



Gisborne Futures

Background & Technical Analysis Report

July 2020



DRAFT

for Community Consultation



**Macedon
Ranges**
Shire Council

Version Control

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

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

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



Project Team

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

Ethos Urban

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

**ETHOS
URBAN**

Urban Enterprise

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

urban
ENTERPRISE

Extent Heritage

- Heritage Assessment

EXTENT
HERITAGE ADVISORS

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

- Cultural Heritage Values Assessment



Cardno

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

Cardno

TGM Engineers

- Servicing Report

TGM



The Gisborne Futures Project was developed to manage growth and change in Gisborne over the next 30 years.

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

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

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

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

1. About the Gisborne Futures Project

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

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

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



The Gisborne Futures project comprises three key documents:

Gisborne Structure Plan

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

Gisborne Urban Design Framework

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

Gisborne Neighbourhood Character Study

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

1.1. Planning for 2050

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

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

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

Background & Technical Analysis Report

This report provides an overview of the background research, technical analysis and issues and opportunities identified for Gisborne that have informed the Gisborne Futures project. It is the outcome of research by the project team and provides the background information that has informed the future direction of the town.

Project Stages



The Gisborne Futures project is being prepared over seven stages.

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

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

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

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

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

2. Introduction

About Gisborne

Gisborne and New Gisborne are connected by Station Road/Aitken Street which is aligned on a north-south axis between the significant landscape features of Mount Macedon and Mount Gisborne, across the river valley.

The road from Melbourne followed the escarpment of Jacksons Creek, and entered the valley in a series of turns to a low point within the valley. Around these cross-roads the town of Gisborne evolved. The original village was laid out on a formal grid with wide tree lined streets, and confined to the inner slopes of the Jacksons Creek Valley on the south side of the creek.

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

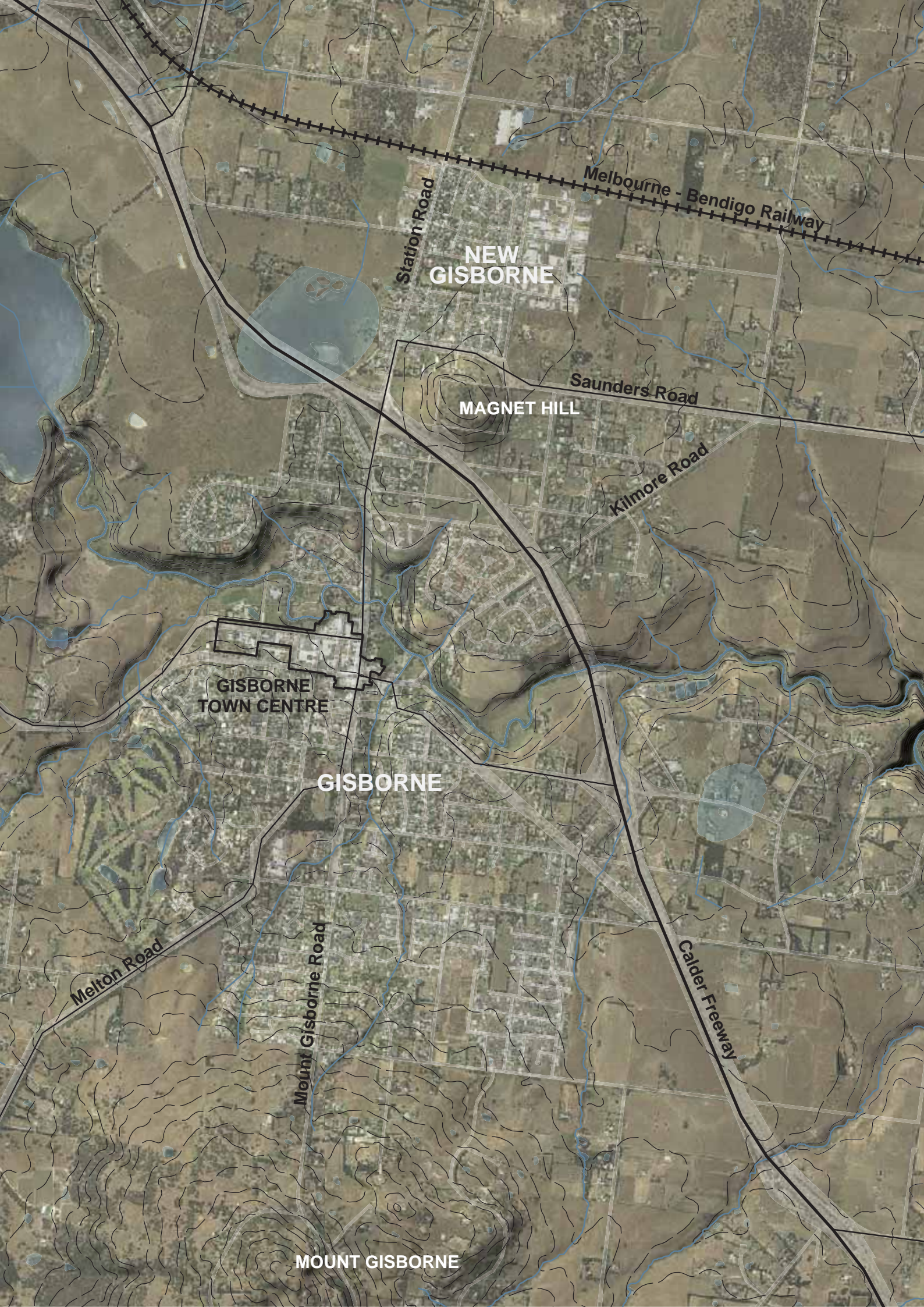
The growth of Gisborne was relatively moderate in the first half of the 20th Century. Older, period homes concentrated in the Town Centre and along Station Road in New Gisborne. Post-war suburban expansion began to occur south of Howey Street during the 1960s and 1970s, and in New Gisborne, north of Saunders Road.

Gisborne has experienced steady growth since this time, with larger lots developing on the northern escarpment above Jacksons Creek and in the Chessy Park Drive area in New Gisborne during the 1970s and 1980s. More conventional residential development has been focused in the south of Gisborne during the last 15 to 20 years, however lot sizes have remained well above the average found in other growing townships, which contributes to the highly valued semi-rural character of residential areas.

While residential development has grown to the north and south of town, the Town Centre has remained the focus for retail and commercial activity.

The development of the Business Park in the 1990s saw an expansion of employment opportunities to support the growing community.

The 2009 Gisborne/New Gisborne Outline Development Plan (ODP) nominated investigation areas for further residential growth to the east and west, in New Gisborne, as well as an expansion area of the Business Park to the south. This will build on the vision for New Gisborne to develop as a transit orientated settlement with close access to education, public transport, local commercial and employment opportunities.



NEW
GISBORNE

MAGNET HILL

GISBORNE
TOWN CENTRE

GISBORNE

MOUNT GISBORNE

Station Road

Melbourne - Bendigo Railway

Saunders Road

Kilmore Road

Melton Road

Mount Gisborne Road

Calder Freeway

3. Gisborne's People

3.1. Population

In 2006 Gisborne's population was estimated to be 6,400. Using this data, population projections in the Gisborne Outline Development Plan (ODP, 2009) predicted an increase to 12,000 by 2031. The actual population growth has far exceeded this figure with Forecast id. estimating the 2020 resident population of the Gisborne area to be 14,406 people.

Forecast id. currently projects that the population of Macedon Ranges Shire will reach 65,405 by the year 2036, and that the Gisborne District will reach 20,454 residents by 2036 comprising 31.3% of the Shire's total residents.

The Gisborne District comprises 27.8% of the total Macedon Ranges Shire population, which at the time of the 2016 Census was 46,100.

Over the 5 year period from 2006 to 2011 the average annual growth of the Gisborne District was 1.8%, this figure increased to 1.9% per annum between 2011 and 2016.

These population projections expect that an additional share of 3.5% of the Shire's residents will be located in the Gisborne District.

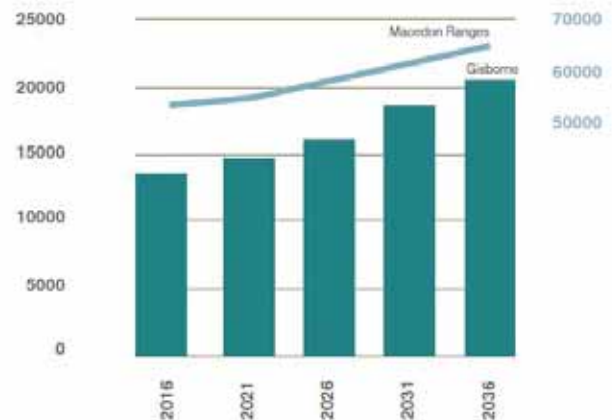


Figure 1. Population Forecast (Source: ABS)

This demographic analysis is based on the Gisborne SA2 area which comprises both Gisborne and New Gisborne. The data used in this analysis has been sourced from the ABS 2016 Census of Population and Housing via the Australian Bureau of Statistics. Forecast data in this analysis has been sourced from Forecast id. and is also based on the Gisborne SA2 area. The Gisborne SA2 area is shown in Figure 2 below and is referred to as 'Gisborne District' throughout this analysis.

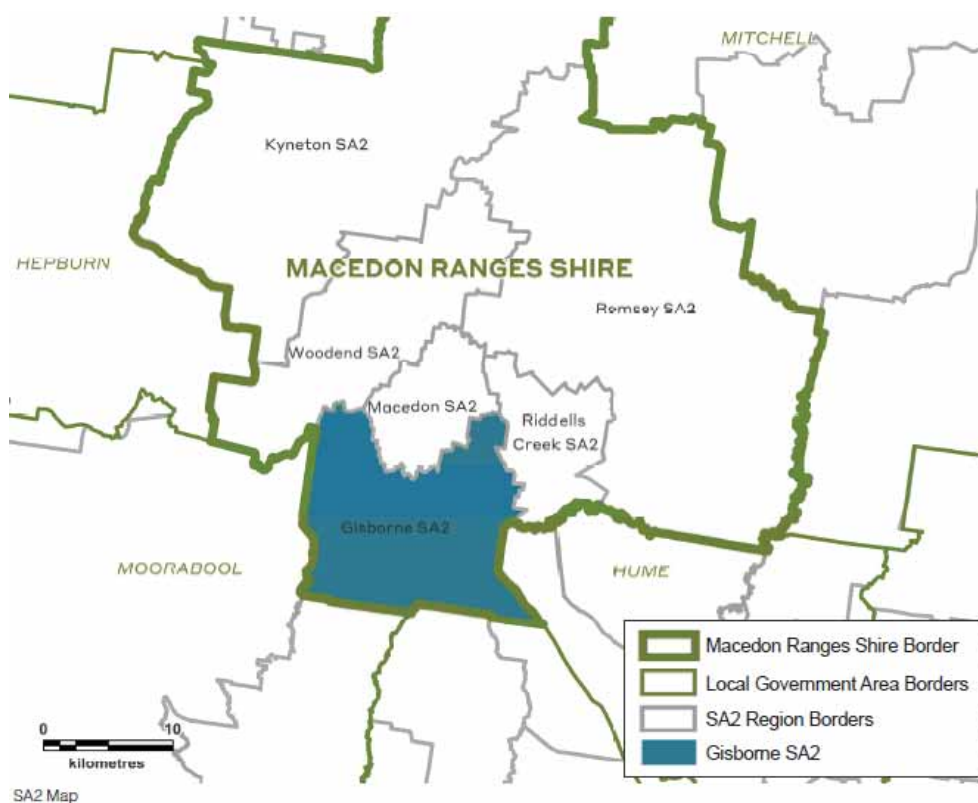


Figure 2. Gisborne SA2 Statistical Area

3.2. Age Structure

The 2016 Census reported that the dominant age bracket of Gisborne District residents was the 45-54 years, closely followed by the 35-44 year bracket.

Over the 10 year period from 2006 to 2016 significant growth in the 65-74 year age bracket was recorded, representing 22.8% of growth.

Gisborne District has a marginally younger population than the Macedon Ranges Shire as a whole, with a median age of 39 compared with 42 years.

A breakdown of Age Structure is shown in Figure 3. Forecast id. predict that between 2016 and 2036 there will be a 83.4% increase in residents of retirement age and an 42% increase in residents of working age.



Figure 3. Gisborne Age Brackets (Source: ABS)

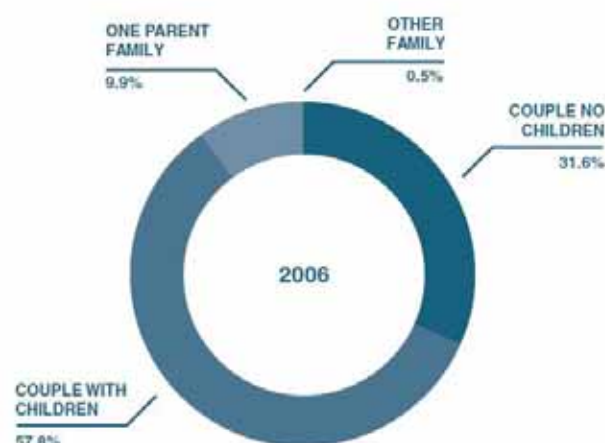


Figure 4. Household Structure 2006 (Source: ABS)

3.3. Households & Dwellings

At the time of the 2016 census the Gisborne District recorded that 91% of dwellings were detached houses, while 8.4% were semi-detached (terrace or townhouse) and only 0.1% were flats or apartments.

A majority of dwellings (52.7%) in the Gisborne District had four or more bedrooms at the last census, significantly more than the Macedon Ranges Shire average of 42%, indicating a lack of housing type and diversity in the town.

Id. projections expect that there will be 5,791 private dwellings in the Gisborne District by 2026 and 7,323 by 2036, an increase of +1,597 and +3,129 respectively on the ABS 2016 census figure.

Average household size is expected to decline slightly from 2.85 in 2016 to 2.76 by 2036 (id.).

Median rental prices in the Gisborne District were \$351 per week, significantly more than the Macedon Ranges Shire median of \$315.

Median mortgage repayments in the Gisborne District were \$1,993 per month, again significantly more than the Macedon Ranges Shire median of \$1,733 per month.

The 2016 census indicated that the vast majority of households in the Gisborne District were family households (82.2%), while only 16.8% were lone person households and 1% were group households.

This household composition profile differs considerably to the Macedon Ranges composition of 78.1% family households and 20.2% lone person households.

3.4. Household Composition

Family composition in the Gisborne District has seen an increase in couple families with no children and one parent families over the 10-year period from 2006 to 2016. A breakdown of family composition is shown below in table 1.2.

In the Gisborne District 33.9% of dwellings are owned outright, 48.7% are owned with a mortgage and 14.7% are rented. Incomes in the Gisborne District are slightly higher than the median for Macedon Ranges Shire as shown below in Table 1.3.

This household composition profile differs considerably to the Macedon Ranges composition of 78.1% family households and 20.2% lone person households.

4. Summary of Consultation

The Gisborne community has been consulted on varying strategic projects in recent years. The outcomes of these consultations have been reviewed as background to inform the plan. Of particular relevance to the Gisborne Futures project is the consultation phase held for the Neighbourhood Character Study in 2017.

Gisborne Futures Consultation Activities

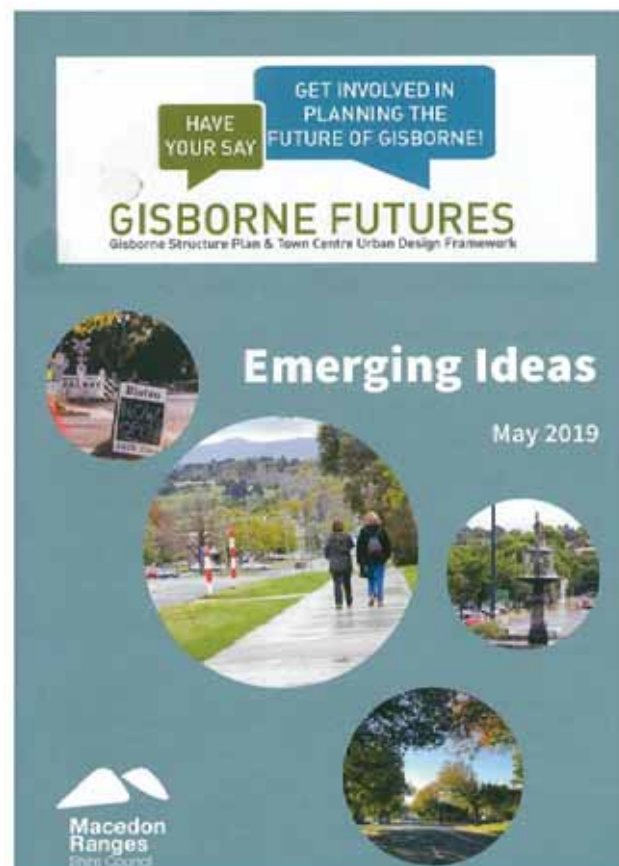
Phase 1 – Issues & Opportunities Consultation

Online activities;

- Newsletter;
- Pop-up events;
- Drop-in sessions;
- Drop-in interviews;
- Self-guided walking tour;
- Targeted activities with school children; and
- All ages community events.

Phase 2 – Emerging Ideas Consultation

- Emerging ideas online survey & feedback forms; and
- Emerging ideas booklet distributed throughout the town.



Phase 1

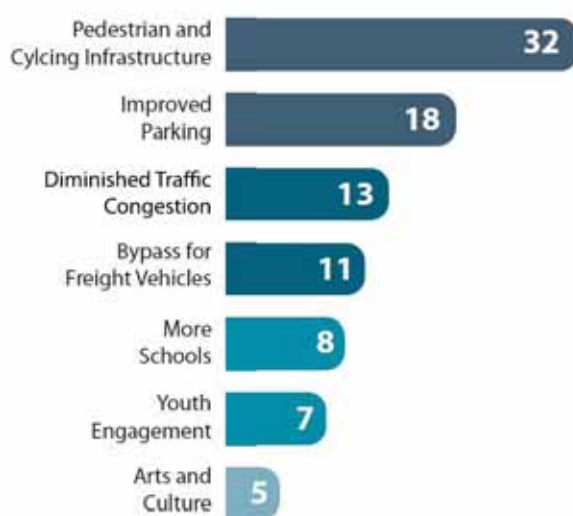
Issues & Opportunities

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

What we hear

- The importance of retaining and protecting the semi-rural ‘feel’ and character of the town.
- The need to protect heritage features of the town.
- The importance of protecting and enhancing the town’s open space areas and landscape features.
- Pedestrian and cycle safety and infrastructure improvement.
- Ease of movement.
- Economic development should occur through support for local business.
- There is a perceived need to provide for more community facilities and services.

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



Consultation participants identified common aspects of Gisborne that evoke their love and appreciation for the area. The village atmosphere, or ‘rural/country town-feel’ is the most important, defining feature of Gisborne. Participants from all activities in the consultation process highlighted the importance of retaining this atmosphere. This is closely tied to the town’s reported sense of community and friendliness.

Another key aspect of the town is its green and open spaces, environmental amenities, and its ‘close-but-not-too-close’ proximity to Melbourne. Despite its smaller scale, Gisborne also has a range of quality shops and facilities.

Residents value the town’s tree lined streets and the its natural setting. Most homes are single storey dwellings on larger lots. Fresh air and abundant green and open spaces connect residents with their local environment. Views and landscapes are highly valued, especially those of the ranges. The town also possesses local history and heritage, which respondents feel should be better protected and enhanced. Growth and development should not occur at the expense of the existing town character.

Participants also identified things that would make Gisborne better. Mobility is a major concern, especially among survey participants. Pedestrian and cycling infrastructure is especially needed. Additional/ improved parking, reduction in traffic and congestion, and greater public transport connections should also be prioritised. Residents also request actions to remove large freight vehicles from local streets.

Economic development should occur through support for local business, especially those that provide opportunities for young people. Children identified future employment as an area of concern. Survey participants suggested attracting more professionals, government service providers, and/or growing agribusiness and tourism to diversify and increase employment opportunities.

According to participants, the town is in need of more facilities and services, specifically those designed for young people, sport and recreation, schools, arts and culture, and shops. Survey respondents feel that the library and health services are adequate, but there may be a shortage of schools and playgrounds. Gisborne’s children want more places to have fun, arts and culture, greater diversity of shops, BMX tracks, and more seating and drinking taps around town.

Phase 2

Emerging Ideas

What we heard

- Continued apprehension regarding growth and development.
- Importance of protecting village and semi-rural landscape character as lot sizes decrease.
- Participants noted that future residential development should prioritise affordability and choice, whilst also minimising car dependency.
- Protection of the environment should also be a key consideration.
- Keen for an increase in diversity of retail, business and employment offerings but not supportive of large-format retail in the town centre.
- Submissions supported the expansion of retail/commercial uses in New Gisborne.
- Improved need for community infrastructure and services.
- Importance of ensuring ease of access and mobility throughout the town.

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



Top responses to “How would you like to see Gisborne support local and regional businesses?”



The online survey for Phase 2 engagement demonstrated the continued apprehension amongst participants of growth and development within the Town Centre and the greater township. Feedback was that growth will impact on the character of the town if lot sizes continue to decrease.

Participants also emphasised the value they place on the village character and low scale feel of the town and how it interacts with the surrounding environment and want to ensure this will not be compromised due to increase in growth and development.

While submissions are divided regarding whether or not subdivision of rural land should be permitted, respondents suggest that future residential development should prioritise affordability and choice and minimise car dependency.

The environment is also a valued priority by respondents, particularly the open spaces and Jacksons Creek escarpment, as it provides a green backdrop to the town. The protection and further delivery of street trees was also noted as being of high importance for respondents, as they add to the green character of the town. Submissions reiterated the importance of quality open spaces. Based in these environmental values, respondents support the prioritisation of environmentally sustainable design and urban consolidation.

Although respondents were typically in favour of a greater diversity of retail offerings – particularly businesses that would provide an evening trade, there was general opposition to larger bulky retailers located within the Town Centre. There was also support for providing neighbourhood shops in New Gisborne and south of Gisborne, and the potential benefits that would have on traffic congestion in and around the Town Centre.

According to survey participants there is also a need for improved community infrastructure with the provision of high schools, aged care/retirement and youth facilities and a community gathering space.

Participants also identified concerns around truck traffic and parking issues in the Town Centre. Safety and noise were the main driver for concern regarding truck traffic, with provision and access to parking located in the Town Centre (particularly during peak times), the main cause for concern in regard to parking. Submissions suggested particular concern around large freight vehicles’ use of local roads and the impact this may be having on traffic congestion and amenity.

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

4.1. Neighbourhood Character Study Survey

Metropolis Research conducted a survey of the Gisborne community to explore a range of issues including; values, emigration, attitudes towards future growth, views relating to neighbourhood character, housing, services and transport.

Living in Gisborne

Responses from participants indicated that by far the most significant reason for their decision to live in Gisborne was the country feel and semi-rural lifestyle that the township affords to them. Importantly, many respondents expressed an intention to one day move away from the township, due to concern that it is becoming more of a suburb of Melbourne than a regional town. Respondents indicated that if they were to leave the township, likely relocations would include the nearby Macedon township, or other more rural locations across the Macedon Ranges Shire.

Population Growth

There was no clear consensus among respondents as to the preferred location of future growth within Gisborne/ New Gisborne. While the most popular response was to allow growth within defined areas, a quarter of responses expressed a desire to have growth occur outside of the township boundary. Again, the 'country feel' of Gisborne/New Gisborne and its preservation were key drivers of the attitudes towards future population growth.

Neighbourhood Character

Twelve key elements of neighbourhood character were ranked by satisfaction by the participants of the survey with particular attention given to the following (it is noted that responses varied largely based on method of engagement):

- Views of the hilltops and mountains (excellent satisfaction)
- Height of buildings (excellent-very good satisfaction)
- Architectural style of buildings (poor-good satisfaction)
- Footpath networks (very poor-solid satisfaction)
- Subdivisional layout (extremely poor-solid satisfaction)

These responses indicate that environmental aspects including views and vegetation are a defining element of neighbourhood character in Gisborne/New Gisborne.

Issues in Gisborne

Maintenance of parks and gardens, as well as local roads were issues that were considered most important by respondents. Other significant issues identified included access to childcare and kindergarten, access to library services as well as issues relating to housing supply and affordability.

Improvements in Gisborne

Overwhelmingly, respondents indicated a strong desire to see improvements to local roads and traffic conditions. Similarly, there was significant attention given to the prospect of more appropriate housing development, with some respondents indicating that they would like to see less housing development. Only a small proportion of respondents identified public transport and an increased provision of shops and restaurants as opportunities for improvement.

Transport

The average survey respondent had 2-2.5 cars per household, with 4/5 respondents travelling to work by car. A little over 10% of respondents took the train to work. Interestingly, only 1/5 respondents worked within Gisborne or Melbourne, with the remainder working elsewhere.

Environment

Respondents were asked if there were any environmental actions that they were currently undertaking, or considering undertaking within the next 12 months. Approximately 1/3 of respondents were considering installing ceiling insulation, reducing heating and cooling costs as well as landscaping to optimise shade and light.

5. State Planning Policy

Planning Policy Framework

The Planning Policy Framework (PPF) contains State government planning policy on a wide range of topics, and guides the management of growth and change.

Clause 11.03-2S (Growth Areas) identifies Gisborne as an established settlement within the peri-urban area of Melbourne that has capacity for growth. The policy recognises that there are significant ecosystems, landscapes and agricultural and recreational activities that need to be taken into account.

Clause 12.05 (Significant Environments and Landscapes) identifies the Macedon Ranges as having areas of environmental sensitivity that should be protected and conserved from development that would diminish their environmental or recreational value.

Plan Melbourne 2017-2050

Plan Melbourne is the long-term strategic planning document to guide Melbourne's growth to 2050. It includes consideration of Melbourne's peri-urban areas and regional Victoria. Gisborne and Kyneton are identified as 'regional centres' in Plan Melbourne.

Policy 7.1.2 of Plan Melbourne is to "Support planning for growing towns in peri-urban areas." The plan notes that a number of towns in peri-urban areas have capacity for more housing and employment-generating development without impacting on the economic and environmental roles that surrounding non-urban areas serve.

The plan also notes development in peri-urban areas must also be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets.

Loddon Mallee South Regional Growth Plan, 2014

The Loddon Mallee Regional Growth Plan (RGP) provides a regional approach to land use planning, and identifies opportunities to encourage and accommodate growth and manage change over the next 30 years.

It identifies Gisborne/New Gisborne as a Regional Town, which will be the focus of future population growth and act as sub-regional employment centre. Regional towns also act as district hubs to smaller surrounding settlements and rural areas. These larger centres offer a diversity of retail and community services and recreational and cultural opportunities.

Distinctive Areas and Landscapes

In 2018 Macedon Ranges region was declared as the first distinctive area and landscape under the new Part 3AAB of the Planning and Environment Act 198. The legislation identified the Macedon Ranges as an area of outstanding environmental and cultural significance to be protected. It acknowledges the unique environmental, productive and scenic qualities of the landscapes, and the pressure on these due from urban encroachment and growing visitor numbers due to its proximity to Melbourne and other regional cities.

Statement of Planning Policy

The Macedon Ranges Statement of Planning Policy (SPP) been prepared to implement the Distinctive Areas and Landscapes legislation. It was endorsed by Council in July 2019, and gazetted by the Minister of Planning in December 2019. The purpose of the SPP is to provide a framework to ensure the outstanding landscapes, layers of settlement history, impressive landforms, and diverse natural environment of the Macedon Ranges are protected and conserved and continue to be of special significance to the people of Victoria.

The SPP contains Objectives that must be met, and Strategies that provide guidance on how to achieve the objectives. In particular, the Settlements Domain contains the following objective:

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.

Strategies to achieve this relevant to the Gisborne Futures Plan include:

- Direct urban development to a hierarchy of settlements identified for growth, through clearly defining long-term settlement boundaries.
- Encourage infill development that respects the townships' character.
- Limit the expansion of settlements in high risk locations, actively reducing the risks associated with natural hazards.
- Encourage a range of housing types within settlement boundaries to support a diverse range of housing needs.
- Encourage provision of an adequate supply of well-serviced employment land within settlement boundaries to support local and regional jobs and services.

6. Local Planning Policy

The Local Planning Policy Framework (LPPF) adapts the principles from the PPF at a local level.

Clause 21.03 Vision - Strategic Framework Plan

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

Figure 05 illustrates the high quality agricultural land, key transport infrastructure, significant landscapes and identifies any land at risk of bushfire. It also identifies Gisborne as the regional centre of the Macedon Ranges.

The Strategic Framework Plan defines a regional centre as:

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

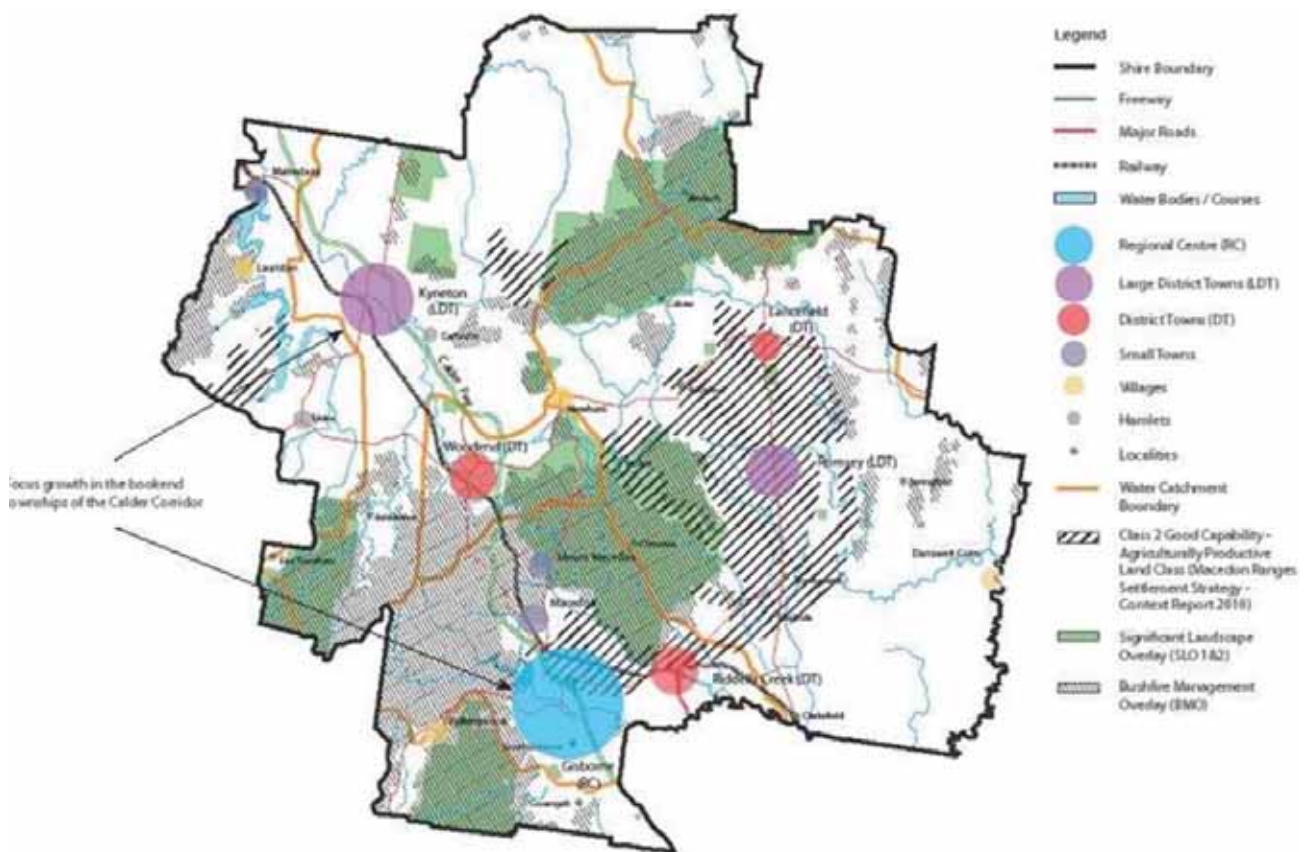


Figure 5. Macedon Ranges Strategic Framework Plan

Clause 21.04 Settlement

The Macedon Ranges Settlement Strategy (2011) informs the overall direction for urban growth until 2036. Key strategic directions that are relevant to the Gisborne SP and the UDF are:

- A clear distinction should be made between larger settlements having capacity for growth as more sustainable communities with the potential to support a range of services, and small rural settlements which are generally unsuited for further expansion.
- Greater capacity to absorb growth and greater net community benefit will be delivered through focusing growth in most of the larger towns adjacent to the Calder corridor and the railway line.
- Many of these towns have capability within the established utility services to support growth and have the least environmental and social constraints.

The Settlement Strategy states that levels of development will be consistent with the role of towns in the settlement hierarchy and will be dependent upon infrastructure provision and environmental constraints.

Objective 1 encourages the development of Gisborne as a regional centre by facilitating the provision of a large, diverse, employment and housing base and the provision of higher order goods and services. It also endeavours to ensure there is consistency with the capacity of settlements to grow and plan for growth by focussing development on and consolidating the roles of the key towns of Gisborne and Kyneton which have the highest levels of infrastructure, services and employment.

Clause 21.13 Local Areas and Small Settlements

This clause states that Gisborne and New Gisborne currently serve the role of a large district town and form the major urban centre in the southern end of the Shire. It outlines the expected increase in growth by 2031 of the settlements, from 6,400 persons in 2006 to 12,070 people in 2031.

This clause reflects policy outlined in the Gisborne/ New Gisborne Outline Development Plan (2009) (ODP) and provides the strategic background and a detailed framework for the future residential, commercial and industrial growth for Gisborne and New Gisborne. It specifically aims to reflect the planning needs of both Gisborne and New Gisborne while accommodating the needs and vision of the community and key stakeholders.

The key issues facing Gisborne and New Gisborne include:

- Managing increased growth and development pressures in Gisborne and New Gisborne.
- Balancing township growth and development densities against the community's desire to maintain the semi-rural and established village character of Gisborne and New Gisborne, whilst also providing for sustainable development.

Clause 21.13 sets out objectives and strategies specifically for Gisborne and New Gisborne through the following issues and themes:

- Settlement and housing
- Economic Development
- Natural environment and open space
- Heritage, landscape and township character
- Infrastructure

The Gisborne New Gisborne Outline Development Plan provides the strategic direction for Gisborne that forms the basis of this policy.

Clause 22.01 Macedon Ranges and Surrounds

This Policy applies to the Macedon Ranges and their surrounds. This Policy is a restatement of "Statement of Planning Policy No. 8 – Macedon Ranges and Surrounds".

The policy is directed primarily to the planning and management necessary for the conservation and utilisation of the policy area both as a water catchment for urban and local supply and as a location of importance for leisure activities and nature conservation.

Clause 22.01 outlines:

- Major Influencing Factors
- Implementation
- Co-ordination of development
- Conservation and recreation
- Habitat
- Water Conservation
- Fire Hazard and Access
- Subdivision
- Landscape
- Infrastructure
- Consultation

7. Planning Zones

Residential Zones

The predominant residential zoning within the Gisborne/New Gisborne township is the General Residential Zone (GRZ1). Typical housing development within the GRZ1 includes single detached dwellings, with the occasional unit complex closer to the Town Centre.

The Low Density Residential Zone (LDRZ) applies generally to areas on the outskirts of the existing GRZ1 land. Typical development within this zone includes, larger single to double story dwellings situated on large lots.

This provides a distinct contrast between the residential areas within Gisborne and New Gisborne.

Rural Living Zone (RLZ) extends east, north and south, beyond the current town boundary. Typical dwellings within the RLZ are single storey and detached, on significantly larger lots.

Opportunity for residential intensification exists within the GRZ1 land, particularly land closer to the Town Centre where higher density developments have typically been located.

Commercial Zones

The commercial zones within the townships are limited to the Commercial 1 Zone (C1Z) and are applied almost exclusively to the Gisborne Town Centre, with a small area of C1Z located south of Gisborne Rail Station.

Commercial developments in this zone are generally limited to single storey shops and retail outlets fronting streets within the Town Centre. Developments of more significant scale include the Nexus Centre and the Gisborne Village Shopping Centre on Brantome Street.

Vacant and under-utilised lots within the Town Centre provide opportunity for further commercial development.

There is no Commercial 2 Zone in Gisborne.

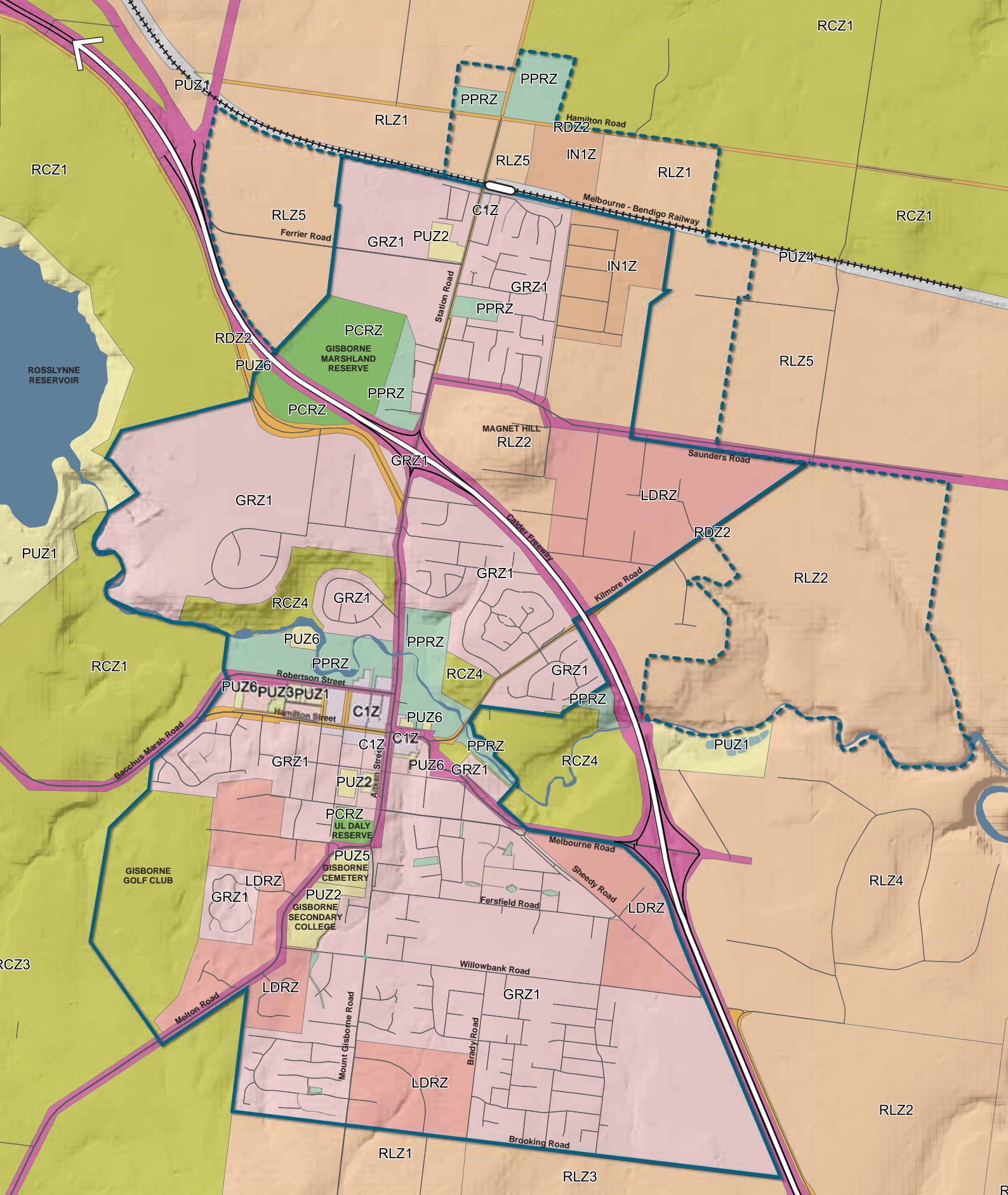
Industrial Zone

The Industrial 1 Zone (IN1Z) applies to land in the east of New Gisborne (Gisborne Business Park) and land immediately north of the railway line. The purpose of this zone is to accommodate light industrial and warehouse uses. Development within the Gisborne Business Park generally includes large warehouse style developments. Vacant land within the Business Park provides some opportunity for future industrial growth, and the ODP nominates land to the south of the existing industrial area as an expansion area for the Business Park.

Environmental Zones

The Rural Conservation Zone (RCZ) applies to land immediately to the west and to the north of Gisborne/New Gisborne and does not provide opportunity for further township growth. The RCZ protects areas of high conservation significance and includes buffers around the reservoir.

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



Legend

- Existing town boundary
- - - Proposed protected settlement boundary
- + + + + Railway Line
- Gisborne Station
- 10m Contours

Zones

- GRZ General Residential Zone
- LDRZ Low Density Residential Zone
- RLZ Rural Living Zone
- C1Z Commercial 1 Zone
- PUZ Public Use Zone
- Special Use Zone
- RCZ Rural Conservation Zone

- PPRZ Public Park and Recreation Zone
- PCRZ Public Conservation and Resource Zone

0 500m 1000m

8. Planning Overlays

Design & Development Overlays

The Design and Development Overlay (DDO) applies to areas affected by specific design requirements relating to both the design and built form of any new development.

Within the Gisborne/New Gisborne township several DDO Schedules apply that implement these design requirements specific to the local context.

DDO Schedule design requirements are generally consistent across the township, and relate to:

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

For these Schedules, the general design requirements are centred around ensuring that development considers its existing natural and environmental context, as well as respecting the semi-rural character of the Gisborne/New Gisborne township.

Development Plan Overlays

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

The DPO applies to larger parcels of land both within the township and to the east beyond the Calder Freeway.

Heritage Overlay

The Heritage Overlay (HO) aims to conserve and enhance heritages places of natural or cultural significance by ensuring that development does not negatively impact identified values.

The HO applies to a number of individual properties within the Gisborne Town Centre, as well as in New Gisborne nearer to the train station.

Proposed Significant Landscape Overlays

The Significant Landscape Overlay (SLO) ensures the conservation and enhancement of landscapes with significant landscape values. Schedules to the SLO will contain a statement landscape significance and a number of landscape character objectives to be achieved.

Significant Landscape Overlay - Schedule 1 (SLO1) is proposed for the Macedon Ranges, to the north of New Gisborne.

Significant Landscape Overlay - Schedule 6 (SLO6) is proposed for Magnet Hill to the north of the Calder Freeway, and for Mount Gisborne to the south of the existing town boundary.

The proposed SLOs will give Council a degree of control over the siting and design of new development to ensure that the identified significant landscape values are retained.

Environmental Significance Overlay

The ESO identifies areas where significant environmental values or constraints exist, ensuring that any new development in these areas is compatible.

ESO4 is applied to land immediately north of New Gisborne, immediately east of Gisborne, and along the banks of Jacksons Creek to protect water catchment areas.

ESO schedules outline relevant statements of environmental significance as well as any environmental objectives that are to be achieved by development under the ESO.

Bushfire Management Overlay

The Bushfire Management Overlay (BMO) ensures that development of land prioritises human life and strengthens community resilience to bushfires.

The BMO applies to densely vegetated land located north, south and west of New Gisborne.

A horizontal scale bar with three segments. The first segment is black and labeled '0' at its left end. The second segment is white and labeled '500m' at its right end. The third segment is black and labeled '1000m' at its right end.

9. Strategic Background

Gisborne/New Gisborne Outline Development Plan (2009)

The Gisborne/New Gisborne Outline Development Plan (ODP) was prepared to provide Council and the community with a clear overall structure plan that sets out main road networks, open space areas, location of community facilities, land use directions and details of issues that need to be considered when assessing subdivision applications.

The ODP outlines a vision for Gisborne that includes medium density development around the main commercial areas, recognition of areas of significant landscape sensitivity, linking residential areas to the centre of Gisborne through linear open space linkages and locating smaller dwellings closer to the town centre.

The ODP outlines a vision for New Gisborne with a focus on transport-oriented development that strengthens the educational, commercial and employment opportunities located within the area. It identified the area west of Station Road as the location for traditional density residential development, and promoted medium density development in areas with greater proximity to the rail station and existing and proposed retail. The vision also notes that once land supply has been exhausted, longer term urban development will occur further west and east of Station Road. Also notes that development is to be contained south of the railway line to protect the separation between Gisborne and Macedon.

The Plan goes into significant detail surrounding issues and responses for themes such as physical urban infrastructure, transport and movement, landscape and township character, retail and employment, community infrastructure, open space, natural environment and housing and lot diversity.

The need to review the ODP has been influenced by the following factors:

- The ODP planned for a township population of 12,000 by 2031. This population has been exceeded with a population of 12,831 people recorded in the 2016 census.
- A review of the supply of residential land indicated in the ODP is necessary as many of the nominated areas are either developing or under application for development.

Macedon Ranges Settlement Strategy (2011)

The Macedon Ranges Settlement Strategy (MRSS) provides the overall direction for urban growth consistent with environmental constraints, community aspirations and government policy until 2036. The strategy was adopted in July 2011.

The MRSS made a distinction between larger settlements having capacity for growth as more sustainable communities with the potential to support a range of services, and nominated smaller rural settlements generally unsuited for further expansion.

The MRSS planned for a population in Gisborne of 14,700 by 2036. According to id.consulting the estimated population for Gisborne in 2021 will be 14,716 people which means that Gisborne is close to reaching the population planned for in the MRSS. This has triggered the need to review the ODP to ensure that planning for the township remains current.



Figure 6. Macedon Ranges Township Hierarchy (MRSS, 2011)

New Gisborne Development Plan (2015)

The New Gisborne Development Plan (NGDP) sets out the planning framework for the coordinated development of the residential growth area to the west of Station Road, New Gisborne.

The NGDP outlines a vision to create a transit oriented settlement that builds on the educational, commercial and employment opportunities in the area and sustainable development principles, as well as respecting the township's semi-rural character, heritage streetscapes, view lines to the Macedon Ranges and significant natural environmental assets, including Gisborne Racecourse Marshlands Reserve.

The plan was prepared with guidance provided by the Gisborne/New Gisborne Outline Development Plan (ODP) and includes direction on the following:

- Protection and enhancement of the natural environment
- The location of a neighbourhood activity centre in proximity to Ross Watt Reserve on Station Road, including small community facilities
- Provision for housing diversity with areas nominated for medium density housing.
- Prioritising pedestrian and bicycle access and permeability throughout the growth area
- Response to traffic concerns on Station Road
- Establishment of a high quality landscaped boulevard along Ferrier Road
- Alignment of roads to capture significant views and vistas
- Development of a network of passive open spaces
- Incorporation of Water Sensitive Urban Design (WSUD) principles into public open space areas
- The establishment of clearly defined and visually interesting gateways

The NGDP was formally adopted by Council in 2014. Planning permit applications for development must be generally in accordance with the NGDP.

The actions and strategies outlined in the NGDP have been considered in preparation of the Gisborne Structure Plan and incorporated as necessary.

Gisborne Urban Design Framework (2009)

The Urban Design Framework (UDF) outlines a vision for Gisborne to retain a country village feel, while reflecting forward looking, sustainability conscious community values. The UDF sets out goals associated with achieving this vision. These goals include:

Image and identity

Fostering a contemporary image that looks to the future while acknowledging the history and location of the township.

Activities

Facilitate the development of a consolidated retail core that comprises a mix of thriving retail activities, restaurants and cafes.

Buildings

All heritage buildings within the town centre be retained and restored. Facilitate the development of a complementary mix of building styles.

Spaces

Create lively, dynamic and interesting street spaces, encourage development of a new town plaza or square, protect and enhance existing parkland.

Access

Improve the walkability of the centre through pedestrian and bicycle networks, improve public transport access, alleviate traffic congestion.

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

The UDF was not implemented through the Planning Scheme and its lack of weight as a Reference Document has resulted in a number of key principles not being reflected through recent development.

The UDF is being reviewed as part of the Gisborne Futures Project and relevant planning scheme controls will be prepared to ensure the outcomes envisioned are given appropriate statutory weight in the assessment of future development applications.

10. Background Document Review

There are many strategies, policies, and other documents relevant to Gisborne and the greater Macedon Ranges region. The following documents have been reviewed to inform the development of the Gisborne Futures Plan.

Planning

- Macedon Ranges Council Plan (Years One to Three) 2017-2027
- Gisborne/New Gisborne Outline Development Plan 2009
- Amendment C67 Panel Report 2010 (Gisborne/New Gisborne ODP 2009 implementation)
- New Gisborne Development Plan 2015
- Macedon Ranges Settlement Strategy 2011
- Macedon Ranges Amendment C84 Interim Panel Report (Settlement Strategy implementation)
- Macedon Ranges Amendment C84 Final Report (Settlement Strategy implementation)
- Planning Scheme Review 2018 Draft Issues and Options Paper
- Gisborne Urban Design Framework 2008
- Gisborne Urban Design Framework Background Report 2008
- Gisborne Development Contributions Plan
- Heritage Strategy 2014-2018

Economic Development

- Economic Development Strategy 2009-2019
- Macedon Ranges Tourism Industry Strategic Plan
- Visitor Economy Strategy 2019-2029

Engineering

- Infrastructure Design Manual
- Gisborne Drainage Study 2011
- Gisborne Flood Study 2006
- Water Sensitive Urban Design Master Plan for the Gisborne Township 2015

Environment

- Macedon Ranges Environment Strategy 2016
- Climate Change Action Plan, June 2017
- Gisborne Racecourse Marshlands Reserve and Magnet Hill Environmental Management Plan 2017
- UL Daly Nature Reserve Environmental Management Plan 2014
- Mount Gisborne Reserve Environmental Management Plan 2013

Open Space & Recreation

- Recreation and Sport Strategy 2018-2028
- Open Space Strategy 2013
- Macedon Ranges Regional Sports Hub Feasibility Study 2018

Community

- Early Years Infrastructure Plan 2009-2019
- Early Years Plan 2016-2020
- Macedon Ranges Youth Strategy 2013-2017
- Disability Action Plan (incorporated into the Council Plan 2017-2027)
- Health and Wellbeing in the Council Plan 2017-2027
- Positive Ageing Plan 2016-2020
- Best Practice Literature Review and Background Research Report: Early Years and Positive Ageing Plans 2016
- Macedon Ranges Shire Council Youth Strategy 2018-2028

Movement Network

- Gisborne Movement Network Study 2016
- Macedon Ranges Walking and Cycling Strategy 2014-2024
- Gisborne - Kilmore Road Traffic Signal Installation and Construction Plans 2018
- Station Road Duplication: Draft Project Review Committee Report (and Supplementary Report) and Concept Plan 2014
- Macedon Ranges Shared Trails Feasibility Studies, Woodend - Macedon - New Gisborne - Riddells Creek Shared Trails 2018

11. Township Character

10.1.1. Landscape Setting

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

Gisborne's high quality landscape setting is a result of the township's proximity to a number of landscape features including rural farm land and volcanic rises to the south and east, treed hillsides to the south and west, the Jacksons Creek corridor, escarpment and river valley surrounded by the dominating forms of Mount Gisborne to the south, Magnet Hill and the Macedon Ranges in the north.

Retaining the connection to the surrounding landscape both within and surrounding the town is a key priority for the Gisborne Structure Plan.

10.1.2. Semi-rural Character

The 'rural or semi-rural' character of development in Gisborne is a defining element of the township that is broadly characterised by:

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

10.1.3. Town Centre

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

Diversion of the highway from the centre of town has provided opportunity for it to develop and maintain a 'village' characteristic. A lack of commercial development on the fringes of town, and a lack of larger allotments within town has avoided a proliferation of generic, large format retail which generally relies on high roadside exposure. Rather, a fine-grain pattern of local businesses has evolved, including hospitality, boutique retail, service and office uses. These contribute to the local, 'village' characteristic that is influenced by the compact nature of the Town Centre and physical features including:

- A pedestrian-scale streetscape with generous footpaths.
- Fine grain pattern of development that accommodates a diverse mix of local, small businesses.
- Minimal presence of large chain stores with generic branding and signage.
- Modest built form that does not dominate.
- Community facilities, sporting grounds and parklands within proximity to the Town Centre.

Guidelines to protect township character and preferred built form outcomes are explored further in the Gisborne Urban Design Framework.

12. Planning for Resilience & Change

Gisborne's changing climate

The CSIRO forecast that average temperatures for the greater western Melbourne region are likely to increase by at least 0.9°C by 2030. By 2070, average temperatures are likely to increase by 1.2°C to 3.1°C depending on how quickly global greenhouse gas emissions are reduced. This means that there will be at least an additional 4 days over 35°C by 2030, and 6 to 9 days over 35°C by 2070. Average rainfall is predicted to decrease, however the severity of storms is likely to increase.

These climate forecasts mean that the Gisborne area is vulnerable to:

- Increased number and length of heat waves.
- Increased storm events leading to flash flooding and property damage.
- Increased number of high fire risk days and increased severity of bushfires when they occur.
- Increased periods of dry weather and drought.

Future planning also needs to take into account the global response to climate change including the increasing switch from fossil fuels to renewable energy for electricity and for vehicles.

The implications of these changing climactic and energy contexts for Gisborne's future urban growth include:

- Increased need for resource efficient development that minimise heat gain and loss and reduces reliance on rainwater.
- Increased need for fire resistant buildings in locations at higher risk of bush or grass fires, such as on the edge of town.
- Increased need for fire breaks on the edge of town to reduced the change of wildfires affecting the town if they occur.
- Increased need for street trees and landscaping designed to reduce urban heat and create cool public thoroughfares and refuges.
- Increased need for drought resistant green spaces that utilise reclaimed water and / or drought tolerant plants.
- Increased need for neighbourhoods which are energy self-sufficient and reliant on the National Electricity Grid in the event of blackouts or grid interruptions.
- Need to ensure storm water infrastructure is designed to cater to the increased high rainfall events.
- Need to accommodate electric vehicle charging stations within homes and in public places.
- Need to plan for gas free development.
- Increased need for walkable neighbourhoods to reduce reliance on fossil fuel powered vehicles while the transition from fossil fuels to renewable energy occurs.

Environmentally Sustainable Design

The Gisborne Futures Structure Plan seeks to support and promote an environmental sustainable design (ESD) approach to development.

Council's Climate Change Action Plan (CCAP) (2017) undertook some analysis on the feasibility of introducing ESD policies into the Planning Scheme. The analysis considered planning data that demonstrated that the majority of building projects in the Shire were for single dwellings or extensions to existing dwellings that do not require a planning permit.

Considerations for Council included:

- The resourcing implications for Council.
- Equity between proponents given that approximately two thirds of new dwellings in the Shire are not subject to planning approval and would not be required to meet the policy's higher ESD standards.
- The possibility that the Victorian Government will introduce a state-wide ESD policy into all Victorian planning schemes.

The CCAP did not recommend the inclusion of an ESD Policy based on the above considerations. Recommendations were made to:

- Promote Environmentally Sustainable Design principles to planning permit applicants, developers and the general public through means such as information sessions and fact sheets.
- Advocate for stronger state-wide Environmentally Sustainable Design policy and regulations through the planning system and building code.

ESD Policy

Strategic plans that clearly incorporate ESD principles strengthen the policy basis for assessment of a greater range of sustainability considerations.

The Sustainable Design Assessment in the Planning Process (SDAPP) framework has been adopted by a number of Victorian councils to provide a streamlined and consistent methodology for requesting, receiving and assessing built environment sustainability outcomes through the planning process.

Council's Climate Change Action Plan (CCAP) (2017) undertook some analysis on the feasibility of introducing ESD policies into the Planning Scheme. The analysis considered planning data that demonstrated that the majority of building projects in the Shire were for single dwellings or extensions to existing dwellings that do not require a planning permit.

Unless a new trigger is created for the development of a single dwelling on a lot over 300sqm, Council would remain limited in what can be assessed at the time of considering a planning application for subdivision. However creating a new permit trigger in this context would create an unreasonable burden for both councils and applicants.

Elements that contribute to a sustainable subdivision

Optimise Site Potential

- Design to utilise topography, and to minimise earthworks and spoil
- Design responds to the existing environment, weather conditions and terrain
- Subdivision has appropriate solar orientation, for both public areas and dwellings
- Design prepares for the future climate and reduces impacts of the urban heat island effect (reduce hardstand area, roof reflectiveness, shade for roads, footpaths and bicycle paths)
- Utilise eco-system services
 - Retain existing natural features
 - Maximise solar access
 - Maximise natural ventilation

Enable access and connection to services, open space and amenities.

Provide continual shading of footpaths and roads.

Ensure space for quality public realm (open space, shade trees, landscaping and WSUD)

Landscape design to reduce maintenance requirements and benefit from natural features

Consider ways to optimise green, permeable spaces within streetscapes and private landscape design.

Water, stormwater and wastewater

- Retain, treat and reuse stormwater in parks gardens and the landscape to mitigate flood risk and impacts of drought. Refer also to Integrated Water Management principles.

Encourage adaptability and innovation

Subdivisions build with tomorrow in mind are more resilient and adaptable to future changes in climate demographics and technology.

Consider and enable room for innovation, emerging trends and new technologies such as:

- Battery storage.
- Electric vehicle charging points.
- Micro-grid (energy trading within subdivision – peer to peer trading).
- Autonomous vehicles.
- High quality digital infrastructure to the home to support the local economy.
- Wind modelling to inform natural cooling.

Create places for people

Planning with future communities in mind better supports their economic and social wellbeing. Providing access to local amenities and spaces for people to meet and gather builds cohesive, inclusive, and resilient communities.

Dwelling and lot diversity

Provide varied lot sizes and dwellings that cater to a mix of housing needs and price points.

Local economy

Support space for local economic opportunities (including small home based businesses, shared spaces and incubator hubs etc.).

Offer good access to quality services and community spaces and facilities (including access to fresh food).

Connectivity

- Provide safe and shaded footpath and bike paths to connect to local amenities and neighbouring communities for residents and visitor.
- Design safe, inclusive, well connected and welcoming places.
- Encourage shared spaces and shared use of space (such as for ride share, community gardens and community activities).
- Enable technology to support social interaction.
- Provide connection to local public transport.

Enhance Ecology

- Enhance local ecology through the retention of existing vegetation and native plants, the retention of open spaces along waterway corridors and strengthening local habitat and biodiversity of values.
- Retain existing established vegetation and mature trees (especially native plants).
- Strengthen local habitat and biodiversity connections to larger ecological assets.
- Use of drought tolerant and indigenous plants Pto provide habitat for threatened species.
- Manage vegetation to minimise bushfire risk.
- Allocate cool spaces/ refuges within subdivisions.
- Consider the inter-relationship of the public and private realm for enhancing streetscapes for biodiversity and amenity.

(Source: Sustainable Design Assessment in the Planning Process (SDAPP) - Framework for Subdivisions - Hip v. Hype, 2020)

Sustainable Building Design

Macedon Ranges Shire Council should review whether or not to include ESD policies in the planning scheme given there will be a greater emphasis on promoting dwelling diversity within townships, focussing township growth within protected settlement boundaries and allowing infill development to occur.

This will capture the infill development market, and demonstrate a commitment to environmental sustainability through actively encouraging sustainably-designed buildings.

ESD policies will strengthen the strategic basis for requesting inclusion of ESD principles in the subdivision planning and design process.

ESD Building Design Guidelines

- Dwellings are to achieve environmental efficiency by taking into account the orientation of rooms and windows, shading of windows and walls, ceiling heights, sustainable building materials, cross flow ventilation, covered open spaces, insulation and water efficient fixtures.
- Promote the installation of solar panels and passive solar building elements.
- Double storey homes must respect the privacy of neighbouring dwellings and are to avoid overshadowing of surrounding built form and outdoor living spaces.
- Site and design buildings so that living spaces and outdoor spaces are orientated to maximise access to northern light in winter.
- Provide eaves, awnings and external shading to minimise heat penetration in summer.
- Floor plans and the location of windows must allow for cross-ventilation throughout dwellings.
- Zone internal spaces to increase the efficiency of heating and cooling systems.
- Landscape gardens with indigenous and/or drought tolerant plants.
- Design integrated bin storage to accommodate separated waste (ie recycling, general waste, glass and green bins), and for this to be appropriately located and screened to minimise potential amenity impacts.
- Promote the long-term financial savings to be gained for integrating ESD features into building design.

Planning for Fire Resistance

Council's MSS states:

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

There is a growing awareness of the need to design town/urban boundaries to function as firebreaks. The positioning of precinct elements such as parks, water bodies and irrigated sporting areas may be strategically placed to perform dual purposes, protect communities whilst having more specific uses.

Post-fire impact assessments after Black Saturday showed a clear correlation between houses that had deciduous trees, which provided protection from ember attack, and those that had either no vegetation or native. Many houses survived that had these exotic buffers.

Exotic species could be considered for township and precinct boundaries for the specific function of community/residential protection. The density and spread of the canopy of many exotic species also lends to the creation of 'cool spaces', or 'shadeways' which have been defined as an essential component of climate resilient communities.

The use of exotic species for these purposes should also be considered in tandem with the use of native and culturally significant species to create ecological corridors and habitat linkages throughout precinct areas, as well as providing a visual transition between the new residential areas and adjacent rural landscapes.

13. Housing Framework

12.1. Housing Diversity

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

Gisborne housing supply predominantly consists of detached dwellings on individual lots, with this comprising 91% of housing stock.

Greater housing diversity may be achieved through an increase in the range of dwelling types including shop-top apartments, units and townhouses in addition to detached family homes of different sizes, and on different sized lots, that provide for a range of affordability levels.

Gisborne is already experiencing a trend towards greater housing diversity, including medium density housing close to the train station in New Gisborne and through redevelopment opportunities close to the Town Centre.

Medium density will provide:

- A greater level of choice and diversity of dwelling types for older and younger people.
- A relatively affordable option for those seeking to enter the housing market.
- High quality communal and open spaces.
- Compact, walkable neighbourhoods.
- Critical population to support retail and service opportunities in New Gisborne.

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

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

All areas have potential for infill development that can be designed to respect the existing character of neighbouring houses and streetscapes. The scale and degree of development will vary depending on where the site is located within the town boundary, and what the preferred future character of that area is.

Outside the town centre where larger lot sizes are an intrinsic aspect of the character, infill development may include subdivision down to a minimum lot size as identified in a zone schedule, or as more than one dwelling on a lot, where only one dwelling fronts the street. The Housing Framework in the Structure Plan identifies the level of housing growth and change to be accommodated in Gisborne's residential areas.

The Development Plan Overlay currently applies to the future residential areas of New Gisborne to the north of the Calder Freeway and in Gisborne to the south of the Calder Freeway.

Both seek to facilitate the co-ordinated and sequential development of land to provide for immediate and longer term residential development in Gisborne New Gisborne.

In DPO16 areas closer to the train station, medium density dwellings are already being encouraged.

DPO4 sets the following objective: 'encouraging housing choice and the development of a variety of lot sizes and types in the context of a semi-rural township'.

Multi-unit development is not supported in these areas. Development Plans approved to date have required lots with an average of approximately 800m². Areas identified within the residential expansion areas will fall into this category of 'greenfield' growth and will be required to continue to encourage a mix of housing choice, while respecting the towns semi-rural character.

A Development Plan or Precinct Structure Plan will be required for these areas to ensure they meet the residential design guidelines early in the planning process. Long term residential growth that is identified within 400m of a train station or activity centre, is within an ideal location to cater for the growth of medium density housing, as is being seen in these locations already.

13.1. Housing Affordability

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

Current house prices put home ownership in Gisborne beyond the reach of most moderate to low income households who may be seeking to enter the market. Even families on moderate incomes will face challenges buying a separate house. This isn't an issue in Gisborne alone, housing prices in metropolitan Melbourne rose some 35% between 2014 and 2019, while Gisborne experienced a rise of 26% during the same period.

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

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

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

Units and townhouses have also seen similar growth in price, however for a household on a moderate income a unit or townhouse is a relatively affordable alternative to separate houses.

Table 1. Housing Cost v. Household Income

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

13.2. Housing Change Areas

Incremental Change Area 1

Medium density housing is promoted in existing residential areas within close proximity to the Town Centre. Multi-unit and townhouse development is encouraged through the existing Design and Development Overlay (DDO17). This requires a design response that respects the highly valued character of streets and heritage built form. Two storey development is preferred, however three storey development is also permissible provided the proposal demonstrates high quality design and meets all neighbourhood character requirements.

Incremental Change Area 2

Incremental change area 2 will see a change in older subdivisions within reasonable walking distance to the Town Centre, future activity centres and transport. There is already a trend towards subdivision of these lots into dual occupancies or multi-unit developments emerging, particularly in the Swinburne Avenue, Ormerod Court and Morrow Road areas. Given the combination of large lot sizes and ageing dwelling stock it is expected that this trend will continue into the future. New developments will be required to meet neighbourhood character objectives and residential design guidelines. Incremental Change Areas will encounter modest housing growth in the form of townhouse, unit and dual occupancy development as well as detached houses.

Minimal Change

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

These locations are generally beyond reasonable walking distances of public transport, shops and services. These areas include low density residential and rural living areas within the township boundary. Retention of larger lots assists to maintain the 'country' atmosphere of Gisborne and provides a transition between the surrounding rural landscape and the township.

Majority of recent subdivisions are included in the minimal change areas. These have developed under Council's existing or past policies that have sought to encourage a specific residential design outcome including spacious streets, separation between dwellings and integration with landscape features. Many of these areas have further subdivision restrictions in the form of covenants to maintain the low-density, semi-rural character envisioned through the subdivision.

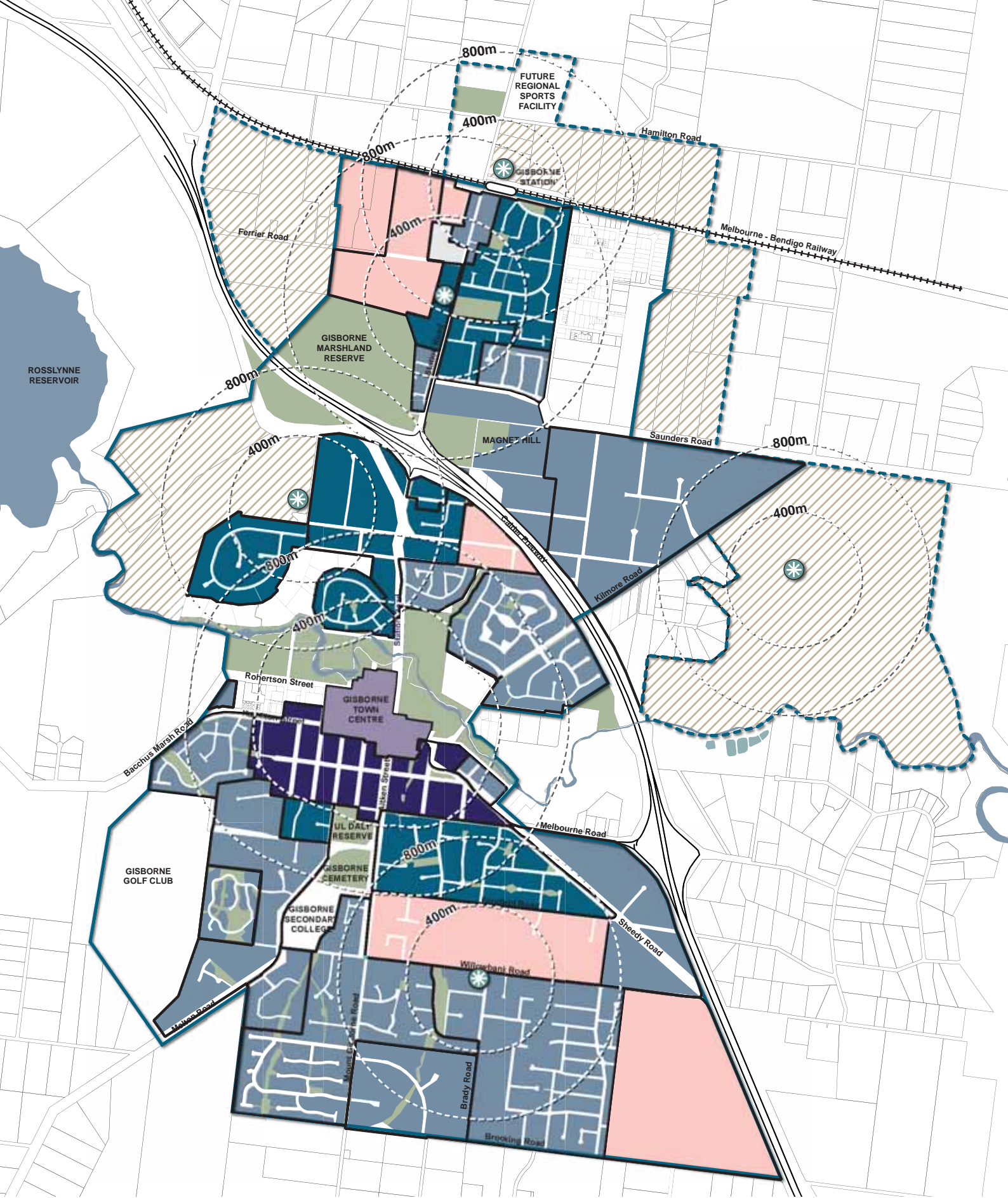
Development Plan Areas

Development Plan Overlays (DPOs) apply to the growing residential areas of Gisborne and New Gisborne. The DPOs seek to facilitate the co-ordinated and sequential development of land to provide for immediate and longer term residential development.

Residential Housing Types:

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

Figure 7. Housing Framework - Preferred Housing Types



Legend

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



Figure 8. Housing Change Areas

13.3. Residential Land Supply

Gisborne contains a substantial amount of undeveloped residential land within the existing town boundary.

The Macedon Ranges Land Supply and Demand Assessment (LSDA) (Urban Enterprise, 2019) has provided a dwelling demand rate that estimates the number of lots that will be required per year. The demand rate is determined through assessment of trends in past dwelling approvals and construction activity, and future dwelling growth rate predictions.

The LSDA has calculated a demand for 130 dwellings on separate lots per year in Gisborne. Application of this to available residential land determines existing capacity to be 2629 lots, or 20 years supply.

At the time of assessment, more than 1,200 lots had been approved or proposed for subdivision in Gisborne. The most significant areas of undeveloped land under this assessment include:

- Willowbank Road Development Plan area (currently in permit approval stages)
- New Gisborne Development Plan area (currently in construction and approval stages)
- Fersfield Road Development Plan area, which is incrementally developing.

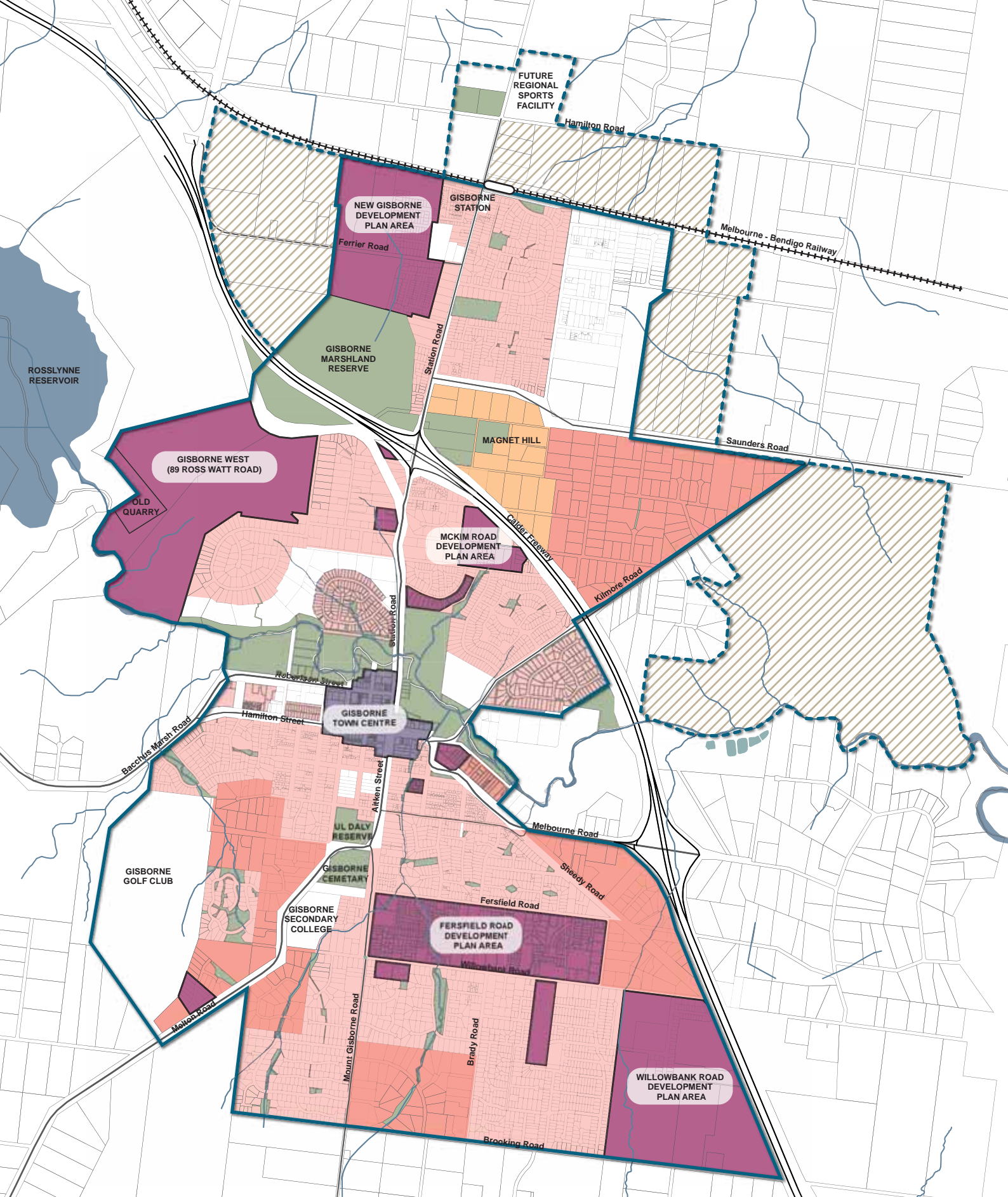
In addition to these, a large parcel of residential zoned land bound at 89 Ross Watt Road adjoining Swinburne Avenue remains undeveloped to Gisborne's west, and there are numerous smaller parcels remaining within the township boundary as illustrated in Figure 9.

The LSDA assumes that demand for medium density equates to 10% of dwelling supply, or an additional 14 dwellings per year. It is expected that the uptake of this will be accommodated through infill development opportunities.

Planning for 2050

To ensure accuracy, economic and demographic forecasts are projected to a 15 year horizon using current and available datasets. The LSDA uses future dwelling growth rate projections sourced through Victoria in the Future 2019 (VIF) and Forecast ID data that both project to 2036.

The Gisborne Structure Plan intends to guide the growth of Gisborne to 2050. The application of the proposed demand rate estimates the need to provide an additional 1300 lots within this timeframe in addition to the 2629 in current supply. A high-level yield analysis of potential growth areas has been undertaken to determine the capacity of these areas to meet this demand.



Legend

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

0 500m 1000m

Figure 9. Residential Land Supply

13.4. Lot Sizes

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

Large, low-scale lots varying in size from 1000m² to over 10,000m² currently define township entrances and outlying residential areas. These larger lots contribute significantly to the rural character of the township and should be retained, particularly as residential development begins within the identified growth areas.

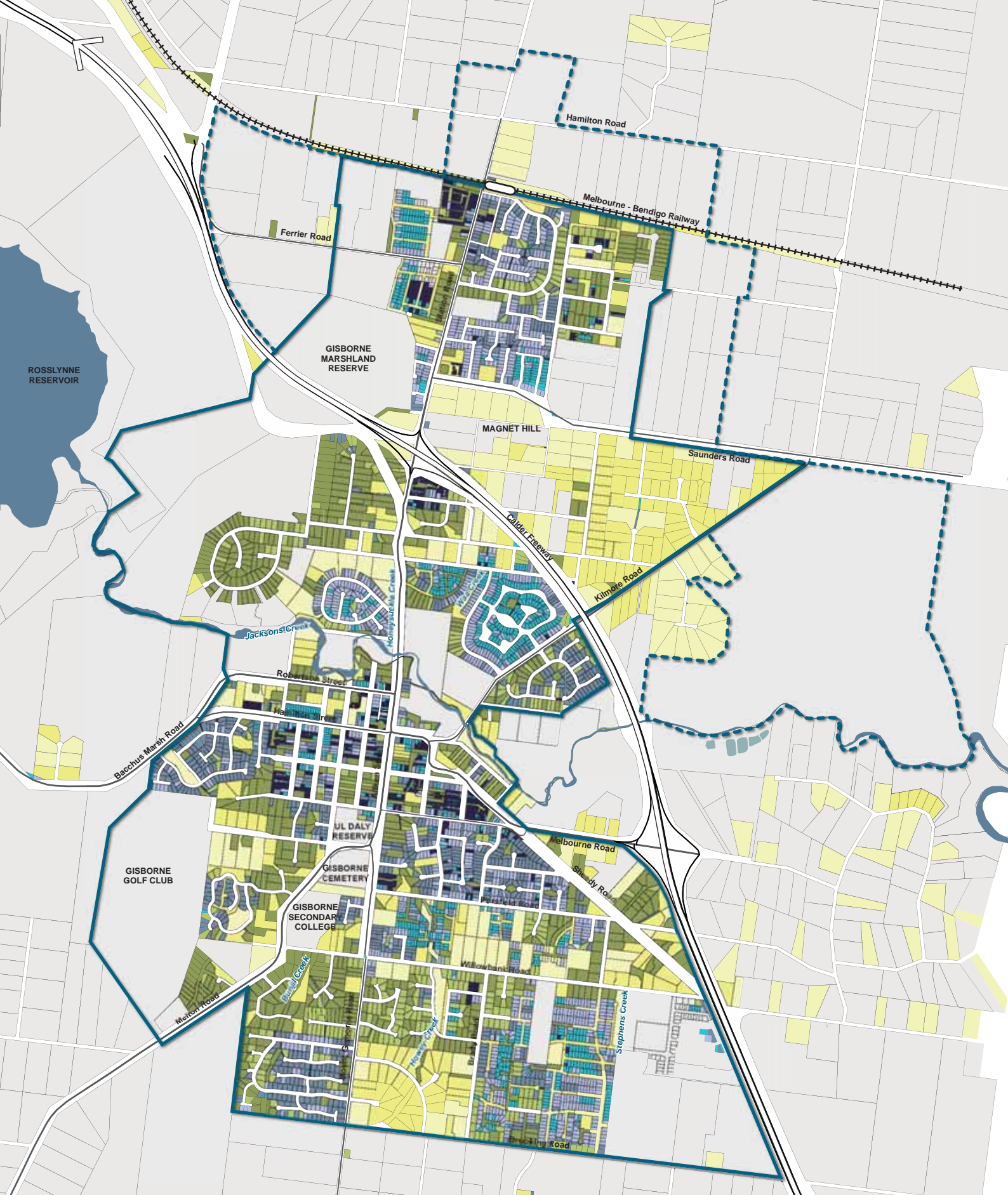
In New Gisborne medium density housing is promoted with lots ranging from 200m² to 500m² to facilitate increased housing diversity with ready access to the train station and employment opportunities offered by the Gisborne Business Park. Smaller lot sizes are also encouraged in proximity to activity centres that provide walkable access to everyday goods and services.

In newer subdivisions where lots fall under 650 metres or have narrow frontages or both, dwellings will sit more closely together with little space between them. This has typically been the streetscape outcome for growth areas in metropolitan Melbourne, and has become only more pronounced over the past 20 years in growth areas as lot sizes have generally decreased.

Gisborne is not located within a designated growth corridor of Metropolitan Melbourne. Rather, it is a regional centre where growth is to be managed and supported with respect to local character, attractiveness and amenity (LMRGP).

Without providing relatively larger lots the sense of spaciousness between buildings and areas available for landscaping will be lost which will impact on the identified semi-rural feel of Gisborne. Therefore the current policy of providing conventional residential development lots ranging between 500-1,500m² in area (with an average lot size not less than 800 square metres in any new subdivision) will be retained for conventional housing areas in the Gisborne Futures Structure Plan.

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



Legend

	Existing town boundary		>250m ²		1,500-2,000m ²
	Proposed protected settlement boundary		250-500m ²		2,000-5,000m ²
	Railway Line		500-750m ²		5,000-10,000m ²
	Gisborne Station		750-1,000m ²		10,000-20,000m ²
	10m Contours		1,000-1,500m ²		<20,000m ²



Figure 10. Lot Sizes

14. Settlement Boundary

Planning for 2050

Gisborne is identified in State policies as a regional centre with capacity for growth. Plan Melbourne states that “development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets”.

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

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

The future settlement boundary for Gisborne has been determined through analysis of the physical and environmental conditions of the landscape surrounding Gisborne, and the ability to provide access to services and facilities to future growth areas.

This plan intends to guide the growth of Gisborne to 2050. 2050 is not a date to aim for it is not an end point or a desired future population for the township. Rather, it has been set to ensure the sequential development of land occurs in an orderly fashion, and that all the essential infrastructure and services are available to communities as they are required.

Environment & Landscape Protection

A key objective of the Statement of Planning Policy is to ensure the natural and cultural landscapes of the Macedon Ranges are conserved and enhanced.

The prominent escarpment is a landscape gateway to the town on arrival from the west along Bacchus Marsh Road where it forms part of the ‘rural’ setting of Gisborne which is highly valued by the community. There is a transition from rural to township at the junction of Hamilton Street and Robertson Street from Bacchus Marsh Road.

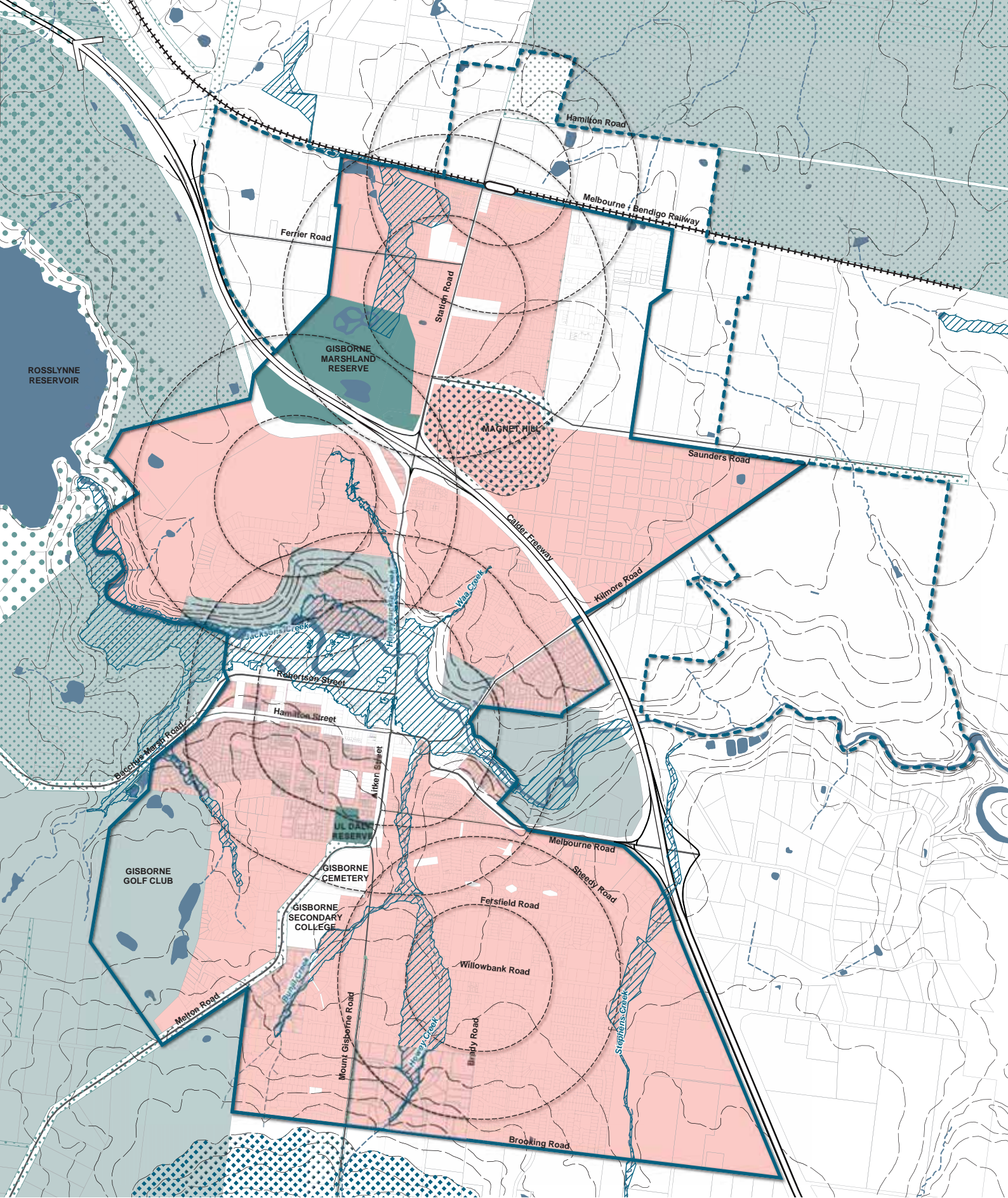
The protection of landscape and environmental values was the first consideration investigated when determining the appropriate location for the future township boundary.

The rural landscapes and bushland areas adjacent to the township boundary are recognised for their environmental and ecological values and visual amenity through the Rural Conservation Zone. The purpose of this zoning includes:

- To conserve and enhance the cultural significance and character of open rural and scenic non urban landscapes.
- 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 ensure that the character and landscape values of the area are protected.
- To protect water quality in the proclaimed water supply catchments in the south of the Shire.
- To protect the character and landscape of the Gisborne Escarpment.

The environmental and landscape significant of these landscapes is also recognised in the planning scheme through the Significant Landscape Overlay, Vegetation Protection Overlays, and the Environmental Significant Overlay which protects water catchments.

Expansion of the township into areas with identified landscape and environmental values has not been considered through the Gisborne Structure Plan.



Legend

- | | | |
|--|--|--|
| Existing town boundary | Existing residential | Flood prone land |
| Proposed protected settlement boundary | Rural Conservation Zone | Public Conservation & Resource Zone |
| Railway Line | Environmental Significance Overlay (ESO) | Proposed Significant Landscape Overlay |
| Gisborne Station | Vegetation Protection Overlay (VPO) | Walkable catchments from Activity Centres (400/800m) |
| 10m Contours | | |

0 500m 1000m

Figure 11. Township Boundary Considerations

Future Growth Investigation Areas

New Gisborne

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

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

Land to the west of New Gisborne has logical boundaries provided by the Calder Freeway to the south and train line to the north.

Proposed neighbourhood activity centres will provide walkable access to convenience retail, and provide for social meeting and community gathering spaces, reducing the need to travel by car into the Town Centre.

New developments to the west are providing open space connections, play and informal recreation opportunities, and future growth will be used to leverage infrastructure upgrades to support the growing community.

North of the Train Line – Hamilton Road

The 2009 Outline Development Plan sought to keep development south of the train line to protect the separation between Gisborne and Macedon and the landscape characteristics of the ranges to the north.

The Gisborne Futures Plan continues to recognise these values, however proposes an extension of the township boundary to Hamilton Road, east of Barringo Road, to provide for long-term medium density housing within easy walking distance to the train station. In the future this will offer opportunities for renewal of vacant industrial sites, and transform rural living land, both which generally deliver a fragmented and poor quality landscape outcome.

The township boundary does not extend into land zoned Rural Conservation to protect views and high landscape and environmental values north of Hamilton Road, and to maintain the rural break between Gisborne and Macedon. It includes the site of the proposed Regional Sports Facility, netball courts and existing schools.

East of the Calder Freeway.

Council resolved to include land located at 284 Kilmore Road, Gisborne, known as Glen Junor, in the proposed settlement boundary at the Ordinary Council Meeting held on 24 June 2020.

This area is located approximately 3.5 to 4km from the town centre, community and transport facilities.

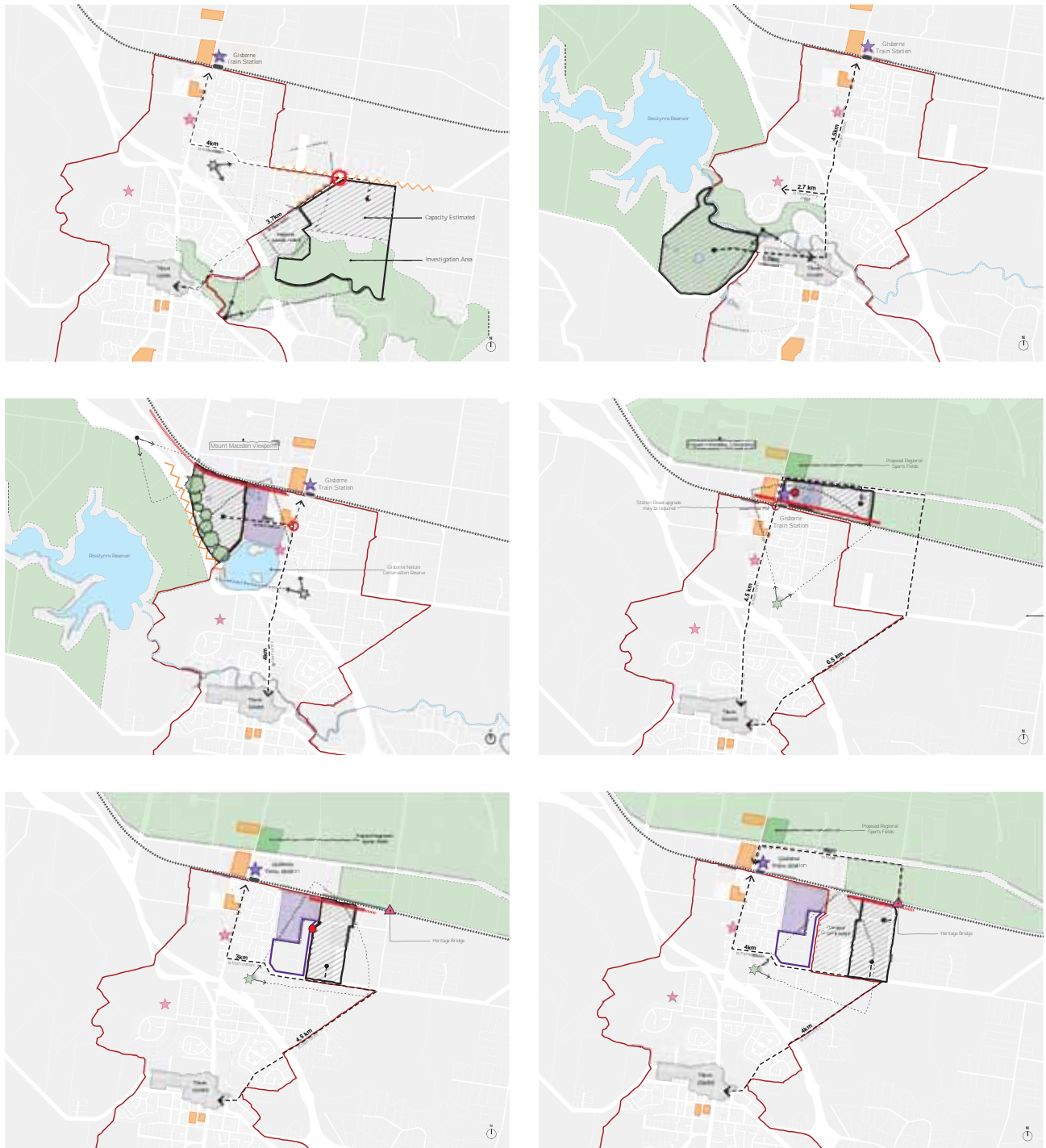
Major utility works would be required for development including external sewage works and connections to water supply. Drainage would likely trigger the need for a Melbourne Water Drainage Scheme and road upgrades and extensive pedestrian and cycling works would be required.

The area has likely Aboriginal cultural heritage values, and has visual and environmental landscape sensitivity.

South of Gisborne

Future development in Gisborne will be expected to respond to the highly valued landscape setting of the town. Mount Gisborne provides a natural barrier to further residential growth in the south. Here there is a contrast between the 'hard-edge' of existing housing development and more open character of rural residential land on the southern slopes of Mount Gisborne. Land south of Brooking Road has not been considered for township expansion for the following reasons:

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



Legend

- | | |
|----------------------------------|---|
| Investigation Area | Magnet Hill Viewpoint |
| Gisborne Train Station | Proposed Neighbourhood Activity Centre |
| Existing Town Boundary | Proposed Short-term Neighbourhood Activity Centre |
| Proposed Town Centre Boundary | Railway Interface/Physical Barrier |
| Environmentally Constrained Land | Existing Business Park/Industrial Zoned Land |
| Existing/Proposed School | Proposed Business Park Expansion Area |
| Significant Routes | Wetland |
| | Heritage Bridge |

Figure 12. Residential Growth Investigation Areas

Urban Growth Zone

It is proposed to implement the Urban Growth Zone (UGZ) as the primary planning control for Gisborne's long-term growth areas (including 89 Ross Watt Road). The Urban Growth Zone is not a development zone in its own right, rather it is a holding zone which can be applied to land identified for future urban development. The Department of Environment, Land, Water and Planning note that the use of this zone is suitable in identified growth areas of regional towns such as Gisborne (Planning Practice Note 47).

The UGZ has four objectives as follows:

- To manage the transition of non-urban land into urban land;
- To encourage the development of well-planned and well-serviced new urban communities in accordance with an overall plan;
- To reduce the number of development approvals needed in areas where an agreed plan is in place; and
- To safeguard non-urban land from use and development that could prejudice its future urban development.

In the UGZ, a precinct structure plan must be prepared before non-urban land can be converted into urban land. A precinct structure plan is a long-term strategic plan that describes how a precinct or a series of sites will be developed. It is designed to:

- Ensure that the key strategic planning issues in a precinct are considered when planning ahead for urban development;
- Ensure communities in new urban areas have good access to services, transport, jobs, shops, open space and recreation facilities;
- Identify and address any opportunities and constraints that will affect future urban development; and
- Give developers, investors and local communities greater certainty and confidence about future development in growth areas.

A precinct structure plan has a defined role in the UGZ:

- It allows the conversion of non-urban land to urban land to start;
- Sets out the vision for how land should be developed and the desired outcomes to be achieved;
- Determines the overall layout of future land use and development;
- Details the form and conditions that must be met by future land use and development;
- Determines the use and development controls that will apply in the schedule to the zone; and
- Determines what permits may be granted under the zone.

Infrastructure Contributions Plans (ICP) are also tools implemented into the UGZ, PSP planning process. An ICP is a statutory document incorporated in a planning scheme for the purposes of imposing infrastructure contributions (payable by developers) to fund the provision of infrastructure and secure land for public purposes.

The application of the UGZ does not, by itself, allow urban use and development to proceed. A precinct structure plan must be prepared and applied to the land before this can occur. To this end, the structure plan will give Council control over the future subdivision and development of growth areas and can guide positive built form, lot size, open space and community facility and services outcomes.

Overall, the UGZ will allow Council to control the process for Gisborne's growth in a three-step process:

1. The Gisborne Futures Structure Plan will be incorporated into the Planning Scheme via a Planning Scheme Amendment.
2. Once Gisborne Futures is within the Planning Scheme, PSPs for Gisborne's various growth areas can be drafted. Building upon Gisborne Futures, these PSPs will lay down the actual groundwork for urban growth (including road networks, open space, lot sizes, etc.) while considering individual nuances of each site. This will also allow Council to formulate an Infrastructure Contribution Plan,
3. Once the PSP is drafted, it can be incorporated into the Planning Scheme through a Schedule to the UGZ. This then allows Council to consider developer-lodged subdivision applications, giving Council the tools to properly assess whether a subdivision is in accordance with the PSP, which would mean it is in accordance with Gisborne Futures.

Housing Growth & Semi-Rural Character

The 'rural or semi-rural' character of development in Gisborne is a defining element of the township that is broadly characterised by:

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

15. Activity Centres

Activity centres serve a vital role as community hubs where people shop, work and live and provide access to a variety of goods and services at a range of scales.

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

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

Regional Activity Centre

As a regional activity centre, Gisborne's town centre will provide the daily shopping needs for the local community and the surrounding rural area including smaller townships including Macedon, Mount Macedon, Riddells Creek, and to a lesser extent Woodend.

The Gisborne Town Centre currently features a number of supermarkets and food retailers, restaurants and cafes, offices, speciality retail, medical services, banks, real estate agents, police and community services and facilities.

Future Neighbourhood Activity Centres

Neighbourhood Activity Centres provide retail services and goods such as a general store or small supermarket, cafes and restaurants, retail and local health services and facilities to meet daily needs. They should be co-located with community services and infrastructure and open space.

Neighbourhood Centres provide residents with walkable access to their daily and weekly shopping and service needs, meeting local and State policy objectives for sustainable neighbourhoods and the "20 minute city."

New Gisborne Activity Centre (Short-term)

A NAC is planned for New Gisborne that will contain a small supermarket or general store, retail spaces and a community centre to service the immediate and growing residential catchment. The NAC is co-located with the Ross Watt Reserve and is a short walk from New Gisborne Primary School and the Gisborne train station. Requirements for the design and siting of the NAC are outlined in the NGDP.

Willowbank Road Activity Centre (Short-term)

Land allocated for a NAC on the corner of Willowbank and Brady Roads in the ODP is yet to be developed. The ODP provides an indicative floor area of 500m² which will require rezoning of the site from General Residential to Commercial 1 Zone.

Future Growth Areas (medium-long term)

A NAC is nominated at Gisborne West (89 Ross Watt Road) to serve the future residential community within the growth area.

There is potential for a NAC to be developed on Station Road in proximity to the train station to service the long-term growth of New Gisborne. This could potentially include additional retail or commercial overflow if the Town Centre has reached capacity.

These activity centres should be considered as part of the Precinct Structure Planning process for both future growth areas.

Neighbourhood Activity Centre Zoning

There are two proposed Neighbourhood Activity Centres (NACs) in Gisborne:

- Station Road, New Gisborne; and
- Willowbank Road, Gisborne.

Both NACs are zoned General Residential Zone – Schedule 1 (GRZ1).

The residential zoning restricts their capacity to be developed as Neighbourhood Activity Centres.

The ODP recommended rezoning both centres to Commercial 1 Zone. The NGDP includes a concept design for the Station Road NAC and recommends the C1Z to achieve the proposed outcome.

General Residential Zone – Schedule 1

The overarching purpose of the GRZ includes:

- To encourage development that respects the neighbourhood character of the area;
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport; and
- To allow education, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Commercial 1 Zone

The purpose of the C1Z is:

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses; and
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

The GRZ in theory can provide for some commercial uses befitting a NAC, it is clear that due to the wording of the purposes that this is very much a secondary intention of the zone and therefore, the commercial uses which can be applied for must be assessed as secondary to residential uses and can only be approved if a range of stringent requirements are met. This is not necessarily the best outcome for land that is designated as an activity centre.

By contrast, the purpose of the C1Z is to encourage such centres to grow and this is reflected by the fact that most commercial uses befitting an activity centre are Section 1 Uses.

Table 1. Neighbourhood Activity Centre Zoning Comparison

Use	GRZ Permit Requirement	GRZ Condition	C1Z Permit Requirement
This table highlights common uses within activity centres and outlines if they are permissible in the GRZ and the comparison zoning requirement in the C1Z.			
Convenience shop	Section 2 Use – a permit can be applied for.	Minimum floor area 240m ² .	Classed as shop – Section 1 Use – no permit required
Food and drink premises	Section 2 Use – a permit can be applied for.	Other than convenience restaurant and take away food premises.	Classed as retail premises – Section 1 Use – no permit required
Take away food premises	Section 2 Use – a permit can be applied for.	The site must adjoin, or have access to, a road in a Road Zone.	Classed as retail premises – Section 1 Use – no permit required
Office	Prohibited	Other than medical centre.	Section 1 Use – no permit required
Retail premises	Prohibited	Other than convenience shop, food and drink premises, market and plant nursery.	Section 1 Use – no permit required

Design Requirements for Neighbourhood Activity Centres

The Commercial 1 Zone allows for a number of uses to be constructed without a permit. To ensure that the land allocated for NACs is developed for its intended purpose it is proposed to apply the Design and Development Overlay (DDO) to existing sites identified as NACs on Willowbank Road and Station Road. Design Guidelines for NACs to be considered in the preparation of a DDO are outlined as follows.

A concept plan and design requirements for the NAC on Station Road are also included in the New Gisborne Development Plan. Preparation of a DDO for this centre is to consider these requirements also.



Figure 13. NAC Concept Plan - New Gisborne Development Plan

Neighbourhood Activity Centre Design Guidelines

- Neighbourhood Activity Centres are to present an active frontage that is visible with a high-quality built form presentation to the main road and corner locations.
- Buildings are to address the street and corner location with parking and service access consolidated off secondary roads. Car parking is to be located to the rear of developments.
- Built form is to have a zero setback at the street edge and a maximum two storey street wall.
- Design the streetscape to prioritise pedestrian access and amenity for all ages and abilities with a minimal width of 5m to provide for on-street trading and activation. This should include a small plaza area or 'pause point' for public use.
- Incorporate soft landscaping including garden beds and tree planting into public spaces and car park areas. Blank facades must be mitigated through provision of screening vegetation.
- Minimise branding and signage to business identification that is respectful of the semi-rural residential context. Large format signage, billboards or buildings covered in branded colours or text are not appropriate.
- Use materials, forms and finishes that respond to the residential and landscape context.
- Lighting is to be provided for a safe night-time environment, however this is to be kept to a pedestrian scale and is to avoid light spill into the surrounding residential areas.
- Provide safe pedestrian crossing points that connect the commercial development to the adjacent pedestrian network.
- Provide a nominal number of short stay car parks on main streets that do not compromise provision of a high-quality pedestrian environment.
- Incorporation of ESD design principles.
- Neighbourhood Activity Centres may accommodate a degree of medium density development or shop-top housing, however this is to be a secondary consideration to the provision of retail, commercial and community spaces.
- Access and amenity of any residential development must be of high-quality and must not compromise the commercial function of the site.

16. Economic & Employment Analysis

An employment and economic analysis has been prepared by Urban Enterprise. The following themes have been analysed for both existing trends and future projections.

- Economy and Employment
- Population, Growth & Development
- Commercial and Industrial Land Overview
- Retail Assessment
- Commercial Assessment
- Industrial Assessment

16.4.1. Key Findings

Economy and Employment

Gisborne's employment profile is typical of a large regional town, with a high proportion of employment in the Retail Trade, Health Care and Social Assistance, Education and Training, Construction, Accommodation and Food Services and Financial and Insurance Services industries.

As of 2016, Gisborne had a job containment rate¹ of 27%, a relatively low rate which is common for peri-urban towns with access to employment in nearby metropolitan areas. There has been strong recent growth in employment in Gisborne, with an additional 455 people employed between 2011 and 2016, equating to an average annual growth rate of 2.8%.

Growth in employment has largely been driven by service sectors including health, education, public administration, food services and professional and administrative services.

It is important that local job provision keeps pace with population growth to maintain job containment and ensure that residents are able to access employment opportunities close to their place of residence.

Based on population projections and the objective of maintaining the current job containment rate, it is estimated that between 1,900 and 2,600 new jobs will be required in Gisborne over the period 2018 to 2036.

Population Growth

Gisborne's population is growing quickly. The town's population increased at a rate of 3% per annum between 2011 and 2016, a higher rate than that experienced in Sunbury, Macedon Ranges Shire overall, Melbourne's North West and Regional Victoria.

The latest estimate of Gisborne's population (ABS, Estimated Resident Population, 2017) shows that the town currently has 13,668 residents. Strong population growth is forecast to continue, with projections prepared for Council (by Forecast ID) showing an expected population of 20,454 residents by 2036.

In recent years, Census data shows that the population growth has been driven primarily by an increase in young families, with increases in second home buyers and older residents including pre-retirees and retirees also significant.

The strong population growth in Gisborne (and surrounding areas such as Riddells Creek) will generate demand for new business and employment opportunities.

Town Centre

All land within the Town Centre is zoned Commercial 1 Zone (C1Z). There is currently approximately 50,000 sqm of floorspace in the Gisborne Town Centre, 26,000 sqm of which is retail floorspace and 18,000 sqm of commercial floorspace, with the balance of floorspace including other uses and vacant floorspace.

Residential use within the Town Centre is limited to a small number of existing detached dwellings on the periphery of the town centre.

There is limited night time dining and entertainment venues in the Gisborne Town Centre relative to daytime dining, indicating a potential growth opportunity.

The current floorspace vacancy rate is approximately 5%, indicating a good balance between floorspace demand and supply. The vacancy rate has decreased since 2009 (10%) due primarily to the gradual absorption of office floorspace within the Nexus Centre development.

16.4.2. Retail & Commercial Assessment

Retail

Retail is the largest industry of employment in Gisborne and the Town Centre accommodates significant and diverse retail mix. Gisborne services a larger area than its direct township in the provision of retail goods and services, including Macedon and Riddles Creek.

The Gisborne Town Centre currently supports approximately 25,845 sqm of occupied retail floorspace, increasing by 2,575 sqm between 2009 and 2018. The current vacancy rate is 2% (excluding the Aldi site), indicating strong retail performance.

The Town Centre retail profile generally reflects the retail offer of a large town or large neighbourhood centre, as opposed to that of a regional centre, given the absence of department stores, discount department stores, national brand specialties and large format retailers.

Food retail is Gisborne's strength, anchored by three supermarkets of differing offer (Coles, IGA and Foodworks) and complemented by food specialty stores, cafes, take away shops and restaurants.

In addition to the traditional retailers, the monthly Gisborne Market is a feature of the retail offering of the town.

Food retail accounts for almost 62% of occupied retail floorspace in the Gisborne Town Centre. Conversely, there is a relative lack of non-food goods retailers, such as apparel, homewares and leisure, which would typically be more susceptible to externalities such as the rise in online retailing.

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

There is opportunity for Gisborne to build on its well established strength in food retail by addressing relevant gaps including night time dining, bars and entertainment, as well as complementary opportunities in arts, culture and tourism. Realising these opportunities could enhance the emerging brand of the town centre as a regional gathering place for food and trade in a village setting.

Gisborne is located in proximity to a number of competing centres which provide for large format retail including Sunbury, Melton, Essendon Fields and Highpoint. Although there is very limited large format or bulky goods retail in the town centre, Gisborne is unlikely to be suited to the provision of large format retail in the short to medium term primarily due to the location and size of competing centres, land area and site requirements and the viability of establishing a new centre.

Gisborne's retail trade area is forecast to experience significant growth in population to 2036, with projections for an increase of almost 9,000 residents over 18 years (equivalent to approximately 40% of the current retail trade area population). The majority of these new trade area residents will be located within the town of Gisborne itself which will result in significant additional demand for retail goods and services in the town over the coming years.

Retail modelling prepared for the town projects that Gisborne could support in the order of an additional 11,000 sqm of retail floorspace over the period 2018 to 2036. This floorspace would generally require approximately 2.5 – 3 hectares of land within commercial zones.

Commercial

Gisborne's commercial employment role is relatively strong and caters to a sub-regional catchment that includes Gisborne, Sunbury South, Riddles Creek, Macedon and Woodend. Gisborne is performing particularly well in sectors which cater to the resident population. These businesses include accountants, real estate, financial services and administrative support functions. Gisborne also performs a strong regional health role, including through provision of doctors and allied health services (e.g. chiropractors, physios, optometrists, podiatrists, gyms/yoga/pilates studios).

Employment grew between 2011 and 2016 at an average annual rate of 4.7% per annum (22 jobs per annum) in industry sectors typically occupying commercial floorspace in the Gisborne Town Centre.

There is approximately 18,265 sqm of occupied commercial floorspace in the Town Centre and over 1,100 sqm of vacant floorspace, resulting in a vacancy rate of 6%. The majority of floorspace is in office (13,256 sqm).

Since 2009, 4,795 sqm of commercial floorspace has been absorbed, equating to an average of 533 sqm per annum.

The Nexus Centre (a multi-storey dedicated office building) accommodates a significant proportion of commercial floorspace in the town, however some major tenants are expected to vacate in the short term. In particular, the proposed relocation of the AAMI call centre from the municipality is expected to result in:

- A reduction in local employment provision (and likely job containment);
- A reduction of workers within the town centre, which currently support local businesses (e.g. cafes, retailers, health);
- A large commercial office space coming to market, increasing commercial floorspace vacancy; and
- The availability of a large floor-plate office space, which would likely require a new large tenant or for the space to be repurposed to cater to the needs of smaller tenants.

The Nexus Centre hosts the Gisborne Business Centre which is currently performing well, with a waitlist of around nine businesses. This centre provides an important stepping stone for the establishment and growth of new businesses. Capitalisation of small business growth out of the Gisborne Business Centre should be explored and encouraged.

Commercial floorspace projections show that around 7,000 to 8,000 square metres of floorspace is likely required to 2036 to support the commercial sector, which would support in the order of 1 to 1.5 hectares of commercial land at traditional densities. The bulk of this demand should be catered for within the existing town centre, including through development of vacant sites, encouraging intensification of sites (including upper storey commercial tenancies).

The primary opportunity identified for the commercial sector in Gisborne is the ongoing growth of the small to medium business sector in the Town Centre. This opportunity stems on the following factors:

- The Town Centre provides all of the required services to support small commercial business, including convenience retail, cafes, accountants, banks, post office and other complementary businesses;
- The Gisborne Business Centre is completely occupied and has a waiting list of nine businesses. This centre provides an important stepping stone for the establishment and growth of new businesses, many of which are likely to be experiencing growing local demand due to population growth; and
- Recent population and labour force growth, particularly focused on young families with adults in early labour force age groups.

Light Industrial in Town Centre

There may also be opportunity for business growth from sectors currently under-represented within the town centre, which could utilise Commercial 2 Zone land on the periphery of the town centre or in a new location with good access and exposure to passing traffic. This could include wholesalers and supply businesses (catering to the residential growth sector), tourism and entertainment uses (breweries, dance studios, gyms, art/craft studios) or hire businesses. Currently, opportunity for these types of businesses is limited in Gisborne, with some locating on the periphery of the town centre in the C1Z or in the industrial precinct. The provision of C2Z land in a strategic location may provide opportunity for new business growth.

Tourism

Gisborne has a small but emerging tourism and events role, with smaller scale accommodation and events spaces active, especially in New Gisborne. Although tourism has not been identified as an economic strength, the ongoing provision of land suitably zoned to accommodate events, hospitality and visitor accommodation should be made, especially as part of the emerging New Gisborne cluster of such uses and within the town centre.

Retail & Commercial Implications for the Structure Plan

The combined retail and commercial floorspace projections for Gisborne equates to need for around 18,000 to 19,000 sqm of additional floorspace by 2036.

There is limited vacant land in the Commercial 1 Zone (0.4ha), meaning that additional retail floorspace will primarily need to be delivered through redevelopment of existing sites in the town centre. This may result in greater development of commercial floorspace at upper levels, with ground levels primarily used for retail purposes.

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

The retail and commercial implications for the preparation of the Structure Plan and Urban Design Framework include:

- The town centre is and remains the primary location for retail and commercial uses in Gisborne;
- The Structure Plan should identify potential suitable locations for new local retail floorspace which could support convenient growth area retail provision for new residents, thereby safeguarding this opportunity for the future;
- The need to ensure that ongoing increases to the commercial floorspace stock can be accommodated in the town centre, especially catering to smaller businesses;
- Planning should encourage built form which supports opportunities for night time dining, bars, entertainment, arts, cultural and tourism uses;
- Commercial floorspace at upper levels should be supported, especially given expected strong competition for remaining floorspace and sites in the Town Centre from retail and commercial uses over the planning period;
- Major expansion of the commercial role is not required given the expected availability of new floorspace within the Nexus Centre in the short term;
- Town Centre branding and infrastructure improvements should seek to complement the needs of small businesses and staff, including high amenity public places to meet, eat and do business, building on the village meeting place theme;
- Active transportation linkages within the town centre should be encouraged including to facilitate incidental retail patronage;
- The importance of small businesses and new businesses should be recognised, especially as an important opportunity of economic growth and change in the southern section of the municipality;
- The importance of community infrastructure (libraries, co-working spaces, open spaces) should be recognised for their ability to activate the Town Centre as well as complement small business growth and development;
- A neighbourhood activity centre should be considered for New Gisborne, particularly in proximity to the train station and existing hospitality uses;
- Public events and placemaking that activate the Town Centre should be explored and encouraged.

16.4.3. Gisborne Business Park

The Gisborne Business Park provides the only location within Gisborne with land zoned specifically for employment and business purposes other than the town centre.

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

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

There are limited remaining vacant lots within the main developed area of the Gisborne Business Park. Supply may be at critical levels if new lots are not made available to the market through new subdivisions.

If industrial land north of the railway line on Hamilton Road is rezoned away from industrial, the Structure Plan will need to accommodate an additional 14-24ha of land for the Business Park over the next 20-30 years.

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

The opportunity to expand the industrial precinct toward Saunders Road also provides for the strategic opportunity to establish a C2Z precinct in Gisborne. The provision of a C2Z precinct would provide for the following:

- Enable the attraction of businesses that require more affordable land (compared to town centre land), which require main road frontage exposure and which align to economic growth opportunities. This includes:
 - Auto sales and parts sales;
 - Building/furnishing supplies (plumbing, ceramics, tiles, flooring, lighting);
 - Pet food supplies / equestrian supplies;
 - Camping, outdoor and recreation goods;
 - Large format retailers and showrooms (niche business types);
 - Recreation (gyms, child play centres, rock climbing centre)
 - Breweries, distilleries, cideries and coffee roasters;
 - Hospitality industry suppliers (food catering, laundry services etc); or
 - Specialised artisans/workshops and gallery spaces.
- Provide the opportunity for existing businesses in the town centre that would typically occupy C2Z land to relocate out of the town centre, providing for redevelopment opportunities within the town centre for higher order uses (ie. commercial, retail, hospitality, residential) and support the maintenance of the 'village feel' and township character of the town centre.
- Provides exposure and promotion for the Gisborne Business Park, increasing awareness of the business park, which would assist in attracting business investment and creating new employment opportunities.
- Provide opportunity to create a quality interface between residential areas (potentially to the west and areas south along Saunders Road).
- Reduce escape expenditure to other municipalities (currently estimated at 96% escape expenditure equating to \$28 million in lost expenditure from the economy), leading to better employment outcomes and supporting growth of the local economy. The Retail sector was the most significant employing industry sector in Gisborne in 2016, C2Z land would support the growth of this sector.

- Reduce the need for residents and business to travel outside of the municipality to access goods and services. This improves economical efficiencies and reduces environmental impacts (e.g. through reduced car travel).
- Planning for the provision of a C2Z precinct appropriately sited within the Business Park Expansion Area may also likely offset some of the requirement for industrial land given the nature of some overlapping business opportunities. The Structure Plan should also give consideration to protecting the interfaces of the Business Park from residential encroachment in order to protect the economic role and function of the business park as well as provide for longer term expansion potential (ie. over 20-30+ years).

Implications for the Structure Plan

Although industrial demand is currently modest, consideration should be given to suitable locations for long term industrial land opportunities as part of the Structure Plan, recognising that it is generally light industrial and service industry that needs to be accommodated. In particular, parcels of land directly adjacent to existing zoned areas would allow for the orderly extension of infrastructure and services to facilitate development.

It is important that the ongoing economic role facilitated by the availability of suitably zoned and located industrial land is not compromised. Therefore, the Structure Plan should seek to:

- Recognise the importance of industrial land to the local economy;
- Recognise that industrial land in Gisborne is also supporting some peripheral commercial land use given an absence of C2Z land;
- Maintain a rolling supply of at least 20 years of industrial land in suitable zones;
- Identify and protect locations and growth fronts for long term industrial growth; and
- Maintain adequate buffers to sensitive land uses and restrict encroachment of residential growth in proximity to industrial land which could otherwise compromise the function of existing and future businesses within the industrial estate.

16.4.4. Gisborne Business Park - Draft Development Plan

The Gisborne/New Gisborne Outline Development Plan (2009) identified the land on the north-east corner of Saunders Road and Barry Road, New Gisborne for the “proposed future expansion of the New Gisborne Industrial Estate... to provide for more local employment opportunities”.

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

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

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

17. Heritage & Culture

17.1. Aboriginal Cultural Heritage

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

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

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

Wurundjeri Elders and community have also contributed to a cultural values survey that has augmented known existing cultural values, and identified further cultural values in the Gisborne region. This allowed for a wider capture of information and data to be incorporated into the Gisborne Futures strategic planning such as resource use of the local plant and animal species, vegetation communities, and knowledge, values and understandings about Country.

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

Sites of potential cultural heritage

Aboriginal artefacts have been found at numerous sites in the Gisborne region outside of the defined areas of Aboriginal cultural heritage sensitivity mapped by Aboriginal Affairs Victoria (AAV). A desktop cultural heritage assessment is strongly recommended in new development areas in Gisborne to ensure that the potential for archaeological and cultural sensitivities of a region is identified. The information obtained during a desktop assessment assists in determining whether a Cultural Heritage Management Plan (CHMP) is appropriate.

The following areas of Aboriginal cultural heritage sensitivity identified in the consultation process should be considered for further investigation prior to development:

Landscape Features and Significant Views

Significant views that should be considered include towards Camel's Hump, Mount Macedon, Mount Robertson and in the direction of the Sunbury Earth Rings, and to and from Mount Gisborne and Magnet Hill.

Jacksons Creek Corridor

The Jacksons Creek corridor, particularly alluvial terraces, high points and flat topped escarpments, is identified as having the potential for Aboriginal cultural significance as an important travel route and place of natural resources.

Gisborne Marshlands Nature Conservation Reserve

Gisborne Marshlands Nature Conservation Reserve has cultural significance for the Wurundjeri and it is recommended that a further setback of 200m should be placed around the perimeter to the south to capture the potential presence of items with Aboriginal heritage significance, including flora and fauna.

Stony Rises

Old stony rises and the area around them are likely to have items with cultural heritage significance, and development near such rises should be preceded by an archaeological survey.

Ephemeral Creeks

It is highly likely that ephemeral, unnamed drainage lines within the Gisborne Region could contain artefact scatters.

Trees and Vegetation

Surveys for scar trees should be undertaken. Large, old trees are to be retained and further regeneration of the species encouraged.

17.2. Contact & Post-Contact Heritage

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

Melbourne's Governor Surveyor Robert Hoddle laid out the grid of Gisborne's Town Centre in the 1850s. He designed Gisborne's main entry streets of Aitken Street and Melbourne Road as principal entry streets with a generous width of 60m, which is the same width he applied to the tree lined boulevards that lead into the City of Melbourne. Early settlers planted avenues of introduced European trees such as oaks and elms, many of which still stand today.

Schools, churches, dwellings, hotels and other buildings and bluestone infrastructure were built from the 1850s and works to construct a cemetery for Gisborne were first commenced in 1859. The cemetery has several distinctive memorials to the district's pioneers, but there may also be a number of unmarked graves, outside the cemetery boundary, on the southern side on land that has been used for pine plantation.

Many of these historic buildings and places are still present today and highly valued by the community. At least two of these early buildings are of state significance, Macedon House and the Railway Station, and both listed on the Victoria Heritage Register. These sites will be impacted by future development around them and this development will need to recognise the significant values not only of the buildings, but also their curtilage and setting. This is important for both of these sites given their important roles as entry 'gateways' to the growing township.

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

Woiwurrung Cottage

Feedback into the Business Park expansion area consultation identified a small cottage set back from the roadside and screened by vegetation at 111 Saunders Road that had not previously been picked up through past Heritage Studies.

Woiwurrung Cottage will be protected through the application of a Heritage Overlay with a substantial curtilage to provide a landscaped setting. An additional open space is proposed for the boundary to the west to provide additional buffer.

There is potential for the open space around the park to be opened as a public reserve in the future, however the most appropriate zone for the curtilage area will be subject to further investigation.

18. Landscape & Environment

18.1. Landscape Setting

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

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

Gisborne is located on the edge of the Victorian volcanic plain, near where the flat to undulating landscape intersects with hills and mountains of the upland region, including the Macedon Ranges, to the north. The township is established in the alluvial valley of Jacksons Creek that has worn a deep ravine into the basalt plain and provides a green backdrop to the Town Centre with its steep escarpments and adjoining open spaces. To the west and south, Gisborne emerges from the forested ridges and valleys of the Lerderderg State Park and Bullengarook plateau. The wide volcanic rise of Mount Gisborne provides a natural edge to the township to the south and the smaller rise of Magnet Hill is a landmark featured in the middle ground of many views within and around town.

The high-quality landscape setting and rural surrounds of Gisborne are highly valued by the community for their contribution to the rural lifestyle and character of the town. There is concern about the visual and environmental impact of development on landscape features, trees and places of environmental significance and wildlife.

Key landscape features significant to Gisborne include:

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

18.2. Entrances & Gateways

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

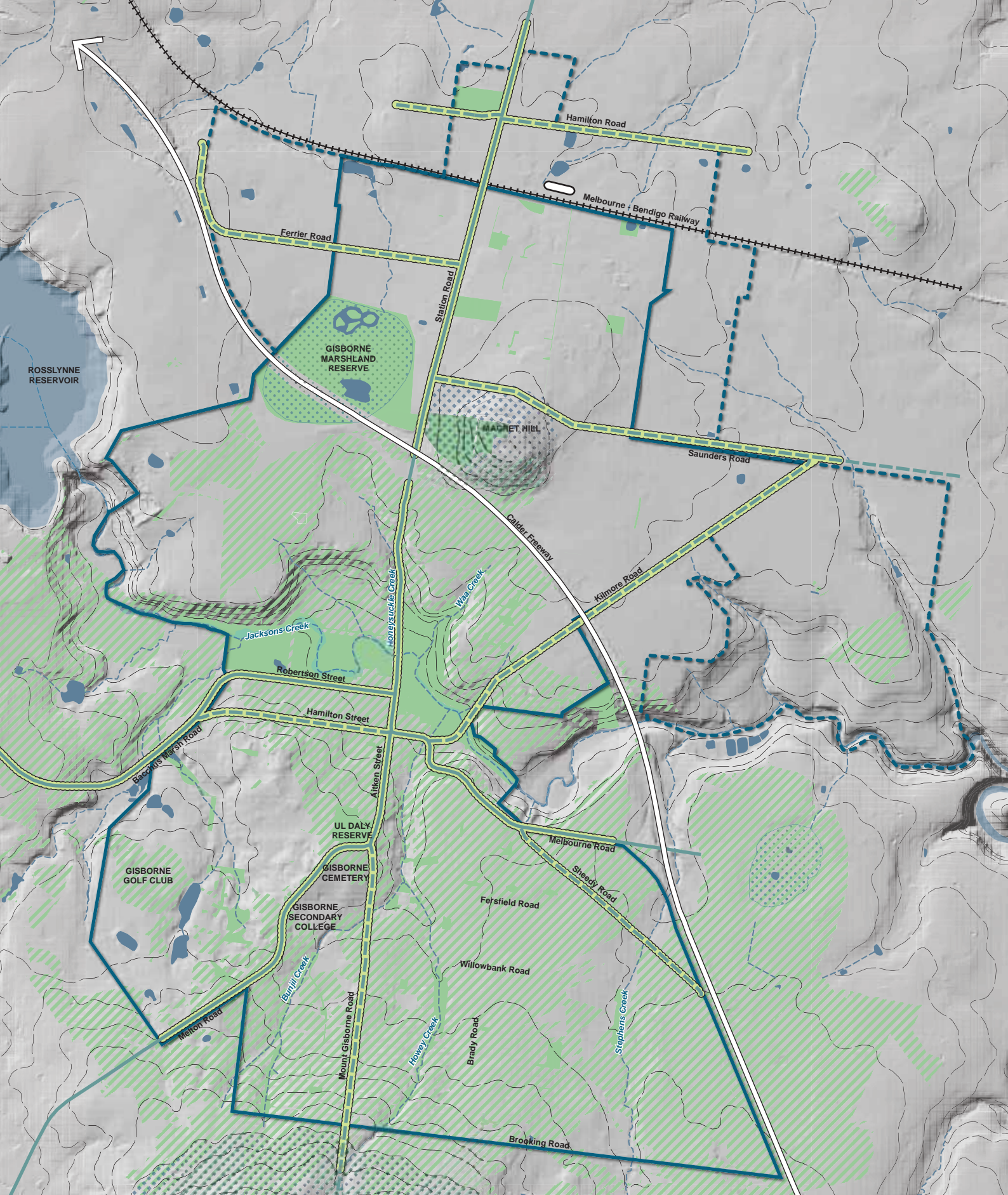
The township entrances and edges provide a series of very different and unique landscape experiences as a number of main roads from the surrounding region converge on the town centre of Gisborne, from the heavily forested entrance from Bullengarook, to the undulating hills and bush in the south, the mountain terrain in the north and the rural farmland in the east. From each direction there is a clear transition into Gisborne's valley at Jacksons Creek, creating a sense of arrival into the town centre.

The character of these entrance roads is influenced by accumulation of public and private realm elements such as built form, wide road reserves, avenue trees, landscaping and views and vistas to surrounding landscape features. Entrances mark the transition from open rural landscapes to the township, and provide a visual clue to the identity and character of the town. The elements that form the significant landscape in these gateways are closely associated with the rural and country character of Gisborne.

The Statement of Planning Policy provides direction to manage development and infrastructure provision to ensure sequences of views from key road and rail corridors are maintained for current and future users.

Threats

Entrances are vulnerable to features that detract from the arrival experience including excessive signage on both public and private land, overhead power cables (and associated tree lopping), poor rural residential land management, inconsistent landscape treatments and sound walls. Edges are subject to peripheral development where larger lot sizes are subject to greenfield development, and businesses seek to gain exposure to passing traffic with signage, billboards and insensitive or branded built form.



Legend

- | | | | |
|--|--------------------------------|-------------------------------|--|
| Existing town boundary | Existing open space & reserves | Primary entrance roads | Proposed Significant Landscape Overlay (SLO) |
| Proposed protected settlement boundary | Future open space & reserves | Secondary entrance roads | |
| Railway Line | Waterbody | Visually sensitive landscapes | |
| Gisborne Station | Marshland | | |
| | Waterway | | |

0 500m 1000m

Figure 14. Landscape Setting



Legend

- Existing town boundary
- Proposed protected settlement boundary
- Railway Line
- 10m Contours

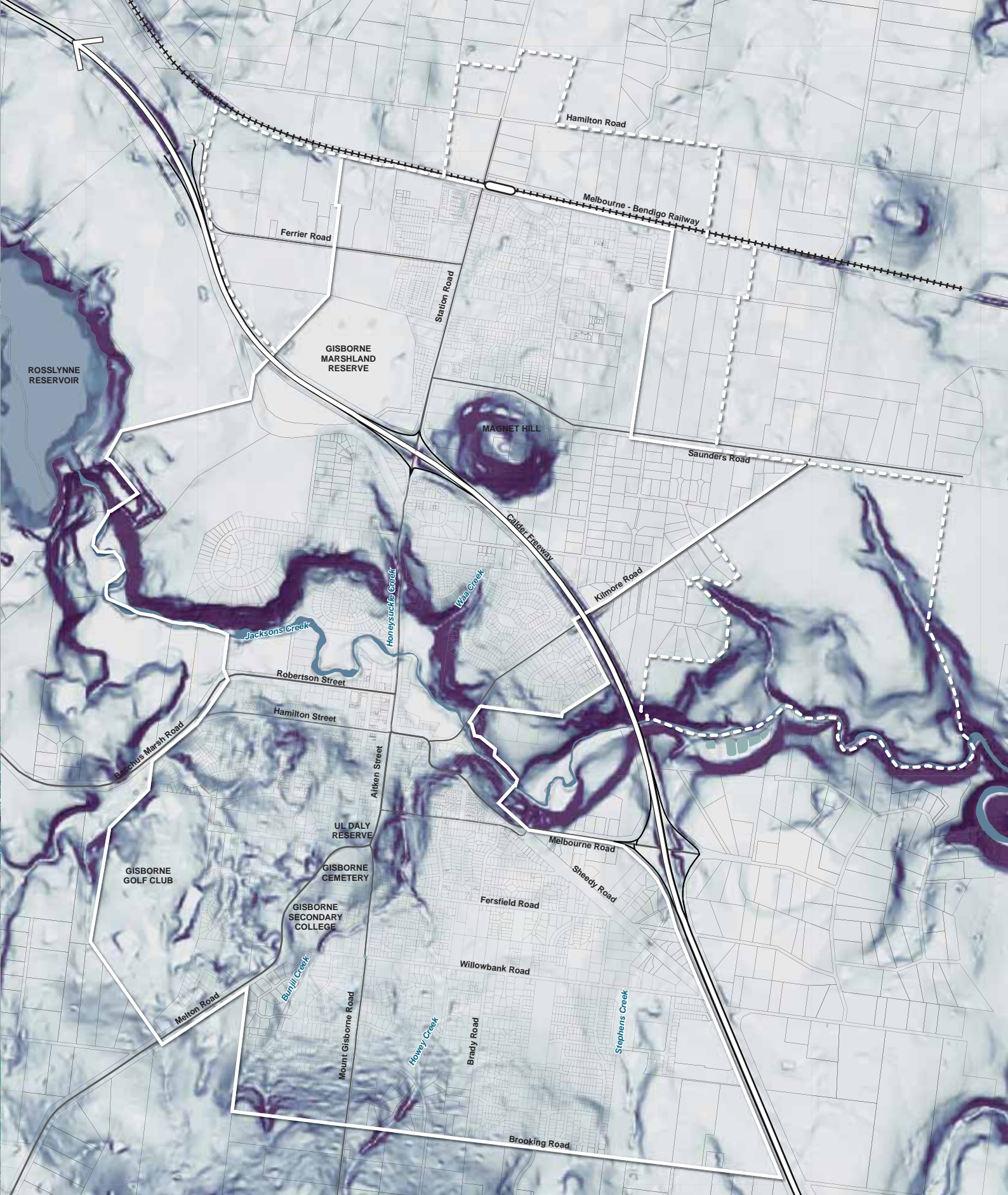
Elevation

meters above sea level

- 300-350
- 350-400
- 400-450
- 450-500
- 500-550
- 550-600

0 500m 1000m

Figure 15. Elevation



Legend

- | | |
|--|--------|
| Existing town boundary | 0-5% |
| Proposed protected settlement boundary | 5-10% |
| Railway Line | 10-15% |
| 10m Contours | 15-20% |
| | 20% + |

0 500m 1000m

Figure 16. Slope

18.3. Views and Vistas

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

A number of these views have been identified as significant, including but not limited to:

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

Visually Sensitive Landscapes

Visually sensitive landscapes are those that feature in the viewshed or composition of significant views.

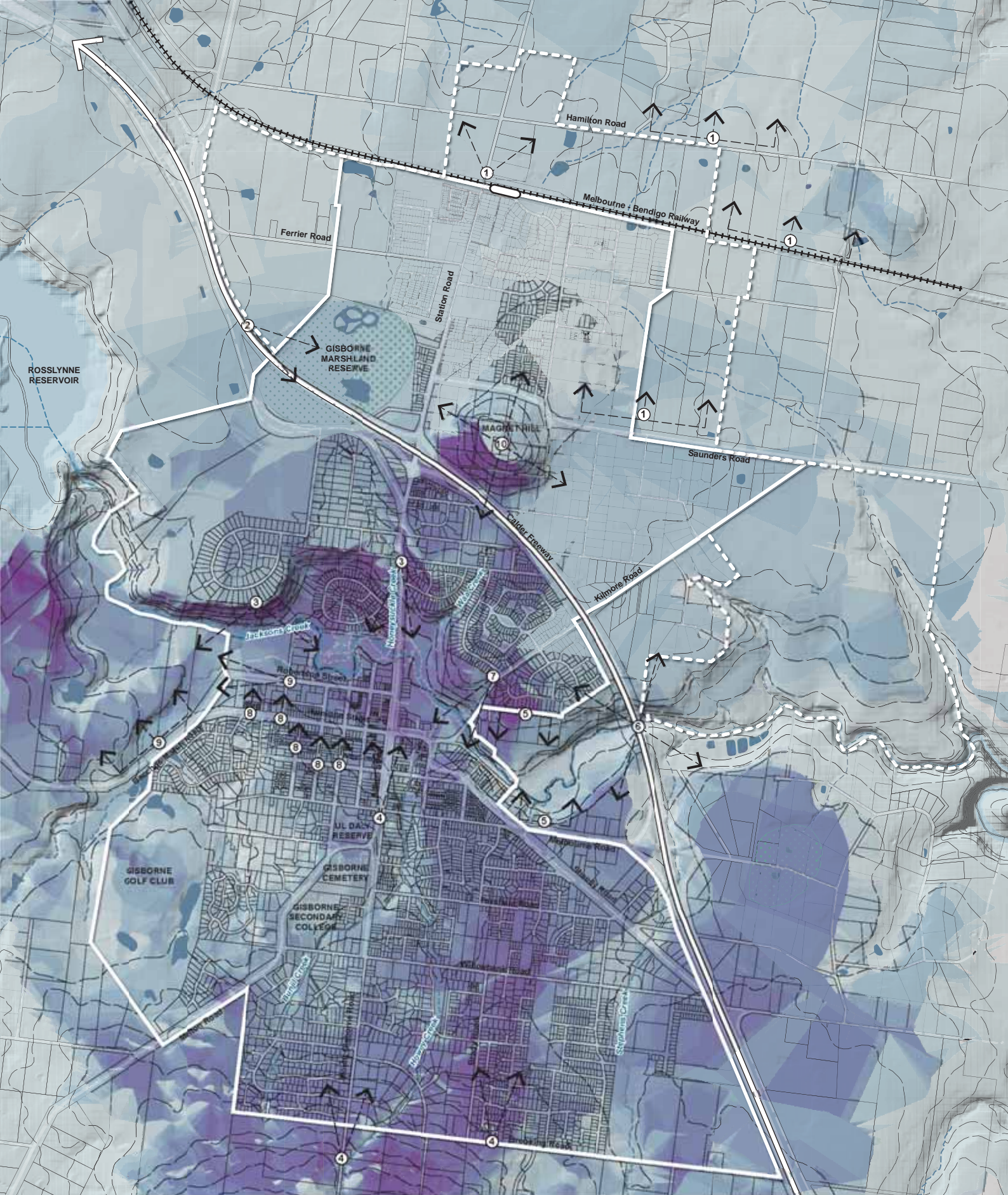
Visually sensitive landscapes have been identified by running a viewshed analysis on each of the identified viewing locations listed on page 56, and extracting the areas that fall into the 'moderately visible' to 'highly visible' categories on Figure 14.

These are the areas with the greatest number of overlaps, or areas that are visible from a number of the viewing locations. Note that the viewshed analysis is based on terrain and does not take into account trees or vegetation.

Threats to visually sensitive landscapes, view lines and view corridors include:

- Built form development that blocks views or viewing corridors;
- Major earthworks and modifications to topography, especially along the Jacksons Creek escarpment;
- Insensitive development and interface treatments adjacent to open spaces; and
- Loss of significant vegetation.





Legend

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

Viewshed Gradient

- Occasionally visible
- Moderately visible
- Highly visible

Figure 17. Viewshed Analysis

18.4. Trees and Vegetation

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

Early plantings of oaks and elms line the streets and have been reinforced through consistent planting themes as the town has grown. These have been retained and enhanced over the years, and some succession planting has occurred to ensure this character is continued. Significant old trees are also present in the parks and gardens within the township, and 'bush boulevards' are created through retention of remnant roadside vegetation on roads to the south.

Some streets are defined with substantial street trees while others lack planting, or opportunities for planting have been lost through incremental indentation of car parking. There are many opportunities to make improvements to the appearance and amenity of streetscapes by introducing new street tree planting, and to strengthen landscape definition through future projects within the town centre and road corridors.

18.6. Environment & Biodiversity

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

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

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

The Public Conservation and Resource Zone (PCRZ) applies to the Marshland Reserve and the UL Daly Reserve to protect and conserve these reserves for their historic, scientific, landscape, habitat or cultural values.

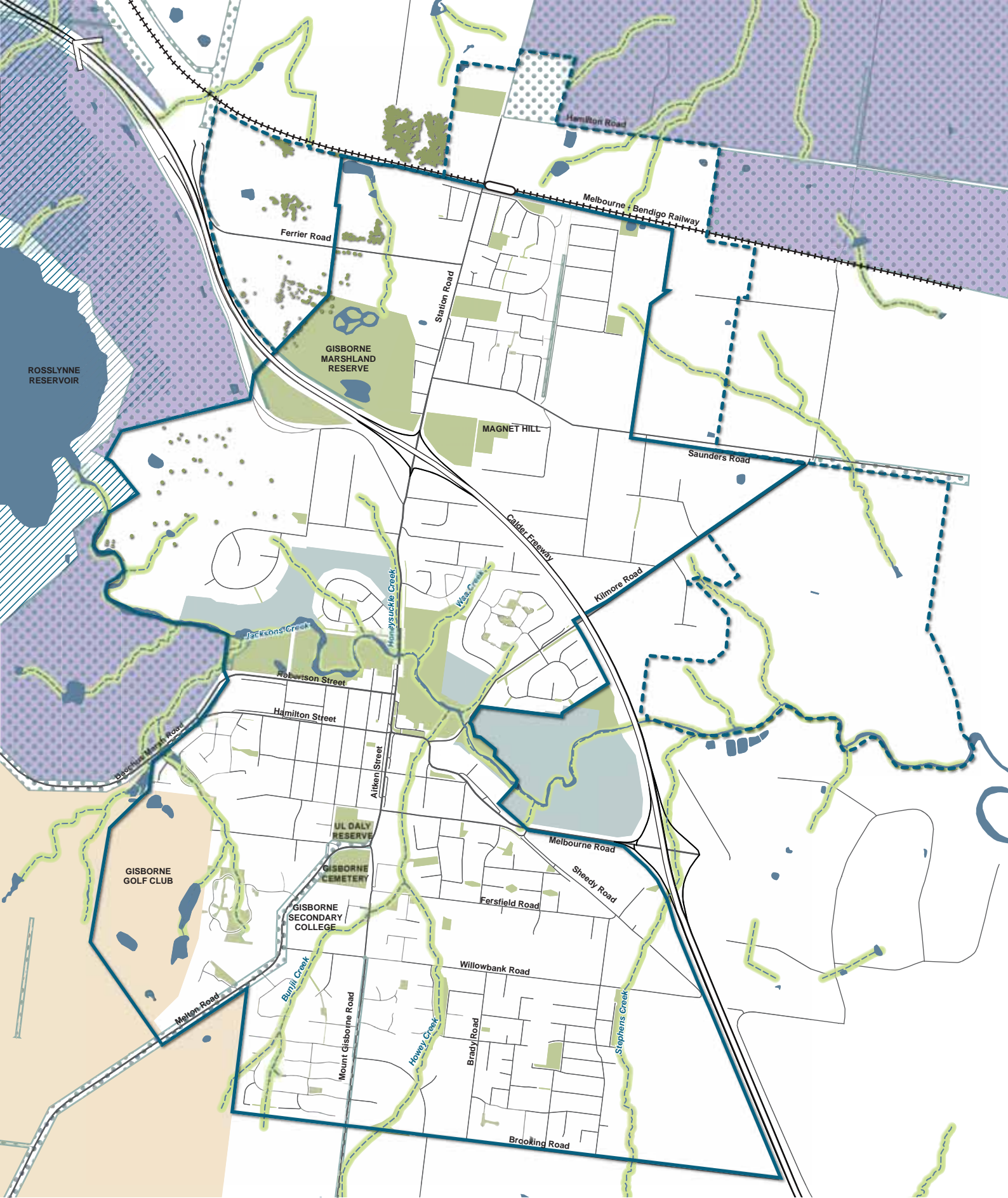
The Environmental Significance Overlay Schedule 5 to the north and west of Gisborne identifies regional water catchments and protects them from development that may compromise water quality.

The Rural Conservation Zone (RCZ) applies to land immediately to the west and to the north of Gisborne/ New Gisborne. RCZ Schedule 4 applies to the Jacksons Creek escarpment area to protect the character and landscape of the escarpment and limits further growth. The RCZ Schedule 1 protects areas of high conservation and landscape value to the north and west of Gisborne, providing a buffer to areas of public land and providing further protection to water catchments.

The Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) identifies matters of national environmental significance, including nationally threatened species and ecological communities, migratory species, wetlands protected under the Ramsar Convention and world heritage areas.

The Macedon Ranges Shire contains two vegetation communities listed under the act:

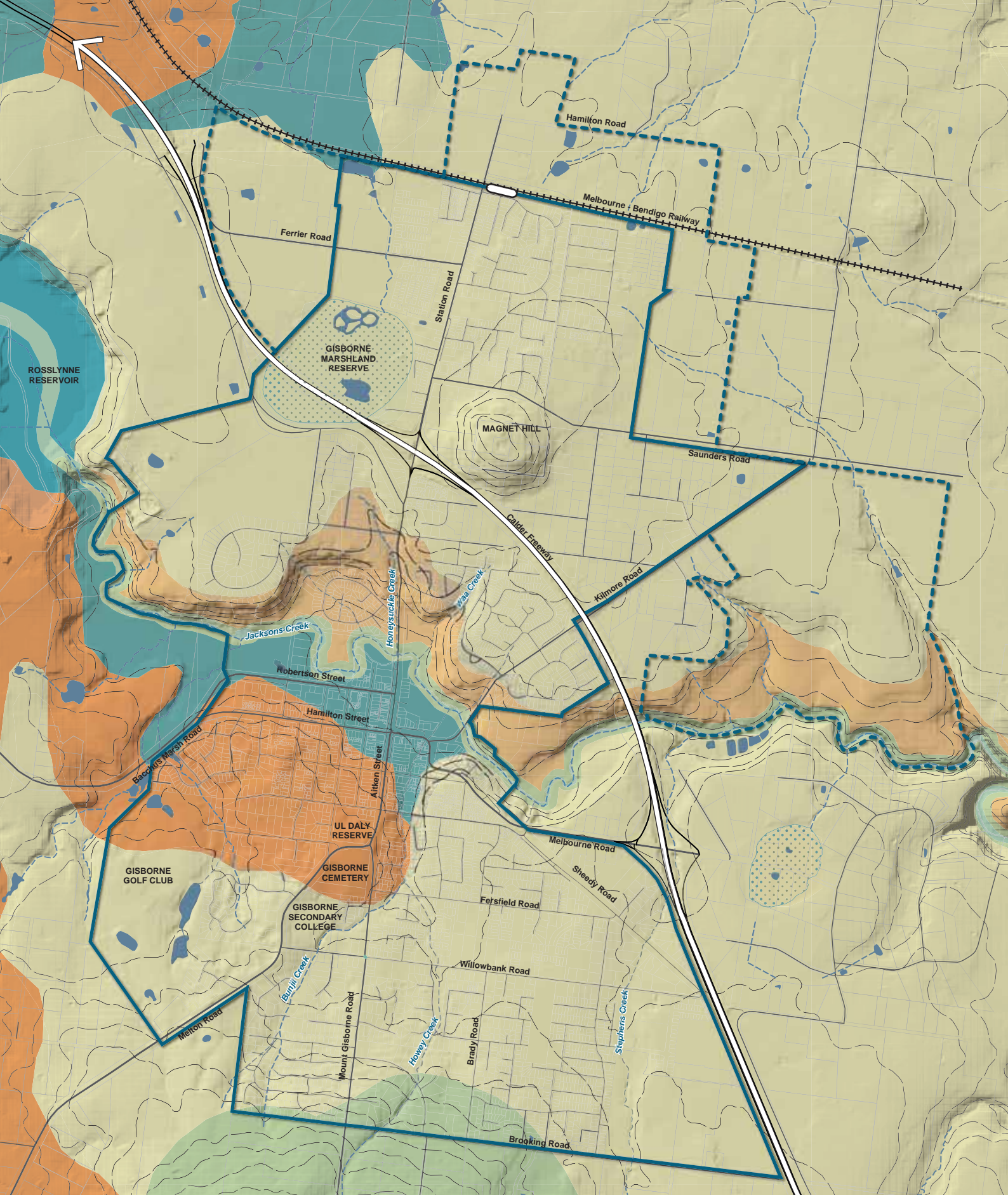
- EVC 647 Plains Sedgy Wetland (Marshland Reserve)
- EVC 55 Plains Grassy Woodland.
- Mount Gisborne contains a rare Scoria Cone Woodland (EVC 894).



Legend

- | | | |
|--|--|-------------------------------------|
| Existing town boundary | Waterways | Vegetation Protection Overlay (VPO) |
| Proposed protected settlement boundary | Waterway envions | Rural Conservation Zone Schedule 1 |
| Railway Line | Public Conservation & Resource Zone (PCRZ) | Rural Conservation Zone Schedule 3 |
| Gisborne Station | Parks & Reserves | Rural Conservation Zone Schedule 4 |
| 10m Contours | Environmental Significance Overlay Schedule 5 (ESO5) | |





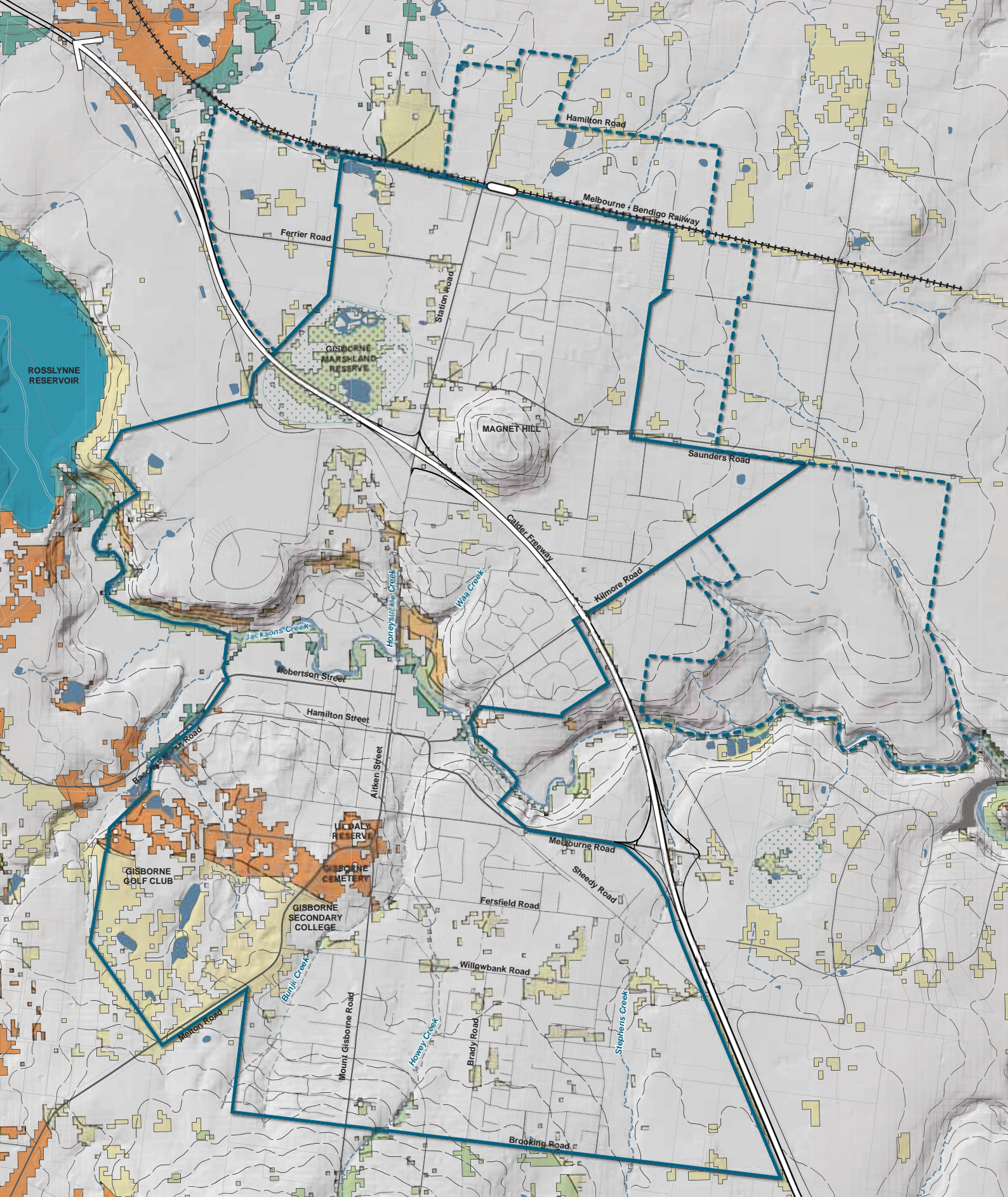
Legend

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

Pre-1750 EVCs

- Plains Grassy Woodland
- Scoria Cone Woodland
- Riparian Woodland
- Grassy Forest
- Valley Grassy Forest
- Plains Sedgy Wetland
- Plains Grassy Wetland

0 500m 1000m



Legend

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

Pre-1750 EVCs

- Plains Grassy Woodland
- Scoria Cone Woodland
- Riparian Woodland
- Grassy Forest
- Valley Grassy Forest
- Plains Sedgy Wetland
- Plains Grassy Wetland

0 500m 1000m

18.7. Parks & Open Space

18.7.1. Local parks

Gisborne has numerous pocket parks and small local open spaces that predominantly serve the immediate surrounding residential area. Many of these remain relatively undeveloped and feature grassed open spaces with occasional trees, some with simple playground equipment that provides basic amenity and recreational value. Many are enclosed by back fences and have poor passive surveillance and lack activation.

There is potential for incremental redevelopment of larger blocks adjacent to reserves to occur through subdivision into dual-occupancies or multi-unit developments. In this instance, there is opportunity for new development designed to provide an active edge and passive surveillance to local parks and reserves through pedestrian access and entrances, low fencing, complementary landscaping and balconies and windows that look over the space. This is explored further through the Residential Design Guidelines that accompany the Gisborne Futures Neighbourhood Character Study.

Future Local Parks

New residential development is required to provide access to local parks within 400m walking catchment of 90% of dwellings. To create attractive and interesting destinations and to maximise their function as focal points for the community, local parks will:

- Be located with a street frontage, and where possible connected to part of a broader open space network.
- Activated by surrounding development with ground floor frontages that connect to the open space and building design that provides opportunities for passive surveillance.
- Be designed and delivered with amenities including paths, seating, picnic facilities, toilets with baby change facilities, playgrounds, nature play, trees and landscaping.

18.7.2. Active open space

Active open space is concentrated in central Gisborne, and includes:

- Gardiner Reserve football and cricket
- Sankey Reserve
- Dixon Field providing soccer, tennis
- Aquatic centre
- Skate park and BMX track.
- Bowls Club
- Open space path network

Sports facilities in New Gisborne include:

- Netball courts
- Tennis Courts at Ross Watt Reserve

Further open space requirements will need to be assessed in-line with long-term growth in New Gisborne to ensure that future communities are adequately serviced with active recreation opportunities.

Regional Sports Facility

A future regional sport facility is planned for New Gisborne with both outdoor and indoor courts and several large ovals/fields. The facility will improve the spatial distribution of recreation and open space infrastructure by offering both local opportunity for passive and active recreation at the northern end of Gisborne, and the opportunity to draw others in from the larger region for competition.

Dog Off Leash Areas

In January 2020 Council amended local laws to require that dogs to be under effective control in public places and to be leashed in all public places except in designated off leash areas.

There are 13 open space areas designated as off leash areas in Gisborne.

A fenced dog off leash area is proposed as part of the Masterplan for Gisborne Fields park.

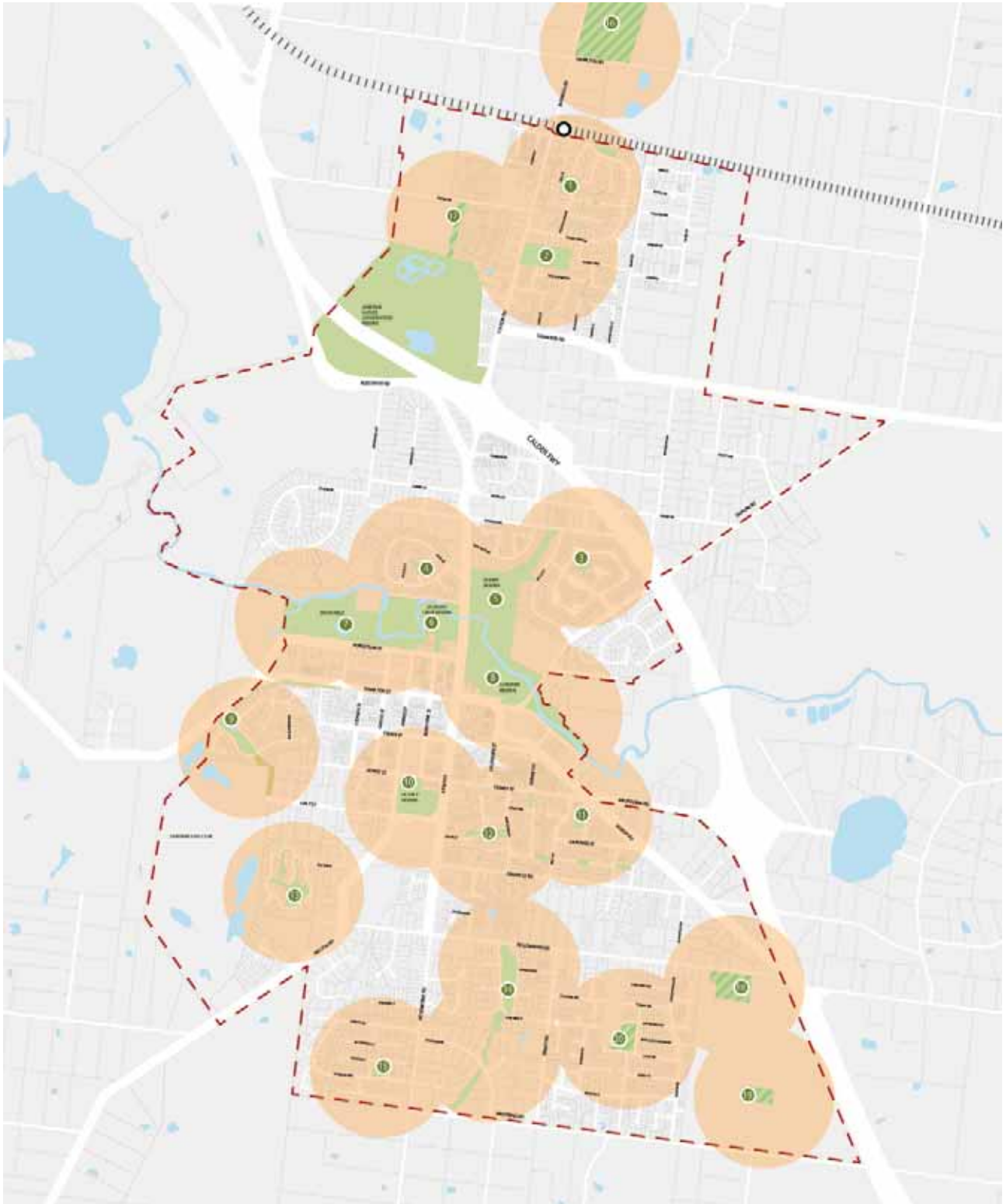


Figure 18. Open Space 400m Catchments

18.7.3. Regional Open Space

Jacksons Creek Corridor

The Jacksons Creek corridor including its floodplain and escarpment has been preserved as a significant landscape backdrop and parkland setting for the township. It features a linear network of parks and open spaces that offer sports fields and facilities, playgrounds, BBQ facilities, pathways, biodiversity and habitat linkages and opportunities for both active and passive recreation. It has been retained as a strong visual reference to the character and amenity of the town.

Threats to the corridor include:

- Ad-hoc development and incremental loss of parkland for car parking.
- Poor land management, drainage arrangements and weed infestation.
- Lack of recreational infrastructure including access paths and landscaping.
- Potential for built form development in visually sensitive locations.

The Jacksons Creek corridor will continue to be recognised and developed as a local and regional linear park and trail system. This will be enhanced for local amenity as well as be promoted as a tourist destination, using landscape features and the ambience of the creek environment to connect a diverse range of passive and active recreational pursuits.

The escarpment and corridor will be recognised as a landscape asset through a future Masterplan that provides for revegetation, improved landscape management and recreational and passive programming.

Development of lookout facilities alongside access trails will provide visual connection to the inner topography of the town and to its broader relationship with the surrounding ranges and landscape setting. This will reinforce the 'semi-rural' character of the town, and provide opportunity to connect with the context of its evolution within the confines of surrounding landscape features.

The value of the corridor as a biological and ecological system and its broader role as a regional drainage system will be considered.

Enhancement of the visual, ecological and recreational values of the Jacksons Creek corridor will flow through to economically benefit the town centre through the provision of legible and accessible connections that encourage visitors to extend their experience and explore the retail and hospitality offering of Gisborne.



18.8. Bunjil Creek Open Space Connections

Open space planning for Gisborne has identified the potential for linear connections to be realised along the waterways within private ownership including Bundjil Creek and Howey Creek from the northern slopes of Mount Gisborne to the town centre. This will allow for a coordinated approach to weed removal and revegetation with indigenous species to improve wildlife corridors and waterway health. Council and Gisborne Landcare have already begun preparation of an Environmental Works Plan that focusses on Bundjil and Howey Creeks in 2020.

Council has incrementally been acquiring land and open space easements through the redevelopment of private property to realise this long-term vision. Missing links in the Bundjil Creek corridor are illustrated in Figure 15 below.

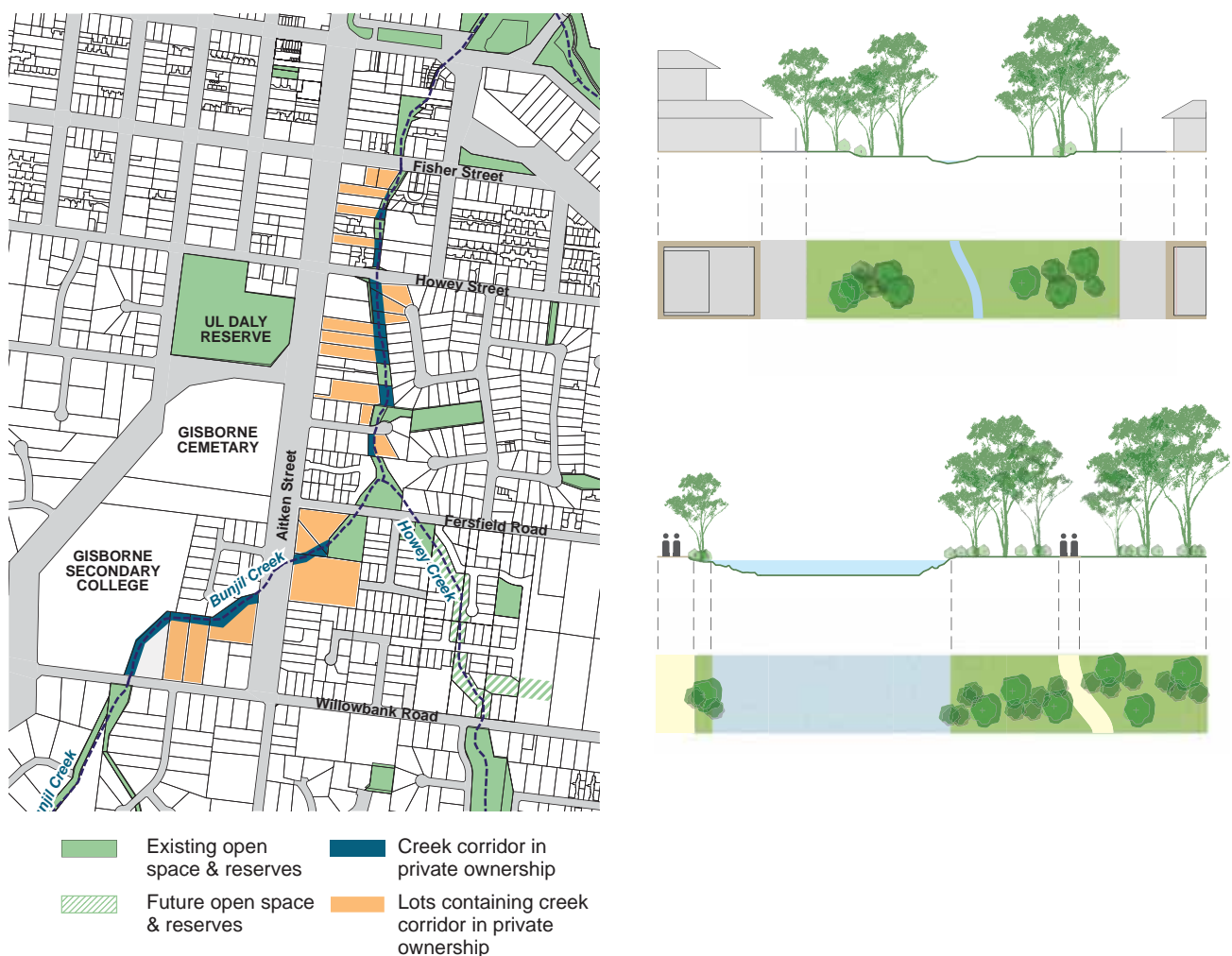


Figure 19. Bundjil Creek Connections

19. Movement Network

19.1. Traffic & Transport Analysis

Methodology

Cardno were engaged to review traffic and transport conditions in Gisborne and provide recommendations for future network improvements

The following was undertaken for the preparation of the Background Report:

- Consideration of relevant background documents
- Literature Review
- Consultation and workshops
- Review of Planning policies
- Summary and status of previously identified transport actions and recommendations
- Review of existing road network including key intersections
- Intersection Turning Movement Surveys
- Traffic Volumes Surveys
- Crash Statistics Analysis
- Car parking Supply and Demand Analysis
- Travel Patterns Analysis

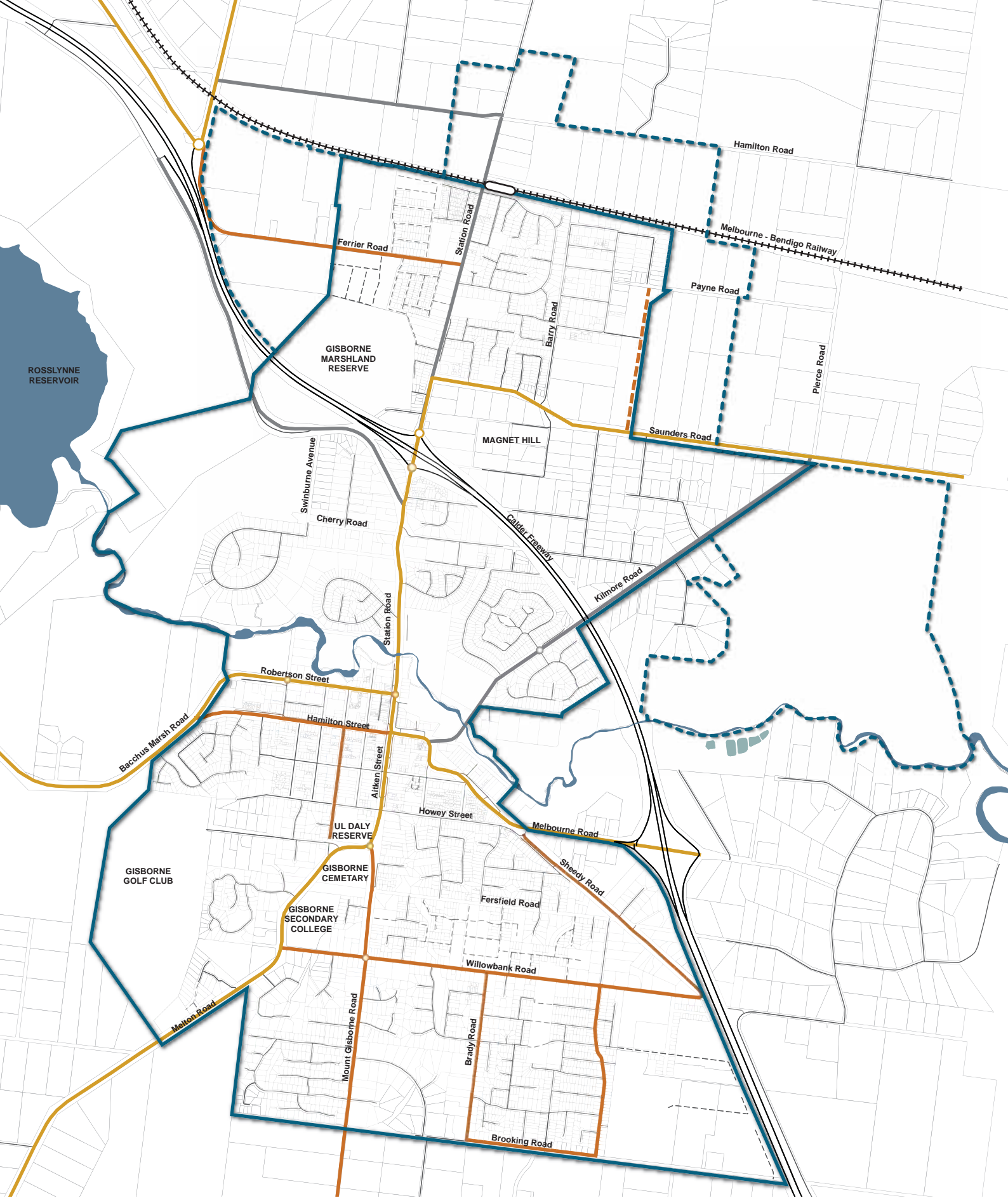
19.2. Road Network & Vehicle Movement

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

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

Feedback included:

- Remove truck traffic to provide a safer and quieter township
- Ensure there is enough parking in the Town Centre, especially with the planned population growth
- Ensure roads and footpaths are provided and maintained
- Provide bike paths and make the community more cycle-friendly
- Expand the existing public transport services, including to other areas of the town



Legend

- Existing town boundary
- - - Proposed protected settlement boundary
- + + + Railway Line
- Gisborne Station
- Open space & reserves

Existing Road Hierarchy

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



19.2.1. Movement Issues & Opportunities

Based on existing movements, there is a higher demand for all vehicles travelling through town from the west and north to Bacchus Marsh Road and Melton Road, and for cars travelling from both directions on the freeway into the Town Centre.

The higher demand through town from the west reflects the fact that there are no alternative routes to Bacchus Marsh or Melton from the west as far back as Kyneton, whereas there are a number of alternative and more direct access to these towns from the east.

Traffic counts undertaken in 2018 indicate that Station Road/Aitken Street are close to capacity with around 17,000 vehicle movements per day, and the road experiences congestion during peak periods. Part of this is attributed to the lack of a primary school and other services in Gisborne's south, which has resulted in many families travelling to primary schools in New Gisborne via Station Road. A lack of activity centres in other areas of Gisborne and New Gisborne mean that all residents need to travel into the Town Centre for most basic needs. Often these distances are not conveniently walkable, and the topography of the escarpment is challenging.

Upgrades to key intersections in Gisborne, including along Station Road at Saunders Road, Ferrier Road and Robertson Street have been identified as being a priority for the town. As well as the need to upgrade the intersections of Kilmore Road at Melbourne Road and Saunders Road. The two Kilmore Rd intersections, as well as the Station/Saunders Rd intersections have been prioritised by the State Government for works in the short term.

Local activity centres planned for New Gisborne and on Willowbank Road will encourage walking and cycling and reduce the need to make car trips into town for convenience shopping. A future school on Willowbank Road will also help to reduce the overall north-south movement along Station Road during peak times.

Heavy vehicle movements between the freeway and the roads to Bacchus Marsh and Melton impact on the safety and amenity of the town centre. Council and Regional Roads Victoria (RRV) (previously VicRoads) have been working together to consider an alternative route. This is being considered as a long-term opportunity that will reduce truck movements and alleviate traffic congestion on Station Road as further township growth occurs.

Issues

- Significant volumes of heavy vehicles pass through the town centre, due to the convergence of Bacchus Marsh Road, Gisborne Melton Road and Kilmore Road to Station Road and connectivity that Gisborne via Station Road and Melbourne Road provides to the Calder Freeway.
- Significant vehicle congestion has been observed along Aitken Street and Station Road, particularly vehicles queuing at roundabouts at peak times.
- Future growth areas identified within the Gisborne Movement Network Study 2016 (GMNS), particularly around New Gisborne, are anticipated to require key intersections upgrades along Station Road, such as Saunders Road, Ferrier Road and Hamilton Road.
- Review the safety and performance of key intersections with respect to increased traffic flows.
- The duplication of Station Road as recommended in the GMNS is not supported by the current Council.

Opportunities

- Consider a western alternate route to remove the need for heavy vehicles to pass through the Gisborne Town Centre to access the Calder Freeway.
- Upgrading of key intersections to account for future growth areas.

19.2.2. Car Parking Precinct Plan

The car parking precinct plan aims to achieve the following key objectives:

- An analysis and review of current parking characteristics and key parking facilities within the Gisborne town centre area, including:
 - Car parking supply;
 - Car parking demand;
 - Existing distribution of parking; and
 - Existing constraints and opportunities.
- Understand and assess the anticipated parking impact of future developments; and
- Provide recommendations to best manage the available parking resources within the Gisborne Town Centre via both supply and demand measures, to accommodate the current and future demand for car parking.

Car Park Supply

Currently there are 1,436 existing car spaces within Gisborne Town Centre for use by commercial employees, visitors and residents which includes 757 on-street and 679 off-street car spaces.

Existing parking supply within Gisborne Town Centre is predominately either unrestricted parking or two-hour parking, accounting for 45% and 42% respectively of on-street and off-street parking spaces. Unrestricted parking spaces are provided predominantly off-street, whilst two-hour parking spaces are located predominantly on-street.

It is also noted that whilst not surveyed, there is additional roof-top car parking on the corner of Brantome Street and Hamilton Street, with approximately 53 parking spaces provided. There is also capacity for additional on-street car parking further south of the surveyed car parks on Brantome Street and Prince Street, south of Hamilton Street. Based on aerial imagery and observations, these car parking areas are unrestricted and underutilised.



Figure 20. Car Park Survey - Existing Time Restrictions

Car Parking Demand

The existing car parking supply in the Gisborne Town Centre exceeds the peak demands generated by all existing uses within the town centre.

Key themes from the parking surveys undertaken to inform this Car Parking Assessment include the following:

- The average occupancy rate for all on-street parking in the town centre is 37% on a weekday and 31% on a Saturday;
- The peak occupancy rate for all on-street parking in the town centre is 61% on a weekday and 59% on a Saturday;
- The average occupancy rate for all off-street parking in the town centre is 42% on a weekday and 26% on a Saturday;
- The peak occupancy rate for all off-street parking in the town centre is 67% on a weekday and 59% on a Saturday;
- The peak occupancy rate for all on-street parking with a 2P restriction or shorter is 67% on a weekday and 72% on a Saturday; and
- The peak occupancy rate for all on-street parking with either a 4P restriction or no restriction is 53% on a weekday and 38% on a Saturday.

These findings indicate that when car parking demand within the Gisborne Town Centre is at its highest, approximately 1 in 3 public parking spaces, in both on- and off-street locations, remain vacant. From a total surveyed supply of 1,436 car parking spaces, this translates to approximately 474 vacant car parking spaces during peak occupancy. This represents an under-utilisation of this existing infrastructure.

The average car parking demand across the day for both on- and off-street locations is within the range of 26% - 42% for both the weekday and Saturday, indicating significant car parking capacity outside of peak times.

Over half of the on-street parking in the town centre is 2P restricted, with minimal provision of car parking with any shorter time restrictions. The peak demand for 2P restricted car parking is generally consistent with the overall on-street car parking occupancy trend. The peak demand for longer term parking (4P or unrestricted) is 53% on a weekday and 38% on a Saturday. The higher demand for 2P parking is likely due to this shorter-term parking being located in the more central locations of the town centre

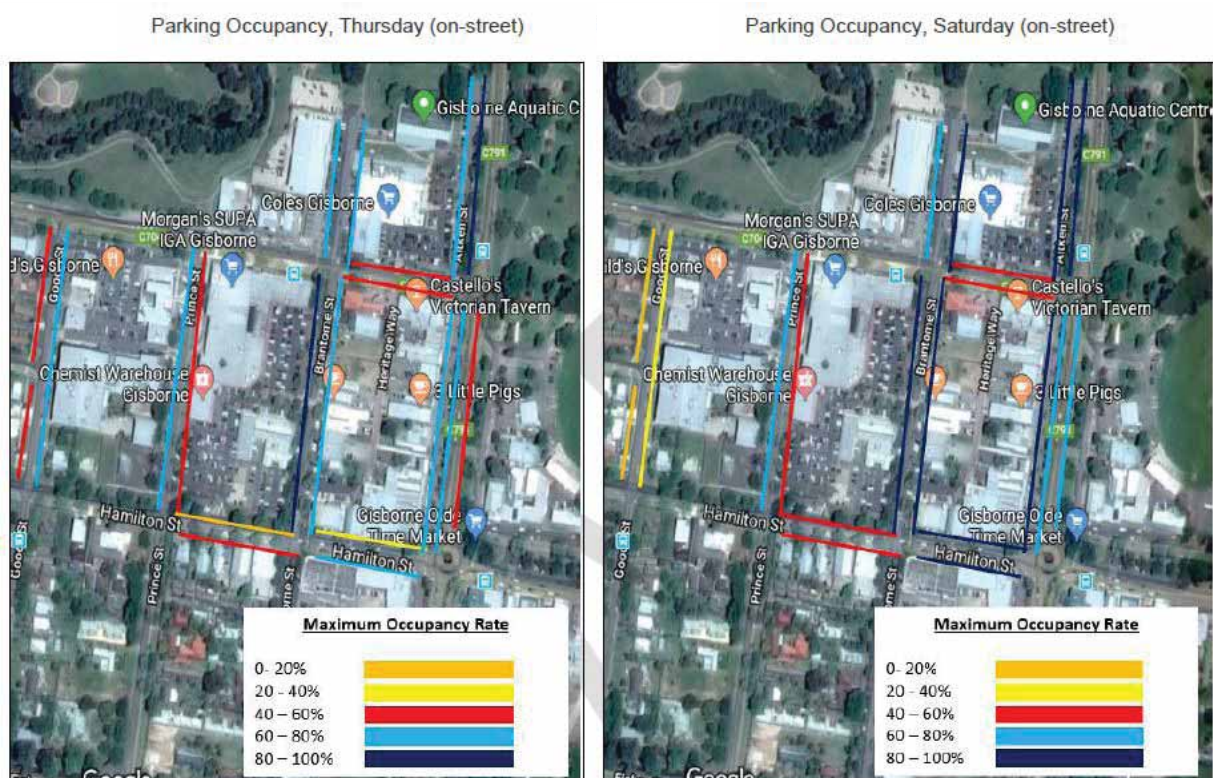


Figure 21. Car Park Occupancy Rates

Car Parking Recommendations

The following recommendations are made to guide improved management and utilisation of existing car parking in anticipation of future development, with the timeframe of these measures based on short (up to 5 years), medium (5 to 10 years) and long term (10 years and over).

Short Term Measures

- Based on duration of stay surveys, it appears that unrestricted off-street parking is being used as staff parking. If off-street parking supply becomes problematic, consider introducing time-limited parking within these areas. Given the lower occupancy rates in some areas of unrestricted parking, staff could be encouraged to park in these locations, further away from the commercial and retail areas; and
- Additional or improved wayfinding signage could be provided to direct vehicles to underutilised car parking areas, such as on and off-street parking south of Hamilton Street, which is still relatively close to key town centre land uses. An example of such underutilised car parking is on Brantome and Aitken Streets and the roof-top car park on the corner of Hamilton and Brantome Streets. Currently the off-street car parking in this location is not clearly signed, both in terms of wayfinding and car park entry signage.

Medium Term Measures

- Any new development should ensure that there is no reduction in the amount of spaces. This is particularly relevant in instances where built form is proposed to replace existing car parking spaces;
- There is potential to provide additional formalised on-street car parking along Brantome and Aitken Streets, south of Hamilton Street, if required;
- There is potential to provide additional formalised on-street car parking along Robertson Street, between Brantome and Goode Streets;
- It is noted that a range of improved pedestrian and cyclist infrastructure is proposed to be implemented within the Gisborne Town Centre. When this infrastructure is provided, it will assist in alleviating car parking demand by providing alternative access options; and
- The unrestricted off-street car park at the northeastern extent of the UDF area, located on the east side of Aitken Street, is under-utilised based on survey data. It is noted however that safe pedestrian crossing facilities are not in place to provide accessibility to the town centre. The use of this car park could be maximised by providing safe pedestrian crossing features, which may be provided as part of the proposed upgrade of the Robertson Street and Aitken Street intersection. The timing of this proposed upgrade is not currently known.

Long Term Measures

- A multideck car park above and/or below ground may be a long term measure to address parking shortage, however any multideck structure must be designed to provide active street frontages at the ground floor and allow for future adaptable re-use of the building; and
- It is noted that various Neighbourhood Activity Centres are proposed outside of the town centre, which will be developed over a period of time. The establishment of these Neighbourhood Activity Centres will assist in reducing car parking demand in the town centre, by providing alternative destinations for goods and services. This is likely to help reduce short stay parking demand as residential development increases.

19.3. Walking & Cycling

Incorporating healthy, active alternatives to driving into urban development will assist in providing a sustainable approach for future development. This includes providing walking and cycling infrastructure that is safe, continuous, comfortable and provides viable choices for travel and recreation.

The protection and enhancement of vegetation for shade and aesthetics contributes to this, and providing a variety of land uses in local centres will encourage activity and reduce the need to travel to the town centre by car.

Council has a number of planning documents including the Walking & Cycling Strategy (2014), Shire-Wide Footpath Plan and Open Space Strategy that provide direction for progressive upgrades and improvements to the cycling and walking infrastructure in Gisborne.

Shared User & Off-Road Paths

There are numerous opportunities to extend the path network across the township by reinforcing existing primary walking and cycling strategies and promoting the establishment of recreational 'loops' and residential connections with additional paths.

Where possible these should be 2.5m sealed shared user paths, however it is important that any paths along waterways and roadsides are designed appropriately to minimise impacts on vegetation and the function and integrity of environmentally sensitive areas.

Primary Cycling Routes

Cycling infrastructure in Gisborne is currently limited to the shared path network and there is minimal on-road cycling infrastructure. 'Primary Cycling Routes' have been identified to supplement the shared user path network. These roads are to include on-road bicycle lanes in addition to off-road shared user paths as part of any upgrade or road works.

Strategic Cycling Corridor

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

The SCC primarily uses the existing off-road path network and quieter residential streets. The alignment has been designed to follow the open space corridor north of Sankey Reserve to minimise topographical challenges presented by the existing path up the escarpment on Station Road. Most sections of the route will need to be upgraded to achieve a minimum design width of 2.5m.

Regional Shared Trail

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

Macedon and Riddells Creek are both with a reasonable commuting distance from Gisborne at 5.8km and 9km respectively. As Gisborne is to have a regional focus for economic and employment growth development of the shared trail connections between these two towns should be a future priority for Council. This will encourage use of active transport to access jobs and services.

New Development Areas

The planning and design stages of new development are critical to ensuring that future communities are well-served by pedestrian and cycle paths. Proposals for new subdivisions will be required to provide high-quality pedestrian and cycle infrastructure that includes internal connections as well as safe and direct access to any activity centres and facilities and links to the existing network.



Artist impression of bicycle lanes on Station Road, New Gisborne.

Image: Ethos Urban

19.4. Public Transport

Gisborne's public transport service provision and accessibility will need to be expanded in line with population growth. Specific routes, service frequencies and physical transport infrastructure will need to be upgraded to ensure liveability remains high and to ensure that Gisborne is a town that advances goals of sustainability. It is particularly important to reduce car-dependency and encouraging public transport use by providing improved services and facilities is key to achieving this.

Currently, Gisborne Railway Station (located in New Gisborne) is serviced by V/Line railway services to Melbourne, Bendigo, Echuca and Swan Hill. The service pattern is aimed at those who use the railway for their commute to and from Melbourne, with service frequencies reducing outside of peak hours.

The 'GisBus' bus service for Gisborne operates between the Gisborne Town Centre and Gisborne Railway Station. The GisBus is somewhat flexible, with two set routes and an on-demand service that are run within a set loop of the town.

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

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

As Gisborne grows, the town will play a stronger role in providing services and facilities that can serve the greater Macedon Ranges population, including higher order retail, health care and education. It is important that railway and bus service frequencies and stopping patterns to and from Gisborne are increased to provide greater flexibility in travel to access these services.

20. Community Facilities & Utilities

20.4.1. Population & Policy Context

Gisborne's population is expected to grow further over the next 30 years. During this time, the population is expected to age whilst an increasing number of young families are expected to move to the area. Planning for and providing community services will be critical to ensure that the diverse needs and expectations of the population are met. Locating these close to where people live is integral for creating compact, walkable neighbourhoods.

The Gisborne Futures Plan builds on forecasts provided by .id Consulting and makes assumptions about population growth generated by future residential development within the township boundary and through development of long-term growth areas. It should also be noted that as a Regional Centre residents from the broader Macedon Ranges area are reliant upon Gisborne for essential services therefore future planning for community services will also need to consider the potential demand from surrounding towns.

20.4.2. Community Facilities Analysis

A high-level community infrastructure analysis has been undertaken which estimates the current service provision demand and estimates what additional community facilities will be required to current service Gisborne's forecast population in 2050.

Future population for Gisborne is calculated for the short (0-5 years), medium (5-15 years), and long term (15-30 years).

The short and medium-term scenarios assume future population growth is generated by development of existing residential land within the township boundary area. The long-term scenario estimates requirements generated by development of long-term residential expansion areas.

Existing Community Facilities

No.	Service Category	Service Name
1	Schools	Gisborne Primary School
2	Schools	St. Brigids Primary School
3	Schools	Gisborne Secondary College
4	Schools	Gisborne Montessori Primary School
5	Schools	Holy Cross Primary School
6	Schools	New Gisborne Primary School
7	Early Years & Family	Manna Gum Children's Centre
8	Early Years & Family	Schools Out OSHC
9	Early Years & Family	Willowbank Early Learning
10	Early Years & Family	The Learning Sanctuary
11	Early Years & Family	Swinburne Ave Children's Centre
12	Early Years & Family	Goodstart Early Learning Centre
13	Early Years & Family	New Gisborne Primary After School Care
14	Early Years & Family	Gisborne Montessori Childcare
15	Community/Arts/Cultural Spaces	Macedon Ranges Further Education Centre
16	Community/Arts/Cultural Spaces	Mechanics Institute/Community Centre
17	Community/Arts/Cultural Spaces	Ross Watt Children's Hall
18	Community/Arts/Cultural Spaces	Gisborne Community Hall
19	Community/Arts/Cultural Spaces	Gisborne Library
20	Sport & Recreation	Sankey Reserve
21	Sport & Recreation	Dixon Field
22	Sport & Recreation	Gisborne Aquatic Centre
24	Sport & Recreation	Gardiner Reserve
25	Sport & Recreation	Gisborne & District Bowling Club
26	Sport & Recreation	Macedon Ranges Regional Netball Complex
27	Sport & Recreation	New Gisborne Tennis Club
28	Sport & Recreation	The Stadium Gisborne
29	Sport & Recreation	Gisborne BMX Track
30	Sport & Recreation	Gisborne Skate Park

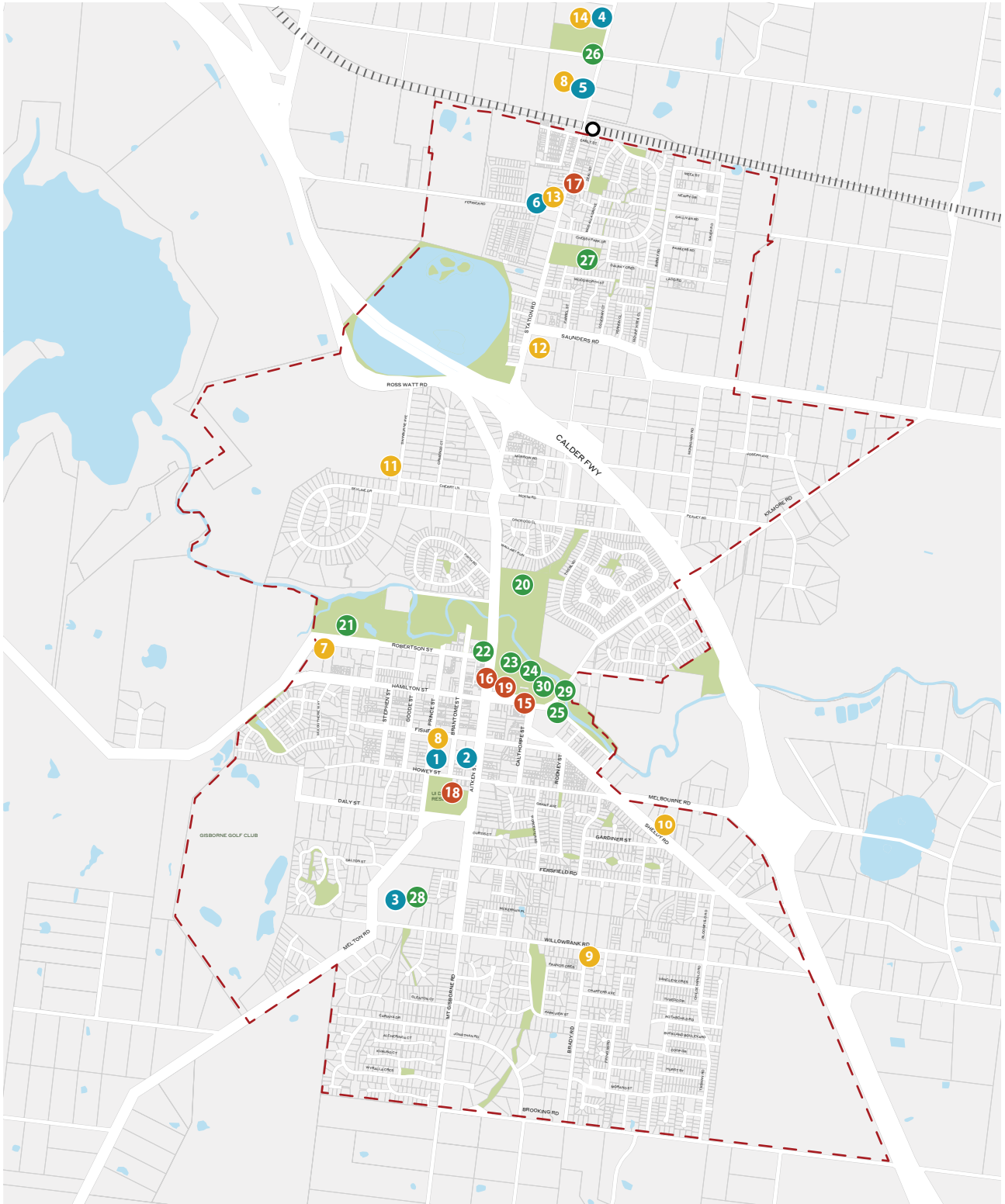




Figure 22. Community Infrastructure Needs Assessment

Assessment of Likely Community Infrastructure Needs

The community infrastructure needs assessment is based on the service and facility audit. The audit was undertaken to determine the likely future need for services and facilities for the projected population.

The methodology includes:

- Understanding the current capacity and usage levels of each service or facility, based on: Standard benchmarks
- Capacity of existing facility
- Service aspirations by the community (through the engagement process)
- Determining the likely future demand and comparing the need between 2018 and 2036.

The demographic analysis in Chapter 4 indicates that we need to plan community infrastructure for:

- Overall population growth of over 7,000 residents
- Likely population growth in all age groups
- Mostly slight increases in proportions in younger and older age profile

Figure 19 summarises a high-level assessment of the likely need for community infrastructure in the future.

The assessment considers the existing supply of community infrastructure and open space and is based on the likely population profile for Gisborne District, predicted through the id population projections.

20.4.3. Early Learning & Kindergarten

Council's Early Years Plan 2016-2020 contains high level goals for the municipality, with the aim of supporting the health and wellbeing of children from birth to eight years of age. The Plan is currently being updated and should consider the future growth of Gisborne when determining service delivery.

Seven centres in Gisborne provide Kindergarten/Pre-school or childcare services to families, two centres provide Maternal and Child Health care (MCH) and outside school hours care is offered in three locations in Gisborne.

Service providers have identified an increase in demand for early years services and the provision of childcare, early learning centres and kindergartens will need to increase to meet the demand of the growing population.

State policy will also influence provision of early years services in future. The 'Kinder for Every Three Year Old Across Victoria' policy commits to expanding access to funded kindergarten to every 3 year-old in the state by 2022. Existing Kindergarten facilities and MCH will not be able to meet projected demand. The expansion of funded 3-year old kindergarten services will generate additional demand that will likely necessitate additional infrastructure and services.

Facility	Gisborne						
	Existing Supply	Short Term Demand	Medium Term	Long Term Demand in Established Residential Areas (Only)		Long Term Demand for All Residential Areas (Including Growth Areas)	
				Demand	Gap	Demand	Gap
Maternal and Child Health	14 sessions	14.7	16.4	25	11	30.5	16.5
3 year-old Kindergarten	0 places	190.9	213.6	325.6	325.6	396.3	396.3
4 year-old Kindergarten	230 places	190.9	213.6	325.6	95.6	396.3	166.3
0-5 year-old Long Day Childcare	385 places*	171.9	191.8	291.4	151.1	354.8	267.6
0-5 year-old Occasional Care		144.3	161.0	244.7		297.8	
Youth space	1 skate park	1.6	1.8	2.7	0.9	3.2	2.2

Figure 23. Early Learning and kindergarten future demand estimate based on future township growth to 2050.

20.4.4. Education

Gisborne currently has two Government primary schools, two Catholic primary schools, one Montessori (independent) school and one Government secondary school. There is also a specialist school located not far from Gisborne in Bullengarook.

As a Regional Centre, Gisborne should offer all levels of education including primary, secondary and tertiary.

A new Primary School including a kindergarten is planned for Gisborne South as part of the housing development on Willowbank Road. This will improve the spatial distribution of primary schools as well as relieve pressure on the number of enrolments in existing schools for the short to medium term.

Gisborne Secondary College is the only secondary school in Gisborne and many students travel to this school from other parts of the Shire, and from towns further afield including Sunbury and Melton. In the medium-long term demand from growth within Gisborne and other towns will place pressure on the capacity of Gisborne Secondary College and will likely trigger the need for an additional secondary school.

There is a community preference for secondary school to be located in Romsey or Lancefield and this will impact the demand and need for additional secondary schools as some of the existing demand is being generated from communities outside of Gisborne.

The location for this will need to be considered in conjunction with demand and distribution from surrounding townships.

Gisborne currently does not provide any substantial tertiary education. In the medium-long term, opportunities to provide tertiary education in all forms, being University, TAFE and other vocational education opportunities, should be explored and promoted.

Facility	Model for Delivery		Gisborne					
	Benchmark	Unit	Demographic Group	Existing Supply	Short Term Demand	Medium Term	Total Long Term Demand (Established Areas)	Total Long Term Demand (Established & Growth Areas)
Government Primary Enrolments	71%	Enrolments	5-11 year-olds	2 schools	1,066.8	1,175.2	1,758.8	2,140.9
Catholic Primary Enrolments	12%	of children aged	5-11 year-olds	2 schools	180.3	198.6	297.3	361.8
Independent Primary Enrolments	10%	of children aged	5-11 year-olds	1 school	150.2	165.5	247.7	301.5
Government Secondary Enrolments	53%	of children aged	12-17 year-olds	1 school	592.1	674.0	986.5	1,200.9
Catholic Secondary Enrolments	15%	of children aged	12-17 year-olds	0 schools	167.6	190.8	279.2	288.8

Figure 24. Education future demand estimate based on future township growth to 2050.

20.4.5. Community Services, Arts & Cultural Spaces

Gisborne, as the Regional Centre of the Shire with the largest population, lacks dedicated youth services and provides limited spaces for arts and cultural activities. Community consultation revealed strong support for additional community facilities and youth services. Respondents highlighted that the township did not meet expectations for the provision of spaces to engage young people.

The development of a Community Hub will provide positive opportunities for young people through the co-location of a range of services and programs in the same building. These may include art, music or performance spaces, meeting rooms and cultural activity spaces, as well as provide a location for social services including health, professional development and further education, counselling and mentoring.

In the long-term, additional youth facilities and community spaces should be encouraged as part of any development in proximity to the train station to increase accessibility to services for young people and those without access to a car.

20.4.6. Positive Ageing

The Macedon Ranges Shire has made a commitment to becoming an age-friendly community and was successful in obtaining membership to the World Health Organisation's (WHO) Global Network of Age-friendly Communities in August 2015.

Council's aim is to create an environment within which older people living in the Shire can participate in a community that values and supports them. The future growth of Gisborne will aim to ensure that older people can continue to grow and develop within a township environment that is inclusive, accessible and safe. The importance of supporting older people to be socially engaged and make healthy lifestyle choices is recognised. The built environment sought through the Gisborne Futures Structure Plan will work to achieve this.

Facility	Gisborne						
	Existing Supply	Short Term Demand	Medium Term	Long Term Demand in Established Residential Areas (Only)		Long Term Demand for All Residential Areas (Including Growth Areas)	
				Demand	Gap	Demand	Gap
Neighbourhood House	1 house	0.9	1.0	1.4	0.4	1.7	0.7
Multipurpose Community Space	3 spaces	1.6	1.8	2.7	+0.3	3.2	0.2
Arts/cultural space	0 spaces	1.6	1.8	2.7	2.7	3.2	3.2
Centre Based Library (Number)	1 library	0.3	0.3	0.5	+0.5	0.6	+0.4
Centre Based Library (Floor Space m2)	410m2	580.3m2	649.7m2	959.9m2	549m2	1,168.4m2	758.4m2

Figure 25. Community and cultural facilities future demand estimate based on future township growth to 2050.

20.1. Utilities

Water Supply

Water supply within the region is managed by Western Water. Rosslynne Reservoir to the west supplies Gisborne with potable water. The town is also connected to Melbourne's water supply system which supplements the supply from Rosslynne.

As the area grows, additional import of potable water from the Melbourne Supply Network is likely, as local water supplies are fully allocated.

Sewerage

Western Water is also the authority responsible for the sewerage infrastructure in Gisborne. All general residential zoned dwellings in Gisborne is connected to Western Water's sewerage network. Dwellings zoned rural living or low density are on larger lots which allow for on-site septic tank use and are not connected to the system. Due to the undulating landscape sewerage is transported via gravity and pumped rising mains to the Gisborne Recycled Water Treatment Plant.

Sewerage is treated to produce class B recycled water and stored on-site and may be used for irrigating public parks, gardens and sports grounds and has limited use for food production and stock pasture. A recycled water pipeline currently extends along Jacksons Creek and south to Mount Gisborne. It is used for irrigation of Council's sports fields and parks, the Gisborne golf course and a number of wineries and farms to the south.

When storage is full, treated water is discharged into Jacksons Creek under a strict EPA license.

Stormwater

The increase in hard surfaces associated with urban development increases the volume, intensity and frequency of stormwater runoff discharged to local waterways. Stormwater runoff generated by urban areas contain higher levels of pollution than runoff generated across naturalised catchments which can have a detrimental impact on receiving waterways.

Macedon Ranges Shire Council is responsible for the management of most urban stormwater assets including roadside drains, sediment basins, retarding basins and swales.

The water catchment management authority is the Melbourne Water Corporation (MWC). MWC are responsible for catchments greater than 60 hectares. There are two existing drainage schemes, the New Gisborne and Central Creek Drainage Schemes. These schemes encompass the drainage infrastructure that is needed for stormwater conveyance and water quality treatment within the catchment boundaries.

Schemes comprise of a catchment-based drainage strategy outlining the functional designs of the relevant infrastructure required to service growth, and Melbourne Water recoup the infrastructure costs through financial contributions paid by developers.

Melbourne Water has advised that if any development commences outside the boundaries of the existing drainage schemes, it may trigger the need for MWC to undertake a drainage analysis and decide if another drainage scheme is required.

20.2. Integrated Water Management

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

Integrated Water Management (IWM) recognises and seeks to improve the relationship between the three components of the urban water cycle.

Macedon Ranges Shire Council, Melbourne Water, Western Water and Southern Rural Water have been working in partnership to develop an IWM Strategy for the Southern Macedon Ranges area to minimise impact on upper Maribyrnong River tributaries, which is essential for the health of the entire Maribyrnong River system downstream of Gisborne.

The IWM Strategy uses targets established in Melbourne Water's *Healthy Waterways Strategy* that seek to maintain pre-development (natural) annual streamflow volumes and increase treatment of water flow through filtration before being returned to the creeks as baseflow, or water that enters the stream from the ground. The IWM Strategy includes outcomes to:

- Maintain safe and affordable water supply into the future through a reduction in potable water use and supplementation of existing supply;
- Provide effective and affordable wastewater solutions through beneficial use of recycled water; and
- Maintain healthy waterways through a reduction in stormwater runoff (via infiltration or harvesting) and improving environmental flow benefits for Jacksons Creek.

20.2.1. Power & Communication

Electricity

Powercor is the authority responsible for the electrical supply to the region.

New developments will be required to have their electrical cables laid underground. Land will also need to be reserved for electrical kiosks to convert the high voltage lines into low voltage for domestic use.

Powercor will assess the suitability of existing infrastructure to cater for additional demand when a development application is made.

Gas

Ausnet is the authority that owns the gas infrastructure in the Gisborne region and there is an extensive reticulation network for residential supply.

Current industrial areas are not connected to the gas network.

Telecommunications

The existing telecommunication infrastructure in Gisborne consists of copper cables owned by Telstra.

The telecommunications industry has seen the rollout of high speed broadband and now most residential areas in Gisborne are connected to the NBN. NBN Co is the responsible authority for the rollout of the broadband they have advised that they will be the agent to provide telecommunication services to new developments.

21. Gisborne

Town Centre

20.3. About the Gisborne Town Centre

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

Diversion of the highway from the centre of town has provided opportunity for it to develop and maintain a 'village' characteristic. A lack of commercial development on the fringes of town, and a lack of larger allotments within town has avoided a proliferation of generic, large format retail which generally relies on high roadside exposure. Rather, a fine-grain pattern of local businesses has evolved, including hospitality, boutique retail, service and office uses. These contribute to the local, 'village' characteristic that is influenced by the compact nature of the Town Centre and physical features that include:

- A pedestrian-scale streetscape with generous footpaths, verandahs and established street trees;
- A fine grain pattern of development that accommodates a diverse mix of local, small businesses;
- Minimal presence of large chain stores with generic branding and signage;
- Modest built form that does not dominate the streetscape or landscape setting; and
- Community facilities, sporting grounds and parklands within the Town Centre.

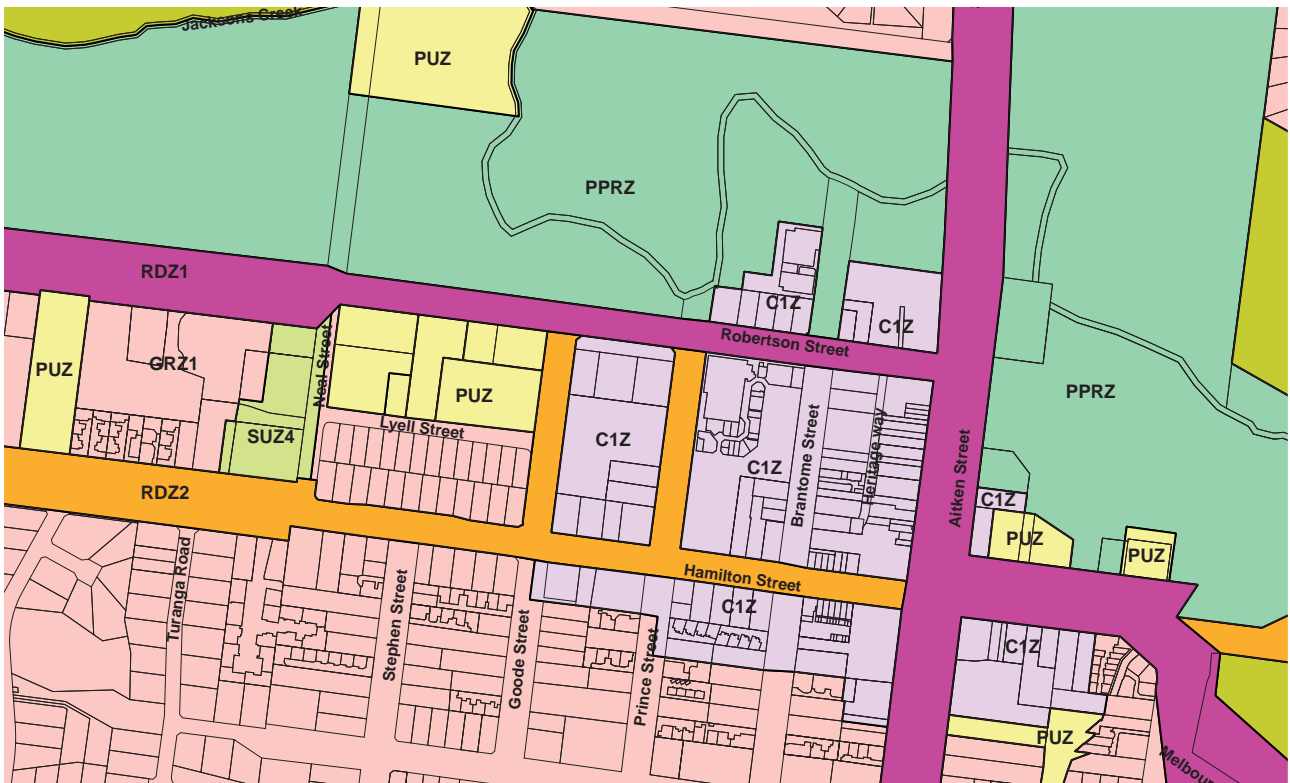
The retail and commercial areas of the Town Centre are predominantly zoned Commercial 1 Zone (C1Z). Other land that forms the remaining areas of within the Town Centre are zoned:

- General Residential Zone (GRZ)
- Public Use Zone (PUZ)
- Special Use Zone (SUZ)
- Public Park and Recreation Zone (PPRZ)

Design and Development Overlay 17 (DDO17) also affects part of the land zoned GRZ1 within the Town Centre.

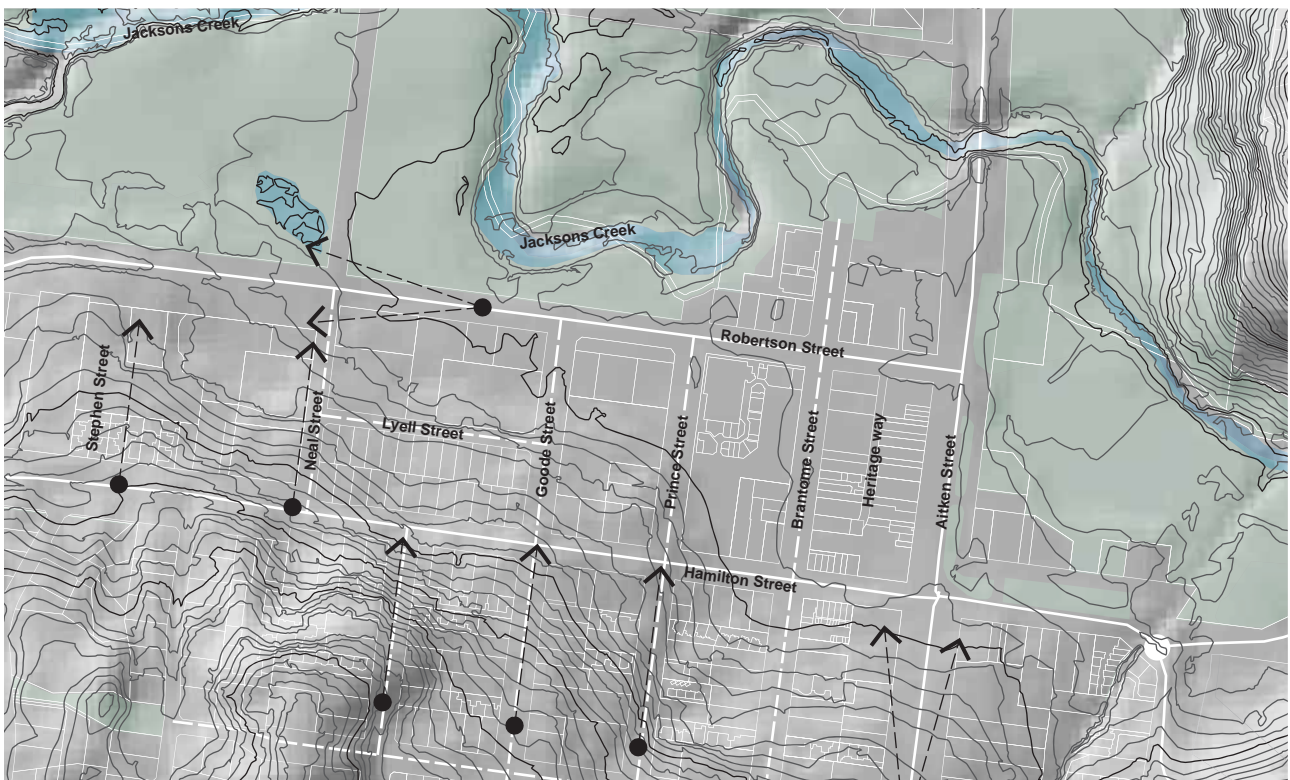
The Town Centre's low scale, 1-2 storey built form creates a village-like character.

Within the low scale built form, sits the Nexus Centre, the only example of a stand-alone three storey building in Gisborne/New Gisborne.



Existing Zones

GRZ1	General Residential Zone - Schedule 1	PUZ	Public Use Zone
C1Z	Commercial 1 Zone	SUZ	Special Use Zone
PPRZ	Public Park & Recreation Zone	RDZ1	Road Zone Category 1
		RDZ2	Road Zone Category 2



Legend

- Open space & reserves
- 1m Contours
- Key views

Town Centre Issues & Opportunities

Pedestrian Access & Amenity

Footpaths within the Gisborne Town Centre play an important role not just for pedestrian movement, but also for people to gather and interact. While some footpaths have been recently upgraded, other footpaths within the town centre have inconsistent treatments including uneven surfaces, a lack of clear wayfinding and through block links within the centre itself.

The creation of a safe and accessible footpath network that is designed to give pedestrians priority throughout the town centre will encourage walking and activity on the streets, and reduce the use of vehicles to move around the town centre.

There are a number of key pedestrian anchors dispersed across the town centre including supermarkets, specialty shops and cafes, the library, parks and the aquatic centre. Linkages between these destinations may be enhanced through public realm works and future built form interfaces.

Multiple laneways including Heritage Way and Jumbuck Way provide pedestrian linkages through the town centre. Minimal activation, lighting, way-finding and blank walls see these lanes underutilised.

Opportunities for urban design improvements include:

- Pedestrian interfaces, crossings and accessibility improvement, particularly at roundabouts and slip lanes.
- Public domain improvements including streetscape activation, public art landscaping and new public spaces to unify and reflect town identity.
- Built form guidelines required to ensure a consistent, coordinated town form and streetscape activation.
- Built form and streetscape development that enhances the 'village feel' of the town centre.

Public Spaces

Aitken Street's mature trees, parkland setting and wide footpaths make for a comfortable and attractive pedestrian environment, however heavy through traffic impacts on connectivity to the adjacent parkland.

There is opportunity within the town centre to improve and define public spaces where people might gather or celebrate events. The grassed promenade and service lane alongside Melbourne Road serves this role for the monthly Sunday market, and there is further opportunity to create shared zones or temporal events spaces within this precinct.

Active Frontages

Continuous retail and business activity across the centre is key to providing a positive pedestrian experience. Locations where there are blank walls, car park or loading areas to the street, disrupt the flow of retail activity and provide limited passive surveillance and activity to the street.

Streets across the town centre should provide active frontages with windows at ground level, and a high level of visual connection to the street

Servicing facilities (e.g. rubbish collection and fire services) should be minimised to ensure there is a consistent active front. Where this is not possible, the service facilities must be integrated into the building facade, appropriately screened and minimised in width.

Uses above ground level should address the street with windows or balconies.

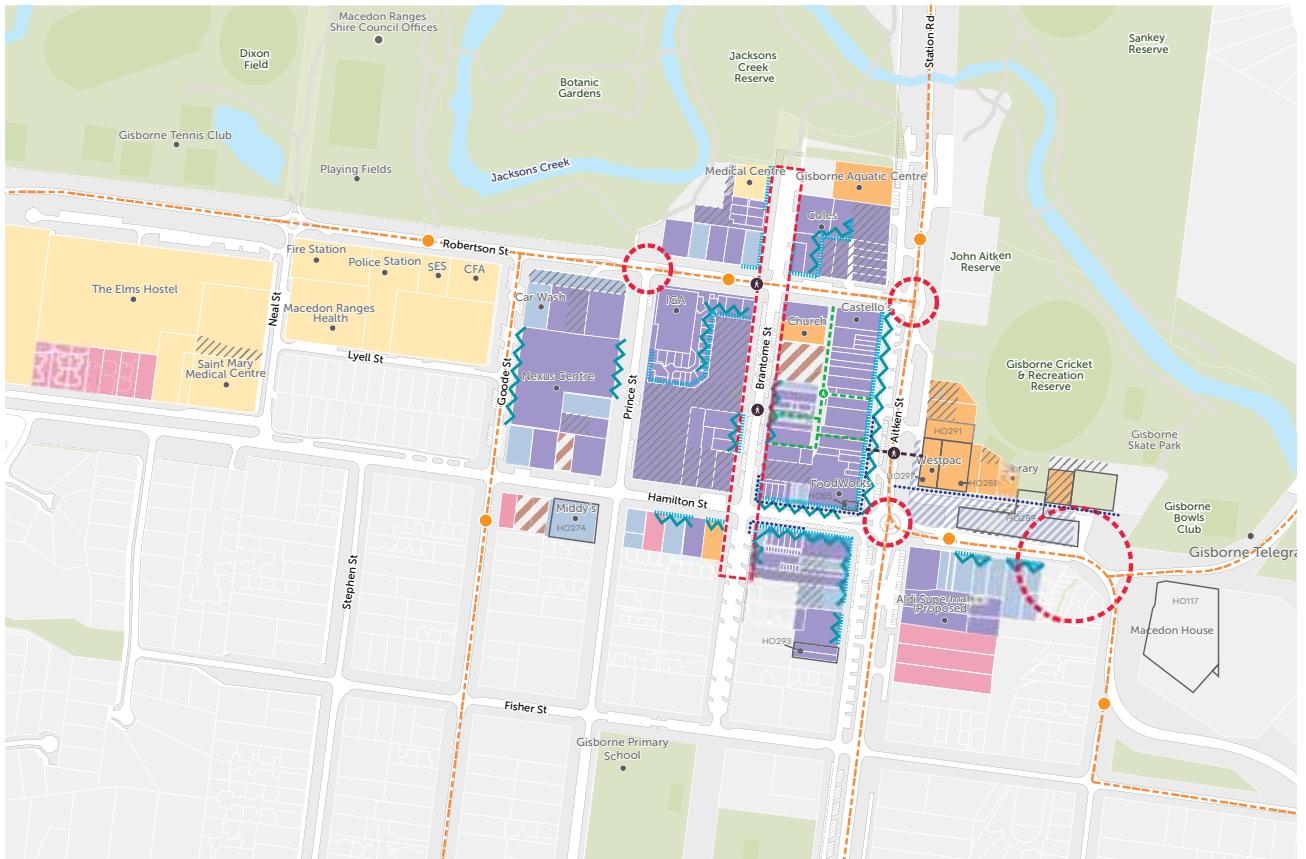


Figure 26. Gisborne Town Centre - Existing Conditions.

 Parks and Reserves	 Vacant Land
 Waterways	 Traffic and Pedestrian Conflicts
 Residential Uses	▲▼ Pedestrian Crossings
 Office/Service Uses	▲▼ Pedestrian Links
 Retail/Hospitality Uses	▲▼ Bus Route & Stop
 Community Uses	▲▼ Activated Frontages
 Civic/Health Uses	▲▼ Upgraded Footpaths
 HO Heritage Overlay	▲▼ Weather Protection Over Footpaths
 Car Parks	▲▼ Existing Temporary Event Space



**Macedon
Ranges**
Shire Council