

PART B PANEL SUBMISSION

GREATER GEELONG PLANNING SCHEME AMENDMENT C436ggee & PLANNING PERMIT 573/2021

BALMORAL QUAY IN RIPPLESIDE

Part B Submission to the Independent Panel

Date: 15 February 2024

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THE CITY OF
GREATER GEELONG

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INTRODUCTION

1. This submission has been prepared by the Planning Authority, the City of Greater Geelong, in response to the Panel's Directions No.16 and 17 issued on the 23 January 2024 which state:

Council must file its Part B (main) submission by 12 noon on Thursday, 15 February 2024.

Council must address the following issues in its Part B (main) submission or through evidence:

- a) *its response to submissions and evidence*
- b) *its final position on the Amendment and Permit Application.*

2. The structure of this Part B submission follows the above Panel Directions, and includes a response to the submissions and evidence, and its final position on the Amendment.

Overview

3. The main purpose of this Amendment is to facilitate Planning Permit PP573-2021 which seeks to develop 1 and 11 Harbourside Drive by increasing the maximum discretionary height to 27 metres.
4. Specifically, the Amendment seeks to:
 - i. Replace the *Rippleside Urban Design Guidelines June 2000* contained within the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme with the *Rippleside Urban Design Guidelines March 2023*.
5. Replace the *Rippleside Comprehensive Development Plan February 2000* contained within the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme with the *Rippleside Comprehensive Development Plan March 2023*.
6. The planning permit seeks approval for buildings and works associated with the construction of 84 apartments, with an associated office & marine shop and reduction of car parking requirements. The shop is as of right if only for the sale and hire or marine related goods and services.
7. The proposed building has a height of 27 metres (28.2m to top of services) and comprises of a lower ground floor, ground floor and 5 levels resulting in a seven-storey building. A reduction of 18 car parking spaces is sought.

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8. The application was exhibited from 24 August 2023 to 25 September 2023. A total of 173 submissions were received during public exhibition. Key issues from submissions were traffic, character and building scale/height. This report addresses all the issues raised in submissions.
9. The expert advice provided by both the proponent and submitters has been reviewed as a part of this report, and a response provided to matters raised.

Planning Policy Framework

10. Council's Part A submission includes details of the relevant planning policies and an assessment against these. The below policies are contained in the Part A submission, but included below as they are considered to be particularly relevant to the Amendment and Planning Permit Application.
 - **Clause 02.03-1 (Settlement)** includes key strategies with respect to settlement that outlines the predicted growth of Geelong that will create a demand for in excess of 73,000 new dwellings that are to be delivered via a combination of greenfield and infill development, with the share of infill development to increase over time. Selective infill development is supported in areas with good access to infrastructure and services. Further medium and high density housing is required to achieve a high level of amenity for future residents while being appropriate for the site and neighbourhood.
11. **Clause 11.01-1S (Settlement)** looks to develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities. It also seeks to plan for development and investment opportunities along existing and planned transport infrastructure and limit urban sprawl by directing growth into existing settlements. The amendment is considered to align as it is situated within a walking catchment of the North Geelong Train Station, and will assist with providing a high quality amenity outcome for residents in a desirable location within the existing settlement boundary, assisting with limiting urban sprawl.
12. **Clause 11.01-1L (Settlement – Greater Geelong)** directs the majority of future housing to urban Geelong and that the share of housing on the Bellarine Peninsula is reduced. The application is directly in line with this policy and will assist in alleviating development pressures on the Bellarine by delivering a high quality outcome in a desirable coastal location close to services and infrastructure.

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13. **Clause 15.01-1S (Urban Design)** looks to ensure development supports public realm amenity and safe access to walking and cycling environments and public transport. Additionally, it seeks to promote good urban design along and abutting transport corridors. The site will be highly visible from public space areas such as Rippleside Park and Corio Bay from some vantages. Therefore the development needs to demonstrate excellence in its form and presentation. Currently Council's Urban Design team are largely supportive of the built form outcome.
14. **Clause 16.01-1S (Housing Supply)** seeks to ensure that appropriate housing quantity, quality and typology is provided to cater for a wide range of the community through increasing the proportion of housing in established urban areas (including under-utilised urban land). Policy seeks diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types. It is considered that the site is unique in that whilst a part of the surrounding area, its siting and location lends itself to a greater density, providing for a true mix of housing typologies in an established area that can cater for future resident needs.

Summary of Council's Position

15. Council submits that the Amendment is consistent with State and Local planning policy and provisions, responds to demand for infill housing in areas with good access to services, and will result in an appropriate built form outcome for the site and surrounds.
16. As the Panel will see later in this submission, we have demonstrated a willingness to respond to submissions and expert evidence by proposing further updates to the Planning Permit. We believe these revisions address some of the issues raised by submissions, where changes can be accommodated, striking an appropriate balance of infill development, and site-responsive design.
17. The Planning Permit application building height and traffic impacts are the main issues raised by submitters. Council will seek to demonstrate in our submission that traffic and car parking issues can be reasonably responded to, and that the built form and scale of the development is acceptable in a location without the typical restraints of a standard residential zone, that is well located to cater for the density proposed.
18. We respond to the Expert Statements submitted, and matters raised in submissions.

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19. We seek the Panel's endorsement of the updated clauses and schedules listed below:

- *Amend Schedule 2 to Clause 37.02 Comprehensive Development Zone (CDZ2).*
- *Replace the Rippleside Urban Design Guidelines June 2000 contained within the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme with the Rippleside Urban Design Guidelines March 2023.*
- *Replace the Rippleside Comprehensive Development Plan February 2000 contained within the Schedule to Clause 72.04 of the Greater Geelong Planning Scheme with the Rippleside Comprehensive Development Plan March 2023.*
- *Direct the issue of Planning Permit number 573/2021.*

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BACKGROUND

20. A detailed background to the Amendment and Planning Permit was provided in Council's Part A submission. The following is a summary of that discussion.
21. There is a long and significant history for the site, with the original approval of amendment C2 to rezone the former Rippleside shipyards gazetted on the 8 March 2001. The first Planning Permit was issued at the direction of VCAT on the 28 February 2005 (Planning Permit PP647/2004) which allowed the use of the land for a convenience shop, restricted recreation facility, marina, 98 dwellings and buildings and works.
22. The amendment C436ggee and planning permit application PP573/2021 were lodged with Council on the 25 May 2021. A two of rounds of requests for further information and referral comments were provided until Council considered the officer report on the proposal on the 22 November 2022, and resolved to support the preparation and exhibition of the amendment and permit and request Ministerial authorisation.
23. A brief history of the Planning Permit and Barwon Water Pump Station was also provided to the Panel which identified timing of permits and changes made to permits and plans.
24. The application was exhibited from 24 August 2023 to 25 September 2023. A total of 173 submissions were received during public exhibition. Of these 167 submissions objected to the amendment or permit, and 6 either supported, did not object or provided comments only. It is noted that prior to the commencement of the Panel Hearing, 4 of the objecting submissions were withdrawn resulting in a revised total number of 169 submissions, it is understood this was from a conflict with the purchasing contract with the landowner.
25. The key issues raised in submissions related mostly to the development sought through the planning permit application and include the increase in traffic and car parking, character and building height and massing. Other issues raised included overshadowing, over development, infrastructure strain, view sharing, emergency services access and construction concerns. There are further items mentioned that have been explored in this submission.

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RESPONSE TO SUBMISSIONS AND EVIDENCE

Submissions

26. A summary of submissions and a response was provided in the Council Report that considered submissions dated 12 December 2023, and Council's Part A submission.
27. We take this opportunity to expand on those submissions here.
28. A number of recurring concerns were raised in submissions. Table 1 below provides a breakdown of the key themes raised in submissions and the number of mentions relating to these issues. In the exploration of the issues below, further breakdowns and groupings have occurred, with a substantial number of items raised in the themes or otherwise discussed under the heading 'Other Issues'.

| Key themes raised in submissions | No. of mentions |
|----------------------------------|-----------------|
| Traffic | 151 |
| - Parking | 139 |
| - Access arrangements/safety | 143 |
| Character | 99 |
| Building scale and height | 100 |
| Overshadowing | 55 |
| - To Rippleside Park | 52 |
| - To neighbouring properties | 21 |
| Overdevelopment | 30 |
| Infrastructure Strain | 22 |
| Views | 15 |
| Emergency Services | 12 |
| Construction | 11 |

Table 1 - Submission Themes

29. As noted previously, the Amendment and permit were exhibited from 24 August 2023 to 25 September 2023. A total of 173 submissions were received with 167 submissions objecting to the amendment or permit. It is noted that prior to the commencement of the Panel Hearing, 4 of the objecting submissions were withdrawn resulting in a revised total number of 169 submissions, it is understood this was from a conflict with the purchasing contract

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with the landowner. Table 1 has been updated to reflect the withdrawn submissions and their issues raised.

Traffic

30. Traffic generally was a concern raised by almost every submitter, mentioned in 151 of 169 submissions. Concerns raised typically had a focus on the safety of access for both vehicles and pedestrians, and parking was a key issue for many submitters. The overall increase of traffic was a matter raised in a general sense by most submitters. A more detailed exploration of traffic related issues is provided below.

Issue 1 – Access

What is the issue?

31. Many submissions raised concerns with the location of the access to the building from Balmoral Crescent. The proximity to the bend where Liverpool Street turns into Balmoral Crescent has been identified by many users of the area as a location of significant concern due to traffic cutting the corner, speed and the possibility of vehicles turning into the development causing queuing on the road. Submitters identified it as a safety hazard with a particular focus on pedestrian safety also. Figure 1 is a map of the location showing street names and the approximate access location.

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Figure 1 - Street names / site context – Approximate access location shown Blue

Response

32. The concern has been heavily explored since it was initially raised, both with Council's internal Traffic Department and the engaged Traffic Expert for the purposes of this Panel. Ultimately, given the anticipated volumes of traffic and number of vehicles that will utilise the Balmoral Street access, noting there is another access point to the east of the site, they do not share the concern of the submitters. They have advised that the access meets suitable sight line requirements for vehicles and pedestrians, and if any queuing were to occur it would be a rare instance at peak times, and unlikely to be a regular occurrence.
33. This concern was discussed with Council's Traffic Engineering team who identified that it was initially a concern shared by this team. However, they considered that this issue could be mitigated by reducing the speed of vehicles at this location and preventing vehicles from crossing the centreline. As such a new permit condition is proposed. The benefit of this will be twofold, requiring vehicles to slow down to safely make the turn, and avoiding vehicles cutting the corner into oncoming traffic. Provided that drivers operate their vehicles safely, and these works are undertaken Council's traffic engineers are satisfied with the access location.

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34. Further, Traffic Experts Mr Walsh (for Council) and Ms Marshall (for the proponent) considered that whilst the accesses were designed in accordance with relevant standards, there were opportunities for improvement that would assist in alleviating the concerns of submitters. Specifically to set in the security/access door a minimum of 5.5 metres which would ensure that vehicles waiting for the entry gates to open would not block the pedestrian path or road, this was recommended by Ms Marshall for the Balmoral Crescent entry, and by Mr Walsh for both entry points. Council has proposed a new amended plans condition requiring this for both entries.
35. Further suggestions were provided by Ms Marshall to widen the access from Balmoral Crescent to allow a vehicle to occupy this area while another vehicle is entering or exiting the site. These were supported and a permit condition drafted to reflect the recommendation.

Changes Made

36. New condition 1 n) and q) as follows:

- *Garage doors provided with a minimum setback of 5.5 metres to allow vehicles to wait clear of the pedestrian path.*
- *Widening of the Balmoral Crescent vehicles access to a minimum width of 6.1 metres between walls to ensure vehicles can entre the site while another vehicle is propped at the crossover to exit.*

37. New condition 16 as follows:

Prior to the commencement of works, the permit holder must submit for approval a Functional Layout Plan of the 90 degree curve of Liverpool Street and Balmoral Crescent to show the removal of the 2 No. 'at grade' concrete splitter islands, asphalt reinstatement, and the construction of a new concrete splitter island through the curve consisting of SM1-type kerbs back to back (0.6 m total width) with associated linemarking and signage. The plan is to be accompanied by swept path diagrams of a council waste truck (a Dennis Eagle 6x4) travelling through the curve in each direction, and of the largest expected vehicle that will enter and exit the vehicle crossing of the subject site travelling from/to Liverpool Street. The plans will be subject to consent to perform works in the road reserve (if the works are not performed by council), and all works must be completed prior to the occupancy of

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the building at the full cost to the permit holder, to the satisfaction of the responsible authority.

Issue 2 - Parking

What is the issue?

38. The majority of submitters raised car parking as a substantial concern. Concerns primarily were focused on the current car parking issues in the area, with many submitters noting that there is limited on-street car parking available making it difficult to navigate the street network, access driveways, cross the road safely, or park in proximity to their destination. Many believed that the increase in population and flow on effects to traffic and parking would exacerbate existing issues. Additionally existing issues were considered to be resulting from construction workers parking in the area as a result of construction of Stages 3 and 4. Some submitters also raised the Rippleside Park refurbishment and expansion works, citing that there will be an even greater community demand for car parking in this location. Other submitters raised the reduction in car parking sought as unreasonable and that additional parking would need to be provided on site to address the demand of the apartments. Some submissions raised specific concerns with the sharing of the marina and visitor spaces at the development and the reduction to car parking sought. Finally, concerns were raised with existing residents parking their vehicles on a longer than temporary basis in the Council car park at the end of Yacht Approach.

Response

39. These concerns were discussed with Council's Traffic Engineering Team and Statutory Planning Team. City officers have attended the site on a number of occasions to fully comprehend the concern of submitters. This matter was also considered by Council's Traffic Expert Mr Walsh in his evidence.
40. Mr Walsh conducted a Traffic survey on the immediate surrounding area of the site on a Saturday afternoon and identified that if residents/visitors chose to park off-site there would be ample availability in the surrounding area (noting an occupancy of 41% on Saturday 27th January and a 24% occupancy on Tuesday 30th January).
41. Residential car parking for the apartments was considered to be more than ample as it meets the statutory car parking requirements for 102 spaces for residents.

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42. Mr Walsh undertook an anticipated car parking demand assessment, identifying a 2 space demand for the retail tenancy, a visitor demand for the 84 apartments of around 8 car spaces, and a Marina demand for 8 spaces for 32 berths, for a total car parking demand for 18 spaces (outside resident spaces). It was his view that the provision of 29 spaces shared between the marina berth visitors and residential visitors is sufficient, and the provision of a single shop space would meet the retail staff demand, with reliance on off-site car parking for retail customers an acceptable outcome.
43. In considering the car parking reduction sought, Clause 52.06 of the Greater Geelong Planning Scheme requires a permit for a reduction of spaces (including to zero). Typically, permits do not specify the number of spaces a reduction is seeking. Submitters took particular issue with the sharing of marina spaces and visitor car spaces for the dwellings and the classification of the reduction of car parking. Specifically, the Marina car parking is required to provide 32 on space car parks, and visitor car parking for the dwellings is required to provide 16 car parking spaces. The reduction sought as identified in the submitted Traffic and Transport report was for 2 spaces, associated with the retail premises. Submitters raised that the sharing of spaces was inappropriate, as it did not consider occasions when all 32 spaces were full for the marina, and where visitors would be required to park in this instance. It is noted that Clause 52.06 does not provide guidance on this issue, as the Marina parking arrangement is not a requirement of the planning scheme, but a requirement of a planning permit for the site.
44. The concern of submitters in relation to exactly how many spaces the reduction of car parking is seeking is reasonable. In order to address this, the classification of the reduction was changed in the Planning assessment from 2 spaces to 18 spaces (2 retail, plus the 16 visitor spaces). An increase in the reduction sought would not have implications on a future planning permit but has implications for Council officers and their assessment. The increased reduction was considered by Council's Traffic Engineering Team and the assessing statutory planner and was identified as acceptable in this instance, as the surrounding street network and car parking areas could absorb the additional demand. This is further reflected in Mr Walsh's work who identifies that the sought waiver of car parking is justified and acceptable.
45. Ultimately, existing issues, particularly those around construction workers parking in the area are temporary in nature. Council's traffic engineering team identified that temporary

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issues are not able to be addressed which was also reflected in Mr Walsh and Ms Marshall's expert witness statements.

46. Council's Traffic Engineering team acknowledged the submissions and agreed that there is the potential for an increase in parking demand in the area resulting from the development. However, they identified that it is too early to fully understand what these impacts would be, and it will be a case of waiting to see whether any concerns develop once construction is completed and the dwellings are occupied, and for Council to act accordingly to address these. It is understood that on-street car parking is not a concern as these spaces should be available for community use. Where issues become exacerbated, or particular parking issues occur, mitigation measure can be created such as the inclusion of timed parking signage, no standing/parking signage and the like. However, this can only be done on the ultimate outcome for the site so would be reliant on the development being finalised and occupied.
47. It is noted that provision of limited parking in areas often causes commuters to re-evaluate modes of travel and transportation. The site is well serviced by public transport, with the North Geelong Train Station only 400 metres from the site. It also has reasonable pedestrian infrastructure, particularly along the waterfront and connecting south the Central Geelong. These alternative transportation options could reasonably be utilised by new residents. Mode shifts typically occur where parking is a limited option, so the proposal could encourage this although it has been demonstrated that ample parking has been provided to cater for demand.
48. A handful of submitters considered that the car parking rates as stipulated by Clause 52.06 were inadequate, and that the demand at the site would likely be much greater than what the required rates are. The City can only implement the requirements of the Planning Scheme, and does not have the ability to change them. These rates have been set out across the State of Victoria and cannot be increased.

Issue 3 - Increased traffic

What is the issue?

49. Many submissions raised concerns with the increase in traffic for the surrounding street network. The proposal according to many submissions has not appropriately addressed both the existing traffic volumes and the anticipated traffic volumes. Request for updated traffic modelling was raised by a number of submitters.

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50. Some submissions also raised secondary issues of the capability of the road network to handle the additional traffic volumes, as well as the public transport network.

Response

51. Whilst some submissions considered the Transport and Traffic report to be out of date, Council's Traffic Engineering Team were satisfied that the figures within the report could be appropriately relied upon.

52. Further Council's Traffic Engineering Team noted that the most recent traffic counts were from April 2014. Whilst these counts were taken a substantial time ago, they considered that there has been little development in the area since, so they could potentially be used to assist in confirming the capability of the road network even if increases were included. Based on those counts, even with conservative increases to traffic volumes, as the roads are classified as 'Local Roads' they can handle an indicative volume of up to 2500 vehicles per day. All roads will be well within the environmental capacity at full development. These counts shown in Table 2 below.

| Road | Block | Ave vehicles per day |
|--------------|-------------------------------|----------------------|
| Victoria St | b/w Holden St & Lothian St | 1170 |
| Balmoral Cr | b/w Walker St & Margaret St | 758 |
| Holden Av | b/w Victoria St & David St | 891 |
| Liverpool St | b/w Prospect St & Balmoral Cr | 728 |

Table 2 - April 2014 Traffic Counts

53. Mr Walsh was of a similar opinion and identified that Harbourside Drive and Yacht Approach has a target maximum volume of 1,000-2,000 vehicles per day as 'access streets'. He identified Balmoral Crescent as a local access street, with a target maximum of 2,000-3,000 vehicles per day. As demonstrated in Table 2, counts are currently well within the road capability.

54. In determining whether undertaking traffic counts would be beneficial, Mr Walsh identified that as Stages 3 and 4 were still under construction, any traffic counts done at this time would not be reflective of 'normal conditions'. Further, based on a review of aerial imagery there does not appear to be any notable level of additional development in the area surrounding Balmoral Crescent and therefore would not expect any material change in traffic volumes from the Council traffic counts undertaken in 2014.

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55. In considering the traffic generation of the proposal, Mr Walsh undertook a conservative estimate of 6 vehicle movements per dwelling, regardless of size (which exceeded Cardno's assessment of 4, 5 or 6 movements depending on dwelling size). Further for traffic generation estimates, Mr Walsh considered Cardno's estimates for the marina conservatively high, but accepted these for assessment purposes, and the projected one inbound and outbound movement for the shop tenancy reasonable. In adopting a higher traffic generation rate of 6 movements per dwelling, his analysis estimates higher traffic volumes, with the greatest increase being to Balmoral Crescent with a conservative estimate post development of around 1,350 vehicles. All estimates however are well within the maximum volumes permitted within the surrounding road network.
56. Based on the further work undertaken by Mr Walsh, it is considered that the proposal and increased traffic can be catered for in the existing road network. Whilst there will undoubtedly be a change to traffic as a result of completed development, this is considered to be the capacity of the existing road network.

Issue 4 - Liverpool Street / Melbourne Road upgrade

What is the issue?

57. As a part of the original planning permit for the site, the Department of Transport and Planning required improvement works to the intersection of Liverpool Street and Melbourne Road. Some submitters were aware of this and queried when these works would be undertaken. One mentioned the original permit requiring traffic lights at this intersection and requested timing on these works.

Response

58. The matter has been discussed with Council's Traffic Engineering team, Statutory Planning Team, and the Department of Transport and Planning (DTP). It has been raised that some works as shown in Figure 2 and Figure 3 below have been undertaken since the original permit PP647/2004. These works appear primarily to relate to the incorporation of a formal bike lane on Melbourne Road and additional line marking.
59. It is noted that the works originally required by planning permit 647/2004 did not include the installation of a traffic light system, but created a slip lane off Melbourne Road to Liverpool Street, with the realignment of the service lane, and installation of a divider that would only allow traffic from Liverpool Street to turn left onto Melbourne road effectively prohibiting

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traffic turning right from Liverpool Street onto the service lane in Melbourne Road. These plans have been attached in Appendix 1.

60. In further discussions, DTP has advised that there are no improvement works scheduled or planned at this location currently. They also advised that based on the permit condition requirements, it falls outside DTP's sphere of responsibility, and that Council is the responsible authority for determining the appropriateness of the works.
61. Further discussions with Council's Traffic Engineering team raise concerns with the plans endorsed under planning permit 647/2004, specifically that they do not factor in the bike lane that has since been added, the trees in the outer separator are now mature and would be at risk of being removed, and there may be visibility conflicts for drivers from the endorsed plans. Further the impact to traffic exiting the service road would be significant, and as such these works should not go ahead as they pose potential vehicle conflict issues.
62. Council's Traffic Expert Mr Walsh reviewed the relevant information and is not of the opinion that these works are necessary as a result of the development. Ms Marshall of Ratio is of the same opinion.



Figure 2 - Liverpool Street/ Melbourne Road intersection 7 April 2011

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Figure 3 - Liverpool Street/ Melbourne Road intersection 6 October 2023

Issue 5 - Yacht Approach and Liverpool Street left turn only works

What is the issue?

63. As a part of the original planning permit 647/2004 for the site, improvement works to Liverpool Street, adjacent to Yacht Approach were endorsed. The plans showed that Yacht Approach would be a left turn only, with a concrete median preventing traffic turning right onto Liverpool Street and continuing onto Balmoral Crescent. Various submitters have queried when these works will be undertaken.

Response

64. This matter has been discussed with Council's Traffic Engineering team and Statutory Planning Team. Both Liverpool Street and Yacht Approach are Council managed roads and as such it is the relevant authority for these roads.

65. The plans for planning permit 647/2004 were endorsed in 2007 under Condition 9 (See Appendix 1), and upon revaluation of these plans concerns have been raised by Council's Traffic Engineering team. Specifically, that the plans would require a realignment of Yacht Approach that would result in an intrusion into Rippleside Park, and would also require a section of the park to be filled due to the slope to obtain the minimum 1 in 6 slope gradients required by today's standards, which would impact upon at least one tree in the park.

66. It is the opinion of Council's Traffic Engineering Team that a splitter island in Liverpool Street is not required for the above reasons. It would also result in the removal of on-street car parking north of the intersection in an area where car parking is a concern for residents.

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67. Council's Traffic Expert Mr Walsh reviewed the works and were not of the opinion that they were necessary as a result of the development. Ms Marshall of Ratio is of the same opinion.

Issue 6 - Bicycle parking

What is the issue?

68. Four submitters raised concerns with the reliance of bicycle parking on the site to justify the reduction in car parking. It was noted by various submitters that residents of the new building would likely be retirees, or holidaymakers from Melbourne who would rely on private vehicles to gain access to the site, and as such the provision of bicycle parking would not be utilised.

Response

69. Mr Walsh's evidence for Council considers that the provision of a significant amount of onsite bicycle parking (above the statutory requirement) is a benefit to the development, he does not consider it a significant factor in justifying the waiver of car parking sought. He considers that issue separately and justifies it without consideration for the over-provision of bicycle spaces.

70. Bicycle parking must be provided in accordance with the rates stipulated at Clause 52.34 of the Greater Geelong Planning Scheme. Clause 52.34 requires the development provide a bicycle parking rate of 25 spaces, with 17 for residents and 8 for visitors. This applies regardless of whether a reduction of car parking is sought. The proposal provides for 115 bicycle spaces, with 84 provided for residents, and 31 for visitors to the site.

71. A consideration for granting a reduction to Car Parking under Clause 52.06 of the Greater Geelong Planning Scheme includes the provision of bicycle spaces at the site. Whilst submitters may disagree with this, it is a consideration of the planning scheme and cannot be disregarded although it's noted in this instance it hasn't been given weight as justification for the car parking reduction sought. This has been justified on its own merits in Mr Walsh's evidence statement.

72. The demographic that chooses to purchase or rent apartments as a part of Stage 5 is not something that the planning scheme gives particular consideration to. It merely encourages a diversity of housing types to meet differing community needs. The apartment types provided vary with a mixture of 1-, 2- and 3-bedroom dwellings, which, with the inclusion of

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lifts, can accommodate a wide variety of household types, many of which may utilise alternative modes of transportation, particularly given the sites proximity to public transport, pedestrian and cycling infrastructure, and connections to Central Geelong.

BUILT FORM RELATED ISSUES

Issue 7 – Character

What is the issue?

73. Concerns for the development being ‘out-of-character’ for the area was a matter raised by 99 submissions. Most submissions referred to the nearby residential area to the west of the site and the heritage overlay and controls that affect the land. Many felt that the development needed to be more responsive to the heritage character of the surrounding area.
74. A handful of submissions also raised the developments lack of architectural merit as a concern.

Response

75. When referring to character, most submissions were not specific about exactly which character they felt the development failed to respond to. The most common reference was to the surrounding heritage area, which limits infill development outcomes by nature of heritage preservation. It’s noted the site is not affected by a Heritage Overlay. Aside from this reference, it was typically raised with concerns around heights, which is discussed separately to the issue of character later in this assessment.
76. Neighbourhood character is a consideration Greater Geelong Planning Scheme as identified at Clause 15.01-5S and Clause 15.01-5L. When considering character, both the existing, and emerging character can be elements drawn upon. It is noted that unlike residential zones, the Comprehensive Development Zone is a specialised zone applied to unique sites, and in this instance requires that development be sympathetic to the surrounding residential and recreational areas. It is noted that the site is not subject to a neighbourhood character overlay.
77. The surrounding area has a distinctively mixed character, with more modern three storey development emerging directly north of the site, (see **Error! Reference source not found.**) similarly 7 Balmoral Crescent has a permit for a 3 storey apartment building, albeit with 5

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apartments the scale is substantially less than what's proposed at the subject site. These developments, which have been approved much more recently than the remainder of the Balmoral Quay Rippleside site all draw on cuboid modernist designs, with articulated facades and elements, and a mixture of materials. All elements that the proposed design for the planning permit draws upon.

78. The site has a unique context and history, being a former shipyard, it was not previously residential in nature. That said, this proposed design draws its focus on the adjacent residential development to the north and also within the existing Balmoral Quay Rippleside development. In this context, it is not out of character.
79. This proposal clearly draws heavily upon the emerging character of the area. It is acknowledged that the development is a departure from the typical single/multi dwelling developments found on the west side of Balmoral Crescent. However given its context outside the General Residential Zone provided it appropriately responds to the Urban Design Guidelines the development can be considered as a positive contribution to neighbourhood character, whilst also incorporating a diversity of housing to meet future community needs.
80. The A2.4 Urban Character Chapter of the Rippleside Urban Design Guidelines 2023 acknowledges the differentiation in built form outcomes between the detached built form outcomes and the anticipated 'connected' built form outcomes at Balmoral Quay. It directs through Urban Design Principles that buildings should be *terraced* (P14) and *encourages innovative contemporary architecture* (P15). The development outcome is considered to accord with these principles as the built form 'steps down' towards Rippleside Park (see Figure 4) and the east of the site where development is 3 storeys (see Figure 5).
81. The A2.5 Built Form Chapter of the Rippleside Urban Design Guidelines 2023 seeks to balance achieving '*high quality urban design and architecture that enhances the public realm and promotes the attractiveness of the town*' with ensuring '*new development be sensitively designed so that it visually complements the surrounding coastal landscape*'. Council's Urban Design team have reviewed the proposal and are supportive of the built form outcome. Similarly the evidence of Mr Czarny considers that the built form outcome is acceptable for the site and responsive to its context, with some opportunities for improvement.

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82. It is noted that the diagrams from the A2.5 *Built Form Chapter* (see Figure 6) could be interpreted in differing ways. The first diagram references the roof form reflecting the underlying topography, and again, stepping down towards the Bay in line with P18 which has been achieved as demonstrated in Figure 5.
83. With regard to the heritage impacts on the area, the site abuts a heritage overlay at its north-west corner. Previous discussions with Council's Heritage advisor noted that advice was only informal as the site itself is not affected by a heritage overlay. With this in mind, the advice provided recommended that the height and articulation of the development be given further consideration. In particular a reduction in scale to a predominantly two-storey principal height with recessive third storey elements to Balmoral Crescent.
84. Whilst it is understood that the above is the preference of the heritage advisor, the development presents a specific opportunity for infill development in a highly desirable location with excellent access to services, infrastructure and open space. It is acknowledged that the development could be more cohesive with its eastern heritage context, however the site itself is not subject to heritage controls, and as such shouldn't be controlled to the same degree. Further development around the site includes three storey elements along Balmoral Crescent which have been realised.

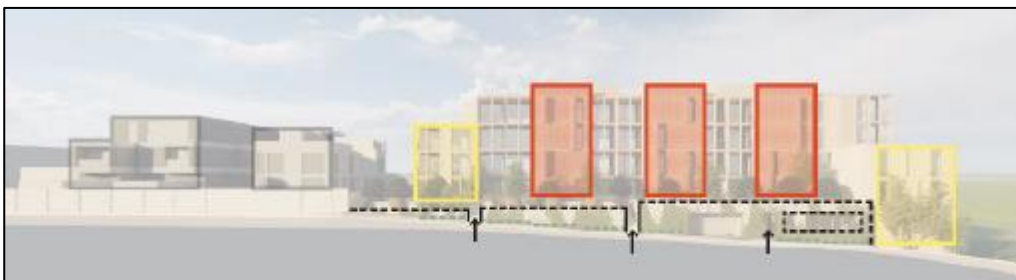
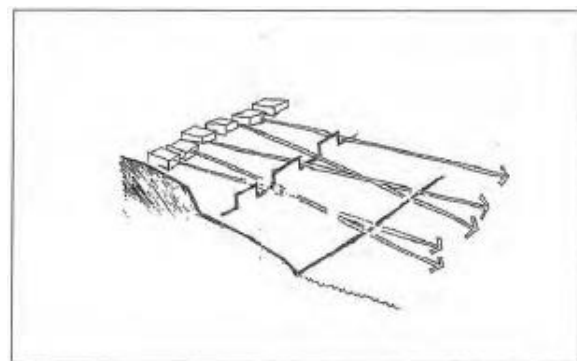
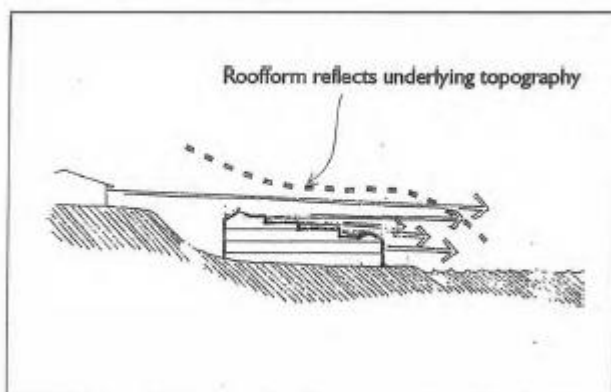


Figure 4 - Balmoral Crescent Streetscape Elevation

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Figure 5 - South Elevation - blue denotes prior permit outline



Step buildings down towards waterfront and provide visual slots between buildings to achieve an equitable sharing of views

Figure 6 - Rippleside Urban Design Guidelines 2023 - Built form Diagrams

Issue 8 - Scale/height

What is the issue?

85. The overall height of the proposed Stage 5 development was raised as a concern by 100 submissions. Many felt the development was unresponsive to the area and would be visually obtrusive, particularly when viewed from surrounding properties or Rippleside Park. The scale was likened to something more suitable in the CBD of Geelong, and considered by many uncharacteristic of the coastal setting of the site. Many identified the sites high visibility from public areas (including Corio Bay) as cause for concern. Some submissions referenced a preference for the original development that was 4 storeys and identified that it would be a better outcome and size more suited to the site. The matter of height/scale was often referenced in relation to many other concerns such as character and overshadowing, matters that have been addressed separately in this report.

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Response

86. It is understood why a proposed seven storey development would cause concern within the community. This built form outcome is currently only present in Central Geelong. However, the demand for infill housing in appropriate and desirable locations such as this is resulting in continuous change for the Geelong community. Emerging trends in Geelong are directing more density to brownfield developments sites, an example being the Geelong Saleyards (Amendment C434ggee) which has a preferred height of 6 storeys but permits up to 10 storey development which is located less than a kilometre directly west of the subject site.
87. The site benefits from a particularly unique context, with Stage 5 in particular having an evolved setting since the Development Plan and Urban Design Guidelines were first drafted in 2000. The physical context and expectations of development have changed to reflect increased demand for housing, and shifted over the last 20 years. Whilst a development of this scale likely would have been considered out-of-character originally, evolving expectations and character mean that it is not an unsuitable outcome for a site such as this.
88. This land is a unique context in that it is substantially lower than the residential dwellings located on Balmoral Crescent and those further west and is somewhat 'nestled' into its surroundings. So whilst the development is 7 storeys, it is only perceivable as this from its southern and eastern vantages. It is noted that when viewed from Rippleside Park the development will appear to be in its full height and scale. Whilst this aspect may be considered daunting, given the embankment and adjacent development at 7 Balmoral Crescent, it's unlikely that the form will appear completely out-of-context as it would if the site and surrounds were all flat. The embankment and adjacent three storey developments give the site a greater opportunity for increased height that can reasonably respond to the context of the area without being monolithic or dominating.
89. Further when viewed from Corio Bay the site similarly will be shielded from view by the three storey development adjacent to the Bay. It will not excessively protrude above the skyline due to the presence of other three storey developments (one completed another approved) along Balmoral Crescent, which sit atop the embankment and give a comparable scale outcome when viewed from the Bay.
90. Façade articulation, mixture of materials, architectural design and activation of the street frontage are all important elements that will soften the view the site and encourage pedestrian interaction with the space which will further reduce its perceived scale.

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91. The sites visibility on approach from Liverpool Street (see Figure 4) is an increase on the existing scale in this location, however on balance can be justified in the benefit it would provide to the community and its responsiveness to the space.

Issue 9 – Overdevelopment

What is the issue?

92. Overdevelopment, or density was a matter raised by 30 Submissions. Of these many raised that the density was also incorrectly identified, as the site is not a 'medium density development' as directed by the proposed Rippleside Urban Design Guidelines (March 2023), but a 'high density development'.

Response

93. It is acknowledged that the proposed Urban Design Guidelines 2023 reference medium density development, and the proposed stage 5 development would classify itself as a high density development. However this does not preclude the development from meeting the objectives and principles contained within the Urban Design Guidelines.

94. It needs to be acknowledged that the Urban Design Guidelines apply to the entire site, include the already complete and nearing completion stages 1-4 of Balmoral Quay Rippleside, all of which are medium density. To change the density within the Urban Design Guidelines would be retrofitting the controls to allow the development, as opposed to ensuring they accurately reflect the current and envisaged built form outcome.

95. The objectives of relevance in the Rippleside Urban Design Guidelines 2023 are:

- To consolidate development activity in urban Geelong with medium density housing located within urban Geelong
- To encourage the development of well-designed medium density housing to improve housing choice

96. Urban design principles of relevance in the Rippleside Urban Design Guidelines 2023 are:

- Optimise development density within other built form constraints.

97. A variation to the Urban Design Guidelines 2023 (UDG) can be considered appropriate when reviewing any proposal. In this instance, whilst the design of the development is high density, it still meets key built form and urban design principles that assist in ensuring the

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development appropriately balances amenity impacts, and site responsive and sensitive design.

98. Chapter F4 Built Form of the UDG identifies Stage 5 as the highest building form, indicating a preference for a greater scale and density in this location. It is considered that the proposal aligns with the following Urban Design Principles:

- P2 - Maximise development density within other built form constraints.
- P15 - Encourage innovative contemporary architecture.
- P18 - Step the built form down towards the foreshore and incorporate variations in height to provide view corridors towards the water.
- PP20 - Design the built edges of public space to enhance the personal safety and attractiveness of the public realm and support social interaction.

99. Ultimately the density is considered acceptable in a location within Urban Geelong and its boundaries, and is considered to provide well designed housing in a desirable location which assists in improve housing choice for a diversity of households. The development has optimised its density whilst giving consideration to the constraints of the site and its context, and on balance is considered to be appropriate.

Issue 10 - Overshadowing

What is the issue?

100. Overshadowing was raised by 55 submitters. Two main overshadowing concerns arose, with 53 mentions of concern for the overshadowing of Rippleside Park, and 21 mentions of concern for overshadowing to neighbouring properties. The primary concern of overshadowing to Rippleside park was identified regardless of the time of year. Understandably submitters were concerned with the protection of the amenity of the park and some identified that the height of the development may cause overshadowing that would reduce the amenity of use of Rippleside Park.

Response

101. This concern was one initially shared by Council's Open Space department, who upon reviewing the initial proposal were unsupportive, and requested changes to the design to reduce shadowing impacts and further shadow diagrams, taken at the winter solstice (where overshadowing to the park would be at its worst) to determine whether the overshadowing would be acceptable.

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102. The overshadowing to Rippleside Park at the winter solstice is at its worst at 9am, and progressively reduces over the course of the day. Whilst there is no specific test for this component, it is understood that the Open Space team wanted to ensure that the impact to the Park during the winter when it would be at its worst, would not detrimentally affect key areas, or park infrastructure. They were satisfied upon reviewing these diagrams that the shadow impact would reduce over the course of the day and have a manageable impact on the park infrastructure (BBQ and Fitness areas) which retain sunlight until 2pm and 3pm when the shadow cast by the building extends over these locations. When taken at the standard shadow assessment date of the 22 September, shadows are similar to the development approved under the existing planning permit 647/2004 (see Figure 7) and do not affect park infrastructure (BB and Fitness areas).
103. Whilst not a consideration of Council's Open Space Department, of general interest the applicant provided a human movement study from January 2016-February 2021 which showed high activation areas for visitors to Rippleside park (see Figure 8). It is noted that the areas that would be overshadowed from the development have relatively low activation levels.
104. Overshadowing to neighbouring dwellings has also been considered and when considered within the standard assessment window of 9am to 3pm at the equinox (September 22), the development is compliant (as shown in Figure 7). Streetscape renders were also provided that show overshadowing to the fence line of the neighbouring property at 41 Liverpool Street, with these well and truly removed by 10am (see Figure 9). Whilst not a requirement of the Greater Geelong Planning Scheme, the applicants overshadowing diagrams from the winter solstice show that while 41 Liverpool Street is overshadowed at 9am, shadows to the dwelling (excluding the fence line) are removed by 10am (See Figure 10). This is considered to be acceptable as it is outside the assessment timeframes for overshadowing considerations.
105. It is noted that overshadowing to existing apartments in the Balmoral Quay Rippleside area is compliant with the standards of the Greater Geelong Planning Scheme.

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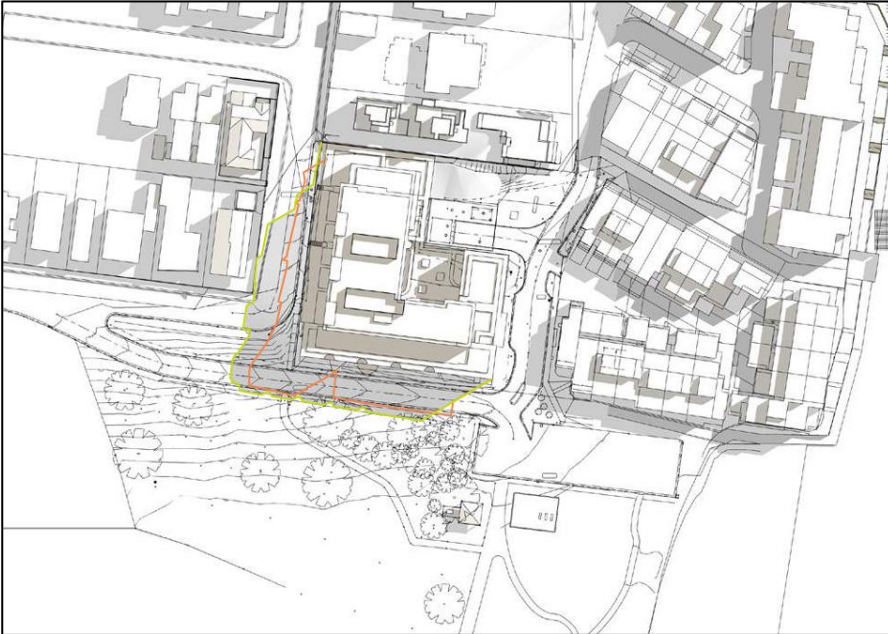


Figure 7 - 9am Sep 22 Shadow Diagram - green line proposed development, orange line PP647/2004 permit

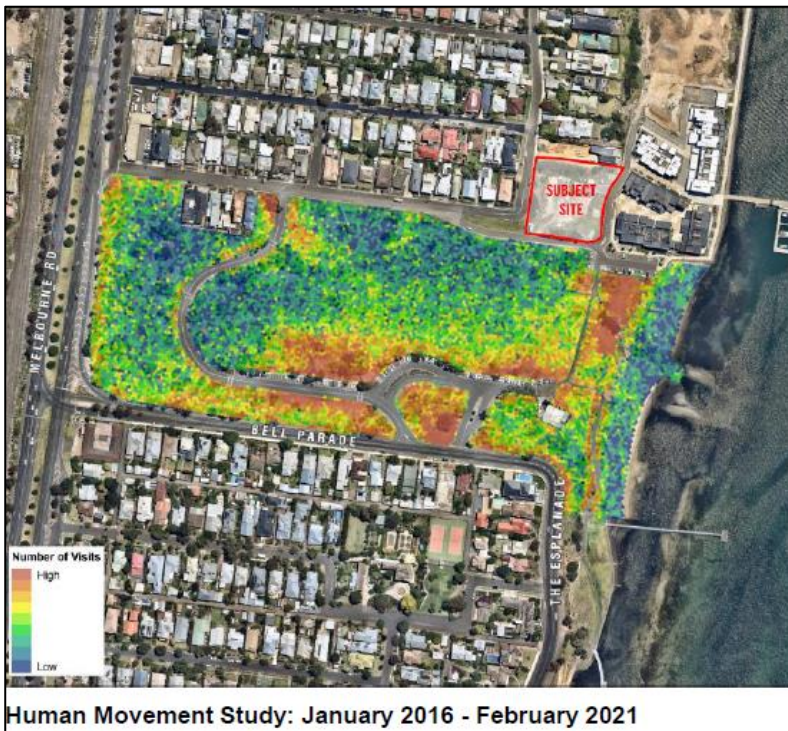


Figure 8 - Human Activity Heatmap

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Figure 9 - Overshadowing to 41 Liverpool Street at the equinox. 9am to left - 10am to right



Figure 10 - Winter solstice Diagrams showing shadowing to 41 Liverpool Street at 9am

Issue 11 – Infrastructure Strain

What is the issue?

106. Infrastructure strain was a matter referenced by various submitters. However the infrastructure referenced differed between submitters. Outside of those concerns with the road and public transportation network that have been addressed previously in this report, some submitters raised concern with power and sewer infrastructure and its capacity to handle the increase demand from the proposal.

Response

107. The planning permit application was initially referred to the relevant service authorities including Barwon Water, Powercor and the CCMA. Further during the exhibition

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period these authorities were notified again in case they wanted to provide a submission. It is noted that Barwon Water's original response included permit conditions, and they requested through the exhibition process that these be included on the planning permit, as they were omitted by error previously. No other authorities provided a response, which typically means that they do not object to the granting of a planning permit, and do not require any conditions be imposed on the permit. It is noted that initial referral comments with Barwon Water identified that '*the development can be supplied with water and sewerage services*' and '*there will be sufficient capacity in the downstream sewerage system to cater for this development*'. See Appendix 2 for full copy of referral response.

108. With relation to the strain of the road network, this has been discussed previously under Traffic issues. Council relies on its expert witness report prepared by Jason Walsh of Traffix Group which identifies that there is sufficient capacity in the road network to cater for the demand generated by the development.

Issue 12 – Views

What is the issue?

109. Fifteen submitters raised concerns with the impact of the development upon existing views, specifically the obstruction of views to Corio Bay.

Response

110. It is noted that there are some existing and proposed controls around the sharing of views. The current Rippleside Urban Design Guidelines 2000, and the proposed Rippleside Urban Design Guidelines 2023 both include the same diagram for the protection of views (see Figure 11). It is noted that the original Urban Design Guidelines contemplated that views would be maintained around the Stage 5 area, and that there was no anticipation of views being provided over Stage 5. As such, the increase in height, even if considered against the original Urban Design Guidelines 2000, would still be acceptable for the maintenance of view standpoint.
111. As previously discussed, the diagrams from the A2.5 Built Form Chapter (see Figure 6) references the roof form reflecting the underlying topography, and again, stepping down towards the Bay, and shows the maintenance of views over the building. However, this needs to be viewed in conjunction with the second diagram which specifically emphasises '*providing views between buildings*' (see Figure 6). On balance it seems that

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the emphasis is on the equitable sharing of views, and whilst some impact to views is anticipated, the retention of views is identified as being provided between buildings which the development is considered to achieve.

112. In Figure 11 below, views are only contemplated from dwellings atop the escarpment on the east side of Balmoral Crescent towards Corio Bay, and for two dwellings adjacent to Stage 5 on the west side of Balmoral Crescent that have a side frontage to Balmoral Crescent. Both of these dwellings have been designed with large balconies to their eastern side presumably to maximise on views to Corio Bay, however the existing Urban Design Guidelines do not contemplate the retention of views in this area. Further the Greater Geelong Planning Scheme does apply a Design and Development Overlay Schedule 14 (DDO14) which requires the 'reasonable sharing of views' in identified view corridors, but this has not been applied to developments adjacent or in proximity to the site.
113. The development will undoubtedly impact upon the views achieved by these dwellings, in particular 41 Liverpool Street. It is likely based on existing plans that what is currently approved at the site would also impact upon these views, and the additional development height will simply block views to the sky (See Figure 14). It is noted that whilst views to the sky are not typically protected, or at least are not considered significant views for the purposes of other view sharing policy in the City of Greater Geelong Planning Scheme (specifically DDO14), the applicant has circulated revised plans to reduce the building area for apartment 3.01 which should assist in creating greater views for 41 Liverpool Street through the development.
114. With relation to 52 Walker Street, which has similarly constructed a balcony facing east (See Figure 13) it is acknowledged that views of the bay will be lost but as directed by policy, views will be maintained between buildings (See Figure 15).
115. It is noted that other than the diagram shown in Figure 11 below, there are no other mechanisms within the Planning Scheme that contemplate or require the protection of views and as such is compliant with the Greater Geelong Planning Scheme.

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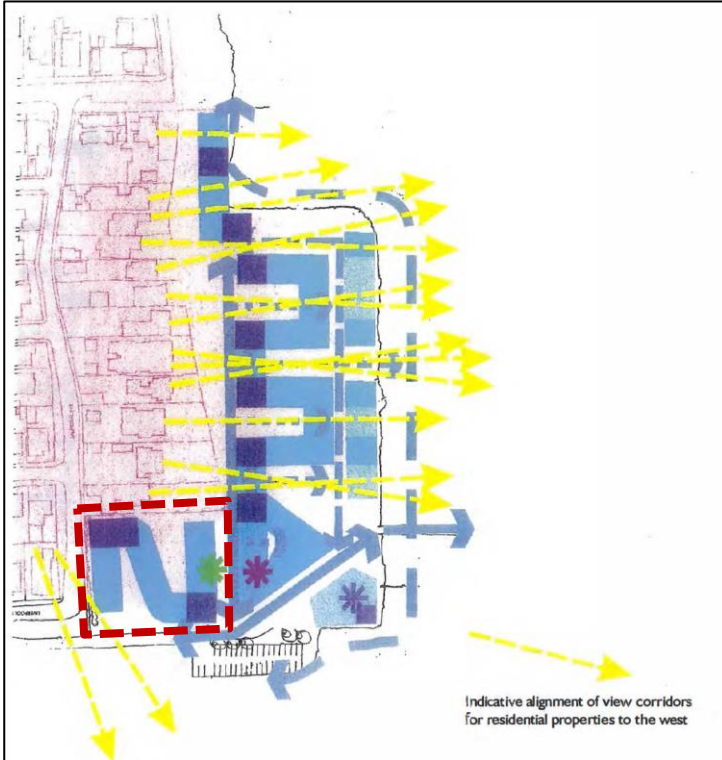


Figure 11 - F7 Implications Buildings – Rippleside Urban Design Guidelines 2000 – Permit area shown Red Dash (added)



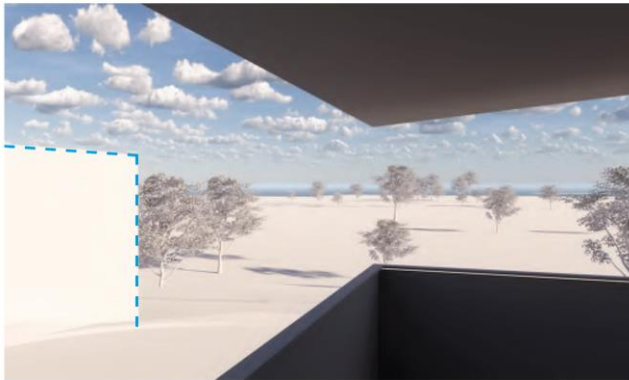
Figure 12 - View to eastern elevation of 41 Liverpool Street, taken from Balmoral Crescent adjacent to Stage 5

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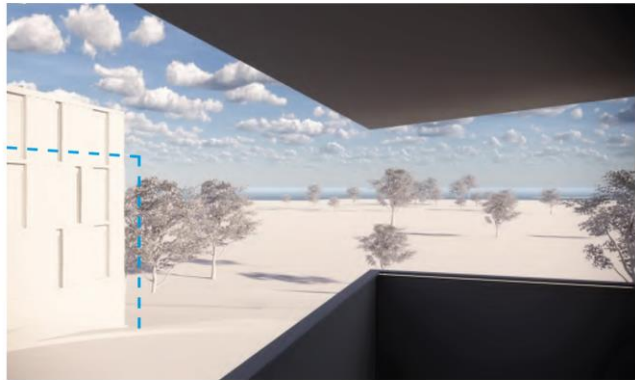


Figure 13 - View to Eastern side of 52 Walker Street taken from Balmoral Crescent adjacent to Stage 5 area

View from 41 Liverpool Street looking South.



Previous Scheme 'Building H'

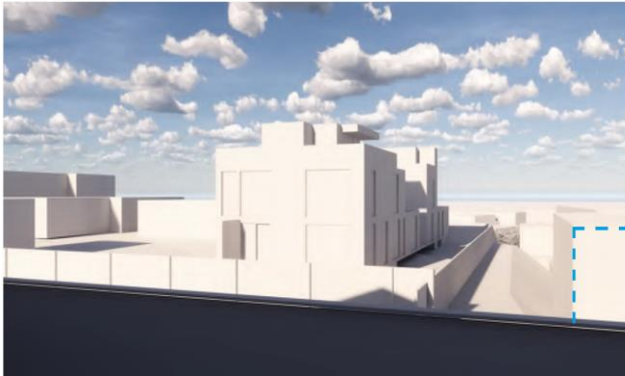


Proposed Scheme

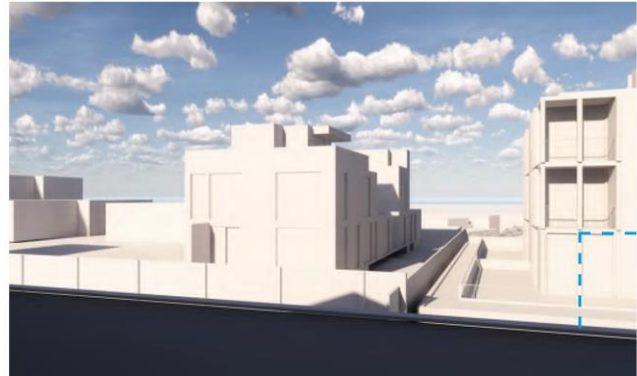
Figure 14 - Proposed development view analysis from 41 Liverpool, Original permit to left, proposed development to right of page

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View from 52 Walker Street looking East



Previous Scheme 'Building H'



Proposed Scheme

Figure 15 - Proposed development view analysis from 52 Walker Street, Original Permit to left, proposed development to right of page

Issue 13 – Other

Development should rely on the existing permit

What is the issue?

116. A few submitters raised that the existing permit was appropriate and for the most part met community expectations. Whilst there were some submitters that still opposed the original stage 5 design also, the majority who referenced the original permit referenced it as the preferable outcome.

Response

117. It is noted that the development, whilst still valid under an existing permit, cannot proceed based on the current endorsed plans.

118. Since the issue of the original permit and endorsement of the plans in 2007, a substantial Barwon Water asset has been constructed in the north-east corner of the site, which would impede on much of the currently endorsed design. The history of how this asset came to be is very limited, and is assumed to be a directive of Barwon Water and appears to respond to a condition of the original permit.

119. Further whilst a full assessment has not been undertaken against the original proposal against the current Planning Scheme, since 2007 several requirements have been introduced to the planning scheme that would not have been required to be considered at the issue of the permit. The most notable including Clause 15.01-2L – Environmentally Sustainable Design, and Clause 55.07 Apartment Developments.

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120. Regardless of the controls that affected the land at the time, from the sentiment expressed in many of the submissions, it seems that the primary preference for the original design is based on the number of storeys, and number of dwellings. These issues have been addressed earlier in this report.

Social Housing

What is the issue?

121. A number of submissions made brief reference to the social housing contribution of a cash contribution of 2.2% being unsubstantial and not achieving appropriate outcomes. Another queried if Geelong Affordable Housing Trusts would be subject to the same obligations to share the owners corporations costs and fees. Another, objected to the provision of affordable housing within the development due to the potential safety issues arising from residents.

Response

122. To clarify this matter, the applicant has agreed to provide a dwelling contribution, not a 2.2% cash contribution. The dwelling has been identified as a ground floor dwelling on the plans prepared by SJB Town Planning, which is a one-bedroom dwelling at the ground floor. The City agrees with the views of some submitters and considers a physical dwelling being delivered as a positive outcome.
123. With regard to how ownership will operate, the Geelong Affordable Housing Trust as the owner would be subject to the same obligations as any other owner of an apartment in the building. Whilst this is not currently clarified in the Section 173 agreement, it could be added in to alleviate any concerns for future.
124. The provision of affordable housing occasionally receives objections from the community due to negative perceptions of tenants/residents, however these objections are typically unfounded.

Noise

What is the issue?

125. Submissions that raised noise as a concern raised three types of noise as an issue. Firstly, noise from the construction of the development. Secondly, noise from an increased number of residents, and finally noise from the increased number of vehicles anticipated from the proposal.

Response

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126. Noise from construction, both existing and future, cannot be contemplated by the *Planning and Environment Act 1987*. There are current mechanisms in place outside the *Planning and Environment Act 1987*, which require construction to meet various standards and codes, these are typically implemented by the Environmental Protection Authority, which would address any matters during the construction process should they arise.
127. Noise from residents is anticipated in all residential areas. It is not unreasonable that in a residential location residential noise may occur.
128. The road network has been designed to be capable of handling 2500 vehicles per day, any number of vehicles within this limit and their associated noise is considered typical for a residential context.

Concerns with extent of notice

What is the issue?

129. Approximately 3 submissions raised concerns with the extent of notice of the amendment and permit not being substantial enough, and that not all affected properties were directly notified.

Response

130. The categorisation of 'affected properties' has always been subjective, and as such other mechanisms are utilised to ensure notice is extensive, including newspaper notices and a gazette notice. All properties that abut Liverpool Street, Balmoral Crescent and were accessible off Yacht Approach were notified directly with a letter. The extent of notice must end at some point, and this point may not always be agreed with by the community.

Image on website

What is the issue?

131. Two submitters raised the issue that the image on the Council website during exhibition was either misleading or an inaccurate representation of the development.

Response

132. The Plan shown on Council's website is located on Page 39 of the Plans Package, specifically within Chapter 2 Design Response. It shows the current proposed development.

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Reduction to amenity

What is the issue?

133. Many submitters generally noted that the development would cause a 'reduction in amenity' although few specified exactly which amenity impacts are being impacted.

Response

134. The reduction of amenity is a comment made by many submitters, but it is a relatively difficult component to define and can be subjective. This said, almost every submission who raised this concern also spoke of impacts to character and the enjoyment of Rippleside Park. It's considered that this matter isn't required to be specifically addressed as amenity either relates to noise, visual or environmental amenity, and these matters have been addressed elsewhere in this report.

Privatisation of space

What is the issue?

135. One submitter raised concern that without a roadway between Balmoral quay and Corio Bay this space would be privatised.

Response

136. The Balmoral quay development has provided an upgrade to the pedestrian network directly adjacent to Corio Bay connecting St Helens Park and Rippleside Park. As we move away from car dependency, pedestrian activation is more greatly encouraged and valued. The water frontage is not in private ownership and can be enjoyed by the public. Regardless, this matter is not part of the consideration for the existing amendment.

Street naming and issues with emergency services navigating the site

What is the issue?

137. A number of submissions raised concerns with the existing street arrangement of the Balmoral Quay, Rippleside estate and the naming of the roads creating confusion for emergency services accessing the site. Various submissions recall a particular example where emergency services were unable to find a unit within the site.

Response

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138. A number of submissions raised concerns with the existing street arrangement of the Balmoral Quay, Rippleside estate and the naming of the roads creating confusion for emergency services accessing the site. Various submissions recall a particular example where emergency services were unable to find a unit within the site.
139. In discussions with the City's Property Department they have advised that this issue occurred some time ago and has since been addressed by naming Yacht Approach, which previously was not named. The boardwalk, and internal walkways where units are oriented to these were also named. Previously Yacht Approach was not named, and addressing was to Harbourside Drive. It is noted that the Property Department has numerous landowners also existing in the development that do not want the name or addressing change, however this process has commenced to address the concerns previously mentioned.
140. Currently this process requires signage to be put up internally to the site, and the Property Team can finalise their process. The developer has advised signage is being prepared and is due to be displayed at the completion of construction for Stages 3 and 4 which is due to take place now in March 2024, and the property team has advised their process typically takes 2-4 weeks, so in theory this matter should be resolved in the early portion of 2024.

Issues with road widths and Emergency Services accessing site and blocking access to residents

What is the issue?

141. Two submitters raised issue with the road widths at the site and the ability of emergency services to access the site. Additionally, one raised that during an emergency event because of the single road access, residents would be unable to access their dwellings.

Response

142. The matter of road widths and ability of emergency services to access the site was raised by several submitters. Ultimately, the matter of road widths was determined before the current amendment or planning permit, as a part of the original development. There are no changes to the road widths or alignments as a result of the planning permit.
143. With this in mind, when utilising Clause 53.02 Bushfire Planning Table 5 Vehicle access design and construction, the minimum standards have been met. Specifically, that a

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minimum trafficable width of 3.5 metres is provided, which has been achieved. As has the requirements for all-weather construction, load limits, clearance of obstructions to the sides and vertically from the road, and average/maximum grade levels.

144. If an emergency event occurs at the site, and emergency services block access to the site, it would be a similar expectation to that of any other emergency response. Residents having to wait a number of hours to enter their dwellings during an emergency is a minor inconvenience in the context of an emergency.
145. In preparation for the Panel and Council Meeting, officers contacted Fire Rescue Victoria to confirm whether there were any foreseeable issues with access to the site. FRV representatives attended the site and noted no concerns with the access arrangements to the site. See Appendix 3 – Fire Rescue Victoria November 2023 Response.

Risk of landslip/stability of land

What is the issue?

146. Two submitters raised concerns as to the risk of landslip from the surrounding embankment, and the stability of the land.

Response

147. The supporting documents provided with the application include a Geotechnical Report which contemplates a change to the height of the development, cut into the slope and basement car parking. The report noted that their comments remain supportive of the proposal and that despite difference in development plans from the original planning permit 647/2004, these do not take away from the recommendations or advice previously provided.
148. The report specifically notes that considering the current development plans propose to replace the vast majority of slopes with an engineered retaining wall, and the portion of slope between the Barwon Water Pumping Station and Harbourside drive would remain untouched, the assessment does not consider a slope stability risk assessment is required. This is supported by the development eliminating potential slope instability via replacement with an engineering retaining wall, which is considered to be an improvement. Further earthworks are considered to be limited, particularly to existing slopes such that these existing slopes would be in no worse condition than at present.

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Issues with Urban Design Guidelines

What is the issue?

149. Six submitters raised issue with the consideration and changes to the Urban Design Guidelines March 2023. Some took specific issue with the interpretation by the officer that the existing development did not accord with the Urban Design guidelines, and that the updates reflect the emerging character of the area.

Response

150. Where inconsistencies were listed with the original Urban Design Guidelines 2000, these were also reflected in the existing Comprehensive Development Plan 2000. Both documents reference a larger number of non-residential uses that were never realised at the site. Further the village square components and built form outcomes did not necessarily reflect best practice urban design outcomes, and similarly were not realised in Stages 1 through 4. Elements that remain consistent with the existing Urban Design Guidelines and CDP were the retention of views through the site, the separation of built form, and activation of the waterfront with pedestrian infrastructure/built form among other items. Where elements were consistent or realised at the site, or still considered to reflect best practice, they remained within the Urban Design Guidelines and Comprehensive Development Zone.

Lack of Electric Vehicle charging spaces

What is the issue?

151. One submitter raised concern about the lack of Electric Vehicle charging spaces provided at the site, noting that the demand for electric vehicle spaces will increase in the future. It is noted that the plans provide two electric vehicle visitor car spaces for the development

Response

152. At least one electric vehicle charging space is required under the environmentally sustainable design BESS Assessment to claim towards the Transport contribution, which has been provided.

153. It is noted that there is no requirement within the Greater Geelong Planning Scheme to provide any electric vehicle charging at a site, but it is an option that can be utilised to

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increase a developments contribution to Environmentally Sustainable Design. Additional Electric vehicle parking cannot be required from the development as there is no minimum requirement in the Planning Scheme.

154. Ms Marshalls Traffic evidence notes new building requirements for apartment developments that any subsequent building permit would need to comply with, that require the car parks to be Electric vehicle charging capable, i.e. able to be installed with an electric vehicle charger if the allocated owner seeks to.

Retail premise use

What is the issue?

155. One submission queried what the proposed retail use would be.

Response

156. It is understood that without knowing what the use is, it is difficult for the community to comment on it.
157. Whilst this is acknowledged it is fairly typical for developments to provide retail spaces before obtaining a tenant. At this stage, the tenant for the space is not known which isn't unreasonable or uncommon in the planning process. Should a use seek to operate from the site that is not in accordance with the Comprehensive Development Zone a permit would be required and a relevant assessment undertaken.

Reduction in property values

What is the issue?

158. Three submissions raised concerns with the developments impact on property values in the area.

Response

159. The reduction in property values is not a consideration under the *Planning and Environment Act 1987*.

Ongoing Construction

What is the issue?

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160. Some submitters raised concerns with the ongoing construction occurring at the site and issues arise from these works, including workers utilising parking in the area, noise and congestion.

Response

161. These matters have been addressed previously under noise and parking/traffic concerns. The ongoing development of the site may be frustrating for residents in the established areas, however it is temporary in nature, and provided workers and operators are complying with the relevant EPA guidelines for noise and their Construction Management Plan, the construction can have some impact, it just has to be controlled.

Precedent

What is the issue?

162. A small number of submissions raised concern about the precedent that a seven-storey development would set in Geelong, and also in locations close to the waterfront.

Response

163. It is noted that once Stage 5 is completed, the Balmoral Quay Rippleside development is finished, and there are no further opportunities for development at the site. Further the site is one of few in Geelong that is affected by the Comprehensive Development Zone, which would allow a scale of seven storeys to be contemplated. Any future proposal similar to this would likely be subject to a planning scheme amendment process, or planning permit process that would engage in community consultation, and each be considered on its merits. Another amendment similar in scale has occurred at the Geelong Saleyards, Amendment C434ggee, which incorporated a Comprehensive Development Zone with 6 storey height preferences and a 10 storey maximum height. Developments of this scale are typically contemplated on unique sites with access to high amenity location, public transportation, and services and go through a planning scheme amendment process or permit process and require public consultation.

Mobility around the site

What is the issue?

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164. A number of submissions raised concerns with the existing infrastructure and proposed pedestrian paths and their limitations for people with limited mobility.

Response

165. Upon visiting the site it is noted that some footpaths have hard-edge curb at their edges, making them un-navigable for those with limited mobility.
166. Whilst this matter was raised with the City's Traffic and Infrastructure Team, a clear solution has not yet been identified. The existing footpath network is outside the scope for the current amendment and permit, and whilst a condition can be included on the proposed permit to ensure all footpaths are accessible and designed appropriately, the ability to apply retrospective works are limited.
167. It is recommended the submitters who raise this as a concern further follow up with the City's Traffic and Infrastructure team to see if remediation works can be undertaken through a formal request process.
168. This said there is opportunity to include a minor amendment to the Planning permit condition recommended by Mr Walsh discussed later in this report, which will aim to ensure future footpaths are constructed for accessibility.

Changes Made

Additional wording has been added to Condition 1 o) as follows in italics:

A minimum footpath width along Harbourside Drive of 1.4 metres and design to ensure accessibility.

Supportive/no objection

Response

169. The G21 Geelong Regional Alliance, Committee for Geelong and Property Council of Australia all prepared submissions supporting the amendment and planning permit. Many focused on the increased housing demand and substantial growth of Geelong, and highlighted the site's location, nearby open space and public transportation, and connection to Central Geelong as key reasons why the City should support the proposal. More specifically that the amendment would facilitate urban infill at a strategically well located site.

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170. All supportive submissions considered the built form to be of a high-quality design, and responsive to the site's context whilst meeting a demonstrated need for infill development in desirable locations such as the subject site.
171. Various servicing authorities were provided the opportunity comment on the amendment, including Barwon Water, the Corangamite Catchment Management Authority (CCMA), Country Fire Authority (CFA), Department of Environment, Land, Water and Planning (previously DELWP, now Department of Energy, Environment and Climate Action or DEECA), Powercor, Wadawurrung Aboriginal Corporation. Of these authorities, only the CFA, Powercor and DEWLP/DEECA provided commentary, which was either supportive of the development with conditions, or raised no objection or concerns to the amendment or permit.

Response to Council's expert witness evidence

172. Mr Walsh of Traffix Group Pty Ltd, a Traffic Engineering Expert of more than 25 years experience, provided an expert witness statement on 7 February 2024 in accordance with Direction 9 of the Planning Panels Victoria Directions letter dated 23 January 2024.
173. Having reviewed the Amendment and supporting documents, Mr Walsh concludes:
- The level of traffic generated by the proposal can be reasonably accommodated by the proposed and existing road network.
 - The proposed development has a statutory car parking requirement of 122 spaces under Clause 52.06 of the Planning Scheme.
 - The application proposed 134 car spaces with the intention to share residential visitor car spaces with marina berth visitors. Based on an assessment of this arrangement this is deemed to be acceptable and the waiver is justified.
 - Conditions of the permit should require minor modifications to the arrangement of car parking an access.
 - The bicycle parking provisions and layout satisfy the Planning Scheme requirements.
 - Loading and waste have been considered and are suitable.

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- There are no traffic engineering reasons to refuse the proposed Amendment to the Planning Scheme and Planning Permit application, subject to appropriate conditions.

Response

174. Council adopts the bulk of Mr Walsh's evidence and his response to relevant submissions, including recommendations to include additional conditions on permit for an improved design.

175. Mr Walsh recommended the following items be addressed via permit condition:

- An intercom/card reader system to allow residential visitor/marina berth visitor access. This should be housed in a central median to allow the drive appropriate access without exiting the vehicle, which will require a wider access.
- The garage doors should be setback a minimum of 5.5 metres to allow vehicles to 'prop' clear of the pedestrian path, whilst waiting for doors to open.
- A minimum footpath width on Harbourside Drive to a minimum width of 1.4 metres.

176. It is noted that the above changes as requested will likely result in the loss of at least one car spaces, however, noted that 134 spaces have been provided, and the statutory requirement is for 122, this will not change the permit triggers for the proposal. Furthermore his evidence suggests that there is sufficient car parking provided to accommodate this change and it would not alter his overall opinion of the proposals suitability.

177. Mr Walsh also notes that an improved safety outcome could be to translate the Balmoral Crescent into a left-in / left-out access, although notes this is not essential and has not requested it via permit condition.

178. Council adopts the below recommendations of Mr Walsh:

Add:

[Conditions 1 n\) o\) and p\)](#)

Garage doors must be setback a minimum of 5.5 metres to allow vehicles to wait clear of the pedestrian path.

The footpath on Harbourside Drive must have a minimum width of 1.4 metres

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An intercom/card reader system to allow residential visitors and marina berth visitor access must be located in a central median from the Harbourside Drive access.

Other Parties Expert Evidence and Response

179. In preparing the Part B Submission the following Expert Evidence Reports have been reviewed:

- Statement of Urban Design Evidence, prepared by Craig Czarny of Hansen Partnership dated February 2024
- Transport Engineering Expert Witness, prepared by Hilary Marshall of Ration dated 7 February 2024
- Statement of Evidence (Town Planning), prepared by Kel Twite of Urban Planning Collective dated 7 February 2024.
- Expert Planning Evidence, prepared by Robert Milner of Milner Planning Advisory dated February 2024

Urban Design Evidence – Craig Czarny of Hansen Partnership

180. A review was undertaken of the Expert Evidence prepared by Craig Czarny of Hansen Partnership dated February 2024. Having reviewed the amendment and supporting documents, Mr Czarny concludes:

- the development represents an appropriate urban design outcome that can be supported subject to minor design changes, particularly within the context of the evolving neighbourhood character both in the established residential area to the north and west of the site, and Balmoral Quay to the east.
- the proposal will require some adjustment to the Planning Provisions, however given how long ago the Comprehensive Development Plan and Urban Design Guidelines were prepared, these adjustments are necessary to better respond to the current context, trends and expectations of Geelong.
- the development is well designed and appropriate responds to its interfaces including all streetscapes, park views and the wider area, and given the site's distinctive 'dress circle' the degree of change sought can be reasonably accommodated at the site.

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- Subject to the recommendations set out in his evidence statement, Amendment C436 to the Greater Geelong Planning Scheme should be approved, and the associated Planning Permit 573/2021 should be issued. These changes include:
 - Providing a Tracked Changed version of the UDG 2023 for comparison
 - Refinement of the Rippleside UDG 2023 section A 2.5, F4, F7, G2 and G3 in response to the DP concept
 - Erosion of the south west corner of Apartment 3.01 to open views
 - Confirmation of design delivery through novation of the architectural and landscape design

Response

181. Council has reviewed Mr Czarny's evidence. Council notes that the proponent has circulated plans to respond to the recommendations of Mr Czarny with changes to the south west corner of Apartment 3.01. We are supportive of these recommended changes and the revised plans that have been circulated.

182. The request for a detailed outline or track change version of the Urban Design Guidelines is one that is supported, as these documents were prepared by the proponent it is an actionable item that will be left to them to address. It is noted that the proponent Town Planning Evidence as prepared by Kel Twite of the Urban Planning Collective includes a detailed and accurate analysis of the Urban Design Guidelines and their changes.

183. With relation to refinement of Sections of the Urban Design Guidelines, further clarification is need to understand exactly what refinement is sought. The Town Planning Evidence prepared by Mr Twite of the Urban Planning Collective provides descriptive details of the changes sought to the Urban Design Guidelines. Further clarification should made and distinctions advised as to exactly what changes are sought in order to determine whether these would be supported by Council.

Transport Engineering Evidence – Hilary Marshall of Ratio

184. A review was undertaken of the Expert Evidence prepared by Hilary Marshall of Ratio dated February 2024. Ms Marshall's evidence focused primarily on issues relating to traffic, carparking, safety and access. Having considered the amendment and supporting documents, Ms Marshall concludes:

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- The development achieves the relevant design standards and are considered appropriate. Waste collection will be undertaken on site by a mini rear-loader which is common for an apartment building of this size.
- The proposed increase in apartments by 48 can be comfortably accommodated from a transport perspective.
- The required 2 spaces of customer parking for a smaller tenancy such as that proposed is typically accommodated on the street, which can be absorbed by the surrounding three road frontages or nearby public car park containing 39 spaces.
- Access to the site from Balmoral Crescent can be improved by widening the accessway and setting back the security door allowing for two way vehicles movements and vehicle propping off the street. These changes are not required to satisfy the design standards, but would assist to reducing the concerns raised in submissions over safety of the access.

Response

185. Council has reviewed Ms Marshall's evidence and adopts the following recommendations:

Urban Design Guidelines

Revise:

Guideline 6.1

From: Provide car parking for residents in enclosed garages integrated within their building, reached by Access Lanes or Court or directly off the Liverpool Street Extension, where possible.

To: Provide car parking for residents of townhouses in enclosed garages integrated within their building, reached by Access Lanes or Courts or directly off the Liverpool Street Extension, where possible.

Guideline 6.2

From: Provide car parking for staff of the offices, shops and restaurants/cafes in a basement car park in the southwest corner of the site, accessed directly from the Liverpool Street Extension.

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To: Provide car parking for staff of the offices, shops and restaurants/cafes in a basement car park in the basement of Stage 5, accessed off Harbourside Drive.

Guidelines 6.3

From: Provide car parking for visitors to dwellings along the Spine Road.

To: Provide car parking for visitors to dwellings along the central road, or to the satisfaction of the Responsible Authority

Delete:

Guideline 6.4

From: Provide short-term car parking for visitors to the offices, shops and restaurants/cafes in Pier Street and longer-term parking in a basement in the southwest corner of the site, accessed directly from the Liverpool Street Extension. Consider allowing visitor parking in the Village Square at night.

Planning Permit

Add:

Condition 1 q)

To require widening of the Balmoral Crescent access to a 6.1m minimum to ensure vehicles can enter and exit and the same time.

186. Both Ms Marshall and Mr Walsh provided recommendations that the access gates be setback to allow for vehicles to prop on site while waiting for the gate to open to allow the free movement of pedestrians, and ensure that vehicles do not block the pedestrian path as they wait. Whilst this matter is generally viewed favourable, the exact distance for the gate setback varied between experts. The setback minimum of 5.5 metres as proposed by Mr Walsh has been included as a permit condition 1 n) although a greater setback would not be opposed, this was chosen as it responds to standard car lengths and design guidelines for car spaces outline in Clause 52.06-9.

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Town Planning Evidence – Kel Twite of Urban Planning Collective

187. A review was undertaken of Mr Twite’s evidence, and generally most aspects of the expert statement are agreed upon.
188. My Twite’s evidence focused on matters of Town Planner, and for the most part covered all aspects of the Amendment and Permit Application, although he deferred to the Expertise of Mr Czarny for matters relating to Urban Design.
189. Having reviewed the Amendment, Planning Permit Application and supporting documents, Mr Twite concludes:
- The proposal and Amendment will result in an appropriate planning outcome subject to recommendations being adopted.
 - There is sufficient strategic justification for the Amendments to the Comprehensive Development Zone Schedule 2 and incorporated documents, noting that it has been 24 years since the gazettal of the original amendment C2.
 - The purpose and Vision of the Planning Policy Framework have been amended since 2000 to further support urban consolidation in established areas.
 - The planning permit application is supported subject to conditions and is considered to be a high-quality development outcome that responds to the existing and emerging character of the area, without unreasonably impacting the amenity of the area.
 - The site offers a unique opportunity to contribute to housing demand and diversity needs as identified in the Scheme, and despite not being listed as an Increased Housing Diversity Area it is located within 500 metres of the North Geelong Train Station and is otherwise devoid of restrictive overlays.

Response

190. Council adopts the below recommendations of Mr Twite:
- Add:

Condition 1 r)

Details of balcony screens to habitable room windows to ensure Standard D15 is met.

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Condition 1 s)

A notation showing corridor windows are openable to ensure compliance with Standard D19.

Condition 1 t)

Dimensioned cross sections ensuring a minimum 2.7m floor to ceiling height in habitable rooms, except where services are located within a kitchen.

Condition 1 u)

Stormwater management details, such as a raingarden

Revise:

Condition 21. k) to include underlined component to address Mr Twite's comments:

A detailed planting schedule of all proposed trees and plants including botanical names, common names, pot sizes, sizes at maturity, and confirmation trees are clear stemmed to 3 metres in height when mature and quantities for each species.

Revise Condition 7 to delete reference to 'use'.

Revise Condition 9 to exempt solar panels from 'concealing of equipment'.

191. Mr Twite recommended a condition requiring details of how visitors will access the lower ground level car park (noting there are 32 visitor spaces) for example via intercom. This has been addressed through a recommended condition provided by Mr Walsh condition 1 p) which requires: *An intercom/card reader system or the like to allow residential visitors and marina berth visitor access, located in a central median from the Harbourside Drive access.*

Other recommendations of Mr Twite:

192. Mr Twite also recommended that a condition be included to ensure all details of public realm furniture relate to Stage 1-4. Whilst Council does not explicitly object to the inclusion of a condition to this effect, it's not considered to be necessary on the basis that there are other operating permits with requirements and endorsed plans relating to Stages 1-4, and as such the condition has not been included.

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193. Mr Twite identifies that the design enables tree planning along the southern pedestrian link in the form of deep soil garden beds and recommends a condition to confirm whether this space will be used as a raingarden as this may impact planting design. This is not considered necessary as any proposed raingardens would be picked up in the existing Condition 13 of the permit which requires a Site Stormwater Management Strategy to be submitted and approved by the Responsible Authority. If raingardens were proposed they would have to be identified here.
194. Mr Twite recommended the removal of Condition 1 d) from the permit. This is not agreed to on the basis that whilst the dwellings to the west are over 9 metres, this does not preclude the screens from being broadly considered.
195. Similarly Condition 1 l) should remain as it is simple to execute and is useful for comparison and reference.
196. Condition 1 m) is requested to demonstrate accordance with a standard, so it is unclear why it has been termed 'unreasonably onerous'.
197. Conditions 28 and 29 are standard permit conditions and should be read in conjunction with Condition 25 which states the maintenance period timing as 2 years.

Expert Planning Evidence - Robert Milner of Milner Planning Advisory

198. Mr Milner provides an expert witness statement which makes the following conclusions:
- The amendment is ill conceived and strategically unjustified.
 - The detrimental impacts upon the built environment, coastal setting, public spaces, residential amenity and previously agreed guidelines on traffic management outweigh the benefits of an increase in housing in this location.
 - The justification for changes to the Urban Design Guidelines are lacking.
 - The guidelines principally rely upon an expression of planning policy that is more than 20 years old, and which has been superseded. The additions that have been made to strategic objectives have avoided the full review of objectives that is warranted.

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- The existing language of the guidelines has been inappropriately modified without explanation, to reflect the development proposal proposed by the planning permit.
- The proposed Comprehensive Development Plan would result in a form of development that is inconsistent with some of the objectives, urban design principles and guidelines the Urban Design Guidelines implement.
- The outcome would be an intrusive building and landmark that would detract from its urban setting, its coastal and foreshore location and detrimentally impact upon neighbours.

Response

199. Council has reviewed and considered the above evidence and in principle is not in agreement with the points or conclusions of Mr Milner, as explored below.
200. It first needs to be acknowledged that the site is particularly unique in its Strategic Policy and development context. The original Amendment C2 was approved over 20 years ago when objectives and policy directives for Geelong were different. Development, including works for the marina and improvements to public realm elements have substantially occurred, with Stages 1 and 2 completed, and Stage 3 and 4 nearing completion. It's noted even permits as early as 2004 departed from the Comprehensive Development Plan in exceeding the preferred heights, and VCAT subsequently issued a planning permit for the original development.
201. The permit proposal was considered to be too significant a departure from the current Urban Design Guidelines and Comprehensive Development Plan (2000) to warrant support without an accompanying planning scheme amendment. It was also viewed as an opportunity to update these policies to better reflect the realised development outcome of the site. Given the substantial time that has elapsed motivations, and policy directives for the site have changed, but some components of the original Comprehensive Development Plan and Urban Design Guidelines remain relevant and realised at the site.
202. It has been a recurring theme of reference for all experts that the Urban Design Guidelines "the Guidelines" require further refinement. The preparation of the revised Guidelines focused on attempting to balance both the existing development which departed from the Guidelines, and current Planning Policy without making substantial changes that excessively transformed the Guidelines away from their original intent. It's agreed by most

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that the Guidelines which were prepared in excess of 20 years are outdated, however Stages 1 through 4 were considered against and have been approved against these original Guidelines, therefore a substantial revision or too significant a change would conflict with development that is already at the site. It's a delicate balancing exercise to navigate items for retention and those that require change in the Guidelines, and it's ultimately inevitable that experts have differing opinions on these Guidelines. Where possible the opinions have been accounted for and changes suggested to appropriately respond.

203. Mr Milner is well placed to provide a summary of the Panel's report, having been involved originally in this process. He identifies the Panel's original determination for Amendment C2 and the maximum height, although could have included mention that the Panel ultimately advised the final number of dwellings would best be determined through subsequent planning applications, which is seen as a reasonable approach. The imposition of a maximum number of dwellings conflicts with Mr Twite's evidence, however is consistent with directions from the Department of Transport and Planning and as such the maximum set out in the Schedule to the Comprehensive Development Zone will remain.

204. Mr Milner's advice refers to the site not being located within an increased housing diversity area. It is not considered that this precludes the site from being suitable for infill development. The site is located within the Comprehensive Development Zone which by nature is a unique zone that is applied to unique sites and affords them the benefit of specific controls. A similar site would be the Geelong Saleyards which was recently amended to include a Comprehensive Development Zone Schedule 4 through amendment C434ggee. This site which is less than a kilometre west of the subject site in a unique infill development site that accommodates a preferred height of 6 storeys with an upper limit of 10 storeys. Although the context is somewhat different in that the subject site is partially developed, the use of zone controls is similar. It's noted that the application of Increased housing Diversity Areas is not applied on a site-by-site basis, and does not apply to the Saleyards Site, but is typically applied in catchments around transport hubs and activity centres. The intention was not to preclude further development outside these locations where suitable.

205. It's not entirely clear why after the last Panel for the Amendment C2 the work was not undertaken to capture the site as an increased housing diversity area, or be identified in some manner as having potential to accommodate increased density. Typically whilst the

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Settlement Strategy identifies the investigation of applying this control to land east of the North Geelong Train Station, more recently it's application has avoided properties in Heritage Overlays due to the conflict between the intention of these controls. Ultimately it's not considered to be of grave detriment to the proposal that it hasn't identified given the breadth of policies that otherwise encourage urban infill development that have been explored previously in this report.

206. Mr Milner makes specific reference to the Greater Geelong Settlement Strategy and the following component (his emphasis added)

- 'The Urban Consolidation principles include: Increase the role of urban consolidation as part of Geelong's overall housing supply. This is expected to be achieved by:
 - 50% of new housing by 2047 being delivered through infill.
 - An investigation of a rail corridor precinct from north Geelong Station to Waurn Ponds
 - Articulating the preferred location for increased housing densities including maximising opportunities for a diverse mix of housing types around activity centres and in *Increased Housing Diversity Areas*.
 - *Managing the impact of increased housing densities on neighbourhoods with a direction to prepare design guidelines for areas of housing change to reduce uncertainty about the scale, form and design of neighbourhood development.*
 - Examining opportunities around North Geelong station to extend the *Increased Housing Diversity Area*. ...

207. Whilst it's understood where Mr Milner's focus lies, in that the site is outside an Increased Housing Diversity Area, the above points do not preclude the sites consideration for suitability of infill development. The Comprehensive Development Zone along with the Rippleside Urban Design Guidelines provide the certainty of scale, form and neighbourhood development. These have changed to respond to the greater housing demand identified in the Settlement Strategy. Where there are controls that are unique such as the Comprehensive Development Zone this provide the opportunity through the Comprehensive Development Plan and Urban Design Guidelines to direct development

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and give certainty to the community. The Settlement Strategy places an emphasis on encouraging infill development in proximity to public transport such as train stations where investigation and appropriate design guidelines have been provided. Just because the mechanism isn't through the sites identification as a Key Development Area doesn't mean the supporting work isn't appropriate, as the Settlement Strategy does distinguish between infill development 'around activity centres' *and* in 'increased housing diversity areas' (emphasis added).

208. Mr Milners evidence makes reference to the lack of evaluation against Coastal Policy and considered the development to be a poorly sited and designed building. It is simply the case that our opinion differ on the consideration of the siting and design of the building. It is our position that the building is well sited in that Stage 5 has a 60 metre setback and is located behind three storey buildings which largely shield it from view of the coast. Even then, its scale will be somewhat comparable to those development above the ridgeline on Balmoral Crescent so from the Bay will not excessively protrude above the skyline. Further the development has been designed to step-down towards Rippleside Park, it was for these reasons that the development wasn't heavily considered against coastal policy as the coastal development component of the site has already occurred and the entirety of the site was originally considered for Coastal development and deemed acceptable.

209. We take this opportunity to note that the Coastal Strategies have a focus on limiting and controlling development along the Coast. It's considered that this better applies to the Bellarine Peninsula, as opposed to the Bay frontage of Central Geelong and the immediately surrounding areas, which are already developed, and as such these policies aren't as relevant.

210. Mr Milner raises a number of Coastal Policies that he considers to be relevant. The only original reference was in the Urban Design Guidelines (2000) which listed the Victorian Coastal Strategy from November 1997 as a key policy reference. This was removed from the revised Guidelines on the basis that the policy was outdated. When investigating whether there was a more relevant Coastal policy the latest Victorian Coastal Strategy of 2014 was investigated, however when seeking the relevant policy, it was identified that the Victorian Coastal Council ceased operation on the 30 June 2018, and documents relating to this policy were archived and unavailable.

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211. The superseding body, being the Marine and Coastal Council (supported by the Marine and Coast Act 2018) had released the Marine and Coastal Policy 2020, which is referenced by Mr Milner. When reviewing this Policy it was considered that given Stages 1-4, which had works contained within the coast and bay, and directly abutted the coast, were endorsed or substantially completed, it did not seem appropriate to apply the Marine and Coastal Policy, particularly given Stage 5 isn't considered to be directly linked to the Coast to the same degree that Stages 1-4 were. Applying the coastal policy to Stage 5 would be similar to apply it to development along Balmoral Crescent which has a similar, or closer distance to the coast, and its not considered that there's a strong strategic link.
212. It's also noted that the revised Coastal policies have a focus on adapting to climate change, and climate change sea level rise had been mapped in Geelong with an LSIO2, which the site is not affected by.
213. With relation to an assessment against Clause 12.02 of the Greater Geelong Planning Scheme, we did not consider there to be a strong link between these policies and the proposal during initial assessment, although we take this opportunity to undertake an assessment against Clauses that could be considered relevant.
214. Matters from views to and from the coast are considered to be adequately accounted for in assessments of Urban Design.
215. Clause 12.02-1S directs the protection and enhancement of the marine and coastal environment. There's no proposed development as a part of PP573/2021 which would impact the coastal foreshore or marine environments.
216. Ultimately an assessment against relevant planning policy has been undertaken both within the Part A submission and included in this submission. My opinion differs to Mr Milner on the appropriateness of the development.
217. With relation to comments regarding the Barwon Water Reservation, Council could only provide the information it had available, which as evidenced in the Part A submission was incredibly limited.
218. A response to views and view impacts has been provided earlier in this submission. Council relies on earlier comments with regards to view impacts, acknowledging that impacts were also envisaged in this location based on the original Urban Design Guidelines

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and the identification of key views around the Stage 5 location and not over the Stage 5 location.

219. An assessment of the visual and shadowing impact to Rippleside Park has similarly been discussed previous in response to submissions. Council relies on these earlier comments, and holds a differing opinion as to the acceptability of these impacts than Mr Milner.

220. Mr Milner has a particular focus in his evidence of the site being referred to by the proponent in their documentation as a 'landmark'. It's noted that a landmark can be identified as such for variety of reasons, Mr Milner is focusing on the scale element, however exemplar design can also be a reason for a development to constitute a landmark. Amendment C436ggee relating to the Geelong Saleyards has preferred maximum heights of 6 storeys and an ultimate maximum of 10 storeys, this does not constitute a landmark. Ultimately Council documents or amendment documentation does not refer to the site as a landmark as it is not considered to be one.

221. An assessment of the design and urban design merit of the building has been undertaken previously in this submission. Council relies on these earlier comments to respond to Mr Milner's concerns for scale, mass and stepping down the built form.

222. On balance, whilst the concerns of Mr Milner are recognised in acting on behalf of residents, the proposal is still considered to constitute and appropriate development outcome for the site. Opportunities for improvement to the design are welcome, although it its understood that Mr Milner does not support the proposed design.

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FINAL POSITION ON THE AMENDMENT

Planning Permit

223. Ultimately the planning permit application is viewed favourable in consideration against the proposed controls of the Comprehensive Development Zone Schedule 2, in particular the Comprehensive Development Plan 2023 and Rippleside Urban Design Guidelines 2023.

224. Where agreed and possible, changes have been accommodated to the permit to better respond to the concerns raised by submitters and experts, to assist in creating an exemplar development outcome for the site that balances the amenity of the area, aspirations for the location, and population growth.

225. As a result of the Planning Officer Elena Anastos undertaking further detailed assessment in preparation for the 12 December 2023 Council meeting, she identified a need for the follow conditions. The justification for these has been identified in Appendix 2 in the comments section:

226. New Condition 21 c) d), e) and m) as follows:

Prior to the commencement of works, a detailed Landscape Plan must be submitted to and approved by the responsible authority. The Landscape Plan must be prepared by a person suitably qualified in landscape design and must adhere to the City of Greater Geelong Landscape Standards Manual. Any plan must include the following:

c) Removal of Myoporum parvifolium from the planting palette.

d) Removal of Eucalyptus sideroxylon & Eucalyptus ovata from the indicative planting schedule.

e) Remove notation of new trees to be planted within public park.

...

m) Any underground infrastructure that supports trees

227. New condition 22 as follows:

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Completion of Landscape works

Unless otherwise agreed in writing, prior to the occupation of the dwellings, the landscaping as shown on the endorsed Detailed Landscape Plans must be completed to the satisfaction of the Responsible Authority.

228. New Conditions 33 to 38 as follows:

General

33. The developer is to apply to Barwon Water for details relating to servicing requirements and costing for the provision of a potable water supply and sewerage services to the proposal.

Potable Water

34. The provision and installation of a potable water supply to the development.

35. The payment of a standardised New Customer Contribution is required for any new connection or any upsize to an existing connection. The number of standardised charges applied will be determined on the basis of an equivalent lot calculation and is based on potable domestic water meter size or water service size (where a meter is not being fitted). An equivalent lot is a measure of the additional demand a connection will place on the infrastructure in terms of the water consumption and sewage discharge for an average connection utilising a 20mm tapping and/ or meter. If there is more than one meter within a single meter assembly, the size of the largest meter (excluding the fire service meter) will determine the number of equivalent connections. If there is a combined fire and domestic meter assembly proposed (incorporating a low flow meter), whereby the meter size is largely dictated by the fire service requirements, the developer is required to submit to Barwon Water the proposed peak flow (probable simultaneous demand) associated with the domestic supply in accord with AS/NZS 3500. Barwon Water will then assess the equivalent number of connections.

Sewer

36. The provision and installation of a sewerage service to the development.

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37. *The provision of a new sewer connection(s) point is required. The sewer connection point is to be constructed by a Barwon Water Accredited Contractor and connection is to be via a suitable maintenance structure only. Where an Owners Corporation is not applicable, a separate sewer connection point is required for each allotment.*

38. *New or re-aligned internal private sewer drains are required. Upon completion of this work a sewer drainage plan is to be submitted to Barwon Water by a licensed plumber that complies with Victorian Building Authority requirements. Note that if any common drain or drain from another allotment crosses under a proposed dwelling, a modification to consent" is to be obtained from the Victorian Building Authority and presented to Barwon Water with the required drainage plan. Where an Owners Corporation is not applicable, individual allotment house connection drains are to be provided for and extend into each allotment.*

229. **Response to submissions**

230. In order to respond to the concerns raised by submitters a number of new conditions have been proposed separate to those identified by experts in their expert witness statements.

231. New condition 16 as follows:

Prior to the commencement of works, the permit holder must submit for approval a Functional Layout Plan of the 90 degree curve of Liverpool Street and Balmoral Crescent to show the removal of the 2 No. 'at grade' concrete splitter islands, asphalt reinstatement, and the construction of a new concrete splitter island through the curve consisting of SM1-type kerbs back to back (0.6 m total width) with associated linemarking and signage. The plan is to be accompanied by swept path diagrams of a council waste truck (a Dennis Eagle 6x4) travelling through the curve in each direction, and of the largest expected vehicle that will enter and exit the vehicle crossing of the subject site travelling from/to Liverpool Street. The plans will be subject to consent to perform works in the road reserve (if the works are not performed by council), and all works must be completed prior to the occupancy of the building at the full cost to the permit holder, to the satisfaction of the responsible authority.

PART B PANEL SUBMISSION

232. New Condition 39 and 40 as follows:

39. The applicant shall provide an electricity supply to the development in accordance with the Distributor's requirements and standards.

Notes: Extension, augmentation or rearrangement of the Distributor's electrical assets may be required to make such supplies available, with the cost of such works generally borne by the applicant.

40. The applicant shall ensure that existing and proposed buildings and electrical installations on the subject land are compliant with the Victorian Service and Installation Rules (VSIR).

Notes: Where electrical works are required to achieve VSIR compliance, a registered electrical contractor must be engaged to undertake such works.

233. **Response to experts**

234. Experts for Council and the Proponent suggested various wording changes to the permit to improve the design of the proposal, and respond to concerns of submissions. Where agreed these are outlined below:

235. New condition 1 n) as follows:

1 n) Garage doors must be setback a minimum of 5.5 metres to allow vehicles to wait clear of the pedestrian path.

New condition 1 o) as follows:

1 o) The footpath on Harbourside Drive must have a minimum width of 1.4 metres and be designed to ensure accessibility.

New condition 1 p) as follows:

1 p) An intercom/card reader system to allow residential visitors and marina berth visitor access must be located in a central median from the Harbourside Drive access.

New condition 1 q) as follows:

1 q) To require widening of the Balmoral Crescent access to a 6.1m minimum to ensure vehicles can enter and exit and the same time.

PART B PANEL SUBMISSION

New Condition 1 r) as follows:

Details of balcony screens to habitable room windows to ensure Standard D15 is met.

New Condition 1 s) as follows:

A notation showing corridor windows are openable to ensure compliance with Standard D19.

New Condition 1 t) as follows:

Dimensioned cross sections ensuring a minimum 2.7m floor to ceiling height in habitable rooms, except where services are located within a kitchen.

New Condition 1 u) as follows:

Stormwater management details, such as a raingarden

Revise:

Condition 21. k) to include underlined component to address Mr Twite's comments:

A detailed planting schedule of all proposed trees and plants including botanical names, common names, pot sizes, sizes at maturity, and confirmation trees are clear stemmed to 3 metres in height when mature and quantities for each species.

Revise Condition 7 to delete reference to 'use'.

Revise Condition 9 to exempt solar panels from 'concealing of equipment'.

Planning Scheme Amendment

236. The proposed changes to the Comprehensive Development Zone Schedule 2 and associated incorporated documents (Comprehensive Development Plan 2023, and Rippleside Urban Design Guidelines 2023) are considered to be supported by relevant planning policy and will assist in ensuring that the final component of the Balmoral Quay development is a well-integrated and responsive design consistent with aspirations for the area.

237. Some experts requested changes be made to the Rippleside Urban Design Guidelines 2023 to ensure consistency between documentation. Where agreed these are listed below:

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238. **Guideline 6.1**

From: Provide car parking for residents in enclosed garages integrated within their building, reached by Access Lanes or Court or directly off the Liverpool Street Extension, where possible.

To: Provide car parking for residents of townhouses in enclosed garages integrated within their building, reached by Access Lanes or Courts or directly off the Liverpool Street Extension, where possible.

Guideline 6.2

From: Provide car parking for staff of the offices, shops and restaurants/cafes in a basement car park in the southwest corner of the site, accessed directly from the Liverpool Street Extension.

To: Provide car parking for staff of the offices, shops and restaurants/cafes in a basement car park in the basement of Stage 5, accessed off Harbourside Drive.

Guidelines 6.3

From: Provide car parking for visitors to dwellings along the Spine Road.

To: Provide car parking for visitors to dwellings along the central road, or to the satisfaction of the Responsible Authority

Guideline 6.4

To be Deleted

From: Provide short-term car parking for visitors to the offices, shops and restaurants/cafes in Pier Street and longer-term parking in a basement in the southwest corner of the site, accessed directly from the Liverpool Street Extension. Consider allowing visitor parking in the Village Square at night.

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CONCLUSION

239. On balance we submit that the proposed Planning Scheme Amendment C436ggee and Planning Permit PP-573-2021 will result in an appropriate outcome for the site. The proposed changes to the Comprehensive Development Zone Schedule 2 and associated incorporated documents being the Comprehensive Development Plan 2023 and Rippleside Urban Design Guidelines 2023 will appropriately ensure that the amenity of the area is protected whilst responsive and innovative infill development outcomes can equally be accommodated for. Where possible the concerns of submitters have been catered for, or otherwise addressed, and similarly expert advice has been responded to. With consideration to these matters it is submitted that subject to recommended changes the Amendment be support, and a permit directed to issue.

THE CITY OF
GREATER GEELONG

PART B PANEL SUBMISSION



APPENDICES

PART B PANEL SUBMISSION

Appendix 1 – Condition 9 Plans PP-647-2004

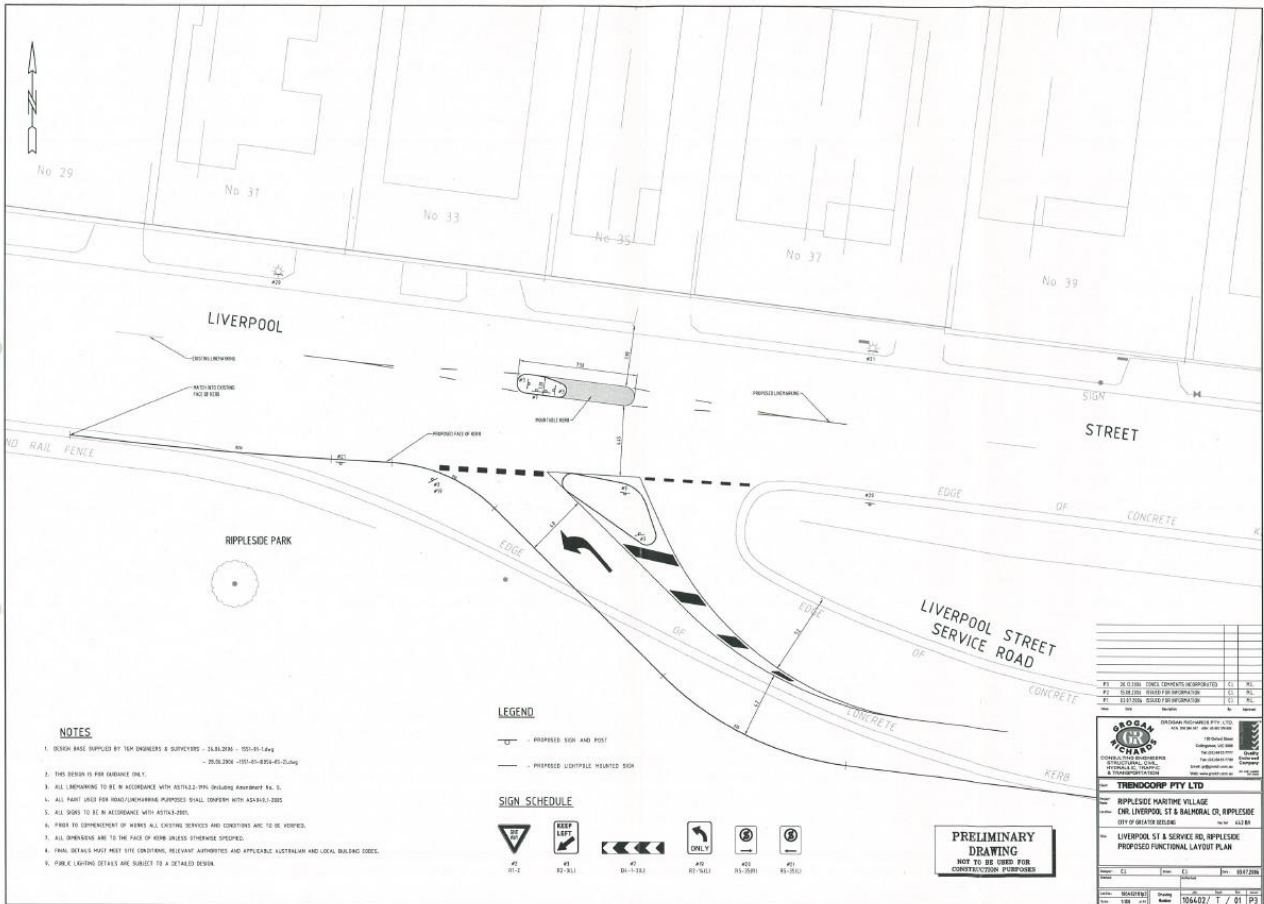


Figure 16 - Liverpool Street works – Page 1

PART B PANEL SUBMISSION

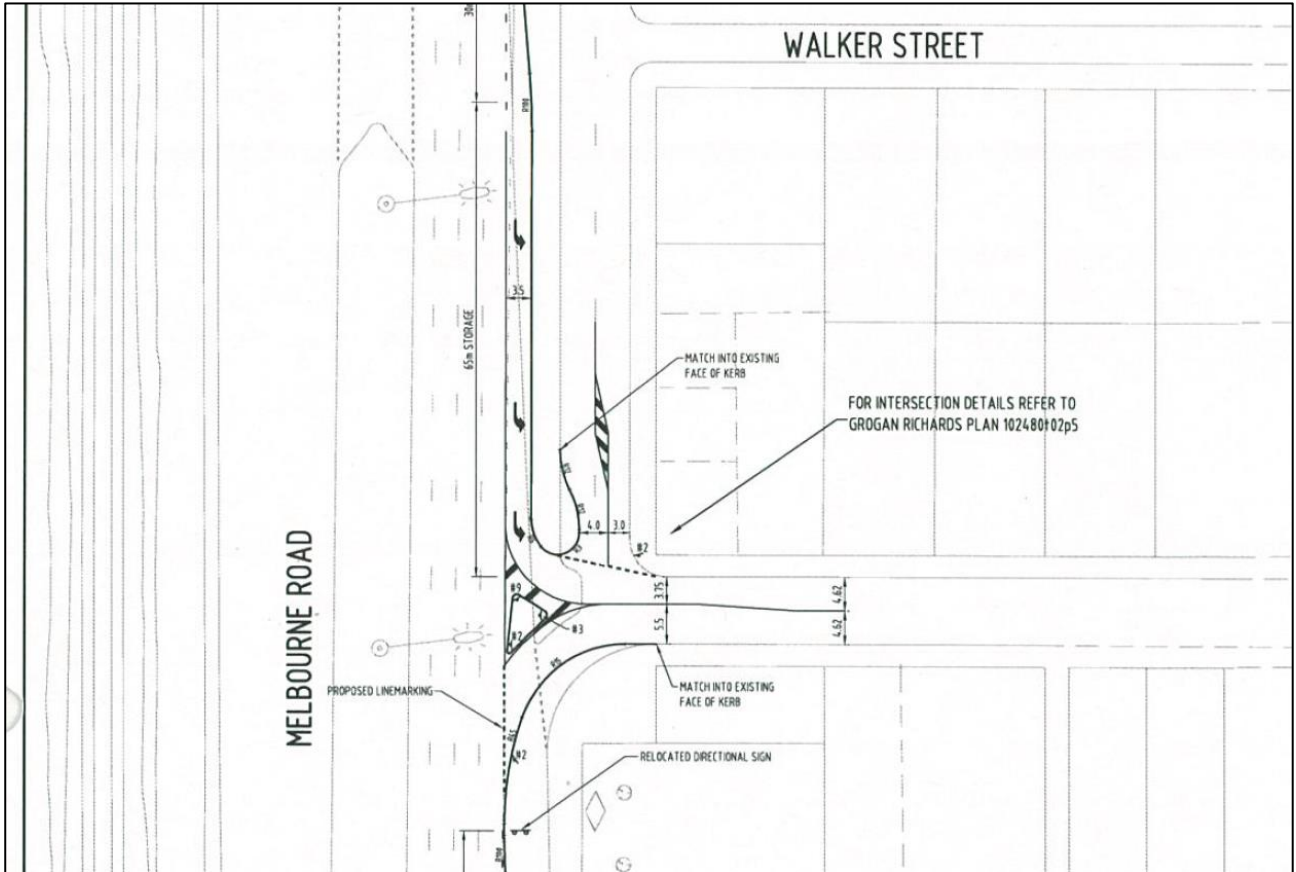


Figure 18 - Zoomed version of Melbourne Road Works Page 2

PART B PANEL SUBMISSION

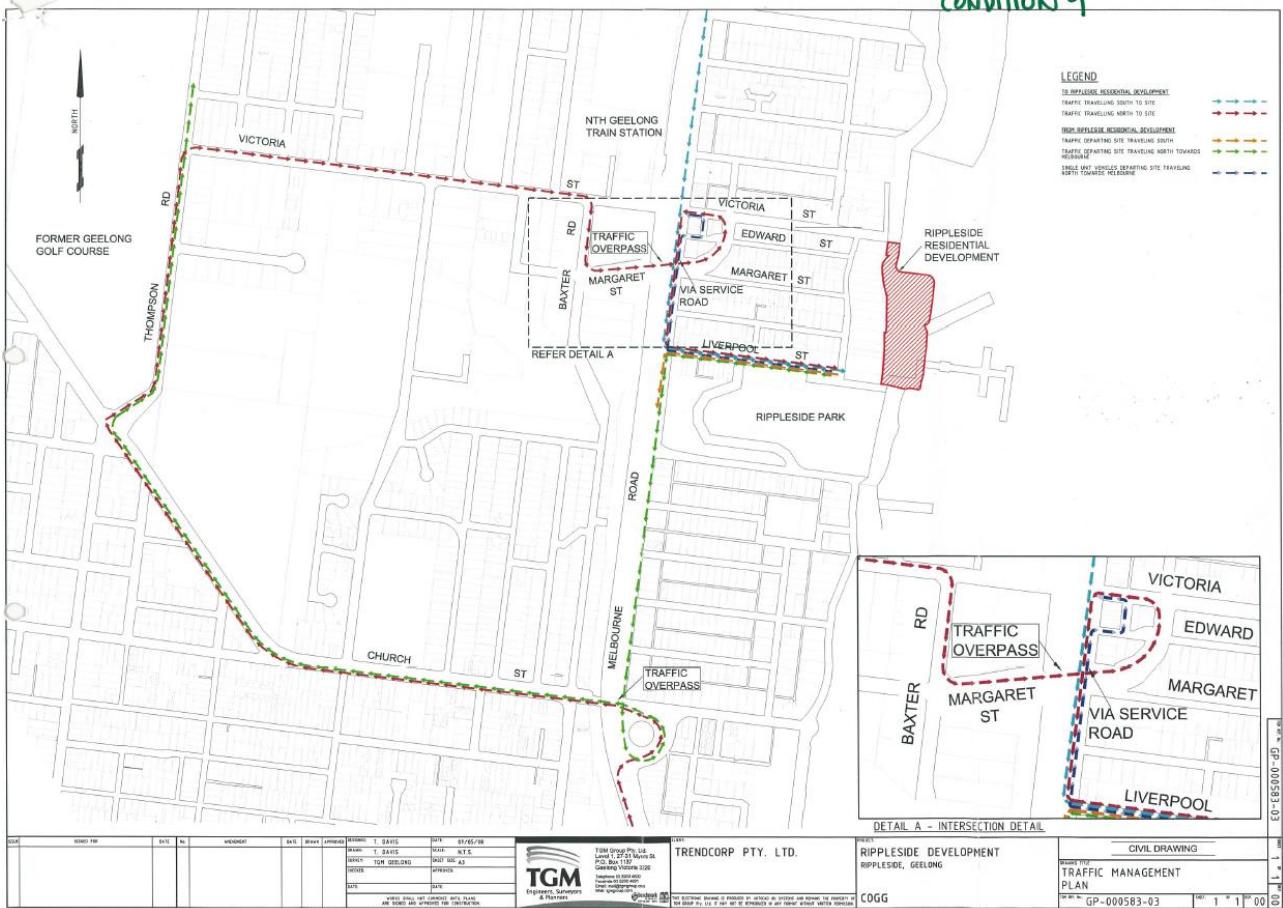


Figure 19 - Page 3 Melbourne Road Liverpool Street works

PART B PANEL SUBMISSION

Appendix 2 – Barwon Water Referral Response – 9 September 2021

Our Ref: A19019375
Enquiries To: [REDACTED]

September 9, 2021

City of Greater Geelong
Wadawurrung Country
PO Box 104, Geelong, Vic 3220

Dear Rowan,

Re: Proposed Amendment C436 - Balmoral Quay in Rippleside.

I write in response to the request for initial comments on the above mentioned amendment and permit application. The amendment proposes to increase to the maximum building height at 1 and 11 Harbourside Drive from 13.5m AHD to 28.2m AHD. The permit application also proposes construction of a seven (7) storey building containing 90 apartment dwellings.

Barwon Water has reviewed the documentation and raises no objections to the amendment proceeding. The development can be supplied with water and sewerage services. Specific servicing advice is described below.

Sewerage Infrastructure

There will be sufficient capacity in the downstream sewerage system to cater for this development. The Balmoral Quay site is serviced via the Liverpool Street Sewer Pump Station within the site. The pump station has capacity to accept flows from this apartment complex.

The site is very close to our existing sewer pump station. Barwon Water notes that balconies and open areas will directly overlook this station. This has the potential to create future amenity impact from the station. I.e. during routine maintenance, cleaning etc. creating unexpected odour emissions. The developer could consider screening opportunities and BW would welcome further discussions on this.

Water Infrastructure

The area is feed from the Lovely Banks Pressure management zone. The hydraulic grade in this zone is 55m AHD. Our peak day models suggest that, when taking into account the demand from this apartment complex, the hydraulic grade in this zone reduces will be approx. 46m AHD in the main fronting the property.

Therefore, at the top height of the apartments of 28.2m AHD, the available pressure will reduce to approximately 18m. The developers may need some boosting to service the top floors with adequate pressure. The surrounding network has capacity to accommodate the 90 apartments.

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Draft Planning Permit Conditions

Barwon Water can provide the following high level conditions. Additional conditions are likely around site servicing and metering, however these cannot be provided until there are hydraulic plans to review.

General

1. The developer is to apply to Barwon Water for details relating to servicing requirements and costing for the provision of a potable water supply and sewerage services to the proposal.

Potable Water

1. The provision and installation of a potable water supply to the development.
2. The payment of a standardised New Customer Contribution is required for any new connection or any upsize to an existing connection. The number of standardised charges applied will be determined on the basis of an equivalent lot calculation and is based on potable domestic water meter size or water service size (where a meter is not being fitted). An equivalent lot is a measure of the additional demand a connection will place on the infrastructure in terms of the water consumption and sewage discharge for an average connection utilising a 20mm tapping and/or meter. If there is more than one meter within a single meter assembly, the size of the largest meter (excluding the fire service meter) will determine the number of equivalent connections. If there is a combined fire and domestic meter assembly proposed (incorporating a low flow meter), whereby the meter size is largely dictated by the fire service requirements, the developer is required to submit to Barwon Water the proposed peak flow (probable simultaneous demand) associated with the domestic supply in accord with AS/NZS 3500. Barwon Water will then assess the equivalent number of connections.

Sewer

1. The provision and installation of a sewerage service to the development.
2. The provision of a new sewer connection(s) point is required. The sewer connection point is to be constructed by a Barwon Water Accredited Contractor and connection is to be via a suitable maintenance structure only. Where an Owners Corporation is not applicable, a separate sewer connection point is required for each allotment.
3. New or re-aligned internal private sewer drains are required. Upon completion of this work a sewer drainage plan is to be submitted to Barwon Water by a licensed plumber that complies with Victorian Building Authority requirements. Note that if any common drain or drain from another allotment crosses under a proposed dwelling, a "modification to consent" is to be obtained from the Victorian Building Authority and presented to Barwon Water with the required drainage plan. Where an Owners Corporation is not applicable, individual allotment house connection drains are to be provided for and extend into each allotment.

Summary

Barwon Water can provide water and sewerage services to the development proposed in Amendment C436 Balmoral Quay and therefore raises no objections to the amendment proceeding.

Yours Faithfully,



Network Planning Co-ordinator

PART B PANEL SUBMISSION

Appendix 3 – Fire Rescue Victoria November 2023 Response

From: [REDACTED]
To: [REDACTED]
Subject: ReX: RE: Balmoral Quay
Date: Tuesday, 21 November 2023 5:09:29 PM
Attachments: [image001.png](#)
[image010.png](#)

This email originated from outside of the organisation
Do not click links or open attachments unless you recognise the sender and know the content is safe.

[Report Suspicious](#)

Hi Lana

I have been down to Balmoral Quay to look at the current buildings and the ones still under construction to look at emergency access into the complex. From what I have seen I don't believe we would have an issue getting a fire appliance into the complex under the current road network.

The roads had cut out parking bays to allow for some on street parking and all other parking was within a garaged area for each apartment. There was no other designated parking that I saw outside of this, so there should not be any other cars parked on the road network. This would change if there were cars parked illegally on the roads.

Some of the corners did seem that they could be a little tight but without having a truck onsite and driving my work car around I believe these would not be an issue.

Regards

[REDACTED]
Fire Rescue Victoria
Community Safety & Engagement – Western District 3

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www.frv.vic.gov.au



We acknowledge the traditional Aboriginal owners of country throughout Victoria and pay our respects to them, their culture and their Elders, past, present and future

PART B PANEL SUBMISSION

Appendix 4 - Revised Planning Permit (Post Exhibition Version 15-02-2024)

PART B PANEL SUBMISSION

PLANNING PERMIT

GRANTED UNDER SECTION 96I OF THE
PLANNING AND ENVIRONMENT ACT 1987

Permit No.: PP-573-2021

Planning scheme: Greater Geelong

Responsible authority: Greater Geelong City Council

ADDRESS OF THE LAND: 1 AND 11 HARBOURSIDE DRIVE, RIPPLESIDE

THE PERMIT ALLOWS: BUILDINGS AND WORKS ASSOCIATED WITH THE CONSTRUCTION OF
AN APARTMENT DEVELOPMENT AND REDUCTION IN CAR PARKING REQUIREMENTS

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Amended Plans

1. Prior to the commencement of the development, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application on 16 July 2022, but modified to show:
 - a) Inclusion of all existing assets within the Balmoral Crescent road reserve where it abuts the subject site, including accurate locations of the two at-grade concrete splitter islands in Liverpool Street and Balmoral Crescent (i.e. each side of the 90 degree curve).
 - b) Provision of a carpark allocation plan nominating the required carparking for each dwelling and any proposed management strategy for tandem parking.
 - c) Articulation of the east facing blank wall adjacent to the Barwon Water pump station.
 - d) Details of decorative screening to Level 3 roof terrace to minimise potential for overlooking into the habitable rooms of the proposed dwellings to the west.
 - e) The south and west elevations without the cross sections or previous building envelopes.
 - f) A revised landscape plan that updates the Compliance Summary table on page 12 of the Landscape Concept Plan to reflect three Type B canopy trees.
 - g) The species of the canopy trees to be identified to ensure compliance with Standard D4, Clause 58.02-4 of the Greater Geelong Planning Scheme, which requires 8 metres minimum canopy diameter and height at maturity.
 - h) The recommendations outlined in Figures 3, 4, 5, 6 and 7 of the Pedestrian Wind Environment Statement prepared by Windtech, dated 7 July 2022, incorporated on the plans in accordance with condition 19 of this permit.
 - i) Maintenance access for Level 4 southern landscaped roof and Level 5 northern landscaped roof.
 - j) Locations of mechanical services and plant equipment.

Date issued:

Date permit comes into
operation:

(or if no date is specified, the permit
comes into operation on the same day as
the amendment to which the permit
applies comes into operation)

Signature for the responsible
authority:

PART B PANEL SUBMISSION



Planning and Environment Regulations 2015 - Form 9, Section 96J

- k) Removal of the pump station boundary re-alignment as shown on the floor plans SD02_02.
- l) The overall area for communal space in compliance with Standard D7, Clause 58.03-2.
- m) Details of storage areas in the kitchen/bathroom and bedrooms in accordance with Standard D21, Clause 58.05-4.
- n) Garage doors provided with a minimum setback of 5.5 metres to allow vehicles to wait clear of the pedestrian path.
- o) A minimum footpath width along Harbourside Drive of 1.4 metres and designed to ensure accessibility.
- p) An intercom/card reader system or the like to allow residential visitors and marina berth visitor access, located in a central median from the Harbourside Drive access.
- q) Widening of the Balmoral Crescent vehicles access to a minimum width of 6.1 metres between walls to ensure vehicles can enter the site while another vehicle is propped at the crossover to exit.
- r) Details of balcony screens off habitable rooms to ensure Standard D15 is met.
- s) A notation showing corridor windows are operable to ensure compliance with Standard D19
- t) Dimensioned cross sections ensuring a minimum 2.7m floor to ceiling height in habitable rooms, except where services are located within a kitchen.
- u) Stormwater management details, such as a raingarden.

Altering of Plans

- 2. The development as shown on the endorsed plan(s) must not be altered without the written consent of the responsible authority.

ESD

- 3. Prior to the endorsement of plans, a Sustainability Management Plan (SMP) must be submitted to and approved to the satisfaction by the responsible authority. The SMP must demonstrate a best practice standard of environmentally sustainable design and be generally in accordance with the report by Acor dated 15/07/2022 and received by Council on 16/07/2022, but modified to include the following changes:
 - a) The stormwater catchment plan highlighted based on the treatment method such as raingarden.
- 4. Where alternative ESD initiatives are proposed to those specified in conditions above, the responsible authority may vary the requirements of these conditions at its discretion, subject to the development achieving equivalent (or greater) ESD outcomes in association with the development.
- 5. All works must be undertaken in accordance with the endorsed SMP and stormwater management plan to the satisfaction of the responsible authority. No alterations to these plans may occur without the written consent of the responsible authority.
- 6. Prior to the commencement of occupation of any part of the development, a report from the author of the endorsed SMP, or similarly qualified person or company, must be submitted to the responsible authority. The report must be to the satisfaction of the responsible authority and must confirm through supporting evidence that all measures specified in the endorsed SMP have been implemented in accordance with the approved plan, including but limited to:
 - a) Commitment for Gas-free development (except café).

General Amenity

- 7. The amenity of the area must not be detrimentally affected by the ~~use of~~ development through the:

| | | |
|--------------|--|--|
| Date issued: | Date permit comes into operation: (<u>or</u> if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation) | Signature for the responsible authority: |
|--------------|--|--|



Lana Krausas

Conditions added to respond to Mr Walsh's Traffic Expert recommendations



Lana Krausas

Condition added as recommended by Hilary Marshall of Ratio



Lana Krausas

Conditions added by recommendation of Mr Twite



Lana Krausas

Change requested by Mr Twite

PART B PANEL SUBMISSION

Planning and Environment Regulations 2015 - Form 9, Section 96J

- a) Transport of materials, goods or commodities to or from the land;
- b) Appearance of any building, works or materials;
- c) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
- d) Presence of vermin;

to the satisfaction of the responsible authority.

Waste

8. All solid waste stored on site must be regularly disposed of so as not to cause nuisance to any persons on adjoining properties to the satisfaction of the responsible authority.

Concealing of Equipment

9. With the exception of guttering, solar panels, rainheads and downpipes, all pipes, fixtures, fittings, vents, plant and equipment servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.

Walls on Boundary

10. All external walls on or facing property boundaries must be cleaned and finished to the satisfaction of the responsible authority.

Screening

11. Prior to the occupation of the development, all visual screening measures shown on the endorsed plans must be installed to the satisfaction of the responsible authority. All visual screening and measures to prevent overlooking must be maintained to the satisfaction of the responsible authority. Any screening measure that is removed or unsatisfactorily maintained must be replaced to the satisfaction of the responsible authority.

Outdoor Lighting

12. Any outdoor and/or security lighting provided must be designed to prevent adverse light spill on adjoining land or road reserve to the satisfaction of the responsible authority.

Site Stormwater Management Strategy

13. Unless otherwise approved in writing by the responsible authority, prior to the commencement of works, a Site Stormwater Management Strategy (SSMS) for the overall development must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the permit. The SSMS must contain (but not be limited to) the following:
 - a) Details of the management of internal and external flows during and after the construction period.
 - b) How the site stormwater runoff is to be discharged for rainfall events up to and including connection into the early stages of the development downstream drainage network prior to discharge into Corio Bay.

All to the satisfaction of the responsible authority.


Date issued:

Date permit comes into operation:

(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)

Signature for the responsible authority:



 Lana Krausas
Included by recommendation of Mr Twite

Reply

PART B PANEL SUBMISSION

Planning and Environment Regulations 2015 - Form 9, Section 96J

Drainage & Vehicular Access

14. Prior to the occupation of the dwellings, the developer must:
- Construct the site stormwater system including connection for the development into the existing drainage for the development, or other nominated point/s as approved by the responsible authority. The stormwater connection must be in accordance with City of Greater Geelong Standard Drawings.
 - Construct vehicular crossings in accordance with the requirements and standards of the City of Greater Geelong.
 - Remove any redundant vehicular crossings with kerb and channel and the footpath/nature strip area reinstated to match existing construction in the street.

All to the satisfaction of the responsible authority.

Car Parking

15. Prior to the occupation of the dwellings, the car park including accessways must be constructed, surfaced with an all-weather sealed coat and line marked in accordance with the endorsed plans to the satisfaction of the responsible authority.

Functional Layout Plans

16. Prior to the commencement of works, the permit holder must submit for approval a Functional Layout Plan of the 90 degree curve of Liverpool Street and Balmoral Crescent to show the removal of the 2 No. 'at grade' concrete splitter islands, asphalt reinstatement, and the construction of a new concrete splitter island through the curve consisting of SMI-type kerbs back to back (0.6 m total width) with associated line marking and signage. The plan is to be accompanied by swept path diagrams of a council waste truck (a Dennis Eagle 6x4) travelling through the curve in each direction, and of the largest expected vehicle that will enter and exit the vehicle crossing of the subject site travelling from/to Liverpool Street. The plans will be subject to consent to perform works in the road reserve (if the works are not performed by council), and all works must be completed prior to the occupancy of the building at the full cost to the permit holder, to the satisfaction of the responsible authority.

Development in Accordance with Acoustic Report

- ~~16.17.~~ The recommendations and actions contained in the Acoustic Report prepared by Renzo Tonin & Associates, dated 29 July 2020, must be implemented to the satisfaction of the responsible authority.
- ~~17.18.~~ After occupancy, the permit holder must submit a report prepared by a suitably qualified acoustic engineer which addresses the recommendations in the Acoustic Report prepared by Renzo Tonin & Associates, dated 29 July 2020, and provide any necessary recommendations to achieve compliance where noncompliance is identified or address any other issues as appropriate. Any recommendations of the assessment deemed must be implemented within a timeframe specified by the responsible authority and to the satisfaction of the responsible authority.

Waste Management

- ~~18.19.~~ Waste storage and disposal areas must be constructed in accordance with the Waste Management Plan provided by Leigh Design, dated 29 June 2022, to the satisfaction of the responsible authority.

Development in Accordance with the Pedestrian Wind Environment Statement

| Date issued: | Date permit comes into operation: (<u>or</u> if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation) | Signature for the responsible authority: |
|--------------|--|--|
| <hr/> | <hr/> | <hr/> |



Lana Krausas



Proposed to be included to respond to Submitter concerns

Reply

PART B PANEL SUBMISSION

Planning and Environment Regulations 2015 - Form 9, Section 96J

19-20. The recommendations and actions contained in the Pedestrian Wind Environment Statement prepared by Windtech, dated 7 July 2022, must be implemented to the satisfaction of the responsible authority. Should a subsequent wind assessment be undertaken, and alternative recommendations made, the updated Wind Assessment must be submitted to the responsible authority for approval, and the relevant recommendations and actions must be implemented to the satisfaction of the responsible authority.

Detailed Landscape Plans

20-21. Prior to the commencement of works, a detailed Landscape Plan must be submitted to and approved by the responsible authority. The Landscape Plan must be prepared by a person suitably qualified in landscape design and must adhere to the City of Greater Geelong Landscape Standards Manual. Any plan must include the following:

- a) The name of project and the Planning Permit Number.
- b) Scale and dimensions.
- c) [Removal of Myoporum parvifolium from the planting palette.](#)
- d) [Removal of Eucalyptus sideroxylon & Eucalyptus ovata from the indicative planting schedule.](#)
- e) [Remove notation of new trees to be planted within public park.](#)
- f) The layout of proposed new planting (where applicable) in all road reserves and traffic management devices (e.g. medians, islands, and roundabouts).
- g) Details of all other infrastructure within the reserve (e.g. underground services, street lights, stormwater pits, fire plugs etc.).
- h) Pedestrian linkages inclusive of proposed landscape treatments.
- i) Proposed treatments within street closures.
- j) Buffer zones (i.e. rural interfaces and main roads).
- k) A detailed planting schedule of all proposed trees and plants including botanical names, common names, pot sizes, sizes at maturity, **and confirmation trees are clear stemmed to 3 metres in height when mature** and quantities for each species.
- l) All proposed groundcover and shrub planting with a minimum container size of 150mm and not exceeding 400mm in height at maturity.
- m) [Any underground infrastructure that support trees.](#)
- n) The maintenance schedule for all proposed planting.

Completion of Landscaping Works



22. [Unless otherwise agreed in writing, prior to the occupation of the dwellings, the landscaping as shown on the endorsed Detailed Landscape Plans must be completed to the satisfaction of the Responsible Authority.](#)

Completion of Streetscape Works

21-23. Unless otherwise agreed in writing, prior to occupation of the development, the streetscape works shown on the endorsed Detailed Streetscape Plans must be completed to the satisfaction of the responsible authority.



| | | |
|--------------|--|--|
| Date issued: | Date permit comes into operation: (<u>or</u> if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation) | Signature for the responsible authority: |
|--------------|--|--|



Tim Webb  



At request of COGG Parks Dept to specify recommended species and required details.



Lana Krausas  



Included by recommendation of Mr Twite



Tim Webb  

At request of COGG Parks Dept to specify recommended species and required details.



Tim Webb  

At request of COGG Statutory Planning to set a timeframe of when landscaping works need to be completed.

PART B PANEL SUBMISSION

Planning and Environment Regulations 2015 - Form 9, Section 96J

22-24. Where streetscape works shown on the endorsed Detailed Streetscape Plans are not completed prior to occupation of the development, the applicant must submit a cost estimate for all outstanding works for approval by the responsible authority. Once the cost estimates have been approved, a bond or bank guarantees to the value of 125 per cent of the cost of works must be submitted to the responsible authority.

23-25. Where a bond or bank guarantee has been accepted for incomplete streetscape works, the outstanding works must be completed to the satisfaction of the responsible authority within 1 year of occupation of the development, unless otherwise agreed by the responsible authority.

24-26. A practical completion inspection is required to satisfy this condition and must be organised by the permit holder with two weeks' notice given. The incomplete works bond will be returned once practical completion has been awarded.

Maintenance of Streetscape Works

25-27. All streetscape works must be maintained to the satisfaction of the responsible authority for a period of two (2) years from the date of practical completion. During this period, any dead, diseased or damaged plants must be repaired or replaced as required.

26-28. Where the streetscape works are bonded, the maintenance period will commence from the date that the works are awarded practical completion by the responsible authority.

27-29. A maintenance bond to the value of 125 per cent of the cost of works must be submitted to the responsible authority prior to practical completion of landscaping works being awarded and will be retained until such time that the works have been accepted by Council for handover.

28-30. Works that have achieved practical completion will be audited throughout the maintenance period. Works being inappropriately maintained or established will not be accepted and will remain on maintenance until such time that the responsible authority deem it acceptable.

29-31. A handover inspection is required to satisfy this condition and must be organised by the permit holder with two weeks' notice given. The maintenance bond will be returned on acceptance of handover.

Social Housing Contribution

30-32. Unless otherwise agreed in writing, prior to the occupation of the dwellings, a social housing contribution to deliver social and affordable housing in accordance with any signed Section 173 Agreement that is registered on Title, must be made to the satisfaction of the responsible authority.

BARWON WATER

General

33. [The developer is to apply to Barwon Water for details relating to servicing requirements and costing for the provision of a potable water supply and sewerage services to the proposal.](#)

Potable Water

34. [The provision and installation of a potable water supply to the development.](#)




35. [The payment of a standardised New Customer Contribution is required for any new connection or any upsize to an existing connection. The number of standardised charges applied will be determined on the](#)

Date issued:

Date permit comes into operation:
(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)

Signature for the responsible authority:



 Tim Webb  

Barwon Water provided a referral response on 9 Sept 2021 to advise they were supportive subject to conditions, these were missed on the

[View the full response](#)

Reply

PART B PANEL SUBMISSION

Planning and Environment Regulations 2015 - Form 9, Section 96J

basis of an equivalent lot calculation and is based on potable domestic water meter size or water service size (where a meter is not being fitted). An equivalent lot is a measure of the additional demand a connection will place on the infrastructure in terms of the water consumption and sewage discharge for an average connection utilising a 20mm tapping and/ or meter. If there is more than one meter within a single meter assembly, the size of the largest meter (excluding the fire service meter) will determine the number of equivalent connections. If there is a combined fire and domestic meter assembly proposed (incorporating a low flow meter), whereby the meter size is largely dictated by the fire service requirements, the developer is required to submit to Barwon Water the proposed peak flow (probable simultaneous demand) associated with the domestic supply in accord with AS/NZS 3500. Barwon Water will then assess the equivalent number of connections.

Sewer

36. The provision and installation of a sewerage service to the development.

37. The provision of a new sewer connection(s) point is required. The sewer connection point is to be constructed by a Barwon Water Accredited Contractor and connection is to be via a suitable maintenance structure only. Where an Owners Corporation is not applicable, a separate sewer connection point is required for each allotment.

38. New or re-aligned internal private sewer drains are required. Upon completion of this work a sewer drainage plan is to be submitted to Barwon Water by a licensed plumber that complies with Victorian Building Authority requirements. Note that if any common drain or drain from another allotment crosses under a proposed dwelling, a modification to consent is to be obtained from the Victorian Building Authority and presented to Barwon Water with the required drainage plan. Where an Owners Corporation is not applicable, individual allotment house connection drains are to be provided for and extend into each allotment.

POWERCOR

39. The applicant shall provide an electricity supply to the development in accordance with the Distributor's requirements and standards.

Notes: Extension, augmentation or rearrangement of the Distributor's electrical assets may be required to make such supplies available, with the cost of such works generally borne by the applicant.

40. The applicant shall ensure that existing and proposed buildings and electrical installations on the subject land are compliant with the Victorian Service and Installation Rules (VSIR).

Notes: Where electrical works are required to achieve VSIR compliance, a registered electrical contractor must be engaged to undertake such works.

Expiry of permit

31.41. This permit will expire if one of the following circumstances applies:




- a) The development is not commenced within two (2) years of the date of this permit.
- b) The development is not completed within four (4) years of the date of this permit.

The responsible authority may extend the periods referred to if a request is made in writing before the permit expires; or

- a) within six (6) months after the permit expires where the use or development has not yet started; or
- b) within twelve (12) months after the permit expires, where the development allowed by the permit has lawfully commenced before the permit expiry.

| Date issued: | Date permit comes into operation: (or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation) | Signature for the responsible authority: |
|--------------|--|--|
| | | |



 Lana Krausas  

Requested by Powercor Submission received during exhibition

Reply

PART B PANEL SUBMISSION



Planning and Environment Regulations 2015 - Form 9, Section 96J

Notes

1. Construction of the site stormwater connection/s is to be inspected by Council Representative prior to any backfilling. An appropriate fee equivalent to 3.25% of total cost of civil works, excluding GST (a minimum fee of \$100 applies if the 3.25% amount is less than \$100), is to be paid to Council for inspection. Relevant evidential documentation of the cost is to be provided.
2. All internal property drainage must be designed and constructed to satisfy AS/NZS 3500.
3. A Vehicle Crossing Permit must be obtained prior to commencement of works.
4. Bond estimates must be sent to statplanning@geelongcity.vic.gov.au for approval at least two (2) weeks prior to seeking a certificate of occupancy.
5. No handovers will be accepted during the summer period, between 30 November and 1 March.

Date issued:

Date permit comes into operation:
(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)

Signature for the responsible authority:

PART B PANEL SUBMISSION



Appendix 5 – Urban Design Guidelines proposed changes

THE CITY OF
GREATER GEELONG

PART B PANEL SUBMISSION



RIPPLESIDE URBAN DESIGN GUIDELINES

March 2023

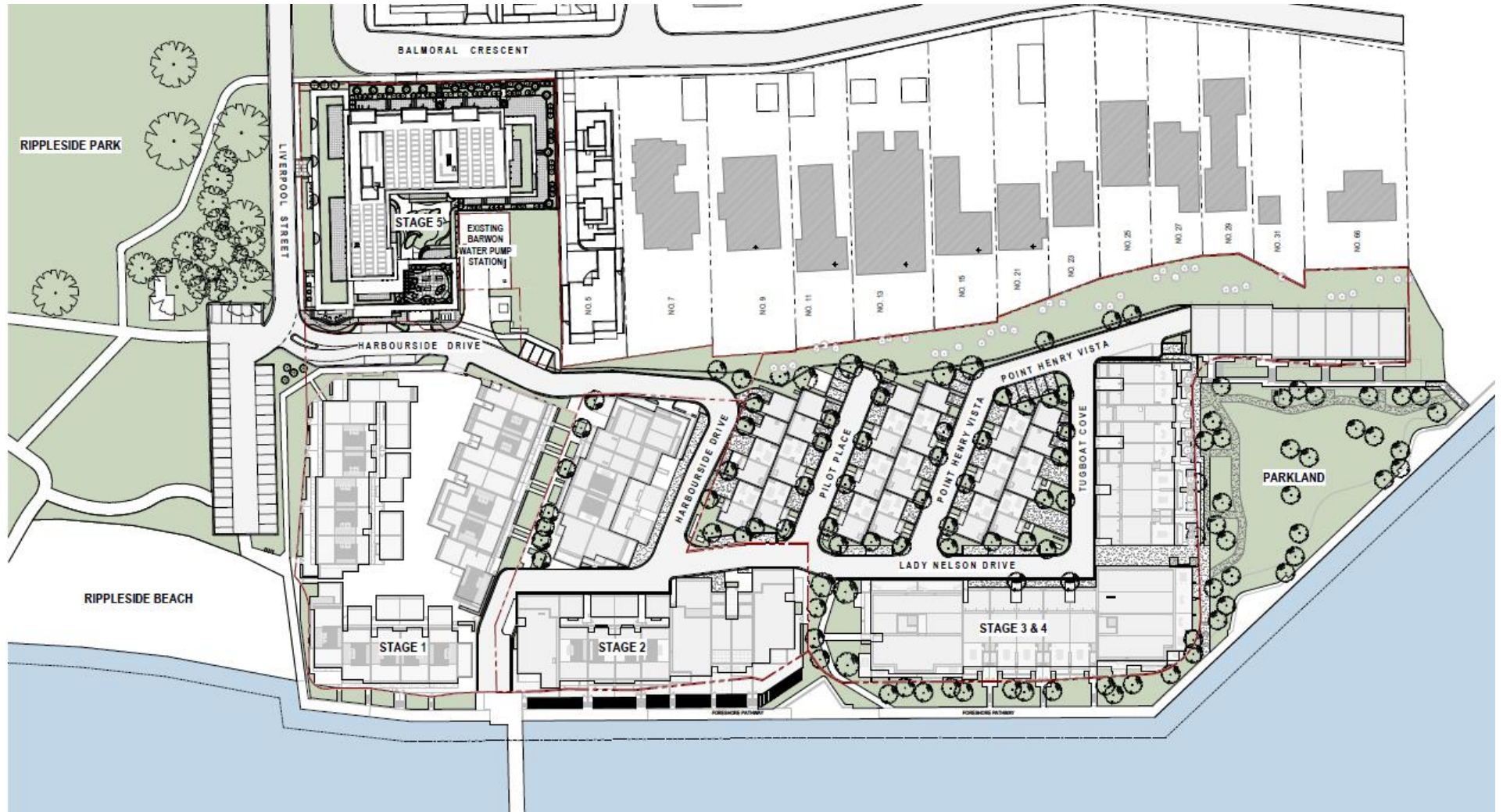
Prepared for
CITY OF GREATER GEELONG



D24-61511

WWW.GEELONGAUSTRALIA.COM.AU

Indicative Master plan



Introduction

Purpose

- The purpose of these Guidelines is to guide the development of the former Rippleside Shipyard in North Geelong.
- The Rippleside Urban Design Guidelines is an Incorporated Document within the Planning Scheme. It will be used by the Responsible Authority to assist in determining planning applications affecting land shown on the Rippleside Comprehensive Development Plan.

Format

These Guidelines are in three parts, leading from strategic policy to detailed guidelines:

1. The City and Urban Context Analysis identifies relevant planning policy objectives at all levels and indicates how they apply to the site, given its broad natural, urban, cultural and economic context. This results in a series of Urban Design Principles
2. The Urban Design Framework applies the Urban Design Principles to the site to establish the urban structure and a desired urban character for its future development.
3. The Detailed Guidelines address issues of detailed design within the parameters established by the Urban Design Framework. They seek to ensure that any development on the site does not have unreasonable detrimental impacts on the surrounding community, will be functional and safe, is of a high urban and architectural quality and addresses existing site conditions. The design of any development on the site must address and will be assessed against the Urban Design Principles, Urban Design Framework and Detailed Guidelines.



Context analysis

The *City and Urban Context Analysis* identifies relevant planning policy objectives at the relevant levels and indicates how they apply to the site, given its broad, natural, urban, cultural and economic context. This allows the development of a series of Urban Design Principles which emerge from the context analysis.

Key to Policy References

PPF Planning Policy Framework

PMR Plan Melbourne Refresh 2017-2050

Clause 55 and Clause 58

MCP Marine and Coastal Policy 2020

MPS Municipal Planning Strategy

LPP Local Planning Policies

CCF Greater Geelong: A Clever and Creative Future

GGSS Greater Geelong Settlement Strategy

G21 Regional Growth Plan

GCD Geelong City Deal

A1.1 Economic development

Strategic Objectives

- To attract more people, new businesses, trade and investment to Geelong.
- To ensure that the built environment makes a positive contribution to existing and potential investors.
- To facilitate the development of diverse residential opportunities in high quality environments in response to the changing lifestyles of the community.
- To improve housing choice.
- To promote the development of activity clusters by integrating land use and transport planning
- To strengthen and diversify the economy.

implications

- In order to attract more people to Geelong, it needs to offer a greater variety of lifestyle and housing options, particularly in terms of inner urban living.
- "Urban village development, by encouraging other modes of transport (including public transport, cycling and walking) can be expected to reduce the cost of congestion to business" (*Urban Village Report*).

Urban design principles

- P1 Provide new inner urban living environments and housing types, in line with the urban village concept.



A1.2 urban efficiency

strategic Objectives

- To take advantage of available physical and social infrastructure.
- To consolidate development activity in urban Geelong with medium density housing within urban Geelong.
- To encourage developments which meet community's needs for retail, entertainment, other commercial services and provide net community benefit in relation to accessibility and the efficient use of infrastructure
- To ensure appropriate development on coastal areas for the benefits of residents, and visitors.
- To encourage the development of well-designed medium density housing to improve choice.
- To facilitate well-located, integrated and diverse housing that meets community

IMPLICATIONS

- In order to take greater advantage of existing infrastructure, the density of development needs to be increased.

Urban Design Principles

- P2 Optimise development density within other built form constraints.



located
office and
tourists
housing
needs.

A1.3 Recreational needs

Strategic objectives

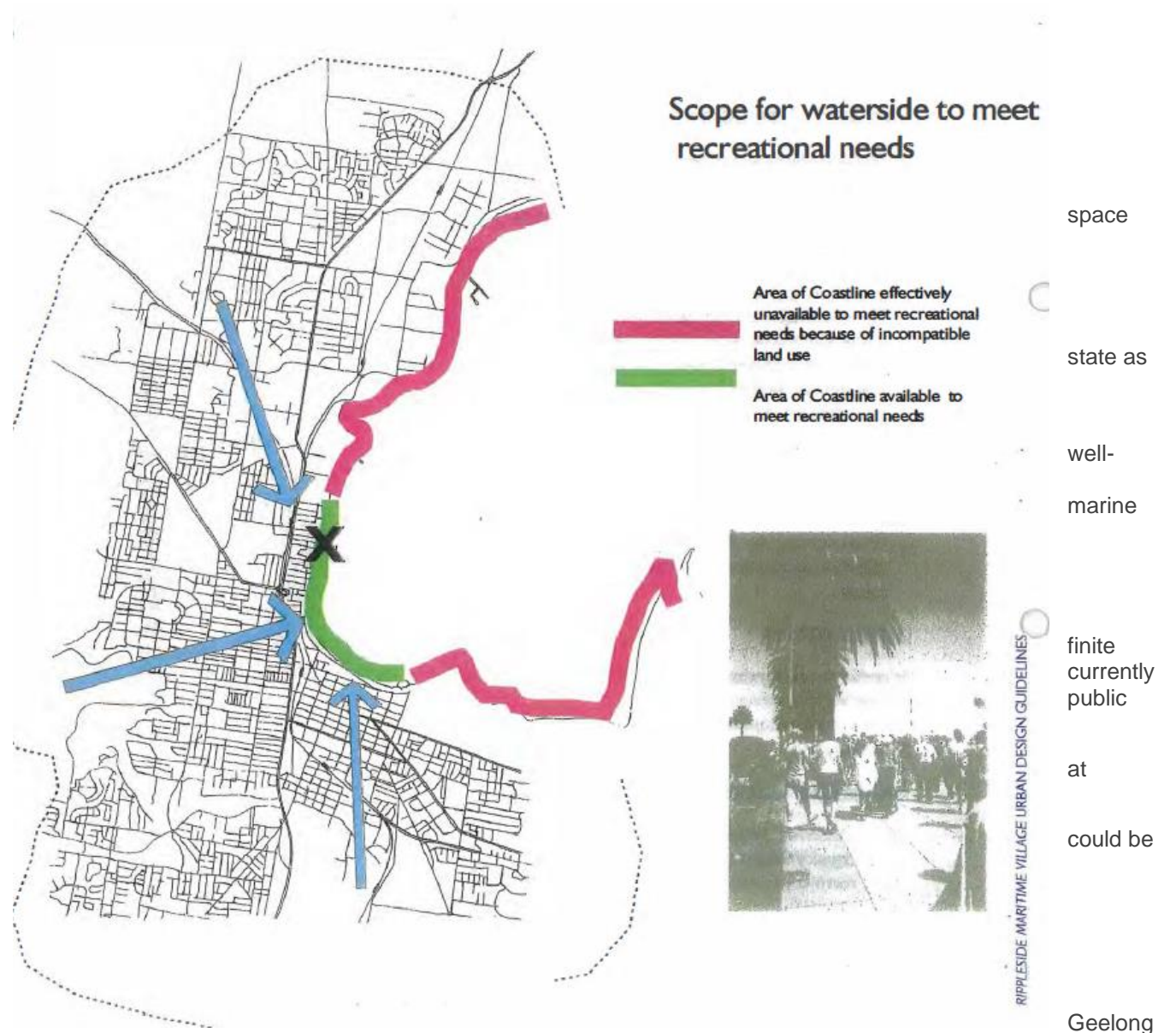
- To enhance recreational use of the foreshore.
- To provide appropriate recreational and tourist opportunities along the Corio Bay foreshore.
- To create a diverse and integrated network of public open commensurate with the needs of the urban community.
- To improve coastal facilities for public use and benefit.
- To encourage tourism development to maximise the economic, social and cultural benefits of developing the a competitive domestic and international tourist destination.
- To encourage a diverse range of strategically located and designed coastal and maritime tourism and recreational opportunities that strengthen people's connection with the and coastal environment.

IMPLICATIONS

- Public access to Geelong's foreshore is constrained by industrial development to the north and east, leaving a section of potential public foreshore. Rippleside Shipyard reduces the available foreshore further by preventing access to it and severing the foreshore promenade.
- There is limited variety of foreshore attractions in Geelong present and few opportunities to provide new attractions.
- Therefore, the recreational use of Geelong's foreshore enhanced by removing the severance of Rippleside Shipyard and providing new foreshore attractions.

Urban Design Principles

- P3 Provide access to the waterside for the broader community.
- P4 Provide new public attractions on the foreshore.



A1.4 Foreshore protection

Strategic objectives

- To protect the natural and cultural features of the coast.
- To visually complement the surrounding foreshore landscape.
- To design in a manner which respects and enhances the coastal environment and
- To avoid detrimental effects to the natural coastal processes.
- To protect and enhance the marine and coastal environment.

IMPLICATIONS

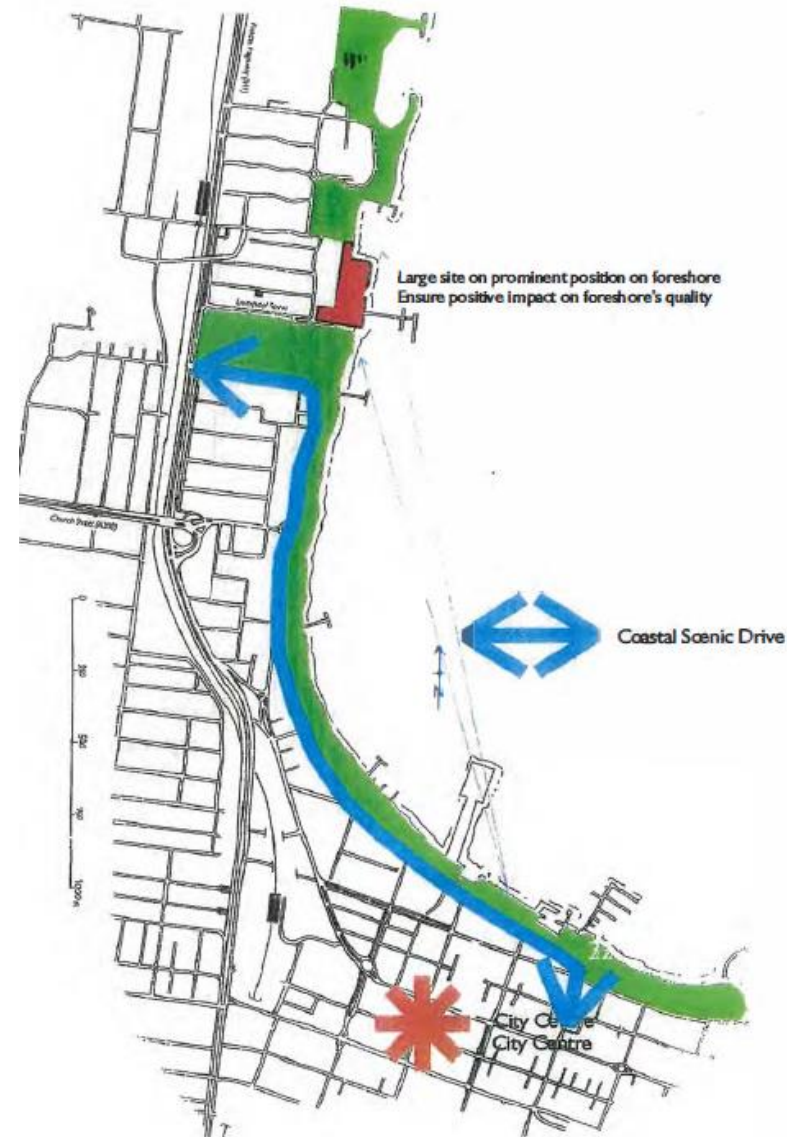
- In order to protect the natural values of the Port Phillip foreshore, new development not to have adverse impacts on them.
- Geelong's accessible foreshore primarily consists of the city centre at the south-eastern end and domestic scale buildings behind substantial trees along the north-western end. The character along this foreshore is defined by city centre-scale buildings at the south-eastern end and domestic scale buildings behind substantial trees along the north-western end. The site sits at a lower level than the Esplanade, at the foot of an escarpment. It thus provides an opportunity to emphasise the beginning of the Scenic Drive and end of the foreshore with a 'bookend' to complement that of the city.
- The *Siting and Design Guidelines for Structures on the Victorian Coast* state that development may be located near or in certain cases over the water provided free public access is assured along the foreshore / water edge interface.

Urban Design Principles

- P5 Avoid negative environmental impacts on the foreshore
- P6 Create a built form that marks the provision of public facilities and the beginning of the Scenic Drive

A2.1 Integration

strategic objectives



experience.

must take care

eastern end,
site at the
buildings at
Esplanade.
provides the
promenade

urban infill
public access

the Scenic

- To provide continuous public pedestrian/cycle links the Corio Bay foreshore by linking existing areas of space and foreshore.
- To improve local movement connections.
- To connect otherwise disjointed neighbourhoods through mixed use development.

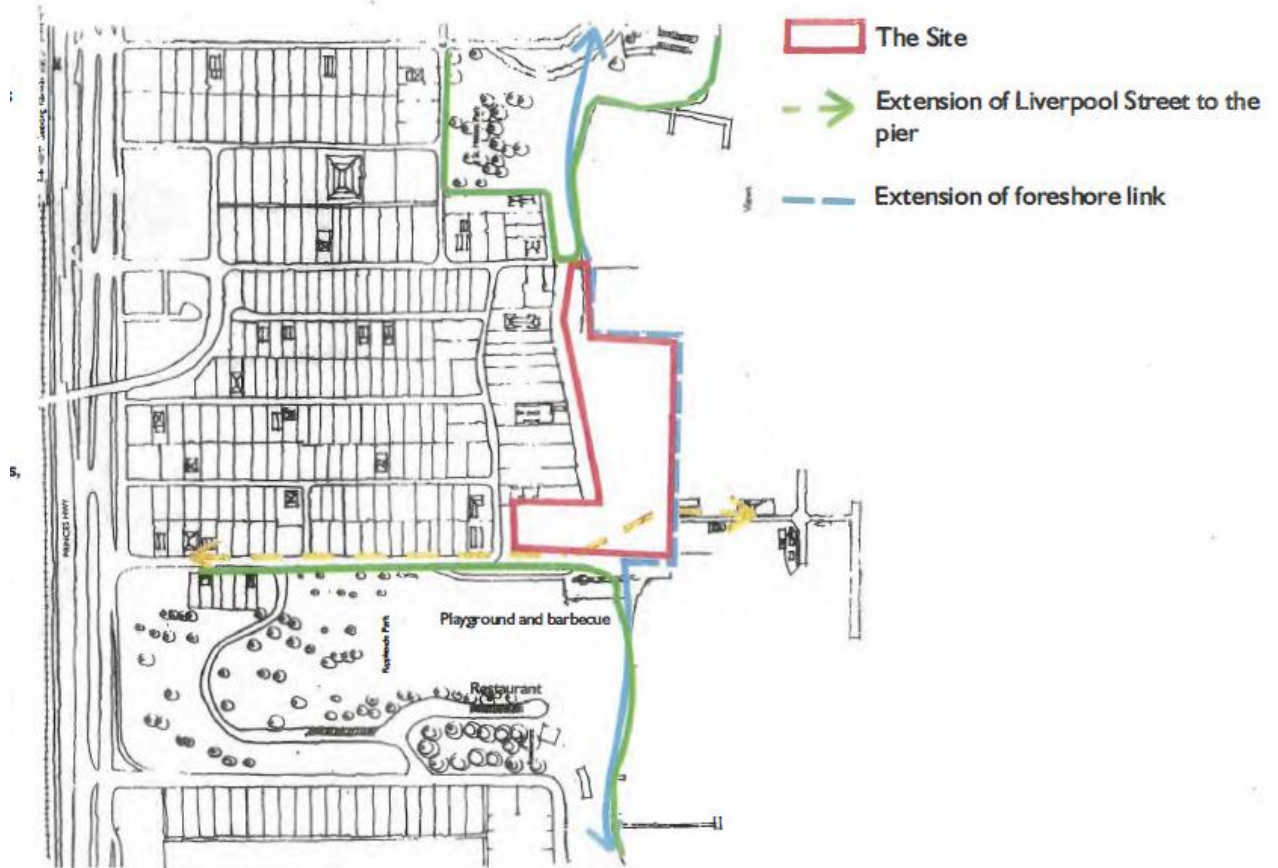
IMPLICATIONS

- Rippleside Shipyard currently severs movement the foreshore promenade and between Rippleside Helen's Parks and prevents public access to the
- In order to improve local movement connections, therefore, new routes should be provided linking the site in both a north-south and east-west direction

Urban Design Principles

- P7 Provide a continuous waterside link for pedestrians and cyclists between Rippleside and St Helen's Parks.
- P8 Provide direct public access from the Liverpool extension to Rippleside Pier.
- P9 Support public use of the waterside link with complementary recreational activities and residential

along open



along and St pier.

across

Street

uses.

A2.2 LAND USE

Strategic Objectives

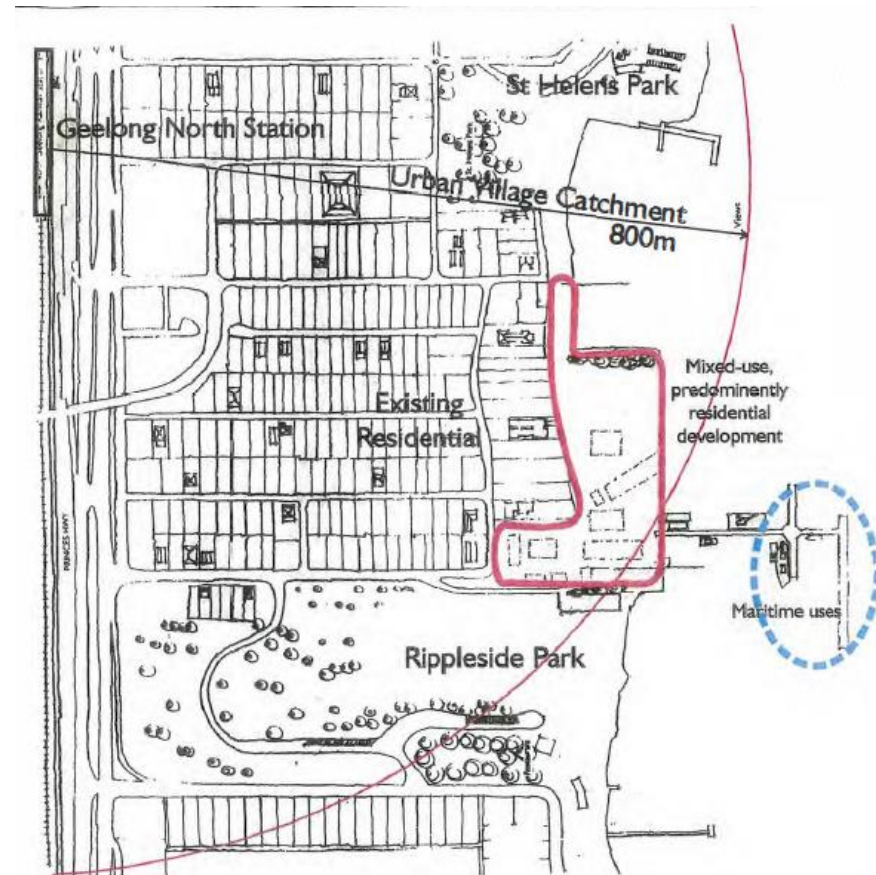
- To take advantage of / utilise public transport.
- To minimise the effects of private transport on the environment.
- To integrate developments with the abutting use.
- To provide new economic opportunities.
- To provide a range of services to residents within a reasonable walking distance.
- To reduce inefficiencies caused by unnecessary separation of different activities maximise the use of infrastructure by mixing together different but compatible land use and transport.
- To encourage urban consolidation.
- To facilitate access to social, cultural and economic opportunities by effectively land use and transport.
- Support improved transit and access within Geelong and the wider region.

Implications

- The Site Is within comfortable walking distance of North Geelong railway station.
- Therefore, residential development on the site would encourage greater use of transport and less use of private transport.
- 'Other problems of the site include ... low population which undermines the viability provision and the prohibition of residential and other uses on land currently used for buffer zones... (Urban) rejuvenation ... can be achieved by urban village development which fosters focal employment, training and shopping opportunities working in the new service economy, and minimises their travel costs and time.' (Urban Villages Project).
- Employment uses on the site would allow local residents to walk, cycle or travel a short distance to work, and accommodate the existing tugboat operation on the site.
- A convenience shop would allow new and nearby residents to obtain daily needs, minimising private car use.
- A mixed-use development would enhance the vitality of the environment, supporting the creation of an inner urban lifestyle choice to attract new, enterprising people to Geelong.

urban design principles

- P10 Extend the current residential and recreational uses onto the site and provide supportive local, employment, office and retail space.



and uses.

integrating

public

of service industrial

for those

A2.3 waterside recreation

strategic objectives

- To increase the range of recreational activities.
- To improve facilities along the foreshore for public use and benefit.
- To plan for sustainable coastal development.

Implications

- There is a broad range of recreational spaces at present. However, currently the site is an exception and precludes public use, the redevelopment of the site offers opportunities to expand the range of opportunities available and enhance access to the waterside.

Urban Design Principles

- P11 Enhance and provide a diverse range of waterside recreational spaces in the development.
- P12 Incorporate uses that enhance and support the recreational use of the foreshore and adjacent Parks.
- P13 Ensure safe and attractive public space along foreshore

A2.4 Urban Character

Strategic objectives

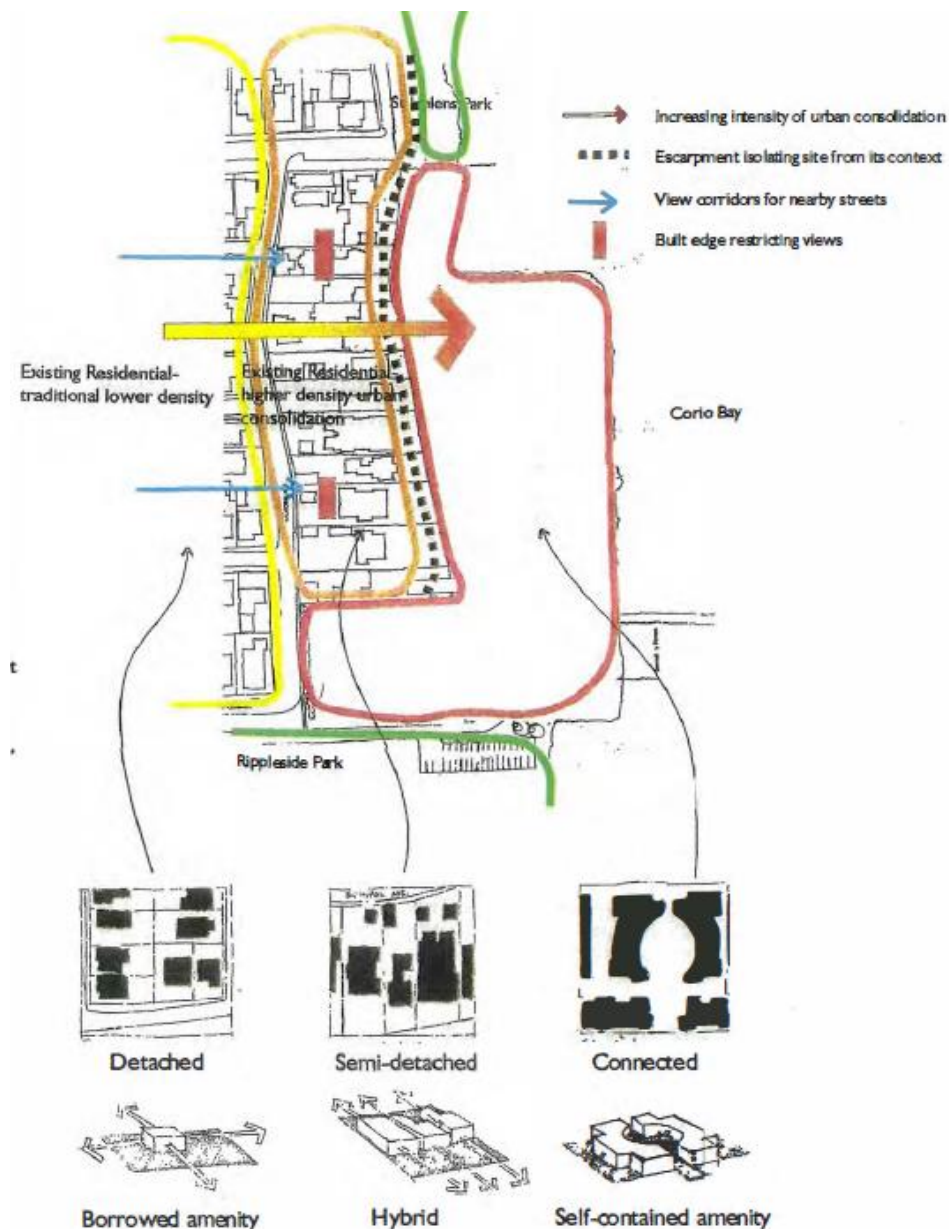
- To contribute to the complexity and diversity of the built environment.
- To increase the diversity of housing to meet future community needs.
- To encourage innovative contemporary designs while respecting and contributing positively to neighbourhood character.
- To create urban environments that are safe, healthy, functional and enjoyable contribute to a sense of place and cultural identity.
- To achieve development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

Implications

- The neighbourhood in the immediate context of the site, to its west, has two character areas illustrating a progression towards urban consolidation. Those dwellings to the west of Balmoral Crescent are traditional detached houses, while dwellings to the east of Balmoral Crescent are of a semi-detached model, establishing a strong urban edge at the clifftop with narrow slots along the boundaries. This progression can be completed by more urban, fully attached forms on the site, in the southwest corner of the site, along Balmoral Crescent, complete the character of Balmoral Crescent.
- The neighbourhood to the west of Balmoral Crescent has a traditional rectangular grid. As opposed to the development to the east of Balmoral Crescent, which the connections and views to the foreshore afforded by such a grid, development site should incorporate a grid for public accessibility and visual connection.
- The site is isolated physically and visually from its built context, thus offering an opportunity to create a different urban model, such as one with greater complexity diversity, without any adverse effect on local character. The Siting and Design Guidelines for Structures on the Victorian Coast note that innovative proposals complement the landscape character, and the existing form of surrounding structures will be considered on their merits.

Urban design principles

- P14 Develop buildings in a terraced form.



and that

the later

dwelling should

street blocks on the

and

which

- P15 Encourage innovative, contemporary architecture.
- P16 Incorporate a permeable grid of streets that reflects the shape of the site and adjacent subdivision.
- P17 Establish a fine grain of subdivision to ensure a diverse built form.

A2.5 BUILT FORM

Strategic objectives

- To minimise the detrimental impact of development on neighbouring properties.
- To achieve high quality urban design and architecture that enhances the public realm and promotes the attractiveness of the town.
- New development to be sensitively designed so that it visually complements the surrounding coastal landscape.
- New development should contribute to the complexity and diversity of the built environment.
- To ensure the design and layout of new or expanding centres minimise amenity impacts on surrounding and contribute positively to the streetscape and surrounding area.

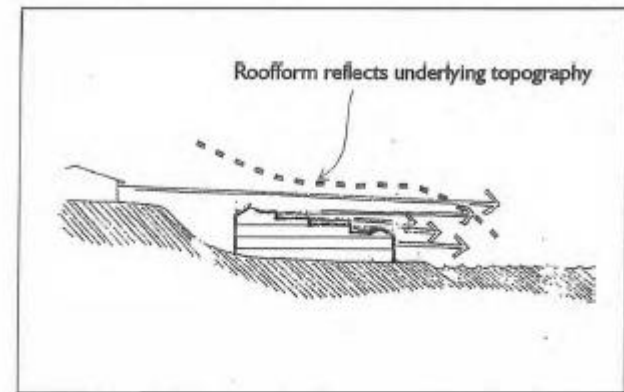
Implications

- The clifftop is generally at 15m AHD with the site generally 12.5m below, reducing the potential for impact on adjoining properties in Balmoral Crescent. Care should be taken to ensure a reasonable view of Corio Bay is produced by the development.
- The natural escarpment form clearly dominates the surrounding environment and contributes significantly to the area's character. In responding to this setting new development should not overwhelm or obscure the characteristic row of houses at the top of the cliff.
- Varied building heights with landmark features should be incorporated to ensure a legible built form.

Step the building form down towards the foreshore and incorporate slots, to ensure a reasonable sharing of views, reflect the natural landform, limit overshadowing at the foreshore and create a diverse and attractive built form.

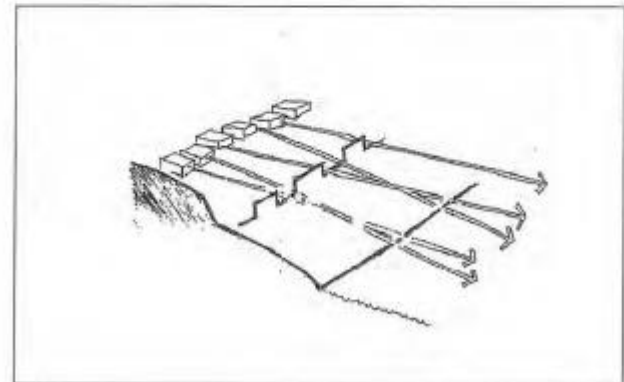
Urban Design Principles

- P18 Step the built form down towards the foreshore and incorporate variations in height to provide view corridors towards the water.
- P19 Incorporate landmark features to enhance legibility



uses

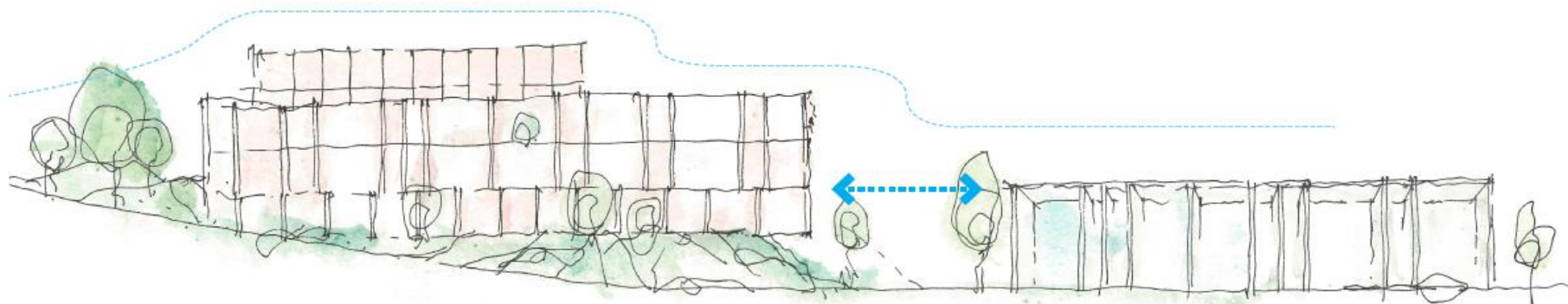
amenity sharing



to the

of

Step buildings down towards waterfront and provide visual slots between buildings to achieve an equitable sharing of views



Concept Sketch, Rippleside Park interface

A2.6 Public Realm Amenity

Strategic objectives

- To enhance the liveability, diversity, amenity and safety of the public realm.
- To protect and enhance the public realm.
- To enhance the visual and social experience of the observer through the design of the relationship between buildings and pedestrian spaces.
- To enhance the enjoyment of the public realm through a desirable balance of sunlight and shade.

Implications

- The site is in a high-profile location, on the Geelong foreshore, and adjacent to Rippleside park. It therefore demands a high-quality public realm.
- The opening up of the site to public access will significantly enhance the existing public realm in the vicinity.

urban design principles

- P20 Design the built edges of public space to enhance the personal safety and attractiveness of the public realm and support social interaction.
- P21 Provide a variety of distinctive public spaces.
- P22 Reflect the history of the site in the design of the public realm.

Urban Design Framework

Redevelopment of the Rippleside Shipyard site will create a new urban precinct. To ensure that it is properly integrated with its context and creates an urban structure to guide the broad layout of development, a structuring mechanism is required to guide the broad layout and character of the development.

The Urban Design Framework applies the Urban Design Principles to the site to establish an urban structure and a desired urban character for its future development.

A development in accordance with the Urban Design Framework should result in substantial net community benefits. Not least of these should be the availability of and access to a diverse range of waterside experiences, not currently available.

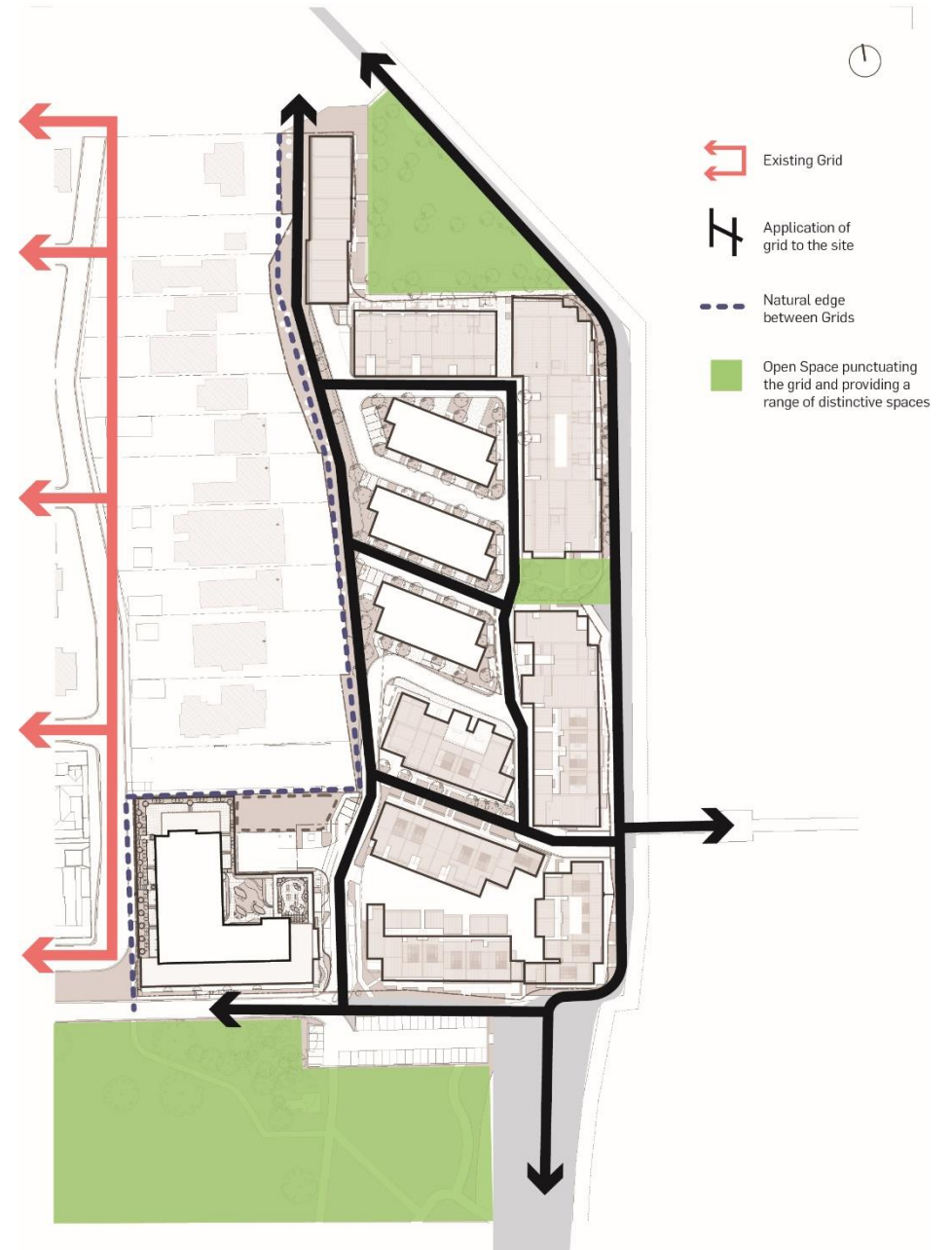
F1 The Grid

Urban Design Principles

- P3 Provide access to the broader Geelong community.
- P7 Provide a continuous waterside link for pedestrians and cyclists between Rippleside and St Helens Park
- P8 Provide direct public access from Liverpool St to the pier.
- P11 Provide a diverse range of waterside recreational spaces in the development.
- P16 Incorporate a permeable grid of streets that reflect the shape of the site and adjacent sub-division.
- P21 Provide a variety of distinctive public spaces.

Framework response

- A highly permeable grid, reinterpreting the traditional rectangular street grids to reflect the sites characteristics.
- A system of grid and open spaces establishes a geometry of built edges and provides the foundation for the fine grain, complex and diverse built form.
- Key public destinations; waterside walk and the pier are logically integrated with the rest of the development.
- Open spaces vary in size, shape and orientation to increase visual attractiveness, diversity and legibility of the development.
- Open spaces punctuation the grid and providing a range of distinctive spaces.



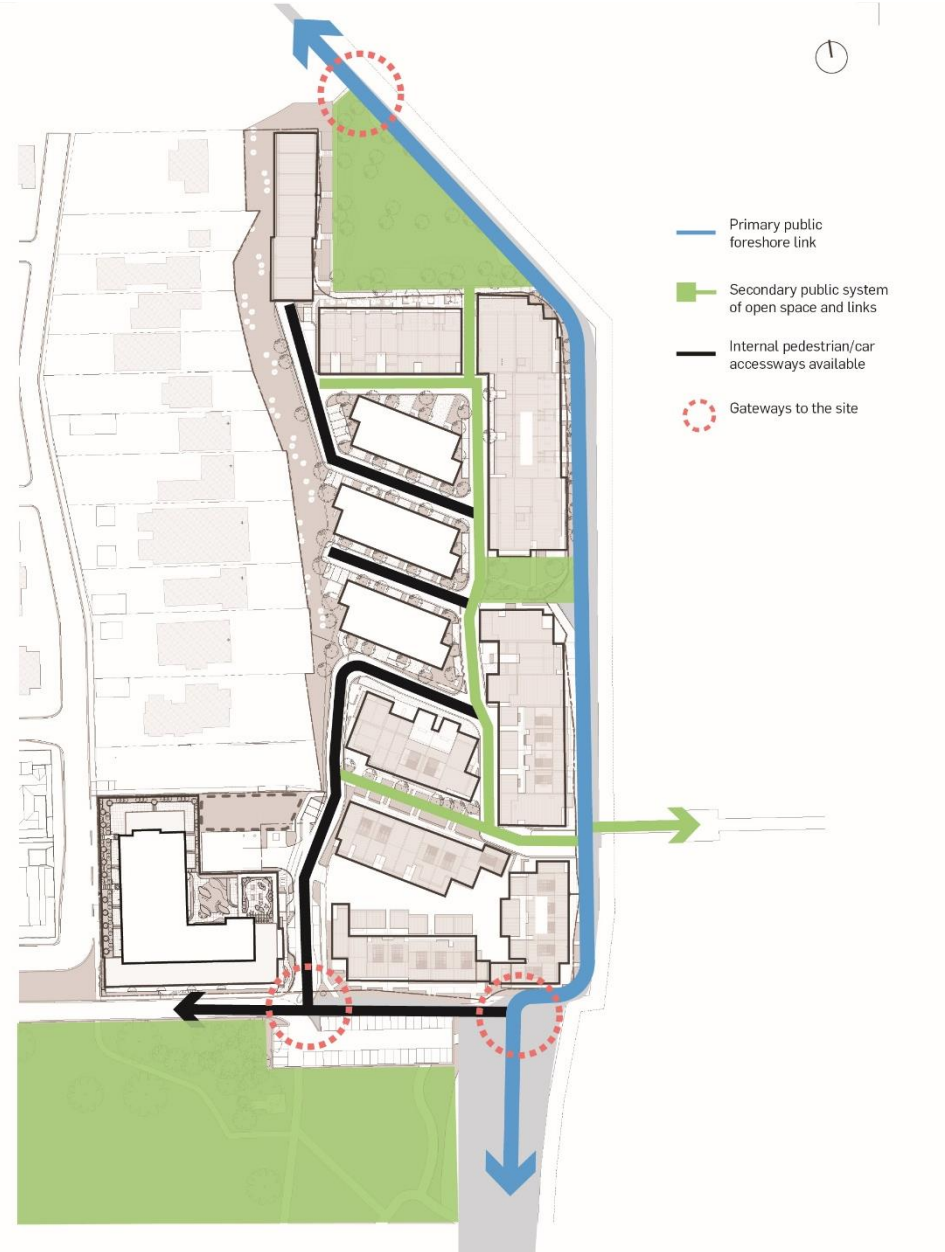
F2 Movement Network

Urban Design Principles

- P3 Provide access to the waterside for the broader Geelong
- P7 Provide a continuous waterside link for pedestrians and cyclists Rippleside and St Helen's Parks.
- P8 Provide direct public access from the Liverpool Street extension to Pier.
- P16 incorporate a permeable grid of streets that reflects the shape of adjacent subdivision.

FRAMEWORK RESPONSE

- Car access and punctuation of the site is generally limited to the south-carpark and western feeder road.
 - A continuous waterside promenade provides public access to the and the pier while linking Rippleside and St Helens Park's.
 - A secondary system of pedestrian links and spaces shared by public provides an alternative links between the two parks.
- site.



Community.
between
Rippleside
the site and
western
water's edge
and residents

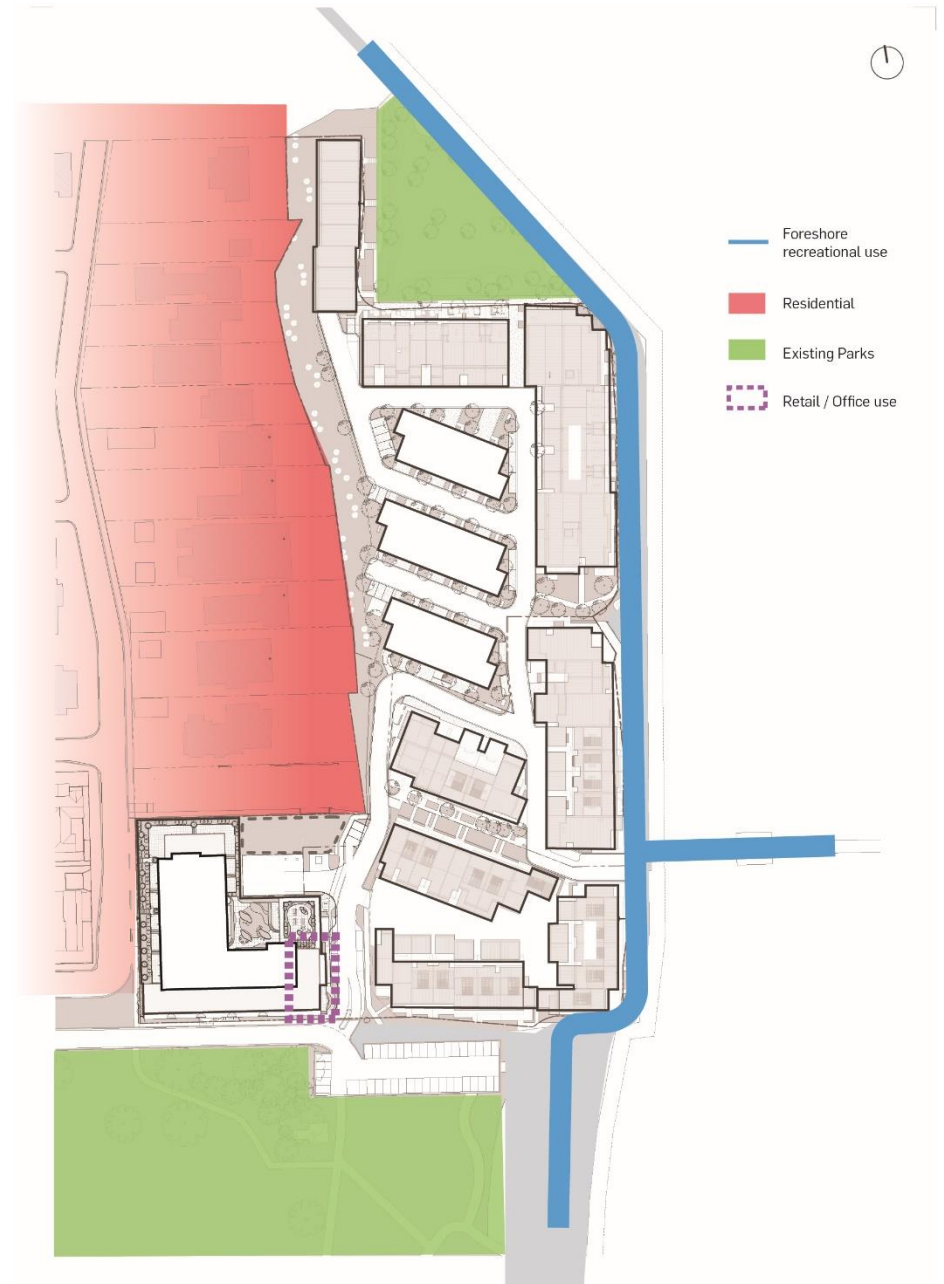
F3 Land Use Pattern

Urban Design Principles

- P1 Provide new inner urban living environments and housing types.
- P4 Provide new public attractions on the foreshore.
- P10 Redevelop the site primarily for residential uses, with secondary uses including office and local retail space.
- P12 Incorporate uses that support the recreational use of the foreshore and adjacent parks.
- P14 Develop buildings in a terraced form.

Framework response

- A retail and office space (non-residential uses), is located in the northeast corner of the site, where it can benefit from its proximity to the:
 - Pier
 - Waterside walk
 - Park
 - Cafe
 - Main site access
 - Views over Corio Bay to the Qty.
- Retail uses form a gateway to the site and are serviced by the associated car-parking.
- Residential areas are aligned with the existing residential neighbourhood.



F4 Built Form

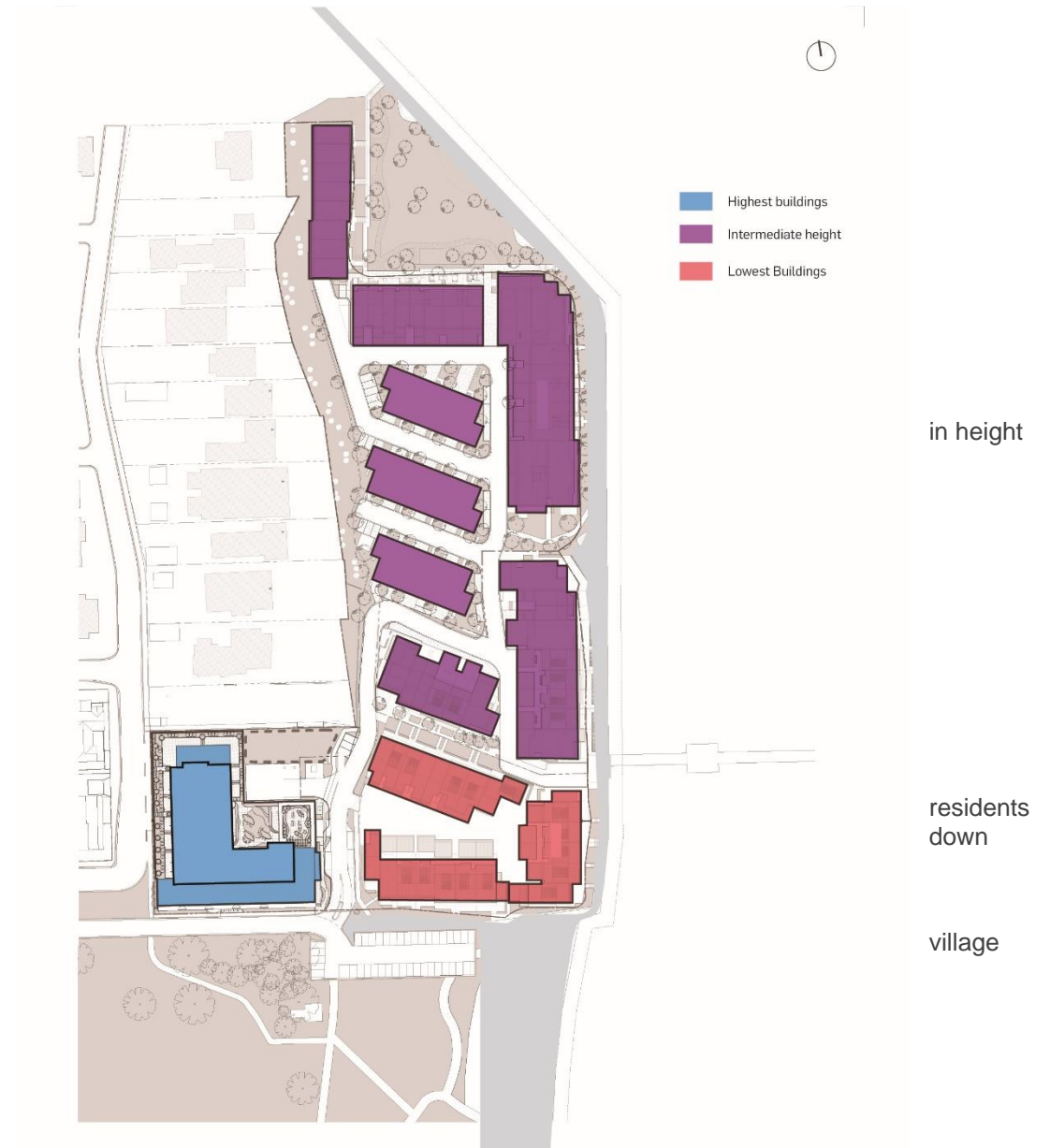
Urban Design Principles

- P1 Provide new inner urban living environments and housing types.
- P2 Maximise development density within other built form constraints.
- P6 Create a built form that marks the provision of public facilities and the beginning of the Scenic Drive.
- P14 Develop buildings in an attached form.
- P15 Encourage innovative contemporary architecture.
- P17 Establish a fine grain of subdivision to ensure a diverse built form.
- P18 Step the built form down towards the foreshore and incorporate variations to provide view corridors towards the water.
- P19 Incorporate landmark features to enhance legibility.
- P20 Design the built edges of public space to enhance the personal safety and attractiveness of the public realm and support social interaction.
- P22 Reflect the history of the site in the design of the public realm.

Framework Response

- A connected "terrace" model of the development is adopted for the site in accordance with the Urban Village approach.
- The built form is carefully modulated to optimise the views of the bay to its and those to the west of the site. A combination of building heights stepping towards the foreshore and view corridors cut into them should provide a combination of longer and closer water views for everyone.
- Small scale subdivisions and variety of heights are intended to further reinforce character.
- Reference is made to the history of the site in the public spaces within the development.

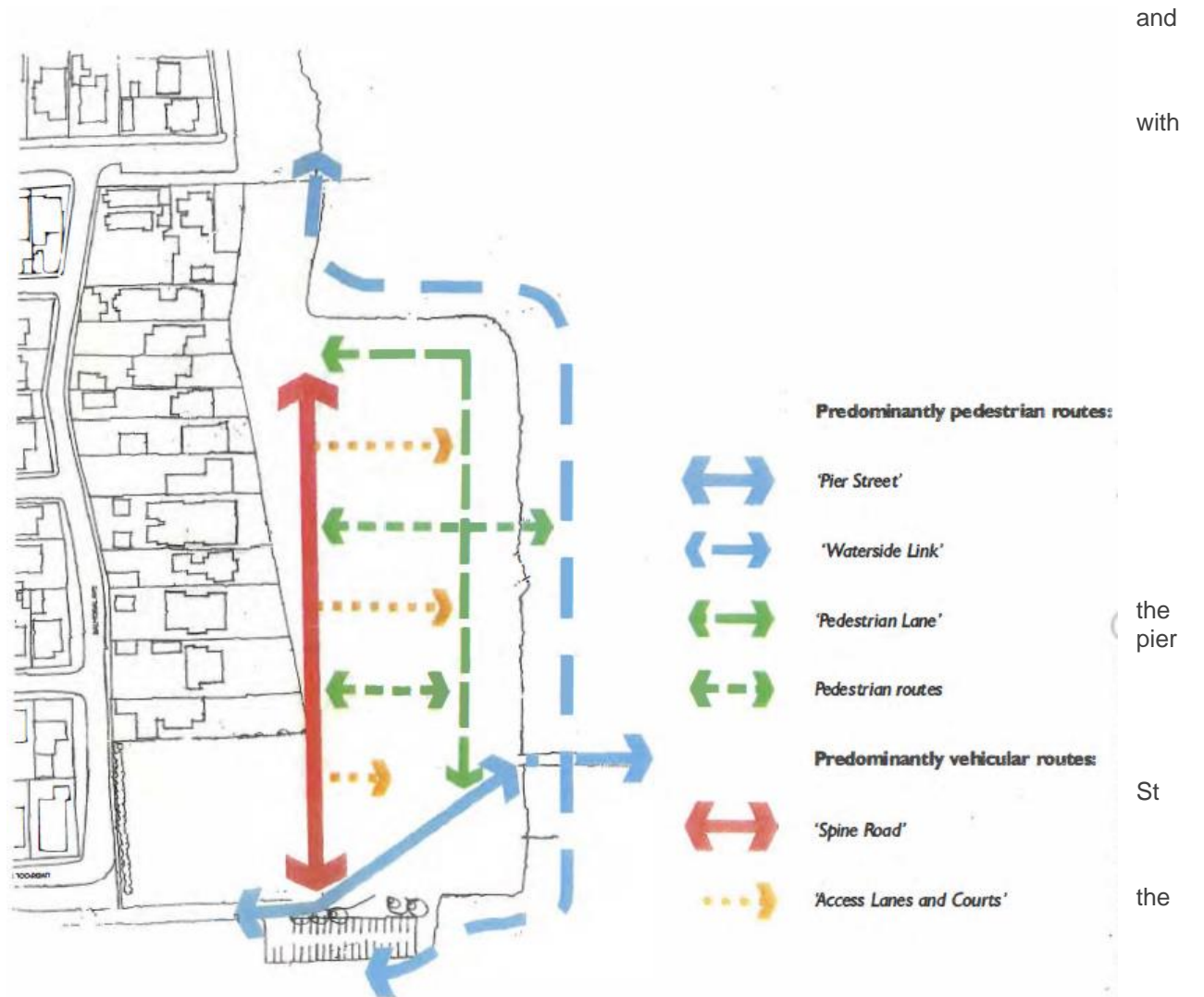
F5 Implications: Streets & Links



- The implications of the Urban Design Framework for streets other links are that they should:
 - Integrate the development with the surrounding area, by providing, new direct links that connect the Rippleside Pier the Liverpool Street extension, Rippleside and St Helen's Parks
 - Protect key pedestrian routes from conflicts with vehicle movement as far as possible, given the potential attractiveness of the site for recreational activities
 - Provide north-south routes linking the parks
 - Provide opportunities to both enjoy the waterside experience and be protected from its climatic conditions.

All movement routes should provide for people with limited mobility.

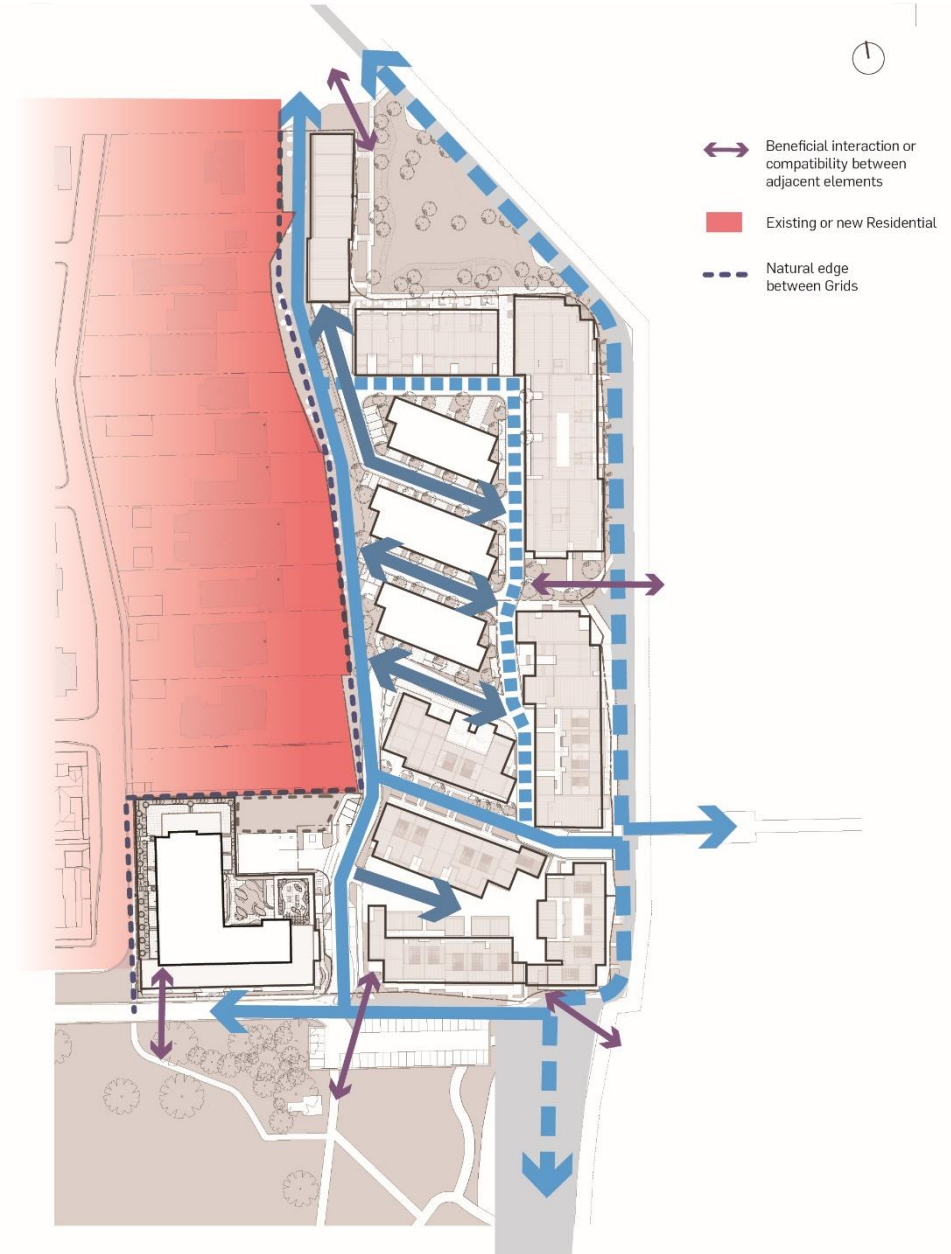
- The objectives described above can be best achieved by the following elements:
 - A predominantly pedestrian street running from the end of Liverpool Street extension through the to the base of the ('Pier Street');
 - A continuous waterside promenade for pedestrians, cyclists and (indecipherable word)
 - An alternative north-south route between Rippleside and Helen's Parks within the development, primarily for pedestrians, cyclists (pedestrian lane)
 - A road running from the Liverpool Street extension along base of the escarpment at the west of the site, providing vehicle access into the development ('Spine Road')
 - A series of east-west links across the site alternating between predominantly pedestrian routes serving building 'fronts' and predominantly vehicular routes and courts serving the rear of buildings ('Access lanes and Courts').



- These elements would combine to form a highly permeable grid, reinterpreting traditional rectangular street grids to reflect the site characteristics.
- The predominantly pedestrian routes should be designed to discourage vehicular use except by emergency or service vehicles and as necessary to access the pier or buildings not served by predominantly vehicular routes or courts. The proposed basement car park in the southwest corner of the site should be accessed directly off the Liverpool Street extension, if possible, to minimise the intrusion of vehicles into the site.

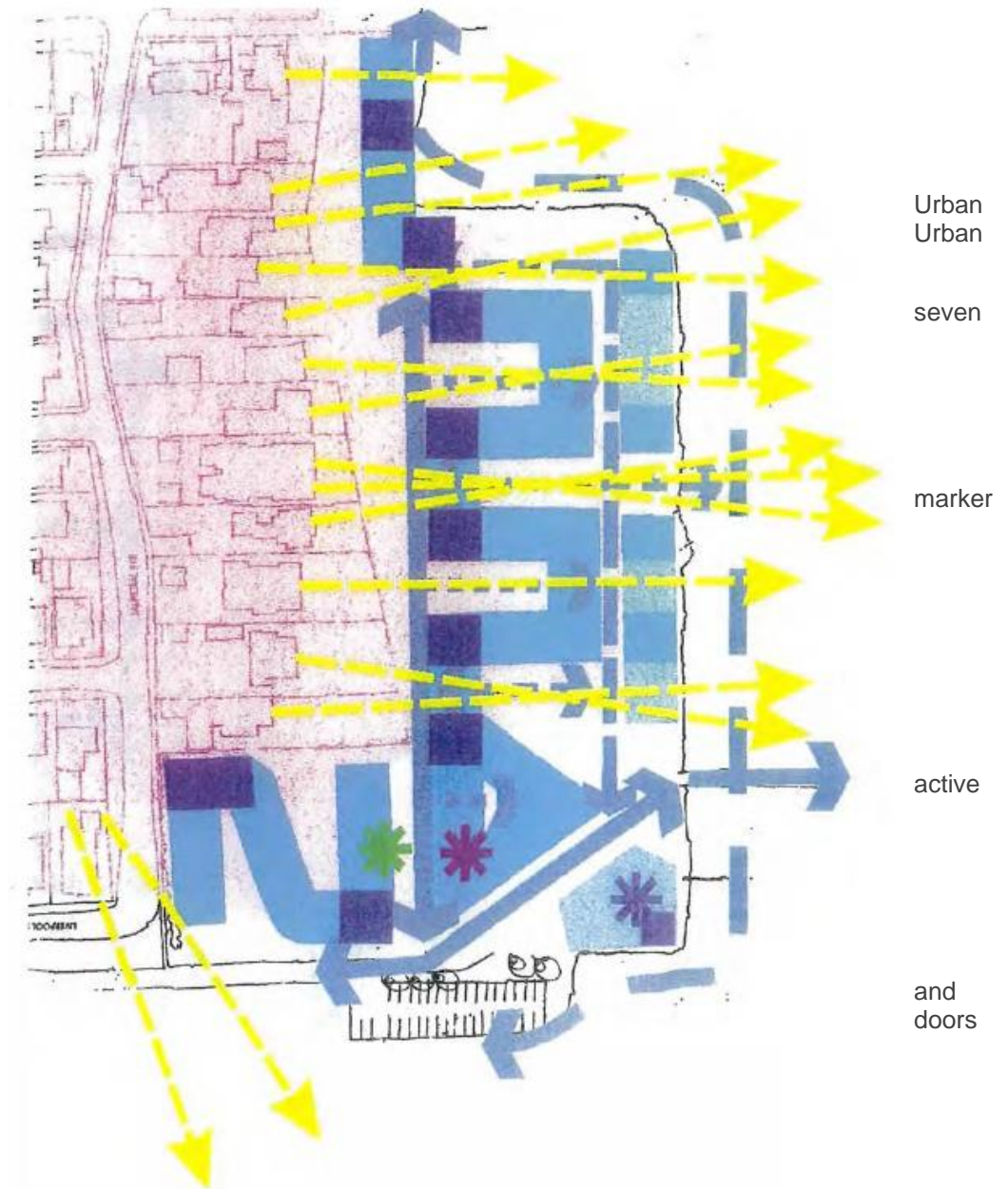
F6 Implications: Land Uses

- The implications of the Urban Design Framework for land uses are that they should seek to:
 - Create new inner urban living environments and housing types to assist in attracting more people, businesses, trade and investment to Geelong
 - Support the use of North Geelong Railway Station and local services
 - Provide a more appropriate interface with adjoining residential development than currently exists
 - Support the recreational use of the foreshore and adjacent parks
 - Serve the daily needs of the new and nearby residents
 - Provide the opportunity for people to live close to their workplace, thus minimising private car use
 - Support vitality and therefore safety
 - Support social interaction and a resulting sense of community.
- This can be best achieved by a primarily residential development with secondary compatible uses such as restaurants and cafes, a convenience shop and chandlery and office space.
- The non-residential uses should be located where they:
 - Are most easily accessible to the wider community
 - Are most easily accessible to and thus will support the recreational use of Rippleside Park, the pier and the development's water edge
 - Minimise the intrusion of traffic in new residential development
 - Are buffered from adjoining residential development by new residential development.
- These objectives can be best achieved by grouping the non-residential uses in the southwest of the site. The non-residential uses should be located right at the southwest corner, where they are visible from Rippleside Park and can capitalise on the waterside location, including the retail and office spaces. This location is advantageous as it is linked to basement car parking that takes advantage of the low ground level in relation to adjoining land to minimise its visual impact.



F7 Implications: Buildings

- The implications of the Urban Design Framework for buildings are that they should:
 - Be built in a terraced form at higher densities
 - Provide new inner urban living environments and housing types.
- These implications combine to suggest a model of development founded in the Village approach, foreshadowed by the North Geelong Urban Village project. The Village approach typically incorporates:
 - Inner urban dwelling types such as townhouses and apartments in up to five to storey built forms, achieving higher densities and a resulting sense of vitality
 - A fine-grained subdivision pattern and thus variation of building height, facilitating the stepping and framing of building heights and incorporation of landmark features.
- The higher density and contemporary architecture should together achieve a visual to the provision of public facilities and the beginning of the Scenic Drive.
- This model offers many benefits, particularly when combined with mixed uses, including:
 - Greater efficiency in use of land and energy resources, with resulting reductions in greenhouse gas emissions
 - Less potential for conflict between adjoining residents
 - The ability to form, safe and attractive public spaces, continuously edged by and articulated building frontages of a human scale
 - Its reliance on self-created amenity, resulting in effective control of overshadowing, overlooking and so on.
- Specific aspects of this approach applied to a development on the site include:
 - Capitalising on the movement pattern of alternating predominantly pedestrian predominantly vehicular east-west routes to avoid the imposition of garage on the public realm in most of the development, allowing an active and attractive edge to be presented to it instead
 - Integrating garages within individual townhouses or apartment buildings, serviced from the vehicular route at the rear



- Providing private outdoor amenity primarily in the form of balconies – which would benefit from views of the Bay – rather than traditional gardens (the market sector that seeks such living environments is not anchored to backyard), supported by substantial outdoor communal spaces and supporting the use and thus attraction and safety of Rippleside and St Helen's Parks
- Carefully modulating the built form based on a combination of building heights stepping down towards the foreshore and view corridors cut into them, optimising the views of the bay to its residents and those to the west of the site by to provide a combination of longer and closer water views for everyone.

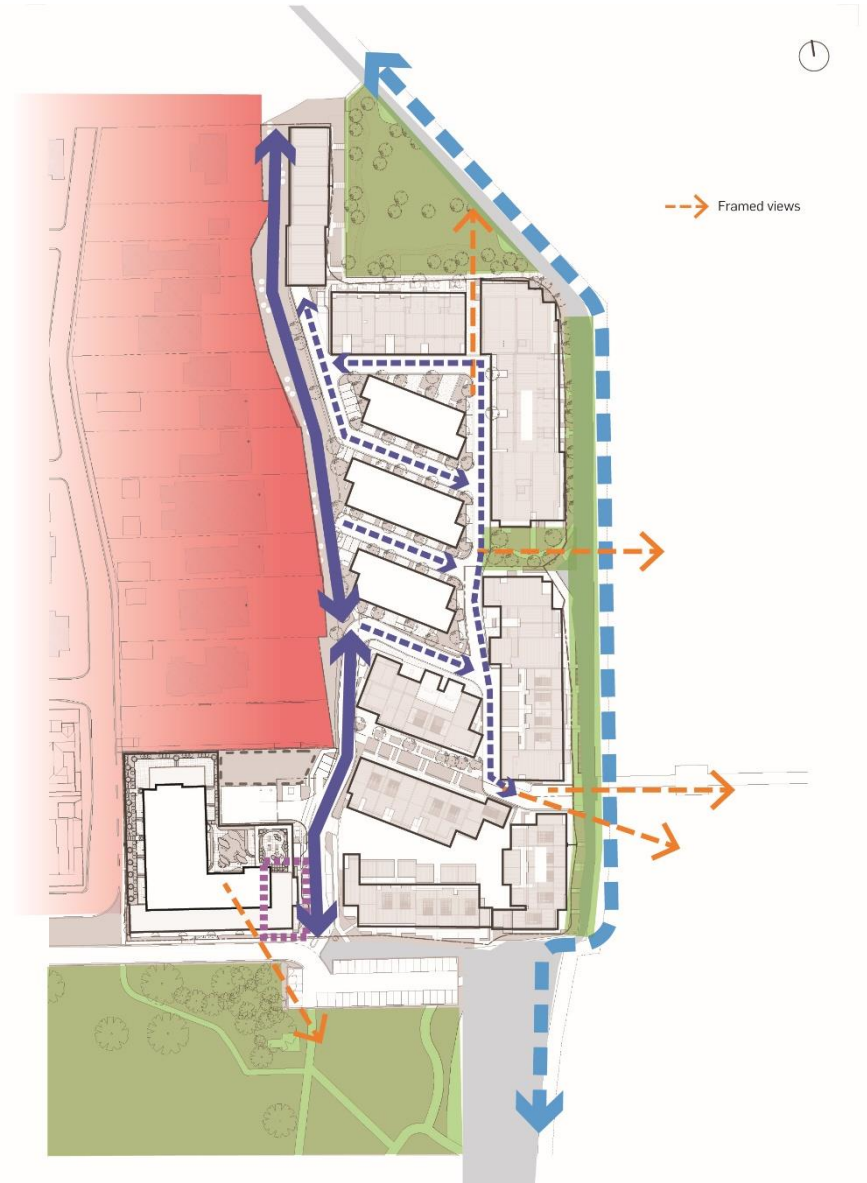


F8 Implications: Public spaces

- The implications of the Urban Design Framework for public spaces are that there should be a range of distinctive public open spaces with active built edges, facing the water. The Urban Village built form model described earlier lends itself to meeting these objectives. It offers human-scaled and open public building fronts and an attached form which can be shaped to create distinctive spaces. This is further enhanced by the virtual separation of pedestrian and vehicular traffic in much of the site.
- Therefore, the pedestrian movement network already established should be punctuated with a series of public, human-scaled, distinctive, primarily pedestrian public spaces oriented towards the water, at the same time providing an outlook and water views for the buildings around the edge. Narrow streets and openings should be incorporated between these spaces, along with landmark building features, to create dramatic spatial sequences reinforcing the distinctive and maritime character of the development. However, the spaces should be designed to Invite the public in, by being dearily accessible, usable and available to the wider community.
- The public spaces should include:
 - A variety of different spaces on the Waterside Link, offering a diverse range of waterside experiences, including Parkland and an enjoyable pedestrian link.

Detailed guidelines

- The Detailed Guidelines address issues of detailed design within the parameters established by the Urban Design Framework. They seek to ensure that any development on the site does not have unreasonable detrimental impacts on the surrounding community, will be functional and safe, is of a high urban and architectural quality and addresses existing site conditions.



G1 Interface Issues: Residential Amenity

Objectives

To limit views into neighbouring secluded private open spaces and habitable rooms.

To limit detrimental aural, olfactory or visual impacts on neighbouring dwellings.

To allow adequate daylight into the habitable rooms of neighbouring dwellings.

To allow sunlight into the secluded private open spaces and onto the windows of main living rooms of neighbouring dwellings.

Guidelines

- G 1.1 Where existing residential properties adjoin the site, ensure the siting, form, orientation and internal layout of new buildings meet the relevant *standards of Clause 55 and Clause 58 of the Greater Geelong Planning Scheme*.
- G1.2 Avoid locating non-residential uses adjacent to existing residential properties adjoining the site.
- G1.3 Avoid locating active recreation areas, accessways, garage doors or unendorsed car parking adjacent to existing dwellings adjoining the site.
- G1.4 Ensure building services equipment associated with new development is appropriately acoustically screened.
- G1.5 Avoid significantly reducing the daylight to the habitable rooms of existing dwellings adjoining site.
- G1.6 Avoid significantly overshadowing the secluded private open spaces and main living room windows of residential properties adjoining the site.
- Refer to G2 for views over and G3 for the visual appearance of the development.



G2 Interface Issues: Views

Objectives

To ensure a reasonable sharing of views of Corio Bay between existing and new dwellings.

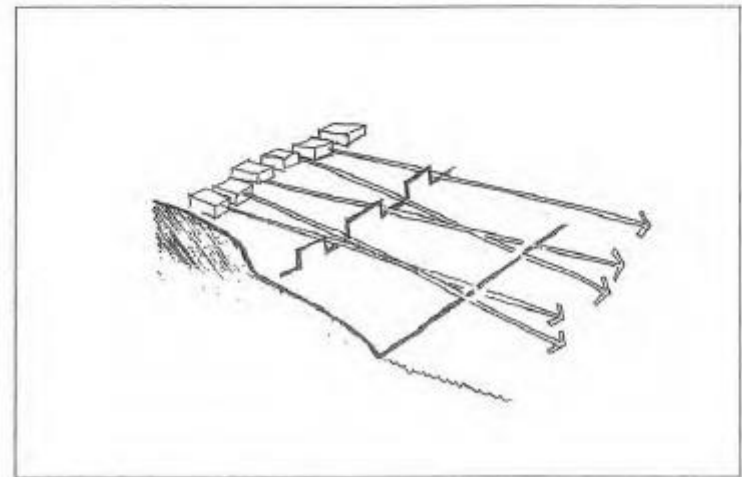
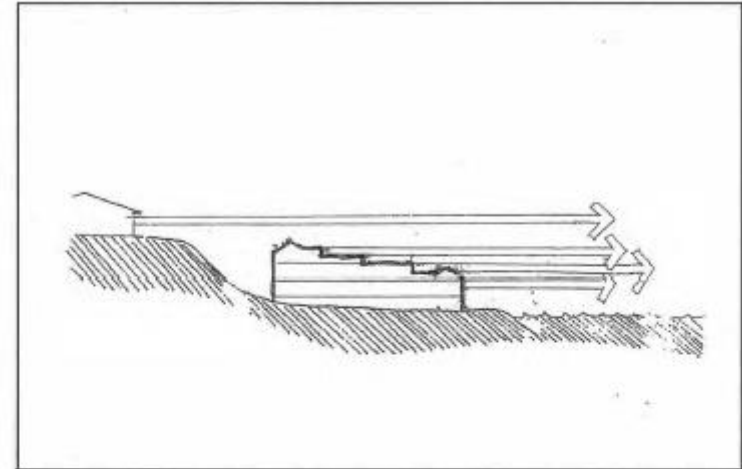
Guidelines

G2.1 Allow views of the majority of Corio Bay from the eastern face of the dwellings of the residential properties above the site.

G2.2 Design the built form to offer framed water views from all residential properties adjoining the site to the west.

IMAGES

- Example of typical view composition from adjacent properties.
- Development to provide adequate views in the vertical and horizontal plane.



Development to provide adequate views in the vertical and horizontal plane.

G3 Interface Issues: Visual appearance

Objectives

To ensure an appropriate interface with adjoining public spaces and attract into the development.

To enhance views towards the site.

To Integrate the development layout with the neighbourhood and abutting development.

Guidelines

- G3.1 Articulate the building and eave lines of each dwelling to break up the into attractive and interesting facades by creating areas of light and shade, uninteresting blank facades.
- G3.2 Vary the building heights to reflect the underlying landform and create an skyline.
- G3.3 Incorporate visual markers such as gateway structures into the built form to points such as the main entry to the development.
- G3.4 Use landscape where appropriate to soften Its visual impact.
- G3.5 Design the buildings adjacent to Balmoral Crescent with regard to the character of the street, maintaining the predominant scale and setbacks of the residential dwellings from the street.
- G3.6 Views Into the site from the bay and both Parks should be visually and enhance the experience of these environments.
- G3.7 To use physical marker clearly visible from surrounding areas to announce the site.

See also G9.6: Quality.

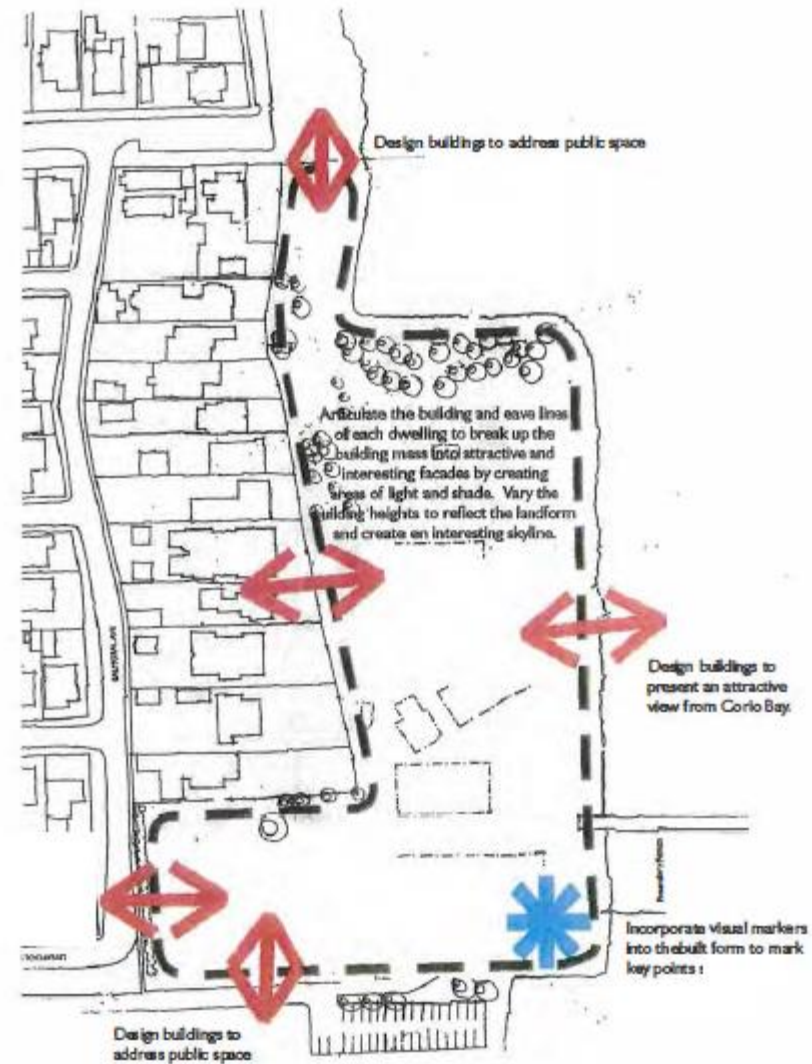
G4 Interface Issues: Traffic

Objectives

To avoid parking and traffic difficulties in the neighbourhood.

To minimise potential impacts on existing traffic network.

Guidelines



the public

building mass
avoiding

interesting

mark key

existing built
existing

Interesting

public use of

- G4.1 Provide sufficient car parking to meet the needs of the development entirely within the site. (Ref. G6 Car Parking)
- G4.2 Install measures to ensure appropriate use of the surrounding road network , such as traffic calming mechanisms and directional signs, following the development of a shared vision for the area in conjunction with the Council and community.
- G4.3 Design vehicle access arrangements into the site to minimise conflicts with vehicles accessing the Rippleside Park car park and people walking between the park and development.

G5 Internal Operation: Pedestrian and Vehicle Movement

Objectives

To provide direct, safe, legible and manageable access to and circulation within the development for pedestrians, people with limited mobility, vehicles and cyclists.

To provide convenient access for vehicles to all buildings while minimising the intrusion of vehicles within the site and particularly in predominantly pedestrian spaces near the water's edge.

To ensure adequate access to all buildings for emergency and service vehicles.

Guidelines

- G5. 1 Ensure all public routes connect with other public routes at each end.
- G5.2 Emphasise the relative priority of pedestrian movement in all public spaces within the development through the use of narrow carriageway widths, preformed paviers and the division of the space into panels by the use of contrasting but complementary paving.
- G5.3 Ensure all public spaces are accessible by people with limited mobility.
- G5.4 Where possible, maintain vehicular access to the, Residential Squares, Pedestrian Lane and Waterside Link for emergency, service and removal vehicles. Discourage other vehicles from using these spaces except where necessary (such as for access to dwellings to the east of the Pedestrian Lane or Residential Squares not served by Access Lanes or Courts), through detailed design measures such as changes of paving material and level, removable bollards and carefully located street furniture and trees. Encourage commercial deliveries to occur in the morning before the majority of visitors arrive.
- G5.4 A Ensure adequate sightlines and manoeuvring space for all types of vehicle that will need to access and circulate within the development, including emergency, service and removal vehicles.
- Discourage vehicles from using predominantly pedestrian spaces through detailed design measures such as changes of paving material and level and carefully located street furniture and trees.
- Emphasise pedestrian priority through the use of narrow carriageway widths, preformed paviers and the division of the space into panels.

G6 Internal Operation: Car parking

Objectives

To provide adequate and convenient car parking for resident, visitor and service vehicles.

To enable efficiencies through the sharing of car parking spaces where appropriate.

To minimise the intrusion of vehicles within the site.

To avoid the use of nearby parking areas and streets by visitors to the site.

Guidelines

- G6.1 Provide car parking for residents of townhouses in enclosed garages integrated within their building, reached by Access Lanes or Courts or directly off the Liverpool Street Extension, where possible.
- G6.2 Provide car parking for staff of the offices, shops and restaurants/cafes in a basement car parking in Stage 5, accessed off Harbourside Drive
- G6.3 Provide car parking for visitors to dwellings along the central road, or to the satisfaction of the Responsible Authority

G7 A2.5 Internal operation: Residential Amenity

Objectives

To allow adequate daylight into the habitable rooms of new dwellings.

To allow sunlight into the secluded private open spaces and onto the windows of main living rooms of new dwellings.

To limit views into neighbouring secluded private open spaces and habitable rooms.

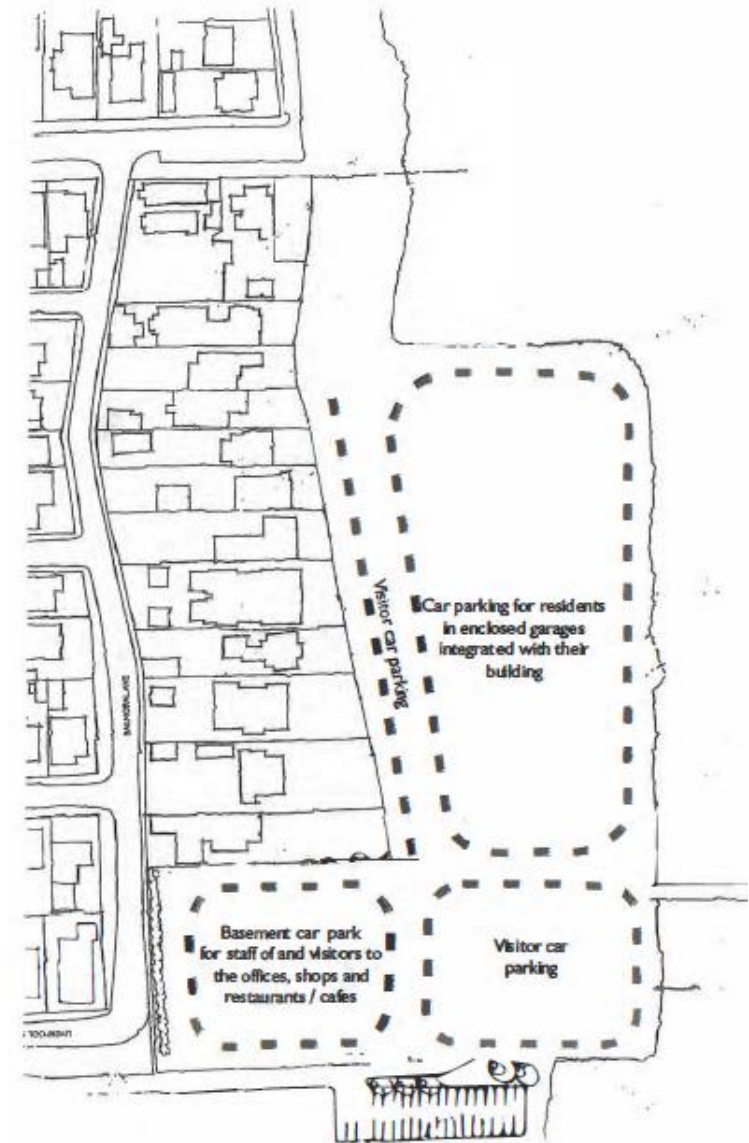
To contain noise sources in developments which may affect new dwellings.

To provide sufficient private open space for the reasonable recreation, service and storage needs of residents.

To provide secluded private open spaces which receive sunlight and are well integrated with living areas.

To ensure that communal open space or recreation facilities are well designed, safe and useful, and can be efficiently maintained.

Guidelines



- G7.1 Ensure the layout and design of new dwellings and associated private or communal open space meet the relevant *Clause 55 and Clause 58 of the Greater Geelong Planning Scheme*
- G7.2 Ensure habitable rooms within new residential development receive adequate daylight for carrying out daily tasks.
- G7.3 Ensure sunlight is available to the majority of private open spaces and main living room windows within new residential development during the warmer half of the year.
- G7.4 Ensure private open spaces and habitable rooms within new residential development are not directly overlooked by adjacent dwellings.
- G7.5 Minimise the transmission of noise between dwellings in new residential development.
- G7.6 Locate active recreation areas, accessways, garage doors and car parking areas away from the bedroom windows of adjacent dwellings
- G7.7 Ensure building services equipment in new development is appropriately acoustically screened
- G7.8 Provide a secluded private balcony for each new dwelling, accessed from a main living room and adequate in area and shape for the likely residents.
- G7.8 Locate non-residential land uses to the south of the site to minimise impacts on adjacent properties.

G8 Internal Operation: Western Escarpment

Objectives

- To ensure a consistent approach to the landscaping of the escarpment.
- To provide an attractive edge to the development.
- To ensure appropriate provision for safety.
- To prevent tipping onto the site.
- To ensure the stability of the escarpment is maintained by the development.

Guidelines

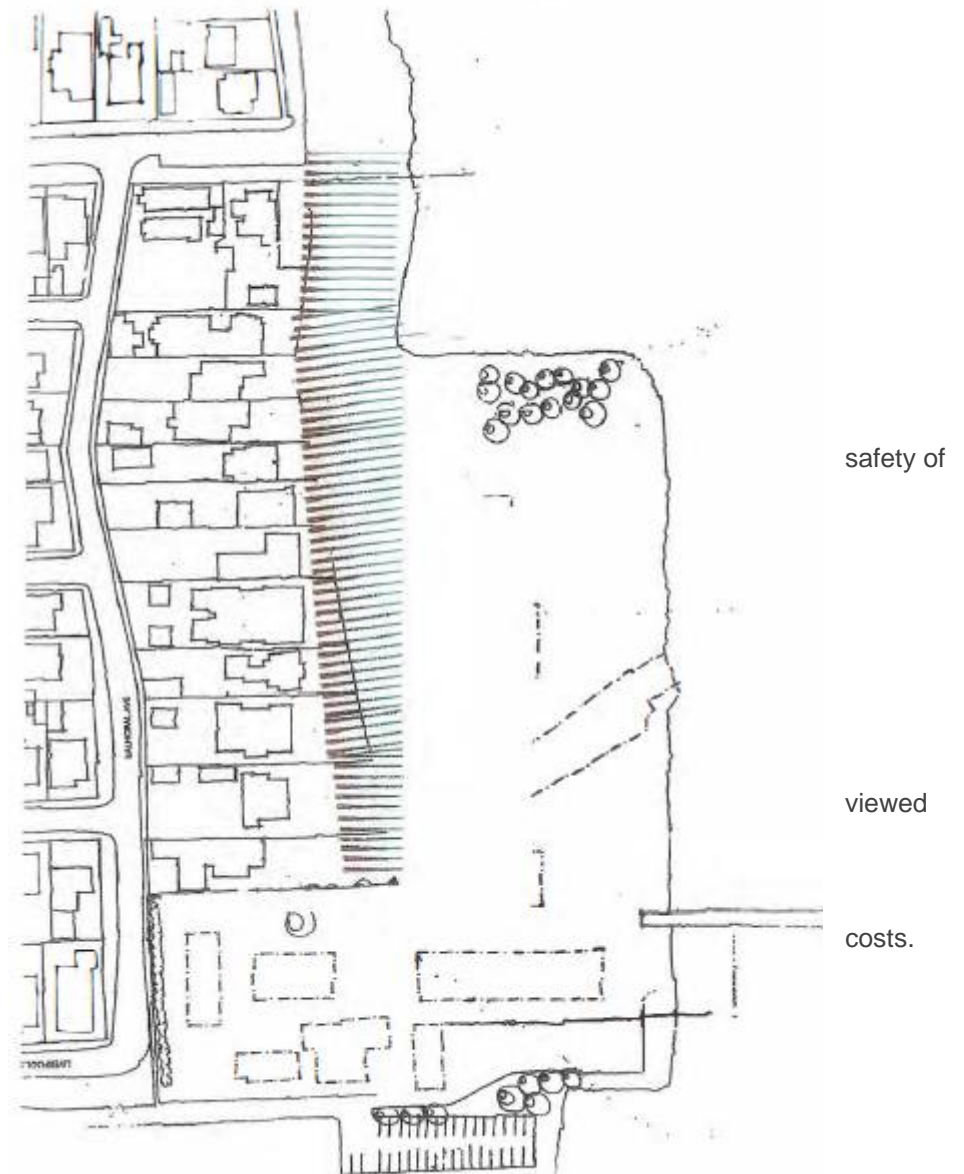
- G8.1 Develop a consistent landscaping treatment for the escarpment that meets the above Objectives, in conjunction with Council.
- G.8.2 Design retaining walls to ensure that there is no reduction in the current factor of the slope.
- G8.3 Engage a qualified geotechnical engineer to review the overall design and construction aspects of the development and monitor its construction in accordance with appropriate guidelines.

Plans

G9 A2.5 Quality: Building and Roof Form

Objectives

- To ensure an attractive, distinctive and cohesive built environment, particularly when viewed from surrounding properties, parks and Corio Bay.
- To ensure a safe and sunny public realm.
- To achieve energy-efficient buildings providing occupant comfort and reduced energy costs.
- To provide for a range of household types.
- To encourage a high standard of innovative, contemporary design.
- To provide visually interesting building form, roof form and streetscape



Guidelines

- G9.1 Vary the building heights to reflect the underlying landform and create an interesting skyline, incorporating landmark features to mark key points such as the main entry to the development and encourage the use of roof space for habitable rooms.
- G9.2 Minimise the overshadowing of public routes and spaces, whilst acknowledging the North-South orientation of the site.
- G9.3 Attach buildings into rows, but generally articulate the building and eave lines of each dwelling or business to break up the building mass into attractive and interesting facades by creating areas of light and shade. Maintain a predominantly consistent edge treatment, building and eave lines along Pier Street and around the Village Square, incorporating shading (for example through a regularly spaced colonnade).
- G9.4 Avoid the creation of obscured or concealed spaces in the public realm.
- G9.5 Articulate the roof forms of each dwelling or business and with each change of building line, to break up the building mass into attractive and interesting compositions.
- G9.6 Roof buildings predominantly with simple mono-pitch, duo-pitched (preferably asymmetrical) or curved forms, incorporating eaves.
- G9.7 Orientate and lay out buildings to reduce fossil fuel energy use and make the best use of natural ventilation, daylight and solar energy.
- G9.8 Incorporate a range of dwelling sizes and types.
- G9.9 Engage a qualified architect to design all buildings and incorporate innovative, contemporary design.

G10 Quality: building details

objectives

To ensure a safe, interesting and human-scaled public realm.

To ensure an attractive, distinctive and cohesive built environment that reflects its setting.

To achieve energy-efficient development.

To ensure each dwelling has its own sense of identity.

To provide personal security for residents.

Guidelines

- G10.1 Ensure the design of dwelling entries and interiors meets the relevant Objectives of Clause 55 and Clause 58 of the Greater Geelong Planning Scheme.
- G10.2 Locate the primary pedestrian entrance to each dwelling or business on and clearly visible from predominantly pedestrian public routes or spaces, at ground level, where possible. Design them to be easily identifiable and to provide shelter, a sense of personal address and a transitional space.
- G10.3 Incorporate habitable room windows in all public facades at ground and first floor levels in residential development, where possible.
- G10.4 Ensure boundary walls adjacent to predominantly pedestrian public spaces or routes do not block sightlines between ground floor windows and the public realm. Raise ground floor levels above the external ground level or incorporate treatments to the space immediately in front of the building to enhance internal privacy if necessary, ensuring that this does not prevent a direct view of people standing outside from most parts of the adjacent room.

- G10.5 Incorporate 'punched' rather than curtain wall openings in dwellings and offices and ensure they do not predominate over solid wall in any building facade.
- G10.6 Incorporate architectural features that unify the development and express a maritime theme, such as working shutters, without denying individual expression.
- G10.7 Integrate business signs within the detailed design of the building facade.
- G10.8 Design and construct buildings to reduce winter heat loss and make use of solar energy where practicable.
- G10.9 Avoid a solid continuous and uninteresting blank wall facing onto the embankment.

G11 Quality: Site and Building services

objectives

To provide site facilities which are adequate and convenient for residents' needs.

To ensure site facilities are practical, attractive and easily maintained.

To minimise the visual impact of car parking, site and building services.

To minimise water consumption.

Guidelines

- G11.1 Ensure the design of site facilities meets the relevant Objectives of Clause 55 and Clause 58 of the Greater Geelong Planning Scheme..
- G11.2 Provide adequate garbage and recycling bin enclosures integrated within the building form, screened from public view and from other residential properties both within and outside the development. Locate garbage and recycling bin enclosures for convenient access by collection vehicles from predominantly vehicle routes where possible.
- G11.3 Provide adequate mailboxes as an integrated part of the front elevation, facing predominantly pedestrian routes, where possible.
- G11.4 Provide adequate, accessible and secure external storage for each dwelling.
- G11.5 Avoid garage frontages in any predominantly pedestrian space or route except the Pedestrian Lane. Ensure garage frontages do not visually dominate the Pedestrian Lane through detailed design measures such as tandem parking, narrowed or shared entrances, setbacks, projecting front steps or panelled garage doors.
- G11.6 Locate and design delivery bays in commercial buildings to minimise their visual impact.
- G11.7 Ensure all external and rooftop building services equipment and ancillary structures such as air conditioning units, space and water heaters, rainwater and hot water tanks, television and radio antennae, satellite dishes, pipes, vents, ducts and clothes lines are screened from public view or otherwise treated and from other residential properties both within and outside the development, where possible. Provide for all such equipment as an integral part of the original design of the building.
- G11.8 Locate any solar panels directly on the roof, not supported above it on a frame.
- G11.9 Make provision for water recycling systems.

G12 Quality: Building and roof materials and colours

Objectives

To ensure an attractive, distinctive and cohesive built environment that reflects its maritime setting.

To ensure the use of appropriate materials and colours for the coastal location.

Guidelines

EXTERNAL BUILDING WALLS

- G12.1 Clad the external walls of each house, apartment building or business completely or predominantly in rendered masonry, with the remainder clad in any single material, finished to avoid high reflectivity.
- G12.2 Finish external building walls in muted colours: predominantly off white, pastel or earth tones. Use one colour for all or the majority of the rendered surface of each house, apartment building or business with no more than one additional render colour.
- G12.3 Ensure changes of material or colour only occur where there is a corresponding articulation in the building and/or eaves lines.

BOUNDARY WALLS

- G 12.4 Clad boundary walls in rendered masonry.
- G 12-5 Finish the boundary wall for each dwelling or apartment building in a single muted colour to match the associated building facade.

ROOFS

- G12.6 Clad roofs in tiles, slate or metal with seams or corrugations finished to avoid high reflectivity
- G12.7 Paint metal roofs in muted colours: predominantly off white, pastel or earth tones.

BUILDING DETAILS

- G12.8 Construct projecting balconies in a lightweight structure with transparent balustrading
- G12.9 Stain timber balconies or paint them in muted colours that differ from, but complement, those of the building. Finish rendered balconies in the same colour as the building.
- G12.10 Avoid the use of reflective glass.

DURABILITY

- G12.1 Ensure durable materials are used that will wear appropriately in the coastal environment.

G13 Quality: public Realm Hierarchy

Objectives

To provide a diverse range of complementary public open spaces.

To provide extensive access to the water and maximise the diversity of waterside experiences available.

To ensure an accessible and legible public realm.

Guidelines

- G 13.1 Incorporate a range of major and minor public open spaces within the development, including the, Residential Squares and a series of minor spaces along the Waterside Link, all oriented towards water.
- G 13.2 Design each public open space to be distinctive through its form, orientation and detailed design, while maintaining a common detailed design theme throughout. Maximise the range of experiences available, particularly in relation to the water.
- G 13.3 Clearly delineate the public and private open spaces in the development through the detailed design of the streetscape and transitions between different types of space.
- G 13.4 Maximise the extent of public open space that is designed, constructed and offered to be vested with Council. Ensure that public spaces are and remain clearly accessible, usable and available to the broader community.

G14 Quality: Public Realm details

Objectives

To ensure a safe, comfortable, functional, attractive, distinctive and legible public realm.

To emphasise pedestrian priority.

To express the site's previous use(s).

To limit the impact of increased stormwater run-off on drainage systems.

Guidelines

- G14.1 Design predominantly pedestrian routes and spaces – other than the Waterside Link and Boardwalks – along with the Access Lanes and Courts to support vehicular traffic, finished with preformed paviers such as brick paving in natural, muted colours.
- G14.2 Divide predominantly pedestrian routes and spaces - other than the Waterside Link, including Boardwalks - into panels by the use of contrasting but complementary paving, related to the locations of trees, street furniture, steps and other features such as fountains. Avoid distinguishing vehicle routes except in Pier Street.
- G14.3 Design the Spine Road with a minimum-width roadway to accommodate traffic and parallel car parking on the east side. Incorporate a footpath on the east side, finished with preformed paviers such as brick paving in natural, muted colours.
- G14.4 Face retaining walls with stone in natural muted colours that complement the street paving or rendered surfaces.
- G14.5 Install a coordinated suite of street furniture across the public spaces within the site, incorporating seats, litter bins, street signs and lighting, tree grilles and so on, designed to express the site's maritime location and history. Coordinate street furniture and public art and fix signs and lights to buildings where possible to reduce the visual clutter in the public realm. Locate street furniture to slow traffic speeds.
- G14.6 Ensure all public routes and spaces are adequately lit to ensure safety at night.
- G14.7 Set interpretative plaques in the paving of predominantly pedestrian routes and spaces where permanent structures such as buildings and the slipway have been demolished to make way for the development, describing their history.

- G14.8 Install a sculptural feature expressing the site's history within the Village Square.
- G14.9 Ensure the development does not increase the degree of impermeable surface area on the site.

G15 Quality: Soft landscaping – general

Objectives

To ensure a safe, attractive, distinctive, cohesive and legible public realm.

To provide adequate shade and shelter from climatic conditions to support a variety of passive recreational activities while maintaining adequate solar penetration to both public space and buildings.

To provide an attractive outlook and enhance the amenity of building occupants.

To assist in maintaining the stability of the escarpment.

To ensure vegetation is tolerant of coastal conditions, expresses the coastal and landscape setting of the site and reinforces the existing neighbourhood character.

Guidelines

- G15.1 Develop a series of landscape character themes to distinguish different parts of the development and support the function of their spaces.
- G15.2 Avoid planting that creates obscured or concealed spaces in the public realm, other than to screen basement car parking adjacent to the Liverpool Street Extension or part way up the embankment at the west of the site.
- G15.3 Install semi-advanced trees where appropriate.
- G15.4 Select vegetation species that are tolerant of coastal conditions and with regard to locally characteristic species.
- G15.5 Install trees that are clear stemmed to 3m in height when mature.
- G15.6 Select and site trees to provide a mixture of sun and shade in the public realm over the course of the day without precluding reasonable solar access to adjacent buildings.

G16 Quality: Soft landscaping – Character Areas

Objectives

To ensure an attractive, distinctive, cohesive, legible and comfortable public realm.

To provide an attractive edge to the development when viewed from surrounding properties, parks and Corio Bay.

Guidelines

PIER STREET

- G16.1 Install a formal avenue of trees along Pier Street, using a single, distinctive species that matures to a height and canopy width of 6-10m.

WATERSIDE LINK

- Ref G 17 Waterside Link.

PEDESTRIAN LANE

- G16.3 Install an informal series of trees in the Pedestrian Lane, using a single, distinctive, ornamental columnar species (such as *Archontophoenix Cunninghamiana*, Bangalow Palm or *Lagunaria Patersonii*, Norfolk Island Hibiscus). Allow for the installation of raised planting beds in front of dwellings.

RESIDENTIAL SQUARES

- G16.4 Install groups of trees in the Residential Squares, using single, distinctive species that matures to a height and canopy width of 6-10m (such as *Fraxinus Excelsior* "Aurea", Golden Ash)

ACCESS LANES & COURTS

- G16.5 Install trees in Access Lanes and Courts, using a single, distinctive tree species that matures to a height and canopy width of 6-10m

SPINE ROAD

- G16.6 Install tree planting along the eastern side of the Spine Road, using a single, distinctive species and install shrubs of up to 3m in height between groups of car parking spaces.

ESCARPMENT

- G16.7 Install planting along the western escarpment selected to assist in maintaining its stability, as part of a boundary treatment developed in conjunction with Council.



WATERSIDE PRIVATE OPEN SPACE

- G16.8 Allow for the provision of a small hardy tree or shrub in each area of private open space.

G17 Quality: Waterside Link

Objectives

- To ensure the provision of an attractive, comfortable and accessible waterside link between Rippleside and St Helen's Parks.
- To maximise the diversity of waterside experiences available.
- To avoid negative environmental effects on the foreshore.
- To design waterfront link in conjunction with Council and DEECA

Guidelines

- G17.1 Connect the Waterside Link to each waterside Square within the development, where appropriate.
- G17.2 Design the Waterside Link, including Boardwalks, to incorporate sufficient width and an appropriate surface for promenading and cycling
- G17.3 Provide a range of different spaces for passive recreational activity along the Waterside Link, including outdoor eating adjacent to the restaurants/cafes and sitting at different levels above the water, with varying prospects.
- G17.4 If the Waterside Link is onshore, install a formal avenue of trees, using a single, distinctive species that matures to a height and canopy width of at least 10m.
- G17.5 If the Waterside Link is offshore, design it to appear as a natural feature or a series of natural features linked by bridges, incorporating varying levels and widths, appropriate coastal landscape species and edges that could support marine habitats. Provide spaces for passive recreational activity with differing levels of protection from the coastal climatic conditions and facing towards both the development and the Bay.
- G17.6 Waterside link to provide a range of spaces for passive recreation which maximise the time when a sunny space can be found.



Conditions: Contamination

Objectives

- To ensure any site contamination is appropriately addressed as part of the development of the site.
- To minimise pollution caused by surface run-off.

Guidelines

- G18.1 Engage a qualified environmental engineer to review the overall design and construction aspects of the development and monitor its construction in accordance with appropriate guidelines.
- G18.2 Ensure surface water run-off only leaves the site through a pollution screening process

COASTAL PROCESSES

Objectives

To ensure coastal processes and conditions are adequately addressed in the design of the development.

Guidelines

- G19.1 Design the water edge of the development to minimise the impact of waves and spray.
- G19 .2 Ensure buildings directly exposed to the coastal climatic conditions are designed appropriately.
- G19 .3 Incorporate sheltering features over windows and doors exposed to coastal climatic effects.
- G19.4 Ensure the adequate flushing of any contained water bodies created by offshore structures as part of the development