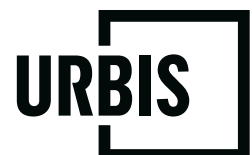




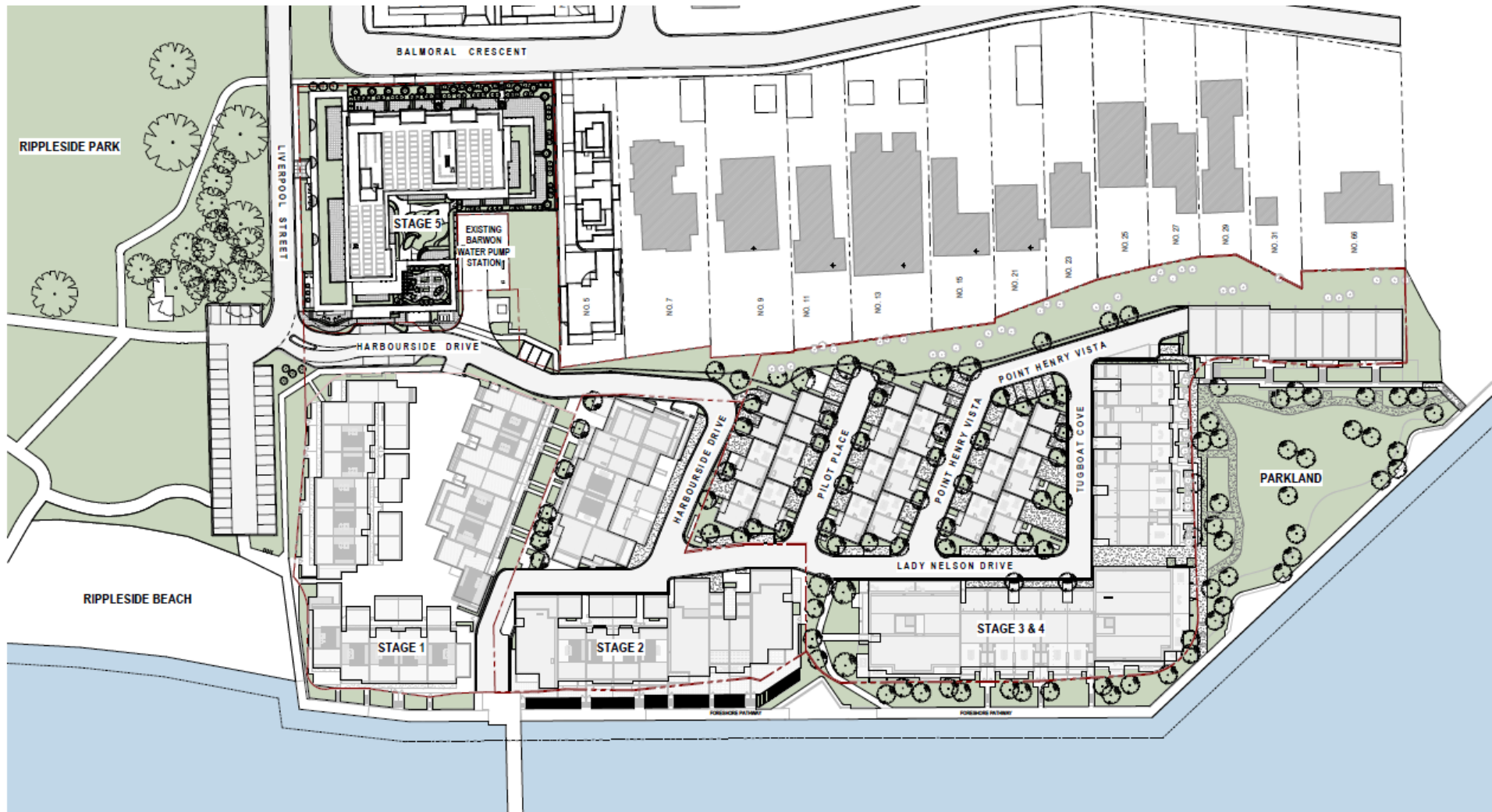
# RIPPLESIDE URBAN DESIGN GUIDELINES

March 2023

Prepared for  
**CITY OF GREATER GEELONG**



# 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 located within urban Geelong.
- To encourage developments which meet community's needs for retail, entertainment, office and 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, tourists and visitors.
- To encourage the development of well-designed medium density housing to improve housing choice.
- To facilitate well-located, integrated and diverse housing that meets community needs.

## 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.



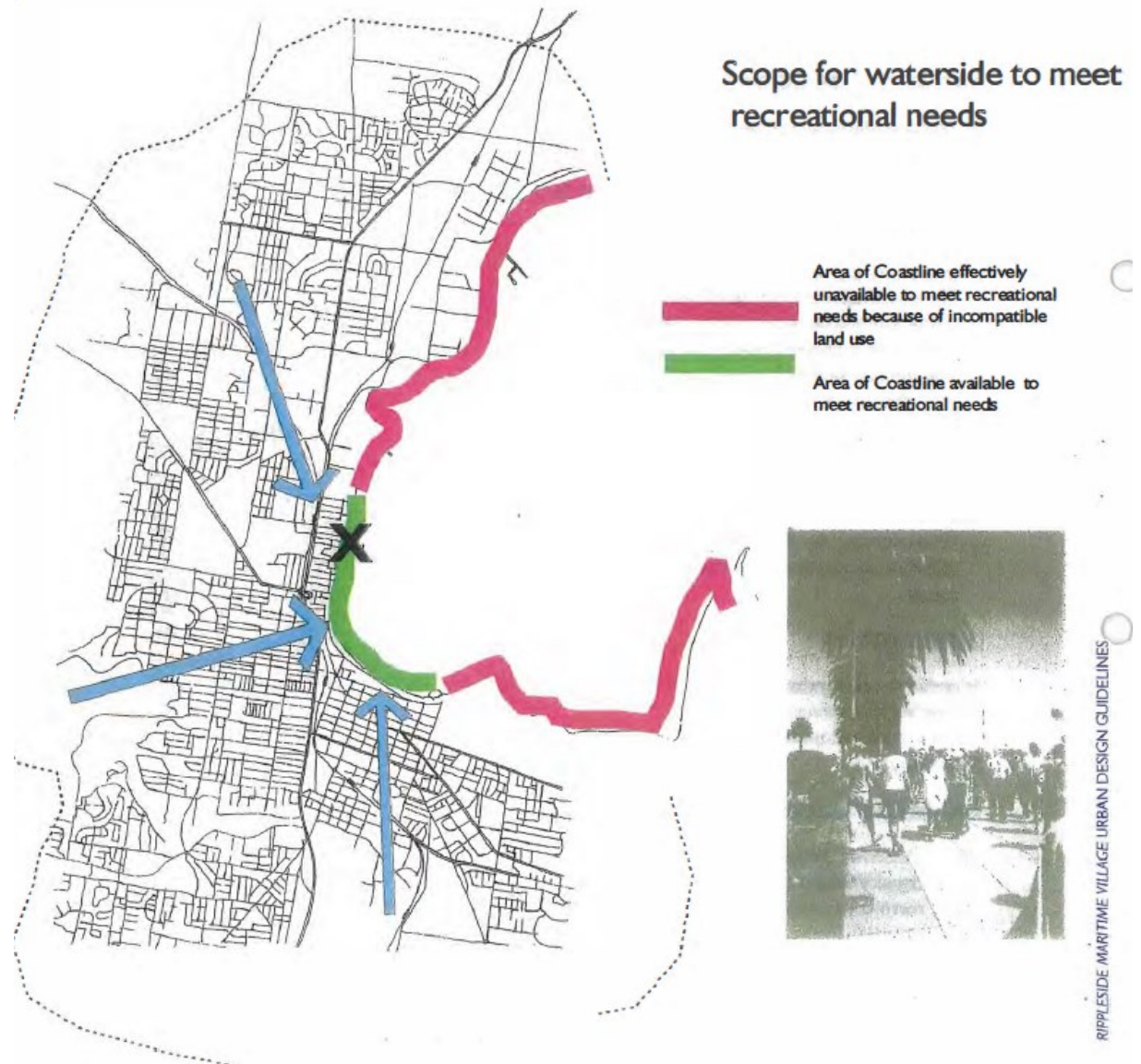
# A1.3 RECREATIONAL NEEDS

## 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 space 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 state as a competitive domestic and international tourist destination.
- To encourage a diverse range of strategically located and well-designed coastal and maritime tourism and recreational opportunities that strengthen people's connection with the marine and coastal environment.

## IMPLICATIONS

- Public access to Geelong's foreshore is constrained by industrial development to the north and east, leaving a finite section of potential public foreshore. Rippleside Shipyard currently reduces the available foreshore further by preventing public access to it and severing the foreshore promenade.
- There is limited variety of foreshore attractions in Geelong at present and few opportunities to provide new attractions.
- Therefore, the recreational use of Geelong's foreshore could be 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 Geelong community.
- P4 Provide new public attractions on the foreshore.

# A1.4 FORESHORE PROTECTION

## STRATEGIC OBJECTIVES

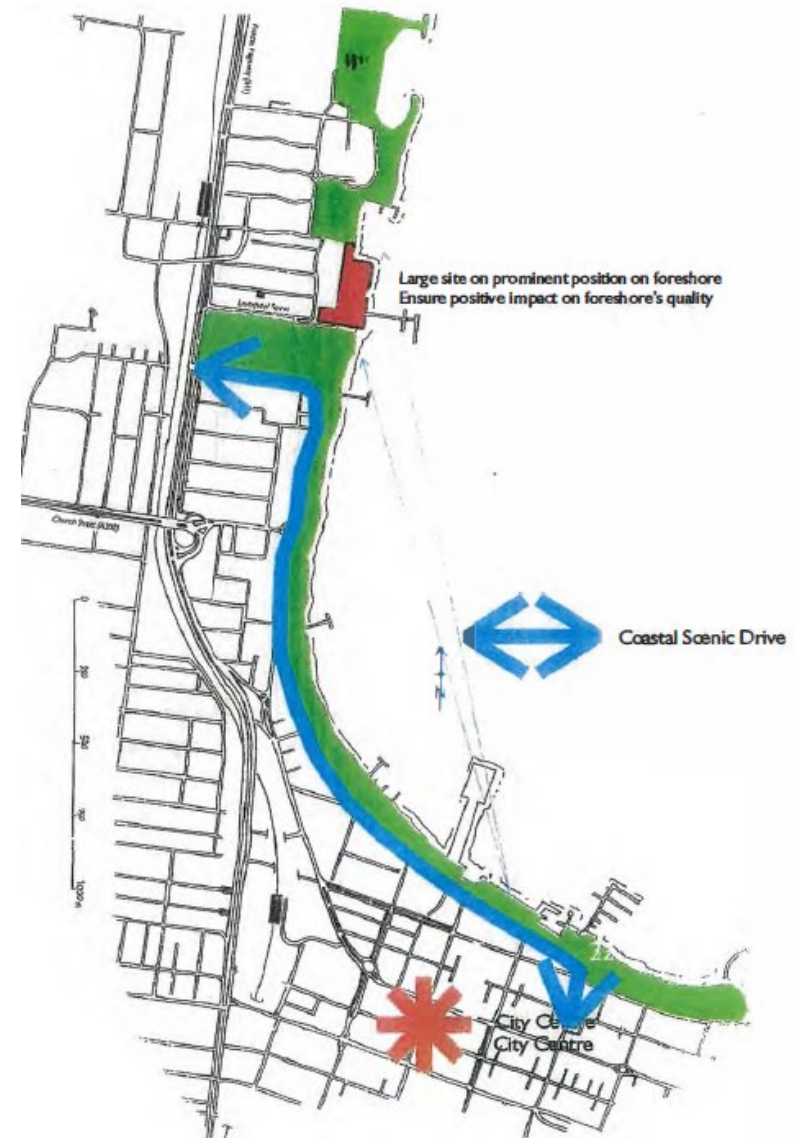
- To protect the natural and cultural features of the coast.
- To visually complement the surrounding foreshore landscape.
- To design in a manner which respects and enhances the coastal environment and experience.
- To avoid detrimental effects to the natural coastal processes.
- To protect and enhance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

## IMPLICATIONS

- In order to protect the natural values of the Port Phillip foreshore, new development must take care not to have adverse impacts on them.
- Geelong's accessible foreshore primarily consists of the city centre at the south-eastern end, the scenic drive in the middle and Rippleside and St Helen's Parks either side of the site at 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 Esplanade. The site sits at a lower level than the Esplanade, at the foot of an escarpment. It thus provides the opportunity to emphasise the beginning of the Scenic Drive and end of the foreshore promenade with a 'bookend' to complement that of the city.
- The *Siting and Design Guidelines for Structures on the Victorian Coast* state that urban infill 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

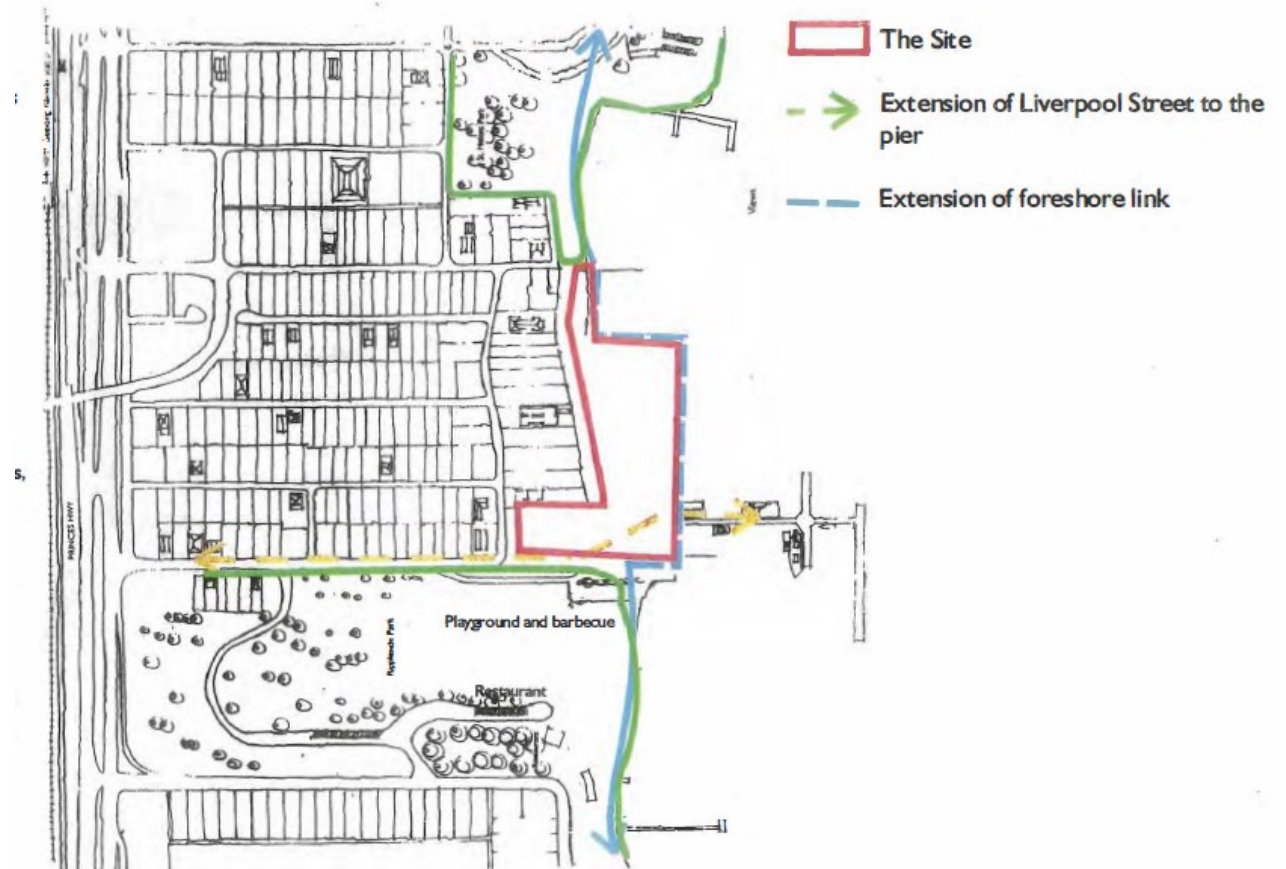
- To provide continuous public pedestrian/cycle links along the Corio Bay foreshore by linking existing areas of open space and foreshore.
- To improve local movement connections.
- To connect otherwise disjointed neighbourhoods through mixed use development.

## IMPLICATIONS

- Rippleside Shipyard currently severs movement along the foreshore promenade and between Rippleside and St Helen's Parks and prevents public access to the pier.
- In order to improve local movement connections, therefore, new routes should be provided linking across 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 Street extension to Rippleside Pier.
- P9 Support public use of the waterside link with complementary recreational activities and residential uses.



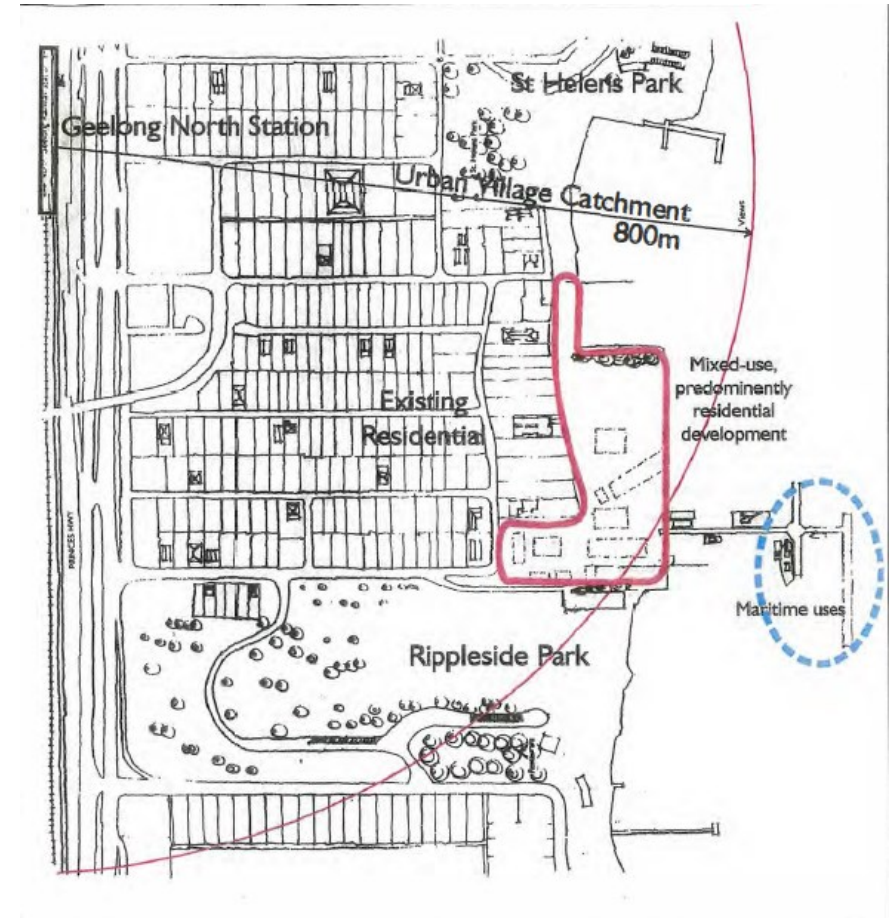
## A2.2 LAND USE

### 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 and maximise the use of infrastructure by mixing together different but compatible land uses.
- To encourage urban consolidation.
- To facilitate access to social, cultural and economic opportunities by effectively integrating 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 public transport and less use of private transport.
- 'Other problems of the site include ... low population which undermines the viability of service provision and the prohibition of residential and other uses on land currently used for industrial buffer zones... (Urban) rejuvenation ... can be achieved by urban village development which fosters focal employment, training and shopping opportunities for those 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.

## **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

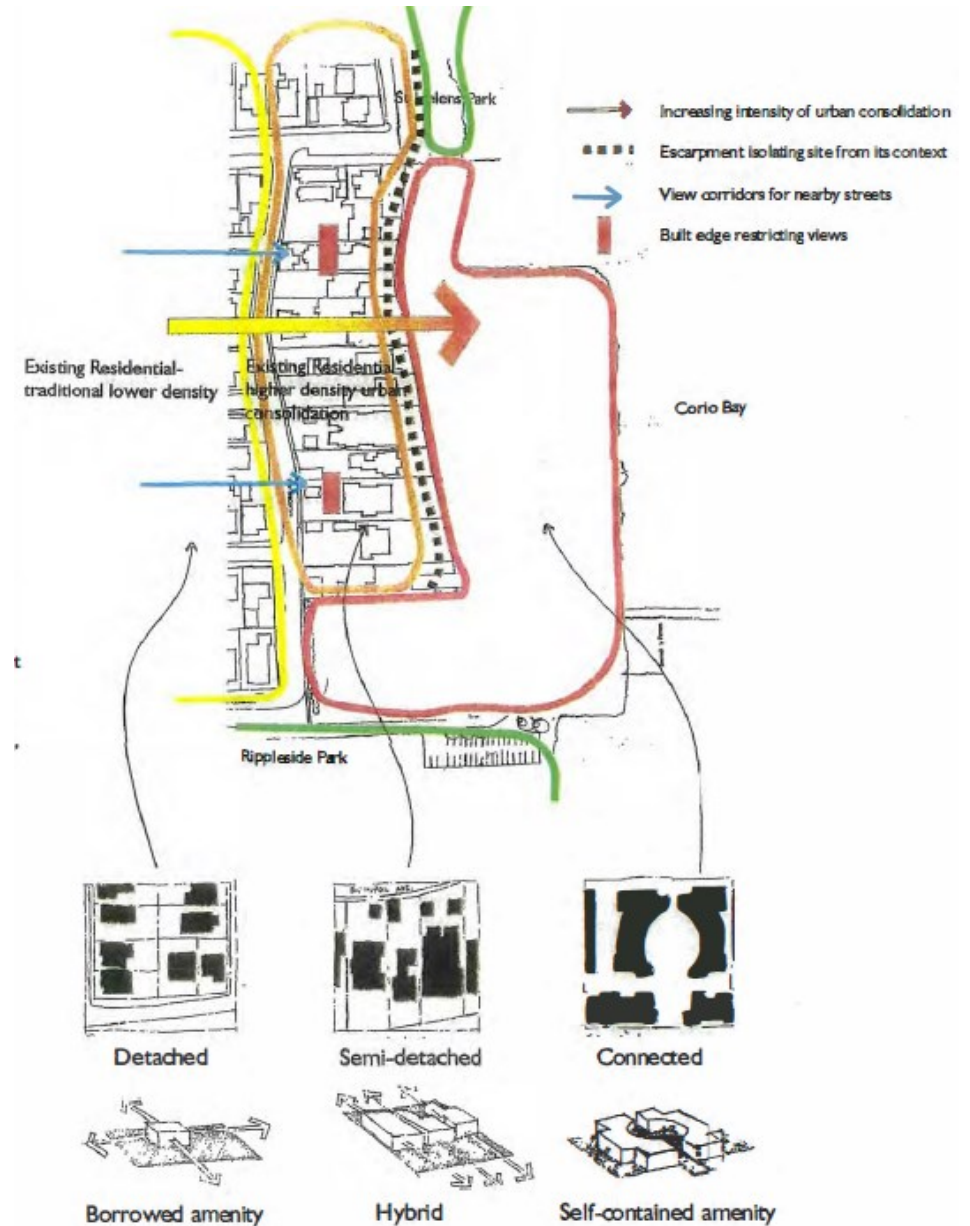
# A2.4 Urban Character

## 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 and that 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 the later 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 dwelling forms on the site, in the southwest corner of the site, along Balmoral Crescent, should complete the character of Balmoral Crescent.
- The neighbourhood to the west of Balmoral Crescent has a traditional rectangular street grid. As opposed to the development to the east of Balmoral Crescent, which blocks the connections and views to the foreshore afforded by such a grid, development on the 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 and diversity, without any adverse effect on local character. The Siting and Design Guidelines for Structures on the Victorian Coast note that innovative proposals which 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.
- 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 uses and contribute positively to the streetscape and surrounding area.

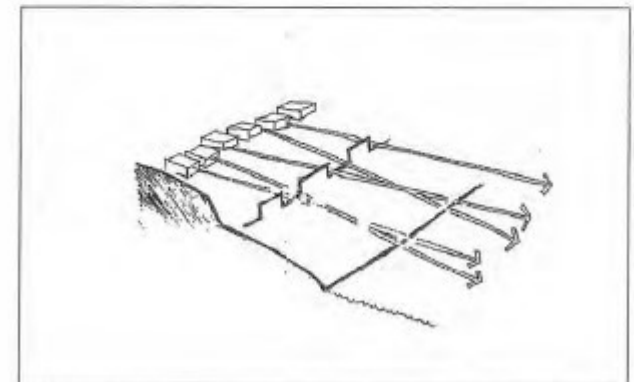
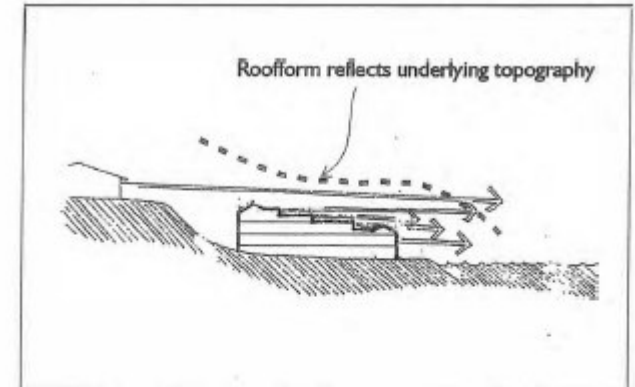
## IMPLICATIONS

- The clifftop is generally at 15m AHD with the site generally 12.5m below, reducing the potential for amenity impact on adjoining properties in Balmoral Crescent. Care should be taken to ensure a reasonable sharing of views 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.

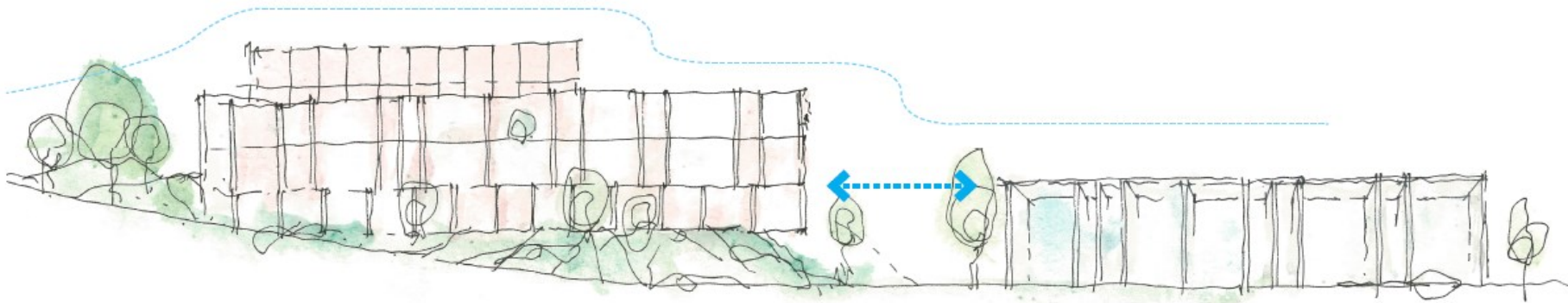
Step the building form down towards the foreshore and incorporate slots, to ensure a reasonable sharing of views, reflect the natural landform, limit overshadowing at the foreshore and create a diverse and attractive built form.

## 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



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



Concept Sketch, Ripplside 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.

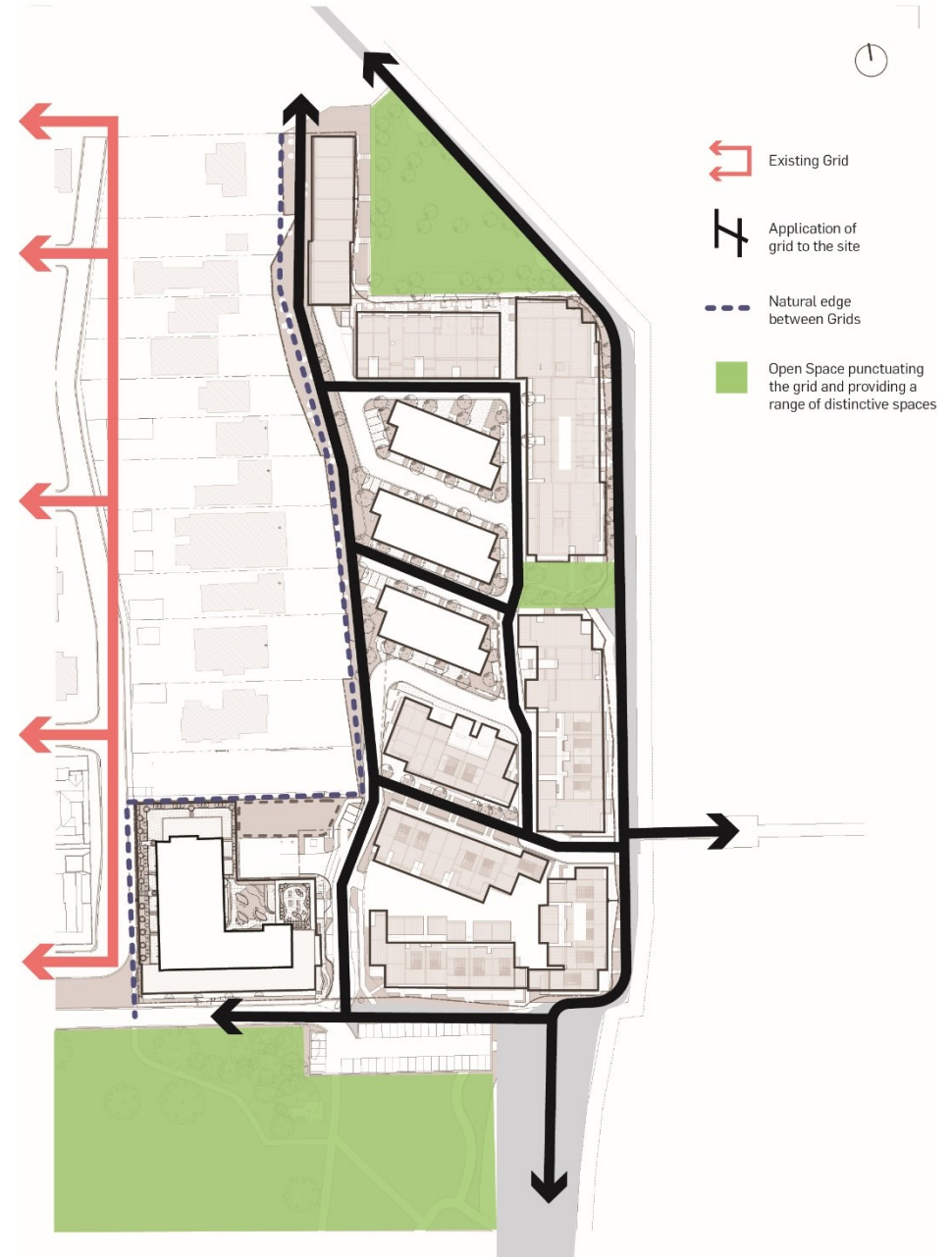
# F1 THE GRID

## 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 punctuate the grid and providing a range of distinctive spaces.



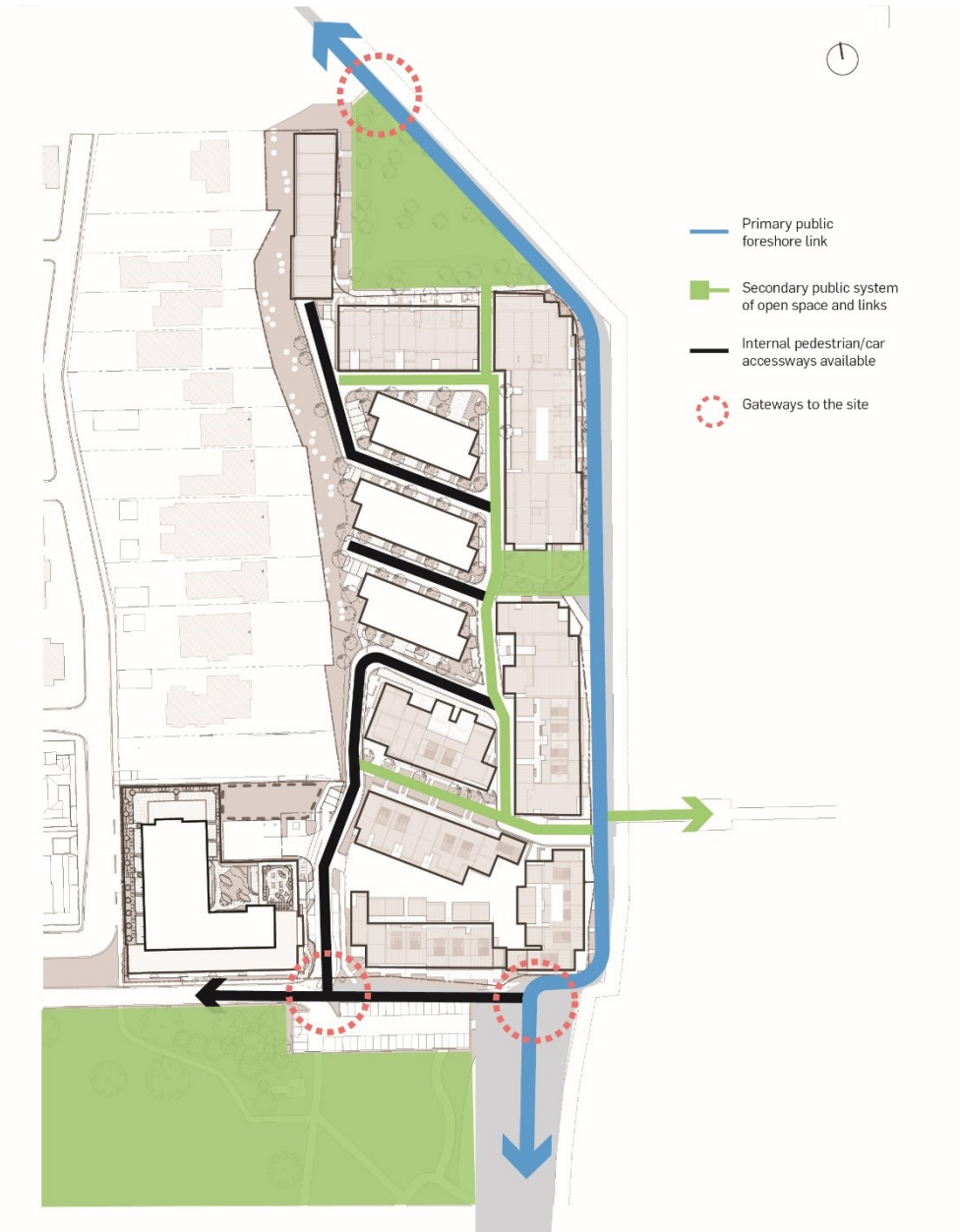
# F2 MOVEMENT NETWORK

## URBAN DESIGN PRINCIPLES

- P3 Provide access to the waterside for the broader Geelong Community.
- 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 Street extension to Rippleside Pier.
- P16 incorporate a permeable grid of streets that reflects the shape of the site and adjacent subdivision.

## FRAMEWORK RESPONSE

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



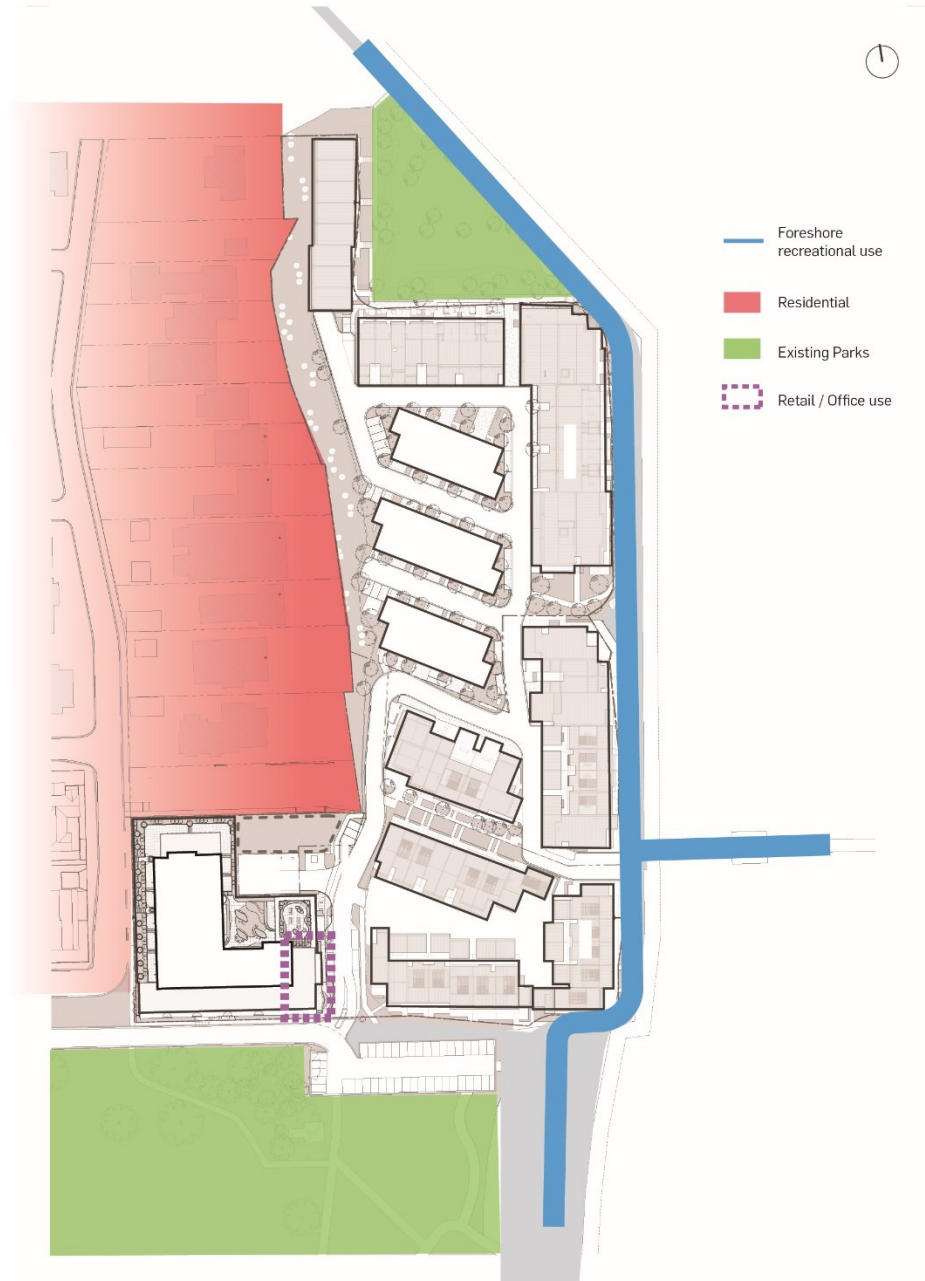
# F3 LAND USE PATTERN

## 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.



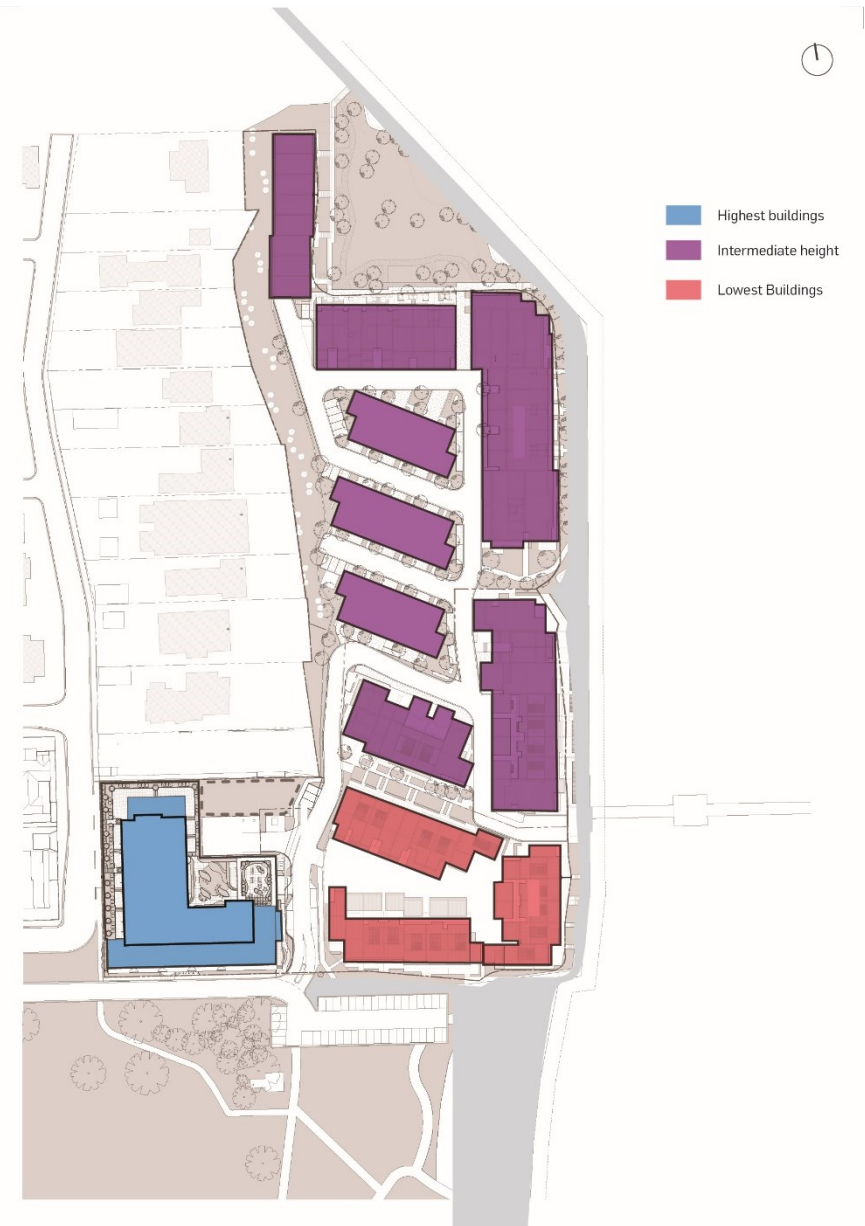
# F4 BUILT FORM

## 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 in height 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 residents and those to the west of the site. A combination of building heights stepping down 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 village character.
- Reference is made to the history of the site in the public spaces within the development.

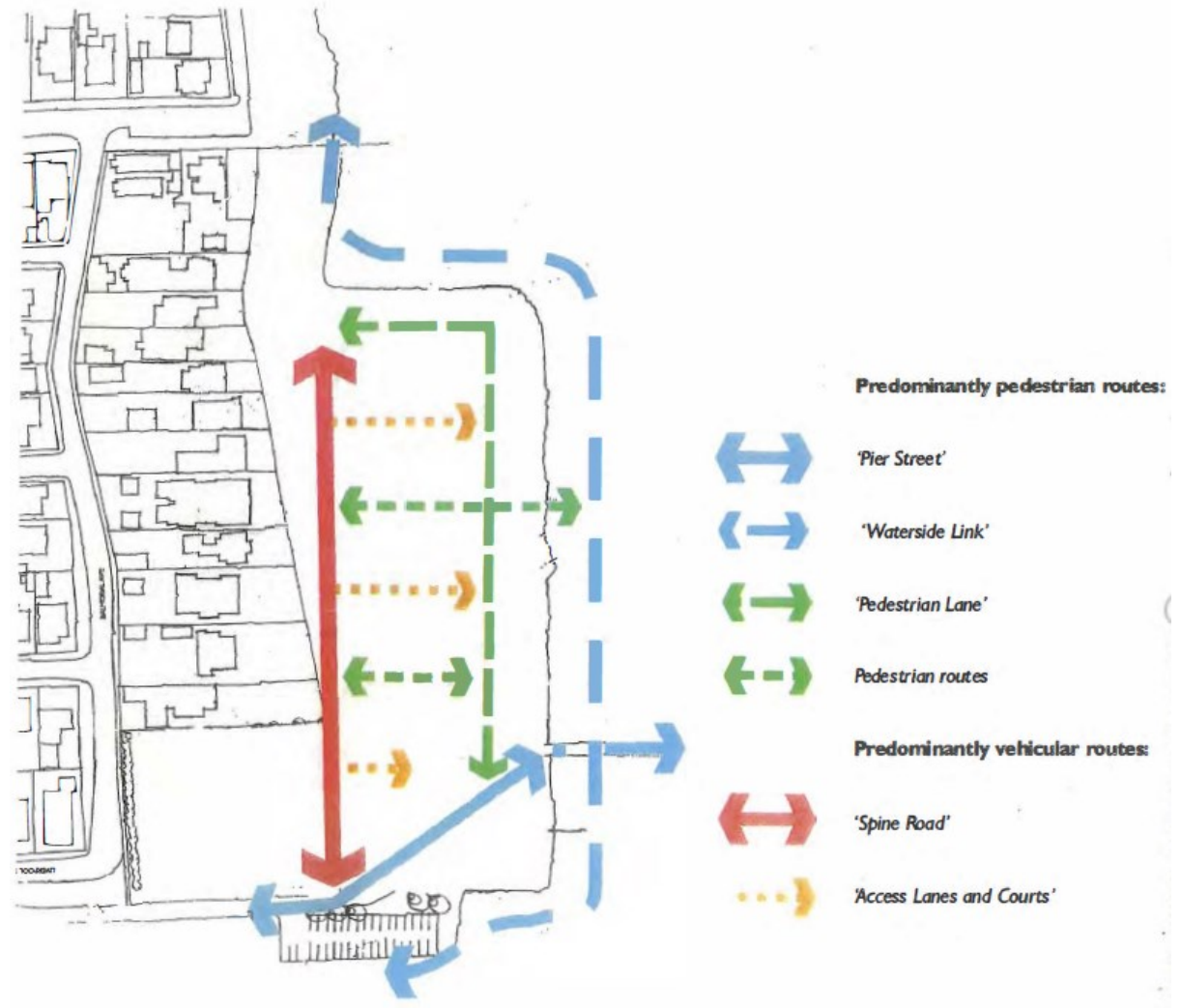


# F5 IMPLICATIONS: STREETS & LINKS

- The implications of the Urban Design Framework for streets and other links are that they should:
  - Integrate the development with the surrounding area, by providing, new direct links that connect the Rippleside Pier with 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.

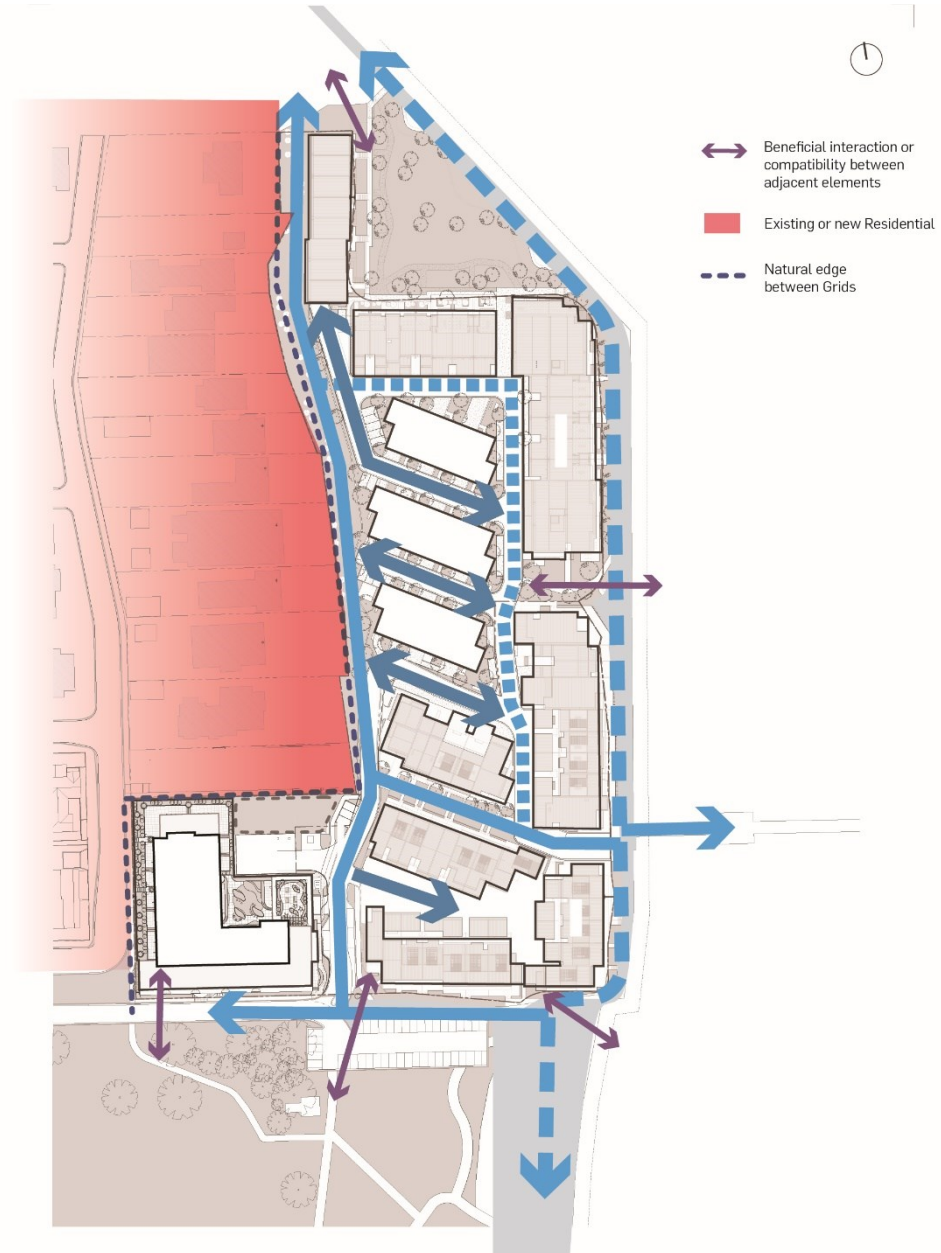
- The objectives described above can be best achieved by the following elements:
  - A predominantly pedestrian street running from the end of the Liverpool Street extension through the to the base of the pier ('Pier Street');
  - A continuous waterside promenade for pedestrians, cyclists and (indecipherable word)
  - An alternative north-south route between Rippleside and St Helen's Parks within the development, primarily for pedestrians, cyclists (pedestrian lane)
  - A road running from the Liverpool Street extension along the 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

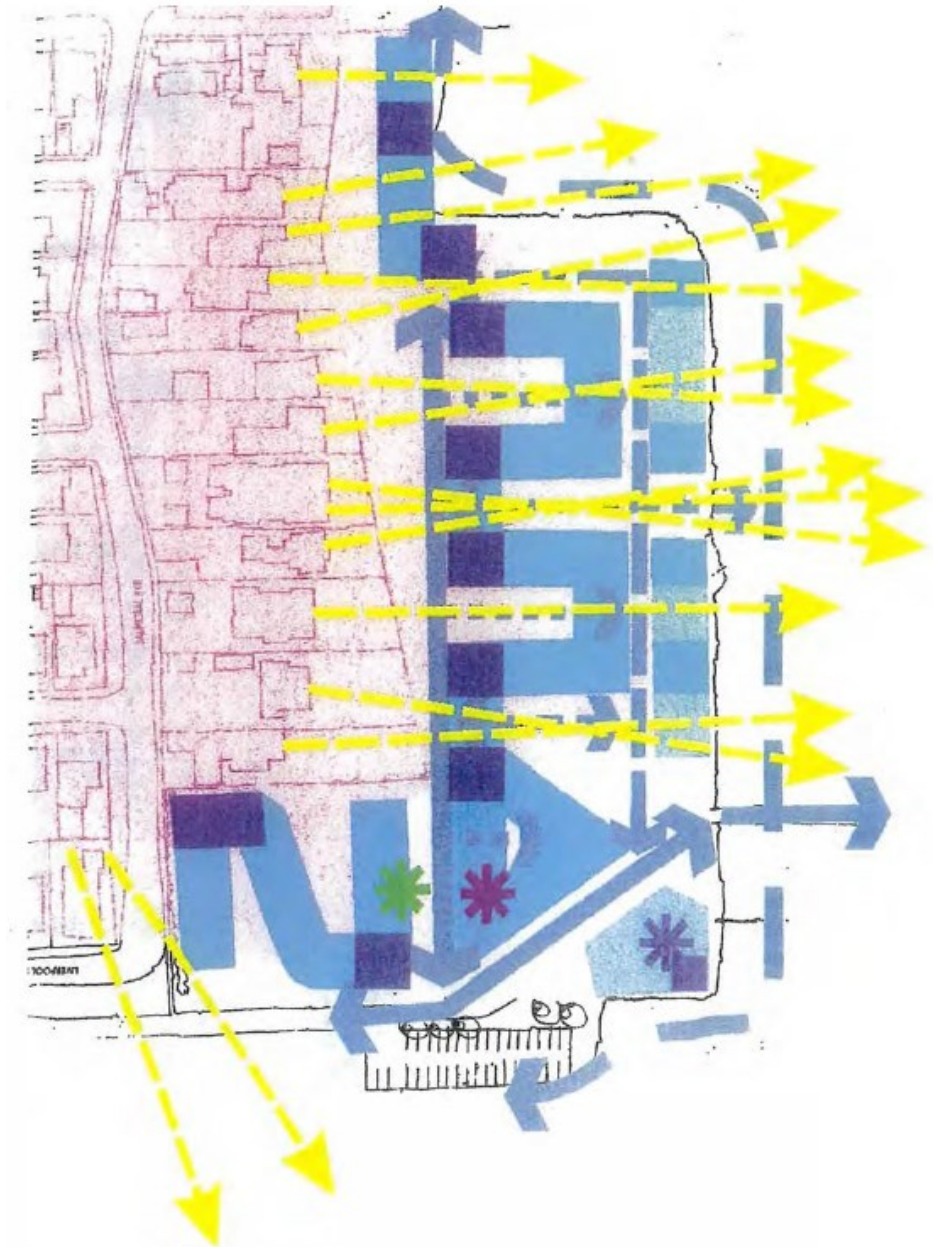
- The implications of the Urban Design Framework for land uses are that they should seek to:
  - Create new inner urban living environments and housing types to assist in attracting more people, businesses, trade and investment to Geelong
  - Support the use of North Geelong Railway Station and local 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 Urban Village approach, foreshadowed by the North Geelong Urban Village project. The Urban Village approach typically incorporates:
  - Inner urban dwelling types such as townhouses and apartments in up to five to seven 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 marker 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 active 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 and predominantly vehicular east-west routes to avoid the imposition of garage doors on the public realm in most of the development, allowing an active and attractive edge to be presented to it instead

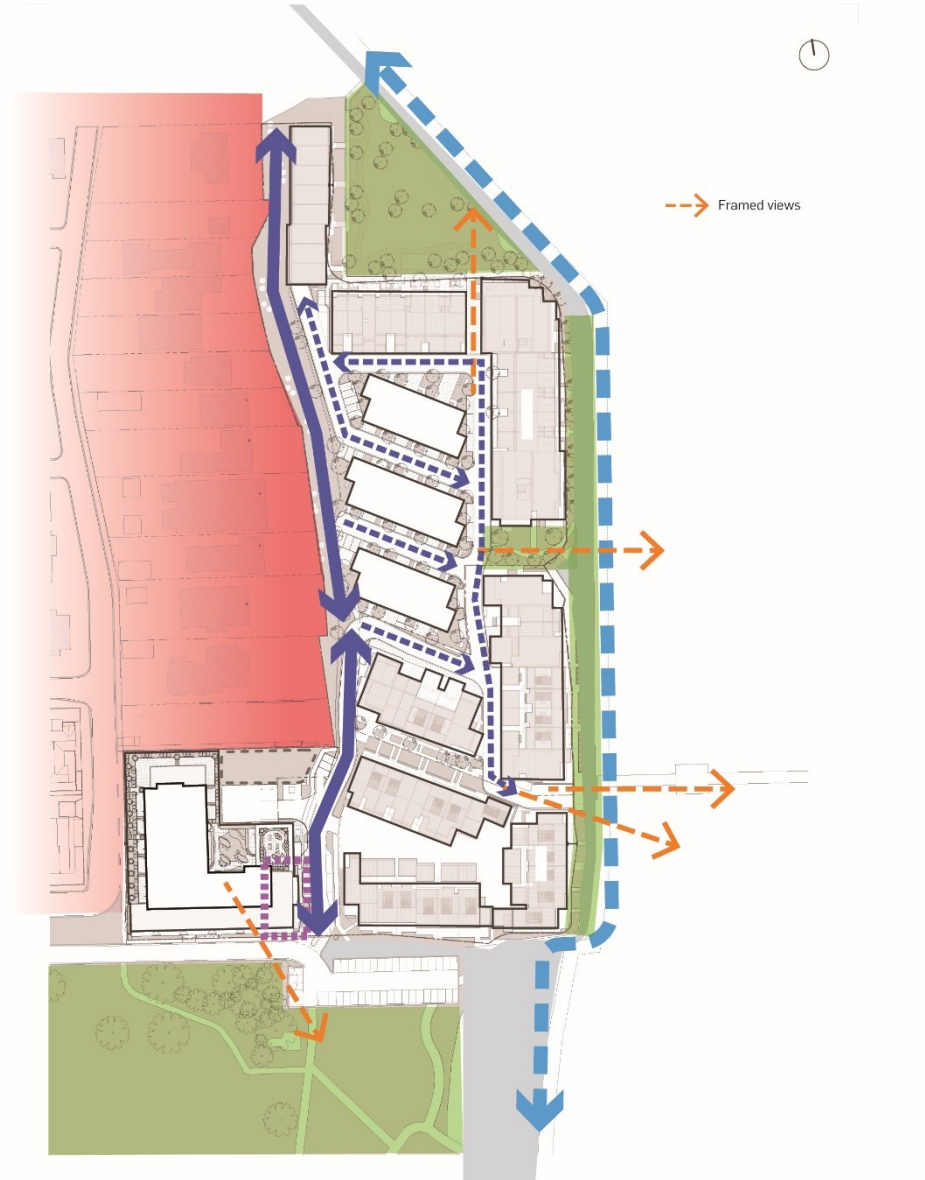


- Integrating garages within individual townhouses or apartment buildings, serviced from the vehicular route at the rear
- Providing private outdoor amenity primarily in the form of balconies – which would benefit from views of the Bay – rather than traditional gardens (the market sector that seeks such 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 fronts 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 dearly 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 areas 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 the 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

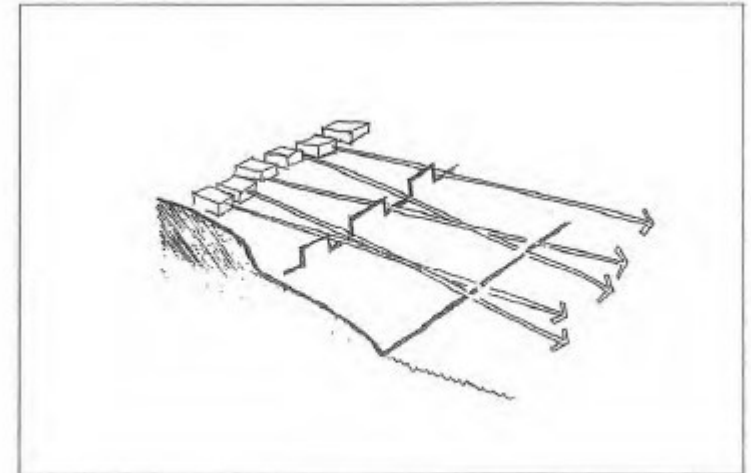
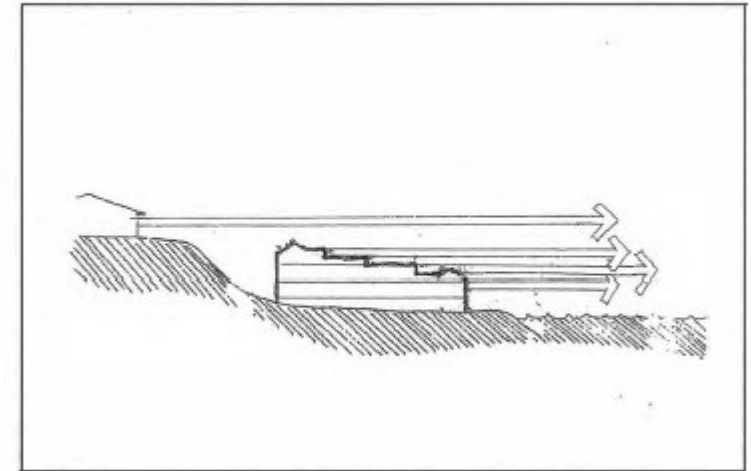
- To ensure a reasonable sharing of views of Corio Bay between existing and new dwellings.

## 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

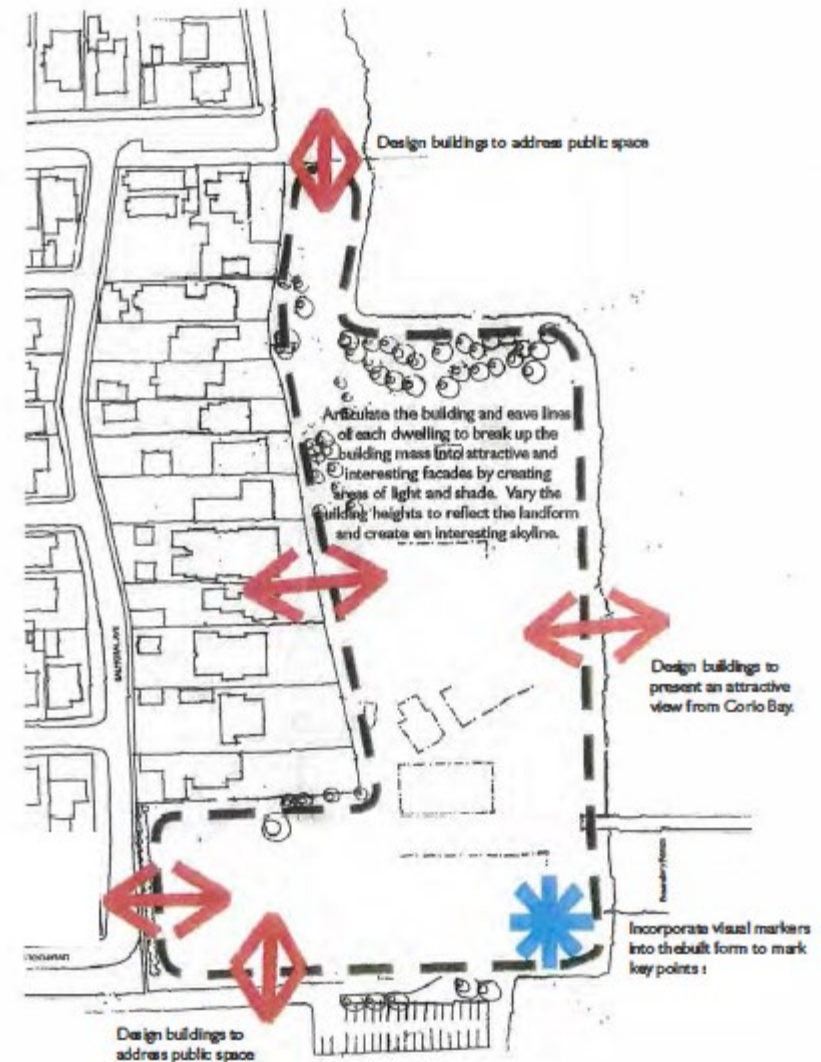
## OBJECTIVES

- To ensure an appropriate interface with adjoining public spaces and attract the public 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 building mass into attractive and interesting facades by creating areas of light and shade, avoiding uninteresting blank facades.
- G3.2 Vary the building heights to reflect the underlying landform and create an interesting skyline.
- G3.3 Incorporate visual markers such as gateway structures into the built form to mark key 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 existing built character of the street, maintaining the predominant scale and setbacks of the existing residential dwellings from the street.
- G3.6 Views Into the site from the bay and both Parks should be visually interesting and enhance the experience of these environments.
- G3.7 To use physical marker clearly visible from surrounding areas to announce public use of 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

- 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.

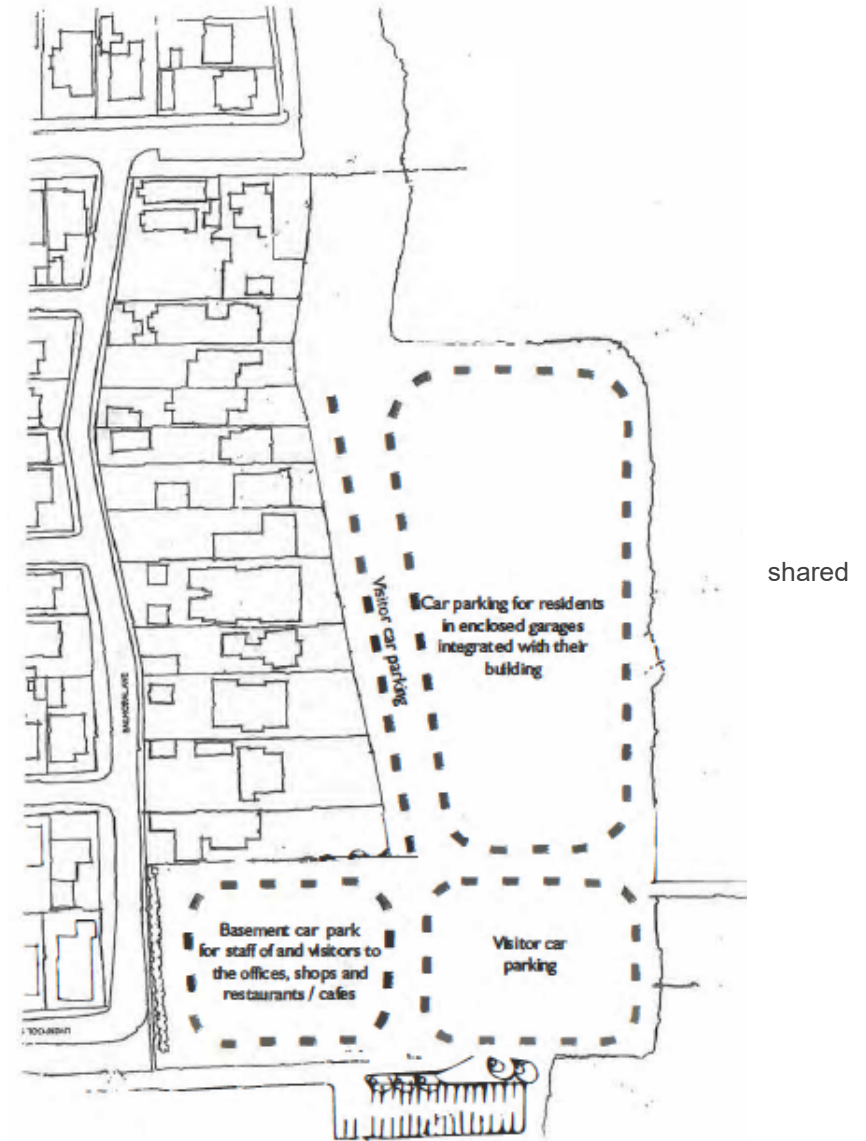
# G6 INTERNAL OPERATION: CAR PARKING

## 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 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 park in the southwest corner of the site, accessed directly from the Liverpool Street Extension.
- G6.3 Provide car parking for visitors to dwellings along the Spine Road.
- G6.4 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.



# 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

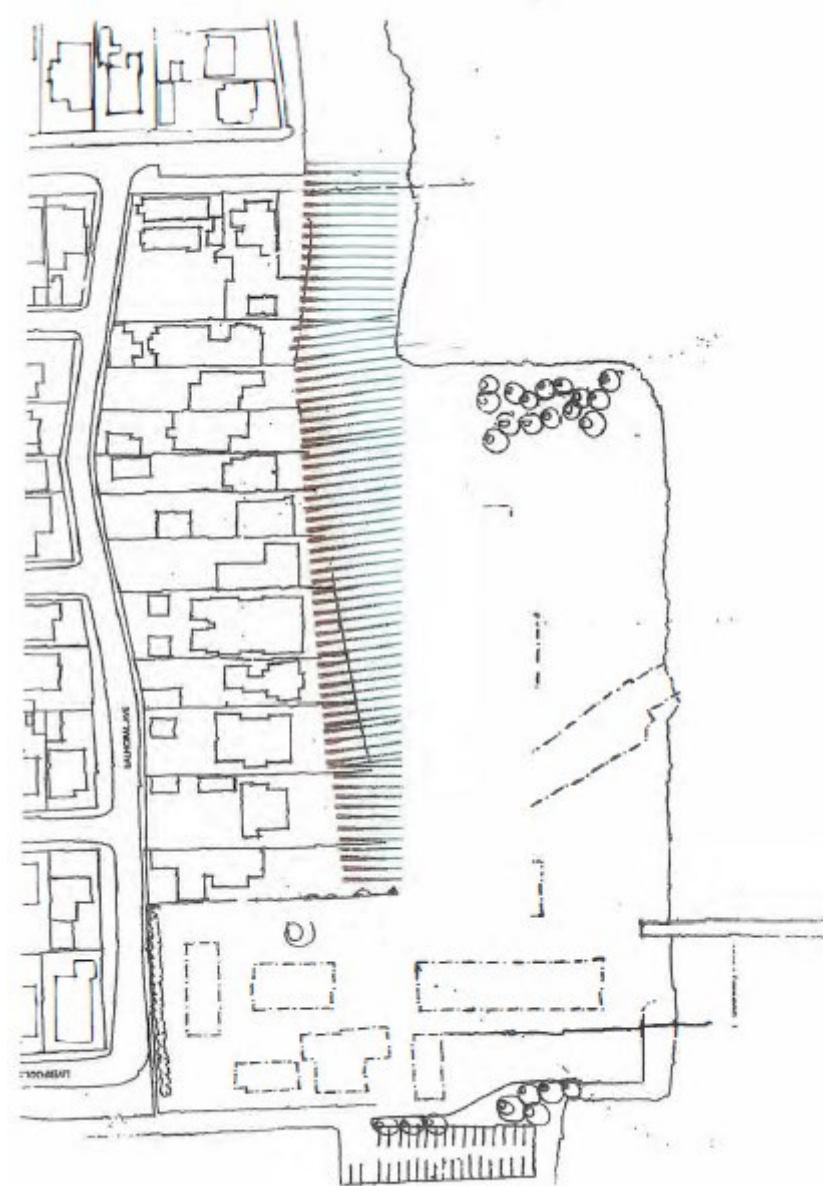
## OBJECTIVES

- 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 safety 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.

### ROOVES

- G12.6 Clad rooves in tiles, slate or metal with seams or corrugations finished to avoid high reflectivity
- G12.7 Paint metal rooves 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 readily 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 *Archontopheonix Cunningamiana*, Bangalow Palm or *Lagunaria Patersonii*, Norfolk Island Hibiscus). Allow for the installation of raised planting beds in front of dwellings.

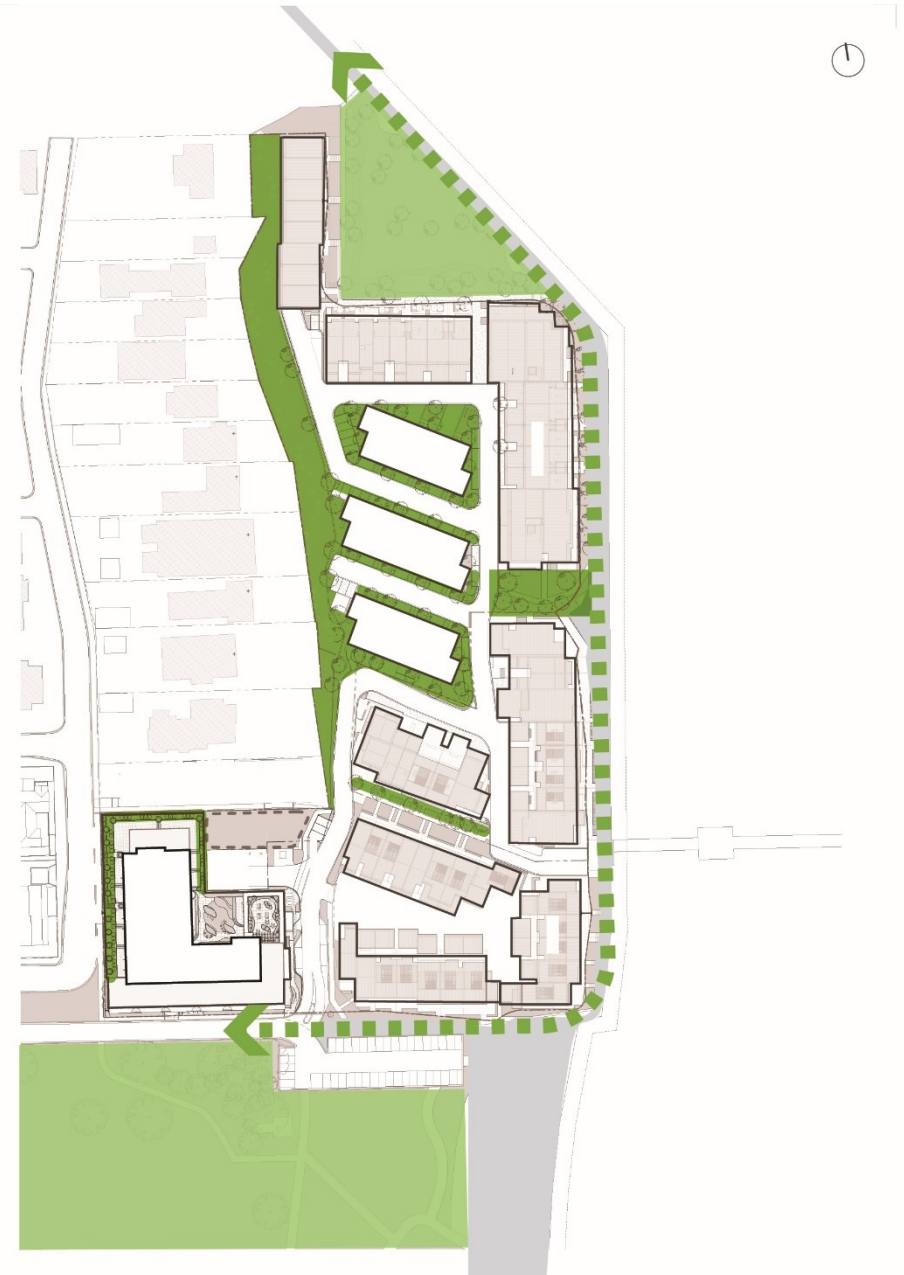
### RESIDENTIAL SQUARES

- 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