



Greater Geelong Planning Scheme Amendment C436 & Planning Permit Application PP-573-2021

Planning Panel - Greater Geelong C436ggee

Statement of Urban Design Evidence
Prepared by Craig Czarny of Hansen Partnership

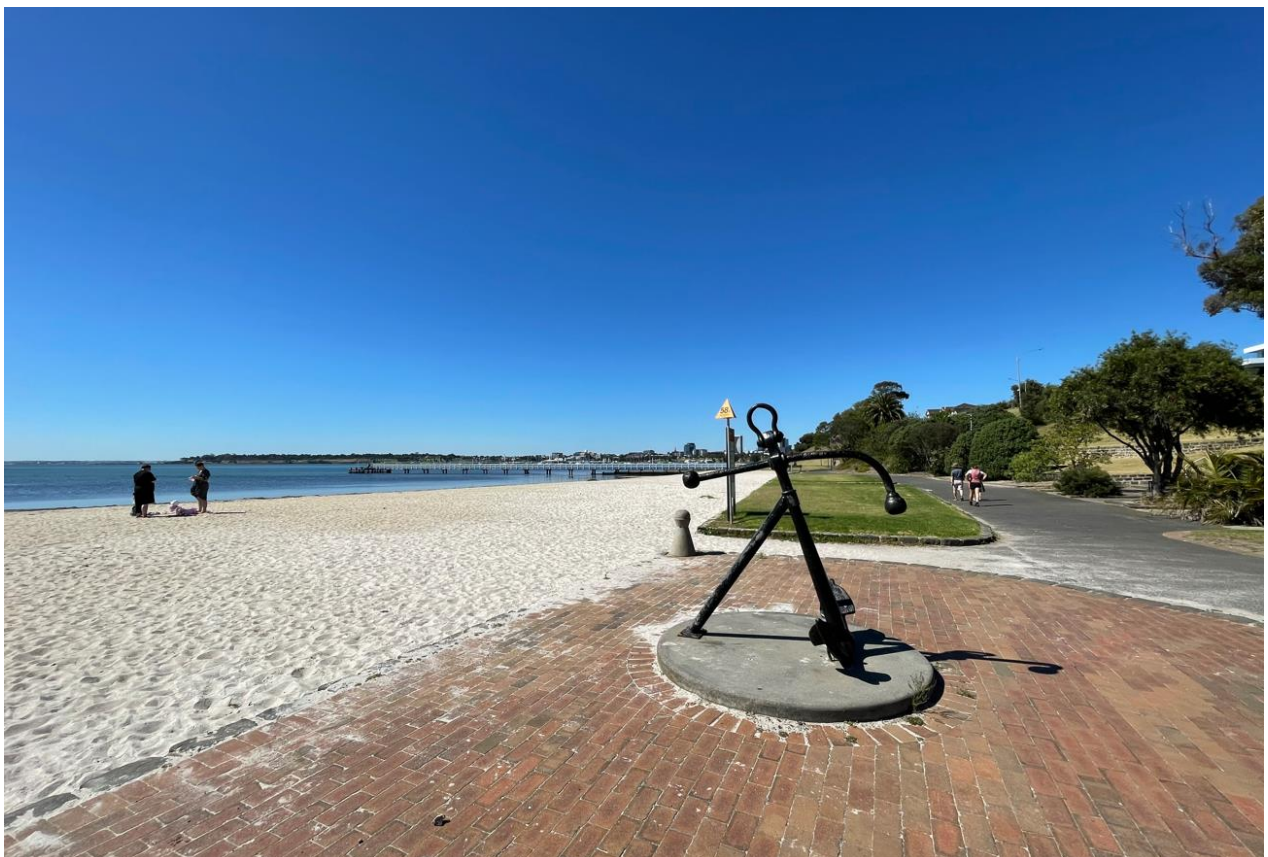
February 2024

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Appendices

- Appendix A – Craig Czarny: Curriculum Vitae
- Appendix B – Relevant State & Local Policies



Ripplside Beach

Cover Page

1. the number given by the Panel for the relevant proceeding:

Greater Geelong C436gee

2. the date of the report:

6th February 2024

3. the date of site visit and inspections:

29th January 2024

4. if the report relates to a property, the address of that property:

1 Harbourside Drive, Rippleside

5. the party for whom the report has been prepared:

Balmoral Quay Pty Ltd

6. the person from whom you received your instructions:

Best Hooper Lawyers



Nearmap Aerial - November 2023

1. Introduction

1. My name is Craig Czarny and I am a director of design at Hansen Partnership. I have over 35 years' experience in urban design and landscape projects in Australia and overseas. I hold a Bachelors degree in Planning, a Masters degree in Landscape Architecture and am a Registered Landscape Architect. I have provided urban design, streetscape, public domain, landscape and planning scheme assessment advice on a number of projects of varying scales. I have a sound appreciation of the urban form, streetscape and public domain issues in residential and commercial settings, having provided advice on activity centre, residential and neighbourhood character studies. I also have an appreciation of planning and design issues in Greater Geelong, having advised Council and private sector clients on local projects for more than two decades.
2. Projects that I have managed have received awards from the Planning Institute of Australia (PIA), Australian Institute of Landscape Architects (AILA) and International Federation of Landscape Architects (IFLA). I am a PIA and AILA Fellow and recipient of the 2008 AILA Victoria Medal, 2010 AILA National Planning Award and the 2016, 2018 and 2023 'International' Awards. I am also an Honorary Principal Fellow at the University of Melbourne's Faculty of Architecture, Building and Planning. My experience is set out in Appendix A.
3. On this occasion, I have been engaged by Balmoral Quay Pty Ltd to undertake an independent urban design review of proposed Planning Scheme Amendment C436ggee (PSA) and the associated Planning Permit Application (PPA) PP-573-2021 for 1 Harbourside Drive, Rippleside. I have had no prior involvement in the project and first inspected the site and surrounds on 29th January 2024 and examined relevant background provided by Best Hooper relating to both the PSA and the PPA. These include a Town Planning Report by Urbis (December 2022), Landscape Concept Plan by Tract (July 2022), Urban Context Report by Global South (April 2021) and the exhibited Rippleside Comprehensive Development Plan (CDP) and Rippleside Urban Design Guidelines (UDG 2023) and Development Plans by SJB Architects (July 2022). I have also considered the relevant Clauses within the Greater Geelong Planning Scheme relating to urban design and the precinct.
4. Having inspected the site and background to the proposed PSA and PPA and the considerable breadth of opinion on urban design and built form matters - I believe that the development proposition as exhibited is appropriate, subject to minor design and documentation refinement. The proposed built form outcome is in my view acceptable given the current largely 'built out' status of the Rippleside Waterfront and the evolving character of the wider neighbourhood. The Stage 5 Rippleside Parcel at 1 Harbourside Drive is a distinctive site in terms of its size, topographical condition and 'dress circle' location with capacity to absorb a different typology. Both the Development Plan Concept and the subtle changes to applicable Planning Provisions represent what I believe to be a thoughtful and considered response to context, demonstrating an awareness of the site's significant role in Rippleside's streetscapes, park views and the broader panorama.

2. Site & Context

5. The subject site is located at 1 Harbourside Drive, Rippleside on the west side of Harbourside Drive within the Rippleside Waterfront Development (also referred to variously as Balmoral Quay) overlooking Rippleside Park to the south. The site is irregularly shaped and steeply sloping some 9.5m from east to west, with a benched cutting at 3m AHD supporting temporary construction sheds. The site is hemmed in by sloping vegetated batters to its north, south and west flanks enabling the flat platform of fronting Harbourside Drive. The site directly abuts a subterranean water pump station to the north-east accessible from Harbourside Drive.
6. To the **west** is Balmoral Crescent, a 15.5m wide local road reserve with unmarked parallel parking and footpaths on either side. The street is situated at a higher elevation compared to the subject site as land ascends steeply by approximately 9 meters from Harbourside Drive to Balmoral Crescent. Continuing further west is 41 Liverpool Street, featuring a double-storey brick dwelling that enjoys a dual frontage along both Liverpool Street and Balmoral Crescent. Also to the west is 52 Walker Street, comprising a double storey detached dwelling with a pitched roof and balcony aspect to the east and south. Vehicle access is provided from Balmoral Crescent to a double car garage. Further west, the neighbourhood is characterised by single or double storey (some elevated) detached dwellings in the General Residential Zone: Schedule 1 (GRZ1).
7. To the **north**, abutting the subject site is 5 Balmoral Crescent upslope, featuring 4 attached townhouses/units varying in height between 3 to 4 storeys within the General Residential Zone: Schedule 1 (GRZ1). The 2 townhouses to the east (specifically 3/5 and 4/5 Balmoral Crescent) front Harbourside Drive as a duplex to 3 storeys. As the land leads uphill towards Balmoral Crescent, properties 1/5 and 2/5 Balmoral Crescent consist 4 storey townhouses rising to 22.2m AHD. Extending further north is 7 Balmoral Crescent, comprising a single storey detached weatherboard dwelling with a pitched roof. There is an approval on this site for 2 attached 3 storey townhouses, rising to 23.6m AHD. The east side of Balmoral Cresence accommodates stately dwellings that typically face eastwards and enjoy aspect across the Waterfront to Corio Bay.



The Site – looking north from D.A d'Albora Jetty.



The Site – looking north from Rippleside Park.



West – 41 Liverpool Street



West – 52 Walker Crescent



North – 5 Balmoral Crescent

8. To the **south** is Yacht Approach (Liverpool Street off ramp), which is a 15m wide local road reserve permitting traffic movements in each direction comprising a footpath to the north. The road adjoining the site connects to hardstand parking and access to the Corio Bay Foreshore at Rippleside Beach. Rippleside Park is to the south as a large public passive parkland in the Public Park and Recreation Zone (PPRZ). The park is largely open as a low-lying drainage path, with scattered canopy vegetation, especially to its perimeter with amenities such as BBQ facilities, playgrounds, public toilets, outdoor dining, seating areas and an exercise zone. Most such facilities are located to the south and east. Extending further south is established residential land within the Neighbourhood Residential Zone: Schedule 2 (NRZ2) comprising a mix of single and double storey detached dwellings.



South – Yacht Approach, leading to Corio Bay water's edge.



South – Rippleside Park

9. To the **east** is Harbourside Drive, a local road facilitating traffic movement in both directions. This access is a recent construction and integral to the broader 'Balmoral Quay' development, serving as the primary access route to dwellings (mainly townhouses and some apartment stock) that are either completed or under construction. On the opposite side of Harbourside Drive, leading towards the waterfront are 2-3 storey townhouses that constitute 'Stage 1' of the broader Balmoral Quay development. Continuing further east, townhouses front the water's edge affording scenic views of Corio Bay, and separated from the edge by a public walkway.



East – Townhouses interfacing with Lumb Place



North-East – Townhouses fronting Corio Bay forming part of the Balmoral Quay development

10. The surroundings of the site comprise a mix of established freestanding homes and recently realised redevelopment on the Waterside plateau, with a wider coastal context comprising mixed urban renewal areas, port and industrial operations and the open environmental aspect of Corio Bay. More noticeable are the concentrated towers and like infrastructure within the Geelong CBD (ACZ1) to the south including the traditional City Grid and (formerly named) Western Wedge, comprising mixed use development of up to 20 storeys or more.



North-East – Townhouses fronting Corio Bay forming part of the Balmoral Quay development

**Amendment C436Gee
1 Harbourside Drive,
Rippleside**

Place Values

Legend

- Subject site
- General Residential Zone (GRZ)
- Comprehensive Development Zone (CDZ)
- Public Park & Recreation Zone (PPRZ)
- Neighbourhood Residential Zone (NRZ)
- Heritage Overlay (HO)
- Environmental Audit Overlay (EAO)
- Main Roads
- Local Roads
- Trails
- Laneway / ROWY
- Beach Access
- Single Storey
- Two Storey
- Three Storey
- Four Storey
- Secondary Structure
- Residential Planning Permit up to RL 23.6m
- Water Structure (Wharf / Pier)
- At - Grade Car Parking Area
- Vegetation
- Contours (1m)
- Direction of Slope
- Outdoor Gym
- Public Shelter / BBQ area
- Playground
- Public Restroom



3. Existing Provisions

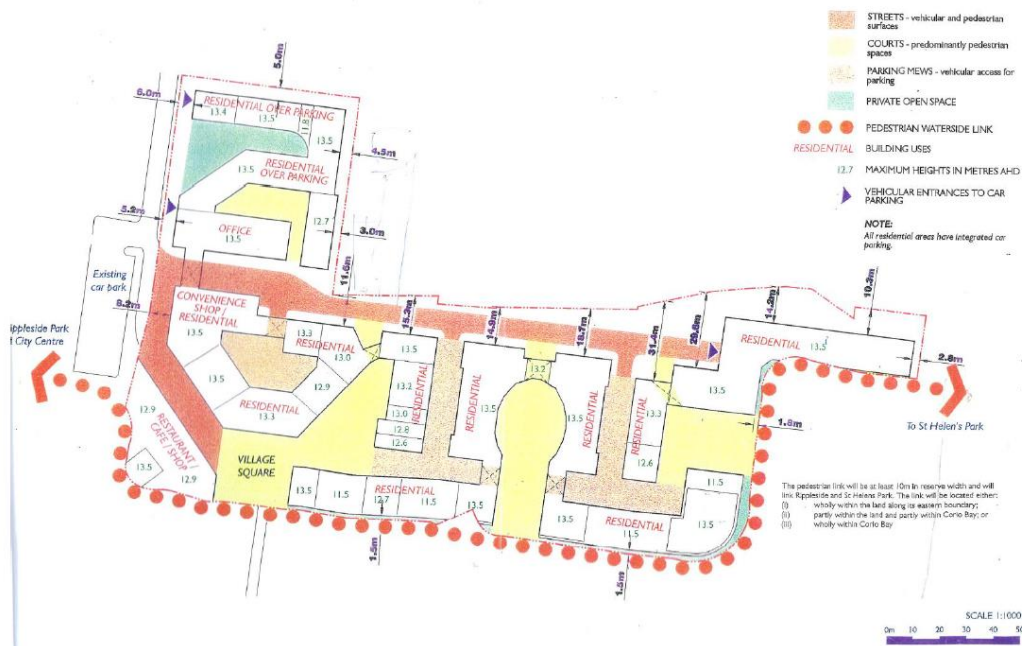
11. The site is principally covered by the **Comprehensive Development Zone – Schedule 2 (CDZ2)**, which seeks:

- To facilitate the use, development and design of an urban environment that complements and enhances the area and provides linkages with the surrounding residential, community and open space networks.
- To provide for residential, recreational and boating facilities and activities in conjunction with small-scale commercial and tourism development.
- To provide for the integrated subdivision and redevelopment of the Rippleside Shipyards generally in accordance with the Rippleside Comprehensive Development Plan.
- To provide for development that is sympathetic to the surrounding residential and recreational environment, utilising the waterfront location and harbour infrastructure.



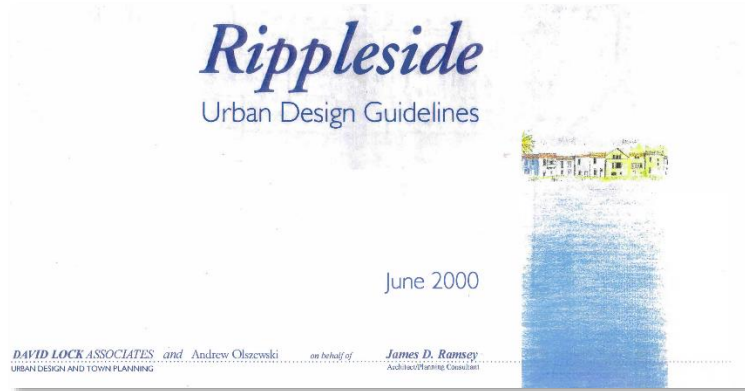
Zoning Map

12. Regarding overall building height the CDZ2 states that, 'the height of any building must not exceed the height above the Australian Height Datum for any particular site as shown on the Rippleside Comprehensive Development Plan incorporated into this Planning Scheme.'. The Incorporated Document in this instance includes a CDP (2000) which specifies a maximum height of 13.5m AHD as set out below.

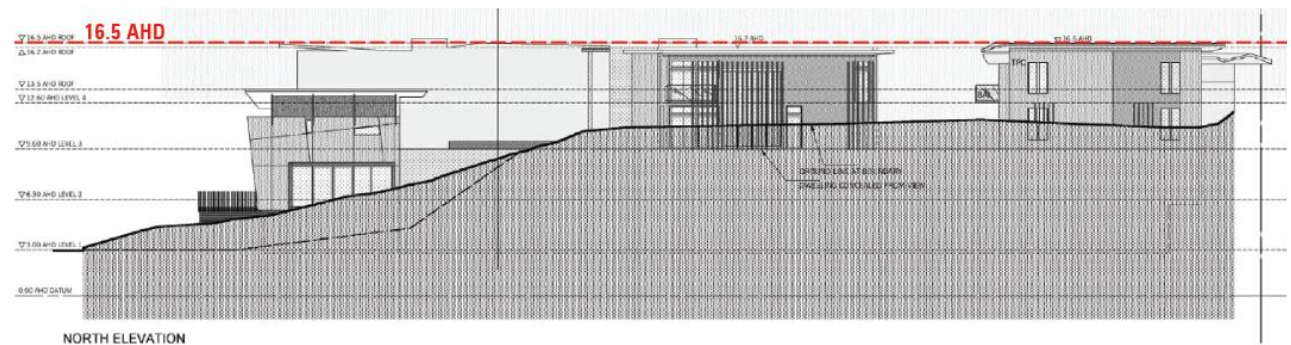


Rippleside Comprehensive Development Plan (2000)

13. The Incorporated Documents also include the The Rippleside Urban Design Guidelines (2000) which set out a suite of more detailed Objectives, Principles and Guidelines applying to development within the designated area.



14. Notably, this building height measure is considered discretionary as determined by VCAT in February 2005 by VCAT (P2386/2004), noting an earlier approval on what was previously known as Building H to 16.5m AHD



Extract of elevation of approved plans by Orbit Solutions 13th March 2007 a derivation of Approved Building H by Williams Boag et al

15. The following Planning policies of the Greater Geelong Planning Scheme are considered relevant:

- Clause 02.03-1 – Settlement;
- Clause 02.03-5 – Built Environment & Sustainability;
- Clause 02.03-6 – Housing;
- Clause 11.01-1S – Settlement;
- Clause 11.01-1L-01 – Settlement - Greater Geelong;
- Clause 15.01-1S – Urban Design;
- Clause 15.01-2S – Building Design;
- Clause 15.01-5S – Neighbourhood Character;
- Clause 15.01-5L – Neighbourhood Character;
- Clause 16.01-1S – Housing Supply;

16. The following State Design Guidelines are also considered relevant:

- Urban Design Guidelines for Victoria (2017); and
- Victorian Urban Design Charter (2010)

5. The Planning Permit Application

18. The proposed 'Stage 5' of the Balmoral Quay, Rippleside development comprises the construction of a 6-7 storey apartment building. Specifically, the proposal comprises:

- A Lower Ground Floor comprising bicycle parking, storage, and car parking with vehicle entry provided from Harbourside Drive. A marina office (34.7m²) is located at the Harbourside Drive frontage and office tenancy is positioned at the corner of Yacht Approach and Harbourside Drive.
- A Ground Floor comprising further storage and car parking, with vehicle access provided from Balmoral Crescent, while pedestrian access is facilitated from Yacht Approach. Additionally, it comprises 12 apartments each comprising private open space in the form of balconies.
- Level 1 comprising additional storage and car parking with vehicle access from Balmoral Crescent. This Level comprises 13 apartments and a residential amenity room (52.1m²).
- Level 2 comprising 21 apartments.
- Level 3 comprising 17 apartments and a communal roof terrace.
- Level 4 comprising 11 apartments.
- Level 5 comprising 10 apartments.
- A total 123 car parking spaces are provided across 3 Levels of the proposal.
- A maximum of building height of 27m (28.2m to top of services).
- A mixed material palette comprising profiled sand, grey and terracotta concrete, bronze metal framing, perforated terracotta screening, glazing, bronze balustrading and copper planters.
- The building design comprises a contemporary and robust composition, characterised by a 4-5 storey podium base articulated with profiled concrete, recessed balconies, and expansive glazing. The upper level features a recessed 'cap' constructed from terra cotta concrete, creating a distinctive visual element to the upper two levels.



Artistic render illustrating the Rippleside Park interface – Extract from Development Plans prepared by SJB Architects.

6. Urban Design Appraisal

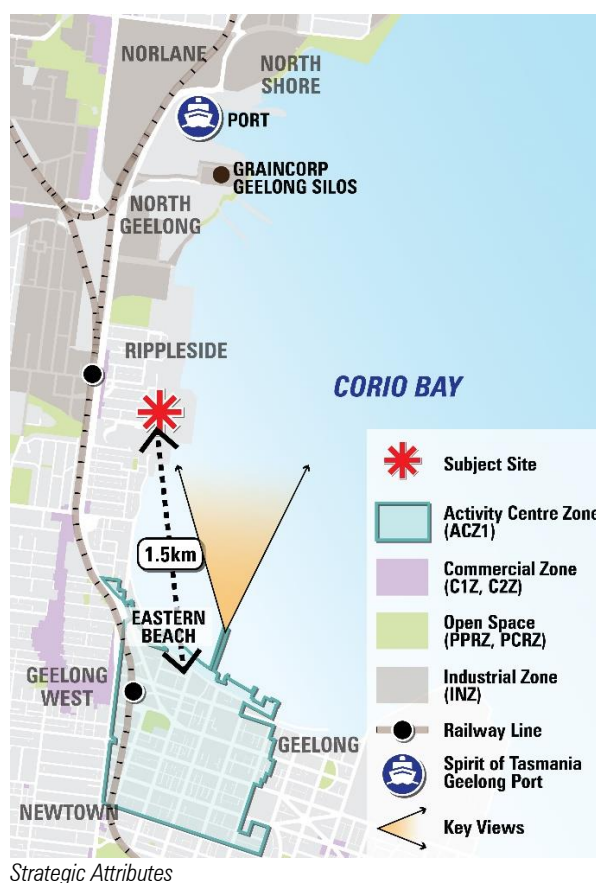
19. Firstly, and in advance of my urban design appraisal of the proposed Amendment C436 to the Geelong Planning Scheme and the associated Planning Permit Application PP-573-2021 for 1 Harbourside Drive, Rippleside, it is appropriate to acknowledge what I consider to be foundational urban design matters. Firstly, it is widely accepted that the proposed Stage 5 development (subject of the proposed PSA and PPA) is the final 'piece' within the wider Rippleside Waterfront development and a parcel that enjoys distinctive attributes compared to the foreshore plateau embodying the wider Balmoral Quay development site to the east. Secondly, while the Rippleside Development Plan (DP) and Design Guidelines (UDG) have enabled a suite of (now largely constructed) 2-3 storey mixed townhouse and apartment modules to the east, the proposed Stage 5 development is 'different' and as such requires judicious adjustments to the CDZ and Planning Scheme provisions via the PSA. Thirdly and finally, the Rippleside DP and UDG package is now more than 20 years old, having been drafted in the late 1990s and incorporated into the Geelong Planning Scheme in 2000 (with approvals granted since 2005) with some scope to be contemporised without undermining its overarching ambition. Given these circumstances, I believe that it is appropriate to allow for careful variance of the Planning Provisions (and therefore the Rippleside Masterplan) to enable a 'dress circle' site such as that at 1 Harbourside Drive to be optimized, recognising that it represents both an urban design 'opportunity and obligation' for a successful integrated urban design solution. I consider the proposed PSA and PPA package to be generally appropriate (with further information and design adjustment) and acknowledge the need for a series of strategic, local and site planning and design 'issues' to be ventilated as set out below:

Infill Models

20. The overarching approach to 'infill development' in metropolitan Melbourne, Geelong and Regional Centres has evolved significantly over generations. What is clear in review of numerous brownfield (and former industrial) sites over time is that urban contexts are not (or rarely) static, but typically evolve in response to nearby or adjoining renewal (of underutilised land). It is therefore important when deliberating the merits of the Stage 5 Rippleside proposal to have regard to its dynamic surroundings. including changing residential opportunity to north and west and differing expectations on the role/function of open space and foreshore environments. The physical form and condition of these contexts is (and will continue to) evolving. It should also be acknowledged that planning of former brownfield sites (and other infill parcels) has matured as our cities grow (reflect upon initial planning for Sandridge/Southbank or Beacon Cove in Melbourne or Eastern Beach and Central Geelong Waterfront in the 1980s and 90s) where a calling for order and consistency has (in the 21st-century) made way for greater diversity with a focus on 'place' (consider recent infill models Western Wedge in Geelong or Nightingale Village/ Oakover Precinct Preston in Inner Melbourne). This is not to say that the Rippleside Masterplan (2000) and associated Incorporated Documents are benign, rather that there is scope for judicious variance that can support the evolving image of the City.

Context & Chronology

21. I have had the opportunity to witness the evolution of the Rippleside land over more than 20 years and understand its transition from a former waterside dock and industrial location to an integrated programme of housing and infrastructure. In my opinion, much has changed in terms of both the urban/environmental condition of the precinct and the ambition/expectations of its users (and related real estate market). Having regard to the background (Rippleside Masterplan CDP and UDG 2000 and subsequent Tribunal decision), the principal development promoted a mix of 2 to 3 storey townhouses and some apartment stock, however the contemporary (real estate market and planning provision) settings increasingly demand more compact living (Clause 02.03-6: Housing) comprising more compact apartment forms (with basement parking) and greater scope for profile, activation, aspect and amenity. In this regard, I believe that both user values and capacity for change at Rippleside has advanced considerably. Ponder the profile of the Geelong CBD and Western Wedge today, with rising towers that were unimaginable in 2000. Something of this shift in values is also evident immediately around the site at 5 and 7 Balmoral Crescent, where conventional parcels (in the GRZ) are not developed as new single dwellings or dual occupancies - but with multi-level townhouse/unit projects reaching 22.2-23.6m AHD, a scale notably higher than the 13.5m AHD designated within the CDZ. This provides some justification for variance that recognises the importance of the site as a marker in its evolving context in the form of judicious uplift.



PSA Provisions

22. In my reading of the approval chronology at Rippleside over some 25 years, there has been due consideration as to the form and function of the CDP and associated UDGs (addressed in VCAT Reference No. P2386/2004), including Plan endorsement and Secondary Consents (2005, 2007 etc). I acknowledge the Rippleside Stage 5 proponent seeks a combined PSA and PPA process, notwithstanding the discretion available in the CDZ. I support this approach and emphasise that it does not seek to undermine the CDP's vision, but determine 'first principals' for planning and design of the discrete parcel with contemporized Provisions (also in light of the contextual observations noted above). I have inspected the Balmoral Quay: Stage 5, Geelong Urban Context Report (April 2021) by Global South and note specifically its 9 Principles & Design Responses. This is an apt

and thorough planning and design approach where no other contemporary Scheme site parameters apply. I do not intend to forensically appraise the PSA’s statutory provisions, but note the Rippleside UDGs (2000) are an Incorporated Document that require refinement (to Objectives, Principles and Guidelines) addressing the proposed Stage 5 morphology. These

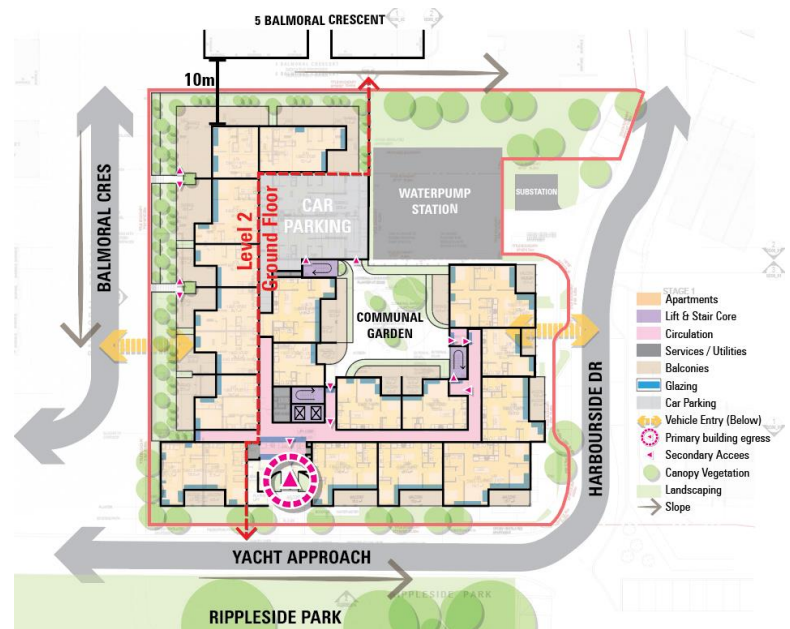


UCR 2021: Pgs 29-30 Principles

are not outlined in the PSA exhibited documentation (which includes only the CD22 tracked changes and new 2023 CDP), but I have since been furnished with an updated UDG version (March 2023) which make basic changes to text, imagery and Policy references. I recommend that these are presented in a track changes format (enabling comparison) with additional refinements to Sections A2.5, F4, F7, G2 & G3 relating to new built form, interfaces and views for consistency.

The PPA & Development Plan

23. The proposed Rippleside Stage 5 development comprising a 6-7 storey apartment building in an ‘U’ shaped configuration addressing Balmoral Crescent, Liverpool Street and Harbourside Drive is in my opinion a fitting response to the Planning Scheme’s strategic provisions that can be reasonably absorbed within the Rippleside neighbourhood. While I accept that Scheme’s neighbourhood character provisions (Clause 15.01-5L) focus on ‘respect’, there are in my view overarching strategic ambitions enabling alternatives responses on a large distinctive site of this kind in the CDZ. Importantly, the architectural concept by SJB is of particularly high quality, well-organised and effectively ‘integrated’ into the site, both in terms of its benching into topography and its relationships (setback, scale and activation) with 3 adjoining streets. The site design is configured around a north facing courtyard adjoining the northern pump station, supporting good separation from the 3-4 storey townhouses at 5 Balmoral Crescent enabling views (from



Site Planning Diagram

north and west) to Corio Bay. The proposal is well designed as an architectural form, highly legible (noting address and entries) and broken down into component parts to each of its 3 public interfaces. I interpret this design as medium rise 'garden apartment' model comprising setback 3-4 storey street form with an inset (recessive) top. It is not a typology borrowed from the CBD, but one that sits comfortably in a domestic context while also activating, facing and framing Rippleside Park to the south.

UD Issue 1: Building Height/Profile

24. A key design issue of interest is the building's height relative to that of approved at (and now constructed) Rippleside development to the east and neighbourhood stock in the GRZ to north and west. The proposal's profile is also exposed to Rippleside Park to the south and Corio Bay to the south-east. When measured numerically, development of 6-7 storeys rises generally to 26m AHD and close to double that identified in the CDP at 13.5m AHD. It is important to note however that the parcel (unlike the plateau leading to the waterfront) is benched into topography by some 9.5m, meaning that the form's projection above street level varies considerably. Recently constructed and approved townhouses to the north at 5 and 7 Balmoral Crescent (in GRZ) rise to 22.2m and 23.6m AHD respectively with the proposal (in CDZ) rising from a setback 3-4 storeys (only 2.4m higher than the neighbours) to 5 storeys downslope to the southern corner with Liverpool Street and the Park. The presentation of a 4-6 storey profile to the Park is familiar in metropolitan Melbourne and Geelong CBD contexts. Importantly, the proposed profile is not uniform, but substantially setback, stepped and articulated in transition to the east to Harbourside Drive opposite to 2 storey townhouses. While I accept that elevated form will be apparent in the view, its upper reaches are rebated from sensitive interfaces to avoid presentation of visual bulk and mass. I have also undertaken inspections from further south and east (including the Geelong CBD waterfront) and consider medium rise form acceptable in the frame of reference of other form, such as larger port and industrial structures to the north.

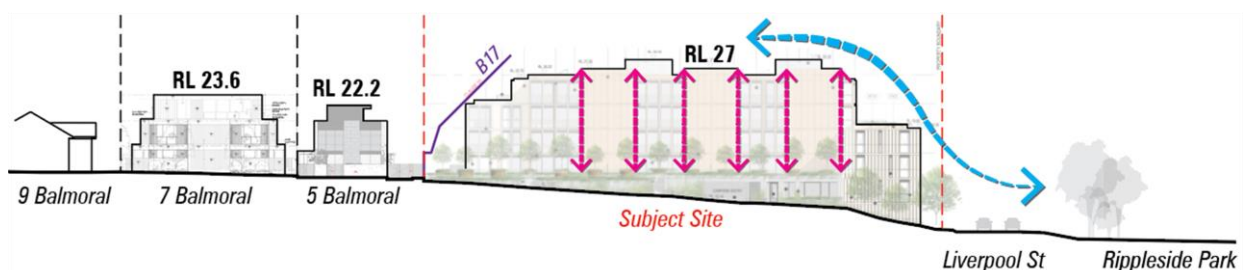
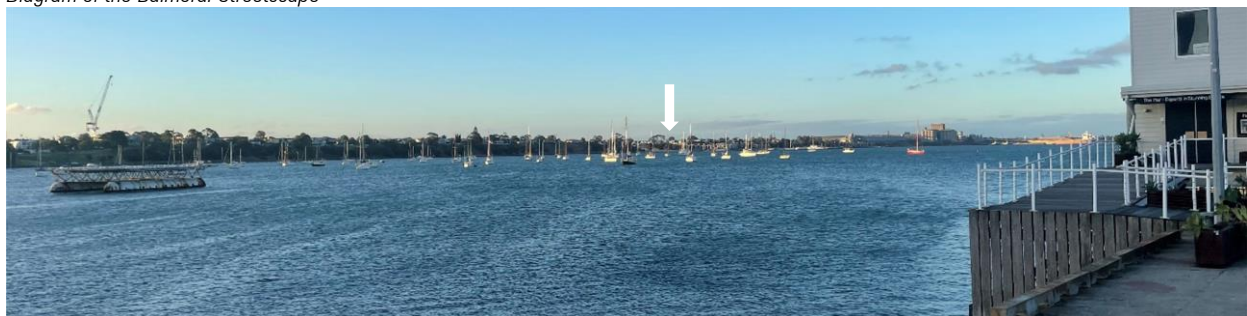


Diagram of the Balmoral Streetscape



Lona views to the site from Steampacket Pier

UD Issue 2: Streetscape Presentation

25. The presentation of the proposal to public streetscapes on Balmoral Crescent, Liverpool Street and Harbourside Drive are important as they represent the front face of the precinct and a demonstration of the quality of design. As a medium rise form, street walls and setbacks are imperative in anchoring the building to its place. It is not in my opinion necessary to comply with the original CDP setbacks given endorsement of alternative profiles (Building H; VCAT 2005) and condition of recent form on adjoining parcels. To Balmoral Crescent, the proposal steps from 3 to 5 storeys (north to south) behind a raised landscape bed (setback 4.25m) with an articulated (glazed or solar screened) repetition of framing setback of 7.17m. This increases to 9.44m to the north (greater than the setback of 5 Balmoral Crescent), but projects forward to the south and Rippleside Park interface (to 1.38m). While I understand the logic of projecting forward to this corner, there would be merit in recessing the south-west podium in part (Apartment 3.01) to enable wider views of Corio Bay from Balmoral Crescent north. The condition is more uniform to the Liverpool Street and Park address, where a 4-5 storey articulated street form is located behind a 2.8m landscape setback with an 11m setback to well concealed upper levels. The presentation of the proposed form to Harbourside Drive comprises glazed walling at Ground Level for active tenancies with varied setbacks above 4 storeys that will



Artistic Render of the Balmoral Crescent frontage



Artistic Render of the Harbourside Drive frontage

be compatible given the condition opposite to the east, being the blank side elevation of double storey townhouses and open access-parking. In general terms, the street profile and setback condition ensure visual interest with a balanced arrangement of solid and transparent elements, a high degree of glazing, balconies and articulation enabling surveillance across public space and sound architectural expression well divided into parts and rhythmic in its presentation. It represents an excellent streetscape design and form.

UD Issue 3: Parkside Presentation

26. Concern has been tabled in relation to the proposed development's profile to Rippleside Park to the south. The proposal will present as a 6-7 storey form, comprising principally a 4-5 storey street form with 2 storeys inset some 8.5m behind the parapet. The profile of the upper form will be visually and spatially recessive, with attention drawn to the articulated southern street form offering advanced surveillance and activation to the Park. Views across Rippleside Park are varied, given its undulating topography and breadth of between 130-200m (north to south). Given the character of the landscape and proliferation of recreational activity to south and east edges, I do not believe the visual impact of upper form (or total building) will be overwhelming. I have inspected the Park condition immediately across Liverpool Street, including the vegetated precinct (comprising Casuarina, Melaleuca and Gums) and consider it less sensitive for Park users (albeit recognising its habitat value). I have also inspected shadow diagrams across the Park at both the equinox and winter solstice. I consider the equinox an appropriate test in such a location (winter is not specified in the CDZ, nor is this a CBD precinct where public open space is particularly scarce). At the equinox (due to upper-level setbacks), shadowing is broadly equivalent to that cast by the approved Building H form. The shadowed area in question sits within filtered shade from vegetation (and incorporates a picnic shelter which itself is covered). I do not consider such shadow to threaten the viability of the existing vegetation or its value within the park edge. I believe the benefits of surveillance and activation of the Park edge (resulting from the proposal) outweigh any real or perceived visual impost when viewed from within Rippleside Park.



Artistic Render of the Rippleside Park frontage

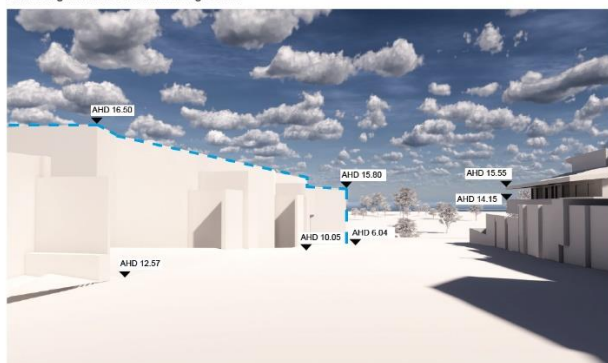
UD Issue 4: Viewsharing/Aspect

27. The principle of viewsharing is well traversed in Coastal and Bay settings in a matter that was carefully considered in the earlier VCAT decision. It is also a matter thoroughly explored in the Exhibited Development Plan package and the associated UCR (2021), demonstrating that the proposed envelope has been effectively shaped by a desire to enable views from public and private advantage points towards the Bay and Geelong CBD. This is in my view a reasonable response to those foundational objectives, principles and guidelines found within the Incorporated Document (UDG). In reading the earlier Tribunal deliberation (notably para 25, 52 and 63 on views) in relation to Building H (Stage 5 site), I highlight para 63 which says:

'We are not persuaded that the guidelines have been drafted to maintain these fortuitous views. Indeed, having regard to the built form block diagram at page 23 of the guidelines, we believe higher built form could reasonably be expected at this corner'.

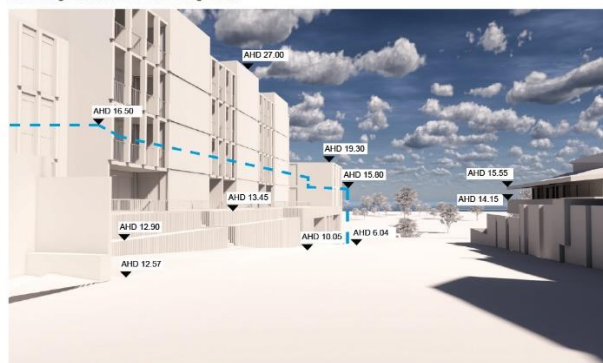
28. This of course does not suggest a complete building out of the site and blocking all views. Having inspected the Development Plan, I believe the neighbours at 5 Balmoral Crescent will maintain views to the east and south-east given the gap between their south windows (and courts) and the proposal's northern face. The property at 52 Walker Street (north-west) has upper-level glazing and decking with wide aspect across the site. These views will be hampered; however an eastern aspect will be maintained between 5 Balmoral Crescent and the proposal's northern 3 storey wing. Views from this elevated location to the south-east (across Rippleside Park to Corio Bay) will however be concealed by elevated form (above 3 storeys). To this end, there would be merit in drawing back the south-west street wall corner (only) above Level 3 (above 15.8m AHD) to enable a wider panorama towards Corio Bay and the Geelong CBD. This could be achieved by eroding, opening or setting back the south podium wing extension at the corner (Apartment 3.01). This also benefits those walking within Balmoral Crescent leading downslope to the south. Views from the deck of the 1-2-storey property at 41 Liverpool Street will also be aided by such modifications. With this adjustment, I am satisfied that viewsharing is effectively achieved in the design, however it would also be appropriate to temper the Incorporated Document (UDG) expectation for 'unlimited aspect' (at UDG: G2). These adjustments demonstrate a neighbourly response that is sensitive to its immediate context.

View along Balmoral Crescent looking South.



Previous Scheme 'Building H'

View along Balmoral Crescent looking South.



Proposed Scheme

View from Balmoral Crescent looking south (blue dashed line indicating previously approved 'Building H')

Conclusions

29. Given the above assessment, I am satisfied that the proposed development at 1 Harbourside Drive, Rippleside represents an appropriate urban design outcome and one that can be supportable (subject to minor design and documentation refinement) within the wider composition of the evolving Rippleside neighbourhood, both within the waterfront plateau and established neighbourhood around it. While I accept that the proposal requires necessary adjustment to the Planning Provisions, I believe that a large and distinctive 'dress circle' site of this kind is one that can accommodate for change. The proposal is well-designed and cognisant of its important place within both streetscapes, park views and wider panorama. I support the proposed architectural and landscape response –acknowledging the necessary refinements to the Rippleside UDG provisions and the profile of the proposed development envelope to its south-western edge - to facilitate a completion of the Rippleside Masterplan Vision, some 25 or more years in the making.
30. As set out in this report, I recommend:
- a. Provision of a Tracked Changes version of the Rippleside UDG 2023 for comparison.
 - b. Further refinement of Rippleside UDG Sections A2.5, F4, F7, G2 & G3 in response to DP Concept.
 - c. Erosion of the south west corner of the proposed development (Apartment 3.01) to open views.
 - d. Confirmation of design delivery through novation of the architectural and landscape design
31. I declare that I have made all the inquiries that I believe are desirable and appropriate, and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Craig Czarny
MLArch BTRP AAILA RLA FPIA
Director
Hansen Partnership Pty Ltd:
6th February 2024

Appendix A

Curriculum Vitae: Craig Czarny

Craig Czarny: BTRP MLArch AILA RLA

qualifications

Master of Landscape Architecture,
University of Melbourne 1991.
Bachelor of Town & Regional Planning,
University of Melbourne 1986.

position:

Director, Urban Designer & Landscape Architect
Hansen Pty Ltd, Melbourne

professional affiliations:

Associate, Institute of Landscape Architects, AAILA
Fellow, Planning Institute of Australia, FPIA
Registered Landscape Architect, RLA

awards:

Melbourne University, Postgraduate Scholarship 1990
RAPI Award for Planning Excellence (NSW) 1996
PIA Project Awards & Commendations (VIC) 03/4/5/6
Victoria Medal for Landscape Architecture 2008

special competence:

Master planning, Design Development & Documentation of
Public Domain projects.
Townscape and Streetscape Design Assessment.
Urban Design & Landscape Project Management.
Urban Design Education and Training.

Craig Czarny is a Director of Hansen and an Urban Designer
and Landscape Architect with over 30 years' experience in
local and international practice. He has worked on a variety of
urban planning and design projects, from broad urban
character analysis to local area site planning, design and
documentation. He has also served as a sessional lecturer in
urban design and landscape planning at the University of
Melbourne.

professional experience

2002- present:
Hansen Partnership Pty Ltd
Sydney & Melbourne, Australia.
Director: Urban Designer/ Landscape Architect

1995-2002:
Context Conybeare Morrison Pty Ltd
Sydney & Melbourne, Australia.
Ass Director: Urban Designer/ Landscape Architect

1993-1995:
James Cunning Young & Partner m
s,
Glasgow & Edinburgh, Scotland.
Senior Urban Designer/ Landscape Architect

1988-1993:
Wilson Sayer Core,
Melbourne, Australia
Urban Designer & Planner.

1989:
Design Workshop,
Colorado, USA
Urban Design/ Landscape Intern

PROJECT EXPERIENCE:

CRAIG CZARNY:

site redevelopment projects

Mordialloc Built Form Review
Bonbeach TAFE Site Redevelopment Framework
Queenscliff High School Site Development Study
Knox Strategic Sites: Urban Design Review
ADI Development Footscray & Maribyrnong,
Cape Cabarita Residential Development
Essendon Airport Redevelopment Study
Dandenong Treatment Plant Site development
Marolt Ranch Community Village Project
Horsham Tech Park: Urban Design Guidelines
Victoria Park Housing Urban Design Masterplan

retail & commercial town centre design

Rosebud Activity Centre Structure Plan
Moonee Valley Activity Centres Structure Plans
Geelong Western Wedge: Design Framework
Knox Central Urban Design Framework
Forest Hill Retail Centre Planning & Design.
Sydenham Town Centre Urban Design Plan.
Ringwood Town Centre Design Masterplan
Melton Regional Centre.
Oakleigh Urban Design Framework.
Carrum Urban Design Framework.

townscape & streetscape projects

Ocean Beach Road, Sorrento
Saigon Riverfront Masterplan, Vietnam
Mersey Bluff Masterplan, Devonport
Hastings Urban Design Framework
Victoria St, Richmond Framework Plan
Bayside Height Control/ Urban Design Study
Punt Road Hoddle Street Urban Design Vision
CBD Lanes Built Form Review.
Manly Corso Streetscape Masterplan.
St Kilda Foreshore Urban Design Study.
Tunstall Square, Doncaster.
Glasgow's Townhead Improvements.
Ballarat Streetscape Study.
Paddington Townscape Study.
Liverpool Street Spanish Quarter.
Petersham Streetscape Study.
Queenscliffe Urban Character Study.
Orchard Road Streetscape Upgrade, Singapore.
Point Lonsdale Urban Design Framework

community planning & design

Viengxay Town Masterplan, Viengxay, Laos
RedCliffs Residential Development Plan
Jackass Flat New Development Area
Riverwood Housing Improvement Masterplan.
MacQuarie Fields Improvement Masterplan.
Ferguslie Park Common.
Sydney Olympics 'Look of the Games'.
Niddrie Mains Urban Design & Housing Project.

urban/landscape design documentation

Wollongong Foreshore Plaza
Western Sydney Park Masterplan/ Entries.
Rouse Hill Regional Park. Bass Hill Plaza Memorial Parkland.

Appendix B

Relevant State & Local Policies

Relevant Controls

Planning Policy Framework

Clause 02.03-1 – Settlement

- *Direct and contain growth within identified locations across the municipality.*
- *Minimise the economic, environmental, visual and servicing impacts of residential development on rural areas.*
- *Maintain the unique township, landscape, tourism, farming and environmental values of the Bellarine Peninsula.*
- *Maintain the unique identity of Greater Geelong and its townships.*
- *Locate and design urban areas to mitigate the potential impacts of climate change.*
- *Limit rural living developments to existing zoned land in Lara, Drysdale/Clifton Springs, Wallington, Waurin Ponds, Lovely Banks, Batesford, Fyansford, Leopold, Newcomb, Moolap, Curlewis, Portarlington and Ocean Grove.*

Clause 02.03-5 – Built Environment and Sustainability

- *Ensure that development enhances Geelong's sense of place and identity.*
- *Support the design and provision of healthy, walkable neighbourhoods.*
- *Encourage environmentally sustainable design in all development.*
- *Encourage all development to provide high quality urban design and landscaping.*
- *Conserve and enhance individual heritage places and areas of pre- and post-contact heritage significance.*

Clause 02.03-6 – Housing;

- *Facilitate infill development to increase its housing supply contribution.*
- *Support residential development where the density, mass and scale is complementary to the location, role and character of the specific IHDA.*
- *Ensure housing diversity is achieved in established and growth area communities.*
- *Increase the level of affordable and social housing in Greater Geelong.*

Clause 11.01-1S – Settlement

- *To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.*

Clause 11.01-1L-01 – Settlement - Greater Geelong

- *Maintain the non-urban breaks between Geelong and Melbourne (Wyndham), Geelong and the Surf Coast, urban Geelong and the Bellarine Peninsula, and the townships on the Bellarine Peninsula.*
- *Direct the majority of future housing needs to urban Geelong (urban infill, Armstrong Creek and the Northern and Western Geelong Growth Areas).*
- *Ensure urban development occurs within designated settlement boundaries.*
- *Maintain the extent of the rural hamlets of Breamlea and Ceres to current Township zoned land.*
- *Reduce the share of new housing development on the Bellarine Peninsula.*
- *Discourage land use and development outside the Lara settlement boundary that would prejudice the following:*
 - *Retention of the rural landscape setting including views to the You Yangs.*
 - *Protection of agricultural land, particularly to the north of Lara and aquaculture or intensive agricultural production activities adjacent and complementary to Avalon Airport.*
 - *Protection of buffers to the Geelong Ring Road Employment Precinct.*
 - *Protection of opportunities for a potential intermodal transport facility.*
 - *Protection of the current and future operations and development of Avalon Airport including associated or compatible uses.*

Clause 15.01-1S – Urban Design

- *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

Clause 15.01-2S – Building Design

- *To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.*

Clause 15.01-5S – Neighbourhood Character

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

Clause 15.01-5L – Neighbourhood Character

- *To manage the impact of urban change on existing neighbourhoods.*
- *To protect areas with a significant garden character.*

Clause 16.01-1S – Housing Supply

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

Relevant Documents

Urban Design Guidelines for Victoria (2017)

1. *Urban structure – the overall topography and land division pattern*
2. *The movement network – the roads, streets, and paths*
3. *Public spaces – areas for public recreation*
4. *Public transport environs – the spaces and buildings around stations, bus and tram interchanges*
5. *Buildings – and their contribution to their setting*
6. *Objects in the public realm – facilities located in streets and public spaces.*

Victorian Government, Urban Design Charter (2010)

- *Structure: organise places so their parts relate well to each other.*
- *Accessibility: provide ease, safety and choice of access for all people.*
- *Legibility: help people to understand how places work and to find their way around.*
- *Animation: stimulate activity and a sense of vitality in public places.*
- *Fit and function: support the intended uses of spaces while also allowing for their adaptability.*
- *Complementary mixed uses: integrate complementary activities to promote synergies between them.*
- *Sense of place: recognise and enhance the qualities that give places a valued identity.*
- *Consistency and variety: balance order and diversity in the interests of appreciating both.*
- *Continuity and change: maintain a sense of place and time by embracing change yet respecting heritage values.*
- *Safety: design spaces that minimise risks of personal harm and support safe behaviour.*
- *Sensory pleasure: create spaces that engage the senses and delight the mind.*
- *Inclusiveness and interaction: create places where all people are free to encounter each other as equal.*

Rippleside Urban Design Guidelines (2000)

A2.5 Built Form

- *To contribute to the complexity and diversity of the built environment.*
- *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.*

F4 Built Form

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

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 Buildings

- *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 dearly accessible, usable and available to the wider community.*
- *The public spaces should include:*
 - *A 'Village Square' at the base of the pier, forming the primary social focus of the development within the heart of the Village Centre and providing a space for outdoor eating associated with the restaurants/ cafes, capitalising on the sense of place created by the pier and water edge and surrounding Village Centre Uses.*
 - *Waterside 'Residential Squares' in the residential areas, connected to the Waterside Link and to the Village Square via the pedestrian lane, providing communal outdoor space for the residents and ensuring water views for most dwellings and;*
 - *A variety of different spaces on the Waterside Link, offering a diverse range of waterside experiences, including Parkland and an enjoyable pedestrian link.*

G1 Interface Issues: Residential Amenity

- *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.*

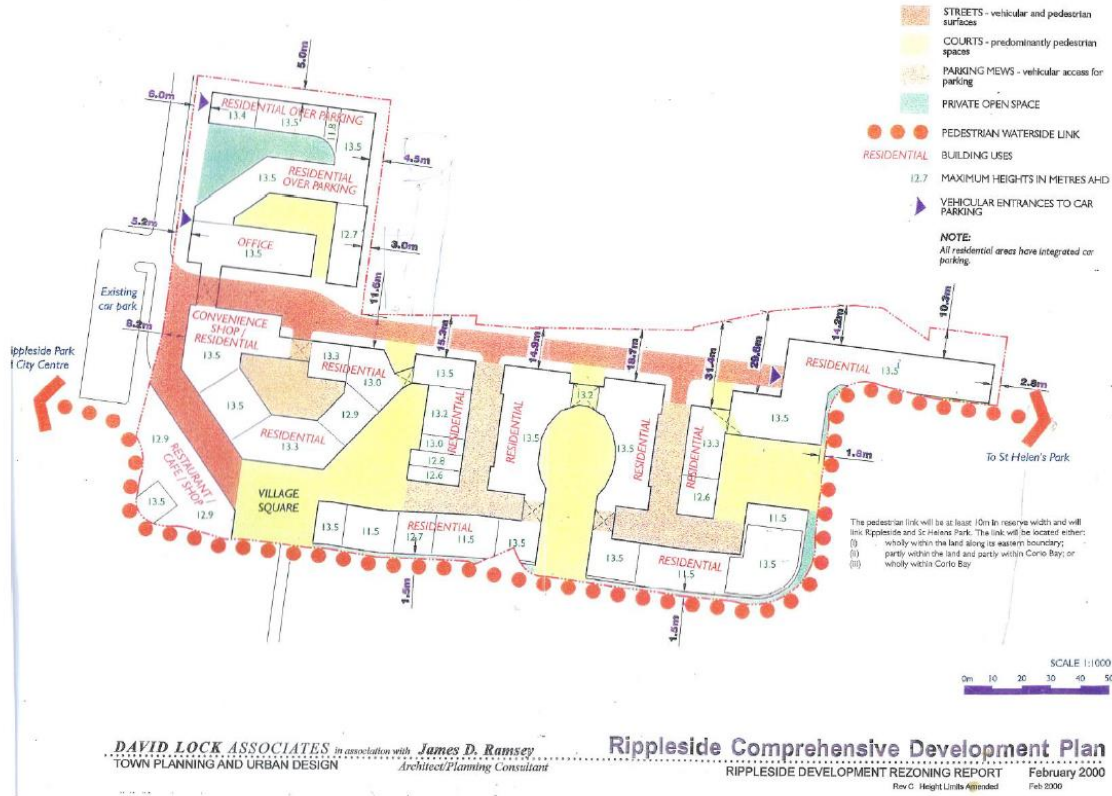
G2 Interface Issues: Views

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

G3 Interface Issues: Visual Appearance

- *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.*

Rippleside Comprehensive Development Plan (2000)



Rippleside Development Plan (2000)