



Dear Sir / Madam

We are in receipt of correspondence regarding the above development plan and wish to submit the following for specific consideration by VCAT pursuant to the action sought by the applicant.

I would encourage this development application not to be considered in isolation, but as part the regional growth of Gisborne over the past 20 years and the significant impact on the towns future.

For this you need to be aware of the below, something acknowledged by the residents and ratepayers of the Macedon Ranges.

- Corruption is systemic in governments where money and influence are involved
- Success at VCAT is simply function of money.
- Evidence of this is the abhorrent development decisions that have blighted the region over time.
- Please disregard the supporting documentation for 89 Ross Watt Road from referral authorities as valueless window dressing.
 - For example the transport study. Both Council and RRV have had the regional modelling data for over 10 years and have done exactly NOTHING to cater for the findings, except to push the problem back and forth and remain totally unaccountable for any rational, logical decision making, lest anyone take action.
 - ANY of the incompetent bureaucracies governing the Gisborne area could see that the towns infrastructure is over stretched, yet they continually forgoe the opportunity to have this addressed by developers. Instead this problem is heaped back on ratepayers and community groups. For example – Macedon Ranges Regional Sporting Precinct development solicits \$40 million dollars of various funding sources to put a regional sporting facility in the middle of a windblown wasteland 5 km out of town. Yet every other “designated development area” starts with the construction of sporting fields and community facilities in the heart of the project and adds housing around it, at the cost of the developer. Why? We know why. So do you.

Submission 1

The community would like to have VCAT acknowledge the above as part of the hearing process by anybody happy to be accountable. Only if you are genuinely interested of course.

To all other parties involved in the process please don't patronize us with letters of information and offers of community consultation for a fait accompli – it really insults our intelligence.

Don't think that the people don't know the dirty long tentacles of development start at the top and work their way down.

History shows how "the model" plays out from here.

- Locally lots of distractive smoke is blown to deflect and detract from the point and the money
- The community consultation phase is conducted, which is purely lip service.
- The developer goes to VCAT and makes some small concessions but ultimately wins.
- More smoke is blown to the public
- 5 years later you can't park in town.
- Traffic is horrendous.
- The generational locals now hate where they live as do the new residents who didn't get the town lifestyle they thought they bought into.
- Lots of money is made by "someone" but nobody can determine who.
- And nobody is accountable for the destruction of a unique and beautiful part of the world.

So please, stop the lip service and wasting peoples time.

This is a binary decision for VCAT – either it goes ahead or it doesn't.

If it doesn't, [REDACTED] have a very expensive cow paddock on the books. If it does, it proves again the points mentioned above and it will be another nail in the coffin for the town. One exactly the same as the Willow development with nobody accountable for the disaster.

Whilst we realize this particular application is to have the Macedon Ranges Shire show some expediency, the matter will undoubtedly arrive at VCAT again, so I encourage your consideration of the above for such time.

On behalf of the "silent" residents of Gisborne who want to preserve "our town".

Submission 1





14 July 2022

Justice Michelle Quigley
VCAT President
GPO Box 5408
Melbourne VIC 3001

Dear Justice Quigley,

In relation to land at 89 Ross Watt Road, Gisborne, Development Plan Application DP/2021/1 (VCAT Ref No DP/2021/1) and Subdivision Permit Application PLN/2021/616 (VCAT Ref No P511/2022)

In response to correspondence received from the Applicant, ID Ross Watt Road Pty Ltd, I tender the following submission.

In making this submission, I do so not as someone who has any legal or town planning expertise but simply as a concerned and long-time resident who stands to be significantly impacted by this proposal and does not feel he has any voice in the matter.

1. Background:

When [REDACTED] moved to Gisborne in [REDACTED], this parcel of land was being talked about as the subject of imminent housing development.

Therefore, for nearly 40 years various Local and State Governments and developers have had the opportunity to sort out how best to incorporate a development of this scope (85 hectares) and scale (768 lots) into the Gisborne township. Refer Figure 1 below.

By this I mean they have all had ample time to ensure that **before** such a development proceeds, the Macedon Ranges Shire Council (MRSC) will ensure that:

- It fits the required “look and feel” of the town;
- It does not negatively impact people’s ability to move about the town;
- There are adequate shops and parking when both the existing and new residents want to go shopping;
- There will be adequate schools and sporting facilities in reasonably accessible parts of town;

- Public transport options will be sufficient for the current and proposed users; and
- The costs of putting any incremental infrastructure or services in place is appropriately contributed to by the developer – not solely by the rate or tax payers.



Figure 1: Subject Land at 89 Ross Watt Road, Gisborne¹

2. Current Situation

- **Planning for the future development of the Gisborne township and surrounds:**

Over the last few years, the MRSC has spent significant time and money in developing the Gisborne Futures project.

The objective of this project is to ***“...set a protected urban settlement boundary for Gisborne and identify future land uses for retail, employment, housing, and community services to meet the growing needs of the town. The project also aims to improve and manage vehicle, cycle and pedestrian traffic, enable economic development, provide for open space linkages and to protect important views, landscape features and the valued qualities of existing residential areas.”***²

Whilst the MRSC has allocated the budget to continue this study in 2022/23, they have not published a target completion date.

On page 6 of the Applicant's Development Plan³, they state ***“Gisborne Futures is a draft structure plan, urban design framework and neighbourhood character study being prepared by MRSC that is intended to guide the future development of Gisborne. As the Gisborne Futures project is still in draft format, subject to continuing informal consultation phases and has not been proposed in any planning scheme amendment and thus not been tested in a statutory sense, it is likely that further changes will be made to the document. As a result, this development has been prepared on the basis that Gisborne Futures is not at a stage to be considered a seriously entertained planning document.”***

Without this master planning strategy, all recent and current developments run the risk of being at odds with the proper and appropriate aims of the Gisborne Futures project.

- **Getting around Gisborne:**

Acknowledging that I am not qualified to comment on the extensive traffic movement studies that the developer has submitted, as a resident who daily travels around the town and surrounding area, I think most similar road users here would agree when I say that the main transition roads appear to have reached saturation point – in particular at peak times of the day and week.

Getting a parking spot in town at the best of times is also becoming increasingly hard and becoming harder as each new family moves into the area.

I note the developers comment in the “Conclusion” section of the “89 Ross Watt Road, Gisborne, Transport Impact Assessment” (page 57) ***“The development is expected to generate 7,002 vehicles per day which will be comfortably accommodated by the proposed external road network...”***⁴

For those of us that have to sit at the Cherry Lane/Station Road intersection and either wait for a kind fellow motorist to let us in to crawling traffic or take significant risks to get out onto Station Road, **this statement seems totally incongruous.**

Given the congestion we experience on a daily basis now, it is hard to imagine what putting an extra 7002 vehicles per day on Station Road will be like, let alone the impact of hundreds of large trucks doing the same thing each day for several years?

- **Impacts of developments on existing residents and ratepayers:**

As we have recently seen with the Willows developments, the lifestyle and amenity of local residents is affected to some degree. For those people living on the roads that the hundreds of trucks move along on a daily basis, not only are their lives disrupted (through increased noise, increased risks to children, animals and all road users) but their property is also being impacted through the mud and dust that ends up on fences, gardens and houses.

Similarly, as the roads are not designed to take this sort of traffic, they quickly degrade and end up needing constant repair. I might be wrong but I suspect that the developer does not contribute to these costs even though they are the single cause of the issue.

3. What I would like to see happen:

I propose that this development **only** be considered when:

- The totality of the impacts of this development on the town and surrounding area are fully understood and placed in context of the **completed** Gisborne Futures strategic plan;
- The traffic study be validated by an independent body with an equal weighting on **real road user experience** as much as the 265 pages of data-based assessment².

- All intersection and road upgrades to be completed **before** the development work commences.

The Applicant's proposal to “.. upgrade Cherry Lane to an urban standard prior to the delivery of the 322nd lot, whilst Station Road is to be upgraded by Regional Roads Victoria when the appropriate funding is allocated to the upgrade”⁴ **must not be endorsed.**

Not only does the proposal miss the point that the risks and inconvenience to local residents will be most pronounced in the development phase, it attempts to shift a non-committed accountability for a critical project dependency onto Local and State Governments with no endorsement from them.

- A more comprehensive suite of traffic management options and commitments be considered, including but not limited to:
 - The role of a completed “Western Link” (as proposed in the Gisborne Futures Draft Structure Plan July 2020, Page 45, “Intersection & Road upgrades”. No 19 below)⁵ be considered.

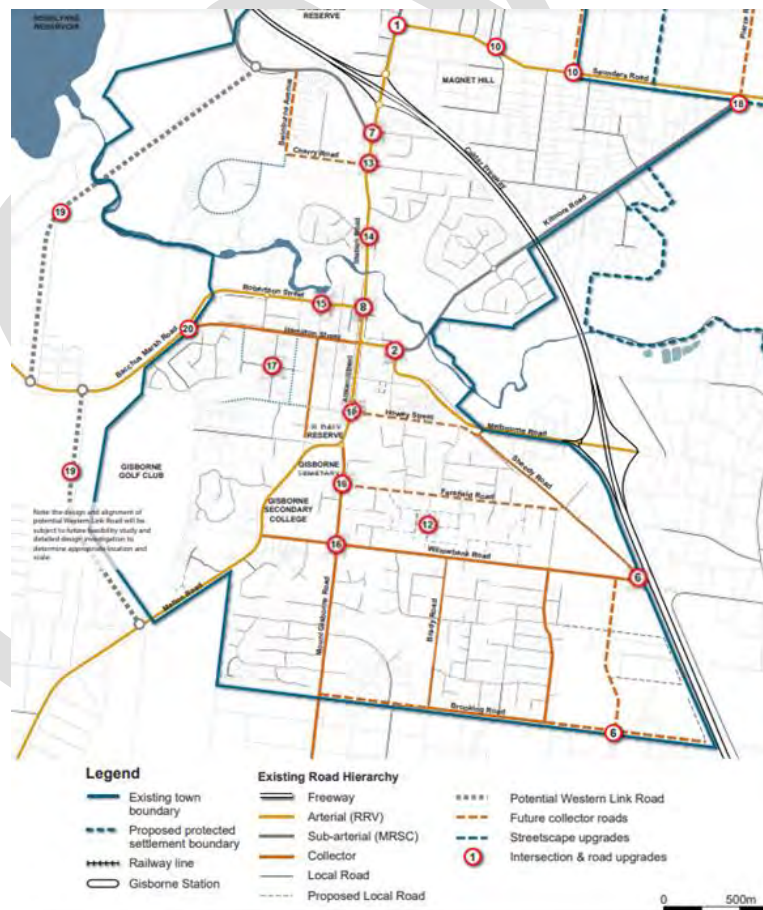


Figure 2: Gisborne Futures Draft Structure Plan - incorporating the Western Link

- Redirection of traffic via the northern section of Ross Watt Road with the inclusion of a north-bound freeway on-ramp – to relieve pressure on the Cherry Lane/Station Road and Ross Watt Road/Station Road intersections;

Submission 2

- Closure of Cherry Lane at the Station Road intersection or limit this to a left-turn-only road in and out;
- Directing all heavy haulage vehicles via the northern section of Ross Watt Road and away from the Cherry Lane/Ross Watt Road/Station Road intersections;
- The developer provides publicly-disclosed, independently assessed, monetary compensation/contribution to all impacted parties:
 - **Residents (approximately 170 households will be directly or indirectly impacted by this development):** for the disruption to lifestyle and general amenity for the duration of the development;
 - **Ratepayers:** for the costs to upgrade and maintain/repair Cherry Lane, Swinburne Avenue;
 - **Tax payers:** for new road infrastructure and repairs to Ross Watt Road, Station Road, Calder Freeway and any other impacted Regional Roads Victoria roads.

Should you wish to discuss any aspect of my submission please contact me via email or mobile phone (details above).

Yours sincerely,

Footnotes:

- 1: Page 5: 89 Ross Watt Road Development Plan
www.mrsc.vic.gov.au/Build-Plan/Planning-For-Our-Future/Development-Plans/89-Ross-Watt-Road-Development-Plan
2. Gisborne Futures web page:
www.mrsc.vic.gov.au/Build-Plan/Planning-For-Our-Future/Town-planning-projects/Gisborne-and-New-Gisborne/Gisborne-Futures
- 3: Page 6: 89 Ross Watt Road Development Plan
www.mrsc.vic.gov.au/Build-Plan/Planning-For-Our-Future/Development-Plans/89-Ross-Watt-Road-Development-Plan
4. Page 57: 89 Ross Watt Road, Gisborne Transport Impact Assessment
www.mrsc.vic.gov.au/Build-Plan/Planning-For-Our-Future/Development-Plans/89-Ross-Watt-Road-Development-Plan
5. Page 45: Gisborne Futures web page:
www.mrsc.vic.gov.au/Build-Plan/Planning-For-Our-Future/Town-planning-projects/Gisborne-and-New-Gisborne/Gisborne-Futures

19 July 2022

Justice Michelle Quigley
VCAT President
GPO Box 5408
Melbourne VIC 3001

Dear Justice Quigley,

In relation to land at 89 Ross Watt Road, Gisborne, Development Plan Application DP/2021/1 (VCAT Ref No DP/2021/1) and Subdivision Permit Application PLN/2021/616 (VCAT Ref No P511/2022)

In addition to my submission, dated 14 July 2022, I tender the following supplementary submission.

The purpose of this supplementary submission is to request that consideration be given to delaying the Hearing (set for 29 July 2022) and directing the Applicant, ID Ross Watt Road Pty Ltd, to directly mail all impacted households giving them a reasonable time to consider the information and, if necessary, lodge a submission.

From my conversation with the Macedon Ranges Shire Council Strategic Planning Department, in response to the VCAT order of 5 July 2022 (copy attached) they only provided the Applicant with contact details for around 60 of the overall 170 impacted properties in the area of Ross Watt Road, Cherry Lane, Swinburne Avenue, Crawford Road, Radiata Road, Ormerod Court, Skyline Drive, Sunrise Court (refer figure below where the 89 Ross Watt Road development is shown in the “—” section).



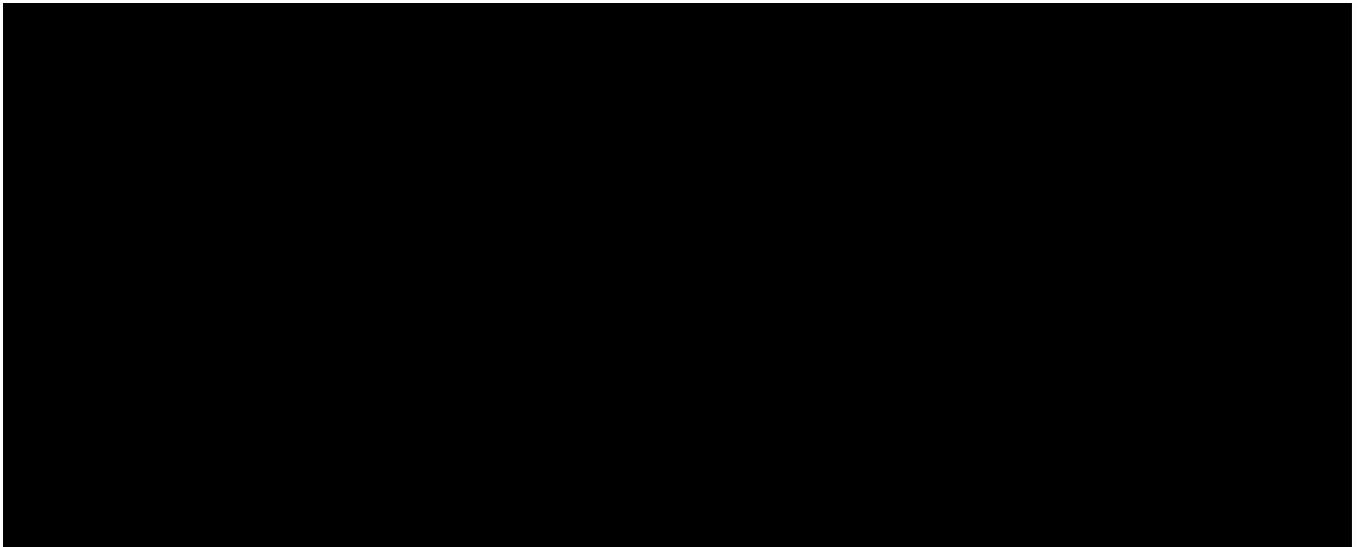
Submission 2

As instructed, the Macedon Ranges Shire Council also installed an onsite notice and placed an advertisement in a local paper.

Given that the lifestyle and amenity for residents from all 170 properties will be significantly impacted by the development (heavy haulage truck and trade vehicle movements) and post-development activities (additional 7002 additional vehicle movements per day focused on two already saturated and dangerous intersections), I believe that all residents should be given the opportunity to consider and, if necessary, make a submission.

Therefore, I again request that the Tribunal consider delaying the Hearing to allow all impacted residents the opportunity to consider the Development Plan and, if necessary, lodge a submission.

Yours sincerely,



Submission 3

Submission re development at 89 Ross Watt Road, Gisborne, 3437, Victoria

- This development proposal appears to be a high-density plan, which is totally out of character, in comparison with existing residential properties in Swinburn Avenue, Ormerod Court and Cherry Lane.
- This development proposal is very close to Rosslyn Dam, an important water supply for the area. Contamination fears must be addressed.
- Recent development in the Gisborne area, has allowed narrow road widths. This is unwise, and is dangerous when emergency vehicles are required.
- To consider Swinburn Avenue and Cherry Lane (into Station Road) as a suitable exit from this estate is showing ignorance of traffic flow.
- At peak hours Station Road is already at full capacity, and the addition of vehicular movement from several hundred new homes, will impact the convenience of train users, school drop off and pick ups, as well as all residents old and new, and create dangers for school children.
- This plan is ignoring the opportunity to create a state-of-art low density residential area, with environmental beautification, bringing pride to Gisborne.

Subject: Development plan 89 Ross Watt Rd Gisborne

Submission

Gisborne is located in a valley with steep hills into the CBD, a congested road between Gisborne, New Gisborne and the railway station and is unsuitable for higher density development. The optimum population density has been exceeded. There are better alternatives for further growth in the immediate future. Melbourne's population density is a fraction of that of other major cities and there are plans in train for the inner suburbs.

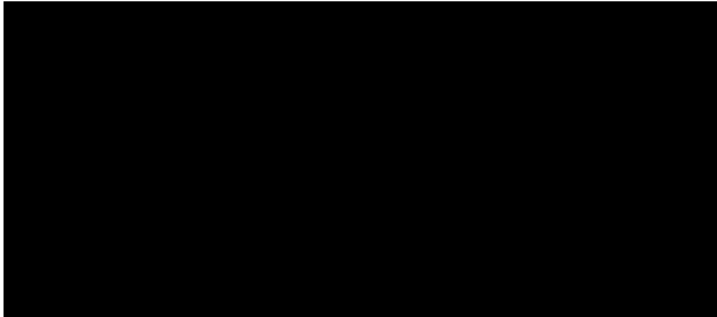
This development should be declined as it would lead to intolerable traffic congestion. Gisborne is a lovely town and deserves better.



Submission 5

Applications for Review pursuant to s149 of the *Planning and Environment Act 1987* (VCAT Ref No P510/2022)

Land: 89 Ross Watt Road, Gisborne
Permit No. DP/2021/1



Reason/s for Submission

We have read as much of the submissions as we are able to as a lay persons. Regrettably the Traffic Impact Assessment stood out for a number of unfortunate reasons.


Whilst it is self evident that, if approved, this development will have a significant impact on the traffic in Gisborne, it is deeply regrettable that the Traffic Impact Assessment was so profoundly flawed. Sufficiently flawed to question its worth.

To expect movement network studies in late February 2022 to even remotely reflect basic patterns of movement is hard to understand. At the time Victoria was emerging from the unprecedented number of COVID-19 cases brought about by the first impact of the Omicron variant. All schools and workplaces were in a state of unprecedented upheaval (absences, closures, work from home) and any counting of movements at that time cannot in any way be extrapolated to what can be expected in the long term.

That a further study was then undertaken in early March 2022 when the Kilmore Road (and Melbourne Road) closure had started – diverting ALL of the traffic into Gisborne from the Riddells Creek direction, from the entire portion of Gisborne north of the Kilmore Road closure, and from the Calder Freeway onto the portion of Station Road at the end of Cherry Lane – simply renders it meaningless.

Sadly, the Traffic Impact Assessment is further flawed by a number of objectively provable errors. There is no left hand (Northbound) filter at the Eastern end of Cherry Lane where it joins Station Road. The speed limit on Ross Watt Road is incorrectly described (it's 100kmph for most of the border with the development site). There is no road in Gisborne called Swinburne Street, neither is there one called Swinburne Road – these misnomers appear in the Traffic Impact Assessment at times when it we have to assume it should be referencing Swinburne Avenue.

Affect of approval of Development Plan

 the increase in traffic both in the development phases and once the development has been completed will greatly

Submission 5

affect our address. If the traffic numbers and flow management is inadequate, then the desirability of the property will be greatly diminished and its value will accordingly be hugely reduced.

How to address issues raised in our Submission

If this development is approved before the completion of the Station Road upgrade proposed in the McKim Development plan, then Station Road, Cherry Lane feeding right back into the new development and additionally Skyline Drive, will be in a state of chaos for much of the day, and gridlock at peak times.

Furthermore a phase of the development that seems to have been overlooked is the necessary site preparation. This will inevitably be a major undertaking and will require the use of many very heavy machinery items and the movement of many (often double) trucks in and out of the site.

Unless otherwise determined, access can only be gained from Gisborne either by travelling West along Cherry Lane, turning right at the junction with Swinburne Avenue (right outside the Macedon Ranges Shire Council's Swinburne Avenue Kindergarten) and then perhaps left at the end of Swinburne Avenue into Ross Watt Road, or by using Ross Watt Road directly from Station Road.

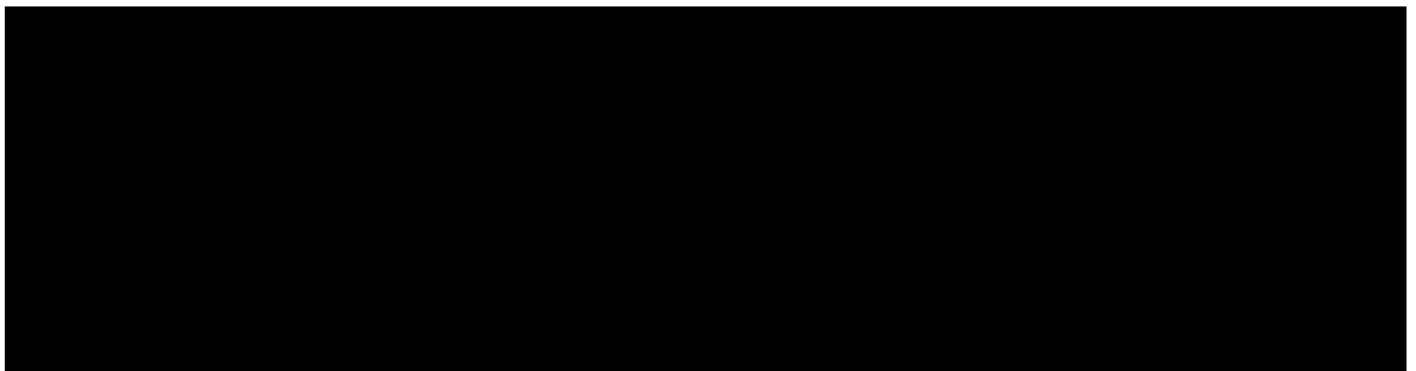
Until (about) 2015 there was a weight limit on traffic along Cherry Lane. This was lifted simply by removing the signs, and the underlying reason for this limit was never addressed. Large numbers of heavy trucks are certain to cause significant damage to Cherry Lane, perhaps catastrophically revealing the real reason why there was a weight limit in the first place. (There is daily evidence of this sort of damage in Station Road.)

Condition 1

An enforceable prerequisite for approval **has** to be that the entire development (from the very first time a shovel is put into the ground) can only commence once the funding of the Station Road upgrade has been committed by the State, and a committed timetable of construction that synchronises with the increase in traffic from the development has been agreed and announced.

Condition 2

If Cherry Lane cannot be fully upgraded before the initial site preparation for the development is started, then an enforceable condition **has** to be put onto the developers to ban all associated traffic from Cherry Lane (and thus Swinburne Avenue) and to require it to travel along Ross Watt Road where it will have much less impact on the community and the roads themselves. This can be strengthened by a further enforceable condition that all construction related site traffic **must** access the site from the Macedon Road (Northern) Calder Freeway exit direction, using a length of Ross Watt road (for both entry and exit) thereby avoiding all local roads. If a ban is imposed, then it has to be enforced and heavy fines imposed in the event of any reported breaches.



Subject: Development plan 89 Ross Watt Rd Gisborne

Submission

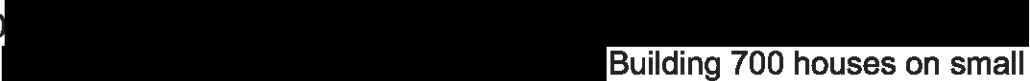
We have several objections to the proposed development of land along Swinburne Ave and Ross Watt Road.

1. It is not in keeping with the 'Village in the Valley' that has always been Gisborne. Our town has always been known for its charm and country appeal.
2. There is an array of wildlife on that land, which I'm absolutely certain no developer would ever consider. I have seen kangaroos, wombats, echidnas, and an array of beautiful birds there. Yellow tailed black cockatoos, which lost most of their habitat after the fires from Lakes Entrance to Merimbula, abound on this area of land, due to the trees they feed on. In this time of global warming and dwindling species, we should be protecting our local wildlife and the natural environment in every way we can. Creating an urban type development here will lead to more emissions and loss of habitat for the resident species.
3. Such wildlife will be at even more risk with increased traffic along Ross Watt Road. Kangaroos in particular are lately at terrible risk from a variety of interventions such as shooting and we'd be devastated if any wildlife there were killed or driven to cross Ross Watt Rd or the freeway because of inappropriate development. Development of that land IS inappropriate.
4. Such a development would be a fire hazard. Bushfire or grass fire would rip through a closely packed development, creating more dangerous conditions for locals.
5. Traffic congestion along both roads will be intolerable. It is already hard enough driving out from our property onto Ross Watt Rd.
6. Traffic congestion along Station Street is at an all time high. At particular times it is just unbelievably slow and can be dangerous. Turning onto Station St from Cherry Lane or Ross Watt Road is already near impossible at times.
7. Increased traffic will also create noise. Noise from the freeway is loud enough without the added noise pollution that will result from traffic congestion along Ross Watt Rd. Once again, this will make our locality a much less desirable place to live and devalue existing properties.
8. Roslyn Reservoir abuts the far side of land where the development is proposed. We are very concerned that any development there would cause run off that would affect local water purity.
9. As a local artist I have photographed & painted that view many times. It changes with the light at different times throughout the day. The beauty of

Submission 6

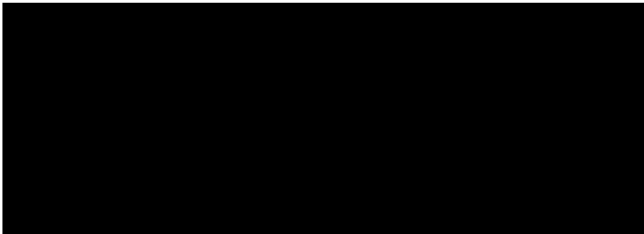
that view was a life raft for local people during Covid restrictions, many of whom walk their dogs along there to savour the peace and tranquillity. Mental health is still a big issue for many people after lockdowns and nature is a great healer. That land should be protected from developers.

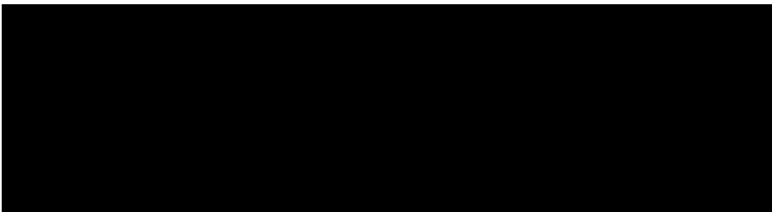
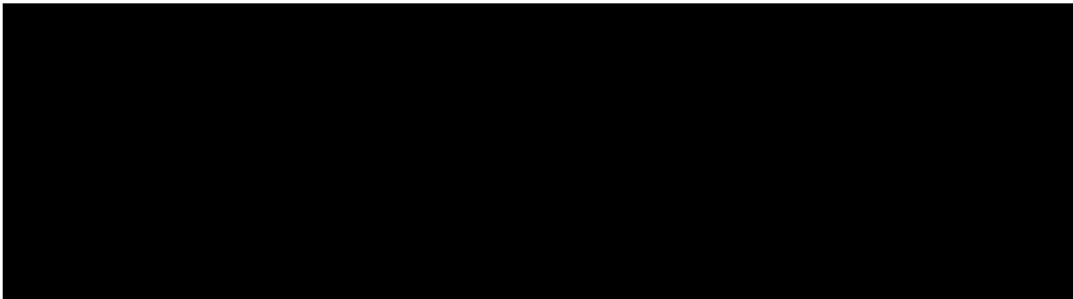
10

 Building 700 houses on small blocks nearby will devalue our property, as will the resultant traffic congestion. Ormerod Court has always been an area much admired for its grace and beautiful large gardens; it is often remarked on by visitors to our area. The visual impact of the proposed development would ruin the grace of our locality and devalue properties. The visual impact would be disastrous for existing property prices.

11. We moved to Gisborne from the suburbs nearly 20 years ago. We came here to live in the country, with views, wildlife, trees and space. We do not want our locality to become another Gladstone Park. We love nature and our lives have improved for the better here. The proposed development would make our area a much less pleasant place to live.

The development of land adjacent to Swinburne Ave and Ross Watt Rd Gisborne should be declined as it is totally inappropriate and undesirable. It would lead to intolerable traffic congestion, devalued properties, water and noise pollution, unacceptable fire risk and loss of wildlife. The visual impact and loss of nature would make our locality a less pleasant place to live. Gisborne should be nurtured as 'the village in the valley;' it is a lovely town and should remain so.





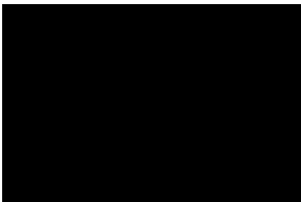
Infrastructure Objective No. 1 of “89 Ross Watt Road Gisborne Social Infrastructure Assessment Final Report May 2022” requires a safe attractive and efficient network of pedestrian and bicycle paths be provided and connect the new development with the existing township.

The Plan proposed by I D Land Pty Ltd does not meet the above objective as required by MRSC.

Pathways outlined in “GISBORNE ODP” Section 2 (Walking Trails Fig. 17) indicate pathways along Jackson’s Creek up and through the proposed subdivision.

It is essential that pathways to the township from the south and west of the development be provided.

Furthermore whilst there has been much consideration given to the increased traffic along Station Road, pedestrians don’t appear to be given a thought. Pedestrian access to development from the township via Cherry Lane requires pedestrians to cross over Station Road. This will become more and more undesirable as traffic along Station Road inevitably increases. A pathway from the township up to Cherry Lane adjacent to the western side of Station Road should be provided as part of this development.



Submission 8

To whom it may concern,

I am writing regarding the Development Plan DP/2021/1 at 89 Ross Watt Road Gisborne.

I am a resident of Gisborne and I have read over the development plan and wanted to make a submission on it.

I feel the plan in its current state would have a negative effect on Gisborne for several reasons. I also understand that the land is zoned for development and is located within the township boundary. I will cover below my concerns with the development.

- **Traffic**

I don't feel that the traffic report really reflects on what Gisborne residents would experience if the development went ahead as-is and seems to gloss over the extra traffic movements the development will create Station Rd (and the town as a whole). The report seems to stick to the lines of the fact that traffic on Station Rd is already bad and is going to get worse due to other external factors, not the added strain of the development. The proposed upgrade of two extra roundabouts would have a negative effect on traffic movements; it would result in three roundabouts all within 200 meters of each other on a steep grade on a road utilised by many heavy vehicles which already are quite slow going north on Station Rd. The extra roundabouts would slow these vehicles even further while going north and would also slow them considerably when going south. I feel that we shouldn't take the approach of allowing development to happen and then addressing the road network afterwards. The staging of the upgrades inline the development of lots does not consider construction traffic during the development. I feel for this development to go ahead and all the extra traffic movements it will create, Station Rd should be fully upgraded to a dual carriageway road and a solution other than two extra roundabouts should be found. I also feel that the development will have a negative impact on the residents of Cherry Lane as the route from the development to the town centre via Cherry Lane is the shortest, thus making Cherry Lane much busier than it currently is.

The report also doesn't consider the extra strain the extra traffic will add within the town itself when residents are shopping and socialising. School traffic was also not considered as all residents will have to use Station Rd to get to and from school.

- **Views**

I feel the development will have a negative effect on the amazing views from Gisborne towards Mt Macedon. Currently coming into and leaving Gisborne on Bacchus Marsh Road (and from other roads and houses in that area) have fantastic vistas over the development location towards Mt Macedon and Rosslynne Reservoir. The same can be said when approaching from the north on Ross Watt Rd and on the Calder Freeway with the open farmlands looking across to Mt Gisborne and Gisborne. These views will all be interrupted and or blocked by the 700+ houses proposed. The views within the Macedon Ranges are an important part of the location as a whole. I feel that the

Submission 8

development should be pushed back from the west and southern boundaries to lessen the impact.

- **Schools**

No school has been planned for the development and an emphasis has been placed in the documentation on Willowbank Primary school. Whilst this school will have the capacity, it is in the opposite end of the town making walking/riding to and from school not an option and thus creating further stress on the roads. The development area is currently zoned to New Gisborne Primary School which is also 2.6km away within walking distance and the quickest and most straightforward to get to. It also already has high enrolments and will be under pressure from the existing new developments in New Gisborne

- **Super lots**

No information is given in the development plan regarding the super lots within the plan, which would create even more lots within the development.

- **Lot Sizes**

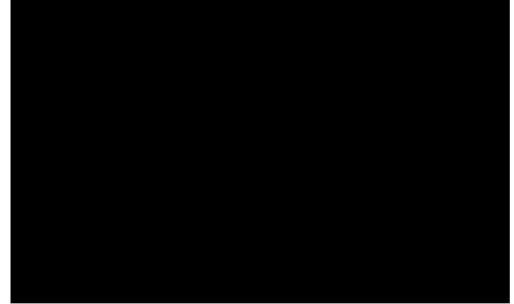
The proposed lot sizes do not fit in with the current look and feel of Gisborne. Much of Gisborne has larger lots with wide frontages giving a more open feel than that of 'ordinary' suburbia. The proposed development has the majority of lots in the 500-799m² size range, which I feel is too small to match the current developments in Gisborne. There is a large portion of blocks with a frontage of only 14 meters which again is too narrow to fit with existing development. Whilst I am not opposed to townhouse blocks, I feel 96 is too many. They do not provide the space to house extra vehicles for residents and visitors and I feel the development's public transport links and the actual distance from the train station and town centre make this many townhouses not appropriate. They would be better suited closer to the township or train station. Overall, I think that the development has too many lots and the lots are too small overall to fit in and suit Gisborne. It would be sad to lose what makes Gisborne special and different from 'suburbia'

In summary, I feel that the current proposal would have a negative effect on Gisborne. I feel that the development has too many lots that are sized too small to fit in with the look and feel of Gisborne. This development should fit in with and enhance the town, not create a mini suburb in one corner that doesn't fit. The loss of the open views from and when approaching the town will have a negative on what makes the town special and the Macedon Ranges as a whole. The increased traffic flows on Station Rd will have a negative effect for all users of the road. The proposed roundabout upgrades I feel will have a further negative effect. The increased traffic in the township for shopping and school pickup and drop off has not been considered.

I am not opposed to the development, but I don't think the amenity and lifestyle of existing residents should be compromised and I think the development plan in its current form will do just that.

Submission 8





21 July 2022

To:

VCAT - admin@vcat.vic.gov.au

Macedon Ranges Shire Council – MRSC@mrsc.vic.gov.au

The Applicant – linda.choi@nortonrosefulbright.com

Dear Sirs/Madams

Submission for Proposed Development Plan (VCAT Ref P510/2022)

Land: 89 Ross Watt Road, Gisborne

Permit No. DP/2021/1

Thank you for the opportunity to present this submission in relation to the proposed Development Plan relating to 89 Ross Watt Road, Gisborne.

We reside in Skyline Drive and our property abuts the proposed development site.

Fundamentally we are not opposed to the development of the site and appreciate the requirement for townships, such as Gisborne, to grow and provide future housing. However, we have concerns about the density of the development, open space provisions, traffic management and drainage and provide the following comments for consideration.

Density

The properties surrounding the proposed development site are on average 2000m². Residents have purchased these properties to enjoy the open space and privacy that comes with larger allotments. It also reflects our decision to move to Gisborne and reside in an area provides a sense of country living in the 'shire'.

The development plan proposes block sizes between 800m² to 1499m² to abut the properties located in Skyline Drive. This block size only accounts for 10.9% of the overall development and 1500m² blocks account for only 4.8% of the development. This means that only 15.7% of the total development site is in keeping with the existing character of the area.

To maintain the current neighbourhood character and sense of space or 'shire' for the existing residents, the blocks immediately abutting Skyline Drive should be in the low density range of 1500m² plus. This will ensure that there are not multiple neighbours and potential double story dwellings overlooking backyards and homes and maintains the privacy and amenity enjoyed by the existing residents.

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Alternatively, if the proposed development plan is accepted, a covenant should be placed on the titles prohibiting the building of double story dwellings for the allotments abutting Skyline Drive.

In all circumstances, all titles should have a covenant restricting any further subdivision of the sites.

The area of Ross Watt Road has been defined under the Macedon Ranges Planning Scheme as an area assigned for medium density housing. The proposed Development Plan's proportion of high density housing (Townhouse – 499m²) is approximately 40% of the total development site and this is out of alignment with the area.

Equally, it is proposed to have 43% of the blocks between 500 m² and 800m² under the banner of medium or conventional density. We would argue and considering other developments across the Shire and in particular Gisborne, that medium density housing should be represented by an average block size of 800m².

We consider the overall density and number of house and townhouse allotments to be an overdevelopment of the site and not in keeping with the intention of the Macedon Ranges Planning Scheme, associated policies and character of the surrounding area.

As a final point, we note that there are other areas in and around Gisborne which are providing sufficient low to medium density housing options, such as the developments in the Wallaby Run estate, Ferrier Road/Cathlaw estates and the Barringo estate.

Open Plan

Based on the overall development site of 85.57ha, only 4.3% of the area is dedicated to open space that can be reasonably accessed and used by the residents (that is, excluding the Jackson Creek Open Space).

Given that 83% of the development is proposed to be high to medium density housing, this amount of open space is completely inadequate. Noting that the closest alternative locations to access public open space is approximately 2 kilometers to the New Gisborne Tennis Club and Public Park and approximately 2 kilometers in the other direction to the Sankey Reserve in Gisborne.

To improve the open space provisions, it would be sensible to create a 15-30 meter reserve and pathway behind the existing Skyline Drive allotments that would serve to increase the amount of open space but also provide an efficient 'cut through' for families to walk to the existing Childcare center, bus stop and also via Cherry Lane through to the town of Gisborne.

A similar reserve has been created in the Willowbank estate in Gisborne, providing a visual and open space break in the development and access to the new Primary School.

Traffic

Locally we refer to the right hand turn from Cherry Lane into Station Road as the 'dart of death'. With both Cherry Lane and Ross Watt Road entering Station Road at the peak of the hill out of Gisborne, visibility at times can be difficult. This is further complicated during peak hour with a number of buses and school students using the intersection.

The development plan proposes that two roundabouts be constructed at the intersections of Ross Watt Road and Station Road and also Cherry Lane and Station Road, which effectively creates three roundabouts within 200 meters of each other (incorporating the newly constructed roundabout at the Calder Highway off ramp).

Based on the roundabouts that have been recently built in New Gisborne and the one under construction at Kilmore Road, these usually take approximately 18 months to construct. Careful planning and construction timing will need to be coordinated as this will cause significant disruption to local residents.

Whilst the construction of these roundabouts may be deemed a solution to managing traffic for the Ross Watt Development, other traffic management issues need to be considered, including the significant increase in traffic resulting from the high to medium density developments at the Cathlaw/Ferrier Road estates and the expansion of the Wallaby Run estate. This will put more traffic pressure on Station Road and the single lane entry and exit into Gisborne.

Alternatively, we propose that the approval of Ross Watt Road development approval should be provisioned on the approved construction of the Bacchus Marsh/Gisborne bypass, which will provide a safer and alternative access to both the Calder Freeway and into Gisborne.

Drainage

The proposed development plan provides for a dedicated area to manage drainage for the estate and comments about the flow of drainage, particularly down to the Jackson Creek area.

The land that abuts the Skyline Drive properties, have large drains at regular intervals. On heavy rain days or consistent rain periods, the properties in Skyline Drive can experience excessive water and many of these properties (including ours) need to provide for additional drainage as part of the existing landscaping.

This will need to be considered if the development plan is approved, as the adjoining allotments will require easements to ensure that the existing drainage infrastructure remains or ideally is improved.

Alternatively, this could be addressed with the creation of a reserve as mentioned earlier in this submission.

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Other matters

We are not sure where in the process we may raise our other concerns so are doing so here.

Dust and damage during construction: With such a large development impacting our back garden we are concerned about noise, dust and potential damage to our property and would like to understand what measures, such as wind/dust breaks, will be installed during the development and construction stages and that the developer be held responsible for any damage caused to our property.

Fencing: In the event that the development plan is approved, we would be seeking that the developer be responsible for the cost to erect appropriate fencing along the rear of our property and with the type and height being agreed and in consultation with our neighbours. We currently have standard wire and timber post fencing.

Thank you for consideration of our concerns and please do not hesitate to contact us if you require further information.

Kind regards



View from Skyline Drive across the Ross Watt estate to Mount Macedon

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21 Jul 2022

Justice Michelle Quigley
VCAT President
GPO Box 5408
Melbourne VIC 3001

Dear Justice Quigley,

In relation to *Development Plan DP/2021/1 Ross Watt Road Gisborne and Planning Permit PLN/2021/616*

My family have been resident at Skyline Drive Gisborne for over 20 years.

Skyline Drive is a residential circuit of 94 residential blocks which incorporates a further 24 residential blocks within entrained Courts and Closes (Sunrise Close, Horizon Court and Aurora Close). The circuit design lends itself to be a popular location for passive recreational family activities, not just for Skyline Drive residents but also neighbouring streets (Swinburne Avenue, Cherry Lane, Omerod Court) and beyond.

The design of Skyline Drive dictates that there is a single, common entry and exit point. This access point is at the intersection of Cherry Lane and Swinburne Avenue – an access point in close proximity to the development activity planned for 89 Ross Watt Rd.

Given the location and access considerations of my property I believe it is appropriate to be considered a 'resident stakeholder' in this project. My expectation is that a developer planning a project in this location should be proactively engaging with resident stakeholders during all stages of the project.

My personal history is not in the field of civil works or planning. I have reviewed the Development Plan and associated Technical Documents essentially as a lay person. However,

1.0 Reasons for Submission

1.1 Communication of the Development Plan

I have by chance, viewed the 'Notice of an Application for a Development Plan' posted by the Macedon Ranges Shire Council at the Swinburne Avenue-Ross Watt Road intersection of the 89 Ross Watt Road development site.

I have not received any notification from the Applicant, ID Ross Watt Road Pty Ltd, or their legal representative (Norton Rose and Fulbright) as directed by VCAT. Given the proximity of my property to the development site and the proximity of the single point entry/exit to Skyline Drive to the development site I would expect the Applicant to be more expansive in the distribution of their communication to resident stakeholders.

The Development Plan makes no mention of anticipated stakeholder engagement or communication.

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1.2 Project Management and Change Management

Clearly, the nature of this project entails significant physical change around the precinct of 89 Ross Watt Road. It involves establishing a new workplace for the duration of the project and likely introduces potentially new hazards and risk to the resident community. It is incumbent on the project owner to provide and demonstrate that they have strong safety and change management processes in place to provide a safe work place for all stakeholders - including resident stakeholders.

As a reflection of the Applicants safety culture, it is disconcerting that 'Safety' does not rate a mention in the Development Plan 'Table of Contents'.

The Development Plan makes no comment on how the project will be managed to minimise impact on the existing residential community.

There is no attempt to identify (or apparent familiarity with a process to identify) potential health, safety and environment hazards and risks anticipated to impact the project area and local community during the implementation phase. Consequently there is no comment in the Development Plan on managing hazards and risk.

The Development Plan makes no comment on a process to respond to resident stakeholder feedback or issues during project implementation.

1.3 Transport Impact Assessment

This Assessment is focussed only on the end-state of the sub-division project as blocks progressively come on line. It makes no attempt to anticipate, assess or manage traffic hazards or risks around the 89 Ross Watt Road site and adjacent local streets during the implementation stage of the project.

This Assessment highlights via modelling, that 7,000+ additional daily traffic movements will be a consequence of completing the 89 Ross Watt Rd project. It further highlights potential countermeasures to mitigate the impact of additional traffic by way of upgrades to Station Road and construction of roundabouts at the Station Rd-Cherry Lane and Station Rd-Ross Watt Rd intersections. There is no commentary within the Development Plan documents to make clear who is responsible for these countermeasures and the timeline for their implementation. As such the Applicant is content to be the 'messenger' on this issue rather than problem solving a negative output of the project.

If the countermeasures are not addressed in a timely way the Traffic Assessment makes no attempt to recommend immediate containments to reduce traffic hazard severity and risk

There is no recommendation during the project or post project for modification to traffic management in residential streets (Swinburne Avenue and Cherry Lane) adjacent to the project site. There is no recognition that these streets risk becoming a 'rat run' for Contractor/Trades/Project vehicles or local traffic trying to avoid congestion on Station Road.

1.4 Gisborne Futures Plan

The Development Plan (Section 1.4) is dismissive of the Gisborne Futures Plan

'...this development has been prepared on the basis that Gisborne Futures is not at a stage to be considered a seriously entertained planning document.'

The concern is that the Gisborne township is potentially left with chronic traffic and road safety problems. Similarly, residents in the immediate project vicinity are left with disruption to lifestyle and general amenity well after the Applicant has moved on to their next project.

The fact that the Gisborne Futures Plan is in 'draft' form does not obviate the need for the Applicant to deal with all of the impacts and outputs of the project. No doubt the Applicant was well aware of the status of the Gisborne Futures Plan prior to sale of the property.

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2.0 How to address issues raised in this Submission

2.1 Communication of the Development Plan

The Applicant, ID Ross Watt Road Pty Ltd or their legal representative (Norton Rose and Fulbright) need to provide notification to all residents likely to be immediately impacted by the implementation and outputs of the project at 89 Ross Watt Road.

I would suggest:

- a. the area bounded by **Ross Watt Rd – Swinburne Avenue – Cherry Lane** (incl Omerod Court, Crawford Road, Radiata Road) – **Station Rd** b/w Cherry Lane and Ross Watt Road.
- b. all of **Skyline Drive** (incl Sunrise Close, Horizon Court and Aurora Close.

The Applicant should also provide a process for resident feedback, reporting of hazards/near misses and an issues register/resolution process for residents for the duration of the project.

2.2 Project Management and Change Management

The Applicant, ID Ross Watt Road Pty Ltd needs to demonstrate capability in Hazard Identification, Risk Management as they apply not just to the project site but also to the immediate resident community. Admin controls should be seen as a last resort.

Ideally the Applicant should also be prepared to share their Safety Manual to demonstrate their processes for managing a safe workplace – particularly as it applies to the existing residential community.

2.3 Transport Impact Assessment

The Applicant needs to communicate how they will manage traffic hazards and risk around the 89 Ross Watt Road site and adjacent local streets for the duration of the project.

Having highlighted that 7,000+ traffic movements are a likely consequence of the project, the Applicant needs to demonstrate an action plan to address the countermeasures recommended in the Transport Impact Assessment.

2.4 Gisborne Futures Plan

Actions must be undertaken to address the significant increase in traffic movements anticipated to result from the 89 Ross Watt Road project.

It is not acceptable for the Applicant to ignore the Gisborne Futures Plan on the basis of being a 'draft' plan and in turn, use this as a justification to approve and commence the development project.

Irrespective of the Gisborne Futures Plan status it is incumbent on the Applicant to engage with the Macedon Ranges Shire Council to determine and action a solution(s).

In this matter, commencement of the 89 Ross Watt Road project should be conditional on resolving this expected project output.

Should you have any queries or wish to discuss this submission any further please contact me via email (above).





Dear Sir/Madam

RE : Applications for Review pursuant to s149 of the Planning and Environment Act 1987 (VCAT Ref No P510/2022)

Land: 89 Ross Watt Road, Gisborne

Permit No. DP/2021/1

We would like to take the opportunity to make comment in relation to the Development Plan. Our biggest concern is the impact of traffic upon the owner/occupiers of neighbouring properties, as well as the township of Gisborne. Increasing the size of the lots as well as addressing many concerning aspects within the Traffic Impact Assessment would help alleviate some of these concerns. We understand that the land in question is zoned residential, but we are hoping that thoughtful planning, with consideration for the Gisborne Futures Project will ensure that the development does not significantly impact upon the local community but instead respects the aims of the project “to improve and manage vehicle, cycle and pedestrian traffic, enable economic development, provide for open space linkages and to protect important views, landscape features and the valued qualities of existing residential areas.” (Macedon Ranges Shire Council, 2022)

The Traffic Impact Assessment states that the “East boundary is occupied by standard density residential lots” (One Mile Grid Traffic Engineering (OMGTE) 2022, pg. 7) The lots along Swinburne Ave are 4,000 square metres which we would not describe as standard density residential lots. The Subdivision Layout Plan (Breese Pitt Dixon, 2022) describes lots over 1500 square metres as low density. The percentage of lots less than 300 square metres in the Subdivision Layout Plan are concerning, as is the number of lots between 300-799 square metres. The low density and conventional density lots around the perimeter of the development are positive and we would like to advocate for all the lots to be 800 square metres and above, which would fit with the semi-rural feel of Gisborne and the Macedon Ranges.

The importance of the roads and infrastructure being in place before commencement of any development cannot be understated or ignored. The Transport Impact Assessment’s (page 26) description of the all important intersection at Ross Watt/Station Road is of great concern. It says “at this stage, the status of these works is unknown and the construction of such an intersection will require land acquisition and significant vegetation removal, which is outside the scope and capability of this application and as such an alternative arrangement is proposed as described above.” This shows the importance of planning to be in consultation with relevant authorities including Regional Roads Victoria, where timelines and funding responsibilities are decided. Having a “connector road” into Swinburne Ave means that 10 times the traffic will move down the South end of Swinburne Ave and onto Cherry Lane, both are listed as a local access road in the Traffic Impact Assessment (pg 19) These roads were not designed for such volumes of traffic and will significantly impact all the current residents of Swinburne Ave, Cherry Lane, Crawford Rd, Ormerod Court, Skyline Drive (and the many courts which come off Skyline Drive) The suggestion of upgrading the Cherry Lane/Station Road intersection by adding a roundabout halfway up a hill which is currently used by road trains, trucks and school buses is alarming. This option is obviously short sighted and the only person to gain from it is the developer. Ensuring that the intersection of Ross Watt Road and Station Road is prepared for construction traffic and new residents is vital as well as highlighting the important role that the

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proposed 'Western Link Road' will play in reducing the load and congestion on Station Road and ensuring that the Gisborne township is accessible.

The acknowledgement in the Traffic Impact Assessment (pg47) that the Cherry Lane/Station Road Intersection will operate under 'poor' conditions and is unable to accommodate 10 year growth is not a surprise. The amount of traffic movement at this intersection needs to be considered with the bus stops at this location in mind. There are many students moving around at this intersection at the busiest times of the day. This only adds to the argument that 10 times number of vehicles moving through the intersection per day is not something anyone wants to see. As well as major issues with this intersection, there is no mention of upgrades to Swinburne Ave or the impact upon the intersection of Swinburne Ave/Skyline Drive/Cherry Lane in the Traffic Impact Assessment. The Swinburne Ave/Skyline Drive/Cherry Lane intersection is not only where three roads come together but also includes the entrance/exit of Swinburne Avenue Kindergarten. Add to this a bus stop adjacent to the kindergarten and high volumes of traffic at the busiest times of the day, morning and evening. As well as the movement of traffic, much like the bus stops at the Cherry Lane/Station Rd intersection, there are many young people from our community moving about, in and out of personal vehicles and buses as well as walking and cycling to and from school. This intersection is of great concern, with 10 times the amount of traffic moving through it is an accident waiting to happen.

We are proposing that all entrances/exits for the proposed development are onto Ross Watt Rd and the proposed Western Link Road which will reduce the impact to the surrounding residents significantly. The Traffic Impact Assessment (p.8) lists Ross Watt Road as Road Zone Category 2 (RDZ2) and the Gisborne Movement Network Study 2016 (p.21) describes RDZ2 as "road classification... considered as a secondary traffic route due to increasing urban development." Through consultation with council and Regional Roads Victoria traffic could be directed onto roads which have the capacity for increased traffic flow. A focus on the role of the proposed Western Link Road would take the pressure off Station Road and ensure that it is not the only access point to the Gisborne Township for both traffic from the new development as well as road trains and trucks who would be able to bypass the town altogether.

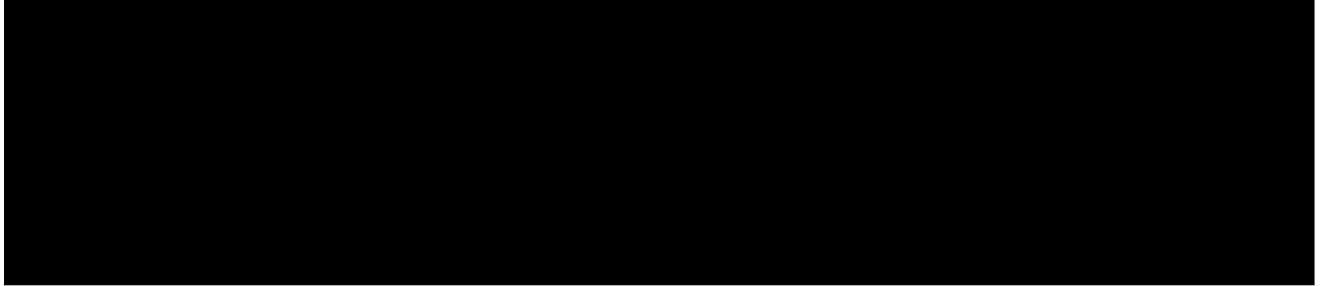
Obviously, the Development needs to be connected to the surrounding area and infrastructure, including Swinburne Avenue Kindergarten and bus stops, which should be given using footpaths and bike paths rather than a connector road onto Swinburne Ave. This would ensure the safety of surrounding residents including young members of our community moving in and out of the kindergarten, walking and riding to school and getting on and off public transport, especially school buses.

The bulk of our concern is around lot sizes and traffic but we would also like to take the opportunity to highlight the need for details about the landscape planning for public open spaces and drainage reserves within the development. Macedon Ranges Planning Scheme Schedule 4 outlines the need for details of staging and timing of landscape works (page 3) [C134macr-Clause-43.04-Schedule-4.pdf](#) yet we were unable to see any plans or timing of landscaping for the public open spaces and drainage reserves in the Development. This is especially important for the drainage reserve which runs along Swinburne Ave and alongside the boundary of the exiting kindergartens playground area, as this will directly impact existing residents and services.

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Developments such as this have the capacity to add value to our growing community. If stakeholders work together, with residents, to ensure minimal impact on existing residents and take into consideration the impact on the township there is a possibility that we can ensure better outcomes for all involved.

Your Sincerely



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References

Breese Pitt Dixon, 2022, ([file:///C:/Users/08624918/Downloads/89-Ross-Watt-Road-Gisborne-Development-Plan-Subdivision-Layout-Plan%20\(1\).pdf](file:///C:/Users/08624918/Downloads/89-Ross-Watt-Road-Gisborne-Development-Plan-Subdivision-Layout-Plan%20(1).pdf))

Macedon Ranges Shire Council 2022, <https://www.mrsc.vic.gov.au/Build-Plan/Planning-For-Our-Future/Town-planning-projects/Gisborne-and-New-Gisborne/Gisborne-Futures>

One Mile Grid Traffic Engineering (OMGTE), 2022, [file:///C:/Users/08624918/Downloads/89-Ross-Watt-Road-Gisborne-Development-Plan-Transport-Impact-Assessmentt%20\(1\).pdf](file:///C:/Users/08624918/Downloads/89-Ross-Watt-Road-Gisborne-Development-Plan-Transport-Impact-Assessmentt%20(1).pdf)



Hello,

My name is [REDACTED] and I reside at [REDACTED] one of the primary residential residences that looks to be directly effected by this new development. While I am not overly opposed to this site being developed, as it has stood as a future residential area for some years, I am concerned about the transport and infrastructure that is required to service the development, even during the construction phase. Trucks and earthworks will be active with not a single improvement to the two already dangerous unsigned intersections, Ross Watt - Station Rd and Cherry Lane - Station Road. Both these intersection's to gain access to Gisborne township can be borderline dangerous due to poor visibility of cars travelling, appearing over the crest up and down Station Rd hill. We believe even a small increase to the traffic will make these conditions even more dangerous. I have witnessed many near misses with motorists underestimating gaps in the traffic leaving Cherry Lane, people often speed, up and down Station Road. I believe works to these two intersections need to be bought forward in the planning schedule for it to be safe until roundabouts, or signalled intersections are in place.

Primary concern to us and possibly the future residents of RW98, is children accessing Gisborne via Cherry Lane on foot and bikes. Currently there is a bus stop on either side of Station Street for Secondary Schools in the area such as Braemar, which at peak periods poses potential risk to kids crossing as they are dropped at high traffic sections of the hill, opposite Cherry Lane. Quite often my children who ride their bikes to school have to cross the busy road at peak times getting caught in the middle shoulder section as there is never an opportunity to cross both lanes at once. This is extremely dangerous given the proposed development (and 4 other developments in New Gisborne and Gisborne) that will potentially be putting 7,000 - 15,000 more trips on this section of road. Due to the absence of any other footpaths in the Ross Watt and Swinburne Avenue, Cherry Lane is the sole footpath for pedestrians and cyclists accessing New Gisborne, Gisborne, Braemar, Salesian and Sacred Heart, and are forced to cross at Cherry Lane / Station Road. There must be a plan for the safety of residents and children crossing this section of road. To access New Gisborne Primary my 9yo Son must take a rather precarious journey down Cherry Lane and across Station Road, dealing with fast vehicles and large trucks to make his way West to School. Adding even 2,000 cars to this section of road, has a massive impact on his safety.

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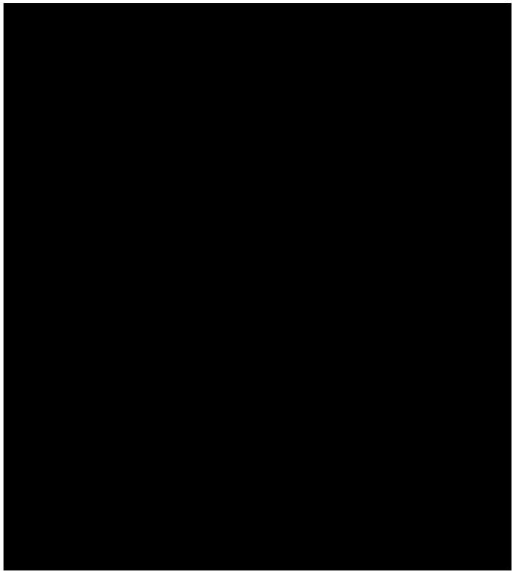
The future expansion of Station Road to a 4 way carriage and potential bridge expansion, will have serious implications to residents from New Gisborne, Riddells Creek and surrounding areas during the construction phase. This is the only arterial allowing residents from the west side of Gisborne and beyond access to the township. Already the bottle neck of the single lane Jackson Creek Bridge during peak hours causes traffic to back up to the Calder round about, even prior to the increased vehicles, due works on Kilmore road stated in the Traffic report. Somewhere in Gisborne the additional lanes added to Station Road will cause a single lane bottleneck somewhere in the Township. I truly believe that MRSC has not considered the full extent of traffic along Station Road once all sub divisions currently under construction are fully populated. There are 4 roads into Gisborne and Station Road will handle a large majority so it must be prioritised, before the construction of 98RW. If left as a state government initiative, it will cause absolute chaos for current and future residents. The round about at Calder Freeway took over 2 years, timeframes like this are just unrealistic for Station Road.

I also do not believe as stated in the Traffic Proposal that future residents of 89RW will not use Cherry Lane and Swinburne Avenue to access the new division and the township. People, are inherently lazy and will choose the fastest way to access their destination. 89RW Residents choosing to use Cherry Lane to access Station Road will cause absolute chaos at the intersection. It is worthwhile noting that many parents park their cars at the top of Cherry Lane to collect kids returning from School in the morning and afternoon. This adds another layer of awareness needed with children crossing behind cars, out of sight then over Station Road.

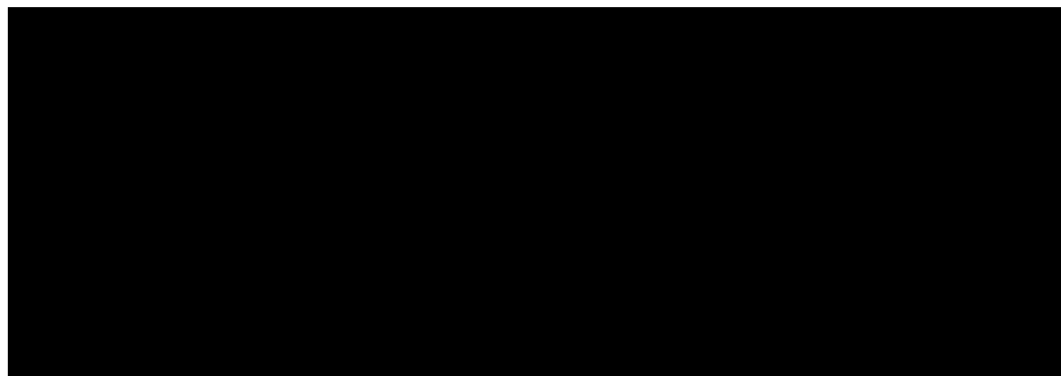
Gisborne is already busting at the seams, the Coles Carpark is overflowing, intersections like Brantome - Roberston Street are borderline dangerous. It really is a shame to see the township so over populated and current and future residents will only find this gets worse over time. The density of development in this area has grown at an alarming rate, and residents can easily feel like it is fuelled by greed and the country setting this town is know for, be diluted. While this is not an objection, is it an opinion not only shared by myself and my family but by thousands of local residents I know this as we haver engaged each other over the other 4-5 new developments that have sprung up in only a few years. The great Gisborne sell off. But I get that the town has some really great features which makes it attractive, my concern is all that will fade away as it becomes over populated and loses its identity. Really is a shame.

Lastly, my company [REDACTED] is based from my home [REDACTED] I require 24hr access to my residence for my job. Often I am working to strict deadlines [REDACTED] that require uploading to TV stations at strictly set times. Disruption to my place of work in the form of unplanned power and internet outages, or delayed access to my residence could result in legal proceedings against me. If this were to occur legal advice and possible proceedings would be launched against ID Pty Ltd for loss of income or to recover loss. This also applies to damage of property at [REDACTED] during construction phase, its new concrete driveways, trees and associated access points.

Thank you for your consideration.



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i am a resident of gisborne and o [REDACTED] which will be directly affected by this development.

i have major concerns about the sizes of the allotments 300 to 500 sq metres are not part of our area it should be largesr allotments you will get theses sizes in suburbia we are not. .When willowbank development went to vcat i recall that the sizes were made to be larger and i hope this will occur too.

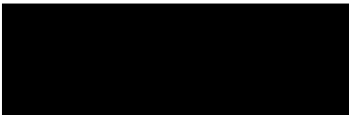
my MAJOR concern is the traffic no access to the township of gisborne other than ross watt rd and cherry lane to enter the town of gisborne. this is insufficient the traffic on station road is busy iduring school drop off and pickup and train arrival at station ,if we need to go to town we must turn left towards clader freeway and uturn come down. in some mornings the traffic is stopped on station road.then if there is a truck heading up station road from gisborne to freeway well the traffic builds up and travells at slow pace causing more problems.

these two roads would not be able to cope with the extra traffic.it willl cause lots lots of frustration .also to add to this cherry lane and station rod interesection is a scholl pickup and drop off zone for the buses the traffic will make it dangerous for the children to cross safely.

i get tannoyed of developers coming to areas where they just see MONEY AND NO RESPECT FOR THE AREA AND THE TOWN AND WHY PEOPLE MOVE TO THESE AREAS. and then along with council fail to see the lack of infrastructure like roads and traffic .once done the traffic is not their problem unles s they live there..

if someone unfortunately loses their life well its too late then this must be cleared up now. Also not to mention the black ice that occurs on station road and sometimes ross watt road that may also cause problems.

Another issue is that there has been talks that to resolve the station road traffic of trucks from Bacchus marsh road to cakder freeway there was to be an arterial road which was to go in the same area fo this development is this also part of an issue between council and developers ..



Friday, 22 July 2022



Via Email

To: Justice Michelle Quigley VCAT President, c/o admin@vcat.vic.gov.au
Macedon Ranges Shire Council c/o mrsc@mrsc.vic.gov.au
ID Ross Watt Road Pty Ltd c/o linda.choi@nortonrosefulbright.com

Re: 89 Ross Watt Road, Gisborne, Development Plan Application DP/2021/1 (VCAT Ref No DP/2021/1) and Subdivision Permit Application PLN/2021/616 (VCAT Ref No P511/2022)

Dear Sirs and Madams,

In response to correspondence received from the Applicant, ID Ross Watt Road Pty Ltd, in our capacity as residents who are directly and significantly impacted by the proposed development of 89 Ross Watt Road, I tender the following comments that we request be considered by all parties.

1. Primary Concern: The Ross Watt Road and Station Road Intersection

As a resident of Ross Watt Road, the traffic management at the intersection of Ross Watt Road and Station Street is of great concern.

I note that 9 vehicle trips, per day, per lot are forecast and the average growth of wait times at the Ross Watt Road / Station Road intersection, in its current configuration, is forecast to double to 90 seconds. As is acknowledged in the planning, Ross Watt Road / Station Street intersection cannot cater for this, hence the proposed roundabouts.

Several issues arise from the proposed roundabout. They include:

The proposed Ross Watt Road Roundabout is not aligned with the current flow of traffic in Station Street.

As per the figure below (taken from the Development Plan) the proposed roundabout is 'built into' Ross Watt Road.

The consequence of this would be that traffic moving towards the Calder Freeway is now driving into Ross Watt Road before realigning with Station Street. This encroachment into Ross Watt Road is both unreasonable and unnecessary and would have a highly detrimental effect on the quality of life and value of the properties that are near the roundabout.

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Any roundabout design should not encroach into Ross Watt Road.



Ross Watt Road / Station Street Roundabout should be aligned with Morrow Road

The proposed roundabout for Station Street does not align Morrow Road with Ross Watt Road. I understand that Vic Roads had proposed that any roundabout should align Ross Watt Road and Morrow Road. The proposed roundabout does not do that. The current development plan has Morrow Road traffic entering Station Road some 10-15 metres before the roundabout.

If a roundabout at Ross Watt Road is to be built as part of this proposal, it should be aligned with Morrow Road, particularly as there is also a development planned to occur at the end of Morrow Road. I believe for the Morrow Road development to proceed; it has been proposed that land is acquired from the property opposite Morrow Road to cater for a roundabout.

It seems only logical and practical that if a roundabout is built it aligns Ross Watt Road, Morrow Road and Station Street and should therefore not bring traffic into Ross Watt Road. If Station Street was to become a dual lane road in both directions, the proposal in the above figure becomes even more impractical and in fact detrimental to such a development.

Provide for Noise Abatement

Noise because of roundabouts on Station Street appears to be given no consideration in this Development Plan. Station Road is used by a high number of heavy vehicles which exit the Calder and drive through Gisborne to connect with the Western Highway via Melton or Bacchus Marsh. This includes B double trucks.

Station Road is on quite a steep gradient so having trucks change gears and stop and start as they reach roundabouts is going to create significant noise. This is to the detriment of current residents.

Planning authorities should ensure the following occurs to minimise the impact on the quality of life for those live near Station Street, Cherry Street and Ross Watt Road.

- Heavy vehicles should be banned from using air brakes at all times
- Heavy vehicles should not be able to use Station Street from 8pm – 8am on any day

- The developer should be required to provide effective noise abatement structures, likely in the form of densely planted soil berms, for those residents who are directly affected. Council should insist on this.

There should be no traffic signals on Station Road.

It is also worth noting that traffic signals at Cherry Road seem impractical given the gradient of Station Street. Trucks already struggle to get up the steep hill that is Station Street without having to stop.

As an aside it seems odd that Gisborne is one of the few towns that has trucks pass through it. Most townships now have a bypass so that this doesn't occur, and this development again highlights the need for a bypass to be explored to take away traffic from the centre of Gisborne.

Site Access during development should be via the Western End of Ross Watt Road

The Mount Macedon Road exit off the Calder Freeway should provide the exit by which truck and machinery access the development site. The western end of Ross Watt Road has no housing alongside it and provides a safe means by which heavy vehicles can access the development site without posing any risk to residents or the transport operators.

There is no reason for such vehicles not to be required to use this route and consideration should be given to ensuring trucks cannot access the site via Station Street from either Cherry Lane or Ross Watt Road.

The timing of the roadworks

There is a high risk of a long delay between the commencement of the development and the proposed roadworks. It seems sensible to complete the roadworks before any lots are developed.

2. Further Concerns

Green Credentials - Energy and water

It is not clear that there is any effort to minimise the use of fossil fuels or generate green energy within the development. Such considerations should be at the core of any future developments. There is very little shade within the proposed site, again, it is not clear there is any strategy to minimise the impact of heat and sun within the development.

Absence of any regard for the the future development of the Gisborne township and surrounds

The Applicants state that *"Gisborne Futures is a draft structure plan, urban design framework and neighbourhood character study being prepared by MRSC that is intended to guide the future development of Gisborne. As the Gisborne Futures project is still in draft format, subject to continuing informal consultation phases and has not been proposed in any planning scheme amendment and thus not been tested in a statutory sense, it is likely that further changes will be*

Submission 14

made to the document. As a result, this development has been prepared on the basis that Gisborne Futures is not at a stage to be considered a seriously entertained planning document."

As a resident it is hard to see how such an approach can be endorsed by any authority. While the Futures strategy may not yet be completed, the developers surely have a moral responsibility to align their development with the key themes the Shire council has identified thus far.

I ask that VCAT ensure that due consideration be given to the work done thus far and that a flagrant disregard for the input residents have provided to this point not be allowed.



**Roz
Wilson**
B Comm, LLB, MUP

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**Macedon Ranges Shire Council &
Victorian Civil & Administrative Tribunal
Development Plan Application - DP/2021/1
VCAT Ref. P510/2022
ID Ross Watt Road Pty Ltd v. Macedon
Ranges Shire Council
89 Ross Watt Road, Gisborne
Comments on Development Plan
on behalf of [REDACTED]**

22 July 2022

**Comments on Development Plan
89 Ross Watt Road, Gisborne**

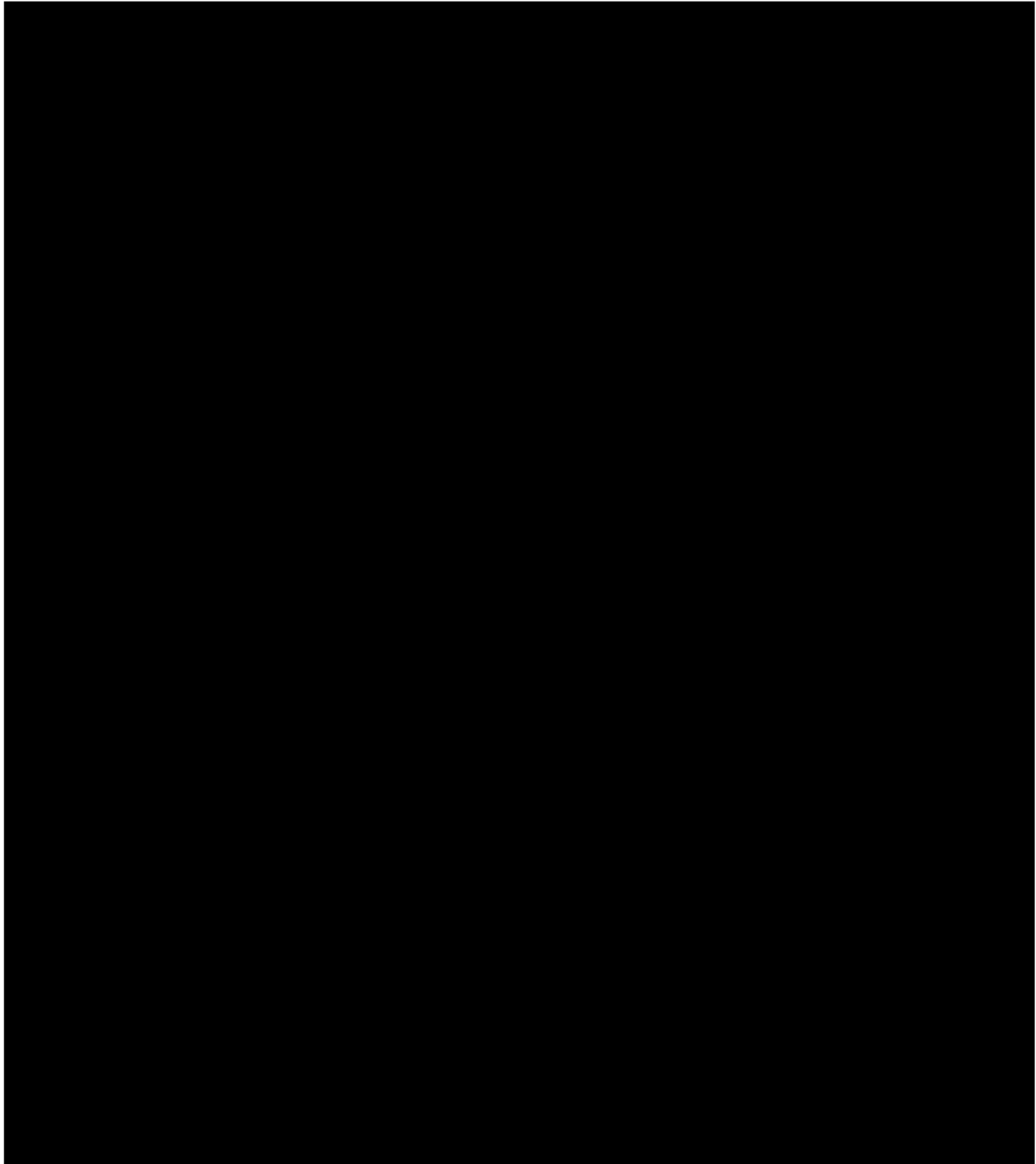
property and zoning

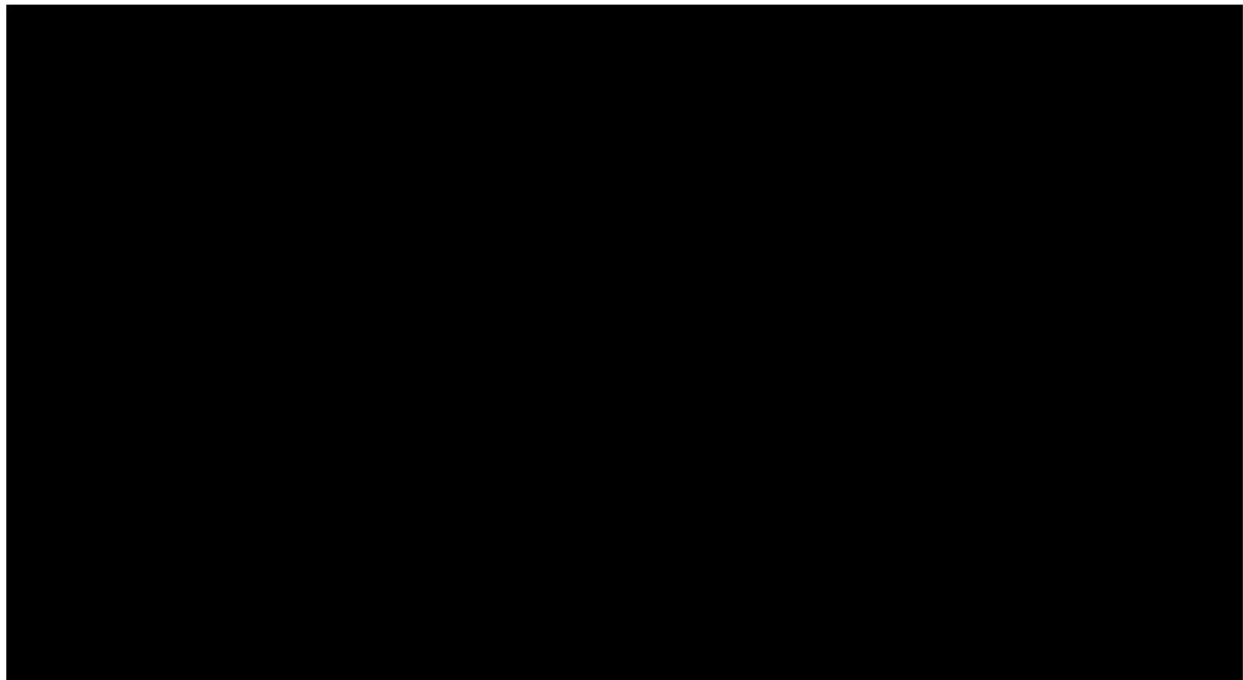
1. I act for [REDACTED] which is to the immediate south of the Development Plan. [REDACTED] size and [REDACTED] title extends to the centre of Jacksons Creek.

2. [REDACTED]s property is in a Rural Conservation Zone - Schedule 1 (RCZ1) with

- a Design and Development Overlay - Schedule 13 (DDO13) - Primary Lots,
- a Land Subject to Inundation Overlay (LSIO), and a
- Vegetation Protection Overlay - Schedule 9 (VPO9) - Living Forest.

It is an area of cultural heritage significance, and in a designated bushfire prone area. [See attached Planning Property Report and relevant zoning and overlay provisions]





3. Schedule 1 to the Rural Conservation Zone (Conservation Values) aims:

- *To ensure that the existing forest mosaic is protected and that any development does not compromise native vegetation, but provides for its enhancement.*
- *To ensure that land use within water supply catchments, most particularly proclaimed catchments, will not compromise water quality.*
- *To protect the unique flora, fauna and landscapes that are fundamental to the character and biodiversity of the area from inappropriate land use and development.*
- *To protect the conservation and landscape values of adjoining public land.*
- *To ensure that the character and landscape values of the area are protected.*
- *To achieve sustainable agricultural practice.*

4. Schedule 13 to the Design and Development Overlay (Primary Lots) aims:

- *To protect the primary lots created from former subdivisions from further fragmentation as these lots contribute to the variety of lot sizes in this area and preserve the rural landscape.*

5. Schedule 9 to the Vegetation Protection Overlay (Living Forest) has the following statement of significance and objectives:

Statement of nature and significance of vegetation to be protected

Council's vision for the areas around Woodend, Macedon and the Cobaw Ranges is protecting and enhancing the existing forest mosaic. This native vegetation is considered valuable for its environmental role, including its contribution to biodiversity, and for the part it plays in the character and amenity of the Shire.

Vegetation protection objectives to be achieved

To protect and enhance all remnant native vegetation for its role in biodiversity, natural resource management, and landscape and character.

[Emphasis added]

6. [REDACTED] rural property is used both for grazing (cattle and sheep) and for crop growing. It slopes towards Jacksons Creek similarly to the subject land to the north.



7. The northern fencing of [REDACTED] property is approximately half along the southern side of Jacksons Creek and half along the northern side of the creek. The fencing has been in this position for many decades with a past agreement between

the two respective landowners. The fencing is cattle and sheep proof, but not 'dog proof'.



Fencing on
southern side of
Jacksons Creek

8. [REDACTED] property has the rural and landscape character sought to be protected in the planning scheme policies.

Council policies relevant to [REDACTED]

9. The Council planning policies generally aim to protect the rural and landscape character of the region while concentrating new development into identified urban settlements. It is noted that the *"key elements of Gisborne and New Gisborne character"* (Clause 21.13-1) include:
- *Rural environment with high quality landscapes.*
 - *Network of open space areas focusing on Jacksons Creek corridor.*
10. Objective 3 of the *"Settlement and housing objectives"* for Gisborne and New Gisborne is:

To manage urban growth and development in Gisborne in a co-ordinated and

environmentally sustainable manner that ensures Gisborne remains a semi-rural township that respects the established village character, natural setting, topography and view lines of the area.

11. The "Settlement and housing strategies" for Gisborne and New Gisborne include:

1.10 Encourage wide lot frontages in residential developments to provide space between buildings and a high quality landscaped setting for new development.

1.11 Require larger residential lot sizes (greater than 1,500 square metres), and sensitive siting and design of new development in areas that are visually sensitive, support remnant flora and fauna, are constrained by land slope or where they abut existing larger lots of rural or low density residential development.

12. Objective 1 of the "Natural environment and open space objectives" for Gisborne and New Gisborne is:

To protect and improve areas of remnant vegetation, fauna habitat, natural drainage corridors, Gisborne Racecourse Marshlands Reserve and the landscape and open space corridor along Jacksons Creek as essential elements of Gisborne and New Gisborne's natural setting.

13. The "Heritage, landscape and township character strategies" for Gisborne and New Gisborne include:

1.3 Limit the visual intrusion of development around Rosslynne Reservoir and Jacksons Creek escarpment.

14. And the "Exercise of discretion" policy for Gisborne and New Gisborne is:

It is policy to:

Ensure development adjacent to the Calder Freeway, Jacksons Creek escarpment, the railway corridor and in areas identified as visually sensitive on the Gisborne / New Gisborne Framework Plan protects landscape values by consideration of:

- *Lower density lots;*
- *Building setbacks, heights and orientation;*
- *Suitable landscaping and screening, such as wide landscaped buffers;*
- *Noise attenuation matters; and*
- *Use of colours and material that are reflective of the natural surrounds.*

15. The Gisborne/New Gisborne Framework Plan (Clause 21.13-1) shows a 'Low Density Interface' in brown stripes along the Jacksons Creek escarpment and Rosslynne Reservoir interfaces:



And area 14 is noted as: *"Protect the interface with the Rosslynne Reservoir and Jacksons Creek by providing low density buffers along boundaries and protecting Jacksons Creek escarpment with the PCRZ."*

16. Schedule 4 to Clause 43.04 Development Plan Overlay (DPO4) for Gisborne Residential Areas requires the development plan to *'be consistent with the provisions of Clause 21.13-1'* and provides that any development plan that is prepared should implement a number of 'key principles'. These include:

- *Limiting the visual intrusion of development around* key township entrances, the Calder Freeway, *Jacksons Creek escarpment* and Rosslynne Reservoir.

17. The DPO4 at Clause 4.0 provides that a development plan *"must show or include, as appropriate"*

Landscape concept plans for the development that show:

- *How significant view corridors have been considered and protected.*
- *Significant vegetation that is to be protected and retained.*
- *Public open space landscaping, including landscaping of roads and streets, to create key public spaces, landscape corridors and contribute to Gisborne and New Gisborne's attractive semi-rural environment.*
- *Details of the staging and timing of all landscape works.*

It is noted that no landscape concept plan has been included in the Development Plan.

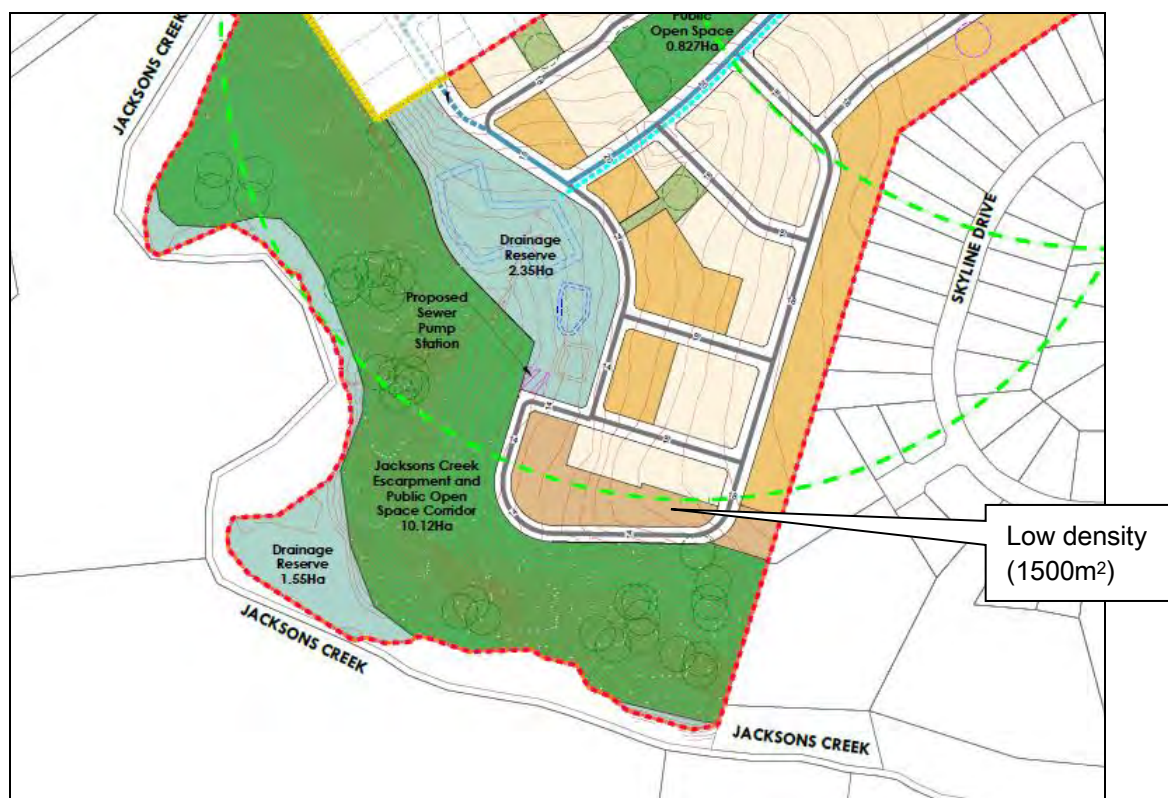
18. The Landscape Concept Plan shown on page 31 of the report by Collie Town Planners Pty Ltd ("the Collie Report") is not included as a document in the Development Plan.
19. Landscaping of the Jacksons Creek Escarpment is stated '*to be detailed in the planning permit stage*' (refer: page 31 of the Collie Report).
20. It is submitted that this is not acceptable when a development plan is required to be consistent with the provisions of Clause 21.13-1 and there are objectives and key principles with respect to view lines, and for limiting the '*visual intrusion of development*' around the Jacksons Creek escarpment; considering suitable landscaping and screening; and improving the open space corridor along Jacksons Creek.
21. It is submitted that, given the view lines and landscape focus of the planning objectives with respect to the Jacksons Creek escarpment, it is "*appropriate*" that a Landscape Concept Plan be included in the Development Plan and not relegated to planning permit stage where adjacent landowners, such as my client, would have no objection rights.

concerns with the Development Plan

22. My client's concerns with the Development Plan fall broadly into two categories:
 - 1) The visual intrusion of the proposed residential development; and
 - 2) The potential impact on his rural activities.
23. A key feature of the natural environment of the area is Jacksons Creek, which passes through Gisborne. Both the subject site and [REDACTED] property share a boundary along Jacksons Creek. Managing the growth of the urban area to ensure that the environmental values of the area are conserved and enhanced; creating a landscape 'buffer' between the residential land and highly valued rural land; and addressing view lines to the Jacksons Creek escarpment are issues that should be addressed by the Development Plan.

Visual Intrusion

24. The latest Subdivision Layout Plan of the proponent shows Low Density (1500m²) at the southern end of the 'Development Phase 4' sequencing plan area.



25. And the Landscape Concept Plan in the Collie Report (page 31) shows "*Acacia melanoxylon*" - Blackwood" proposed as Street Trees along the southern roadway abutting the Jackson Creek Escarpment. As stated earlier, the Landscape Concept plan is not part of the Development Plan and no details as to the spacing of these street trees have been stated.
26. It is submitted that to limit the visual intrusion of development to the Jackson Street escarpment, and to meet the various view line and landscape aims of the planning policies, and to address the interface issue with my client's rural land that:
- 1) A Landscape Concept Plan in accordance with the DPO4 requirements should be included in the Development Plan.
 - 2) The spacing of the proposed street trees to supplement the canopy landscaping of the Jacksons Creek escarpment should be included in the Landscape Concept Plan.
 - 3) A section 173 agreement should be required on all the Low Density (1500m²) lots at the southern end of the Development Phase 4 area requiring setbacks from the road and canopy landscaping in their frontage setbacks.

- 4) The proponent should be required as part of the Development Plan to add further indigenous tree planting to the northern side of Jacksons Creek in the area shown as *"Public Open Space (Jacksons Creek)"* on the Subdivision Layout Plan.

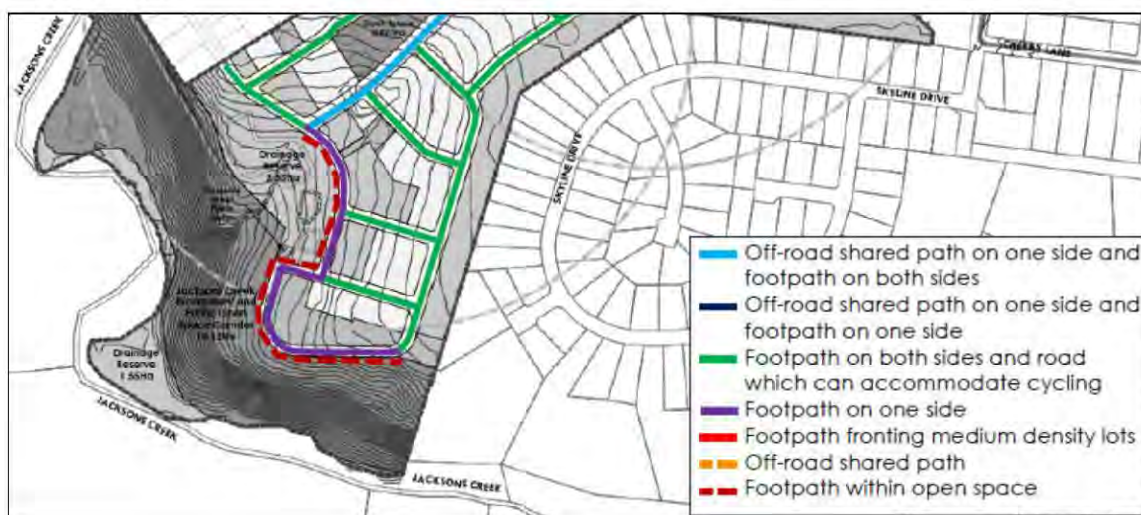
27. It is submitted that these inclusions would:

- result in an acceptable landscape 'buffer' between the residential and rural land; and
- limit the visual intrusion of the proposed development around the Jacksons Creek escarpment; and
- improve the open landscape corridor along Jacksons Creek; and
- respect the topography and view lines of the area.

All of which accord with the Gisborne and New Gisborne settlement objectives and strategies of Clause 21.13-1 and the DPO4 'key principles' and development plan requirements.

Impact on Rural Activities

28. In addition to creating a 'landscape buffer' between the proposed residences and the rural activities of [REDACTED]'s land, a concern of my client is the potential conflict between the residential and rural uses.
29. He had a marauding Alsatian that had escaped from a residence attack and kill a number of his sheep, and is concerned that such instances will become more frequent with the proximate residential development proposed. Whilst it is accepted that control of, and requirements to leash, dogs is not a matter for a Development Plan, it is submitted that the Development Plan could limit the likelihood of this conflict arising.
30. Figure 8 in the Collie Report details an *"Indicative Internal Pedestrian and Cyclist Network"*.





31. This shows a *"Footpath within open space"* south of the southern roadway (see above extract of Figure 8). It is submitted that the Development Plan should include a fence on the southern side of this red hatched footpath.
32. This would not only restrict dogs from accessing Jacksons Creek and entering [REDACTED]'s grazing land, it would also restrict people from creating their own pathways down the escarpment to Jacksons Creek and adversely impacting on the riparian area of the creek and its flora.

Conclusion

33. As detailed in this submission, [REDACTED]'s property has zoning (Rural Conservation) and overlay controls to preserve and protect the rural landscape, the *'existing forest mosaic'*, and the unique flora and fauna. His 62ha rural property is the type of rural land that many of Council's policies seek to conserve and protect.
34. I therefore respectfully ask that [REDACTED]'s concerns raised in this submission be taken into account in the Development Plan.

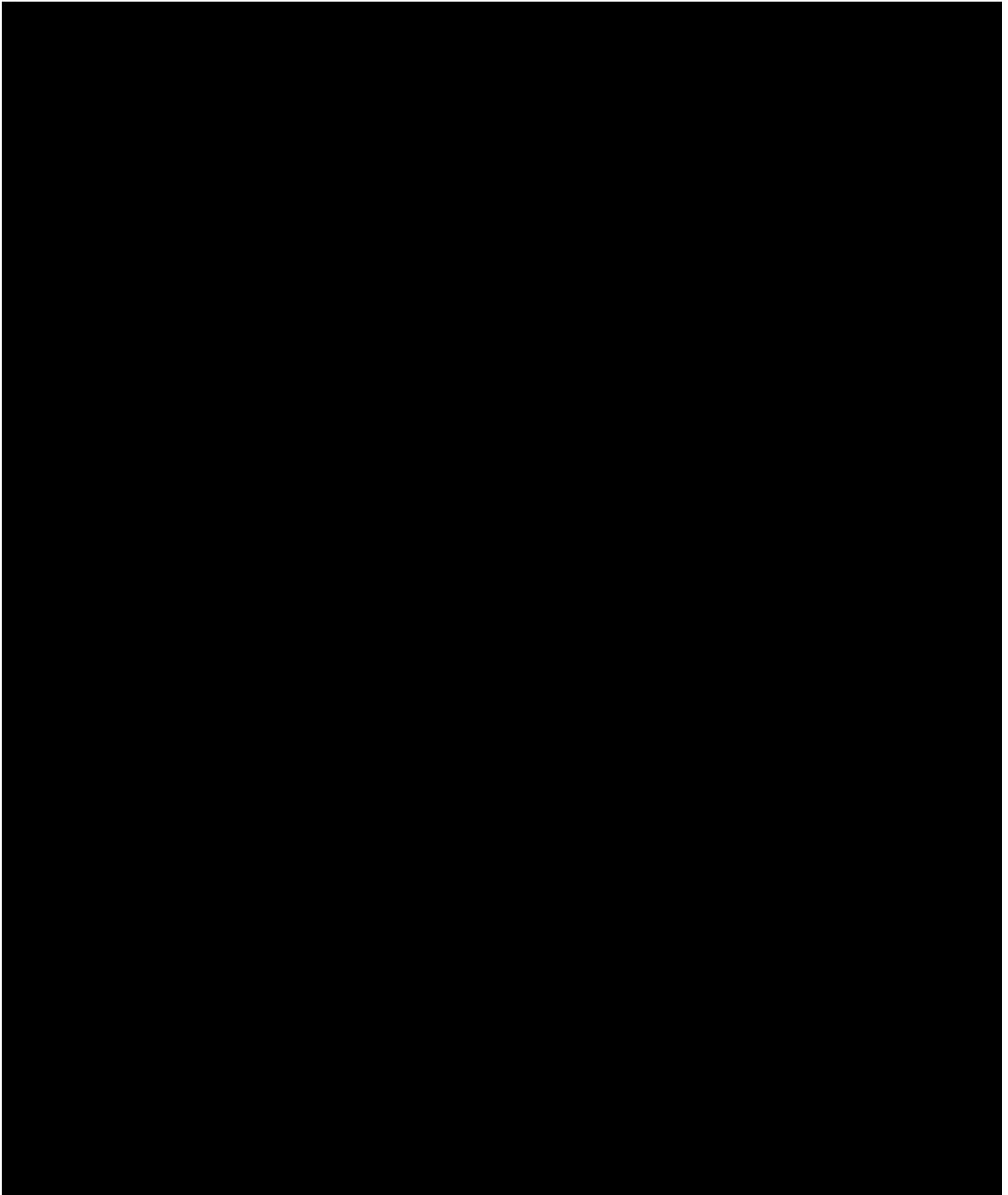
Roz Wilson
B.Comm., LLB, MUP
22 July 2022

PLANNING PROPERTY REPORT



Environment,
Land, Water
and Planning

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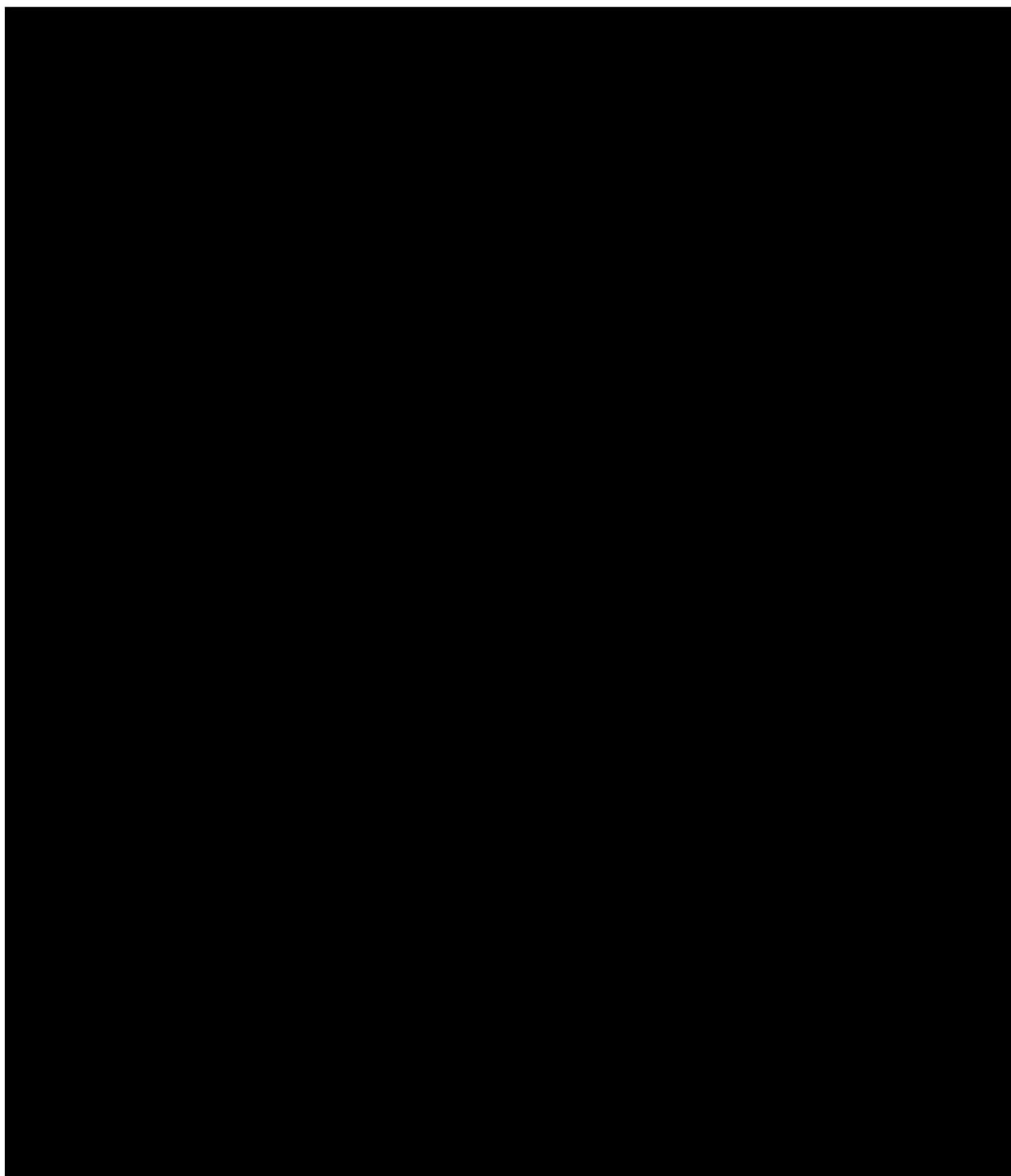
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PLANNING PROPERTY REPORT



Environment,
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Planning Overlays



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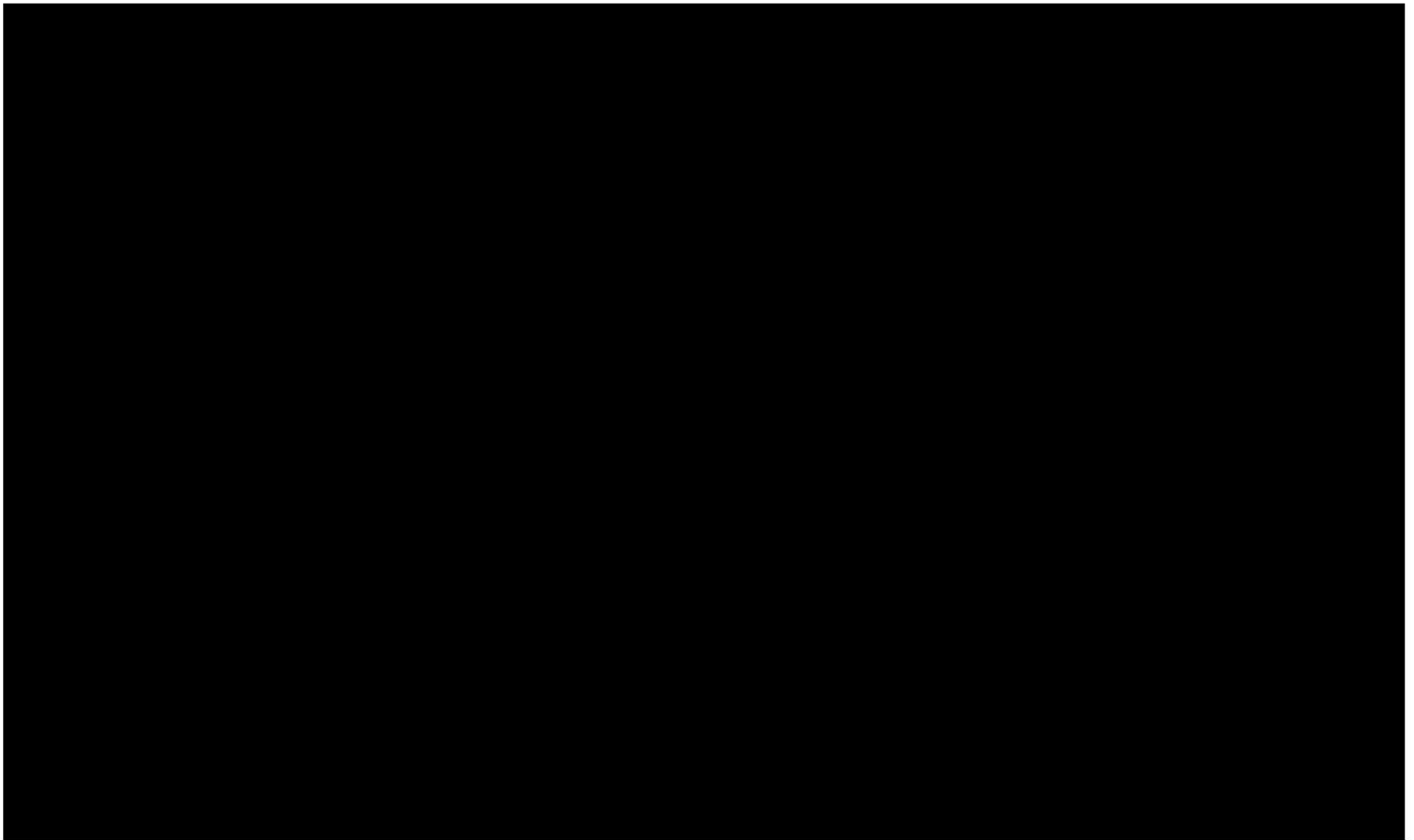
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PLANNING PROPERTY REPORT



Environment,
Land, Water
and Planning

Planning Overlays



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PLANNING PROPERTY REPORT

OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land

[BUSHFIRE MANAGEMENT OVERLAY \(BMO\)](#)

[DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY \(DCPO\)](#)

[DEVELOPMENT PLAN OVERLAY \(DPO\)](#)

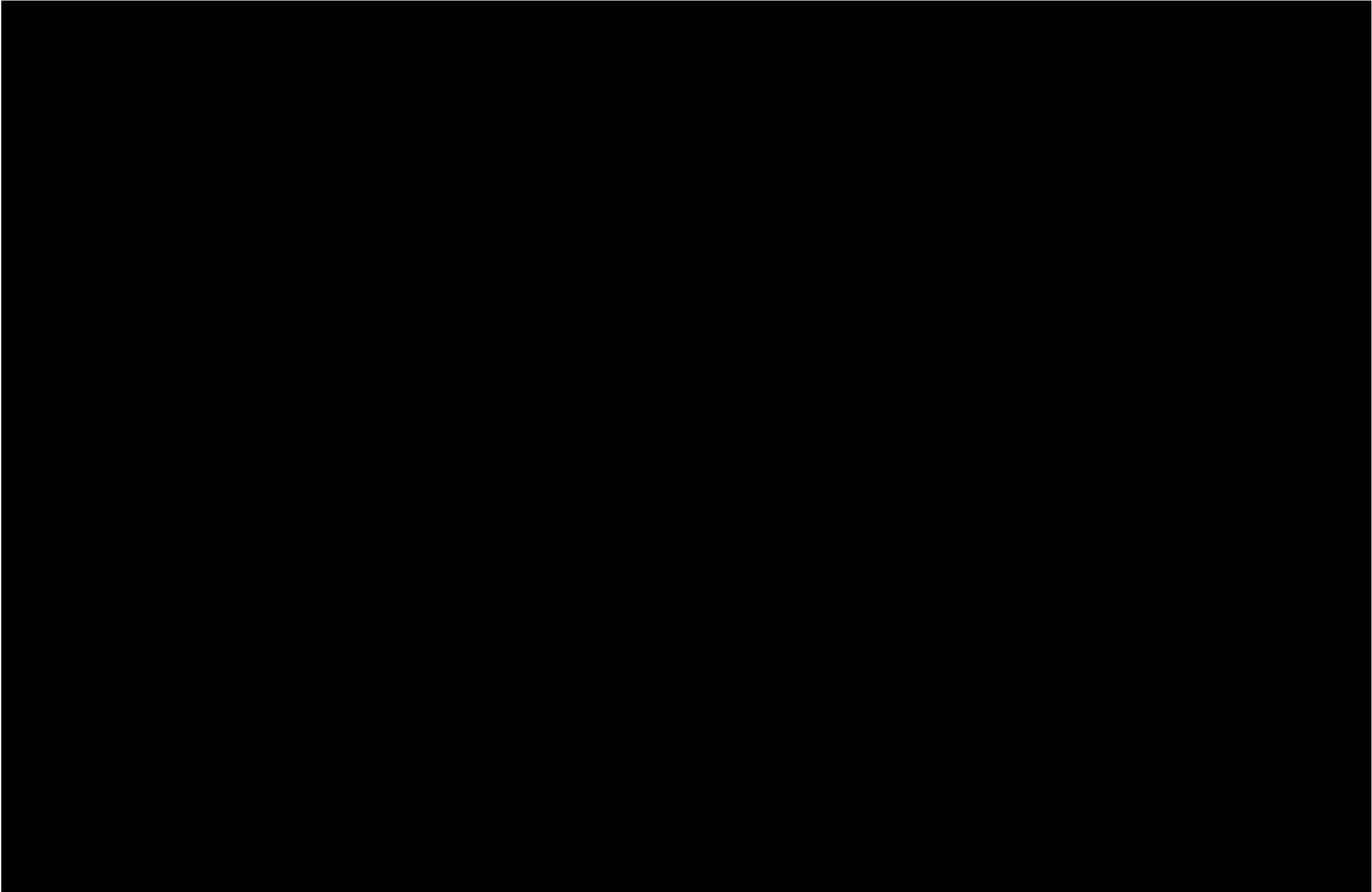
[ENVIRONMENTAL AUDIT OVERLAY \(EAO\)](#)

[ENVIRONMENTAL SIGNIFICANCE OVERLAY \(ESO\)](#)

[HERITAGE OVERLAY \(HO\)](#)

[RESTRUCTURE OVERLAY \(RO\)](#)

[SIGNIFICANT LANDSCAPE OVERLAY \(SLO\)](#)



PLANNING PROPERTY REPORT



Environment,
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Areas of Aboriginal Cultural Heritage Sensitivity

All or part of this property is an 'area of cultural heritage sensitivity'.

'Areas of cultural heritage sensitivity' are defined under the Aboriginal Heritage Regulations 2018, and include registered Aboriginal cultural heritage places and land form types that are generally regarded as more likely to contain Aboriginal cultural heritage.

Under the Aboriginal Heritage Regulations 2018, 'areas of cultural heritage sensitivity' are one part of a two part trigger which require a 'cultural heritage management plan' be prepared where a listed 'high impact activity' is proposed.

If a significant land use change is proposed (for example, a subdivision into 3 or more lots), a cultural heritage management plan may be triggered. One or two dwellings, works ancillary to a dwelling, services to a dwelling, alteration of buildings and minor works are examples of works exempt from this requirement.

Under the Aboriginal Heritage Act 2006, where a cultural heritage management plan is required, planning permits, licences and work authorities cannot be issued unless the cultural heritage management plan has been approved for the activity.

For further information about whether a Cultural Heritage Management Plan is required go to <http://www.aqv.nrms.net.au/aqvQuestion1.aspx>

More information, including links to both the Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2018, can also be found here - <https://www.aboriginalvictoria.vic.gov.au/aboriginal-heritage-legislation>

PLANNING PROPERTY REPORT



Environment,
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Further Planning Information

Planning scheme data last updated on 12 July 2022.

A **planning scheme** sets out policies and requirements for the use, development and protection of land. This report provides information about the zone and overlay provisions that apply to the selected land. Information about the State and local policy, particular, general and operational provisions of the local planning scheme that may affect the use of this land can be obtained by contacting the local council or by visiting <https://www.planning.vic.gov.au>

This report is NOT a **Planning Certificate** issued pursuant to Section 199 of the **Planning and Environment Act 1987**. It does not include information about exhibited planning scheme amendments, or zonings that may affect the land. To obtain a Planning Certificate go to Titles and Property Certificates at Landata - <https://www.landata.vic.gov.au>

For details of surrounding properties, use this service to get the Reports for properties of interest.

To view planning zones, overlay and heritage information in an interactive format visit <https://mapshare.maps.vic.gov.au/vicplan>

For other information about planning in Victoria visit <https://www.planning.vic.gov.au>

PLANNING PROPERTY REPORT



Environment,
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Designated Bushfire Prone Areas

**This property is in a designated bushfire prone area.
Special bushfire construction requirements apply. Planning provisions may apply.**

Designated bushfire prone areas as determined by the Minister for Planning are in effect from 8 September 2011 and amended from time to time.

The Building Regulations 2018 through application of the Building Code of Australia, apply bushfire protection standards for building works in designated bushfire prone areas.

Designated bushfire prone areas maps can be viewed on VicPlan at <https://mapshare.vic.gov.au/vicplan> or at the relevant local council.

Note: prior to 8 September 2011, the whole of Victoria was designated as bushfire prone area for the purposes of the building control system.

Further information about the building control system and building in bushfire prone areas can be found on the Victorian Building Authority website <https://www.vba.vic.gov.au>

Copies of the Building Act and Building Regulations are available from <http://www.legislation.vic.gov.au>

For Planning Scheme Provisions in bushfire areas visit <https://www.planning.vic.gov.au>

Native Vegetation

Native plants that are indigenous to the region and important for biodiversity might be present on this property. This could include trees, shrubs, herbs, grasses or aquatic plants. There are a range of regulations that may apply including need to obtain a planning permit under Clause 52.17 of the local planning scheme. For more information see [Native Vegetation \(Clause 52.17\)](#) with local variations in [Native Vegetation \(Clause 52.17\) Schedule](#)

To help identify native vegetation on this property and the application of Clause 52.17 please visit the Native Vegetation Information Management system <https://nvim.delwp.vic.gov.au/> and [Native vegetation \(environment.vic.gov.au\)](#) or please contact your relevant council.

You can find out more about the natural values on your property through NatureKit [NatureKit \(environment.vic.gov.au\)](#)

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Submission 16

July 22nd, 2022

VCAT Tribunal
admin@vcat.vic.gov.au

cc: Responsible Authority mrsc@mrsc.vic.gov.au
cc: The Applicant linda.choi@nortonrosefulbright.com

Re: land at 89 Ross Watt Road, Gisborne, Development Plan Application DP/2021/1 (VCAT Ref No DP/2021/1) and Subdivision Permit Application PLN/2021/616 (VCAT Ref No P511/2022)

To whom it may concern:

We write to you as concerned residents of Cherry Lane regarding aspects of the proposed Development Plan and Subdivision Permit Application as identified above and hereby submit our opposition to any approval in its current form.

intersection. We believe we will be significantly negatively impacted by the proposed development and subdivision which would almost certainly cause a massive reduction in the value of our property and its desirability - not something we are prepared to wait out and hope for the best with. Not to mention an increased risk to the safety of children playing and pedestrians walking in our street by the forecast daily traffic increase of 7,002 vehicles as a direct result of the Ross Watt development.

This letter highlights specific concerns about how our property is impacted and that of the Skyline Drive/Swinburne Avenue/Cherry Lane residents and this area of Gisborne in general.

While our individual voice alone may have little impact, we understand that the collective opinions of fellow residents in this area are aligned with our concerns and hope that reasonable measures can be taken to address the shortcomings of the proposed development and subdivision. We propose that this development and subdivision **only** be considered when the concerns we, and fellow residents, have raised are adequately addressed. Our proposed solutions to address the issues raised are included throughout the document.

Concerns we raise

1. Future Planning for Gisborne

The MRSC is currently working through the *Gisborne Futures* project - 'a sustainable vision for how Gisborne will grow and develop into the future'. After initial consultation, hundreds of submissions were received from local residents which now requires MRSC to give due and careful consideration to the numerous matters raised. This project has recently received approval for additional funding to further undertake additional work to progress the *Gisborne Futures* project to the next draft versions of the structure plan, neighbourhood character study and urban design framework.

MRSC are undertaking the *Gisborne Futures* projects to ensure they implement the necessary planning tools to protect Gisborne's neighbourhood and landscape character values. A recent update communicated to Gisborne residents by MRSC states "*It is still some time away from the finish line for the Gisborne Futures project*". Therefore, allowing any development and subdivision, particularly of the

Submission 16

magnitude (85ha) proposed for 89 Ross Watt Road, prior to the finalisation of the Gisborne Futures master planning strategy will potentially and likely be in opposition to the eventual aims of this project.

We propose:

The entirety of all impacts of this development on Gisborne and the surrounding area are fully understood and placed in context of the completed Gisborne Futures strategic plan.

2. Impact on the semi-rural character of our area

In relation Item 7, Clause 15, 16 & 21.12 in Section 4 THE SCHEME PROVISIONS AND RESPONSE (Pg. 13 of "Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf"), it states:

Encourage development and land use that fosters healthy, active living and **responds to its surroundings and existing or preferred character**, is sustainable and reflects good urban design.

We note, the Developer responds to how this has been addressed by stating their plan

... "responds to the local and intended residential neighbourhood character".

We completely disagree that what is planned responds to the semi-rural character of our area of Gisborne. All of the properties nearby my address in Cherry Lane and Swinburne Avenue are approximately an acre in size (4,000m²).

Additionally, Item 18, Cause 21.13 in Section 4 THE SCHEME PROVISIONS AND RESPONSE (Pg. 15 of "Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf"), states:

Consolidate and retain a compact urban form and contain urban development within the defined township boundary and major urban centre of Gisborne thus **respecting the semi-rural character** of the broader area.

The developer's response in how this is addressed states:

"The GA1DP proposal provides for urban development to be consolidated in the recognised urban area of Gisborne and its Township boundary, thus respecting the semi-rural character of land outside the urban area and lessening pressure for new development into those non-urban areas".

We do not agree that 769 lots squeezed into 46 ha meets demonstrates **respect** in regard to meeting the semi-rural character criteria.

We propose:

The plan be amended to increase the number of low density size lots and reduce the number of townhouse size lots.

3. Lot Size and Density

A side note to consider it that for the 769 proposed lots, each will have a possible 3 bins each on the roadside on particular collection weeks, a total of 2,307 bins. If we are reading the Indicative Subdivision Layout Plan (Figure 19), correctly, the planned frontage for some townhouse blocks provides barely enough room to cater for the bins to be collected.

In relation Item 26, Clause 43.04 in Section 4 THE SCHEME PROVISIONS AND RESPONSE (Pg. 16 of "Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf"):

Objectives enabled in the DPO and set out in DPO4, which include the specified 'key principles' of:

Submission 16

- *encouraging housing choice and the development of a variety of lot sizes and types within the context of a semirural township"*

We note in the commentary of how this item has been addressed, the developer responds:

"Larger lots are proposed along the northern, western and southern boundaries to reflect the rural or semi-rural nature of abutting land and limit any visual intrusion of the development on Township entries, the adjoining Calder Freeway, Jacksons Creek Escarpment and Rosslynne Reservoir".

We are wondering why the **Eastern** boundary with Swinburne Avenue (the 'poor cousin' in this development) is not included here?

On Figure 5 GA1DP Development Plan (Pg. 20 of "Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf") we note with much concern that 11 townhouse lots (less than 300m²) are proposed for the south-eastern most corner of the plan, adjacent to the 1.71 Ha Drainage Reserve abutting Swinburne Avenue. It will be unsightly and not in keeping with the local character of the area to have these in the view line as you arrive at the intersection of Swinburne Avenue and Cherry Lane, travelling eastward towards the development and also when travelling along the southern end of Swinburne Avenue.

Additionally, properties on the southern end of Swinburne Avenue who have enjoyed beautiful open view lines westward across the farmland will now be faced with multiple townhouse dwellings. This is not in keeping with "semi-rural" living that these property owners invested in and have contributed to by nature of their properties.

Furthermore, I refer to Figure 19 Indicative Subdivision Layout Plan (Pg. 33 of "Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf"):

The Indicative Layout states it "**has** the following main characteristics:

- *lots less than 300 square metres all located directly opposite areas of public open space".*

Unless the Drainage Reserve is considered an appropriate public open space, the townhouse lots proposed for the south-eastern most corner of the subdivision does not currently **meet** this characteristic.

On a side note there, we are not convinced that the location of a drainage reserve is appropriately placed next door to a kindergarten?

We propose:

The plan must be amended to include low density (1,500+m²) lots along all boundaries and any aspects visible into the planned development area, such as where lots back onto the Drainage Reserve at the southern end of Swinburne Avenue, as a suitable transition toward any medium or townhouse size lots. In particular, the 11 x townhouse lots (as circled below) and 6 x conventional density lots of 500-799m² size (as marked with red asterisks below) proposed on the south-eastern corner which will be visible across the Drainage Reserve, must be changed to low density lots.

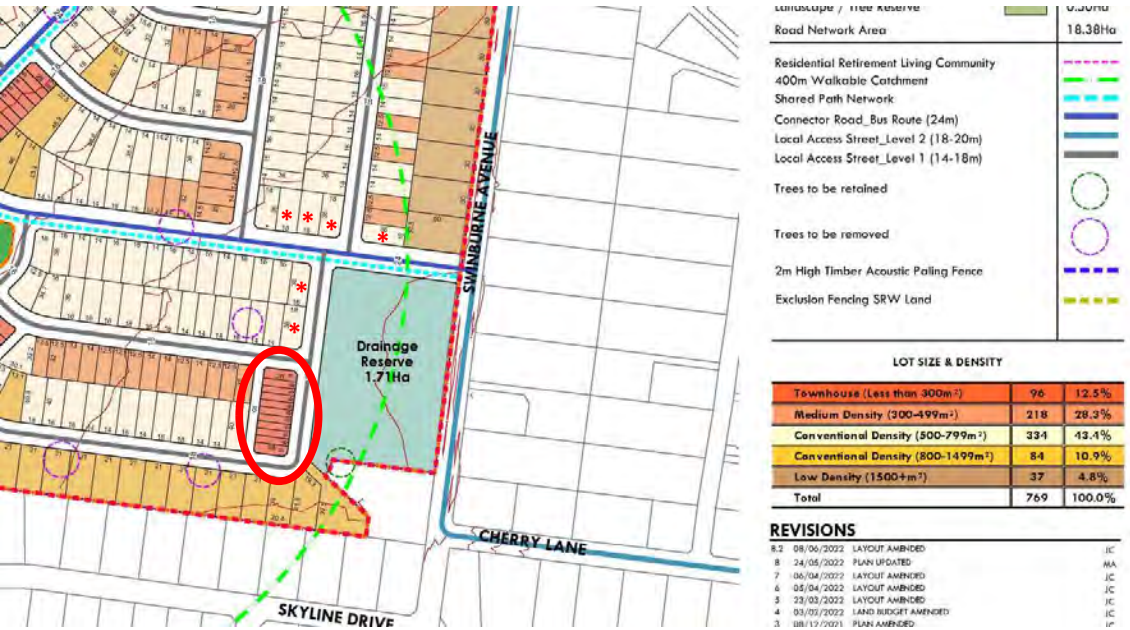
This is supported in Section 6.7 URBAN DESIGN GUIDELINES (Pg. 32 of "Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf"), stating

"Any future subdivision should take into consideration the following urban design guidelines"

Low density lots (1,500 square metres or greater) located along the various boundaries to respond to the existing low density residential subdivision patterns and adjoining Rural Conservation Zone areas at these interfaces".

The current plan does not fully meet this expectation.

Figure 19 Indicative Subdivision Layout Plan



4. Traffic management

In the Conclusion (Pg. 57 of “89 Ross Watt Road, Gisborne, Transport Impact Assessment”) the developer states:

“The development is expected to generate 7,002 vehicles per day which will be comfortably accommodated by the proposed external road network...”

This is a frightening forecast.

Figure 5 GA1DP Development Plan shows only 2 entry/exit points to the proposed development where 14,000 residents are expected to reside and a forecasted additional 7,002 vehicles per day will spill out onto Ross Watt Road and/or Swinburne Avenue/Cherry Lane to reach Station Road which is already unable to satisfactorily deal with current traffic loads.

The guaranteed high traffic volume and congestion that will be caused along these connector roads will significantly increase risks to road users, pedestrians and children who reside and play in these streets. There is also the additional complication of multiple cars that currently park along the eastern end of Cherry Lane to drop off and pick up their school aged children from the bus stop located at the intersection with Station Road.

We propose:

An independent body undertake a traffic study or validate the flawed Transport Impact Assessment provided by the Developer.

All intersection and road upgrades to be completed before the development work commences.

The role of a completed “Western Link” (as proposed in the Gisborne Futures Draft Structure Plan July 2020, Page 45, “Intersection & Road upgrades”) be fully considered.

Redirection of traffic via the northern section of Ross Watt Road, including the serious consideration of a north-bound freeway on-ramp to the Calder Freeway.

Limit access to the Station Road/ Cherry Lane intersection such as making it a left-turn-only road inbound and outbound.

5. Infrastructure and Servicing

In relation to section 3.3 SURFACE/STORMWATER MANAGEMENT STRATEGY (Pg. 11 of “Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf”) it states:

the east catchment outlet / discharge point is at the corner of the Swinburne Avenue and Cherry Lane with an outfall pipe required to be constructed along Cherry Lane;

Without knowing exactly what an ‘outfall pipe’ looks like, where it would be positioned and what subterranean works are required for its installation, we are concerned about the potential disruption to our street, nature strip and footpath during and after any construction.

We propose:

Any such works that disrupt the state of the road, nature strips, footpaths, etc are not allowed to commence until the proposed upgrades to Cherry Lane occur (if approved) and preferably done in such a way to reduce multiple periods of disruption to residents, ensuring the area is returned to the same state as prior to the works.

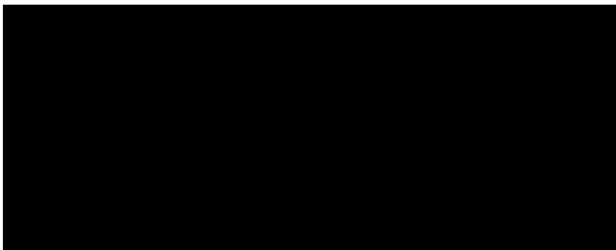
In relation to section 6.2 PHYSICAL INFRASTRUCTURE AND SERVICING (Pg. 21 of “Development-Plan-89-Ross-Watt-Road-Gisborne-July-2022.pdf”) it states

“the GA1DP area is well served by existing sewers along Cherry Lane, with a pump station being required for the southern outfall of the site to connect this area to the gravity outfall for the Cherry Lane sewer”

We are concerned about where this pump station is to be located. Any images that I could find that reveal what this might look like are unsightly at best and would certainly detract from the semi-rural character of our existing area.

We propose:

The location of the said pump station is not placed anywhere in the vicinity of our property or within view line from our property, nor should it be on or near a boundary with existing Cherry Lane, Swinburne Avenue or Skyline Drive properties. If this infrastructure is required to service the proposed Ross Watt development it needs to be housed internally within the development itself.



Submission 17

Submission objection to the proposed 89 Ross Watt Road

Ross Watt Urban Growth Proposal

As a resident of Gisborne since [REDACTED] it's difficult not to notice the unprecedented growth within Gisborne and New Gisborne.

The concerns I have is this council's inability to provide appropriate infrastructure that allows for the continuous growth we are experiencing in Gisborne and New Gisborne.

I would even question the experience of planning officers to present reports that are consistent with town planning requirements.

VCAT members should take the opportunity to visit the Gisborne township with a topography that fits a small village during the 1850s, the village is set in a lowland bowl depression that suited a small population, settled with oak trees with historical and heritage values, with the Jackson Creek meandering through.

The village grew with commercial businesses into a town with geographical limitations to growth which council appears not to recognise and is subject to continued growth mantra by developers to the disadvantage of existing residents. (And the town centre is subjected to flooding) note the earthen walled Rosslyn dam is situated immediately west of the Gisborne Township, and will be affected by water runoff from this huge, proposed subdivision

Gisborne in the eighties was effectively bypassed with the construction of Calder freeway, and that effectively limited growth within the town until the early 2000s

Gisborne even with the Calder Freeway bypass is now impacted 24/7 by heavy haulage trucks that use Station Road to access the ports of Geelong via Robertsons Road and Aitken Street through to the Melton Gisborne Road to access Melbourne directly from the northeast, central and northwest of Victoria creating traffic issues along with road damage in the township

The recent upgrade of the Bunjil Creek bridge by Regional Roads Victoria was disgraceful as work started before VCAT heard heritage objections from the Macedon Ranges Shire Council.

With high urban type growth at the eastern end of Willowbank Road, of a projected six hundred homes that will now travel into the Gisborne shopping precinct, already experiencing traffic and parking chaos, more so with parents dropping off and collecting school children, which causes traffic along Station and Aitken / Hamilton streets to come to a complete stand still.

And now we come to another compacting growth scenario of 89 Ross Watt Road with a staggering 85ha of potential growth, that is seeking to develop hundreds of small block sizes ranging in size from 300 - 799m².

It also appears that some 40 mature trees will also be victims to accommodate this unprecedented growth.

In the last 24 hours the community has been made aware that the developer is seeking more 300m² blocks as an amendment to his application?

Submission 17

Ross Watt Road abuts the Calder Freeway to the north and the racecourse marshland also to its immediate north.

The developer believes they can effectively funnel these homeowners into Swinburn Avenue via Cherry Lane to Station / Aitken Street.

You could not develop a nightmare scenario any better, the traffic hits a dangerous roadblock now at the Station Road junction.

The Gisborne township cannot sustain this type of growth and its impact will affect every homeowner adversely, the town is not suitable to unbridled urban type growth, council has put forward no constructive plans for shopping centre growth beyond the town centre at developer cost.

The developer growth plan will effectively damage the quality of health and wellbeing of all existing residents.

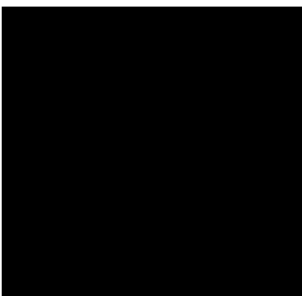
In a perfect world developers should be required to develop new housing estates in keeping with our Distinctive Area and Landscape precinct, which would require minimum house blocks of no less than a 1000m² as the area is adjacent to rural living, and farming zones.

This proposed housing project should require large road widths and expansive open space for the proposed resident and their children, and clear uninhibited access by emergency services as the area in question cannot be accessed in a smooth or orderly manner.

Gisborne is the gateway to the Macedon Ranges, but it is under incredible pressure from developers who do not care about distorted vistas by expansive housing growth, with housing block sizes better suited to inner Melbourne suburbs of Richmond and Fitzroy.

Gisborne is peri urban and requires protection in accordance with the legislated Distinctive Areas and Landscapes.

Yours Sincerely





To All Parties,

I am writing with reference to the VCAT Ref #: P510/2022 ID Ross Watt Road Pty. Ltd.

My name is [REDACTED] I am the owner and occupier of the property located at [REDACTED] which shares a significant adjoining boundary {some +900 lineal metres } with the property subject to the proposed Development Plan by ID Ross Watt Road Pty. Ltd.

As such any development on this land directly impacts my adjoining property, and I should be considering a Stakeholder.

I have reviewed the information provided to me via the VCAT Application VCAT Ref #: P510/2022.

For the record and to remove any doubt of the interested parties i am fundamentally opposed the proposed Development Plan of ID Ross Watt Road Pty. Ltd,

Broadly, it is my understanding that subject property has previously had an approved development overlay with the average lot sizes of circa +700sqm.

The proposed development plan provided by ID Ross Watt Road Pty. Ltd, significantly 'densifies' the average lot size to -300sqm. This is not in keeping with the approved development plan for the property nor the peri-rural nature of development with the bounds of the Macedon Ranges Shire.

Submission 18

This property was recently purchased ID Ross Watt Road Pty. Ltd, as an experienced Developer ID Ross Watt Road Pty. Ltd were knowingly aware of the limitations of the approved development plan.

However, ID Ross Watt Road Pty. Ltd, now seek to densify the proposed development solely for their profit with no consideration for impact to the the adjoining property owners , the environment , nor the wider community of the Macedon Ranges Shire.

Should the proposed Development Plan of ID Ross Watt Road Pty. Ltd be permitted it will significantly diminish the intrinsic value of my property and will significantly impact the quiet enjoyment of my assets.

Should the proposed Development Plan of ID Ross Watt Road Pty. Ltd be approved I will seek restitution for the immediate and ongoing impact to my assets from the interested parties.

i was aware on the previous approved development plan for Ross Watt Road property, which i accepted as it has which has been in place for some +30 years. ID Ross Watt Road Pty. Ltd and their proposed development plan should be bound to the requirements of this plan.

As a interested and impacted Stakeholder i reiterate that i am profoundly opposed to the further densification via reduce lot sizes as detailed in the proposed Development Plan of ID Ross Watt Road Pty. Ltd,

I seek to be consulted on any further proposed developments on the property held by ID Ross Watt Road Pty. Ltd, I am contactable via mail [REDACTED]

[REDACTED]

Regards,

[REDACTED]

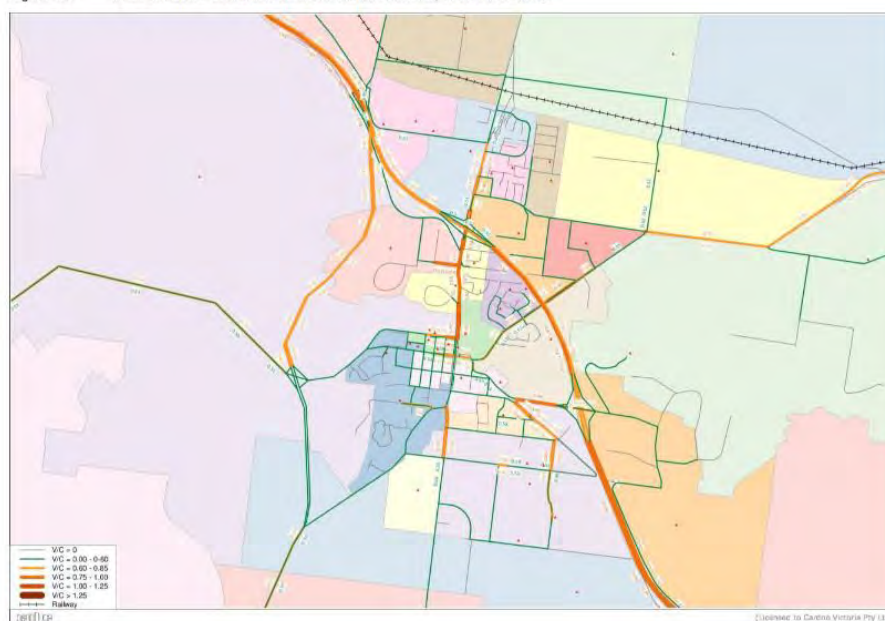
Objection – 89 Ross Watt Road Development Plan

I object to the 89 Ross Watt Road Development Plan. My objection relates to the imposition on the amenity of the town of Gisborne by the housing estate as it is currently detailed. This imposition includes future road congestion, the lack of definitive road works to alleviate congestion, and noise and pollution from traffic. Additionally, my objection relates to global warming with the proposed development plan having little focus on solar utilisation to reduce energy use. This in itself should preclude any approval of a development plan. (I note that I lack the time and resources to provide detailed technical analysis so this objection is made as a general statement.)

The Gisborne Futures project for the Macedon Ranges Shire Council has contracted the traffic modelling to Cardno Victoria Pty Ltd to produce a Gisborne Strategic Traffic Model Report. The current proposal from this modelling in the draft report, as a part of the future traffic management for Gisborne, includes a “Western Link Road”. This feature of the master plan will relieve the volume of through traffic from central Gisborne to and from Melton and Bacchus Marsh. It will be impossible to implement this significant feature, whether in the current proposed form or any alternatives, if the 89 Ross Watt Road Development Plan is approved in its current form.

The 89 Ross Watt Road Development Plan would cut-off access for any alignment of a western link road. By way of illustration, the Figure 9-6 of the Gisborne Futures Traffic and Transport Recommendations Report - Appendices (See below) clearly shows the blocking of access for this strategically important link road in the area of the 89 Ross Watt Road Development Plan. (I leave it to the reader to identify significant features in the Figure 9-6.) The Development Plan essentially provides a wall of sub-division from the established residential areas of Gisborne to the RossLynne Reservoir (not shown).

Figure 9-6 2046 Western Link Road and Reference Network, Worst V/C ratios



It should be noted that both the Cardno Gisborne Strategic Traffic Model Report and the 89-Ross-Watt-Road-Gisborne-Development-Plan-Transport-Impact-Assessment produced by onemilegrid (A contemporary name with no capital for the pronoun. Company self-described as “A boutique traffic and transport engineering and waste management consultancy firm.”) for the 89 Ross Watt Road Development Plan are statistic rich documents. However, this can only mask the simple concept of effectively processing the increasing number of vehicles both around (bypassing) and into Gisborne. The comparison of the Cardio and 89-Ross-Watt-Road-Gisborne-Development-Plan-Transport-Impact-Assessment may only produce a confusing picture of projected traffic and mask the true situation of increasing traffic congestion through the town.

The 89 Ross Watt Road Development Plan doesn't, at its own admission, incorporate consideration of the overall traffic management required for the whole township of Gisborne. The information provided in the development plan is basically only that to deal with traffic from the proposed estate to and from Gisborne. And any solutions are for the implementation of new infrastructure by State Government Departments, i.e., roundabouts and traffic lights. These are not directly funded by the developer.

The four options provided for traffic management provided by onemilegrid in the 89-Ross-Watt-Road-Gisborne-Development-Plan-Transport-Impact-Assessment involve significantly changing the tree lined entrance to Gisborne down the Station Road to Aitken Street. onemilegrid in the section under the heading, Post-Development Conditions” says,

“... the following potential intersection upgrades along Station Road to accommodate the traffic growth in the area, as well as the subject site's development.

- Option 1 – Roundabout at the intersection of Station Road / Cherry Lane and Station Road / Ross Watt Road.
- Option 2 – Signals at the intersection of Station Road / Cherry Lane and Station Road / Ross Watt Road.
- Option 3 – Roundabout at the intersection of Station Road / Cherry Lane and signals at the intersection of Station Road / Ross Watt Road.
- Option 4 – Signals at the intersection of Station Road / Cherry Lane and roundabout at the intersection of Station Road / Ross Watt Road.

(See page 53)

Additionally, this section analyses Station Road with the various on and off ramps with the Calder Freeway.

With these options in mind the following further detail from onemilegrid is significant:

“Furthermore, as mentioned in Section 4.4.1, it is understood that Station Road is envisioned to be duplicated in the future which will relieve the through-traffic issues and improve the operation of the intersections along Station Road, and therefore the proposed roundabouts are considered appropriate as an interim arrangement.”,

Submission 19

(See page 53),
and

“It is noted that as part of the growth in the area and to cater for turning movements, it is understood that Ross Watt Road was to be re-aligned to allow for the construction of a four-leg roundabout between Ross Watt Road / Station Road / Morrow Road as part of the McKim Road Development Plan. At this stage, the status of these works is unknown and the construction of such an intersection will require land acquisition and significant vegetation removal, which is outside the scope and capability of this application”

(See page 26)

This indicates that the 89 Ross Watt Road Development Plan traffic management is predicated on roads being “envisaged”, “proposed”, “potential”, and “status of works is unknown”. This is hardly a traffic management plan. If the 89 Ross Watt Road Development Plan is approved in its current form there is no guarantee that the Station Road intersections at Ross Watt Drive and Cherry Lane will not become congested, a traffic hazard, and a major safety concern.

It should be noted that the 89-Ross-Watt-Road-Gisborne-Development-Plan-Transport-Impact-Assessment by onemilegrid conveniently doesn't address the western link road, but only those road infrastructure elements that would benefit the 89 Ross Watt Road Development Plan. **This is disingenuous in the least.** It would seem to indicate a self-focus for the developer rather than a genuine community benefit focus.

It should also be noted that the central spine road of the 89-Ross-Watt-Road-Gisborne-Development-Plan could be extended south, with the co-operation of Council and various State Government Departments, to join the Bacchus Marsh Road and thus to provide an alternative linkage to Gisborne for estate traffic. This could also serve, in part, as a de facto western link bypass system. This would provide significant relief from traffic congestion for through traffic and for traffic accessing Gisborne from the proposed estate.

Any of the four options detailed by onemilegrid will have a major change to Station Road, the main entrance to Gisborne. At the moment single turning lanes allow the low volumes of local traffic to enter and leave Cherry Land and Ross Watt Drive with relative safety. A western link road in some form would reduce through traffic volumes in Station Road enhancing this situation. A lack of a western link road and the approval of the 89 Ross Watt Road Development Plan would result in a change facilitating traffic congestion and associated pollution, from both noise and exhaust. Air brakes already reduce the amenity of the Sankey Reserve and central parklands along Station Road to Aitken Street as well as residential areas adjacent to this entrance road. **Does the community really want four lanes of busy traffic adjacent to the recreation grounds of the town?**

Planning for the future should require careful thought as to solar provision. The better the solar provision the less energy (gas and electricity) that needs to be imported to an estate. The simplest and best solution to maximise solar provision is to align the central axis of a dwelling in an east to west orientation. Given the land

subdivision of essentially oblong shaped blocks, the best solar provision therefore requires north to south road structures. All this allows for passive solar for heating by north facing glass, maximising photovoltaic production (feeding battery storage), and maximising heat collection for hot water generation. These are, of course, the three main solar collection mechanisms.

It is unfortunate that town planning and estate developers rarely adhere to good design for solar maximisation. The 89 Ross Watt Road Development Plan is no exception. The curving roads proposed will have built-in solar discrimination in the curving streets. For example, where one resident will be solar rich with a house major axis aligned east to west, down the street a neighbour will be solar poor with a major house axis north to south.

It appears that major topographical features of the 89 Ross Watt Road Development Plan (raised areas and hillocks) will be bulldozed flat to allow the proposed road network. As such there is no reason that a revised road network could not be proposed. If the developer is willing to accept the cost of flattening major topographical features with the current design, then a revised road network orientating roads in a north to south alignment is not restricted by cost from the imposition of ground works.

It would appear that the developer is not going to impose house design standards, let alone solar design standards, for dwellings in the proposed estate. Restrictive covenants on title, for example, could be a mechanism for improved dwelling design to maximise solar provision in the estate. Ratio of north aligned roofing and windows should be included. Restrictive covenants have been successful in forming estate design in Gisborne (See Morningside Estate). Of course, this would require effort by the developer, although overall this effort is minor when considering the overall detail required to subdivide for such a large parcel of land.

It should also be noted that the lot sizes will often preclude shade tree utilisation to allow lower energy absorption by ground and dwellings. This greatly increases the need for energy to provide cooling during the warmer months.

In summary, the 89 Ross Watt Road Development Plan will contribute greatly to traffic congestion in Gisborne, will reduce the amenity of the recreation areas adjacent to Station Road from noise and pollution, and will allow poor utilisation of solar energy to minimise gas and electric usage in the age of global warming.

89 Ross Watt Road, Gisborne - VCAT Ref No. P510/2022I

I would like to offer some comments but not limited to, by way of an objection to the above Development Plan application.

This is an application for review made pursuant to section 149 of the Planning and Environment against the Macedon Ranges Shire Council's failure to make a decision in relation to Development Plan Application DPO/2021/1 within the prescribed time. I believe that this application should be rejected as the Council were not in a position to make a decision on the application as the applicant kept submitting revised plans -10 in total, and had not provided the requested additional information. This was requested on 28/2/2022 and was received in June 2022. There is no date for this receipt on Council's web site but in accordance with Regulation 32 of the Planning and Environment Regulations 2015 "(b) if within the prescribed time under [section 54](#) of the Act the responsible authority has required the applicant to provide it or a referral authority with more information in accordance with [section 54](#) of the Act and the applicant has not applied for a review of the requirement and has given the information as required, the day on which the information is given", so for the 60 days prescribed time, the clock should recommence on that date in June 2022.

Some years ago, former Council CEO [REDACTED], a qualified town planner said about this land "Don't kid yourself [REDACTED], it is a very valuable stone resource and will be mined, maybe not in our lifetime but it will be mined" This is why the former owners, [REDACTED] held it for many years as they wanted to quarry Basalt. With ever decreasing natural resources, I would have thought that the Department of Jobs, Precincts and Regions Extractives Strategy Taskforce would have declared it an Extractive Industry Interest Area in the light of [REDACTED]'s opinion that it was a very valuable stone resource. This land in Gisborne should be reserved for Extractive Industry use in the future, not covered in houses.

The Macedon Ranges with its iconic scenery, wildlife and rich cultural heritage is one of the most beautiful and environmentally sensitive areas in Victoria. In 2019, this was the first area to be afforded the maximum protection possible under the Distinctive Areas and Landscapes provisions of the Planning and Environment Act 1987. Section 46AZK of the Planning and Environment Act 1987 and Clause 51.07 of the Macedon Ranges Planning Scheme require a Responsible Public Entity to not act inconsistently with any provision of the Statement of Planning Policy (SOPP) in exercising decision making powers. Objective 1 of the statement states "To ensure the declared area's natural and cultural landscapes are conserved and enhanced". Strategies that must be considered include "Manage land use, development and infrastructure to ensure that significant landscapes, views and vantage points are conserved and enhanced" and "Manage development and infrastructure provision to ensure sequences of views from key road and rail corridors are maintained for current and future users." When this Development plan was originally lodged it included 37 Townhouse lots less than 300m2 which has now increased substantially to 96 lots. Lots of such a small size necessitates 2 and 3 storey dwellings which will destroy sensitive view lines and is contrary to Statement of planning Policy as quoted above.

Council has been working on the Gisborne Futures project since 2017 which is a sustainable vision for how Gisborne will grow and develop into the future. There have been extensive technical reports completed as part of that project including a Traffic and Transport Recommendation Report by Cardno. The Gisborne Futures Structure Plan at Section 13 Objective 25 states "Ensure that development of land at 89 Ross Watt Road future proofs for a potential Western Link Road alignment through a Precinct Structure Plan process" The Cardno Traffic Report highlighted traffic problems and at page 68 stated "The option to provide a Western Link Road provides the greatest benefit across the road network with reductions to varying degrees in traffic volumes on most key links, bringing them all to within theoretical capacity with the exception of Station Road between the freeway and Robertson Street". That report mentions the WLR on multiple occasions including in the Executive summary "First and foremost, a western alternate route for heavy vehicles and large traffic volumes to access the Calder Freeway".

The Structure plan also has Objectives including "Manage housing growth and land supply within a protected settlement boundary". Strategies include "Remove Development Plan Overlay Schedule 4 from 89 Ross Watt Road and rezone to Urban Growth Zone"

The Transport Impact Assessment by One mile grid submitted with this application mentions the widening of Station Road to provide additional capacity (i.e. 2 lanes in each direction) but that possibility has been put on hold because of the damage to the streetscape and character of Gisborne.

I appreciate that the development plan has been lodged and Council is required to assess it under the current planning controls but have included the above paragraph in an attempt to explain the apparent rush with this application and the enormous traffic problems that it will generate for Gisborne if approved without the Western Link Road.

The Cardno traffic report at page 96 recommends "Upgrade Ross Watt Road east of Swinburne Ave" but the One mile grid report is silent on this upgrade. The only mention of the road was "Ross Watt road has a sealed road with a width to accommodate bus movements" page 33. Ross Watt road was previously the Calder Highway and there were very few houses on it at that time. There have recently been 10 new allotments created and Houses are being built. The drainage is almost non-existent for example outside my property there is a ditch (swale drain?) that collects water from the road but it is not connected to any drainage network and dumps the water into the rear of my property. There is no drainage from no. 21 Ross Watt road east to Station road, a swale drain that appears to work from no.23 west to no.35 Ross Watt road and a further swale drain from no.69 east to no.35 that does not flow. The asphalt is breaking up and any approval of the Development Plan should include the upgrade of Ross Watt road from entrance road of the development plan area east to Station Road.

The One mile grid report states on page 53 "It is noted that the Cardno VITM modelling had assumed that a total of 8,390 daily vehicle movements will be generated by the subject site. Of note, based on the residential yield prepared by Breese Pitt Dixon, it is expected that a total of 7,000 daily vehicles movements will be generated by the subject site which is approximately 17% lower than the VITM modelling". The ratio of car movements per lot in planning applications usually appears to be 10. If you include the 2 Super lots of 2.60ha

which are coloured less than 300m² on the Subdivision layout plan, this would add at least 90 more lots taking the total to 859 lots and 8590 daily vehicle movements.

Planning Scheme provisions

Clause 11.03-5S Distinctive areas and Landscapes and Clause 21.02 Key Issues and Influences Macedon Ranges Statement of Planning Policy

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

As mentioned earlier, Section 46AZK of the Planning and Environment Act 1987 and Clause 51.07 of the Macedon Ranges Planning Scheme require a Responsible Public Entity to not act inconsistently with any provision of the Statement of Planning Policy (SOPP) in exercising decision making powers. This development Plan fails to comply with that requirement

Clause 13 Environmental Risks and Amenity

Planning should identify, prevent and minimise the risk of harm to the environment, human health, and amenity

Putting a Drainage reserve next to a kindergarten increases the risk of human harm through the attraction of snakes to water bodies. We have a lot of snakes in the area especially the Racecourse reserve and a second risk would be drowning if a child got out of the centre. This is a totally inappropriate location for a Drainage reserve.

Clause 13.05-1S Noise Management

Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system

This site is close to the Calder Freeway and depending on the wind direction and whether the freeway is wet, it can be quite noisy.

Clause 15.01-5S Neighbourhood Character

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

This is further reinforced in 21.08-3 built environment

The high landscape qualities of the Shire and the built form of its towns must be appropriately controlled to ensure development is sustainable and respects character

Neighbourhood Character of this area is large allotments with generous front, side and rear setbacks. Originally the Cherry lane, Ormerod Court and Swinburne Avenue were 4000 plus metre allotments. More recently the Skyline Drive subdivision was about 2000 m² and some recent re subdivisions have been developed with the smallest lot being 1000 m². To put 37 1500m² lots around the edge and a significant amount of tiny lots behind them - 96 less than 300m² makes a mockery of the existing and preferred Neighbourhood Character and is not in keeping with the village in a rural environment setting of Gisborne and would be more suited to an inner city environment.

Clause 16.01-1S Housing Supply

To facilitate well-located, integrated and diverse housing that meets community needs.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

This site is isolated well away from jobs and services and is on the edge of the town area.

Clause 21.08-3 Built environment

The high landscape qualities of the Shire and the built form of its towns must be appropriately controlled to ensure development is sustainable and respects character. To protect and enhance the existing character and form of the Shire's towns.

This Development Plan does not respect or enhance the existing character and form of the Shire's towns.

21.09-1 Housing in towns

To provide for responsive and affordable housing and a diversity of lot sizes and styles to meet the requirements of all age groups, household types, lifestyles and preference. Encourage the provision of smaller housing forms, including townhouses and units, around town centres to cater for the changing demographics of the Shire.

This site is nowhere near "around town centres" and is isolated on the edge of the town area.

21.13-1 Settlement and housing objectives

Objective 2

To maintain Gisborne and New Gisborne as distinctive semi-rural settlements with clear limits to population and physical urban growth.

Objective 3

To manage urban growth and development in Gisborne in a co-ordinated and environmentally sustainable manner that ensures Gisborne remains a semi-rural township that respects the established village character, natural setting, topography and view lines of the area.

This Development Plan does not maintain Gisborne as a distinctive semi-rural settlement nor does it respect the established village character, natural setting, topography and view lines of the area.

21.13-1 Settlement and Housing Strategies Strategy 1.9

Provide a range of conventional residential development opportunities and densities in other residential areas that is cognisant of the semi-rural character and village setting of Gisborne / New Gisborne. Within the context of Gisborne and New Gisborne conventional residential development includes lots ranging between 500-1,500 square metres in area (with an average lot size not less than 800 square metres in any new subdivision).

The average lot size on Indicative Subdivision Layout Plan revision 8.2 is 573m² much smaller than that specified above. There are 5 density types on that plan but no average lot size for each type, so we don't know how small less than 300m² actually is. As conventional residential is between 500-1500m² then medium density would be anything less than 500m² and in the Gisborne / New Gisborne Outline Development Plan medium density is noted as between 300 and 500m². There is no consideration of lots less than 300m²

Strategy 1.11

Require larger residential lot sizes (greater than 1,500 square metres), and sensitive siting and design of new development in areas that are visually sensitive

The Collie report on page 15 states "The lots are between approximately 300 square metres and over 1500 square metres" and on page 32 "lots generally greater than 1500 square metres on the boundaries with the adjoining Rural Conservation Zone, Ross Watt Road and Swinburne Avenue" The Indicative Subdivision layout plan shows Low Density (1500m²) so do any of the lots comply with this strategy of greater than 1500m²?

32.08-3 Subdivision Permit requirement

An application to subdivide land that would create a vacant lot less than 400 square metres

capable of development for a dwelling or residential building, must ensure that each vacant lot created less than 400 square metres contains at least 25 percent as garden area
No description or plan of how this will be complied with has been provided and lots of less than 300m² should not be created in Gisborne.

43.04-3 Development Plan Overlay Exemption from notice and review

If a development plan has been prepared to the satisfaction of the responsible authority, an application under any provision of this planning scheme is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

As the approval of a development plan exempts an application from notice and review, the views of the community must be considered at this time and there is a clear view that lots of less than 300m² are inappropriate, unnecessary and not in keeping with the existing neighbourhood character or contributes to a preferred neighbourhood character.

Schedule 4 to Clause 43.04 Development Plan Overlay

Encouraging housing choice and the development of a variety of lot sizes and types within the context of a semi-rural township.

Limiting the visual intrusion of development around key township entrances, the Calder Freeway, Jacksons Creek escarpment and Rosslynne Reservoir.

The Development plan lodged does not comply with these key principles.

Requirements for Development plan

A development plan must be consistent with the provisions of Clause 21.13-1 of this planning scheme and must have regard to the Gisborne / New Gisborne Outline Development Plan, Revised Final Report, September 2009.

As outlined earlier in this submission, the Development plan does not comply with a number of Objectives and Strategies of clause 21.13-1 of this planning scheme in particular strategy 1.9 which specifies *Provide a range of conventional residential development opportunities and densities in other residential areas that is cognisant of the semi-rural character and village setting of Gisborne / New Gisborne. Within the context of Gisborne and New Gisborne conventional residential development includes lots ranging between 500-1,500 square metres in area (with an average lot size not less than 800 square metres in any new subdivision).*

The average lot size on Indicative Subdivision Layout Plan revision 8.2 is 573m² much smaller than that specified in this planning scheme. As conventional residential is between 500-1500m² then medium density would be anything less than 500m² and in the Gisborne / New Gisborne Outline Development Plan medium density is noted as between 300 and 500m². There is no consideration of lots less than 300m²

A detailed traffic assessment and management plan addressing the impact of the development on the arterial and local road network, including mitigation works required on the road network in addition to funding responsibilities. The plan must show typical road cross sections and integration with the existing and proposed road, bicycle and pedestrian networks and public transport.

A detailed traffic assessment has been submitted but it is silent on the condition of Ross Watt road which needs upgrading and states "whilst Station Road is to be upgraded by Regional Roads Victoria when the appropriate funding is allocated to the upgrade". This is not Councils preferred option and discussions with the Department of Transport are continuing. The Cardno Traffic and Transport report prepared for the Gisborne Futures

project states "First and foremost, a western alternate route for heavy vehicles and large traffic volumes to access the Calder Freeway" and "The option to provide a Western Link Road provides the greatest benefit across the road network" Unfortunately, if this development proceeds at 89 Ross Watt road then enormous traffic problems will be generated for Gisborne if it is approved without the Western Link Road.

Trevor Budge & Associates in conjunction with Planning Australia Consultants had prepared a Residential Development Policy Statement and Outline Development Plans for the former Shire of Gisborne in May 1992. The Schedule 1 to the Development Plan Overlay Jacksons Creek West covered most of the area now being considered for a Development Plan under the Macedon Ranges Planning Scheme. It included notations such as "No development to be visually exposed to the Calder Highway" "Conference Tourist Facilities - Sites adjacent to Rosslynne Reservoir to be considered for conference and accommodation facilities" "Proposed Primary School site Approximate area of 3.5 Ha" "minimum allotment size area A 450m² min, area B 800-1000m², area C 1000m²+ and larger sized allotments to provide opportunity for extensive landscape treatment to protect views towards escarpment" This Plan was well received by the Gisborne community and would have been a useful reference document for the current applicant to consider and gain potential community acceptance rather than presenting a plan that is not in keeping with the village in a rural environment setting of Gisborne nor does it respect the established village character.

Conclusion

I would like to see the Development plan redrawn in accordance with the comments in this submission including 1) the deletion of the 96 lots less than 300m, 2) larger Low Density lots facing Swinburne Avenue, Ross watt Road the RCZ1 land and the escarpment 3) conventional residential lots in accordance with clause 21.13-1 and 4) medium density lots of between 300-500m² as per the Gisborne / New Gisborne ODP. There also needs to be upgrading of Ross Watt Road and negotiations between the Applicant, Council and the Department of Transport about the Western Link Road or other options to alieve the traffic problems in Gisborne.

To: Macedon Ranges Shire Council strategicplanning@mrsc.vic.gov.au

Cc: VCAT admin@vcat.vic.gov.au
Norton Rose Fulbright Australia linda.choi@nortonrosefulbright.com
Macedon Ranges Shire Councillors

Re: Proposed Development Plan for 89 Ross Watt Road, Gisborne

26 July, 2022

The Association wishes to add its voice to community objections to this development plan (all versions).

The starting point for any development of this land must be the protection of the Shire's values, role and identity as a declared Distinctive Area and Landscape under Section 3AAB of the Planning and Environment Act. The Shire is of State significance for its many and diverse features and characteristics, which means that what happens here is important not just within individual towns, or even the Shire, but to the people of Victoria. The Macedon Ranges' Statement of Planning Policy, introduced as part of the Act's requirements, emphasizes the need for the Shire's character to remain rural, including the character of its towns.

The subject site was first zoned for residential development in the 1990's as part of the former Shire of Gisborne's Residential Review. The rezoning was offered as an alternative to creation of a quarry on the site by the then owner, [REDACTED]. The former Shire fully recognized that the land had heightened sensitivity due to its interface with rural (now Rural Conservation Zone) land, its high visual exposure to the (now) Calder Freeway (particularly when travelling south), and its proximity to Jacksons Creek and its escarpment and the highly significant Gisborne Racecourse Marshland Reserve, and incorporated an outline development plan into its scheme indicating how the land was to be developed (the current development is starkly different).

Development Plan Overlay Schedule 4 applies to the land and says: *"Any development plan that is prepared should implement the following 'key principles':"*. It is considered the development plan fails to implement or even fully consider these principles, and particularly the first three. Indeed, the plan is considered sufficiently inadequate to suggest it perhaps might struggle to get endorsement even within metropolitan growth areas. It clearly has no empathy with Macedon Ranges' sensitivities and gives an impression of being little more than the minimum required to achieve highest profits.

Connectivity is poorly planned, including 'shared' path networks, footpaths, and open space / linkages. Although removing dozens of existing trees, the narrowness of proposed roads and nature-strips precludes a continuation of one of Gisborne's key characteristics, its tree avenue plantings, and it is not clear how vegetation within road reserves or private properties would be achieved. It does not provide a new school, places a suburban timber paling fence along the frontage nearest the Calder Freeway, and directs traffic from potentially 800 new dwellings through established residential streets to a road already choked with traffic, relying upon a sometime-in-the-future and already contentious upgrade of Aitken Street to accommodate traffic generated by the development.

In comparison with surrounding established residential development, it creates an outlier of much smaller if not tiny lots and wall-to-wall development, with apparently little or no regard to the Shire's State significance, or the site's constraints and sensitivities and its Rural Conservation Zone interface.

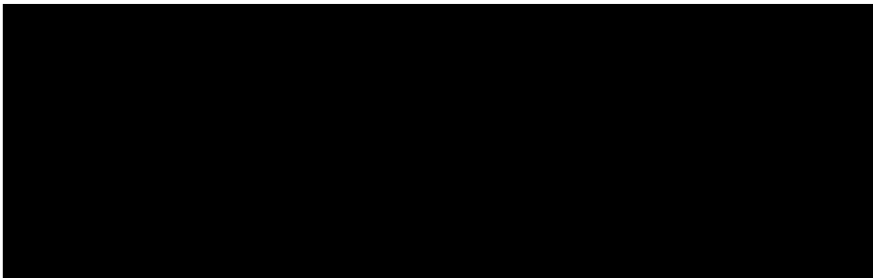
The plan provided on Macedon Ranges Council's website did not indicate lot yield relative to lot sizes but colouring points to the vast majority being at the smaller end of the scale, while a large area at the western edge of the site is announced as "Residential Retirement Living Community", whatever that means.

However, page 33 of the application report shows over 40% of lots less than 500m² and 84% are less than "conventional" 800m². Only 15% of all lots are of a greater size. This is incompatible with the site's location and surrounding development, and puts less-than-500m² medium density lots well outside the planning scheme's preferred areas for medium density development (i.e. within 400m of the town centre).

The lack of empathy and the intensity of over-development at this sensitive location, on the town's periphery, devalues and would irreversibly damage the Shire's natural features and its rural and semi-rural character in a high visual exposure setting.

The plan is also pre-mature as it pre-empts the on-foot Gisborne Futures process. Approval of the development plan at this time would also compromise the Gisborne Futures proposal for a new bypass of Gisborne through this land.

The Association considers that the plan fails on many critical principles and has no merit on that basis alone. The plan's flaws are so fundamental they cannot be resolved by tinkering around edges. A complete rethink and a new plan are required, because in this Shire development must be of a much higher standard and of greater integrity than is proposed. We urge decision-makers to reject this development plan.



Submission 22

Dear MRSC and VCAT,

Please accept my personal submission to the Planning Application PLN/2021/616 (89 Ross Watt Road, Gisborne)

My objection is regarding, but not limited to, the following grounds:

The proposed development is too dense.

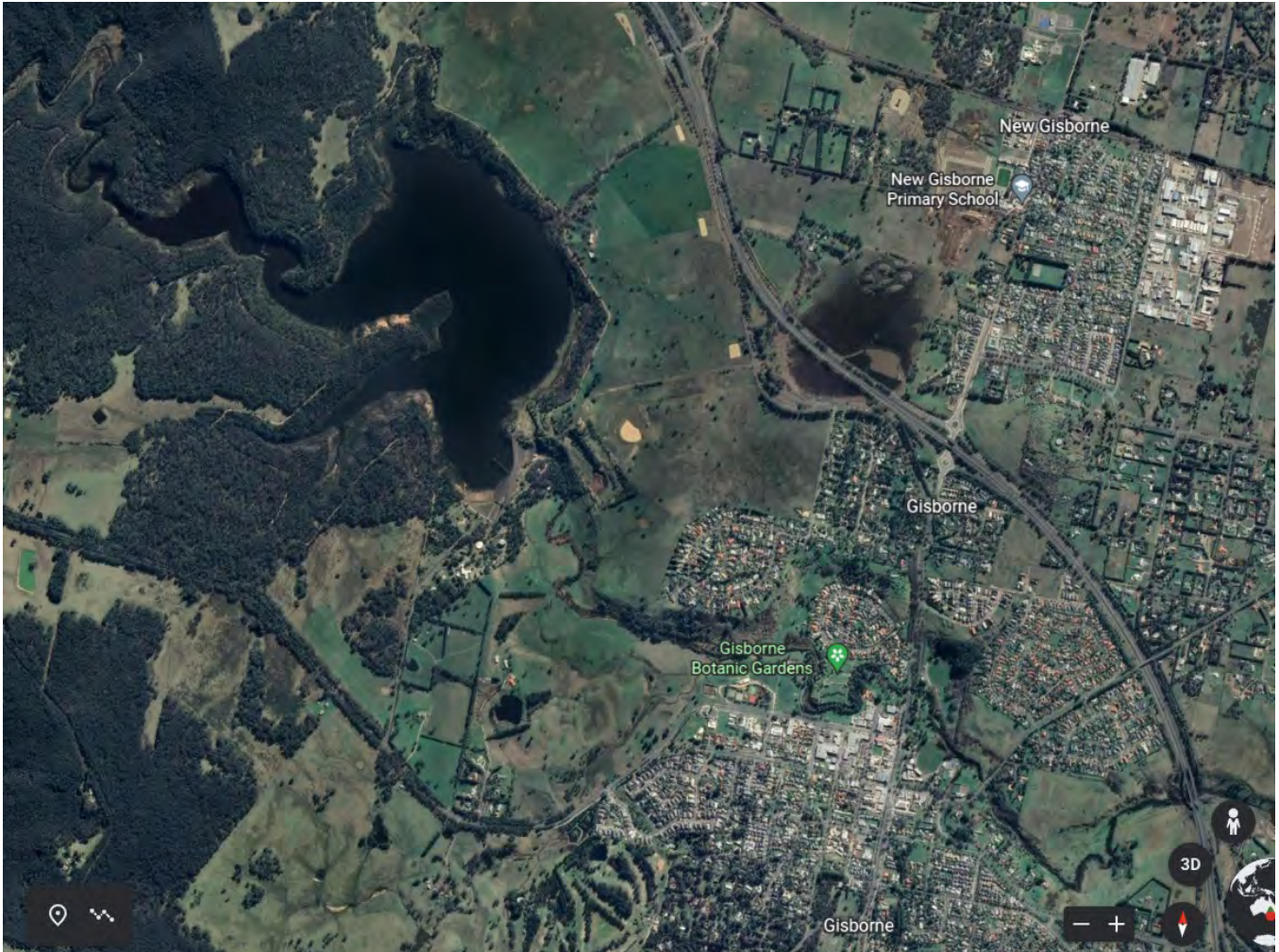
The proposed development is in direct line between the Marshland/Magnet Hill and Rosslynne Reservoir and forest which makes it a vital wildlife corridor.

The proposed tree removal will harm bird movement, these trees are currently essential stepping stones for birds to move between habitat areas.

There are legally protected species listed in the environmental management plan for the Marshlands/Magnet Hill which will be negatively affected if this development proceeds.

The proposed development is in a water catchment area for drinking water – Rosslynne Reservoir, which could have devastating impacts to both the environment and public health.

Please see map below (Google Earth) which shows the above issues.



The development lacks the consideration of adequate facilities such as a school and commercial opportunities, which will add further pressure on the Gisborne township and the already-congested road system.

The traffic issues which the proposed development would create, would impact the entire town of Gisborne and beyond. Gisborne currently has a major problem with only one road through and no current ring road/bypass. This has led to a major problem with heavy freight vehicles in the township. If this proposed development is allowed to progress, the traffic movements and impacts will be astronomical as traffic will mainly spill out onto Station Road, which is already suffering under the number and size of vehicle movements.

A traffic bypass has been proposed through the Gisborne Futures Emerging Ideas (May 2019) documentation (see below text and map) which runs through the site. If this proposed development proceeds, it will further disrupt the options and possibilities to ease the traffic problems in Gisborne, while also adding significantly to the problem.

Principle 5: Movement & Access

What we know

Gisborne has excellent transport connections with the Calder Freeway, and to the Melbourne-Bendigo railway line.

Aitken Street and Station Road are congested during morning and afternoon peaks in line with peak commuter travel periods and school pick-up and drop-off times. North-south movements along this axis are constrained by the Jacksons Creek crossing, and road widening opportunities are limited by the significant trees on either side road.

Key intersections such as Saunders Road/Station Road and Kilmore Road/Melbourne Road are at operational capacity during peak times and are scheduled to be upgraded.

There is a lack of pedestrian priority in the town centre, in particular access at the roundabouts is difficult and needs to be addressed.

There are very few bicycle lanes and numerous missing links within the town centre.

A heavy freight route that connects the Western Freeway to the Calder via Gisborne is impacting on the amenity and safety of the town.

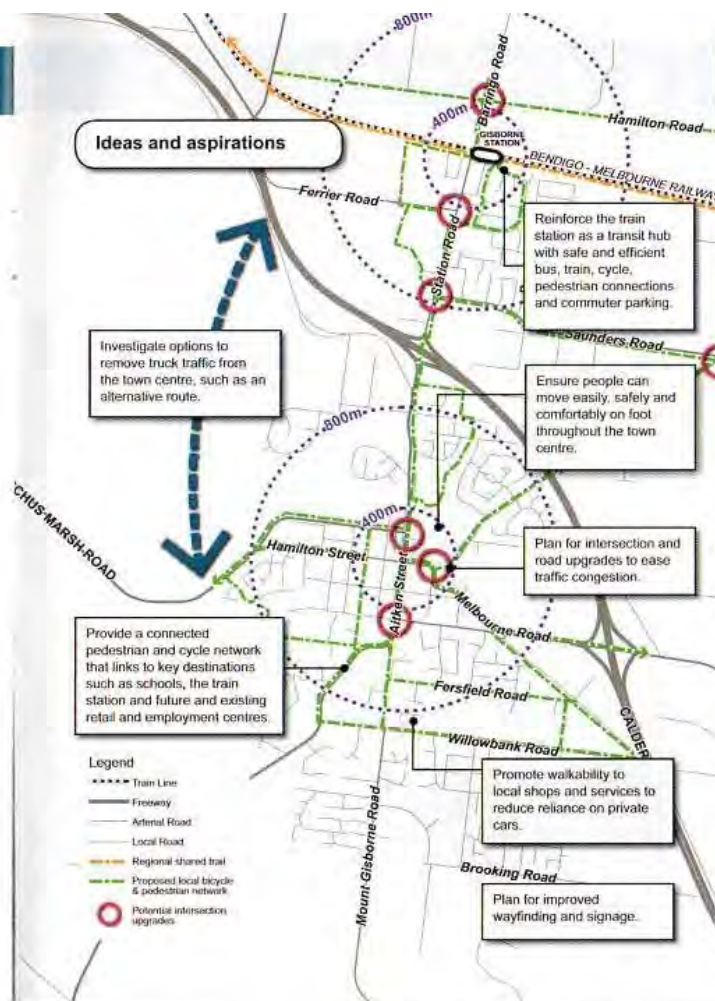
What we have heard

Values

- ▶ Walking tracks throughout Gisborne's existing open spaces.
- ▶ Public transport opportunities, such as the train line and GisBus.

Improvements

- ▶ Increased walking tracks and pathways for mobility and tourism, linking to local destinations.
- ▶ Road infrastructure improvements are a priority for existing residents and visitors, before further growth is considered, especially north-south movements between Gisborne and New Gisborne.
- ▶ Additional/improved parking in the town centre, including disabled spaces.
- ▶ Greater public transport connections should be prioritised within and outside of the town.
- ▶ Better pedestrian facilities and crossings, especially access around school bus stops.



Submission 22

I believe the proposed development is not appropriate or permitted under the binding objectives of the Statement of Planning Policy which all authorities are bound by:

Objective 1: Landscape

To ensure the declared area's natural and cultural landscapes are conserved and enhanced.

Objective 2: Biodiversity & Environmental

To ensure the significant biodiversity, ecological and environmental values of the declared area are conserved and enhanced.

Objective 3: Water catchment & Supply

To prioritise the conservation and use of the declared area's water catchments to ensure a sustainable local, regional and state water supply, and healthy environment.

Objective 4: Aboriginal Culture, Heritage & Caring for Country

To recognise, protect, conserve and enhance the declared area's Aboriginal cultural and spiritual heritage values and work in partnership with Traditional Owners in caring for Country.

Objective 5: Post-Contact cultural heritage

To recognise, conserve and enhance the declared area's significant post-contact cultural heritage values.

Objective 6: Agricultural & Natural Resources

To support and encourage agricultural land uses that strengthen the declared area's economy and contribute to the rural landscape.

Objective 7: Tourism & Recreation

To provide for a diverse and sustainable visitor economy compatible with the natural and cultural values of the area.

Objective 8: Settlements

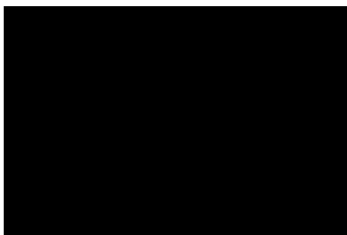
To plan and manage growth of settlements in the declared area consistent with protection of the area's significant landscapes, protection of catchments, biodiversity, ecological and environmental values, and consistent with the unique character, role and function of each settlement.

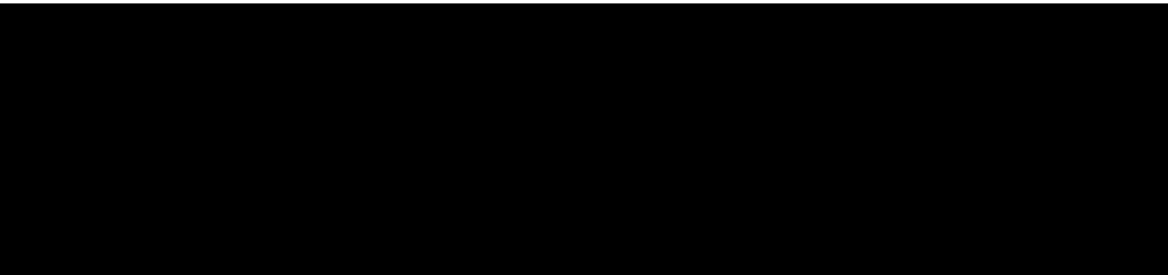
Objective 9: Transport & Infrastructure

To manage the provision of infrastructure consistent with protection of the area's significant landscapes and protection of environmental values to support the social and economic needs of communities and increase resilience to climate change effects.

Objective 10: Risks & Resilience

Respond to the challenges and threats of climate change and natural hazards with careful planning and mitigation strategies.





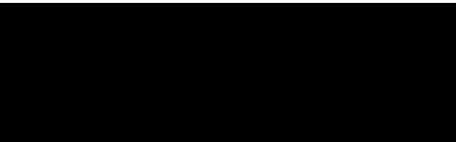
To whom it may concern,

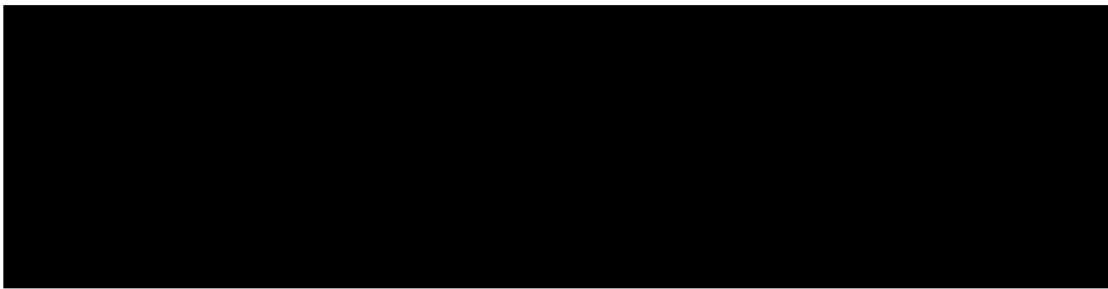
I wish to express my concerns over the proposed size of some of the lots in the Cherry Lane subdivision.

The majority of houses surrounding this subdivision are 2000sqm. To see proposed lots of 300sqms or less completely changes the character of this part of Gisborne. This is not an area for town houses. There are plenty of other areas within Gisborne to buy smaller blocks of lands fitting those areas. This would then open it up to other residents within Cherry Lane and Skyline Drive to subdivide. We would like to see blocks of no less than 700sqm. Approving such small blocks plays to the pure greed of already well-off developers.

The additional traffic will cause issues and traffic congestion at Cherry Lane and Ross Watt. It is already difficult enough to get out of these roads and turn right into Gisborne particularly at peak times.

We ask that you consider the current character of this area of Gisborne in making your decision and say no to such small blocks. We understand this has already been taken to VCAT by the developer so the decision will likely be out of your hands as VCAT always side with the big companies and don't care about the thoughts of those within the community who have to live with the decisions.





To whom it may concern

I am writing to object to the plan of subdivision of the land at 89 Ross Watt Rd Gisborne, Project Number 7213, Drawing reference 7213_UD_ODP_V8.2.

I note that this plan does not provide readers with sufficient detail to make a truly informed decision on the outcome of the subdivision. The areas listed on the drawing being of size brackets only and no property boundary or specific lot sizes make this plan ambiguous and potentially misleading.

Let me firstly state that I am not against subdivision of this land for use as a housing estate, however I feel that this particular plan does not meet the requirements of the area. This area is surrounded by semi rural land lots averaging over 2000m² and lies on the edge of the residential development envelope. The area is over 3km from both the town centre and the Gisborne Railway Station making walking to these destinations as a commute by the general public unsustainable. The 2 roads that will service this development, being Cherry lane and Ross Watt Rd, and their intersections with Station Road, even with the planned upgrade to roundabouts, will be substantially affected by the increase in traffic flow from 700 - 800 new residential lots and as a local resident, i feel this increase will be unsustainable. I also feel that the speed limit on Ross Watt Rd between the development and Station Road should be lowered to 60km/h for the safety of new and existing residents of the area.

I feel that this plan in particular and the planned areas of "Townhouse (less than 300m²)" does not conform to the existing surrounding area. Also the majority of the subdivision listed as "medium - conventional density (300-799m²)" is far below the average land sizes of the surrounding estates. I feel this will detract from the town environment that is currently held by Gisborne. The "medium density" lots of 300-500m² referenced on Page 7 of the development plan, I feel, are for areas that are closer to town amenities than this area is. I believe that local policy of an average of 800m² should be followed.

Given the amount of new domestic dwellings that are planned, the width of the roads do not seem wide enough to cater for some on street parking whilst allowing for emergency vehicle access. I would expect to see the average width of the roads in the area increased.

The Macedon Ranges has long suffered with overcrowded secondary schools, with the implementation of developments such as these comes many extra young people who will need to attend these schools. The Macedon Ranges desperately needs another secondary school, the developers of the land should be held partially accountable for the costs of building such facilities.

Submission 24

Station Road Gisborne is utilised by many heavy vehicles at all times of the day, It is a thoroughfare of the west providing a connection from Geelong and the Western Hwy to the Calder Fwy and the north of the state. These heavy vehicles are often fully laden and already unable to keep speed up the steep hill. The developers have planned a roundabout at the intersection of Cherry lane and Station Rd which would force these heavy vehicles to come to a stop on the steep hill. This will cause dangerous traffic conditions and huge physical strain on the road surface itself. Sometimes, simply adding extra infrastructure is not the best solution to a problem. This issue needs to be well thought out to come to an appropriate outcome.

Station Rd is a difficult road to cross as a pedestrian at the best of times and the road is unsafe for children to cross unsupervised. With these additional dwellings on the western side of Station Road and the only safe pedestrian footpath on the eastern side of Station road there will be a significant increase of pedestrian traffic attempting to cross Station Road. There either needs to be another route for pedestrians to gain access to the town centre by staying on the western side of Station Rd or better crossing facilities need to be implemented.

Regards



89 Ross Watt Road Development Plan – VCAT submission

Date

26/7/2022

Introduction

My name is [REDACTED] and I have lived in regional Victoria for most of my life and Gisborne for the past [REDACTED] years. While living in Gisborne I have seen first hand the impacts of high density, inappropriate development in the town. The Willowbank Road development by ID Land is main case study in question. The community is strongly opposed to this style of development happening again due to the damage to the neighbourhood character and impacts on traffic congestion. This style of development is commonplace in metro areas but is not appropriate in a town such as Gisborne.

Main Submission

The issues that are important to me are as follows:

- Lot density: blocks less than 500m² should not be allowed in this part of town. The interfacing blocks are 2000m² so blocks less than 500m² would be highly inappropriate (neighborhood character, traffic congestion)
- Environmental protection of escarpment: in my view the steep escarpment should not be classified as “public open space.” It is an environmentally sensitive area. Constructing walking tracks in this area is not appropriate. Other public open space areas should be sought on the plateau well above the steep bank of the creek.
- Protection of the landscape and views: the rural views from the Gisborne-Bacchus Marsh Road need to be protected. This means keeping the escarpment protected from development and having appropriate setbacks for housing so the view is not spoilt by housing developments. **Figure 1** shows the view that needs to be protected.
- Convenience stores: Having a shopping strip within this rural living area is highly inappropriate and I am concerned the impact this will have on the surrounding community and it also sets a precedent for other commercial developments being approved in other parts of the town that are outside the town centre.

Conclusion

For the reasons mentioned above I recommend the 89 Ross Watt Road Development Plan is rejecte



Figure 1 – view from Gisborne-Bacchus Marsh Road that needs to be protected

Macedon Ranges Shire Council & Victorian Civil & Administrative Tribunal Development Plan Application - DP/2021/1 VCAT Ref. P510/2022 ID Ross Watt Road Pty Ltd v. Macedon Ranges Shire Council

The following is a submission to the proposed Development Plan (DP) for 89 Ross Watt Road Gisborne.

It is submitted that the document is flawed and fails in many aspects to reflect the desired outcomes of the planning scheme of protecting the Shire's values, role and identity as a declared Distinctive Area and Landscape under Section 3AAB of the Planning and Environment Act.

It is submitted that the DP should be rejected as unacceptable as it not reflective of the standard expected by the community of a proposed development within the Shire of the Macedon Ranges.

The proposed development plan fails to have regard, reflect, or implement the aims and objectives of the ;

- historic planning by the former Shire of Gisborne recognising the site's sensitivity due to its interface with rural (now Rural Conservation Zone) land, its high visual exposure to the (now) Calder Freeway (particularly when travelling south), and its proximity to Jacksons Creek and its escarpment and the highly significant Gisborne Racecourse Marshland Reserve.
- Macedon Ranges Shire, being a declared Distinctive Area and Landscape under Section 3AAB of the Planning and Environment Act reflecting the importance placed on the Shire's diverse features and characteristics.
- Gisborne / New Gisborne Outline Development Plan, Revised Final Report, and the Macedon Ranges Statement of Planning Policy which both highlight the need for the Shire's character to remain rural, including the character of its towns.
- Gisborne/New Gisborne Framework Plan (Clause 21.13-1) particularly noting the need to protect the interface with Rosslynne Reservoir and Jackson Creek by providing low density buffers along boundaries and protecting Jacksons Creek escarpment with the PCRZ.

- Macedon Ranges Shire planning policies which generally aim to protect the rural and landscape character of the region while concentrating new development into identified urban settlements.
- key principles of the Development Plan Overlay Schedule 4 which applies to the land in particular but not limited to;
 - the lot sizes and types within the context of a semi-rural township
 - the open space networks that provide both pedestrian and cycling link, passive and active recreation needs and protection of environmental features and drainage functions. Encouraging current sustainable development principles and high quality urban design.
- currently “being devised “ Gisborne Futures document and how this DP could compromise the outcomes of the future planning for Gisborne. The most notable is the proposed bypass through the DP site as a solution to alleviate the significant local and transit traffic congestion due to Gisborne’s topography.

The DP demonstrates a lack of understanding or empathy towards the future needs of the Gisborne township it’s overall character and environmental significance of the site for not only the Shire but the State of Victoria as reflected in being a declared Distinctive Area and Landscape area under the planning scheme.

Data in the application (page 33) references over 40% of lots less than 500m² and 84% less than “conventional” 800m², with only 15% of a greater size. This is incompatible with the site’s location, and puts less-than-500m² lots well outside the planning scheme’s preferred areas for medium density development (within 400m of the town centre).

The application is reflective of a DP focusing on producing the maximum saleable lots which in turn creates a suburban style housing development on the town’s extreme outer limits. It lacks regard to the site’s constraints and sensitivities and ultimately will devalue and irreversibly damage the overall rural qualities of the area.

The proposal is completely out of character with the existing established residential development, it will create an aesthetic anomaly with apparently little or no regard to the site’s significant relationship to the Rural Conservation Zone interface, or the Shire’s and State’s desire to protect the rural character of the area.

Submission 26

The intensity of the development at this sensitive location, is lacking in empathetic response or regard to the surrounding Rural Conservation Zone or appreciation of the impact on conservation values and the surrounding productive farming properties. There is no provision for set backs to create a buffer between the development and surrounding productive board acre farms or adjacent semi rural properties, some which are in a designated bushfire prone area of cultural heritage significance and have Design and Development Overlay - Schedule 13 (DDO13) - Primary Lots, Land Subject to Inundation Overlay (LSIO), and Vegetation Protection Overlay - Schedule 9 (VPO9) - Living Forest associated with them.

The DP fails to nominate the exact number of lots, yet management of the expected traffic is to funnel it into established residential streets currently experiencing unresolved traffic congestion. The solution for exit and entry to this development relies on a “proposed only” contentious solution linked to the suggested upgrade of a central Gisborne street (Aitken St). The development relies on the current roads and the future proposed solution (for an already identified problematic and congested road system) to then be expected to cater for traffic from potentially 800 new dwellings. There is a clear lack of regard the impact this proposed traffic design will have on the local community.

The narrowly designed roads prevent the replication of one of Gisborne’s key characteristics, its street tree avenue plantings. Small housing lots and narrow streets limit the opportunity for vegetation development or planting of native trees. It is not clear how vegetation within the proposed road reserves or private properties would be achieved.

Street planting is an important character feature of the township and provides the establishment of a connecting tree canopy cover aiding the creation of corridors for displaced local wildlife. This type of vegetation design also has an important climate change proofing element by aiding mitigation of the impact created by clustered house roofing in a Shire that has declared a climate emergency.

The street and lot sizes design shows little regard for the inherent problems emergency service vehicles (especially fire appliances) will face when negotiating narrow road routes coupled with the expected on street /off property parking.

The DP seems ill conceived with limited vision and a piece meal document not reflective of good design practices. Provision has been made for a “Local Convenience Centre” (shop) and a childcare centre, but no school and a lately-added undefined/explained “Residential Retirement Living Community” area which is located furthest from the town centre and to be developed last in Stage 5.

There is no incorporated open space links across the entire property within the proposed design of the shared path networks, footpaths and open spaces it is lacking in connectivity. It fails to design a passive management passive/ planting solution to limit community access to the Jackson Creek Escarpment and Creek. This is important as if left unmanaged it will have the potential of adversely impacting the riparian area of the creek and its flora.

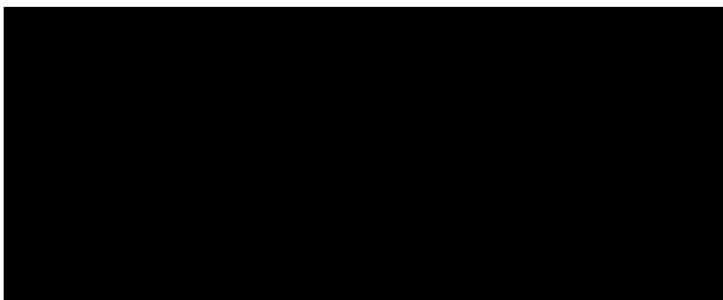
The development drainage is in close proximity to the internationally significant Racecourse Marshlands Reserve . The 3 drainage Reserves lack best practice design and detail in how the design proposal will ensure protection for the Racecourse Marshlands Reserve and surrounding properties.

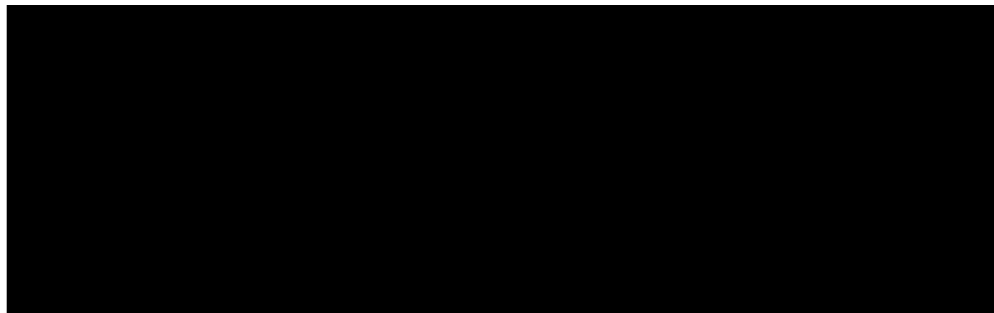
The Macedon Ranges Statement of Planning Policy, introduced as part of the Act's requirements, emphasise the need for the Shire's character to remain rural, including the character of its towns which this proposed development fails to achieve for the township of Gisborne.

Concerning is the omission of placement of the Landscape Concept Plan in the DP. By consigning the Landscape Concept Plan to the permit application process ensures the exclusion of adjacent owners the right to object. We suggest this is unacceptable, especially with the lack of knowledge of what of the final proposed development will actually look like.

The overall DP design proposed is void of any perceivable positive outcomes for the environment or the community. Ultimately all it will achieve is creating an out of character mini suburb on the extreme outer limits of Gisborne.

We ask that this proposed development plan be refused as being totally inappropriate for the location the applicant wishes to develop.





To whom it may concern

I am writing to object to the plan of subdivision of the land at [89 Ross Watt Rd](#) Gisborne, Project Number 7213, Drawing reference 7213_UD_ODP_V8.2.

Since my family built in [REDACTED] years ago I have been aware that this land would one day have housing, however I always thought the block sizes would be compatible with the existing ones.

I feel that this particular plan is not in sympathy with the surrounding area. This area is surrounded by semi rural land lots averaging over 2000m2 and lies on the edge of the residential development envelope. The area is over 3km from both the town centre and the Gisborne Railway Station making walking to these destinations as a commute by the general public unsustainable. The 2 roads that will service this development, being Cherry lane and Ross Watt Rd, and their intersections with Station Road, even with the planned upgrade to roundabouts, will be substantially affected by the increase in traffic flow from 700 - 800 new residential lots. As it is there is often a significant wait to turn onto Station rd. We live in the Macedon Ranges to avoid the traffic delays of Melbourne.

I absolutely object to the 300m2 allotments as being particularly inappropriate for this development. My understanding has always been that New Gisborne has been chosen as the location for smaller blocks, there is plenty of new development there and the land is closer to the railway station.

The infrastructure of Gisborne cannot sustain this constant development- it is impossible to get a last minute doctors appointment, the Secondary college is bursting at the seams The character of Gisborne deserves to be preserved as much as possible.

My hope is that the council will do its best to stop the tiny blocks and the overdevelopment of this land. Gisborne cannot sustain the constant development that we have seen in the last few years.

Regards



Submission 28



Dear Council,

Please find the following submission to be an objection to the Proposed Development Plan, 89 Ross Watt Road, Gisborne

The area identity is declared Distinctive Area and Landscape under Section 3AAB of the Planning and Environment Act. This is not only in asset but provisional as well and the area is key linkage for our animals of range both terrestrial or arboreal, which doesn't communicate the intention to use local natives to re-establish, retain and bolster character and provision for the area. The doesn't include.

There's intent to save the seed and protect our local province.

Street tree interface and all planting to be and assist local provenance.

Escarpment land is not enough for public open space (encumbered land, needs to include unencumbered also).

