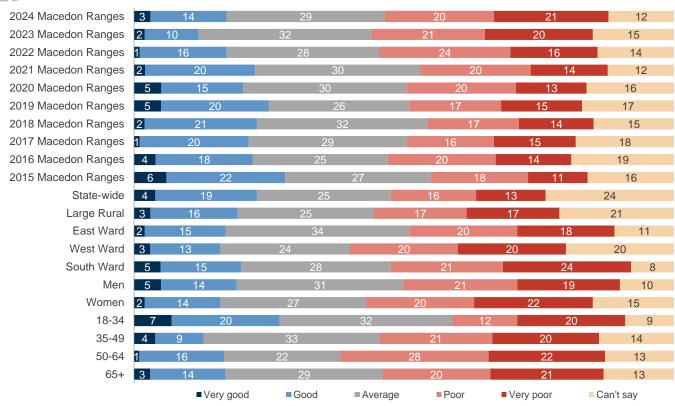
JWSRESEARCH 125

## Planning and building permits performance





#### 2024 planning and building permits performance (%)



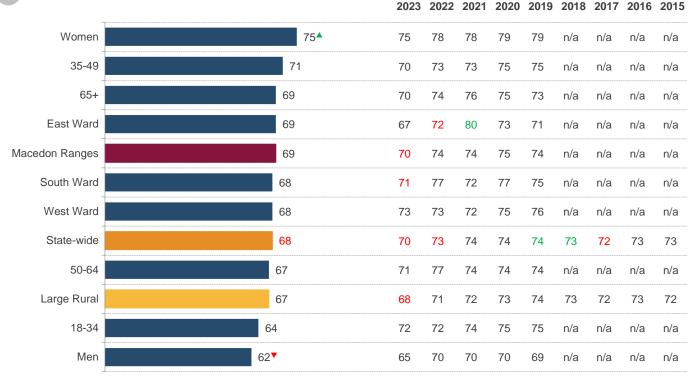
Q2. How has Council performed on 'Planning and building permits' over the last 12 months? Base: All respondents. Councils asked State-wide: 29 Councils asked group: 8 JWSRESEARCH 126

## **Environmental sustainability importance**





#### 2024 environmental sustainability importance (index scores)



Q1. Firstly, how important should 'Environmental sustainability' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 22 Councils asked group: 8 Note: Please see Appendix A for explanation of significant differences.

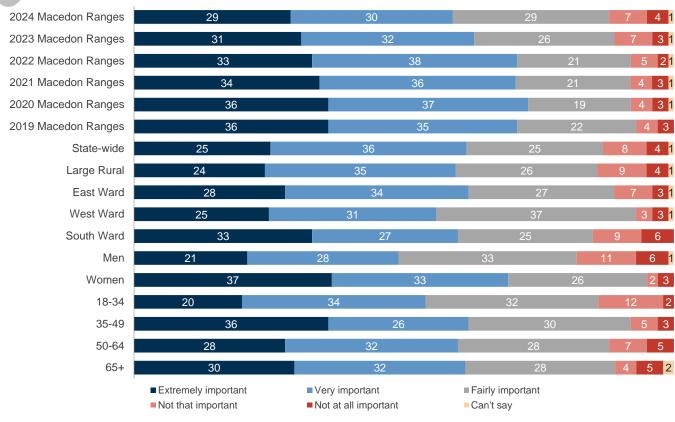
JWSRESEARCH 127

## **Environmental sustainability importance**





#### 2024 environmental sustainability importance (%)



Q1. Firstly, how important should 'Environmental sustainability' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 22 Councils asked group: 8

JWSRESEARCH 128

# **Environmental sustainability performance**





#### 2024 environmental sustainability performance (index scores)



Q2. How has Council performed on 'Environmental sustainability' over the last 12 months? Base: All respondents. Councils asked State-wide: 34 Councils asked group: 10 Note: Please see Appendix A for explanation of significant differences.

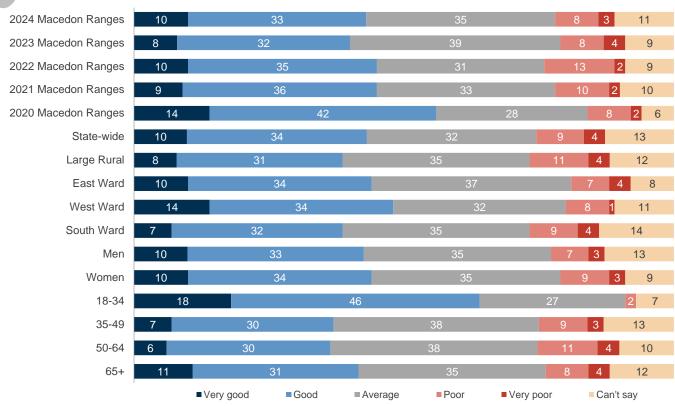
JWSRESEARCH 129

## **Environmental sustainability performance**





#### 2024 environmental sustainability performance (%)



Q2. How has Council performed on 'Environmental sustainability' over the last 12 months? Base: All respondents. Councils asked State-wide: 34 Councils asked group: 10

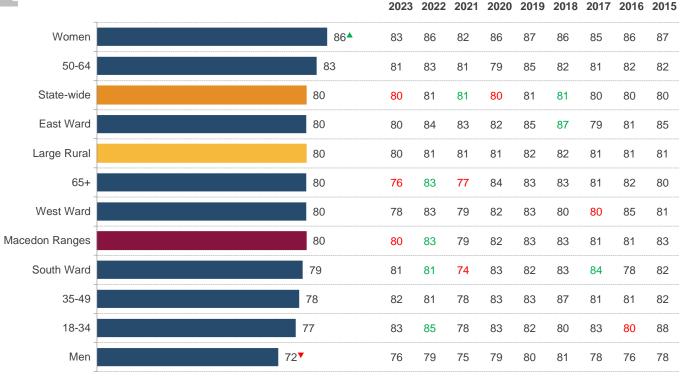
JWSRESEARCH 130

## **Emergency and disaster management importance**





2024 emergency and disaster management importance (index scores)



Q1. Firstly, how important should 'Emergency and disaster management' be as a responsibility for Council?

Base: All respondents. Councils asked State-wide: 15 Councils asked group: 6

Note: Please see Appendix A for explanation of significant differences.

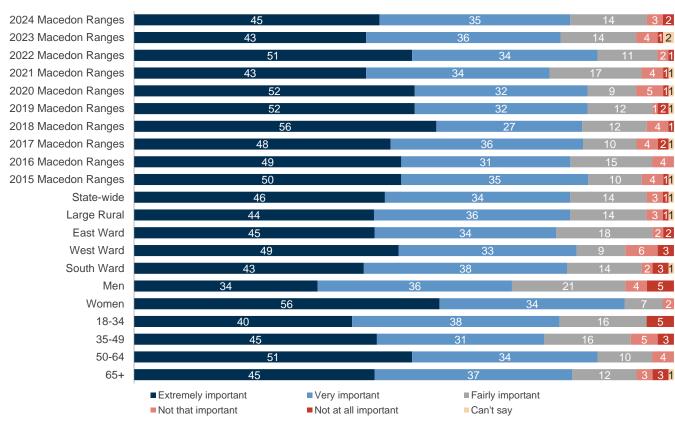
JWSRESEARCH 131

## **Emergency and disaster management importance**





#### 2024 emergency and disaster management importance (%)



Q1. Firstly, how important should 'Emergency and disaster management' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 15 Councils asked group: 6

**J W S** R E S E A R C H 132

## **Emergency and disaster management performance**





2024 emergency and disaster management performance (index scores)



Q2. How has Council performed on 'Emergency and disaster management' over the last 12 months? Base: All respondents. Councils asked State-wide: 25 Councils asked group: 9 Note: Please see Appendix A for explanation of significant differences.

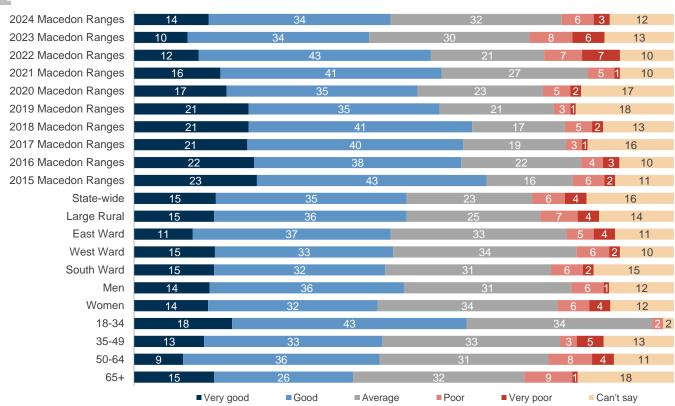
JWSRESEARCH 133

## **Emergency and disaster management performance**





#### 2024 emergency and disaster management performance (%)



Q2. How has Council performed on 'Emergency and disaster management' over the last 12 months? Base: All respondents. Councils asked State-wide: 25 Councils asked group: 9

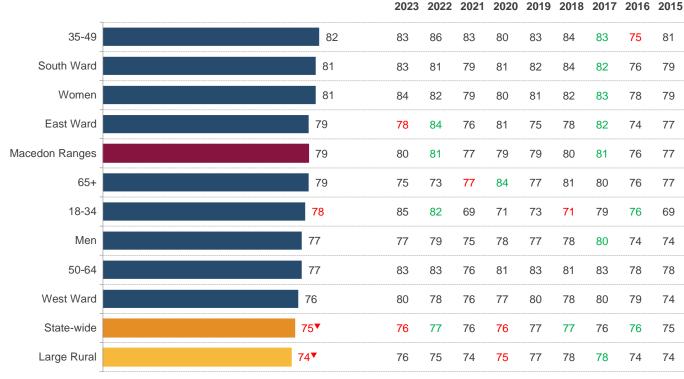
JWSRESEARCH 134

## Planning for population growth in the area importance





#### 2024 population growth importance (index scores)



Q1. Firstly, how important should 'Planning for population growth in the area' be as a responsibility for Council?

Base: All respondents. Councils asked State-wide: 9 Councils asked group: 4

Note: Please see Appendix A for explanation of significant differences.

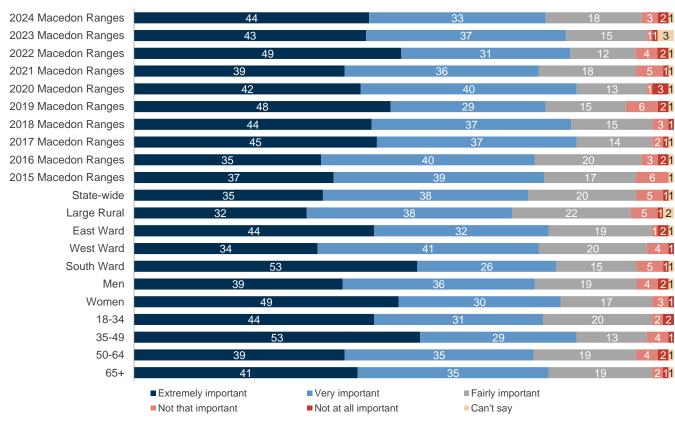
JWSRESEARCH 135

## Planning for population growth in the area importance





#### 2024 population growth importance (%)



Q1. Firstly, how important should 'Planning for population growth in the area' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 9 Councils asked group: 4

JWSRESEARCH 136

# Planning for population growth in the area performance





#### 2024 population growth performance (index scores)

_		2023	2022	2021	2020	2019	2018	2017	2016	2015
State-wide	47▲	48	52	53	51	52	52	52	51	54
Large Rural	46▲	45	49	51	47	49	48	48	47	50
West Ward	44▲	44	46	51	50	48	54	51	46	49
18-34	43	36	49	43	51	53	49	52	56	57
65+	41	42	43	45	48	48	45	49	50	48
Men	40	40	39	45	46	47	50	48	48	49
East Ward	38	36	39	39	43	46	44	45	52	51
Macedon Ranges	38	39	41	43	45	46	47	47	49	51
50-64	37	36	34	50	40	43	50	45	43	47
Women	35	37	43	42	43	44	45	46	50	53
South Ward	33	35	39	37	41	43	45	45	48	51
35-49	32▼	38	39	38	41	40	46	44	48	50

Q2. How has Council performed on 'Planning for population growth in the area' over the last 12 months? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 5
Note: Please see Appendix A for explanation of significant differences.

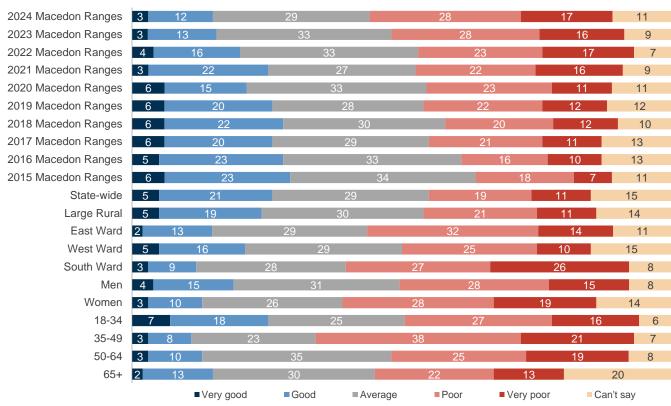
JWSRESEARCH 137

## Planning for population growth in the area performance





#### 2024 population growth performance (%)



Q2. How has Council performed on 'Planning for population growth in the area' over the last 12 months? Base: All respondents. Councils asked State-wide: 17 Councils asked group: 5

JWSRESEARCH 138

### Roadside slashing and weed control importance





2024 roadside slashing and weed control importance (index scores)



Q1. Firstly, how important should 'Roadside slashing and weed control' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 7 Councils asked group: 4 Note: Please see Appendix A for explanation of significant differences.

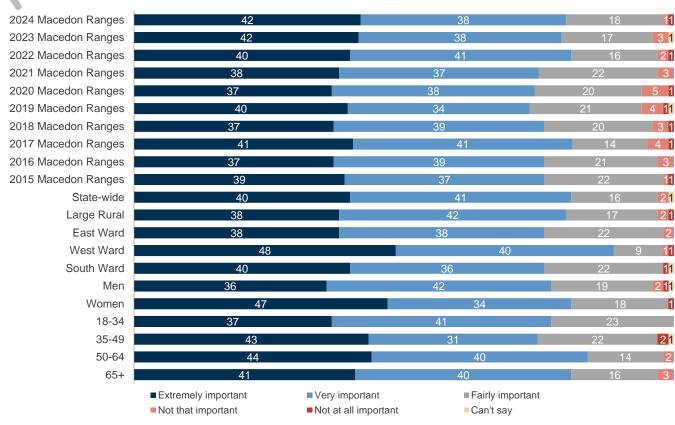
JWSRESEARCH 139

### Roadside slashing and weed control importance





#### 2024 roadside slashing and weed control importance (%)



Q1. Firstly, how important should 'Roadside slashing and weed control' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 7 Councils asked group: 4 JWSRESEARCH 140

## Roadside slashing and weed control performance





2024 roadside slashing and weed control performance (index scores)

		2023	2022	2021	2020	2019	2018	2017	2016	2015
South Ward	49	45	47	43	50	49	49	45	49	50
18-34	49	39	50	43	54	56	53	48	58	56
Men	46	40	41	46	49	48	44	44	48	47
State-wide	45	46	49	51	49	56	55	53	56	55
West Ward	44	40	43	50	52	52	48	49	51	46
Macedon Ranges	44	42	42	45	49	47	45	44	51	46
35-49	44	41	40	48	49	47	44	46	50	47
65+	44	46	41	45	49	45	41	44	50	41
Large Rural	43	43	44	51	48	52	51	50	54	53
Women	42	43	42	44	48	46	47	44	54	46
50-64	40	36	36	43	42	44	44	38	49	42
East Ward	39	40	35	41	44	41	40	38	54	44

Q2. How has Council performed on 'Roadside slashing and weed control' over the last 12 months? Base: All respondents. Councils asked State-wide: 13 Councils asked group: 5 Note: Please see Appendix A for explanation of significant differences.

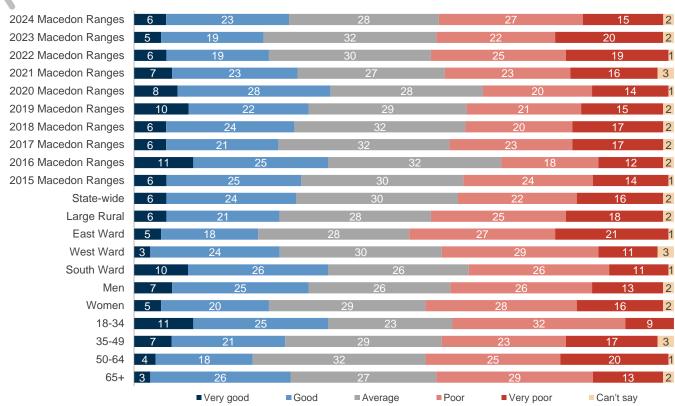
JWSRESEARCH 141

### Roadside slashing and weed control performance





#### 2024 roadside slashing and weed control performance (%)



Q2. How has Council performed on 'Roadside slashing and weed control' over the last 12 months? Base: All respondents. Councils asked State-wide: 13 Councils asked group: 5

JWSRESEARCH 142

## Maintenance of unsealed roads in your area importance





#### 2024 unsealed roads importance (index scores)



Q1. Firstly, how important should 'Maintenance of unsealed roads in your area' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 13 Councils asked group: 6
Note: Please see Appendix A for explanation of significant differences.

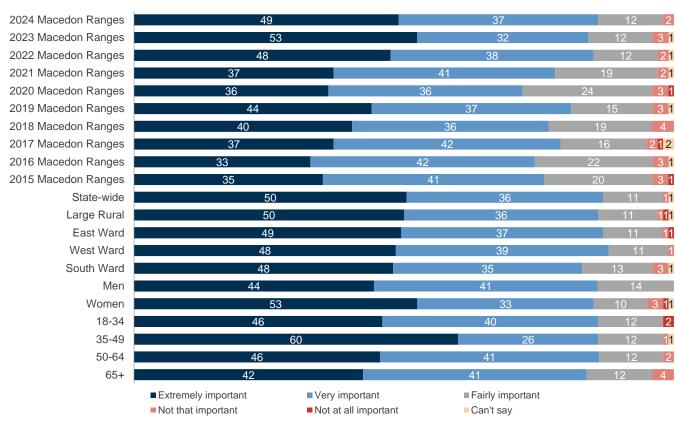
JWSRESEARCH 143

## Maintenance of unsealed roads in your area importance





#### 2024 unsealed roads importance (%)



Q1. Firstly, how important should 'Maintenance of unsealed roads in your area' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 13 Councils asked group: 6

JWSRESEARCH 144

## Maintenance of unsealed roads in your area performance





#### 2024 unsealed roads performance (index scores)

State-wide			2023	2022	2021	2020	2019	2018	2017	2016	2015
65+ 34 38 40 42 46 43 42 48 48 44  Men 33 31 40 46 51 41 42 41 48 47  West Ward 32 30 39 44 51 43 42 41 40 48  South Ward 31 37 41 46 49 45 49 45 48 50  50-64 30 30 37 43 46 39 44 40 45 43  Macedon Ranges 30 31 37 45 49 42 43 42 46 47  18-34 29 24 33 44 54 43 42 41 47 53  Women 27 31 34 44 46 43 43 43 44 47	State-wide	36▲	37	41	45	44	44	43	44	43	45
Men       33       31       40       46       51       41       42       41       48       47         West Ward       32       30       39       44       51       43       42       41       40       48         South Ward       31       37       41       46       49       45       49       45       48       50         50-64       30       30       37       43       46       39       44       40       45       43         Macedon Ranges       30       31       37       45       49       42       43       42       46       47         18-34       29       24       33       44       54       43       42       41       47       53         Women       27       31       34       44       46       43       43       43       43       44       47	Large Rural	34▲	35	39	44	42	41	41	42	43	44
West Ward       32       30       39       44       51       43       42       41       40       48         South Ward       31       37       41       46       49       45       49       45       48       50         50-64       30       30       37       43       46       39       44       40       45       43         Macedon Ranges       30       31       37       45       49       42       43       42       46       47         18-34       29       24       33       44       54       43       42       41       47       53         Women       27       31       34       44       46       43       43       43       44       47	65+	34	38	40	42	46	43	42	48	48	44
South Ward 31 37 41 46 49 45 49 45 48 50 50-64 30 30 37 43 46 39 44 40 45 43 Macedon Ranges 30 31 37 45 49 42 43 42 46 47 18-34 29 24 33 44 54 43 42 41 47 53 Women 27 31 34 44 46 43 43 43 44 47	Men	33	31	40	46	51	41	42	41	48	47
50-64 30 30 37 43 46 39 44 40 45 43 Macedon Ranges 30 31 37 45 49 42 43 42 46 47 18-34 29 24 33 44 54 43 42 41 47 53 Women 27 31 34 44 46 43 43 43 44 47	West Ward	32	30	39	44	51	43	42	41	40	48
Macedon Ranges 30 31 37 45 49 42 43 42 46 47  18-34 29 24 33 44 54 43 42 41 47 53  Women 27 31 34 44 46 43 43 43 44 47	South Ward	31	37	41	46	49	45	49	45	48	50
18-34 29 24 33 44 54 43 42 41 47 53 Women 27 31 34 44 46 43 43 43 44 47	50-64	30	30	37	43	46	39	44	40	45	43
Women 27 31 34 44 46 43 43 44 47	Macedon Ranges	30	31	37	45	49	42	43	42	46	47
	18-34	29	24	33	44	54	43	42	41	47	53
East Ward 27 26 31 44 45 37 38 40 49 44	Women	27	31	34	44	46	43	43	43	44	47
	East Ward	27	26	31	44	45	37	38	40	49	44
35-49 26 28 35 49 48 43 43 41 44 49	35-49	26	28	35	49	48	43	43	41	44	49

Q2. How has Council performed on 'Maintenance of unsealed roads in your area' over the last 12 months? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 11 Note: Please see Appendix A for explanation of significant differences.

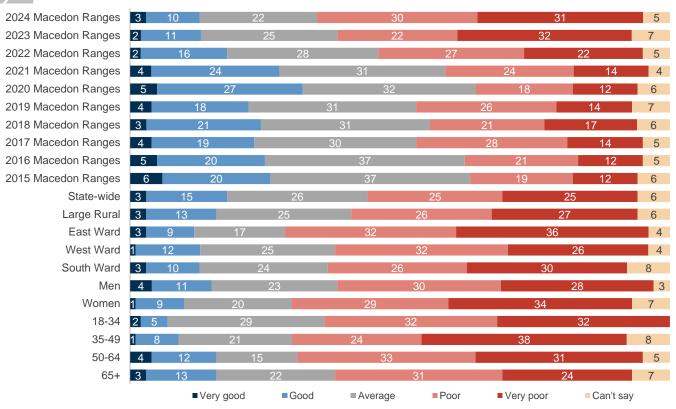
JWSRESEARCH 145

## Maintenance of unsealed roads in your area performance





#### 2024 unsealed roads performance (%)



Q2. How has Council performed on 'Maintenance of unsealed roads in your area' over the last 12 months? Base: All respondents. Councils asked State-wide: 27 Councils asked group: 11 JWSRESEARCH 146

## **Business and community development importance**





#### 2024 business/community development importance (index scores)

		2023	2022	2021	2020	2019	2018	2017	2016	2015
Large Rural	69▲	67	68	68	68	70	69	70	71	72
State-wide	69▲	68	70	70	69	69	69	70	70	69
Women	67	67	68	69	n/a	n/a	n/a	n/a	n/a	n/a
35-49	66	66	71	68	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	66	62	68	69	n/a	n/a	n/a	n/a	n/a	n/a
50-64	65	67	71	66	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	64	64	67	66	n/a	n/a	n/a	n/a	n/a	n/a
65+	64	64	63	67	n/a	n/a	n/a	n/a	n/a	n/a
South Ward	63	65	65	65	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	62	66	68	65	n/a	n/a	n/a	n/a	n/a	n/a
18-34	60	62	64	61	n/a	n/a	n/a	n/a	n/a	n/a
Men	60	62	66	63	n/a	n/a	n/a	n/a	n/a	n/a

Q1. Firstly, how important should 'Business and community development' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 8 Councils asked group: 4 Note: Please see Appendix A for explanation of significant differences.

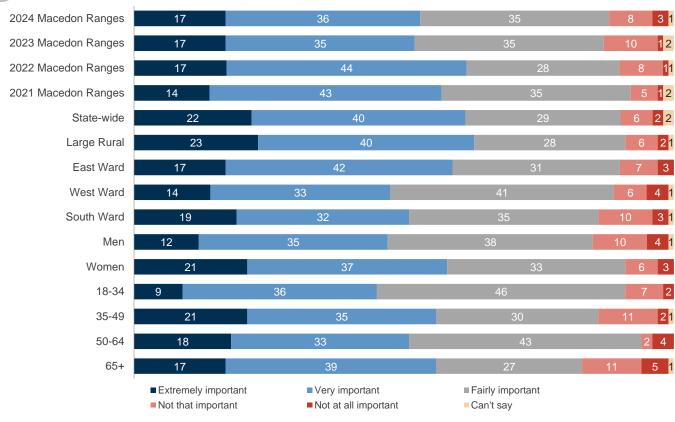
JWSRESEARCH 147

## **Business and community development importance**





#### 2024 business/community development importance (%)



Q1. Firstly, how important should 'Business and community development' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 8 Councils asked group: 4

JWSRESEARCH 148

## **Business and community development performance**





#### 2024 business/community development performance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
Large Rural		59▲	57	58	60	60	59	58	59	58	60
State-wide		57▲	57	58	60	59	61	60	60	60	60
18-34		57	52	65	58	n/a	n/a	n/a	n/a	n/a	n/a
West Ward		56	53	52	57	n/a	n/a	n/a	n/a	n/a	n/a
South Ward		54	56	57	54	n/a	n/a	n/a	n/a	n/a	n/a
35-49	5	54	53	53	56	n/a	n/a	n/a	n/a	n/a	n/a
Men		54	52	51	57	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	5	3	52	54	56	n/a	n/a	n/a	n/a	n/a	n/a
Women	5	3	53	57	55	n/a	n/a	n/a	n/a	n/a	n/a
65+	52	2	51	53	54	n/a	n/a	n/a	n/a	n/a	n/a
50-64	52	2	55	47	57	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	50		48	53	56	n/a	n/a	n/a	n/a	n/a	n/a

Q2. How has Council performed on 'Business and community development' over the last 12 months? Base: All respondents. Councils asked State-wide: 14 Councils asked group: 4 Note: Please see Appendix A for explanation of significant differences.

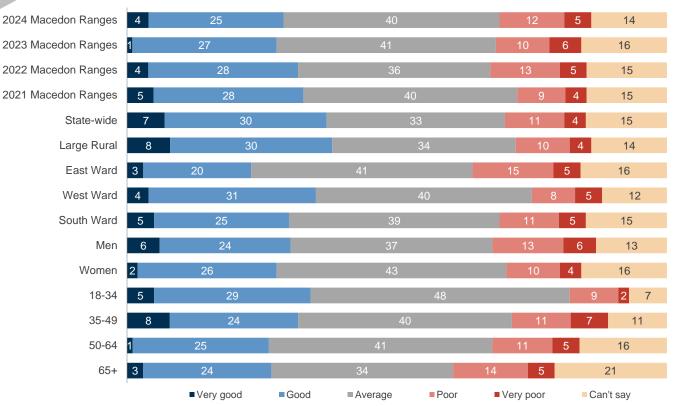
JWSRESEARCH 149

### **Business and community development performance**





#### 2024 business/community development performance (%)



Q2. How has Council performed on 'Business and community development' over the last 12 months? Base: All respondents. Councils asked State-wide: 14 Councils asked group: 4

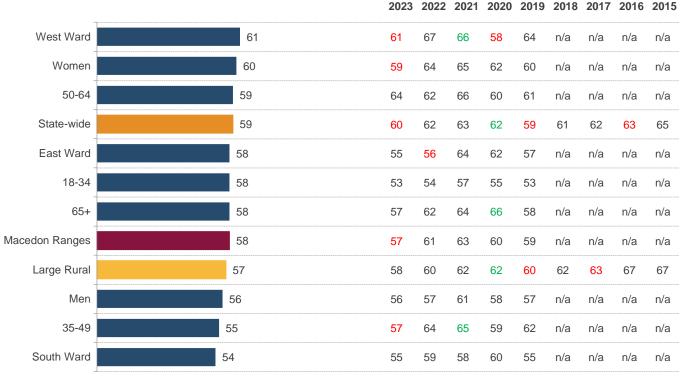
JWSRESEARCH 150

### **Tourism development importance**





#### 2024 tourism development importance (index scores)



Q1. Firstly, how important should 'Tourism development' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 7 Councils asked group: 3 Note: Please see Appendix A for explanation of significant differences.

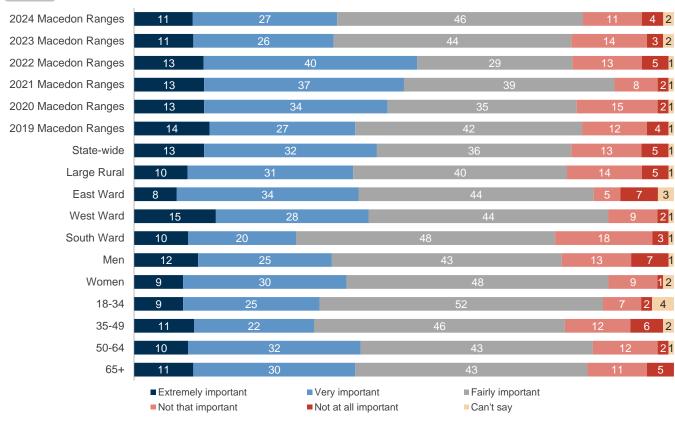
JWSRESEARCH 151

### **Tourism development importance**





#### 2024 tourism development importance (%)



Q1. Firstly, how important should 'Tourism development' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 7 Councils asked group: 3

JWSRESEARCH 152

## **Tourism development performance**





#### 2024 tourism development performance (index scores)

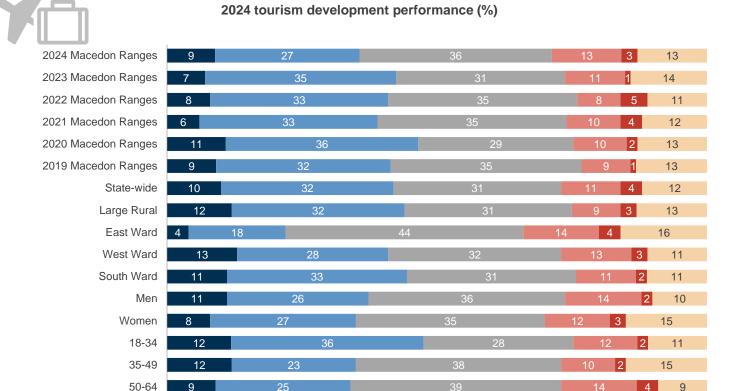


Q2. How has Council performed on 'Tourism development' over the last 12 months? Base: All respondents. Councils asked State-wide: 12 Councils asked group: 3 Note: Please see Appendix A for explanation of significant differences.

JWSRESEARCH 153

### **Tourism development performance**





Q2. How has Council performed on 'Tourism development' over the last 12 months? Base: All respondents. Councils asked State-wide: 12 Councils asked group: 3

■ Very good

JWSRESEARCH 154

Can't say

Item CX.1 - Attachment 1 Page 412

■ Good

■ Average

■ Poor

■ Very poor

## **COVID-19 response importance**





#### 2024 COVID-19 response importance (index scores)

		2023	2022	2021	2020	2019	2018	2017	2016	2015
65+	54▲	60	63	71	n/a	n/a	n/a	n/a	n/a	n/a
Women	51≜	59	65	69	n/a	n/a	n/a	n/a	n/a	n/a
State-wide	51▲	57	65	71	n/a	n/a	n/a	n/a	n/a	n/a
Large Rural	50▲	55	62	67	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	47	55	60	64	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	45	53	59	64	n/a	n/a	n/a	n/a	n/a	n/a
50-64	45	54	57	65	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	45	55	57	67	n/a	n/a	n/a	n/a	n/a	n/a
18-34	44	48	61	62	n/a	n/a	n/a	n/a	n/a	n/a
South Ward	44	50	59	61	n/a	n/a	n/a	n/a	n/a	n/a
Men	39▼	48	52	58	n/a	n/a	n/a	n/a	n/a	n/a
35-49	36▼	47	53	57	n/a	n/a	n/a	n/a	n/a	n/a

Q1. Firstly, how important should 'COVID-19 response' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 4 Councils asked group: 2 Note: Please see Appendix A for explanation of significant differences.

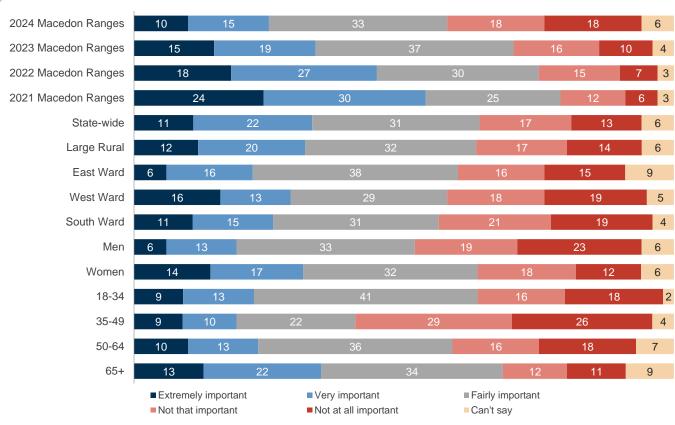
JWSRESEARCH 155

### **COVID-19 response importance**





#### 2024 COVID-19 response importance (%)



Q1. Firstly, how important should 'COVID-19 response' be as a responsibility for Council? Base: All respondents. Councils asked State-wide: 4 Councils asked group: 2

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## **COVID-19 response performance**





#### 2024 COVID-19 response performance (index scores)

			2023	2022	2021	2020	2019	2018	2017	2016	2015
Large Rural		66▲	67	71	74	n/a	n/a	n/a	n/a	n/a	n/a
18-34		66▲	57	73	73	n/a	n/a	n/a	n/a	n/a	n/a
State-wide		65▲	67	69	73	n/a	n/a	n/a	n/a	n/a	n/a
Women		62	61	66	69	n/a	n/a	n/a	n/a	n/a	n/a
65+		61	59	63	67	n/a	n/a	n/a	n/a	n/a	n/a
East Ward		60	60	64	68	n/a	n/a	n/a	n/a	n/a	n/a
West Ward		60	60	61	71	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges		60	59	64	68	n/a	n/a	n/a	n/a	n/a	n/a
South Ward		60	59	69	65	n/a	n/a	n/a	n/a	n/a	n/a
50-64	5	59	61	57	66	n/a	n/a	n/a	n/a	n/a	n/a
Men	5	8	57	62	67	n/a	n/a	n/a	n/a	n/a	n/a
35-49	56		61	63	68	n/a	n/a	n/a	n/a	n/a	n/a

Q2. How has Council performed on 'COVID-19 response' over the last 12 months? Base: All respondents. Councils asked State-wide: 8 Councils asked group: 5 Note: Please see Appendix A for explanation of significant differences.

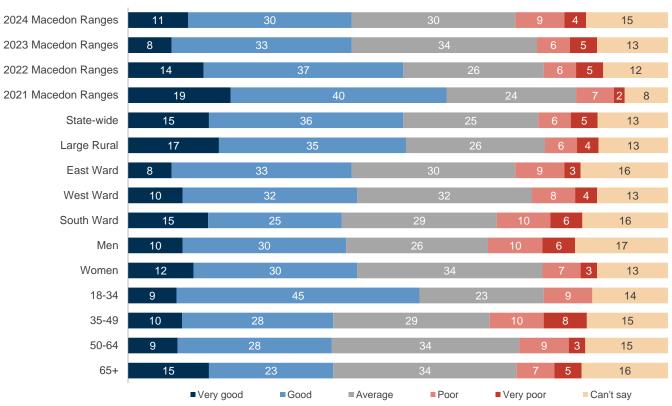
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## **COVID-19 response performance**





#### 2024 COVID-19 response performance (%)



Q2. How has Council performed on 'COVID-19 response' over the last 12 months? Base: All respondents. Councils asked State-wide: 8 Councils asked group: 5

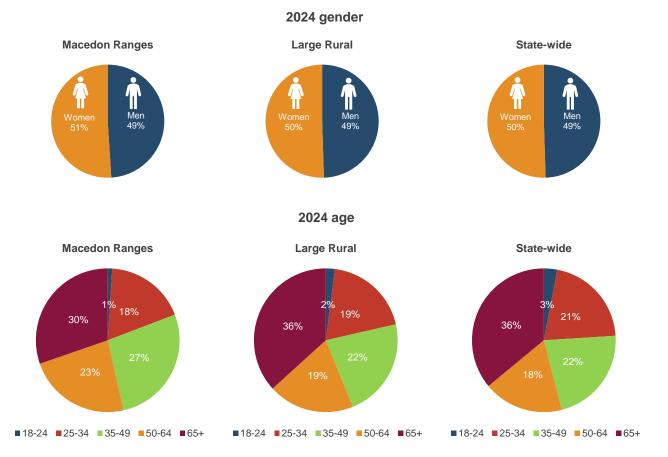
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**Detailed demographics** 

### **Gender and age profile**





S3. [Record gender] / S4. To which of the following age groups do you belong?

Base: All respondents. Councils asked State-wide: 62 Councils asked group: 18

Please note that for the reason of simplifying reporting, interlocking age and gender reporting has not been included in this report. Interlocking age and gender analysis is still available in the dashboard and data tables provided alongside this report. Councils interviewing residents on an annual basis included an "Other" option for gender, hence the State-wide and Large Rural gender results may not add to 100%.

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## Appendix A: Index Scores



#### **Index Scores**

Many questions ask respondents to rate council performance on a five-point scale, for example, from 'very good' to 'very poor', with 'can't say' also a possible response category. To facilitate ease of reporting and comparison of results over time, starting from the 2012 survey and measured against the statewide result and the council group, an 'Index Score' has been calculated for such measures.

The Index Score is calculated and represented as a score out of 100 (on a 0 to 100 scale), with 'can't say' responses excluded from the analysis. The '% RESULT' for each scale category is multiplied by the 'INDEX FACTOR'. This produces an 'INDEX VALUE' for each category, which are then summed to produce the 'INDEX SCORE', equating to '60' in the following example.

Similarly, an Index Score has been calculated for the Core question 'Performance direction in the last 12 months', based on the following scale for each performance measure category, with 'Can't say' responses excluded from the calculation.

SCALE CATEGORIES	% RESULT	INDEX FACTOR	INDEX VALUE				
Very good	9%	100	9				
Good	40%	75	30				
Average	37%	50	19				
Poor	9%	25	2				
Very poor	4%	0	0				
Can't say	1%		INDEX SCORE 60				

SCALE CATEGORIES	% RESULT	INDEX FACTOR	INDEX VALUE			
Improved	36%	100	36			
Stayed the same	40%	50	20			
Deteriorated	23%	0	0			
Can't say	1%		INDEX SCORE 56			

Please note that the horizontal (x) axis of the index score bar charts in this report is displayed on a scale from 20 to 100.

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## **Appendix A: Margins of error**

W

The sample size for the 2024 State-wide Local Government Community Satisfaction Survey for Macedon Ranges Shire Council was n=400. Unless otherwise noted, this is the total sample base for all reported charts and tables.

The maximum margin of error on a sample of approximately n=400 interviews is +/-4.9% at the 95% confidence level for results around 50%. Margins of error will be larger for any sub-samples. As an example, a result of 50% can be read confidently as falling midway in the range 45.1% - 54.9%.

Maximum margins of error are listed in the table below, based on a population of 39,600 people aged 18 years or over for Macedon Ranges Shire Council, according to ABS estimates.

Demographic	Actual survey sample size	Weighted base	Maximum margin of error at 95% confidence interval
Macedon Ranges Shire Council	400	400	+/-4.9
Men	188	196	+/-7.1
Women	212	204	+/-6.7
East Ward	142	142	+/-8.2
West Ward	119	116	+/-9.0
South Ward	139	142	+/-8.3
18-34 years	44	79	+/-14.9
35-49 years	88	107	+/-10.5
50-64 years	116	93	+/-9.1
65+ years	152	121	+/-8.0

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## Appendix A: Index score significant difference calculation



The test applied to the Indexes was an Independent Mean Test, as follows:

 $Z Score = (\$1 - \$2) / Sqrt ((\$5^2 / \$3) + (\$6^2 / \$4))$ Where:

- \$1 = Index Score 1
- \$2 = Index Score 2
- \$3 = unweighted sample count 1
- \$4 = unweighted sample count 2
- \$5 = standard deviation 1
- \$6 = standard deviation 2

All figures can be sourced from the detailed cross tabulations.

The test was applied at the 95% confidence interval, so if the Z Score was greater than +/- 1.954 the scores are significantly different.

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**Appendix B: Further project information** 

## **Appendix B:** Further information

W

Further information about the report and explanations about the State-wide Local Government Community Satisfaction Survey can be found in this section including:

- · Background and objectives
- · Analysis and reporting
- · Glossary of terms

#### **Detailed survey tabulations**

Detailed survey tabulations are available in supplied Excel file.

#### Contacts

For further queries about the conduct and reporting of the 2024 State-wide Local Government Community Satisfaction Survey, please contact JWS Research on

(03) 8685 8555 or via email: admin@jwsresearch.com

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## Appendix B: Survey methodology and sampling

W

The 2024 results are compared with previous years, as detailed below:

- 2023, n=400 completed interviews, conducted in the period of 27<sup>th</sup> January – 19<sup>th</sup> March.
- 2022, n=400 completed interviews, conducted in the period of 27<sup>th</sup> January – 24<sup>th</sup> March.
- 2021, n=400 completed interviews, conducted in the period of 28th January – 18th March.
- 2020, n=400 completed interviews, conducted in the period of 30<sup>th</sup> January – 22<sup>nd</sup> March.
- 2019, n=400 completed interviews, conducted in the period of 1<sup>st</sup> February – 30<sup>th</sup> March.
- 2018, n=400 completed interviews, conducted in the period of 1<sup>st</sup> February – 30<sup>th</sup> March.
- 2017, n=400 completed interviews, conducted in the period of 1<sup>st</sup> February – 30<sup>th</sup> March.
- 2016, n=400 completed interviews, conducted in the period of 1<sup>st</sup> February – 30<sup>th</sup> March.
- 2015, n=400 completed interviews, conducted in the period of 1<sup>st</sup> February – 30<sup>th</sup> March.

Minimum quotas of gender within age groups were applied during the fieldwork phase. Post-survey weighting was then conducted to ensure accurate representation of the age and gender profile of the Macedon Ranges Shire Council area.

Any variation of +/-1% between individual results and net scores in this report or the detailed survey tabulations is due to rounding. In reporting, '—' denotes not mentioned and '0%' denotes mentioned by less than 1% of respondents. 'Net' scores refer to two or more response categories being combined into one category for simplicity of reporting.

This survey was conducted by Computer Assisted Telephone Interviewing (CATI) as a representative random probability survey of residents aged 18+ years in Macedon Ranges Shire Council.

Survey sample matched to the demographic profile of Macedon Ranges Shire Council as determined by the most recent ABS population estimates was purchased from an accredited supplier of publicly available phone records, including up to 60% mobile phone numbers to cater to the diversity of residents within Macedon Ranges Shire Council, particularly younger people.

A total of n=400 completed interviews were achieved in Macedon Ranges Shire Council. Survey fieldwork was conducted across four quarters from 1<sup>st</sup> June 2023 – 18<sup>th</sup> March 2024.

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## Appendix B: Analysis and reporting

W

All participating councils are listed in the State-wide report published on the DGS website. In 2024, 62 of the 79 Councils throughout Victoria participated in this survey. For consistency of analysis and reporting across all projects, Local Government Victoria has aligned its presentation of data to use standard council groupings. Accordingly, the council reports for the community satisfaction survey provide analysis using these standard council groupings. Please note that councils participating across 2012-2024 vary slightly.

**Council Groups** 

Macedon Ranges Shire Council is classified as a Large Rural council according to the following classification list:

 Metropolitan, Interface, Regional Centres, Large Rural & Small Rural.

Councils participating in the Large Rural group are:

 Bass Coast, Baw Baw, Colac Otway, Corangamite, East Gippsland, Glenelg, Golden Plains, Macedon Ranges, Mitchell, Moira, Moorabool, Mount Alexander, Moyne, South Gippsland, Southern Grampians, Surf Coast, Swan Hill and Wellington. Wherever appropriate, results for Macedon Ranges Shire Council for this 2024 State-wide Local Government Community Satisfaction Survey have been compared against other participating councils in the Large Rural group and on a state-wide basis. Please note that council groupings changed for 2015, and as such comparisons to council group results before that time cannot be made within the reported charts.

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## Appendix B: Core, optional and tailored questions

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#### Core, optional and tailored questions

Over and above necessary geographic and demographic questions required to ensure sample representativeness, a base set of questions for the 2024 State-wide Local Government Community Satisfaction Survey was designated as 'Core' and therefore compulsory inclusions for all participating Councils.

These core questions comprised:

- Overall performance last 12 months (Overall performance)
- Value for money in services and infrastructure (Value for money)
- Contact in last 12 months (Contact)
- · Rating of contact (Customer service)
- Overall council direction last 12 months (Council direction)
- Community consultation and engagement (Consultation)
- Decisions made in the interest of the community (Making community decisions)
- Condition of sealed local roads (Sealed local roads)
- Waste management

Reporting of results for these core questions can always be compared against other participating councils in the council group and against all participating councils state-wide. Alternatively, some questions in the 2024 State-wide Local Government Community Satisfaction Survey were optional. Councils also had the ability to ask tailored questions specific only to their council.

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## Appendix B: Analysis and reporting



#### Reporting

Every council that participated in the 2024 State-wide Local Government Community Satisfaction Survey receives a customised report. In addition, the State government is supplied with this State-wide summary report of the aggregate results of 'Core' and 'Optional' questions asked across all council areas surveyed, which is available at:

https://www.localgovernment.vic.gov.au/our-programs/council-community-satisfaction-survey

Tailored questions commissioned by individual councils are reported only to the commissioning council and not otherwise shared unless by express written approval of the commissioning council.

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## Appendix B: Glossary of terms

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**Core questions**: Compulsory inclusion questions for all councils participating in the CSS.

**CSS**: 2024 Victorian Local Government Community Satisfaction Survey.

**Council group**: One of five classified groups, comprising: metropolitan, interface, regional centres, large rural and small rural.

**Council group average**: The average result for all participating councils in the council group.

Highest / lowest: The result described is the highest or lowest result across a particular demographic subgroup e.g. men, for the specific question being reported. Reference to the result for a demographic sub-group being the highest or lowest does not imply that it is significantly higher or lower, unless this is specifically mentioned.

**Index score**: A score calculated and represented as a score out of 100 (on a 0 to 100 scale). This score is sometimes reported as a figure in brackets next to the category being described, e.g. men 50+ (60).

**Optional questions**: Questions which councils had an option to include or not.

**Percentages**: Also referred to as 'detailed results', meaning the proportion of responses, expressed as a percentage.

**Sample**: The number of completed interviews, e.g. for a council or within a demographic sub-group.

Significantly higher / lower: The result described is significantly higher or lower than the comparison result based on a statistical significance test at the 95% confidence limit. If the result referenced is statistically higher or lower then this will be specifically mentioned, however not all significantly higher or lower results are referenced in summary reporting.

**State-wide average**: The average result for all participating councils in the State.

**Tailored questions**: Individual questions tailored by and only reported to the commissioning council.

**Weighting**: Weighting factors are applied to the sample for each council based on available age and gender proportions from ABS census information to ensure reported results are proportionate to the actual population of the council, rather than the achieved survey sample.

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# **Macedon Ranges Community Equestrian Facilities Plan**





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MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

#### About this document

This document is the draft Community Equestrian Facilities Plan. Other documents prepared for this plan are the Consultation Findings June 2023.

#### **Acknowledgements**

@leisure would like to acknowledge the support and assistance provided by:

- Dean Frank, Coordinator Recreation Macedon Ranges Shire Council
- Steve Williams, Acting Coordinator Recreation Macedon Ranges Shire Council
- Michelle Nolte, Project Officer Recreation Macedon Ranges Shire Council
- Ewan Kellett Kellett Cross Country
- Sanja Van Huet Deakin University

We would also like to thank all stakeholders who were interviewed or provided a response to the community survey.

- All staff who contributed information of participated in a workshop or interview.
- All key stakeholders who were interviewed also those who completed a community survey.



Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the traditional owners and custodians of the land on which we work.

This project was sponsored by Sport and Recreation Victoria.

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MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 1. INTRODUCTION

## 1.1 The Project

The purpose of the Macedon Ranges Community Equestrian Facilities Plan is to:

- Ensure that equestrian facilities provided by Council are financially and environmentally sustainable.
- Review and audit the existing facilities and identify future improvement needs.
- Provide clarity about facility maintenance and development responsibilities.
- Identify key risk management issues and develop a plan to address these issues
- Investigate public access and inclusion arrangements for members and non-members.
- Investigate opportunities to grow and promote participation and prepare an
  equestrian-specific participation plan to encourage a greater diversity in
  participation.
- Consider opportunities to establish safe trail riding locations in collaboration with other agencies.
- Work with peak equestrian bodies to facilitate equestrian club planning and sustainability

Previous research and studies undertaken by Council have been reviewed in developing this Plan.

This Plan identifies responsibilities for the Council and Clubs and establishes actions over ten years to 2034. Delivery of the Plan is a shared responsibility, any required Council funding is subject to consideration during annual budget processes.

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## 1.2 Key Directions

Research and information gathered through community consultation and user group meetings have informed the development of this plan and provided details for the actions by site, identified in Section 4 of this plan. Framing the actions by sites are the key directions outlined below.

#### **Facility Management**

Investigations identified the need for more clarity regarding facility maintenance and development responsibilities, mainly as some facilities are on Crown Land and may have different access to Council services than others. Historically, equestrian venues have grown in an ad hoc manner, often with little input and or knowledge from Council with routine maintenance of facilities seen as a high priority by equestrian clubs.

Developing a uniform ticense agreement for equestrian clubs outlining management and maintenance responsibilities is identified to clarify responsibilities.

#### Risk Management/Multi-use venues

The consultation process highlights a critical risk issue in using equestrian venues for non-compatible activities. Clubs are particularly concerned about dog off-leash areas at equestrian venues. To mitigate this risk, it is appropriate to review the co-location of these activities.

The plan also identifies further work is needed on the scheduling of motorsports occurring at the same venue as equestrian activities.

Due to multi-site use complexities and/or low club membership numbers, there may be some equestrian venues that operate with a reduced suite of equestrian activities or cease activities and relocate to other venues.

#### **Environmental & Cultural Management**

Some equestrian venues have areas of land that are environmentally and/or culturally sensitive. To manage equestrian activities within sensitive landscapes, a careful balance is required. This may require limiting activities at some sites to protect environmental and cultural values.

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#### **Facility Hierarchy**

The plan recommends a two-level hierarchy of equestrian facilities, local and shire wide. The proposed direction is that the standard of one or a maximum of two facilities be elevated to include facilities suitable for events, including cross-country, whilst the others are maintained at a more local level with a reduced offering of activities and lease and licence agreements identifying limitations.

Many of the actions identified in the draft equestrian facilities plan relate to the need for improved or upgraded facilities and infrastructure (e.g. the condition of buildings, arenas, fencing, jumps, and internal roadways, as well as improved access to water). Therefore, having a facility hierarchy and a uniform and specific license agreement in place will assist with clarifying responsibilities and prioritising identified actions.

#### **Covered Arenas**

The initial consultation identified an interest from clubs in the development of covered arenas. Despite this interest, the draft Macedon Ranges Community Equestrian Plan outlines that Council will not provide these facilities and that private/commercial providers in the Shire should serve this requirement.

#### **Trail Riding**

The draft plan identifies strong community demand for equestrian trail riding in the Macedon Ranges. It is intended that the provision of trail riding opportunities within the Shire, occurs on Parks Victoria and DEECA land and not on Council-owned and managed land. The council will advocate with these agencies for improved trail riding promotion and opportunities.

## 1.3 Equestrian participation

Equestrian is one of the top 10 sport related activities in Australia for participation by women (15 years +) in regional and rural areas in 2022/23 estimated at 118,000 participants. More than Golf (89,000) and Football/soccer (85,000), it is estimated that some 195,500 women (15 years +) and 39,600 men participated in equestrian in 2022/231.

In the Macedon Ranges there were 21 equestrian clubs with just over 1,000 active members in 2023 based at 12 public and private venues.

Participation data for Macedon Ranges Shire shows it has one of the highest participation rates in equestrian recreation activities in Local Government Areas (LGAs) in Victoria. Participation in equestrian activities ranks in the top 10 sport and physical exercise activities participated in, whereas it does not rank in the top 15 for Victoria or Australia overall.

Only four Victorian LGAs have equestrian activities in the top ten sport and physical activities, for females:

- Golden Plains (9.5%)
- South Gippsland (8.5%)
- Macedon Ranges (6.3%) and
- East Gippsland (5.6%).

The peak bodies say that the Macedon Ranges is the second strongest region in Victoria for equestrian sports participation, after the Mornington Peninsula.

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National Sport and Physical Activity Participation Report. AusPlay. October 2023 DRAFT REPORT – JUNE 2024



### 1.4 Current facilities

There are seven existing community equestrian facilities in the Macedon Ranges on public land:

- Bullengarook Recreation Reserve, Bullengarook
- IR Robertson Reserve, Gisborne South
- Barringo Recreation Reserve, Macedon
- Rollinson Reserve, Kyneton
- Woodend Racecourse Reserve, Woodend
- Lancefield Park Recreation Reserve, Lancefield
- Candlebark Riddells Creek Pony Club, Clarkefield.
   There are a number of other private equestrian facilities in the Shire that clubs use. These include:
- Venus Equestrian Centre, Gisborne
- Macedon Ranges Equestrian Centre, Carlsruhe
- Kookaburra Park Equestrian Facility, Kyneton
- Springfield Equestrian Park, Springfield
- Harney Park, McIntyre Lane Bolinda.

Details of each site are provided in Chapter 3 - Existing facilities. Map 1 below shows the distribution of facilities across the Shire.

## 1.5 Equestrian Clubs in the Shire

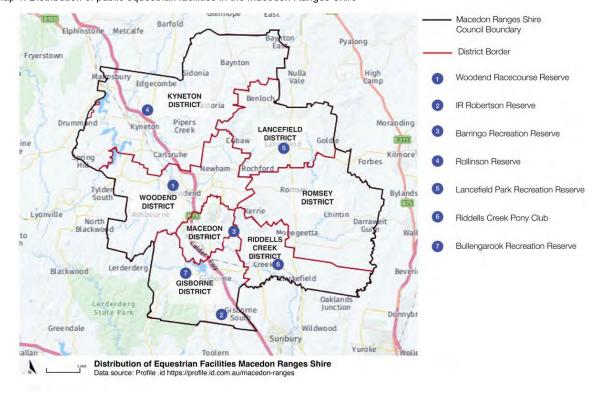
There are at least 21 known equestrian clubs based in the Macedon Ranges Shire on public and private land with a total membership exceeding 1000 members.

Discipline	Club name
Adult Riding	Kyneton and District Adult Riding Club Bullengarook Adult Riding Club Gisborne and District Adult Riding Club Riddells Creek Adult Riding Club <sup>2</sup> Bolinda Riding Club Aurum Club Equestrian Inc. Black Hill Riding Club, Gisborne South
	Five Mile Equestrian Club
Pony Club	Kyneton Pony Club Bullengarook Pony Club Gisborne Pony Club Macedon Pony Club Woodend Pony Club Riddells Creek Pony Club Lancefield Equestrian Group Lancefield Pony Club
Trail Riders	Kyneton District Trail Riders Club Riddells Creek Trail Horse Riding Club
Show Jumping	Melbourne Show Jumping Club
Dressage	Macedon Ranges Dressage Club
Working equitation club	Working Equitation Lancefield Districts

<sup>&</sup>lt;sup>2</sup> In 2020 the Gisborne and District Adult Riding Club merged with the Macedon Ranges Working Equitation and continued operating as the Gisborne and District Adult Riding Club DRAFT REPORT – JUNE 2024
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Map 1. Distribution of public equestrian facilities in the Macedon Ranges Shire



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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 2. ISSUES AND OPPORTUNITIES

## 2.1 Council's role in facilities

There is a need for clarity about facility maintenance and development responsibilities at each site.

Council has historically provided limited maintenance activities to equestrian sites.

It appears that not all clubs have current occupancy (license) agreements. These agreements are essential in establishing legal responsibilities and the responsibility for the costs of development, maintenance, and renewal of facilities, some of which may be provided by Council while clubs may bear ongoing responsibility. Any recommendations contained within this report for Council expenditure is subject to annual budget consideration. Any development of facilities must be consistent with the Macedon Ranges Statement of Planning Policy.

One of the main areas that clubs would like the Council's assistance with is routine maintenance. Additional roles are detailed in section 4.1.

#### **Preliminary Directions**

Some ongoing maintenance issues should be addressed at Council equestrian facilities.

The establishment of maintenance responsibilities for Council and Clubs is essential and should be finalised through License Agreements. It is considered that the following elements require clear understanding:

- Undertake a building audit on all the clubhouse buildings on equestrian reserves to ascertain the noncompliant and most urgent works required, and preventative maintenance going forwardregardless of who does the work.
- Provide a uniform service on equestrian facilities, which includes:
- Safe access from the main road (and, where possible, two road access points in case of events or emergencies).
- A suitable gate/keyed entry.
- Regular mowing and tree management on the site, where these are required.

- Essential asset management of the pavilion, major preventative maintenance, accessible toilet, compliant kitchen,
- Essential Safety Measures (ESM)/ fire services
- Bushfire management.
- Access to power and drinking water.
- Fencing or repairing the perimeter of the site with appropriate materials – for example, remove barbed wire.
- Provide a uniform license agreement for users of each site (see Appendix 4 - Risk and maintenance responsibilities).

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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

# 2.2 Opportunities to grow and promote participation

Demand for equestrian facilities is outlined in Appendix 2 – Demand for Equestrian Activities in Macedon Ranges Shire Council. This has informed the growth and promotion opportunities and preliminary directions.

A high proportion of females participate in equestrian activities and equestrian sports.

There appears to be growth in a wide range of equestrian activities, including equitation, carriage driving etc., that could be facilitated in the existing facilities.

There is a high demand for trail riding in the Shire but limited information for residents about facilities currently designed for this purpose.

With an increase in mountain biking in the Shire, there is an increasing demand for tracks and trails and potential conflicts between activities.

Currently, there are limited or no opportunities for people with disability to ride with others in the Shire, although there is high demand. One or more of the existing sites can become an Riding for the Disabled Association (RDA) venue, supported by RDA to deliver equestrian opportunities for people with a disability. Surprisingly, no RDA services the Shire.

There is interest in school equestrian activities, and one school with a strong equine focus but no facilities.

There are potential sports participation benefits of fostering a greater connection with clubs and schools, contributing to economic development benefits.

The Shire has a large number of equestrian clubs (especially riding and pony clubs) – more than any other known Council in Victoria.

This number of elubs allows for multiple disciplines to be accommodated and a wider range of residents' interests to be supported.

Clubs in the Shire have slightly different focuses that encourage riders with different aspirations abilities, and motivations. Some are more competitive than others and have more competitive sports activities.

There are two trail riding clubs in the Shire and increasing demand for more riding routes for casual riding.

Previously published information about sites in the regional park with float parking and yards is no longer accessible, and clubs report more information is required about routes, support facilities available, and time taken to ride these.

The main threats to equestrian participation are:

- The potential loss of suitable and safe public or private equestrian facilities for recreation and sport.
- The need for support and facilities to assist people with a disability to ride.
- It is increasingly difficult for urban residents to learn to ride, keep a horse and participate in equestrian recreation and sports.

Council's Recreation team supports clubs and facilities to grow participation, and equestrian clubs have also typically been very self-sufficient and self-effacing.

There is limited information and maps for trail riding. This activity primarily takes place on land that Council is not the owner or manager of. However, improved information and/or links on Council's website could benefit users to match the demand for equestrian facilities with available opportunities.

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#### **Preliminary Directions**

- Support partnerships between clubs, schools, health promotion groups and other stakeholders to support opportunities for more people to ride.
- Work with RDA to investigate South Gisborne and/or Bullengarook as an RDA facility and with RDA and other potential partners to establish and promote this opportunity.
- Advocate with Parks Victoria and Department Energy, Environment and Climate Action (DEECA) regarding trail riding opportunities and prepare an update of information about trails in the Shire.
- Provide information about equestrian clubs, facilities to hire, and trails in the Shire for Council web page which links to third party websites.
- Update signage at each equestrian site with a facility name and contact details.
- Work with clubs to establish a casual use system for relevant sites.



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## 2.3 Covered/indoor arena

A covered/indoor arena was a common request from the community survey and from interviews with user groups.

However, from a financial sustainability perspective, provision of covered arenas will not be considered by Council.

It is considered that the benefits of covered arenas can be well catered for through private equestrian providers within Macedon Ranges Shire and adjacent Local Government Areas. Noting that users of these facilities will need to travel further than a local club to access a covered arena.

#### **Preliminary Directions**

Although covered arenas were commonly requested during consultation, Council does not provide these facilities. It is expected that provision of covered arenas is through private equestrian providers.



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## 2.4 Equestrian trails and shared paths

Initial consultation identified that there is demand for casual and club trail riding in the Macedon Ranges Shire.

There are declining opportunities for horses to ride safely on the road (even though they are classified as a vehicle) or road verges because of increased vehicle volume and the difficulty in managing roadside vegetation growth that is significant for conservation purposes.

Council has limited off-road trail routes. Those provided are focused on walking and cycling, such as the rail trail projects.

Council considers that the most appropriate land for trail riding within the Shire is crown land, managed by Parks Victoria and DEECA. Council can play an advocacy tole with clubs for further trail riding opportunities within the Shire.

There are a number of regional trail locations promoted on crown land. These include:

- Macedon Regional Park: The Ridge Track and Major Mitchell Plateau Track providing stunning views of the surrounding countryside, while the Sanatorium Lake Loop offers a picturesque ride.
- Woodend to Hanging Rock Reserve: The ride offers beautiful landscapes, including rolling hills and open fields.
- Cobaw State Forest: Located hear Kyneton, it provides an extensive horse-riding trail network. The forest offers open areas, bushland, and creek crossings, providing a diverse riding experience.
- Wombat State Forest, near Woodend and Daylesford, offers a vast network of trails for horse riding, e.g. the Firth Park Campground. The forest includes open areas, eucalyptus forests, and fern gullies.
- The Old Scout Camp, in Macedon Regional Park which has designated horse yards and space for float parking with suitable camping and riding locations.

- Mount Disappointment State Forest.
- Advocate with other agencies for the establishment of safe trail riding locations.

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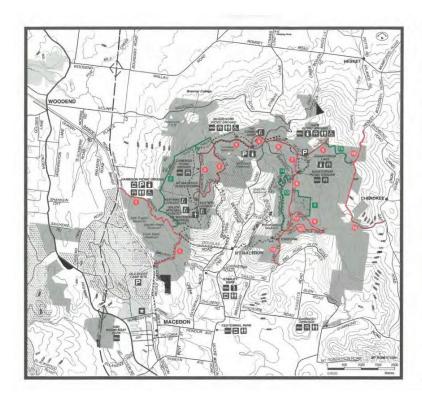
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Note: Further details have been sought from Parks Victoria and DEECA on such sites.

The following image shows a map from an old information sheet published by Parks Victoria.

Trail riders would benefit from Parks Victoria updating resources such as this.





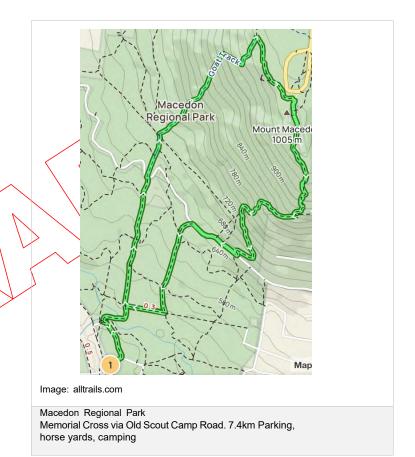
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#### **Preliminary Directions**

- Advocate for increased trail access on crown land with Parks Victoria and DEECA
- Advocate for an updated trail riding location and information map in conjunction with Parks Victoria, and DEECA, and the trail riding clubs.
- Advocate for safe trail riding in the following locations:
  - o Macedon Regional Park:
  - o The Old Scout Camp
  - o The Ridge Track
  - o Major Mitchell Plateau Track
  - o Sanatorium Lake Loop
  - o Cobaw State Forest
  - Wombat State Forest from Firth Park Campground
  - Bullengarook Reserve Walsh Road to Pyrites No. 1 and 2 Track.
- The following maps show five horse trails (not council assets) that could be promoted and developed with improved parking, tie ups and water.



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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 2.5 Accommodating casual use of arenas

There is demand for casual use of existing equestrian facilities.

There are opportunities through offering casual use to increase the income for clubs.

To ensure their safety, casual users should be members of a peak body that oversees the discipline for which they are using the facility.

It would be beneficial for clubs to establish a user agreement or code of conduct for use; for example, requiring users to pick up manure, put equipment away, use designated car parks, lock the gates etc., and use a facility with an accompanying person or when the facility is being used by others.

It is not uncommon for clubs elsewhere to have an online booking system that requires the participant to sign a waiver, provide information about themselves and their insurances etc. and pay a one off or yearly fee for access.

Some clubs may offer the opportunity as an extension of their membership, for an additional fee or provide a separate booking process as a key holder.

Before casual use is encouraged, the condition of facilities should be assessed as being appropriate for that use.

The nature of the existing facilities may lend themselves to establishment of Community Asset Committee's (CAC's). This would formally establish management, maintenance and funding arrangements and could be investigated.

Bookings for casual use of facilities should be authorised by the relevant committee under formalised arrangements.

A Club is required to have in place rules relating to use of the grounds which mitigate risk to the Club/venue owners and riders.

Where grounds are open to the public, Club equipment must be stored in a locked facility and signage clearly displayed to address identified risks related to use of the grounds.

Club activities are only covered under the Horse Riding Clubs Association Victoria (HRCAV) Policies, Management Liability or Public Liability Insurance on land owned and/or managed by Council or the club. Activities undertaken on private land are not covered. for casual use of facilities by members.

The major risks identified by HRVAC risk management policy related to sites, horse we have or infrastructure include:

- Falls of horse or rider.
- Loose dogs causing horse to misbehave/accident.

- Cars and floats using venue causing accident.
- Disruptive horses causing chain reaction/fall.
- Being knocked over by an undisciplined or loose horse.
  - Damage to vehicles.
- Horse escaping from venue and causing damage to people or property.
- Extreme heat.

#### Preliminary Directions

- Clubs and peak bodies to collaborate to alleviate risks that prevent casual use, including condition of facilities.
- Clubs and peak bodies to establish an online booking system for casual use for appropriate facilities.
- Investigate suitable gate/ entry design to facilitate casual use.
- Pilot the booking system at one site before full implementation.
- Once the system is in place, promote the opportunities for casual use of suitable equestrian facilities across the Shire.

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## 2.6 Club development and sustainability

Some clubs have low membership, which limits the opportunities to manage equestrian facilities that are used and rely on income.

Typically, small clubs rely on being able to hire private or public facilities to conduct regular activities and to conduct one or more yearly events to cover basic costs. The availability of private facilities for public hire is not assured.

Some clubs are based at facilities with site capability and planning issues limiting expansion access, functional use, and development.

The peak body for each club should be the principal conduit for issues associated with club development and technical aspects such as insurance, related to each of the equestrian disciplines.

Council could assist clubs as follows:

- Promote equestrian opportunities and information on Council's website that may lead to increases in club membership.
- Develop clear maintenance responsibilities between Council and clubs.

- Assist clubs with developing partnering opportunities or accessing grants.
- Advise clubs of appropriate Council contact to raise and report issues.
- Assist clubs in understanding a network approach to equestrian provision as some clubs will provide activities that other do not.

#### Preliminary Directions

- Prepare new occupancy agreements for clubs with reasonable roles and responsibilities.
- Promote participation in equestrian activities, and the existing facilities and clubs to grow membership.
- Promote a network approach to equestrian provision across the Shire.

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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 2.7 Need for a facility hierarchy

Some facilities that are highly used have a more competition focus and stage events. Other facilities provide for more local and casual use.

Whilst it's beneficial that most clubs have opportunities to train in all disciplines it is difficult for smaller clubs to provide for all riding disciplines and ensure appropriate standards and well maintained and compliant facilities for any competitions.

At present, most regional events occur at the Werribee National Equestrian Facility or at private facilities in other regions such as Boneo Park in Mornington and Juravon in Melton.

Currently, many clubs hire private covered or enclosed arenas for some activities. Council does not see a role in the provision of these facilities.

A hierarchy of facilities, supporting one or more facilities to become a Shire wide facility more able to sustain events, is an appropriate approach.

Key site selection criteria for Shire wide municipal equestrian facility could include:

- Safe all weather road access for floats and float access from the freeway and/or suitable wide roads with good sight lines for floats to pass.
- Two access points for events and emergencies.
- Adequate size: preferably 8+ ha of relatively flat land, stables, paddocks, parking areas, and support buildings. Where possible, the site should also have room for potential future expansions.
- Location: close to a main centre of population or with good access to primary road petworks and suppliers.
- Availability of existing infrastructure, as well as services such as electricity, water supply, sewage systems, and internet connectivity.
- Suitable planning zones, with no major constraints associated with planning overlays, cultural heritage, or land capability.
- No major issues such as poor drainage, slope, bush fire prone, or sites of high environmental significance.

- Land in Council or public ownership or management and cost effective to develop.
- A prominent, easy to find site.
- No conflicting land use adjacent that may impact on regular use or events without public nuisance.
- Site large enough for access in and around by emergency and maintenance vehicles, large rigs/ floats, trucks, and where possible, camping (either at the site or adjacent.)

#### **Preliminary Directions**

- Consider introducing a two-level hierarchy of facilities: local and Shire-wide. (See Table 2 below)
- Consider elevating the standard of one or more facilities in the Shire that are suitable for events including cross-country.
- Investigate options to enable camping on, or in the vicinity of, the Shire-wide facilities.

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The following table shows the recommended venues within the equestrian hierarchy of facilities.

Shire wide venues are those that have a combination of large existing land footprint, service a large town population or growing population within the Shire, well developed existing facilities and higher usage.

Local facilities have small clubs on smaller land footprints and with facilities that cater for entry level participation.

Lancefield Park, home to the Lancefield Equestrian Group and Pony Club is based on Crown land and managed by a volunteer Committee of Management that reports to the Department of Energy, Environment and Climate Action. Council does not have any involvement in management, maintenance, or facility development at the Reserve. It is therefore not listed on the hierarchy.

Table 2. Macedon Ranges Equestrian venue hierarchy.

Hierarchy level	Venues
Shire wide	Rollinson Reserve IR Robertson Reserve
Local	Bullengarook Recreation
	Reserve Macedon Equestrian Facility Barringo Recreation Reserve Woodend Racecourse Reserve Candlebark/Riddells Creek Rony Club*

\* Candlebark/Riddells Creek Pony Club is based on land part owned by Council with a large portion on private land. Council responsibilities only include assets on the Council owned portion of land.

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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 2.8 Risk and condition issues

Equestrian activities present a moderate to high level of risk either through riding or events. The potential risks at community equestrian recreation facilities include:

- Cross-country activities and the condition of courses.
- The inconsistent state of sand arenas (bases).
- Areas of poor drainage.
- Absence of permanent water supply for horse welfare and human consumption.
- Non-secure fencing.
- The size of some clubs limits the degree of maintenance they can undertake, and their viability.
- Potential impact on participation, especially for females, if a reduced range and the number of equestrian sites and places to ride are available.
- Access and egress at equestrian sites.
- Bush fire management.
- Dogs (especially off-leash) using the same reserve.

One site has significant cultural heritage values that are further impacted by the use and provide substantial costs for Council to manage.

#### Condition of facilities

Kellett Cross-country, an accredited level 4 cross-country course designer and equestrian facilities expert, inspected all community equestrian facilities in Macedon Ranges Shire in May-June 2023.

A number of specific issues concerning the condition of arenas and facilities were identified.

In relation to risk management issues, a complete and thorough safety and compliance audit of all cross-country venues in the Shire is required.

Many of the courses require significant work to meet current safety standards. This may lead to the ceasing of some activities and/ or closure of facilities.

Lack of water at some venues is also a major horse welfare issue. This may be dealt with by clubs either providing additional supplies from a water truck or by asking participants to bring their own.

This becomes a greater issue during the warmer months and on venues that have a higher fire risk.

An outline of key risks and potential actions for each venue is attached in Appendix 3.

#### **Preliminary Directions**

- Work with the clubs to complete a thorough safety and compliance audit of all cross-country courses.
- In consultation with clubs, agree on the level of cross-country competition, if any, for each venue and design accordingly, or remove jumps.
- Ensure Emergency Management Plans are provided by clubs for each venue.
- Review the dog off-leash areas on the reserves with equestrian facilities and ensure that there are no off-leash areas on the same reserve as equestrian facilities.
- Review water supply at equestrian sites to ensure appropriate access.

## 3.EXISTING FACILITIES

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## 3.1 Overview

The following table summarises the nature and location of equestrian facilities in Macedon Ranges Shire on public land.

Table 3. Nature and location of equestrian facilities in Macedon Ranges Shire

Facility /Reserve Name Property No.	Street Address	Suburb	Land Ownership	Size	Description of Equestrian Facilities	Disciplines/ Activities provided for	Access arrangements	User groups
Bullengarook Recreation Reserve Council property number: 1169305 Part Crown description: Lot 1 - LP90243 Lot 1 - TP550318	683 Bacchus Marsh Road	Bullengarook	Council	Approx. 6.81 ha Equestrian use	Dressage arena Cross- country course Jumps area Grass arena Sand arena x2 Loading ramp 34 yards 1 water tap Rodney Harrison Pavilion: Toilet facility Picnic tables Yards Water tank	Ralities (flat events and jumping) Show Jumping Dressage Clinics Cross Country	Reserve open to public. Arenas locked by Clubs	Bullengarook Adult Riding Club Bullengarook Pony Club
IR Robertson Reserve Council property number: 1169086 Crown description: Lot 12, 13, 14 - LP994030 Lot 1 - TP739198	340 Couangalt Road	Gisborne South	Council	Approx. 12.80 ha Equestriah use	Sand arenas x3 Grass arena x2 Horse yards x50 Round yard Cross-country course Club room / office / canteen Accessible toilet Storage and equipment shed Water tanks (rainwater only) x2 Wash-bays x3 Taps	Rallies: Dressage Poles Show jumping Cross-country Working equitation lesson	Reserve open to public. Arenas locked by Clubs	Gisborne & District Adult Riding Club Gisborne Pony Club Melbourne Show Jumping Club

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Facility /Reserve Name Property No.	Street Address	Suburb	Land Ownership	Size	Description of Equestrian Facilities	Disciplines/ Activities provided for	Access arrangements	User groups
Macedon Equestrian Facility - Barringo Recreation Reserve Council property number: 1167437 Crown description: Lot 1 TP169619	18 Shannons Road	New Gisborne (Barringo)	Council	34.26 ha Equestrian use	Sand arenas x 2 Grass arena 1 tap Cross-country course (currently closed) Show jumping facilities - listed in use on page 35 but no mention in 'facilities' section	Games Dressage Show jumping Cross-country (Course clesed)	Gate to reserve and arenas locked	Macedon Pony Club
Rollinson Reserve Council property number: 1166525 Crown description: 24B/PP2979 25/PP2979 PARISH OF LAURISTON	180 Redesdale Road	Kyneton	Crown – Council CoM	21.27 ha Equestrian use	Clubrooms/canteen/ toilets Cross-country course Show jumping arena Dressage arena Sahd arenas x 3 Round yard Storage shed x2 2 taps Horse yards x60	Rallies Show Jumping and Dressage Junior development	Pony Club members have code for gate lock on arenas. Cross- country course open to public use	Kyneton and District Adult Riding Club Kyneton Pony Club Kyneton Car Club

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Facility /Reserve Name Property No.	Stre et Add ress	Suburb	Land Ownership	Size	Description of Facilities	Disciplines/ Activities provided for	Access arrangements	User groups
Woodend Racecourse Reserve Council property number: 1166833 Crown description: Allot. 2001 Allot. 1 Sec 47 Allot. 2 Sec 47 Allot. 3 Sec. 47 Allot. 5 Sec 47 TOWNSHIP OF WOODEND	1-27 Forest Street	Woodend	Crown – Council CoM	Approx. 3.44 ha Equestrian use excluding trail	Sand arenas x 3 Grandstand arena Yards x 70 Taps x 2 Storage shed Small cross- country area with jumps	Rallies - dressage, trails and show jumping, Dressage. Riders Without Horses Program	Reserve open to public. Arenas locked by Clubs	Riddells Creek Adult Riding Club Woodend Pony Club
Lancefield Park Recreation Reserve Council property number:1182663 Crown description: Allot. 20B Sec. C PARISH OF LANCEFIELD	45 Millers Lane Lancefield Main Reserve entry - Chauncey Street. Equestrian entry off Millers Lane	Lancefield	Crown – Lancefield Park Recreations Reserves CoM	Approx. 7.27 ha Equestrian dse	Dressage arena Jumps area Yards Clubhouse including change facilities Cross-country area Changerooms / Pavilion	Dressage arena x4 Sand arenas x3 Show jumping Cross country (rally use only) Eventing Tie ups x6 Heated horse wash x2 Shed Meeting room Toilets including accessible toilet, and change rooms	Reserve open to public. Equestrian and Arenas locked for Clubs	Lancefield Equestrian Group Lancefield Pony Club Hired by numerous equestrian clubs

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Facility /Reserve Name Property No.	Street Address	Suburb	Land Ownership	Size	Description of Facilities	Disciplines/ Activities provided for	Access arrangements	User groups
Candlebark /Riddells Creek Pony Club Council property number: 1186452 Parcel number: Lot 3 PS415315	282 Sutherlands Road	Clarkefield	Council own 2.46ha. The club have an agreement to 2026 for use of an adjacent area used for the cross-country and has 2 sand arenas.	2.46ha	Sand arena x3 Round yard Yards x87 Cross-country track Dressage arena Trotting track Jumps area Clubhouse	Show Jumping Cross- Country Dressage Grooming Camps Pony Club ralliès	Locked by club for club use only.	Riddells Creek Pony Club Braemar College Hired by other clubs

#### Site overview by facility

The following chapters provide summary overviews of each of the community equestrian facility sites; the land the facilities their use, issues raised in engagement, specific condition issues and priority works and any options for the future of the facility.

The major condition issues and priorities were identified by the equestrian consultant.

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## 3.2 Bullengarook Recreation Reserve, Bullengarook

The facility is located just out of Gisborne, at the Bullengarook Recreation Reserve, Bacchus Marsh Road, Bullengarook, Victoria, (60 kilometres north west of Melbourne). The reserve has an oval, tennis courts and several community buildings.

The 11.59ha reserve is two parcels of crown land, approximately 6.81ha is used for equestrian activities. A small watercourse runs across the centre of the land.

The site is zoned Public Park and Recreation, surrounded by Rural Conversation Zone.

The equestrian facilities are maintained by the equestrian user groups.

Recently, as a joint project between the Bullengarook Recreation Reserve and the Macedon Ranges Shire Council, the Adult Riding Club & Bullengarook Pony Club installed a large sand arena.

This site is a highly scenic and largely forested reserve with recreation and community facilities scattered throughout.

#### Use

The reserve is used for dressage, show jumping, cross-country, eventing and education

Bullengarook Adult Riding Club (Bullengarook ARC) is the key user group at this facility. It is affiliated with HRCAV. Facilities are shared with the pony club, but each has their own shed.

The riding club has a membership of around 45 riders. In 2010, Bullengarook ARC celebrated with Champion Riders Level 2, 3 & 4, taking out three of the five main awards in the HRCAV. The Pony Club has approximately 25 members.

Rallies are held on the second Saturday of the month. Rallies consist of flat events and jumping.

Show Jumping events were held in May and planned for August. These will have over 100 participants. Events are important to raise money for clubs.

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#### **Environmental considerations**

There are Bushfire Management and Environmental Significance overlays over the site

There is good natural shade cover at the site, however, dead trees and limbs cause concern for users.

The availability of fresh water is limited.

#### **Facilities**

The equestrian facilities at Bullengarook Recreation Reserve include:

- A grass arena 40 x 60m
- A sand arena 65 x 55m (Top)
- A sand arena 60 x 50m (Bottom)
- A cross-country course
- A loading ramp
- 34 yards
- 1 water tap
  - A large pavilion (the Rodney Harrison Pavilion). A corrugated iron building with a roller door entry, plus an extension with a roller door and a separate toilet facility associated picnic tables yards and a water tank.





#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

#### Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Cross-country course improvements/ more cross-country jumps
- Public access/ pony club access/arrangement for casual use
- Arena improvements/surface of dressage arena/surface maintenance/ and jumping equipment/weed management and facility maintenance
- Parking
- Clubrooms/ fix kitchen/canteen, replace sheds
- Wash down facilities
- Removal of dangerous trees
- Covered or indoor arena for western riding
- Yards/yard maintenance
- Safe trail riding paths/safer horse-riding trails through Cobaw, Macedon, Riddells Creek and Bullengarook
- Perimeter fencing safety
- Lighting
- We would love some assistance through funding and hands-on work to bring the club rooms from a shed to a safer space for food preparation and a comfortable usage place for rallies, events & meetings
- On the driveway to the Bullengarook Reserve there are a number of trees leaning over the road, and potholes in the driveway. Put some rock down to fix up holes and the clay slipperiness
- Bullengarook is too small for a good size competition.
- The clubrooms are very poor
- Horse day yards need to be next to car parking and club rooms if any redevelopment
- The power trips, tank water only
- The gate at the south entry needs to be fixed

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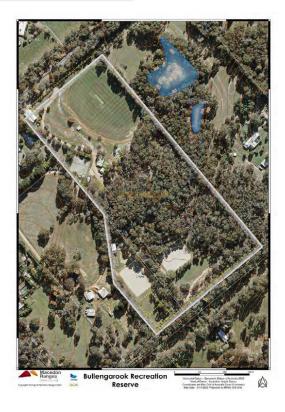
- Need to replace the barbed wire on the perimeter fence
- Cross-country course has been assessed to make safe
- Priority is sand arenas
- Cross-country next priority, to be suitable for competition
- Opportunity to have Trail Riders based out of there as the Reserve is linked to great trails. No Trail Club at Bullengarook
- Opportunity for RDA but limited by number of helpers/volunteers and potential costs. Special School neighbours' property. They use the venue for walks.

Item AO.2 - Attachment 1 Page 457

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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN



#### Current Condition of facilities, key areas of improvement and priorities

- The 40m x 60m grass arena is unsuitable for use when wet due to safety concerns with slippery footing.
- Eucalyptus tree saplings grow up every year that need to be appropriately removed.
- The Top Arena has very thick sand at the southern end yet almost none at the northern end. This arena needs to be laser levelled so that the sand coverage is even across the arena. Drainage is also an issue
- The Bottom Arena has a drainage issue with large puddles forming at the bottom of the arena.
- The cross-country course has numerous safety concerns that need to be addressed due to a lack of maintenance and age of the course.
- A number of portable fences are not secured in line with Equestrian Australia and Pony Club Victoria rules.
- The loading ramp is in poor condition and should either be removed or repaired.
- The horse yards are either very boggy or have been damaged by fallen tree limbs. Both aspects require attention
- The venue is inadequately serviced with water. There is no provision for horse wash facilities.

#### Equestrian facility priorities

- Level both sand arenas so they have a consistent coverage of sand and also hopefully drain better.
- Conduct a safety audit of the cross-country fences.
- Provide a main source of water.

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The internal condition of the pavilion was not observed however from the survey and interview comments it would suggest that this facility needs some basic improvements.

#### **Future options**

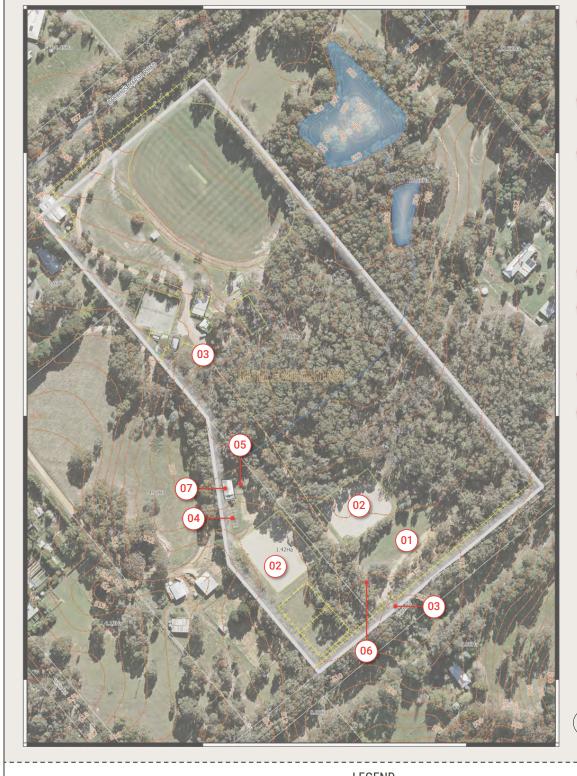
- Retain as is, but upgrade and maintain existing facilities.
- Develop this site as a base for trail riding to Lerderderg State Park.
- Consider this site and its potential for including some RDA activities.

#### Preliminary recommendations

- Undertake a cross-country course safety audit, consider ongoing provision of cross country at this site. Should it remain, implement audit recommendations.
- Review maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of ase.
- Assist in the design and implementation of online booking and payment system that allows casual access to arenas.
- Upgrade surface on each arena to improve drainage.
- Improve parking and road entry to allow all weather access for large vehicles.
- Upgrade perimeter fençing where required.
- Upgrade horse yards.
- Improve water supply for drinking, washing and dust suppression.
- Ensure building assets meet current requirements for access, fire and electrical safety.
- Update access and gating arrangement to allow casual key holder use, as appropriate.

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**COUNCIL MEETING ATTACHMENTS** 24 JULY 2024



**Cross Country Course** (01)

a. Undertake a thorough safety and compliance audit of cross-country course and implement recommendations.

b. In consultation with clubs, agree on the level of cross-country competition, if any, and design accordingly, or remove jumps.

## (02)

a. Upgrade surface on each arena to improve drainage and remove sapling stumps.

## **Entries and Parking**

- a. Improve parking and road entry to allow all weather access for large vehicles
- b. Safe access from the main road (and, where possible, two road access points in case of events or emergencies).
- c. Develop a suitable gate/keyed entry.
- d. Update signage at each equestrian site with a facility name and contact details for information.

## Horse yards

a. Upgrade horse yards.

## Utilities

- a. Provide access to power and drinking water.
- b. Improve water supply for drinking, washing and dust suppres-

## **Loading Ramp**

a. Remove or repair loading ramp.

## (07)

**Safety and Maintenance** 

- Review maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of use.
- b. Include the clubhouse in Council asset management plan if other sports clubrooms are included.
- c. Undertake a building audit on the clubhouse building to ascertain the noncompliant and most urgent works required, and preventative maintenance going forward
- d. Ensure building assets meet current requirements for access, fire and electrical safety.
- e. Essential asset management of the buildings: major preventative maintenance, accessible toilet, compliant kitchen, Essential Safety Measures/fire services.
- f. Implement a Bushfire Prevention Management program
- g. Implement Emergency Management Plans for each venue
- Regular mowing and tree management on the site, where these are required.
- Fencing or repairing the perimeter of the site with appropriate materials - for example remove barbed wire.
- Review the dog off-leash areas on the reserves and ensure that there are no off-leash areas on the same reserve as equestrian facilities
- Regular mowing and tree management on the site, where these are required.

### Management

- a. Assist in the design and implementation of online booking and payment system that allows casual access to arenas.
- b. Consider providing a relatively uniform license agreement for users.
- c. Prepare a detailed table of asset management tasks and for each task, identify who is responsible.

### **Programs**

- a. Consider Bullengarook as a site/s for an RDA
- b. Consider opportunities to establish safe trail riding from Bullengarook Reserve in collaboration with other agencies.
- c. Consider options to enable camping on, or in the vicinity of the Shire wide facilities.

Date: 22.12.2023 Spatial data: Vicmap Maps: MRSC GIS

## **LEGEND**

## **Bullengarook Recreation Reserve**

Community Equestrian Facilities Plan Macedon Ranges Shire Council Dja Dja Wurrung Country, Victoria

Property Parcels

---- 1m Contour

--- MRSC Footpath MRSC Sportsground MRSC Fenceline <del>---</del> - Local

--- Medium \_\_\_\_ Low



Macedon Ranges
Shire Council





Watercourses Waterbodies Roads Freeway — High Lake-Dam



#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 3.3 IR Robertson Reserve, Gisborne South

The 12.8 ha reserve is situated at 340 Couangalt Road in Gisborne South. It is four parcels of crown land, dedicated to equestrian activities. A small waterway runs across the northwest corner of the land. The site is zoned Public Park and Recreation, surrounded by private properties in a Rural Living zone. There are no planning overlays over the site.

The pavilion has associated tanks, but there is a desire to access recycled water.

#### Use

The grounds are used by the Gisborne Pony Club, Gisborne and District Adult Riding Club and Melbourne Show Jumping Club. Club members make up the IR Robertson Advisory Committee.

Gisborne Pony Club was established in 1979. The Gisborne & District Adult Riding Club was formed in 1991 and was originally called the Couangalt Riding Club. In 2020 the club merged with the Macedon Ranges Working Equitation and continued operating under the name of Gisborne & District Adult Riding Club.

The Show Jumping Club, have 70 members. The Rony Club have 40-50 members, Riding Club, 70-80.

Pony Club rallies are held on the first Sunday of the month. Adult Riding Rallies are held on the 2nd Saturday of the month and often a second rally is held on the 4th Saturday also.

Dressage, poles, show jumping, cross-country and working equitation lessons are held at the grounds. Occasionally winter rallies are held at a private indoor arena.

Show jumping, dressage, cross-country, camp drafting, obstacles, theory, games activities are conducted by the Pony Club. Riding Club participates in show jumping, cross-country, dressage, and 3 phase equitation.

Bookings for the reserve can be done online through the Reserve Advisory Committee.

Bookings for the cross-country course are available online via Try Bookings.

#### Environmental considerations

One of the land parcels on the road frontage is planted with mature pine trees. There is a wind break along the northern boundary. These trees are not protected but are highly valued for shade and shelter.

The rest of the site has an absence of shade, and most trees are exotic.

The pavilion has associated tanks, but there is a desire to access recycled water for dust suppression on the arenas and use on the cross-country course.

#### Facilities

The equestrian facilities at IR Robertson Reserve, Gisborne South, include the following:

- Sand arena 65 x 40m with some open grandstand seating.
- Sand arena 65 x 80m with some open grandstand seating
- A 100 x 100m sand arena
- Two grass arenas (30 x 60m and 20 x 60m)
- Horse yards (50)
- A 30m diameter round yard
- Wash down area (3 bays) and taps around the venue

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- Cross-country course. (see image below configured for a grade two pony club event 2023)
- There is no manure management system. Manure was observed piled up at the base of pine trees.
- The open grass area on the east and the treed area is used for parking.

The grounds are served by a centrally located and relatively new corrugated iron clubrooms/ office and canteen with a small internal veranda, overlooking the sand arenas from the west.

There is an accessible toilet. There is large storage and equipment shed also with a veranda and two water tanks.



The image above shows the outline of a grade 2 pony club cross-country layout.



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#### Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Covered or Indoor arena/Indoor arena for western riding
- With new arena being built there will be less parking
- Arena improvements
- Public access arrangement for casual use
- Grass maintenance safety, fill holes, more cross-country jumps/improvements
- Yards / yards maintenance
- Camping facilities e.g., showers toilets wash bays
- Drainage
- More/ Steel yards
- Recycled water access to water arenas
- Lights
- Safe trail riding locations without motorbikes/ away from traffic to get to South Gisborne
- A riding track to get to grounds
- Track maintenance
- Public / Clubhouse/ clubrooms
- Parking Last event had over 200 competitors
- Electricity upgrade/Solar arena to cope with the usage required for members
- Manure collection facilities.
- Stabling
- Better perimeter fencing

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- More accessible facilities
- IR Robertson Reserve has the potential to be an amazing equestrian facility. It currently attracts riders from all over Victoria to the events that age offered by the clubs that use our grounds
- Water supply. There is no supply at all to the Reserve or Clubhouse for drinking. Recycle water would be ok for arena and grounds
- Signage on road
- Snakes
- Turning area into reserve with floats from Couangalt Rd can be dangerous with increasing traffic
- Mowing by Council is pivotal
- Better maintenance or have permission to do it. E.g. Tree removal
- Tree planting along fence line better maintenance partnership can't do work unauthorised
- All weather entry road and parking. Need tractor to pull cars out. Remove trees with roots on road
- Fencing around the arena still to be funded
- More yards for competitions
- Recycled water in from the road. Pay 3-4k per year to have water bought in. Bought 2 tanks new. Buy water every summer
- Maintain basic infrastructure
- The venue is muddy in winter, so we need to maintain the road for access to the clubhouse
- Gisborne do not have the 4 arenas required to host a dressage event.

Item AO.2 - Attachment 1





#### Current Condition of facilities, key areas of improvement and priorities

The facilities are generally in very good condition.

The larger sand arena, however, has no base and is unusable in wet conditions with it becoming slippery and soft spots constantly appearing.

Key improvements recommended include:

- The fencing around the grass arenas needs repair due to tree damage.
- Investigate opportunities to establish a second access point as all weather access is only frolm Couangalt Road to the clubrooms.
- More all-weather tracks would be beneficial to allow access to parking.
- Ensure provision of appropriate water supply for event activities.
- The manure is likely to impact on the health of the mature trees. A manure management system is required.
  - The condition of the pines should be monitored as the senescing pines can lose their large laterals.
- Consideration of more dedicated parking, access to power and water should be considered.

#### Equestrian facility priorities

- Upgrade the base on the 65x80m arena.
- Construction of more yards to reduce parking pressures on what is becoming a popular venue in the Shire.
- All weather access to service parking areas or additional permanent yards.
- Consider traffic management improvements (turning lane) for entry and egress to/from the site.

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#### **Future options**

 Cross-country course needs to be maintained and developed to competition standard.

#### Preliminary recommendations

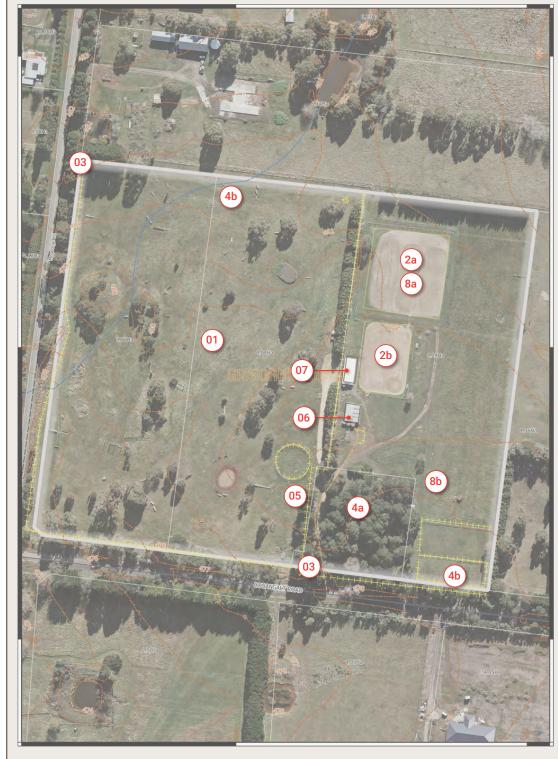
- Improve water supply via recycled water for cross-country jumps, dust suppression and toilets.
- Improve parking and road entry to allow all weather access for large vehicles.
- Construct additional yards to reduce parking requirements.
- Upgrade the base for 65 x 80m arena.
- Review maintenance arrangements between clubs and Council and clarify roles through Memorandum of Understanding (MOU) license agreement including clarification of environmental responsibilities and actions.
- Ensure building assets meet current requirements for access, fire and electrical safety.
- Address the management and collection of manure.
- Consider the safety of the pine frees as they senesce as the area is used for yards and parking.
- Update the access and gating arrangement to allow casual key holders to use as appropriate. (Booking of Cross-country course available via TRY Booking)
- Additional tree planting for windbreaks and shade.



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**COUNCIL MEETING ATTACHMENTS** 24 JULY 2024



**Cross-Country Course** (01)

a. Undertake a thorough safety and compliance audit of cross-country course and Implement recommendations

b. In consultation with clubs, agree on the level of cross-country competition, if any, and design accordingly, or remove jumps

#### Arenas

a. Upgrade the base for 65x80m arena.

b. Consult user groups regarding location, size and design of a covered arena on this site following Council's agreement in

### **Entries and Parking**

- a. Improve parking and road entry to allow all weather access for
- b. Upgrade second entry/exit for emergency access off McGeorge Road.
- c. Safe access from the main road (and, where possible, two road access points in case of events or emergencies).
- d. Update signage at each equestrian site with a facility name and contact details for information.

### **Trees and Shade**

- a. Consider the safety of the pine trees as they senesce as the area is used for yards and parking.
- b. Additional tree planting for windbreaks and shade.

### **Yards**

a. Construct additional yards to reduce parking requirements.

### **Utilities**

- a. Provide access to power and drinking water.
- b. Improve water supply via recycled water for cross country jumps, dust suppression and toilets.

## **Safety and Maintenance**

- a. Consider undertaking a building audit on the clubhouse building to ascertain the noncompliant and most urgent works required, and preventative maintenance going forward.
- b. Ensure building assets meet current requirements for access, fire and electrical safety.
- c. Address the manure collection and management.
- d. Essential asset management of the buildings: major preventative maintenance, accessible toilet, compliant kitchen, Essential Safety Measures/fire services.
- e. Implement a Bushfire Prevention Management program.
- Ensure Emergency Management Plans and are provided for each venue.

## Management

- a. Review maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of use
- b. Consider including the clubhouses in Council asset management plan if other sports clubrooms are included
- c. Update access and gating arrangement to allow casual key holder to use as appropriate. (Booking of Cross-Country course available via TRY Book-
- d. Consider providing a relatively uniform license agreement for users
- Prepare a detailed table of asset management tasks and for each task, identify who is responsi-
- Work with clubs to establish a casual use system for relevant sites.

## **Programs**

- Consider South Gisborne as a site/s for an RDA
- Consider options to enable camping on, or in the vicinity of the Shire wide facilities

Date: 22.12.2023 Spatial data: Vicmap Maps: MRSC GIS

Property Parcels

High Medium

Watercourses

Roads

Freeway Highway

— - Local

Macedon Ranges Shire Council





## IR Robertson Reserve, Gisborne South

Community Equestrian Facilities Plan Macedon Ranges Shire Council Dja Dja Wurrung Country, Victoria

#### LEGEND

---- 1m Contour MRSC Sportsground

MRSC Fenceline

---- Low

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#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 3.4 Barringo Recreation Reserve, Macedon /New Gisborne

The 34.26ha reserve is situated at 18 Shannons Road in New Gisborne. It is one parcel of Council land. Equestrian activities take place across the site, though there are limitations due to cultural and environmental significance. The Macedon Pony club has an agreement to use a neighbours land for part of the cross-country course. It is an awkward shape and largely covers forest and one grass area.

The site is zoned Public Conservation and Resource zone and is surrounded by a Rural Conservation zone.

#### Use

Council have closed the cross-country track which is in an area of environmental and cultural significance.

The site is also used for games, dressage, and show jumping. Use is limited to 20 days per year.

The Macedon Pony Club is the only club at uses the venue.

The Pony Club has a membership of about 40. The club takes younger children than the neighbouring Riddell club which is considered a more competitive club.

There is no casual use allowed.

#### Environmental considerations

There are Bushfire Management, Environmental Significance and Significant Landscape overlays for the site.

A Vegetation Protection overlay applies to the area surrounding the reserve but not the reserve itself.

A small watereourse runs north south through the site.

A part of this site is proximate to the Barringo Creek. It is an area of cultural heritage sensitivity.

There is good natural shade covering the site, however, dead trees and limbs cause concern for users, and impact on safety and functionality of the site for equestrian activities.

The availability of fresh water is limited.

#### Facilities

The equestrian facilities at Barringo Reserve, include the following:

Sand Arena 100 x 60m

- Sand Arena 60 x 40
- Grass Arena 40 x 40
- Tap x1
- Cross-country course.

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#### Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Public access arrangement for casual
- Arena improvements
- Parking
- Yards / yards maintenance
- Public / Clubhouse/ clubrooms
- Cross-country course improvements
- Toilets
- Access to trail ridings
- Track maintenance.
- Junior riders area
- Dangerous tree removal
- Pony club access to dressage arena
- Seating areas
- Allowing more ground usage throughout the year.
- Toilets are in poor condition.
- Can't cut trees off fence line of arenas or remove branches over solar panels.
- No whipper snipper use
- no ambulance access is allowed to the cross-country.
- Perimeter fencing in poor condition Club props it up with sticks.
   Trees fall over the fence and the club is not allowed to remove. (Note.
   Fence along Shannons Road and part Barringo Road replaced 2023).
- No power in clubrooms, other than solar panels which are impacted by overhanging branches
- Club meetings all off-site due to poor club facilities Gisborne Police station, McDonalds or via Zoom.

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## Current Condition of facilities, key areas of improvement and priorities

- Both sand arenas seem to be up to standard.
- The grass arena appears to be ok, but quite likely gets slippery in wet conditions.
- The cross-country course needs further repair and upgrading to be compliant and safe.
- There are also some tree branches hanging in treetops that require removal. There is also an amount of fallen trees, branches and debris on the tracks that needs to be cleaned up. There are low hanging branches that are across the entry and access to the property which makes it difficult or impossible for trucks to safely enter the venue.
- Only one tap by the club rooms was evident. This did not appeal to be attached to a sufficient water supply for having numerous horses on site for competition days.
- There appears to be a complete reliance on being able to the horses to trucks and floats for all activities held at the venue.
- This venue seems to have significant issues with the environmental impact of having horses on site, which makes it very difficult to recommend future improvements to the equestrian facilities.

## Equestrian facility priorities

Unless these environmental issues can be resolved it is recommended that an alternative location for the Pony Club is found.

## Future options

Investigate options for relocating club activities away from environmentally sensitive land.

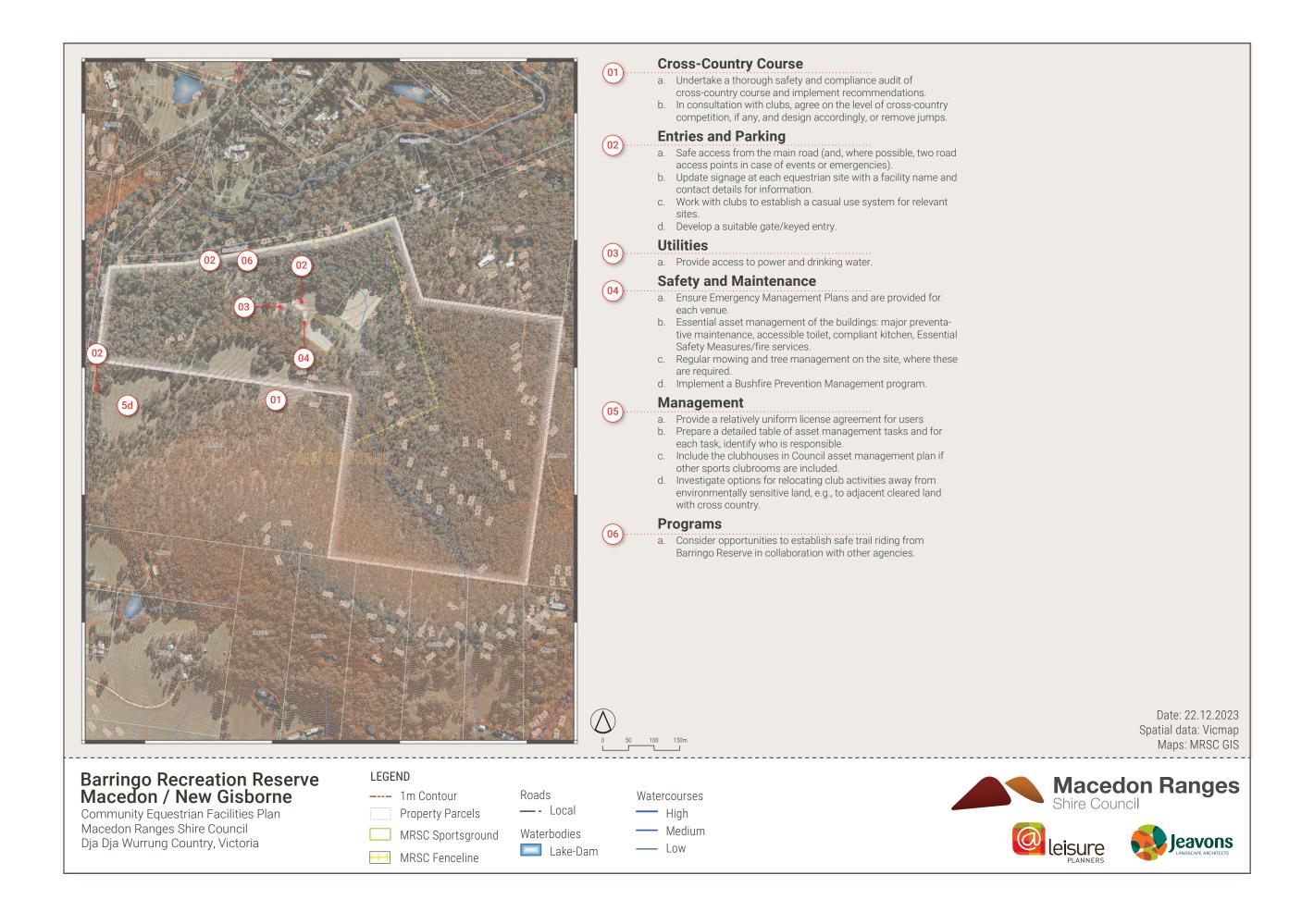
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COUNCIL MEETING ATTACHMENTS 24 JULY 2024



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### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 3.5 Rollison Reserve, Kyneton

The large 42.15ha reserve, of which approximately 21.27ha is used for equestrian activities, is situated off Redesdale Road to the north of the Kyneton township. The site abuts Edgecombe Rd, but there is no access to it from this road. The entry is via a very narrow road off Redesdale Rd.

It is two parcels of Council land, including part of an old tip site. Two main watercourses run through the property which is serviced by a dam, with this site being the only serviced by its own water source of the Macedon Ranges facilities.

The site is zoned Public Park and Recreation, and is surrounded by Farming Zone to the north, Public Use Zone - (Service and Utility) to the west, Public Use - (Local Government) and Industrial Zone to the south, and Rural Living Zone to the east.

### Use

The equestrian facility at Rollinson Reserve is home to the Kyneton Pony Club, and the Kyneton and District Adult Riding Club. The clubs have a memorandum of understanding of who uses what. There are also two car clubs based at the reserve. Use for equestrian activities is constrained by the noise and dust from the motor sports clubs, so they tend to alternate use over two weekends. This constrains equestrian use at the reserve.

Equestrian clubs work with car clubs when events are on. Membership of the resident clubs is currently low.

There is shared use of the clubrooms, toilets, shed, show jumping arena, and dressage arena.

Riders have a code for arena access.

### **Environmental considerations**

The first watercourse commences in the northwest corner which splits into two, one runs north south and the other runs northeast.

There are Bushfire Management and Environmental Significance overlays for the site.

There is a dam on the site.

There is some natural shade cover at the site. Additional plantings would provide further sun and wind protection. Additional plantings between the equestrian precinct and car clubs may help reduce dust and noise to provide a better environment for participants and horses.

The clubhouse provides some sun protection for those viewing the large arena.

## **Facilities**

The equestrian facilities at Rollinson Reserve, include the following:

- Sand Arena 80 x 80m
- 2 sand arenas 60 x 20m
- Round yard, approximately 18m diameter
- Cross-country course
- 2 taps
- Approximately 60 horse yards
- The sand arenas, round yard and horse yards appear to be up to acceptable standards.

This site has the best size for a cross-country course, and the site is served by a dam.

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## MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN



## Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Covered or Indoor arena/Indoor arena for western riding
- Cross-country course/ /improvements
- Arena improvements/surface of dressage etc.
- Conflict of use at the site between cars, horses and dog walkers
  - Fenced section for dog walkers/ remove dog area from the reserve, due to safety concerns
- Parking/driveway access
- Public access arrangement for casual use /

The dressage arena is not available to the public

- Camping facilities e.g. showers toilets wash bays
- Better maintenance
- Trail rides
- Yards / yards maintenance
- Would love safe marked trails with parking available
- Clubrooms
- Education for cyclists
- Keep horses out of an environmentally sensitive land
- Entrance
- Fencing along Edgecombe Road and Rollinson Reserve

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### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

- Open access means people can ride without paying and then Clubs must repair/ replace and clean up. Security is a problem - received grant from Council for equipment and it was stolen last week.
- More arenas would be good to attract more clubs.
- There is no power in Adult Riders shed. Another gate access would assist.
- Riding for the Disabled is an opportunity to consider.
- Online booking system for use of the Cross-country Course. Some damage occurring. Solution is charge public for use of horse areas.
- Maintenance (Grants for the club and then the slub is happy to continue with ongoing maintenance)
- Scheduled slashing of Rollinson Reserve, rather than the current ad hoc process. This would greatly improve maintenance planning.
- Cross-country course is in a state of disrepair. Club money required.
   Couse open to public therefore issues with jumps
- Kyneton District Trail Riders Club not based at the reserve —must ride from Glenlyon Reserve in Hepburn. Use Glenlyon Reserve and Trentham for annual camping/rising event. Need easy access to a trail.
- The facilities are incredibly important for the public, not just for Pony Club or Adult Riders Club
- There is a lack of reserves/arenas/ in area. Lack of trail riding spaces Currently use Metcalf State Forest. Use to ride at Bald Hill until kicked out. Use to ride in Cobaw Range but too many motor bikes now.
- Playground for non-riders.
- Skip bin.
- Kitchen.
- Water and electricity upgrades.
- Stalls.

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## Current Condition of facilities, key areas of improvement and priorities

The sand arenas, round yard and horse yards appear to be up to acceptable standard.

- The cross-country course needs significant maintenance. An upgrade is required to be of a safe and compliant standard with Equestrian Australia and Pony Club Victoria rules.
- The water jump needs serious and urgent work and should not be used until it has been rectified.
- The venue appears to be inadequately supplied with water for the number of yards and size of the facility.
- There are no permanent wash-down bays at the venue that are used for full-length cross-country competitions.
- All-weather vehicle access to parking areas is required.

## **Future options**

- Although large, the future of the site is constrained by poor access for floats and the presence of the car clubs.
- Options to improve access and to use the site on all weekends and reduce the conflict with car clubs should be immediately investigated, to ascertain the long-term viability of investing at the site.
- Investigate the option to upgrade and maintain the crosscountry course to a competition level in the longer term if use and access arrangements can be addressed.
- As dogs and horses are not compatible, review current dog offleash arrangements to cease this activity at the reserve or provide a dedicated area.

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## Preliminary recommendations

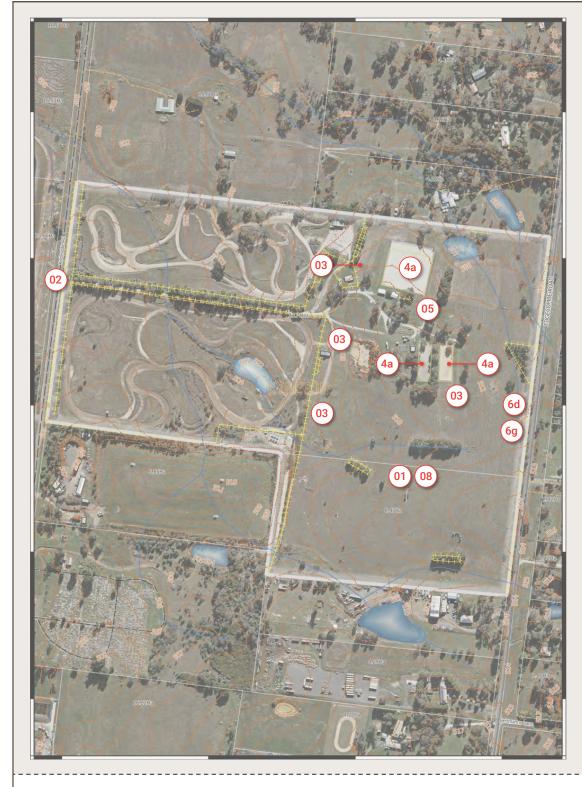
- Investigate alternative access to the site.
- Investigate current site use and relationship between user group activities to ascertain long term viability of the activities on site before any major upgrades.
- Review maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of use.
- Improve parking and road entry to allow all weather access for large vehicles.
- Ensure building assets meet current requirements for access, fire and electrical safety.
- Assist in the design and implementation of an online booking and payment system that allows casual access to arenas.
- Increase water access for drinking, dust suppression and wash down area.
- Construct washdown bays.
- Consider the future of the current off least area. If venue remains as a 'timed dog off least area', consider a fenced enclosure for a portion of the reserve, away from equestrian activities or relocate the dog area.
- Upgrade external fencing where required, particularly along Edgecombe Road.
- Plant a screen and windbreak between car clubs and equestrian areas to minimize conflict and sightlines.



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COUNCIL MEETING ATTACHMENTS 24 JULY 2024



Cross-Country Course

a. Work with the clubs to complete a thorough safety and compliance audit of cross-country course.

 Upgrade and maintain the cross-country course to a competition level, in the longer term if use and access arrangements can be addressed.

Entries and Parking

a. Improve parking and road entry to allow all weather access for large vehicles.

b. Safe access from the main road (and, where possible, two road access points in case of events or emergencies)

c. Develop a suitable gate/keyed entry.

d. Update signage at each equestrian site with a facility name and contact details for information.

**Trees and Shade** 

Planting a screen and windbreak between car clubs and equestrian areas to minimise conflict and sightlines.

b. Regular mowing and tree management on the site, where these are required.

Utilities

a. Increase water access for drinking, dust suppression and wash down areas.

b. Provide access to power and drinking water

Washdown bays

a. Construct washdown bays

Safety and Maintenance

 Review maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of use.

 Ensure building assets meet current requirements for access, fire and electrical safety.

 If venue remains as a 'timed dog off leash area', consider a fenced enclosure for a portion of the reserve, away from equestrian activities.

d. Upgrade external fencing where required, particularly along Edgecombe Road.

e. Essential asset management of the buildings: major preventative maintenance, accessible toilet, compliant kitchen, Essential Safety Measures/fire services.

f. Implement a Bushfire Prevention Management program

g. Fencing or repairing the perimeter of the site with appropriate materials – for example remove barbed wire.

 Consider undertaking a building audit on the clubhouse building to ascertain the noncompliant and most urgent works required, and preventative maintenance going forward.

## Management

- Assist in the design and implementation of online booking and payment system that allows casual access to arenas.
- Consider including the clubhouses in Council asset management plan if other sports clubrooms are included.
- c. Consider providing a relatively uniform license agreement for users.
- d. Prepare a detailed table of asset management tasks and for each task, identify who is responsible
- e. Work with clubs to establish a casual use system for relevant sites.
- f. Ensure Emergency Management Plans and are provided for each venue.



a. Consider options to enable camping on, or in the vicinity of the facilities.

Date: 22.12.2023 Spatial data: Vicmap Maps: MRSC GIS

## Rollinson Reserve, Kyneton

Community Equestrian Facilities Plan Macedon Ranges Shire Council Dja Dja Wurrung Country, Victoria

## **LEGEND**

---- 1m Contour Property Par

Property Parcels MRSC Sportsground

MRSC Fenceline

— - Local
Waterbodies

Lake-Dam

Roads

Watercourses

High

Medium
Low



Macedon Ranges Shire Council





Item AO.2 - Attachment 1



### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 3.6 Woodend Racecourse Reserve, Woodend

The 25.66ha reserve is located on Forest Street in Woodend, of which approximately 3.44ha is used for equestrian activities (excluding trail riding). It is made up of five parcels of crown land. There is a small watercourse in the northwest quadrant.

The site is zoned Public Conservation and Resource and surrounded by Public Conservation and Resource to the north, Farming to the west and Neighbourhood Residential to the east.

### Use

Woodend Pony Club is located at Racecourse Reserve. Equestrian activities provided include general horsemanship, jumping, dressage, games through to competition. It is a very small club that encourages members to be supportive of each other and creates a fun and safe environment for all to learn and enjoy equestrian. Pre covid the club had 50 members with 18 currently. The club is running a 'Riders Without Horses' program.

Riddells Creek Adult Riding Club is also based at Forest St. The Club was established in March 2001. The Club is operated by a Committee of Management and has approximately 20 members, ranging from beginners to Level One, competing in everything from dressage, combined training, horse trials and navigation rides. The club provides for riders of all levels to socialise and participate in a variety of activities and events.

## **Facilities**

The equestrian facilities at the Reserve, include the following:

- Sand Arena 60 x 20m
- 2 sand Arenas 60 x 80m
- Grandstand arena 35 x 15m
- 70 yards 47 around arena and 23 yards in car park.

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## There are 2 taps on site.

Cross-country course

### **Environmental considerations**

There is an Environmental Significance overlay, Protected Settlement Boundary and Vegetation Protection overlay.

All or part of this site is an area of cultural heritage sensitivity, due to the proximity to the creek.

The cross-country area adjacent to the creek is a low-lying area and often unusable in wet weather.

The equestrian precinct has no shade for participants or horses.

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### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

#### Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Arena improvements/ maintenance
- Covered or Indoor arena/Indoor arena for western riding
- Cross-country course/ more cross-country jumps
- Public access arrangements for casual use
- Yards / yards maintenance
- Safe trail riding tracks
- Equipment sheds (Old equipment sheds need replacing and moving closer to arenas)
- Public /clubhouse female toilets
- Pony club access to dressage arena
- Better ground drainage
- Shade/Shade trees, very exposed site on hot days
- Seating at arenas
- Needs a horse wash.
- Less dogs off leash wandering through.
- Arena surfaces and horse yards maintenance. Need to spray and turn over sand.
- Shared storage location unsuitable and leaks following rain. Not secure, expensive equipment inside. Council have told them they won't maintain shed
- Toilets breach child safe requirements. Door faces away from Reserve.
- Clubrooms kitchen outdated, storage.
- Vandalism of Cross-Country jumps ropes

- Consider an alternate site for equestrian activities, this would require an 8-hectare site within 5km of town if possible. As a club member I have had initial discussions with Braemar College and Davies Hill developers
- Existing infrastructure adequate but presentation lacks across Reserve.
- Issues over years with neighbours damage, conflict with dogs
- Club logs days of event use with Council so no use outside those times
- Members need keys to access. People would love easier access to arenas but not available.
- Use yards but dilapidated and not safe. Rails splitting, white wire sagging. Council said work on hold for Master Plan.
- Yards a priority
- It's unique having an equestrian ground in the middle of town in Woodend
- Build an arena for the good of equestrian and the townships a large money-making project Woodend or Kyneton central to in all interstate visitors.
- I grew up riding my pony around Woodend. I think it should be encouraged and 'allowed' for us to ride our horses around.
- With a shift in demographics seeing parents with very young children being able to provide safe areas for teaching small children to ride would be a priority for Woodend Pony Club.

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## Current Condition of facilities, key areas of improvement and priorities

- The facilities at Woodend need a considerable amount of maintenance.
- The facility would appear to be underutilized, possibly due to it not being maintained.
- The 60 x 20m arena is lower than the ground surrounding it and does not drain
- The larger 60 x 80m arenas are also poorly drained, and only half of one arena is used with any regularity.
- The lower yards are unused and need some repairs.
- If the grandstand arena is a designated equestrian area, it requires additional sand topping.
- The cross-country course requires significant maintenance, with most jumps in very poor condition. During
- the wet periods, it is recommended that the cross-country area is closed for use due to ground damage. The water jump has been well built but is falling into disrepair and shouldn't be used until it has been refurbished.
- This venue also would appear to have issues with non-complimentary multiuses with members of the public walking dogs both on and off lead in the same area as equestrian pursuits.

## **Equestrian facility priorities**

- Given the constraints at the current venue, an alternative venue for equestrian pursuits should be investigated and/or merging with nearby clubs.
- Close cross-country course in the short term.
- Upgrading of sand arenas in the short term.
- Better separation of public and equestrian areas.



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## **Future options**

Investigate a partnership with other landowners to provide an equestrian facility for the use of Woodend clubs.

## Preliminary recommendations

- Consider the future of equestrian activities at this site.
- Close the cross-country course in the short term, until alternative site options are considered, and the Racecourse Reserve Master Plan is developed.
- Turn over the sand in the arena to address weed growth and continue
  to allow use in the short term.

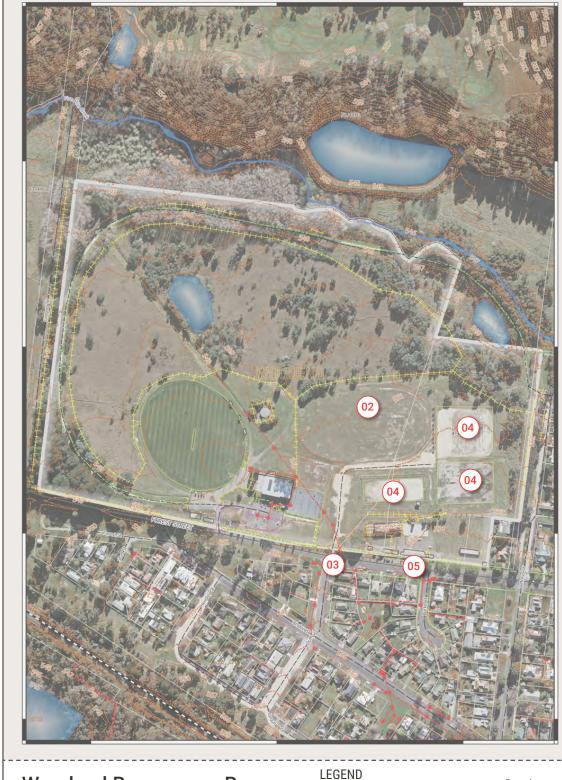




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**COUNCIL MEETING ATTACHMENTS** 24 JULY 2024



Location

- a. Investigate a partnership with Braemar College to provide an equestrian facility for the use of the school and the Woodend equestrian clubs.
- b. Work with Braemar College to support the development of an RTO in equine studies

**Cross-Country Course** 

- a. Close the cross-country course in the short term, until alternative site options are considered, and the master plan is
- b. In consultation with clubs, agree on the level of cross-country competition, if any, and design accordingly, or remove jumps.
- c. Work with the clubs to complete a thorough safety and compliance audit of cross-country course.

**Entries** 

- a. Safe access from the main road (and, where possible, two road access points in case of events or emergencies)
- Develop a suitable gate/keyed entry.
- c. Update signage at each equestrian site with a facility name and contact details for information.

Arenas

a. Turn over the sand in the arena to address weed growth and continue to allow use in the short term.

Safety and Maintenance

- Ensure Emergency Management Plans and are provided for
- Review the dog off-leash areas on the reserves with equestrian facilities and ensure that there are no off-leash areas on the same reserve as equestrian facilities.
- c. Consider undertaking a building audit on the clubhouse building to ascertain the noncompliant and most urgent works required, and preventative maintenance going forwardregardless of who does the work.
- d. Regular mowing and tree management on the site, where these are required.

Management

- a. Assist in the design and implementation of online booking and payment system that allows casual access to arenas.
- Include the clubhouses in Council asset management plan if other sports clubrooms are included.
- Essential asset management of the buildings: major preventative maintenance, accessible toilet, compliant kitchen, Essential Safety Measures/fire services.
- d. Implement a Bushfire Prevention Management program
- Consider providing a relatively uniform license agreement for
- Prepare a detailed table of asset management tasks and for each task, identify who is responsible.
- Work with clubs to establish a casual use system for relevant

Date: 22.12.2023 Spatial data: Vicmap Maps: MRSC GIS

## **Woodend Racecourse Reserve** Woodend

Community Equestrian Facilities Plan Macedon Ranges Shire Council Dja Dja Wurrung Country, Victoria

Rail line **----** 1m Contour

Property Parcels

MRSC Sportsground

MRSC Playground Sites

Freeway \_\_\_\_ Highway

Roads

— - Local Waterbodies Lake-Dam Watercourses

--- Easement

MRSC Drainage Pit MRSC Drainage

MRSC Kerbs

MRSC Footpath MRSC Fenceline









### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## 3.7 Lancefield Park Recreation Reserve, Lancefield

Located within Lancefield Park, the facilities on this reserve are managed by a volunteer Committee of Management of a wider Recreation Reserve.

The 18.35ha reserve is situated off Chauncey Street in Lancefield, approximately 7.27ha is used for equestrian activities. It is a single parcel of crown land. An additional parcel of Council land accommodates Lancefield Harness Club further south.

The site is zoned Public Park and Recreation with Farming to the west and General Residential to the east.

The site includes a dressage arena, cross-country track and jumps area. The facility is used by residents and hosts regional events.

This reserve has many different facilities scattered across it. The equestrian facilities are in a beautiful setting with long avenues of large mature exotic trees. The site is nicely presented and change facilities are very clean and tidy.

### Use

Lancefield Equestrian Group (LEG) and Lancefield Pony Club use the facilities.

Lancefield Equestrian Group has nearly 100 members, it has rallies every 2nd Sunday and 4th Monday. Competitions generate over 100 participants.

The Pony Club has approximately 30 members. The clubhouse is shared between both groups.

Disciplines catered for include dressage, show jumping, cross-country-(rally use only) and eventing. Four dressage arenas are required for competitions which this site has.

Clubs use grassed area for floats, cars, show jumping. 6 tie ups, and heated horse wash.

Venue hired by Gisborne, Kyneton, Bolinda, Macedon, Bullengarook and Seymour clubs. They pay LEG to set up arenas.

## **Environmental considerations**

A small watercourse runs east west through the site. A water area is located on the south boundary. The entire site has a Heritage overlay.

The site is an area of cultural heritage sensitivity.

The southern portion of Lancefield Park is referred to as Lancefield Swamp. The site contains one of the richest deposits of megafauna fossils in Australia with the bones of thousands of animals preserved in the clay.<sup>3</sup> (Refer Appendix 4). Any activities in this area of the reserve must not be detrimental to the site's significance.

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<sup>3</sup> The timing and cause of megafauna mass deaths at Lancefield Swamp, south-eastern Australia Quaternary Science Reviews. August 2016



### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## **Facilities**

The equestrian facilities at Lancefield Park Recreation Reserve include the following:

- Sand arena 60 x 20m fenced
- Sand arena 100 x 70m unfenced
- Sand arena 60 x 40m unfenced
- 44 yards
- Two horse wash bays
- Cross-country course.

The facilities are served by a large, well organised shed, meeting room and toilet and change including an accessible toilet.

The yards on the west are nicely shaded from the sun.

### Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Arena improvements/surface of arenas /surface maintenance/jumping equipment
- Cross-country course/ improvements
- Covered or Indoor arena/Indoor arena for western riding
- Public access arrangement for casual uses
- Parking/driveway access
- Trail rides
- More yards / better yards maintenance
- Fenced section for dog walkers
- Camping facilities with showers and wash bays
- Safety/signage
- More water points.

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- Better care of nature
- Separated from bikes and cars.
- More space

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- There is some conflict with users on the wider grounds; parking, dog use and the footy siren etc that spooks horses.
- Parking is a problem on event days. Had an agreement with trotters and put money into developing a central area- but conflict in use times.
- Lancefield is a prime location to develop an Equestrian hub. Close enough to the Hume and Calder, it would service a great deal of local and riders from further affeld
- Yards are plenty for vallies but not enough for Competitions, so they split between morning and afternoon
- MRSC do not directly contribute to Lancefield ground upkeep, like at other grounds. (Note: MRSC is not the Committee of Management for the site). MRSC provides \$20,000 per annum to the Lancefield Park Reserves Committee of Management to contribute to maintenance costs
- Other clubs have identified Lancefield has no room for a crosscountry course
- Issues with the management of the reserve by the committee management
- Our club hires Lancefield once a year and it can be a nightmare getting answers out of the committee of management (especially re the trotting track and paying to keep the trotters away for the day)
- Lancefield needs a larger area so that the Pony Club can grow (would like 6 arenas)
- An agreement some years ago with the harness club that the 1st and 2nd Sunday of the month between 10 am and 1.00 pm there would be no harness horses on track is no longer adhered to by harness club.

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## Current Condition of facilities, key areas of improvement and priorities

- Except for the cross-country course, the facilities at this venue appear to be up to standard.
- The cross-country course requires some work to be compliant and safe.
- Some portable fences are not secured, some are no longer compliant with current standards.
- The sunken road/water complex needs serious repair to the retaining walls

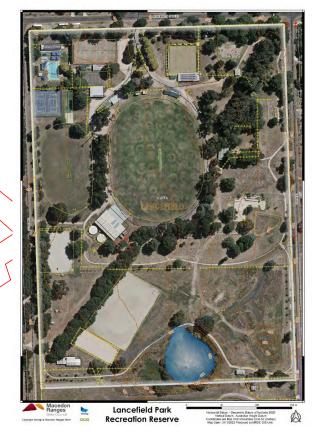
## Equestrian facility priorities

- Another set of wash bays for the number of horse yards on site could be a consideration also given there are clearly several horses for competition days.
- Undertake a cross-country course safety audit, and consider ongoing provision of cross-country at this site. Should it remain, implement audit recommendations.
- Permanent fencing around one or more of the sand arenas.

## **Future options**

As part of the current Lancefield Park Master Plan consideration process:

- Planting a screen and windbreak between harness and equestrian areas to minimise conflict and sightlines and consider investigating parking arrangements.
- Addressing the conflict with dogs off leash along walking track adjacent to equestrian facilities via signage or rerouting the walking track.
- Formalising relationship with the harness precinct and parking access.



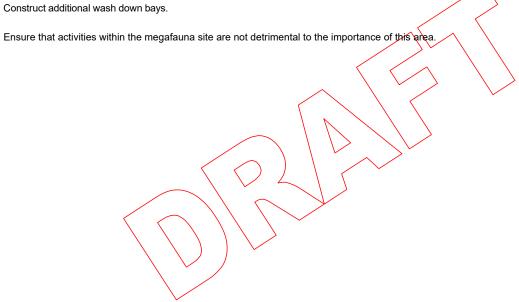
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## **Preliminary recommendations**

- Support upgrade of surface of arenas.
- Update access and gating arrangement to allow casual use.
- Improve parking to allow all weather access for large vehicles.
- Improve water supply for drinking, washing and dust suppression.
- Construct additional wash down bays.



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**COUNCIL MEETING ATTACHMENTS** 24 JULY 2024



**Cross-Country Course** 

Work with the clubs to complete a thorough safety and compliance audit of cross-country course.

In consultation with clubs, agree on the level of cross-country competition, if any, and design accordingly, or remove jumps.

Protect megafauna area in cross country precinct from development

## Arenas

(02)

a. Support upgrade of surface arenas

## **Entries and Parking**

- a. Improve parking to allow all weather access for large vehicles and access to trotting track on event days through a formal
- b. Maintain two road access points in case of events or emer-
- Develop a suitable gate/keyed entry.
- Update signage at each equestrian site with a facility name and contact details for information.

## **Trees and Shade**

- Plant a screen and windbreak between harness and equestrian areas to minimize horse distraction during
- Protect existing tree plantations and plan for replacement in the long term

## Washdown Bays

a. Construct additional wash down bays x 2

## Safety and Maintenance

- a. Address the conflict with dogs off leash along walking track adjacent to equestrian facilities via signage or rerouting walking track.
- Consider undertaking a building audit on the clubhouse building to ascertain the noncompliant and most urgent works required, and preventative maintenance going forward.
- Implement a Bushfire Prevention Management program.
- Fencing or repairing the perimeter of the site with appropriate materials - for example remove barbed wire.
- Regular mowing and tree management on the site, where these are required.
- Essential asset management of the buildings: major preventative maintenance, accessible toilet, compliant kitchen, Essential Safety Measures/fire services.
- Prepare a detailed table of asset management tasks and for each task, identify who is responsible.
- Ensure Emergency Management Plans and are provided for
- Review the dog off-leash areas on the reserves and ensure that there are no off-leash areas on the same reserve as equestrian facilities.

## Management

- a. Assist in the design and implementation of online booking and payment system that allows casual access to arenas.
- b. Consider including the clubhouses in Council asset management plan if other sports clubrooms are
- c. Consider providing a relatively uniform license agreement for users.
- d. Work with clubs to establish a casual use system for relevant sites.
- e. Consider options to enable camping on, or in the vicinity of the shire-wide facilities.

Date: 22.12.2023 Spatial data: Vicmap Maps: MRSC GIS

## **Lancefield Park Recreation Reserve** Lancefield

Community Equestrian Facilities Plan Macedon Ranges Shire Council Dja Dja Wurrung Country, Victoria

## LEGEND

---- 1m Contour Property Parcels

MRSC Playground Sites MRSC Sportsground Megafauna Area

\_\_\_\_ Highway — - Local

— High --- Medium

—— Low



Macedon Ranges Shire Council





Roads Waterbodies MRSC Drainage Pit Lake-Dam MRSC Drainage Freeway Watercourses MRSC Kerbs

> MRSC Footpath MRSC Fenceline

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## 3.8 Riddells Creek Pony Club, Riddells Creek/ Clarkefield

This facility is located at 282 Sutherland Rd Clarkefield, approximately 50 kilometres northwest of Melbourne.

The site consists of two parcels of land. One is a Council Reserve of 2.46ha situated off Sutherlands Road in Clarkefield. One of the arenas is located on this land. The site is zoned as Farming.

Adjacent to the Council Reserve is private land (approximately 40ha) also used by the Riddells Creek Pony Club with an arrangement from a local family for equestrian use. This larger lot contains the small club house, several fenced grass areas, a larger sand arena and a cross-country course.

Large lots surround the small parcel of land leased to the Pony Club. The site is also zoned as Farming.

There is a Low-Density Residential zone to the north of the site in Riddells Creek which is separated by Sutherlands Road.

## Use

The Riddells Creek Pony Club is based at this facility. The club was awarded Club of the year in 2023 and top 3 in Australia. The club has 99 members.

Disciplines catered for include dressage, show jumping, cross-country, grooming and pony club rallies. The 2021 Pony Club Victoria Horse Trials Festival was hosted at Riddells Creek Pony Clubs grounds (280 entries).

The facilities are also leased to other groups including the Riddells Creek Trail Horse Riding Club. The trail club do not use any existing pony club facilities or venues.

### **Environmental considerations**

There is an Environmental Significance overlay on the entire site.

The equestrian precinct has no shade for participants or horses, except one large, protected tree in amongst the arenas.

The site would benefit from a detailed planting plan to provide shade and wind protection.

## **Facilities**

- Sand arena 150 x 75m unfenced
- Sand arena 130 x 74m fenced
- Sand arena 58 x 28m unfenced
- Round yard
- 87 yards
- Cross-country course
- Clubhouse.

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## MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

### Issues raised

The following issues were raised in the community survey and in interviews with user group representatives:

- Better arena surfaces at Riddells Creek Pony Club
- Improve cross-country course including more jumps
- Covered or Indoor arena/Indoor arena for western riding
- Parking/driveway access
- Garbage collection
- More shade trees planted
- Funding for coaches
- Overflow car parking not accessible in wet weather
- Upgrade sand arena
- Club rooms
- Better/ Parking/ access in winter that you don't get bogged
- General maintenance
- Show jumping equipment
- Expansion of grounds to cater for Equestrian Australia (EA) Events.
- Club must pay for rubbish removal. 20 bins last week after an event.
- Need to upgrade yards replace timber with steel
- Grounds generally ok in wet overflow car park could do with some gravel
- More sand for arena
- Maintenance on cross-country is big 15 tonne of rock on holes' after members used course on wet day
- Arena improvements/ dressage arena/ maintenance.

 There are no official EA dressage event locations near or in the Macedon Ranges. The Riddells Creek Pony Club could be better adapted with improved dressage surfaces to conduct EA official dressage competitions, alongside pony club and open competitions.

## Current Condition of facilities, key areas of improvement and priorities

- All facilities at this venue appear to be up to standard.
- The venue and facilities appear to be well maintained.
- The cross-country area is on private land that is leased to the pony club to use.
- There is no all-weather vehicle access around the horse yards and parking area.

## **Equestrian facility priorities**

- All weather access tracks established around the yards and parking areas.
  - An additional designated wash down area for major competition days.

### Future options

Club to investigate options with the neighbouring landowner to secure long-term tenure of venue, which may enable further public investment on the site.

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## **Preliminary recommendations**

- Update yards to improve security and safety.
- Provide an all-weather access track around the yards and parking areas.
- Provide an additional designated wash down area for major competition days.
- Complete a detailed tree planting plan to provide shade and wind protection.
- Club to investigate options with the neighbouring landowner to secure long term tenure of venue, which may enable further public investinent on the site.



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## 4. ACTION PLAN

## 4.1 Actions by site

Table 4. Action by site included in Development Plan following each facility in Chapter 3 - Existing Facilities.

Action	Lead	Timing / Priority
Bullengarook Recreation Reserve		
Undertake a cross-country course safety audit and Implement recommendations.	Club	High
Upgrade surface on each arena to improve drainage and remove sapling stumps.	Club	High
Improve water supply for drinking, washing and dust suppression.	Council/Club	Medium
Ensure building assets meet current requirements for access, fire and electrical safety.	Council	High
Review maintenance arrangements between clubs and Council-Clarify roles through an occupancy agreement and clear conditions of use.	Council/Club	Medium
Assist in the design and implementation of online booking and payment system that allows casual access to arenas	Club/Council	Medium
Improve parking and road entry to allow all weather access	Council	Medium
Upgrade perimeter fencing where required.	Council	Medium
Upgrade horse yards.	Club	Medium
Remove or repair loading ramp	Club	Low

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Action	Lead	Timing / Priority
IR Robertson Reserve, Gisborne South		
Improve water supply (if appropriate via recycled water) for cross-country jumps, dust suppression and toilets.	Council/Club	High
Improve parking and road entry to allow all weather access for large vehicles at Shire wide vehicles	Council	Medium
Construct additional yards to reduce parking requirements.	Club	Medium
Investigate possible second entry/exit for emergency access off McGeorge Road.	Council	Medium
Review and upgrade maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of use.	Council	Medium
Ensure building assets meet current requirements for access, fire and electrical safety.	Council	Medium
Monitor the safety of the pine trees as they senesce as the area is used for yards and parking.	Council	Medium
Update access and gating arrangement to allow casual key holder to use as appropriate. (Booking of Cross-country course available via TRY Booking).	Club	Medium
Additional tree planting for windbreaks and shade.	Council/Club	Medium
Address the manure collection and management.	Club	Medium
Barringo Recreation Reserve, Macedon /New Gisborne		
Investigate options for relocating club activities away from environmentally sensitive land.	Council/Club	Medium
Undertake a cross-country course safety audit, consider appropriateness of ongoing provision of cross country at this site. Should it remain, implement audit recommendations.	Club	High

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Action	Lead	Timing / Priority
Rollinson Reserve, Kyneton		
Increase water access for drinking, dust suppression and wash down areas.	Council/Club	High
Construct washdown bays.	Council/Club	High
Consider appropriateness of dog off leash areas at equestrian facilities. If venue remains as a timed dog off leash area', consider a fenced enclosure for a portion of the reserve, away from equestrian activities	Council	High
Upgrade external fencing where required, particularly along Edgecombe Road.	Council	High
Review and update maintenance arrangements between clubs and Council. Clarify roles through an occupancy agreement and clear conditions of use.	Council	Medium
Improve parking and road entry to allow all weather access for large vehicles.	Council	Medium
Upgrade and maintain the cross-country course, in the longer term if use and access arrangements can be addressed.	Club	Medium
Planting a screen and windbreak between car clubs and equestrian areas to minimize conflict and sightlines.	Club	Medium
Assist in the design and implementation of online booking and payment system that allows casual access to arenas.	Club/Council	Medium
Ensure building assets meet current requirements for access, fire and electrical safety.	Council	Medium
Woodend Racecourse Reserve, Woodend		
Investigate opportunities to provide equestrian facilities for the Woodend clubs at an alternate location.	Council/Club/Third Parties	High
Close the cross-country course in the short term, until alternative site options are considered, and the master plan is prepared.	Club/Council	High
Turn over the sand in the arena to address weed growth and continue to allow use in the short term.	Club	Medium
Assist in the design and implementation of online booking and payment system that allows casual access to arenas.	Club/Council	Medium

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Action	Lead	Timing / Priority
Lancefield Park Recreation Reserve, Lancefield		
Planting a screen and windbreak between harness and equestrian areas to minimize horse distraction during dressage.	Club/Council	High
Resolve the conflict with dogs off leash along walking track adjacent to equestrian facilities via signage of rerouting walking track.	Council	High
Protect the megafauna area in the cross-country precinct from building development.	Committee of Management/Club	High
Upgrade the arena surfaces.	Committee of Management/Club	Medium
Improve parking to allow all weather access for large vehicles and access to trotting track on event days through a formal agreement.	Council	Medium
Assist in the design and implementation of online booking and payment system that allows casual access to arenas.	Council	Medium
Construct additional wash down bay x 2	Club	Low
Riddells Creek Pony Club, Riddells Creek/ Clarkefield		
Update yards to improve security and safety	Club	High
Investigate options with the club and other landowner to secure long term tenure of venue, then enable further public investment on the site.	Club	High
Improve the access track around the yards and parking areas.	Council	Medium
Provide appropriate wash down areas for competition days.	Club	Medium
Complete a detailed tree planting plan to provide shade and wind protection.	Council/Club	Medium

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## **5.APPENDICES**

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## Appendix 1

# Macedon Ranges equestrian clubs and membership

Table 5a. Macedon Ranges Equestrian Clubs using private land or land outside Macedon Ranges Shire, approximate memberships and the primary facility used.

Club Name	Membership	Primary Facility Used		
Kyneton District Trail Riders Club	44	Glenlyon Reserve, Hepburn		
Riddells Creek Trail Horse Riding Club	110	No fixed venue		
Bolinda Riding Club	50	Private (Harney Park Equestrian Centre)		
Working Equitation Lancefield Districts	Not known	Cemetery Road, Lancefield		
Macedon Ranges Dressage Club	65	Juravon Park Equestrian Centre		
Black Hill Riding Club	Not known	South Gisborne		
Aurum Equestrian Club	Not known	Aurum Equestrian Centre		
Five Mile Equestrian Club	Nøt known	Romsey		

Table 5b. Macedon Ranges Equestrian Clubs on Council or Crown land, approximate memberships, and the primary facility they use.

Club Name	Membership	Primary Facility Used
Gisborne Pony Club	46	IR Robertson Reserve
Gisborne and District Adult Riding Club	108	IR Robertson Reserve
Melbourne Show Jumping Club	70	IR Robertson Reserve
Bullengarook Pony Club	25	Bullengarook Recreation Reserve
Bullengarook Adult Riding Club	45	Bullengarook Recreation Reserve
Kyneton and District Adult Riding Club	50	Rollinson Reserve
Kyneton Pony Club	13	Rollinson Reserve
Lancefield Equestrian Group  • Equestrian  • Popy Club	100	Lancefield Recreation Reserve
Macedon Pony Club	43	Barringo Reserve
Woodend Pony Club	18	Woodend Racecourse Reserve
Riddell's Creek Adult Riders	20	Woodend Racecourse Reserve
Riddells Creek Pony Club	99	Candelbark/Riddells Creek Pony Club

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## Appendix 2

## Demand for equestrian activities in Macedon Shire

Australia and New Zealand are major global centres of equestrian sports and culture, with significant popularity of the sport due to the weather, geographical, natural, and historical factors of the region. The country with the highest proportion of horse riders among the nations is Australia (almost 400,000 Australians own horses, which means that horse owners comprise nearly 2% of the Australian population).4

## **Demographic Influences**

An internet survey of almost 4,000 horse owners found most were female and aged between 31 and 60 years; most lived in rural areas of Queensland, New South Wales or Victoria; had at least a secondary education, but no formal horse industry qualification; had a higher weekly income if based in a capital city; earned less than 10% of weekly income from horse-related activities; were a member of more than one horse industry organisation; reported an affiliation with one of more than 300 different horse industry organisations; spent 10–30% of their daily time with horses; and preferred to receive information by emails.

## Macedon Ranges demographic profile

The population estimate for Macedon Ranges Shire in 2021 is 51,576. Since the previous year, the population has grown by 1.52%. Population growth in Regional VIC was 1.33%.

The Macedon Ranges Shire population is forecast to grow to 65,771 by 2036.

Age, income, gender, ethnicity, disability and education are primary determinants of participation in sport and physical activity. Based on these indicators and the likely availability of land in the Shire there is high propensity for residents of Macedon Ranges to participate in equestrian activities.

Compared to regional Victoria, Macedon Ranges has:

A higher proportion of children under 14 years and people over 60 than for regional Victoria. It has a smaller proportion of 20 – 50 years olds.

The following table identifies each equestrian facility in the Shire, the district that it's located in according to .id demographics, the estimated population from the 2021 census as well as the growth in population in that district since the last census and forecast growth.

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<sup>4</sup> The Popularity of Equestrian Sports in Australia and New Zealand. Everything about horses

 $<sup>^5</sup>$  Demographics of Australian horse owners: results from an internet-based survey GB Smyth, K Dagley 25 November 2015



Table 6. Estimated population 2021 in the district around each equestrian facility in Macedon Ranges, known membership and projected future population growth

District	Name of Equestrian Facility	Population of surrounding district 2021 <sup>6</sup>	Known club membership	Population growth since last census	Est. Population 2036 <sup>7</sup>	Growth projected to 2036	% growth projected 2021-2036
	IR Robertson Reserve		354	$^{\prime}$	\		
Gisborne District	Bullengarook Recreation Reserve	14,335	70	0.79%	20,170	5,835	40.7
Kyneton District	Rollinson Reserve	9,805	63	1:38%	11,707	1,902	19.4
Lancefield District	Lancefield Park Recreation Reserve	3,336	130	2.64%	4,465	1,129	33.8
Macedon District	Barringo Recreation Reserve	3,554	43	0.25%	3,481	-73	-2
Riddells Creek District	Candlebark/Riddells Creek Pony Club	4,792	43	1.09%	7,389	2,597	54.2
Romsey District	No facility	7,009	NA	2.30%	9,203	2,194	31.3
Woodend District	Woodend Racecourse Reserve	8,745	29	2.58%	9,357	612	7

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 $<sup>^{\</sup>rm 6}$  forecast.id.com.au/macedon-ranges. Population summary

<sup>&</sup>lt;sup>7</sup> forecast.id.com.au/macedon-ranges. Population forecast



# Likely participation and profile of equestrian participants

The participation data for Macedon Ranges Shire shows it has one of the highest participation rates in equestrian recreation activities in LGAs in Victoria. A high proportion of participants are older females. Many riders who may live in the suburbs of Melbourne can agist a horse in the Macedon Ranges to add to local participation.

Studies have shown that the Macedon ranges equine industry are viewed highly due to the high volume of equine industry in the area.

The engagement process showed that other than the traditional pony club, HRCAV and Equestrian Australia (EA) disciplines and trail riding, other equestrian sports such as working equitation are present and active in the Macedon Ranges.

The survey also showed that Riding for the Disabled Association (RDA) is not present in Macedon Ranges and there is a demand for opportunities for people of all ages and abilities to participate in equestrian activities.

## **Equestrian sport context**

Endurance riding, dressage, jumping, and horse-riding are popular equestrian sports. There is an estimate of two hundred fifty thousand people in Australia that are involved in the equestrian industry. Moreover, there are around 85,000 people employed in the industry, which equates to about \$1.7 billion in income.

There are around 350 equestrian sporting events in Australia every year. Following the Los Angeles Olympics in 1984, the success of Australia in equestrian events changed the national attitude about the sport. As such, it was viewed by many to be a landmark moment in the development of equestrian sports in Australia and internationally.

In the last ten years, the Australian sport and recreation industry has grown by approximately \$1,3 billion per annum. Equestrian competition accounts for over \$70 million, or 5.8% of this figure.

<sup>8</sup> The Popularity of Equestrian Sports in Australia and New Zealand. Everything Horse Magazine. June 2022

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## Participation rates in equestrian sports and recreation activities

In the Macedon Ranges, participation in equestrian activities ranks in the top 10 sport and physical exercise activities participated in, whereas it does not rank in the top 15 for Victoria or Australia overall.

Only four Victorian LGAs have equestrian activities in the top ten sport and physical activities, for females:

- Golden Plains (9.5%)
- South Gippsland (8.5%)
- Macedon Ranges (6.3%) and
- East Gippsland (5.6%).

None of these have equestrian sport and physical activities in the top ten when male and female participants are combined.

Applying the participation rate of 2.5% for the regional Victorian population in equestrian facilities to the population of Macedon Ranges, it is projected that Macedon Ranges may have 1,300 participants in recreation equestrian activities currently and that this figure may increase to 1,600 by 2036.



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Figure 1 AusPlay participation rates: Macedon Ranges, female

## **AUSPLAY**<sup>™</sup>



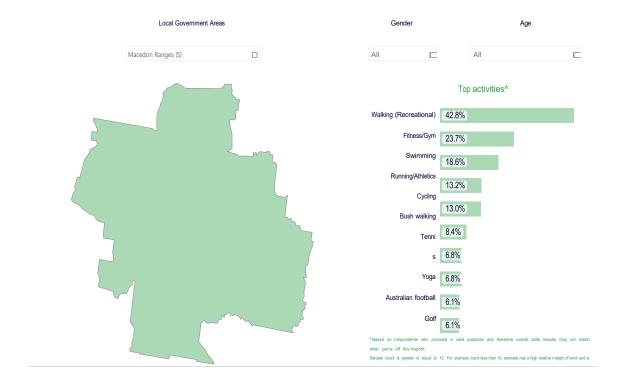
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Figure 2 AusPlay participation rates: Macedon Ranges, all genders

## **AUSPLAY**<sup>™</sup>



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## Profile of participation in equestrian activities in Australia

## Gender and age

Participation data from AusPlay indicates that equestrian sport is predominantly female, with only 15% of participation being adult males. Children make up 23% of organised (out of school) participants.

The highest proportion of participants in any age group by gender are females in the 45 to 54 age bracket (18%), followed by females in the 25 to 34 year age group (18%), females 15 to 24 years, (17%), females 35 to 44 years (16%) and finally females 55 to 64 years (12%). Participation peaks at around 12 to 14 years of age.

A surprising number of people over 60 years of age still participate, the majority of whom are female.

Nationally the total participation rate is 1%.

Most participants have an income of between \$70,000 to \$200,000.

Some 45% of participants over 15 years participate in equestrian activities via either an equestrian centre, program or organisation (outside of school).

Some 25% of people over 15 years of age participate through a club.

## All abilities

People with disability have a participation rate in equestrian facility activities at 0.8%

## How equestrian participation compares with other sports and physical activities

In Victoria, the top sports, based on participation rates, in order of percentage are: swimming, Australian football, basketball, gymnastics, dance, soccer-football, tennis, netball, cricket and farate

The top 10 activities participated in Macedon Ranges for all genders are walking, fitness, swimming, running, cycling, bushwalking, tennis, yoga Australian rules football and golf.

The top activities participated in by females include in descending order: walking, fitness/ gym, swimming, running, yoga, netball, cycling, bushyalking, Pilates and equestrian activities.

Equestrian does not rank in the top ten activities for males and females combined.

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## Patterns of participation in equestrian activities

Of those people who participate in equestrian activities (Australia-wide) 65% of participants participate once a week. The most common participation frequency (83%) is once a month.

Females who participate more regularly and for the longest duration tend to be 18 to 24-year-olds. 71% of riders ride for a minimum of 1.5 hours on each occasion.

AusPlay only categorises equestrian activities as show jumping, horse riding, other equestrian activities, dressage and carriage driving. The data shows that the proportion of activities is horse riding (79%) other equestrian activities (13%) dressage, (3.5%) show jumping (2.9%) and carriage driving (1.1%).

Common sporting activities that equestrian participants also participate in include walking, running, swimming and fitness.

The main motivations to participate in equestrian activities are fun and enjoyment, as a hobby, physical health and fitness and social reasons.

The main reasons for dropping out include affordability, not enough time, too many other commitments, poor health or injury and ipereasing age.

AusPlay shows that since 2016 there has been a rise in the overall number of organised and club participants in equestrian activities in total in Australia from 194,000 to 254,000. This is likely to reflect an increasing population however, there has been a slight increase of 0.2% in the participation rate.

Participation in equestrian activities is highest in remote areas at 2.4%, followed by regional areas at 2.2% and finally in major cities at 0.6%.

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### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## Key implications of demand in relation to Council's role

Equestrian activities and clubs are important to support being active, in conjunction with a range of other competition sports and recreation activities.

Equestrian clubs provide support and encouragement to people to own, ride and enjoy horses.

A key state government policy is to encourage more females to participate in sport and recreation. Supporting those activities already popular with females such as equestrian activities align with this policy.

Residents in the Macedon Ranges are dependent on the equestrian facilities for:

- Providing a suite of community equestrian activities
- For the growth and development of basic equine skills and opportunities
- Enabling clubs to provide a supportive and enjoyable environment so people of all ages can share their interests and continue to benefit from riding a horse.
- Participation in pony and riding clubs and any EV clubs should be supported by Council as these provide pathways to lifelong activities and higher levels of sport in the same way as other community sports facilities do. Facilities need to be available and suitable to accommodate these activities.
- Pony clubs provide opportunities for young people to learn and develop equine skills and enter a pathway to equestrian sports if desired. Riding clubs provide support and encouragement for people from a wide range of age and ability groups, who own a horse, and enjoy the activity.

- Council and clubs can influence participation in these activities by ensuring facilities: are fit for purpose and target a wide range of ages and abilities.
   Clubs are encouraged to include programs focused on the development of foundation skills.
- When assessing the range of activities evident on the equestrian reserves, it is important to emphasise that organised equestrian participation is dependent on these facilities. Other recreational activities, such as walking and dog walking do not rely on dedicated facilities and grounds.
- Another consideration for Council is that horse riding is the second most expensive organized sport or physical activity behind motor sport, with an average annual expenditure per person of approximately \$1,400. (ABS 2016). This is partly due to the high cost of participation including the cost of private services and facilities, as well as cost of looking after and transporting a horse.
- Retaining local community-level facilities close to residences and schools is likely to increase the chances of local residents participating in equestrian activities, as compared to moving these facilities further out of the Shire or consolidating facilities. However, this needs to be managed sustainably and may necessitate limiting activities at sites or the closure of venues.
- One key issue raised in the community survey and by clubs was the need to have access to trails for general pleasure riding, rather than just competitions and club activities, as without trails all other activities come with a cost and rely on floating horses. Trails in MRSC are provided on Parks Victoria and DEECA land.

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### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

## Benefits of equestrian facilities

Equestrian activities provide a high degree of personal health and well-being, as well as community benefits. They encourage people (especially females) to be outdoors, be physically active and connect with animals and other people.

Riding a horse requires the use of a wide range of muscle groups and builds strength, stamina as well as coordination and promotes the development of resilience and strategic decision making.

The bond that develops between the horse and the rider has been shown to provide considerable psychological and stress release benefits and horse riding is commonly used as a therapeutic tool to promote these benefits.

Noella says her horses can even just look at her sideways in a way that makes her feel better. "They can complete a whole human," she said. For Noella and many people with disabilities who ride, horses provide a kind of therapy that cannot be understated. "My horse is my reason to get up, he makes me feel normal."

Like many other sport and recreation activities, the development of horseriding skills and competition can enhance self-confidence, social skills, the sense of belonging and responsibility that comes with owning and caring for a pet. These benefits including discipline, compassion and empathy are amplified for equestrian activities due the size of a horse and opportunities to compete with a horse, in events. Australia is very fortunate that it is quite practical to own a horse, due to our climate (which means they don't need to be stabled over winter) and we have the space. However, the ability to keep and ride a horse in peri urban and metropolitan areas is becoming more difficult and being able to retain equestrian reserves close to where people live is a great strength of living in localities such as the Macedon Ranges. Horses can be agisted in this area and there is a strong equipe industry present.

Peak bodies say that the Macedon Ranges is the second strongest region in Victoria for equestrian sports participation, after the Mornington Peninsula. There is a significant industry presence that supports recreational as well as thoroughbred breeding and training and other commercial equestrian activities.

9https://www.abc.net.au/news/2023-09-20/para-equestrian-challenge-disability-

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**COUNCIL MEETING ATTACHMENTS** 



#### MACEDON RANGES COMMUNITY EQUESTRIAN FACILITIES PLAN

# Notes from peak bodies about demand

The main peak bodies relevant to the equestrian facilities in Macedon Ranges are:

- Equestrian Victoria
- Pony Club Victoria
- Horse Riding Clubs Association of Victoria (HRCAV)
- Riding Develops Abilities (RDA), and
- Australian Trail Horse Riders Association
- Additional various breed and equestrian activity associations.

@leisure interviewed staff members from Equestrian Victoria, Pony Clubs Victoria, Horse Riding Clubs of Victoria, and RDA Riding Develops Abilities.

Key points from these interviews follow.

# Pony Clubs Victoria

- Decline in memberships from 2015/16, mainly due the pressures of land development.
- People likely to be still riding (horse sales have not increased in that time frame) but not as club members.
- Drop out of clubs is common from 14 years of age.
- Lack of volunteers is a common club issue.
- Quality of facilities is also an issue.
- Dogs off lead is a common problem for clubs.
- The Ready to Ride program has been successful.

### Horse Riding Clubs Association of Victoria

Horse Riding Clubs Association of Victoria (HRCAV) has a club membership of around 200 clubs and over 5,000 members, including members in southern New South Wales.

The HRCAV hold annual Top Teams Trophy (TTT) Events (equivalent to State Championships) in each discipline of Showing, Dressage, Show Jumping, Horse Trials, Combined Training and Navigation Rides. Clubs compete in teams of four. TTT events are prestigious within the HRCAV with the Horse Trials being one of the largest.

The Oaklands, Sunbury and Tullamarine Clubs have recently merged and now meet at the Greenvale Equestrian Reserve, next to Woodlands Park in Greenvale, and have taken the name Woodlands Pony Club. They are now the biggest club in this Zone.

- Attracting volunteers are an issue for all clubs particularly since COVID.
  - Lack of places to ride for pleasure is a key issue i.e. off road trails close to home.
- A new discipline for riding clubs is 3 phase equitation which has its origins relating to working horses.
- Club sizes vary from 20 to 100 members.
- The role of Councils is taking on the larger maintenance issues including
  mowing of access roads, providing support facilities like toilets and
  showers; and providing a network of trails where horses can ride along
  with other user groups.
- Dog areas should be fenced if horse riders are nearby.
- Casual use of facilities can be managed via a key system that provides a source of income to clubs.
- Only to be used when others are present.

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#### **RDA Victoria**

There are some 36 clubs in Victoria.

- RDA do not have a presence in Macedon Ranges and there is significant demand.
- It is common to co-locate with other equestrian clubs.
- RDA would facilitate agreement for a particular centre and recruit volunteers to seek funds etc.
- RDA have strong partnerships with major racecourses and the ability to use ex-racehorses.
- Would strongly support and assist in the development of a venue and programs in the Macedon Ranges.

# Australian Trail Horse Riders Association

The Riddell Trail Riders Club is one of the largest in Victoria with over 80 adult riders and 17 riders under 18 years. It was once the largest in Australia with over 200 members. It is now the second-largest club in the state. The largest club in the state is Ballarat with 92 members.

- Club membership is predominately women and girls.
- Use public and private land.
- Trails are mostly not maintained.
- The role of Councils is to
  - help educate car drivers to give them an understanding of horses and riders.
  - provide a link between public landowners and riding groups to access trails.
  - provide basic signage in parking areas if trails are shared with mountain bike riders and trail bike riders.
- Misconception that horses are bad for the environment with regards to weed distribution and erosion.

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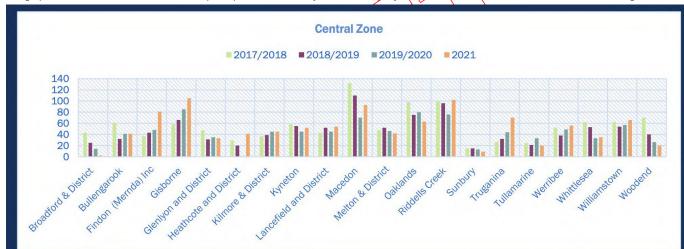
# Membership of clubs Pony Clubs Victoria

Macedon Ranges fall into the Central Zone for Pony Clubs Victoria.

The graph below shows stable membership at Bullengarook, Lancefield, and Riddells Creek, a trend for growth in Gisborne and the highest but declining numbers in Macedon. Woodend shows declining membership to 2021

It appears that Macedon Ranges has more clubs than any other LGA in the Central Zone.

The graph below from 2021 shows membership comparisons over the years for each pony club in the Central Zone, which covers Macedon Ranges Shire.



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# **Schools**

Braemar College, Woodend use Candlebark/Riddells Creek Pony Club. Braemar have finished in the top five schools in the Interschool State Equestrian Championships for the past 10 years.

The school won the State Championship in 2015 and 2016 and won the Victorian Equestrian Interschools Dressage Series Championships every year from 2011 to 2016.

Schools are an important part of the pathway from foundation skills into competition and active lifestyles in the long term. Connections with schools and clubs will be important in growing participation, and in economic development due to connections with the equine industry.

Braemar College for example has several extracurricular programs involving equestrian activities and it wishes to develop a registered training organisation to further equine studies at the College, in a similar way to Hillcrest College in Clyde.

#### Demand and preferences of the community and stakeholders

As part of this project, a community survey was conducted, with residents and clubs invited to make comments or send submissions.

The notes from these engagement processes are provided in the consultation finding document which is a separate volume to this plan.

A total of 313 people responded to the community survey. Detailed responses are provided in the consultation findings document and key themes arising are shown below.

# Key themes arising from responses

Some of the main themes from the responses received in the community were:

- The need for facilities to be upgraded (mostly) and maintained.
- The importance of trails and opportunities for trail riders to ride through the municipality.
- The need for an indoor or covered arena.
  - The high demand for casual use of these public facilities/ frustration that gates are locked.
- The significant benefits of horse riding and having public facilities for equestrian use.
- Conflicts with dogs, and
- The need for better parking /access to facilities

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# Peak Bodies-objectives and responsibilities

#### **Equestrian Victoria**

Equestrian Victoria (EV) is responsible for a number of sports competitions and pathways:

#### **Olympic Disciplines**

- Dressage
- Eventing
- Jumping and
- Para-Equestrian (EA)

#### **National Disciplines**

- Show horse
- Interschool

#### **FEI Disciplines**

- Driving
- Endurance (EA)
- Vaulting (EA)
- Reigning (EA
- Squads
- Dressage Victoria squads
- Eventing Victoria Squads and
- Jumping Victoria Squads

#### **Sports Programs**

- High Performance Pathways
- Equestrian Victoria Young Ambassador Program
- Young Rider Dressage Squads and Development Program

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The primary objectives of Equestrian Victoria are to:

- Encourage, develop, promote, and control horse sports throughout the State of Victoria
- Establish and maintain, throughout Victoria, a uniform code of rules and regulations to govern horse sports under its jurisdiction.
- Provide services and support to members, clubs, coaches, judges, and administrators, which is second to none.

Membership of Equestrian Victoria now exceeds 200 affiliated clubs, and 5,000 registered athletes. The Association provides a broad range of services and benefits to its membership and has a major focus on servicing member clubs, to ensure they are well equipped to professionally deliver quality horse sport programs to the community.

Equestrian Victoria relies on two private facilities Boneo (now sold) and Yering Equestrian Centre for competitions, in addition to the Werribee Equestrian Centre.

Some Equestrian Victoria events are held at IR Robertson Reserve, Gisborne and at Candlebark Riddells Creek Pony Club.

Activities provided at the community level are an important conduit for riders that may wish to learn the sports and ultimately compete in Equestrian Victoria Sports disciplines, at other locations.

Equestrian Victoria provides a number of facility guidelines related to facilities in line with national and international equestrian sports.

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# Pony Club Victoria (PCV)

Pony Club Victoria typically provides for younger riders, up to 16 years of age, learning basic skills.

Their mission is:

"To provide education in rider safety and horse welfare while developing horsemanship skills through participation and competition. "Pony Club is the first choice for a fun, inclusive experience for young people and families in a safe, educational environment that teaches horsemanship skills and equestrian opportunities "

#### Horse Riding Clubs Association of Victoria (HRCAV)

Horse Riding Clubs Association of Victoria cater for adults who own a horse, are riding for the first time or most commonly, or are an entry point for those returning to the activity after having a family. Some adult riding clubs also cater for riders who don't have horses. Members need to be able to ride independently. HRCAV provide a community of likeminded people to support and encourage people to own or ride a horse. These clubs are unique to Victoria. Most clubs have their own grounds - but they might hire other facilities.

Competition disciplines include:

- Navigation Rides
- Showing
- Horse Trials
- Dressage
- Show Jumping
- Combined Training
- 3 Phase Equitation (new discipline)

#### Trail Riders Association

The objectives of the club are to enjoy, promote and publicise the recreational values of horse riding along nature trails, and in furtherance of this objective.

- To organize trail rides in this or other districts
- To encourage family participation in non-competitive horse riding
- To foster awareness of the usefulness and abilities of the horse
- To encourage horse riders in the protection and conservation of the native Australian flora and fauna
- To cooperate with others in the setting up and maintenance of trails

  To foster in horse riders and Australians generally an awareness of road and other safety rules with regard to horse riding and To affiliate with the Australian Trail Horse Riders Association (ATHRA)

# RDA -Riding Develops Abilities

RDA Riding Develops Abilities specialise in providing support and coaching for people with a disability (particularly physical disabilities) who want to ride a horse or ride for therapy purposes. In most cases riders don't have their own horses and they are provided on site.

#### **Breed Associations**

There are a wide range of equestrian breed associations, for example Arabian, Miniature Horse, Clydesdale, Show Horse etc. However, there are no known such groups active in the shire.

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# Appendix 3

# Risk and maintenance responsibilities

Pony Club Australia have detailed Policies and Risk Management procedures available to member Pony Clubs on their website to support Club events and manage risk - <a href="https://ponyclubaustralia.com.au/about-us/resources/">https://ponyclubaustralia.com.au/about-us/resources/</a>.

The Horse-Riding Clubs Association of Victoria also have Policies and Guidelines that are available to support Club events and manage risk - https://hrcav.com.au/rules-guidelines/

Following is a draft of Clubs, Council Advisory Committees and Council responsibilities for equestrian reserves. (Note: Reserves with equestrian activities have a range of management structures. Clubs either report direct to Council, an Advisory Committee (Robertson Reserve), a DEECA Committee of Management (Lancefield) or private owner (Portion of Riddells Creek).

Table 8. Draft Club, Advisory Committees and Council responsibilities for equestrian reserves

Item	Club/Advisory responsibilities	Council responsibilities
Communication	Inform Council of name/s of current Club contact, phone number/s and email address/s.	Council to communicate via Club contact supplied by Club.
Internal Roads and Carparks	Report issues to Council/Committee.	Maintenance as required, annual grade of internal roads negotiated with committee and Councils Operations Department.
Ground Level Drainage	Report issues to Councit/Committee.	Site Drainage – Keep drains clear of obstructions and vegetation growth. Modifications and capital upgrade as determined.
Trees	Club to notify Council/Committee of all tree management issues and are prohibited from undertaking any works. Clubs may clean up fallen limbs and debris.	Tree management as required.
Mowing	Competition area – Club is responsible for mowing of all competition arenas outside of Councils 2 per year.	Council to mow twice per year. Fire prevention works may be required.
Damage to property by misuse	Report all damage caused through misuse by the Club to the Council/Committee. Club is responsible for cost of repairs.	Council to arrange repairs and invoice Club for cost of repairs.
Structural Integrity	Visual inspection to determine any obvious defects and report to Council/Committee.	Building inspection, repair or renewal.

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Item	Club/Advisory responsibilities	Council responsibilities
Signage	User groups are required to discuss requirements with Council's Open Space and Recreation department before the erection of any new signage, including on fences and buildings.  Sponsorship and Club signage – inspect, repair and replace to ensure they are clear, legible, structurally sound and compliant with all relevant planning and building requirements, permission from the committee is required. Care should be taken to ensure that appropriate signage is erected to warn of any hazards. Any noncompliant signage will be subject to planning legislation.	Regulatory and Emergency Signage - Renewal as prioritised by Council. All signage must be approved by Council and adhere to Councils planning regulations.
Building alterations	Building alterations not to be undertaken without written support from the Council/Committee and written approval from Council.  Council has a responsibility to ensure the reserve is safe for all users. Any user group proposing such works must formally apply to Council for consideration of works using the "Ground/Pavilion Alterations Maintenance Request" form.  All works that are classified as a regulated trade- i.e. plumber, electrician, gasfitter, roofer must be carried out by a suitably qualified tradespersop who will have all relevant qualifications, licences and insurances including Workcover.	Assess all requests received for building alterations, provide approval in writing, ensure compliance and satisfactory completion. And/or Council undertakes repairs with Council contractors under a cost agreement between Council and the Club.
Roof, Eaves Guttering and downpipes	Report visual defects to Council/Committee. Climbable fixed items must not allow access to the roof.	Inspect, clean, repair or renewal as prioritised by Council.
Painting	During user period, painting repairs if damaged through general use or in the event of damage caused by inappropriate behaviour.	Renewal as prioritised by Council. Internal & external painting as part of the building's programmed maintenance schedule.
Plumbing and fixtures	Report issues to Council/Committee. Repairs to internal fittings and fixtures using licensed plumber from Council's panel of providers.	Drainage repairs or works, including sewerage, drains, water pipes and pits. Replacement of gas pipes. Structural repairs or capital works.

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Item	Club/Advisory responsibilities	Council responsibilities
Fixture and Chattel (Fixture - any physical property that is attached in such a manner that it becomes a part of the property; Chattel - property that is not affixed to real property and can be easily removed without damage to the property)	Report issues to Council's Facility Management Department. Ensure all equipment used during Club activity is in a safe and effective working order.  Repairs using contractor from Council's panel of providers.	Nil.
Building Lighting (Internal and External) Security Lighting	Report issues to Council/Committee. Replace globes, repairs to lighting using contractor from Council's panel of providers.	Renewal as prioritised by Council.
Electrical Fittings Light Switches Power points	Report issues to Council/Committee. All additional works must be approved by Council prior to works commencing. All works must be undertaken by contractor from Council's panel of providers.	Approval for additional installation works.
Electrical Panel Switchboards Wiring	Report issues to Council/Committee.	Electrical switchboard inspections, maintenance and upgrades.
Hot Water System	Report issues to Council/Committee. Contribution towards renewal	Repair or renewal as prioritised by Council.
Air Conditioning/ Heating	Report issues to Council/Committee Contribution towards renewal	Repair or renewal as prioritised by Council.
Floor surfaces and coverings	Carpets Regular Cleaning and maintenance including 6 monthly steam cleaning; Timber Floors – Regular cleaning with recommended eleaning product.	Renewal as prioritised by Council, Contribution required from Committee / user groups; Timber Floors – Inspected and resealed as required.
Doors (Internal and External, including cupboard doors and door fittings) Windows and Glass, Skylights, Fly Screens, Curtains and Blinds Walls (Internal and External) and Ceiling (Internal)	Regular cleaning.	Renewal as prioritised by Council.

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Item	Club/Advisory responsibilities	Council responsibilities
Exit Doors Signs Emergency lighting, Fire Services Emergency Power and Lighting	Notify Council/Committee immediately of any damage or defects.	Essential Safety Measures maintenance requirements conducted by Council to comply with emergency management obligations under the Building Code of Australia.
Testing and Tagging	Clubs must ensure any electrical items and cables used by user group have been appropriately tested and tagged.	Testing and Tagging of any Council owned electrical items and appliances.
Keys and Locks	No pavilion key(s) may be cut/duplicated.  User groups are responsible for keeping a record of who holds keys.  User groups are not permitted to change locks on Council-owned facilities and will be charged for repairs and new keys if they do so.  Keys are provided to user groups as per Council's Key Policy. If additional keys are required, please complete and return the "Key Request Form" to arrange extra keys at a cost to the user group.	Maintain a Secure Key System, coordinate key allocation, cost of initial two keys provided to user groups, invoice user groups and committees for cost of all other keys, upgrade facilities to Council Secure Key System when budget allows.
Security system	Support from Council/Committee and approval from Council required for installation of security system. Cost of installation, repairs and maintenance if required by Club.  Security code to be previded to Council.	Installation of Security System must be directly wired to switchboard.  Approval for installation of security system.
Vandalism	Immediately notify Committee of vandalism, glass breakage, any immediate risk to safety or emergency maintenance.  Clear away loose material/objects, such as rubbish bins to avoid or minimise vandalism.  Loose combustible materials must be stored at least 10 metres from any buildings. LPG gas bottles must be stored securely and away from combustibles and chemisals.	Council to determine if the reported vandalism is to be referred to the insurer. Council's Insurer to determine whether an insurance claim is lodged. Council to determine scope of works. If an insurance claim is not lodged, Council to determine who is responsible for cost of repairs or replacement.
Pest Control	Pest control such as ant and spider spraying. Submit Pest Controller Certification that works have been undertaken to Council.	Termites - Annual inspection and condition report to Council, treat as required. Repair of any damage caused by termites will be subject to available Council funds.
Services - Electricity, Gas, Water Communications - Telephone and Internet	All user groups shall pay for utility charges, including electricity, gas and water rates and consumption.  Shared pavilions in most cases will have electricity accounts in the name of one of the allocated user groups. The onus is on the joint user groups to negotiate their respective percentage contribution towards any utility charges.	Nil.

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Item	Club/Advisory responsibilities	Council responsibilities
Septic	During user period, pumping out of septic tanks must be undertaken by a certified provider.	Maintenance and renewal as prioritised and inspection.
First Aid	During user period, ensure appropriate First Aid facilities and equipment are available for Club activities.	Nil.
Evacuation Plan	During user period, ensure Evacuation Plan is clearly displayed and evacuation routes are always clear.  Develop, print and display laminated Evacuation Plan at facility.	Provide safe access from the main road (and, where possible, two road access points in case of events or emergencies).
Fire restrictions and Code Red days	All fire restrictions are to be adhered to and user groups are responsible for making themselves aware of these. For more information on Councils emergency management policies and procedures please see http://www.mrsc.vic.gov.au/Live-Work/Fire-Emergencies	Update website information when required.
Kitchen	During user period, regular cleaning, maintenance and repairs.	Renewal as prioritised by Council.
Food handling and storage areas	During user period, comply with Food Act 1984 and Food Standards Code.	Annual inspection (as a minimum) as per the Food Act 1984.
Appliances and Whitegoods	Repairs and renewal of Club appliances.	Nil.
Storage	Shipping containers are prohibited on sporting reserves, other than those instances where containers may be required to temporarily store equipment when council/user groups undertake major works. Council approval is required.	Nil.
Waste	During user period, disposal of Club generated waste at Clubs cost.  Portable waste bins must be securely stored and these and fixed waste management stations must at located at least 10 metres away from structures.	Nil.
Bins	Clubs are responsible for their own skip bins, rubbish and recycle bins.  All user groups shall ensure that rubbish throughout the entire reserve generated by participants and spectators has been placed in the provided rubbish bins, immediately after each event. User groups will be required to pay costs incurred by Council where further cleaning of rubbish generated by user groups is required.  If extra bins are required, please contact the Open Space and Recreation department	Nil.
Cleaning	During hire period, ensure that appropriate standards of general cleanliness within the facility are maintained.	As required, ensure that appropriate standards of general cleanliness within the facility are maintained. If no user group on site, engage a commercial cleaner to conduct an annual clean.

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Item	Club/Advisory responsibilities	Council responsibilities
Toilet	During user period, clean before and after each day of use.	Outside user period, regular cleaning, maintenance and repairs. Renewal as prioritised by Council.
Chemicals	Store chemicals in a safe and secure area with appropriate safety information to minimise the likelihood of misuse or pollution occurring and that MSDS are available	Nii.
Fencing	Internal fence repair and maintenance – arenas and yards.	Arrange shared cost for internal fences repair between user groups.  Fencing or repairing the perimeter of the site with appropriate materials  for example remove barbed wire.
Ground/turf maintenance	All user groups are strictly responsible for ensuring that reasonable care is taken of the equestrian facilities and its surrounds including fences, buildings, toilets, trees, competition surface, playground equipment and sprinklers. Any damage caused must be reported to Council immediately	Nift.
Insurance	The Club should be aware that they may be held responsible and liable for any damage or injury caused by their activities. The Club must take out and keep current during the period of hire, a public liability insurance policy, for a minimum sum of 20 million dollars for a sum deemed appropriate by the sport's governing body, indemnifying the Council and the Club against all actions, costs glaims, charges, expenses and damages whatsoever which may be brought or made or claimed against the Council or the Club or both arising out of or in relation to (the said contract).  No booking is valid, and no ground usage may occur unless Council has been provided with a current Public Liability Insurance Certificate of Currency.  Further to this, it is recommended that the Club should develop a Risk Management Plan/Policy to be implemented when using the facility to ensure that any potential risks are always minimised.  Council holds insurance on the pavilion facilities, and it is highly recommended that Clubs organise contents insurance for non-structural items such as sporting equipment, furniture, electrical goods etc.	Nil.

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Item	Club/Advisory responsibilities	Council responsibilities
User contributions	Regular users will be required to pay a contribution towards maintenance for the use of equestrian facilities within 30 days upon receiving the invoice.  Regular users will be invoiced annually. Users of equestrian facilities will be invoiced at the commencement of each financial year.  Applications for use of Council properties will NOT be considered where user contributions remain unpaid from a previous allocation usage, or the conditions of use have NOT been adhered to.	Nil.
Maintenance requests	Clubs to make maintenance requests via Council supplied maintenance request form.	Log and action as prioritised by Council.
Other	Anything not specified should be raised with the committee to determine responsibility before any action is taken.	Determine responsibility for anything not mentioned in these guidelines.





# Appendix 4 Megafauna site

Lancefield Swamp is a highly significant archaeological site located at the south end of Lancefield Park. It was discovered in 1843 when James Mayne, a well-digger, found giant bones from very large extinct animals now known as megafauna.

Lancefield Park

Soo m to Rochford Road and Lancefield townsite

dam wall

Classic Site

property line (approximate)

trotting course

Map of Lancefield Swamp, after a plan by Matt Peel 2001. Source: researchgate.ne - Archaeology at Lancefield Swamp

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Excavations in the 1970's uncovered thousands of bones of giant kangaroos and other animals. Radiocarbon dates on charcoal found underneath the bones suggested that the bones were less than 26,000 years old.

In the 1990s, two other bone deposits were excavated, both some east of the 1970s excavations.

Further excavations were made in 2004.

The estimated ages of a larger sample of teeth found during this study yielded a wide range of dates, between approximately 40,000 – 80,000 years ago. Taken together, the evidence has been interpreted to suggest that Lancefield Swamp may have provided an important waterhole over many millennia, perhaps particularly in times of drought and as the climate became dryer.

Source: lancefield.org.au – Lancefield Megafauna

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