

# COLAC CIVIC HEALTH AND RAIL PRECINCT

**DRAFT**

## Precinct Plan Summary Document

January 2025

mesh





# COLAC CIVIC, RAIL AND HEALTH PRECINCT

**The Colac Civic Health and Rail Precinct (CHRP) comprises 32 hectares of land in proximity to Colac Station and a number of key destinations including Council offices, Colac Otway Performing Arts and Cultural Centre (COPACC), and Colac Area Health.**

## Overview

The Colac CHRP is bounded by Wilson Street in the south, Queen Street in the east, Bromfield Street in the north and Hart Street in the west. Located a short distance to the south of Murray Street, main retail spine of Colac, the area is the home of a number of key destinations within town including Colac Area Health, Colac Station, Civic Centre and COPACC and a number of major supermarkets. Gellibrand Street and Corangamite Street are the major north-south streets that connect the Colac CHRP to town.

Colac Area Health is located east of Corangamite Street and occupies an entire urban block acting as a major regional health destination servicing Western Victoria. The Council offices and COPACC occupy an urban block diagonally opposite Colac Station.

Colac Station is located at the end of Gellibrand Street and is setback from the street within a sizable rail reserve. At-grade parking and drop off zones dominate the front forecourt of the Station.

Connectivity to the south of the rail line is via Corangamite Street overpass and via a pedestrian overpass at the end of Gellibrand Street. A mix of low scale residential, aged care and commercial uses predominate south of the railway line within the precinct before transitioning to suburban residential further south.

Figure 1. Colac Civic Health and Rail Precinct Plan



DRAWING KEY  
Aerial

PRECINCT BOUNDARY





## Why a Precinct Plan?

### Project background

Mesh was engaged by Colac Otway Shire Council to develop and deliver a Precinct Plan for the Colac Civic, Health and Rail Precinct (CHRP).

### Project Scope

The scope of the Precinct Plan is to:

- Establish an exciting overarching vision that will redefine the precinct as a key destination within Colac Town Centre.
- Provide a framework for development identifying key precincts, preferred land uses, built form guidance, transport interventions, public realm upgrades and sustainability goals.
- Identify key projects and future capital works required to catalyse change and guide public and private investment.
- Outline a high level implementation plan and staging to ensure the successful delivery of the Precinct Plan.

**The Precinct Plan** is the primary guiding document for the future development of the Colac CHRP. It will influence key planning and development decisions within the area. It presents the core vision for the Colac CHRP and does so through five themes identified during the early phases of the project which concentrate on different aspects of the Precinct Plan. These themes are:

1 - Space to grow together and thrive - identifies the key land use and building requirements and guidelines anticipated in the Colac CHRP, provides guidance on the built form expectations for new development.

2 - Curated and active connections - outlines the strategy to deliver a high quality mobility network for all modes of transport as well as providing guiding principles on access and parking.

3 - Green Spine, boulevards and new destinations - outlines the public realm strategy, key objectives of public upgrades and key projects such as the transformation of Gellibrand Street into a high quality pedestrian boulevard.

4 - Culture and Character flowing into the streets - outlines opportunities to integrate and celebrate First Nations culture, develop the precinct as a key cultural and creative destination and support local designers and creatives.

5 - Sufficient and sustainable infrastructure - introduces goals around water sensitive urban design, sustainability goals and identifies key infrastructure and servicing upgrades necessary to support the vision.

The final chapter **Implementation** provides a broad strategy for implementing and staging key public realm and capital works projects to support investment in the precinct in an ordered fashion. It also includes a summary table of actions and indicative timing to support the Precinct Plan.

## Precinct Vision

Colac Civic, Health and Rail Precinct will be an inclusive precinct that provides workers, visitors and residents a **space to grow together and thrive** through the revitalisation and expansion of housing and accommodation and key cultural, civic and health sites.

Redesigning and upgrading streets will play an important role in the overall character of the precinct by providing a **green spine, boulevards and new destinations**. The green spine along Gellibrand Street will be enhanced to be an essential link to Colac Lake and Botanic Gardens to Colac CBD, train station and Beechy precinct.

Colac Civic, Health and Rail Precinct will have **curated and active connections** that encourages accessible and safe pedestrian and bicycle connections. The Precinct Plan will enhance existing connections to, from and between key destinations and establish calming of traffic within the precinct.

Public realm improvements such as public art and adaptive reuse of existing heritage buildings will encourage **culture and character flowing into public spaces** and create safe, fun and inviting spaces for the community.

The Precinct will be **sufficient and include sustainable infrastructure** to increase the quantity and quality of green infrastructure within buildings and public spaces to address climate change impacts and help people connect to nature.



# KEY PRECINCTS

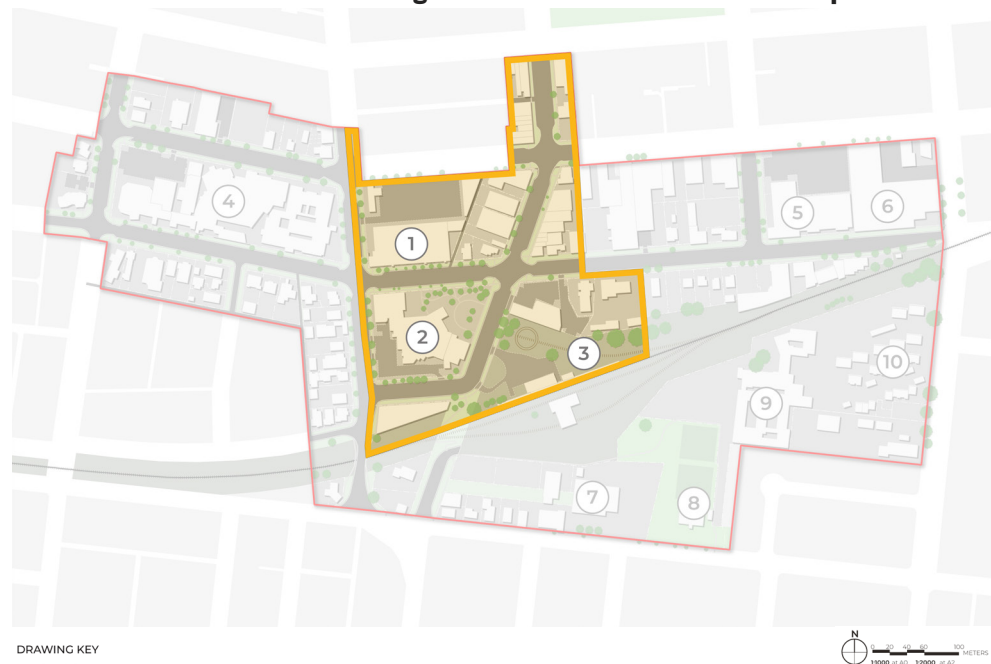
The Precinct Plan identifies four key sub-precincts within the Colac CHRP that provide unique opportunities to support particular land uses and development outcomes.

## CIVIC & STATION HEART

### VISION

The Civic & Station Heart will be the key community destination within the precinct where transport connections, high quality open space, community services and active ground floor uses create a vibrant thriving sub precinct to meet, learn, discover and play.

Figure 7. Civic & Station Heart Sub-precinct Plan



#### DRAWING KEY

##### Precinct Plan Extracts

1. WOOLWORTHS
2. CIVIC CENTRE & COPACC
3. COLAC STATION
4. COLAC AREA HEALTH
5. ALDI
6. BUNNINGS
7. COLAC DAIRYING SITE
8. COLAC CENTRAL BOWLING CLUB
9. MERCY HEALTH CARE HOME
10. MERCY PLACE COLAC (RESIDENTIAL AGED CARE)

## HEALTH SUB-PRECINCT

### VISION

The Health sub-precinct, anchored by Colac Area Health will grow as an increasingly important regional health hub for Western Victoria. A growing hospital will be supported by improved green streetscapes and allied health facilities that respond sympathetically to surrounding residential areas.

Figure 8. Health Sub-precinct Plan



1. WOOLWORTHS
2. CIVIC CENTRE & COPACC
3. COLAC STATION
4. COLAC AREA HEALTH
5. ALDI
6. BUNNINGS
7. COLAC DAIRYING SITE
8. COLAC CENTRAL BOWLING CLUB
9. MERCY HEALTH CARE HOME
10. MERCY PLACE COLAC (RESIDENTIAL AGED CARE)

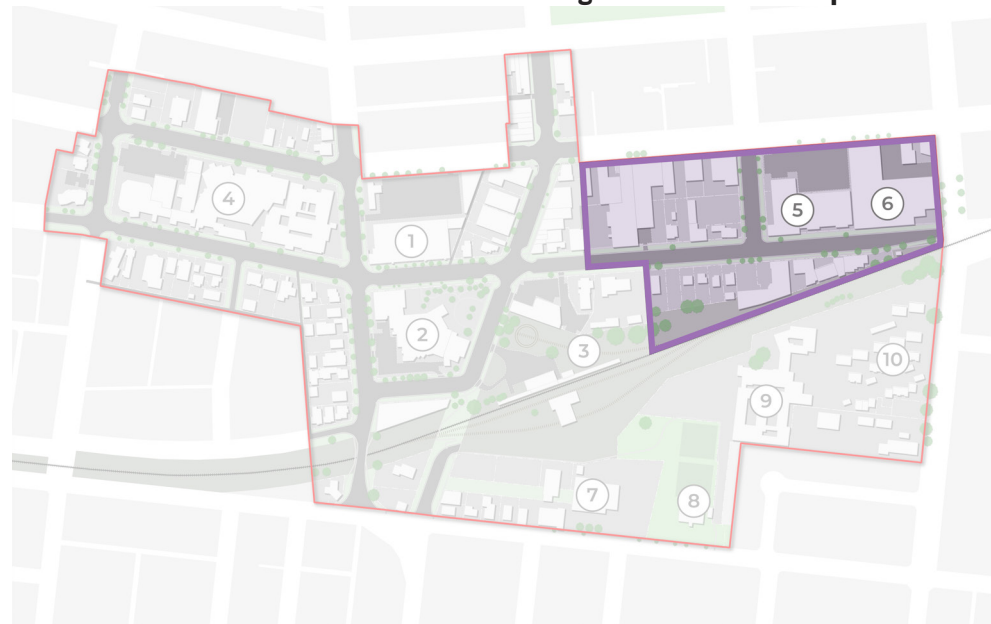


## EASTERN SUB-PRECINCT

### VISION

The Eastern sub-precinct, will be a diverse mixed use environment including employment, retail and residential above a dominant 2-3 storey streetscape that will be a natural extension of the Colac town core.

Figure 9. Eastern Sub-precinct Plan



- DRAWING KEY**  
Precinct Plan Extracts
1. WOOLWORTHS
  2. CIVIC CENTRE & COPACC
  3. COLAC STATION
  4. COLAC AREA HEALTH
  5. ALDI
  6. BUNNINGS
  7. COLAC DAIRYING SITE
  8. COLAC CENTRAL BOWLING CLUB
  9. MERCY HEALTH CARE HOME
  10. MERCY PLACE COLAC (RESIDENTIAL AGED CARE)

## SOUTHERN VILLAGE

### VISION

The Southern Village sub precinct will be an attractive, charming and green residential neighbourhood that supports well design medium rise development that respects the local character.

Figure 10. Southern Village Sub-precinct Plan



- DRAWING KEY**  
Precinct Plan Extracts
1. WOOLWORTHS
  2. CIVIC CENTRE & COPACC
  3. COLAC STATION
  4. COLAC AREA HEALTH
  5. ALDI
  6. BUNNINGS
  7. COLAC DAIRYING SITE
  8. COLAC CENTRAL BOWLING CLUB
  9. MERCY HEALTH CARE HOME
  10. MERCY PLACE COLAC (RESIDENTIAL AGED CARE)



# KEY PLANS





## OVERVIEW

Figure 5. Colac Civic Health and Rail Precinct Plan

## DRAWING KEY

- Precinct Boundary
- LAND USE AND BUILT FORM**
- Properties (in precinct)
- Key Open Spaces
- Railway Reserve
- High Quality Pedestrian Area
- Carpark
- Heritage Overlay
- Archeological Important Site
- Victrack Land
- Civic Use
- Future Civic Use Extension
- Key Hospital Precinct
- Future Hospital Redevelopment
- Sporting Club
- Colac Dairying Site
- Colac Station Buildings
- Key Buildings
- ✱ Strategic Redevelopment Sites

## STREETSCAPES

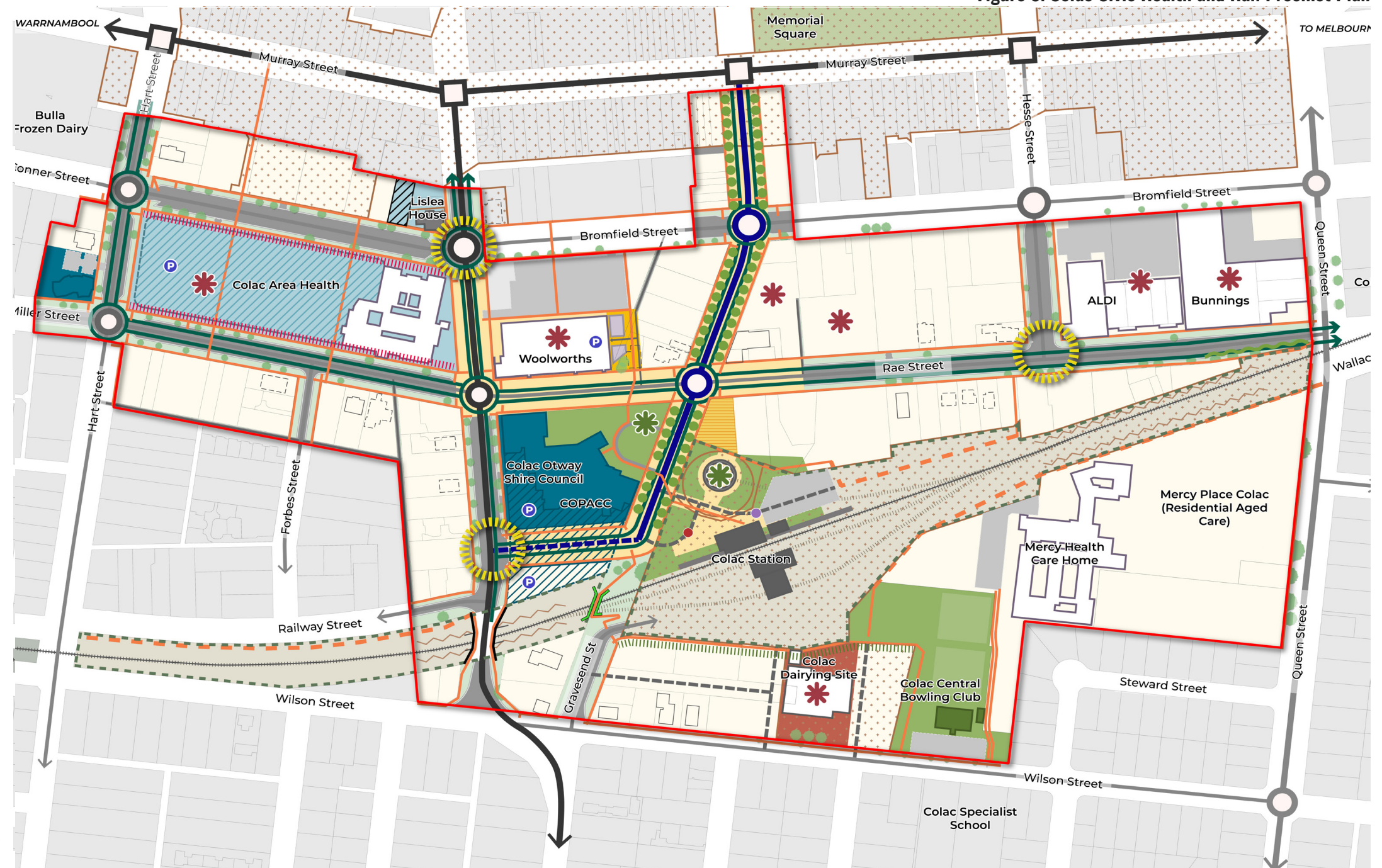
- Shared Zone Road with Treatment
- Gellibrand Street Boulevard
- Arterial Road
- Connector Road
- Local Roads
- Indicative Internal Links
- Laneways
- Signalised Intersection
- Roundabout

## WALKING/CYCLING

- Pedestrian Network
- Separated Bike Lane
- Bridge Upgrade Project
- Potential Future Linkage (Subject to VicTrack)

## LANDSCAPE CHARACTER

- Plaza
- New Landscape Node
- Tree Boulevard
- Railway Corridor Slope
- Undercover/Multideck Carpark
- Bus Stop Shelter
- Drop Off Point
- Precinct Gateway





# VEHICULAR & PUBLIC TRANSPORT NETWORK

**Corangamite Street will continue to be the primary north-south boulevard through the precinct with Rae and Bromfield Street providing key east-west connectivity.**

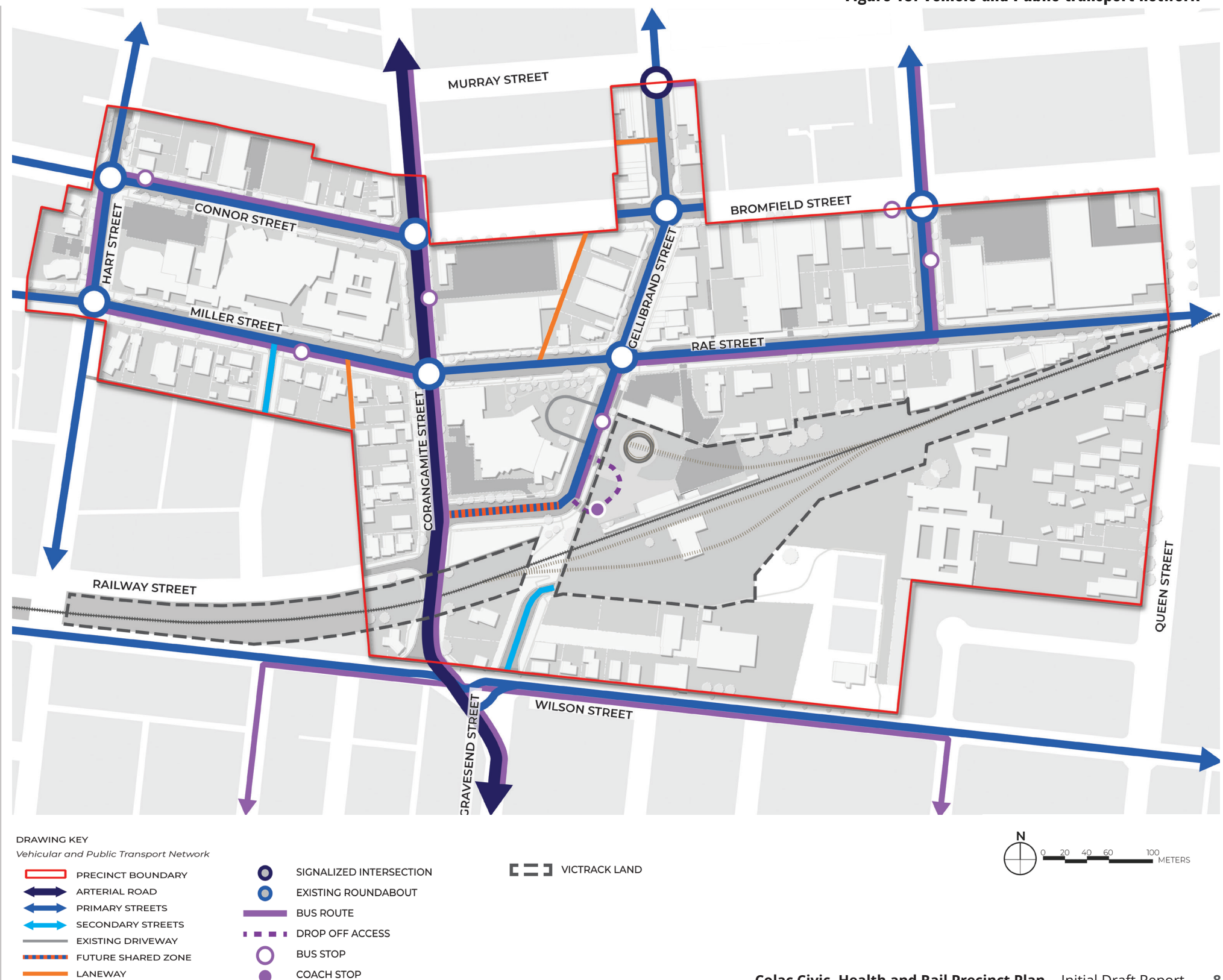
## Objective

- Maintaining the role of Corangamite Street as the main vehicular spine through the precinct provides an opportunity to upgrade Gellibrand Street as a slow speed environment with high pedestrian amenity, improving connectivity to the Station.

## Strategies

- Support the role of Corangamite Street as the main arterial connector road south while retaining capacity to support protected bike lanes within the existing road reserve.
- Maintain the role of Rae Street and Bromfield Street as key east-west local streets, considering the appropriateness of the current road design while improving the existing road reserves infrastructure to encourage low speed and optimising it for safety.
- Improve the arrival and drop-off experience for buses and taxis at Colac Station while supporting a pedestrian oriented station forecourt zone. Bus routes to Colac are anticipated to be relocated along Murray Street during Gellibrand Street temporary closure.
- Encourage a slow speed environment (40 km/h) along the full length of Gellibrand Street but particularly south of Rae Street to support its activation as a key pedestrian corridor.
- Investigate opportunities to close the southern end of Gellibrand Street where it links to Corangamite Street to vehicular traffic (excluding emergency vehicles) and transition this road segment to a pedestrian oriented shared zone.
- Advocate and investigate opportunities to upgrade and improve the intersection at Wilson Street and Gravesend Street to improve safety for all transport modes.
- Redevelop COPACC driveway from Gellibrand Street to Rae Street to improve the quality of the open space and vehicular access.

Figure 19. Vehicle and Public transport network





# ACTIVE TRANSPORT NETWORK

## Create safe and attractive cycling and pedestrian corridors that connect the Station precinct to key destinations

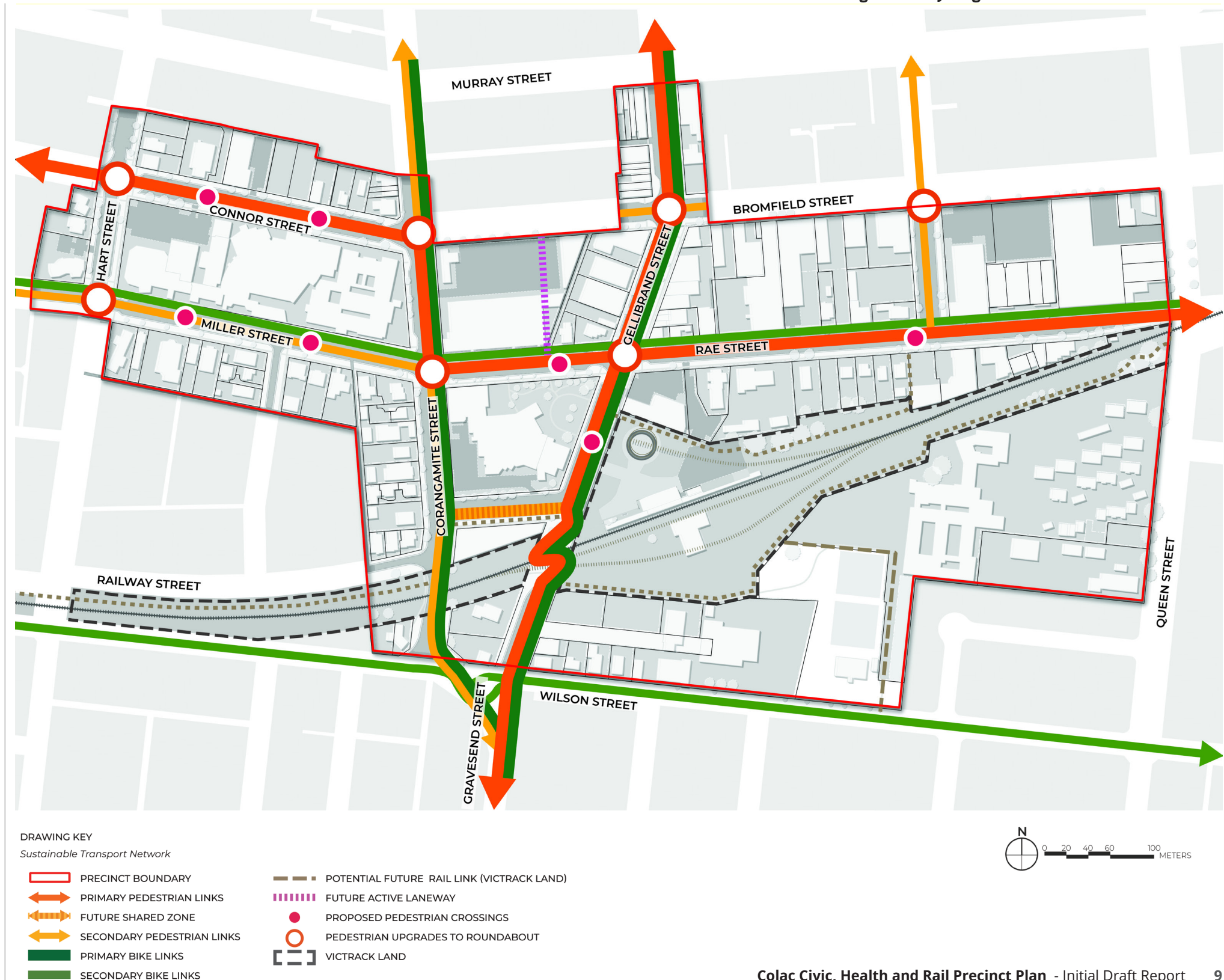
### Objective

- Maintaining the role of Corangamite Street as the primary vehicular spine through the precinct provides an opportunity to upgrade Gellibrand Street as a slow speed environment with high pedestrian amenity, improving connectivity to the Station.

### Strategies

- Reconfigure parking and cycle lanes within Rae Street, Miller Street and Corangamite Street to deliver new separated cycle lanes on the outside of parking within the existing kerb-to-kerb.
- Encourage pedestrian paths of 2.0m minimum width or greater along Gellibrand Street and 1.5m minimum width on other streets.
- Ensure all bike lanes are a minimum width of 1.2m with a preferred width of 1.5m.
- Upgrade all roundabouts in the precinct in consultation with DTP to provide clear signposted pedestrian crossings.
- Deliver additional mid-block crossings along Connor Street to support pedestrian connections to Colac Area Health.
- Upgrade the pedestrian overpass bridge to provide an improved pedestrian and cycling experience.
- Advocate and support for the development of a shared path within the northern side of the existing rail reserve west of Corangamite Street extending west towards Colac Western Oval.
- Identify safe crossing locations with DTP for the provision of a public shared path link as depicted in Figure 20 – Cycling and Pedestrian Network Plan. Work with DTP to establish a safe crossing point over Corangamite Street to link Railway Street and Gellibrand Street.
- Investigate opportunities in collaboration with Victrack for an additional above or below grade pedestrian link across the rail line east of Colac Station as part of any future redevelopment/upgrade of the Colac Station and surrounds.

Figure 20. Cycling and Pedestrian Network Plan





# PARKING STRATEGY

**Ensure sufficient parking is provided throughout the precinct in the right locations.**

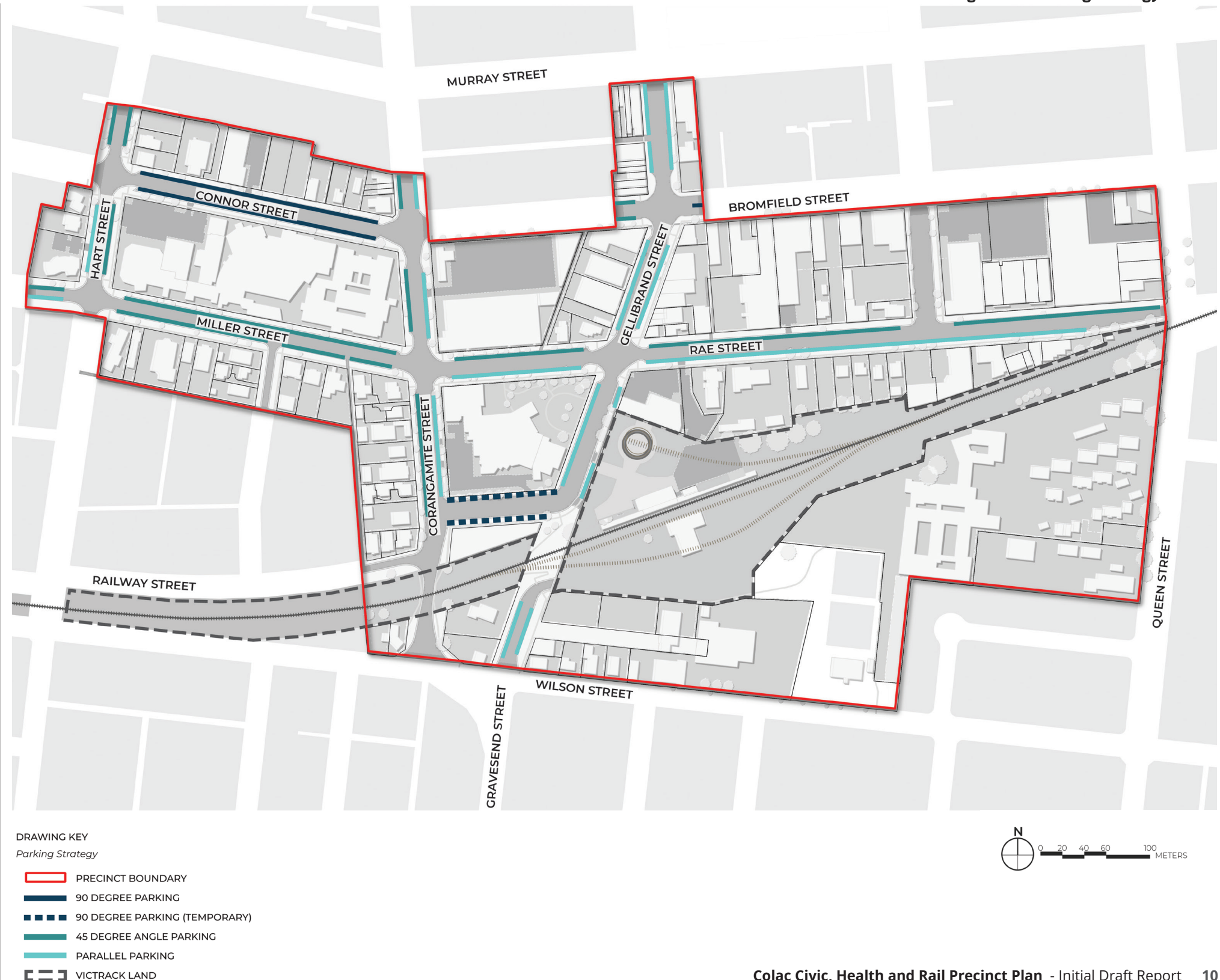
## Objective

- Strategic changes will increase parking in key areas while reducing parking in other with lower demand. There will be no net decrease in parking spaces throughout the precinct. Precinct parking opportunities will be encouraged with redevelopment of major sites such as the Civic Centre and Colac Area Health, responding to any additional demand from the redevelopment of these key sites.

## Strategies

- The location and configuration of on-street parking should be provided in line with Figure 17 - Parking strategy Plan.
- All sites will provide appropriate on-site parking to the satisfaction of the Responsible Authority.
- Precinct parking solutions such as consolidated multi-level parking are encouraged to be integrated into future redevelopment of key strategic redevelopment sites.
- Council should undertake regular parking demand surveys to inform any future works that may have an impact on car parking supply.
- Commuter parking for the Colac Railway Station should be located and designed to ensure seamless pedestrian access to the station.
- Above ground parking should be sleeved by residential, retail, office or other active uses at street level. Floor-to-floor height of at least 3.5 metres should be provided to allow for adaptive reuse.
- Investigate the opportunity to provide 90 degree parking south of COPACC as a temporary measure prior to any future redevelopment of COPACC.
- Opportunities to make precinct parking solutions available to wider public use should be encouraged to supplement public parking opportunities.

Figure 26. Parking Strategy Plan





# ACCESS STRATEGY

**Provide efficient site access for vehicles that supports a safe and inviting street environment for pedestrians.**

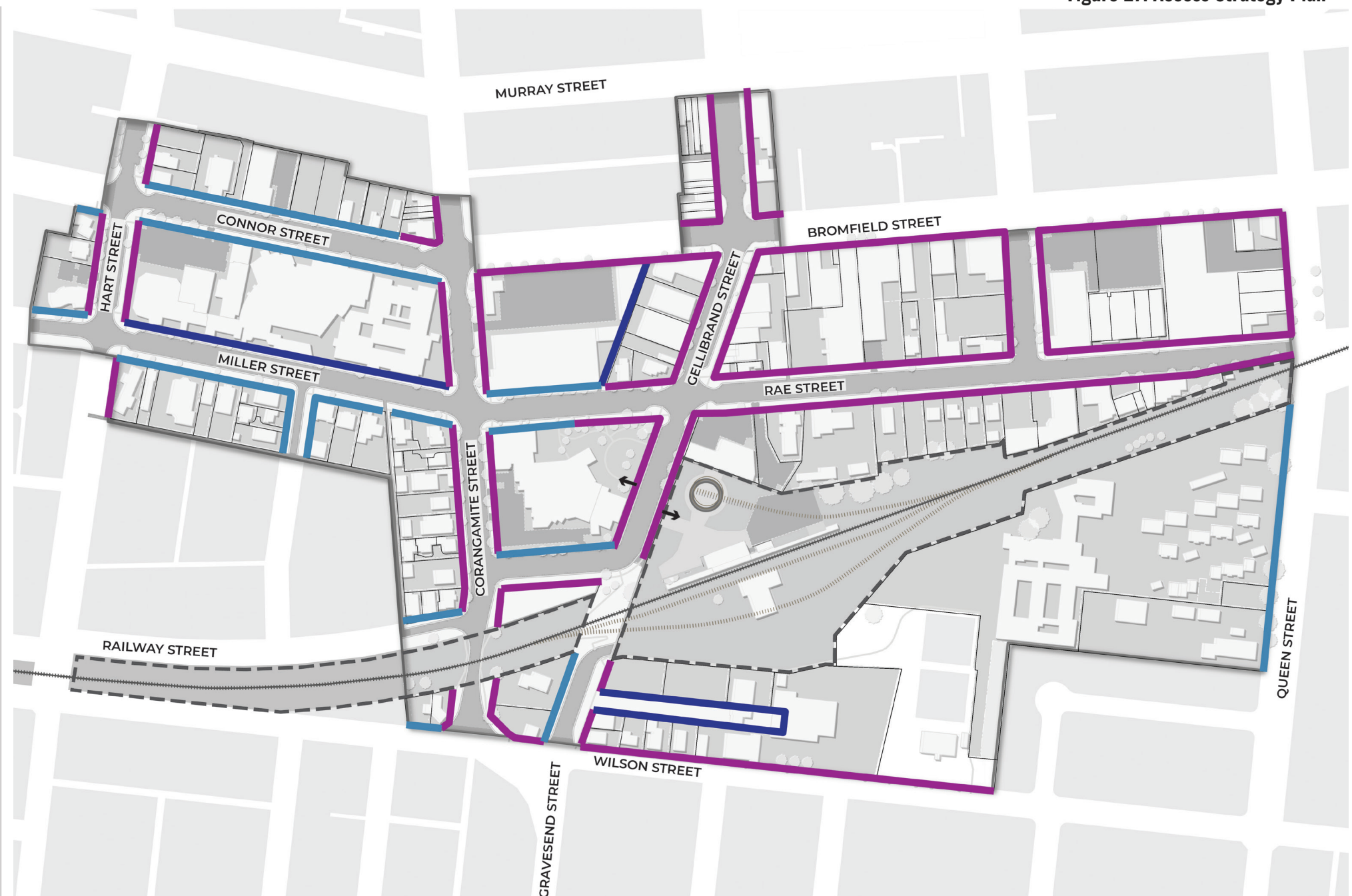
## Objective

- To rationalise vehicle access to improve the pedestrian amenity throughout the Precinct.
- To ensure vehicular access is efficient and logical without negatively impacting streetscape amenity.

## Strategies

- Vehicle access should be provided in line with Figure 27 - Access Strategy Plan.
- Vehicle crossover widths should be a preferred width of 3.0m up to a maximum of 4.0m unless specific need is demonstrated for wider crossovers in the facilitation of specialist uses (eg. ambulance access)
- A minimum property width of 25 metres is required for the provision of more than a single crossover
- Car parking structures should be consolidated on large development sites to minimise the number of vehicle access points and avoid through connections.
- Provide access to site servicing and parking at the rear of the building, from a laneway if there is one or from a shared driveway if possible.
- Avoid freestanding vehicle ramps, loading areas and garbage storage and collection areas or enclosures.
- The existing COPACC driveway should be refined to reduce the impact of vehicles as part of any future development.
- Recess, screen and minimise the size of garage doors and service openings that are visible from public streets and public or private open space. Use high-quality doors and finishes.

Figure 27. Access Strategy Plan



### DRAWING KEY

#### Vehicle Access Requirements

- NO NEW CROSSOVERS. RELOCATE AND REMOVE CROSSOVERS WHERE POSSIBLE
- AVOID NEW CROSSOVERS UNLESS NO OTHER ACCESS POINT IS POSSIBLE
- MINIMISE AND CONSOLIDATE CROSSOVERS
- ACCESS TO COPACC AND COLAC STATION
- VICTRACK LAND



# GELLIBRAND STREET SPINE

**Gellibrand Street will be a high quality pedestrian oriented street between Colac Station and Murray Street.**

## Objective

- To create a vibrant, green north-south spine connecting the Colac CHRP to the town core and ensure there is no net loss of car parking throughout the broader precinct.

## Strategies

- Work within the existing kerb-to-kerb to minimise alterations to the street.
- Replace existing angle parking with parallel parking to unlock additional space within the street for separated cycle lanes and a central median.
- Establish extensive canopy tree planting to develop a green boulevard character for Gellibrand Street.
- Ensure vehicular speed limits support pedestrian amenity. Provide frequent pedestrian crossing points to facilitate pedestrian connectivity to both sides of the street.
- Upgrade the existing pedestrian paths to provide spaces for outdoor dining, landscape planter beds, tree pits and frequent, consistent street lighting.
- Introduce WSUD principles within the street to manage urban stormwater runoff.
- Ensure pedestrian paths provide a minimum of 2.0m width to facilitate large pedestrian volumes and group.
- Consider the opportunity to integrate in place-specific and indigenous design narratives in consultation with Traditional Owners.

### Establish a leafy green town character



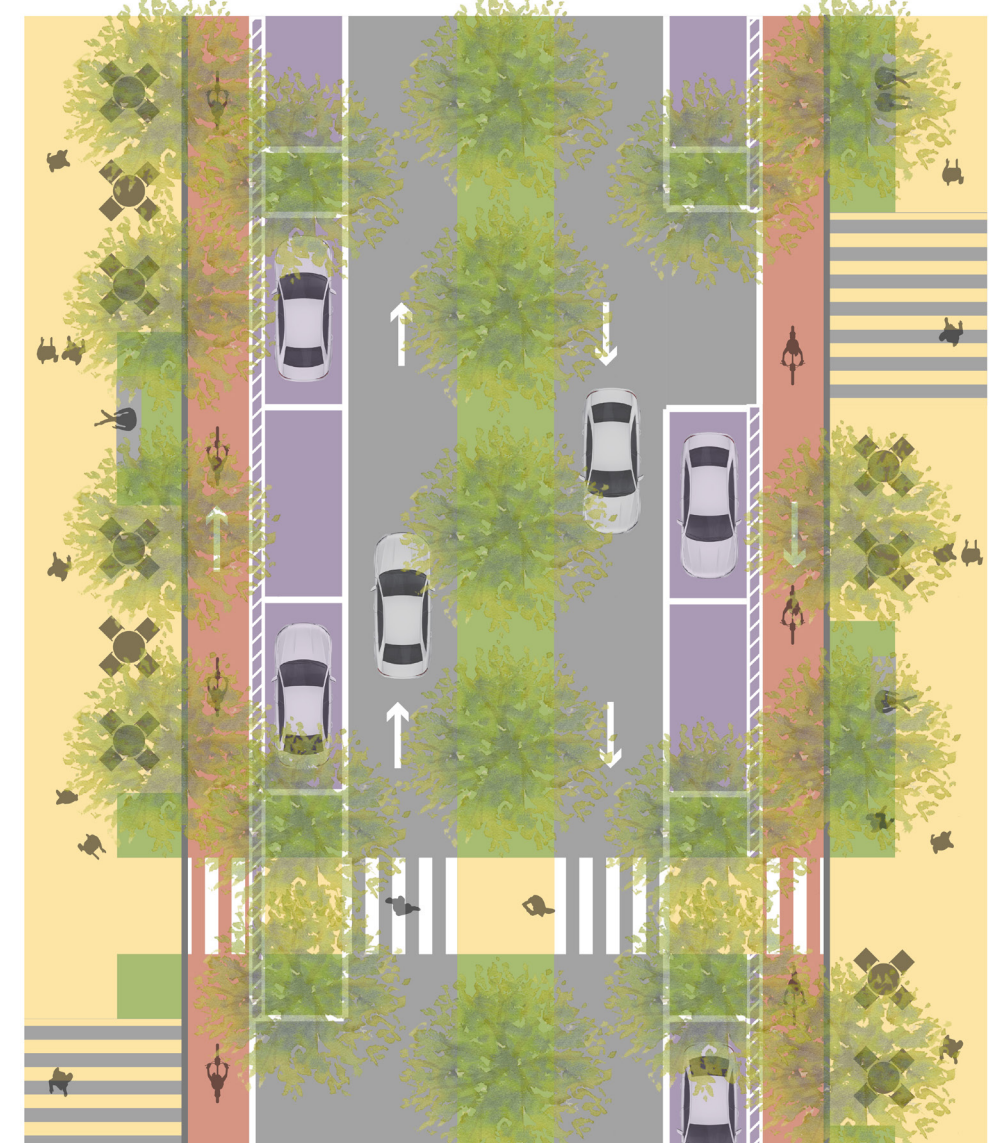
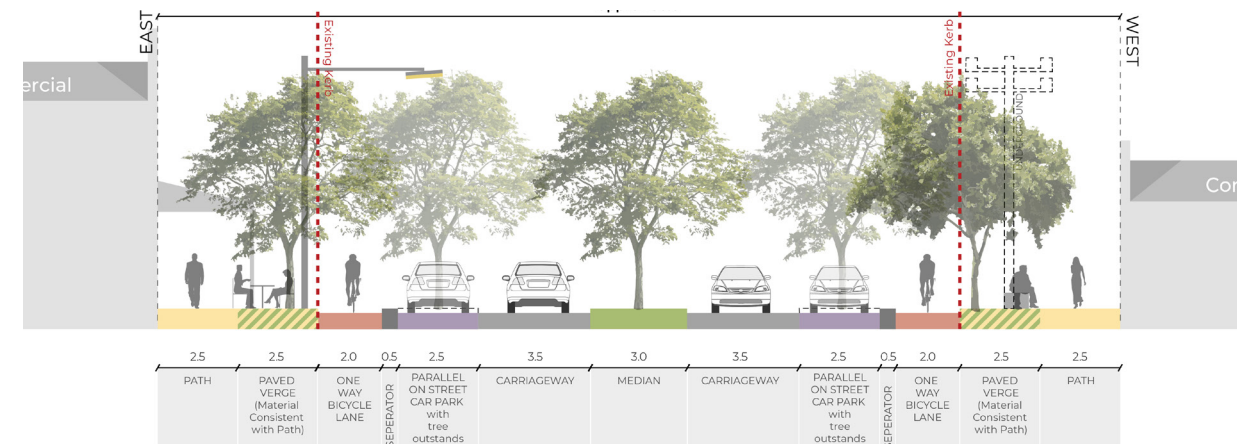
### Improved pedestrian amenity and activation



### Improved connection link to core town



Figure 21. Gellibrand Street Proposed Section





# GELLIBRAND STREET STREETSCAPE OPPORTUNITY

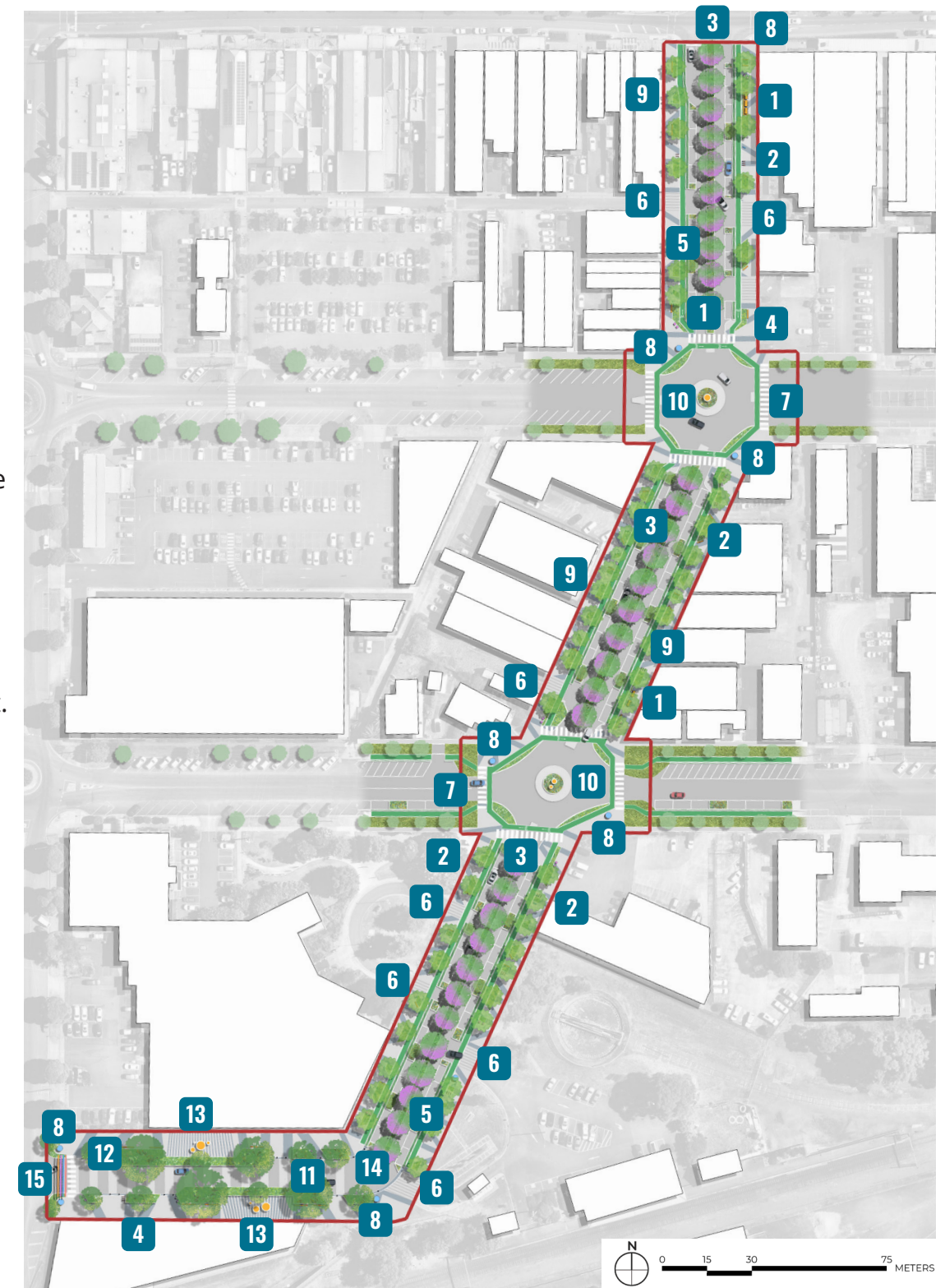
**Gellibrand Street will be a high quality pedestrian spine linking the Civic and Station Heart sub-precinct to the heart of Colac.**

## Key Design Principles

- **A thriving and inviting street** - Promote new retail and hospitality opportunities that will provide both economic benefits and also social and community benefits.
- **A high-quality public realm** - Consistent and high quality treatments of surfaces and finishes along the length of the street that will provide a continuous and easy to maintain outcome.
- **A pedestrian focused street** - Relocate vehicle driveways where possible to side streets.
- **Increase streetscape canopy** - The introduction of more planting through the introduction of a central median, tree out stands and garden beds to promote a cooler environment.
- **A diverse and flexible street** - Create opportunities for a mix of uses and activities to take place along the street, both permanent and temporary. The shared zone will provide opportunities for larger scale activation.

- 1 Outdoor dining spaces, and generous footpaths to support higher pedestrian traffic.
- 2 Bike racks to encourage cycling along green spine.
- 3 Raised central median establishes green boulevard, continuous tree planting and mid-block crossing opportunities.
- 4 Feature pavement motif inspired by Victorian rail heritage strengthens unique identity of the precinct
- 5 Protected bicycle lanes between footpath and road.
- 6 Vehicle crossover consolidated and rationalised where possible
- 7 Wombat pedestrian crossing with bicycle lanes at all intersections.
- 8 Clear Wayfinding element to direct pedestrians between the Civic and Station Heart and Murray Street.
- 9 Garden beds along footpath.
- 10 Statement public art and landscape feature at precinct roundabout entry.
- 11 Slow speed shared zone / emergency vehicle access only with 20kph speed limit.
- 12 Raised garden beds and bollards to create protected pedestrian zone.
- 13 Public art opportunities to create entry feature to adjacent buildings.
- 14 Turning area to facilitate shared street / emergency vehicle access only to the west.
- 15 Over-road entry feature to create a clear entry threshold onto Gellibrand Street from Corangamite Street.

Figure 29. Gellibrand Street Green Spine Streetscape Plan



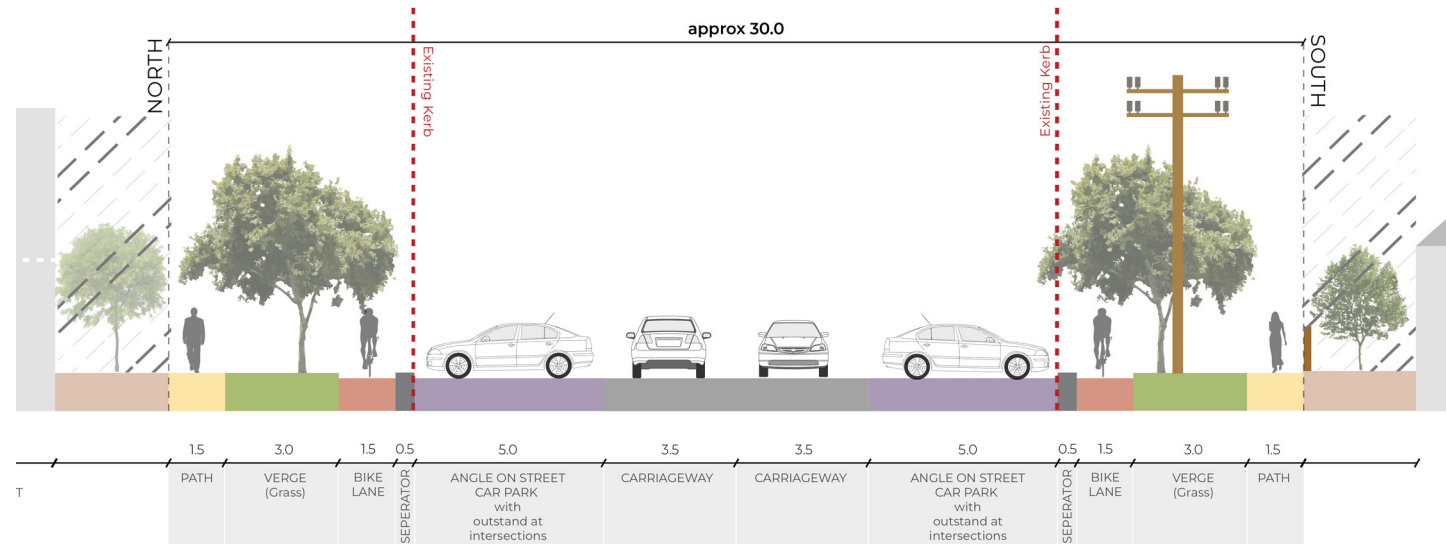


# KEY STREET SECTIONS

Key streets will be upgraded over time to improve pedestrian experience and cycling lanes through the precinct and improving parking in Connor Street near Colac Area Health.

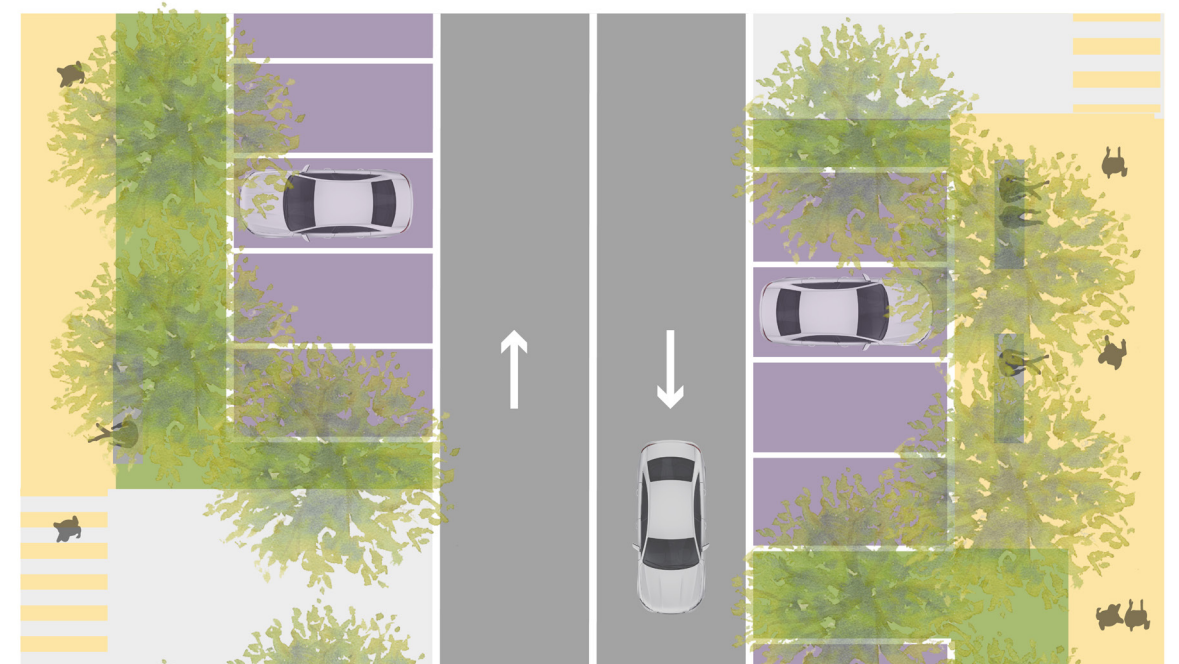
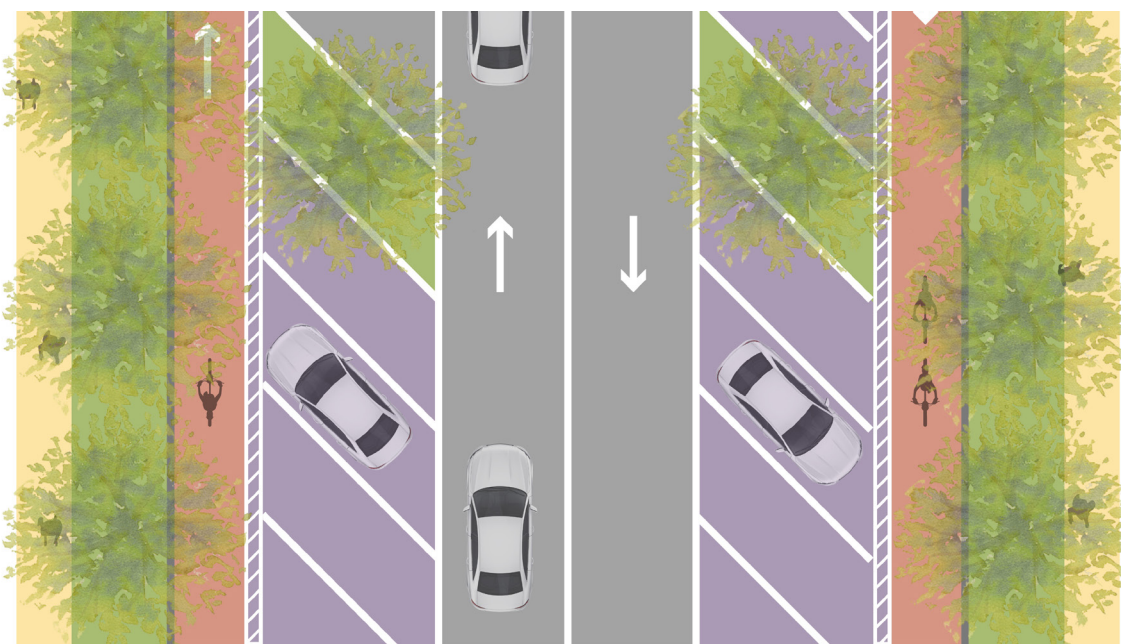
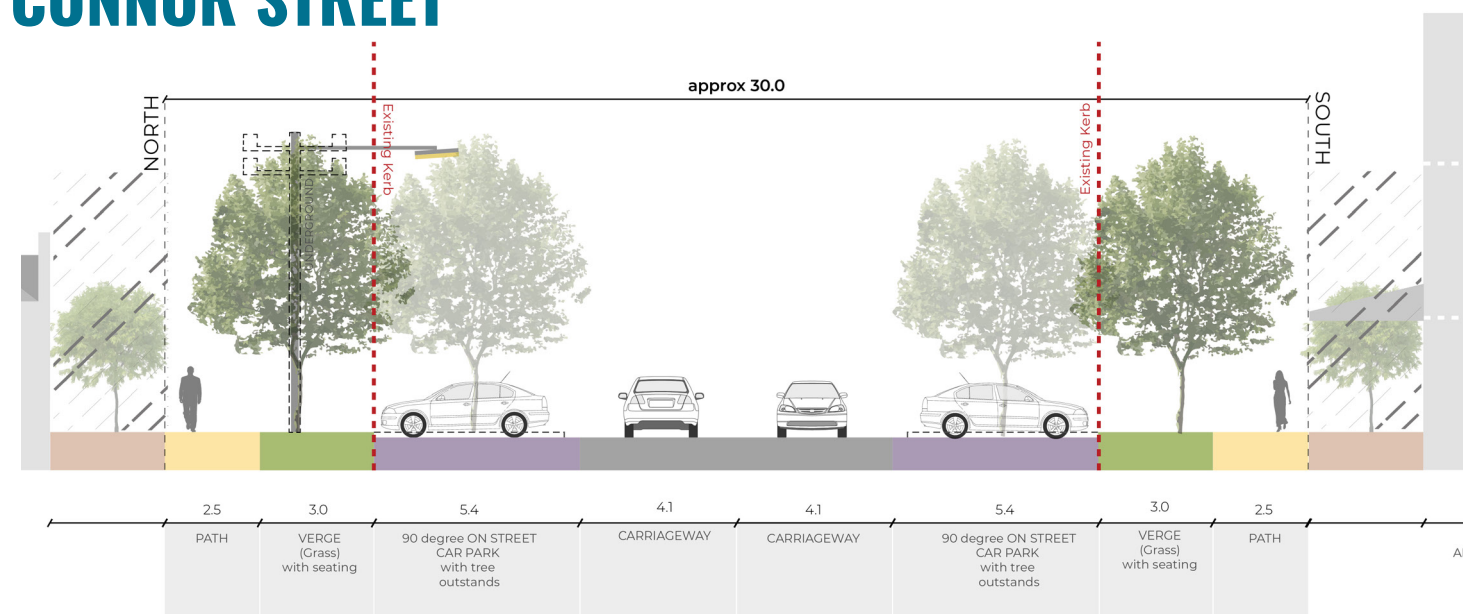
## MILLER STREET

Figure 22. Miller Street Proposed Section



## CONNOR STREET

Figure 23. Connor Street Proposed Section

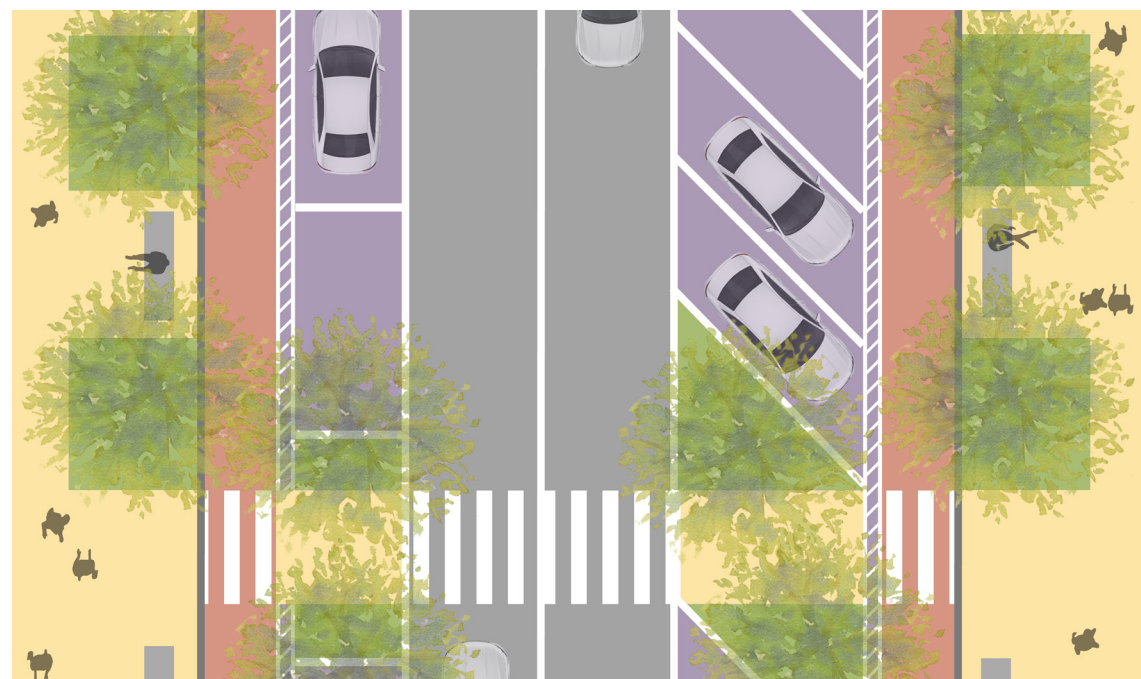
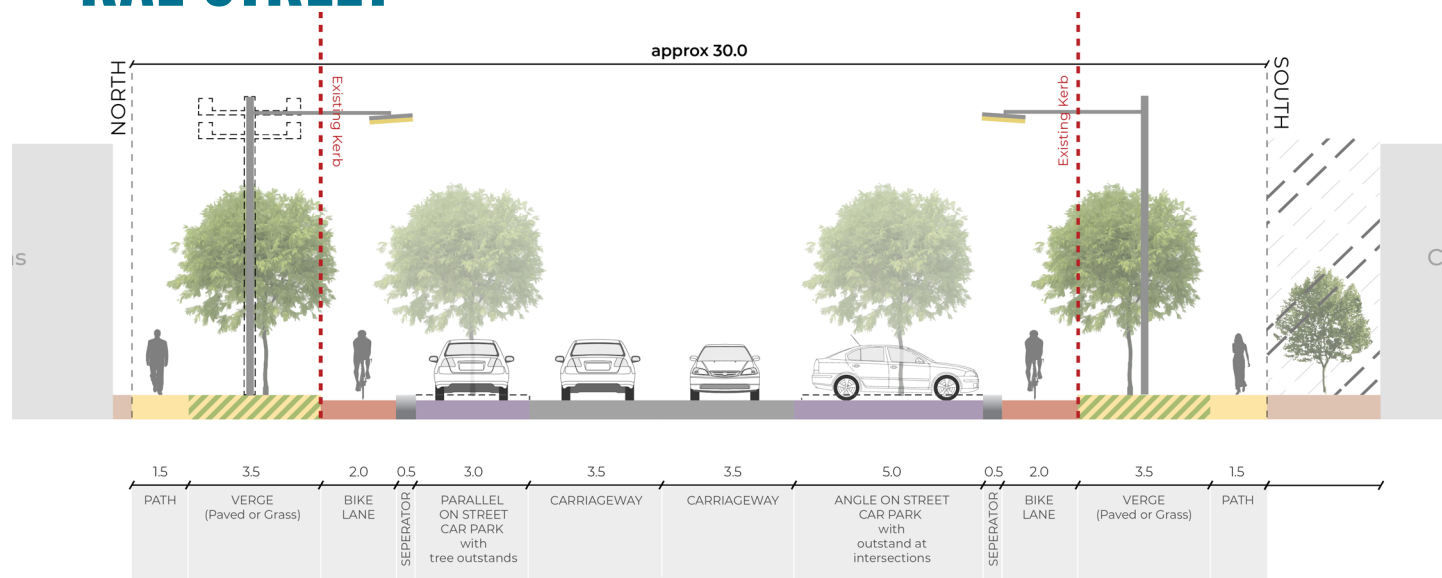




# KEY STREET SECTIONS

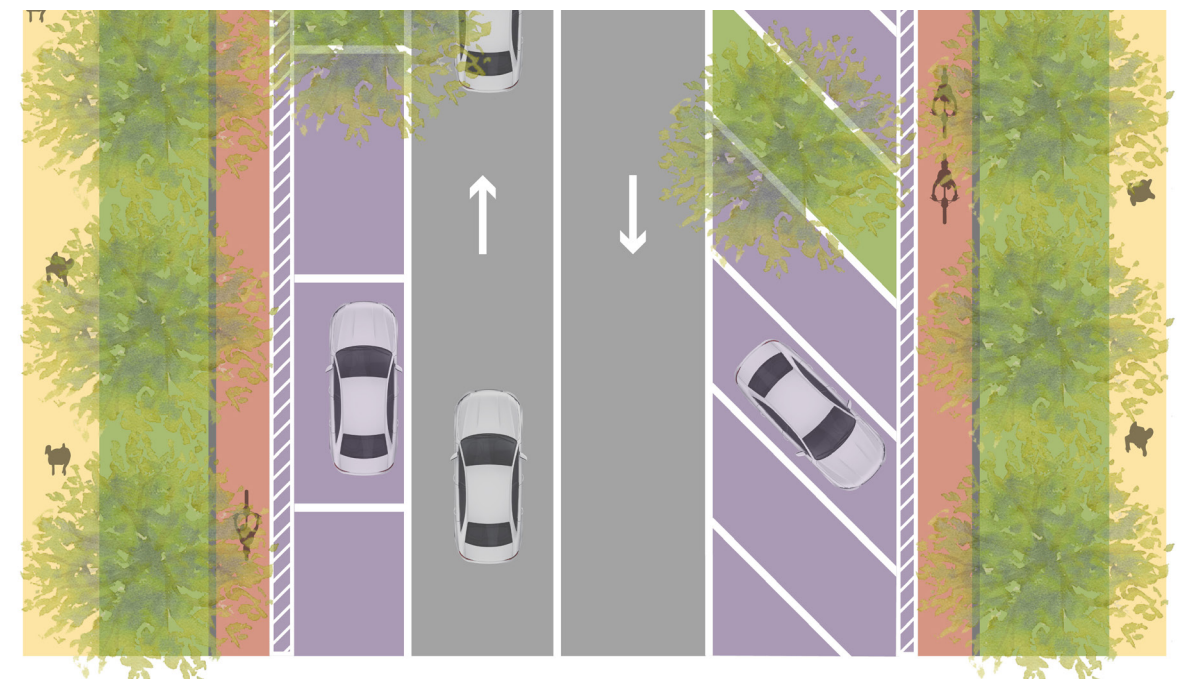
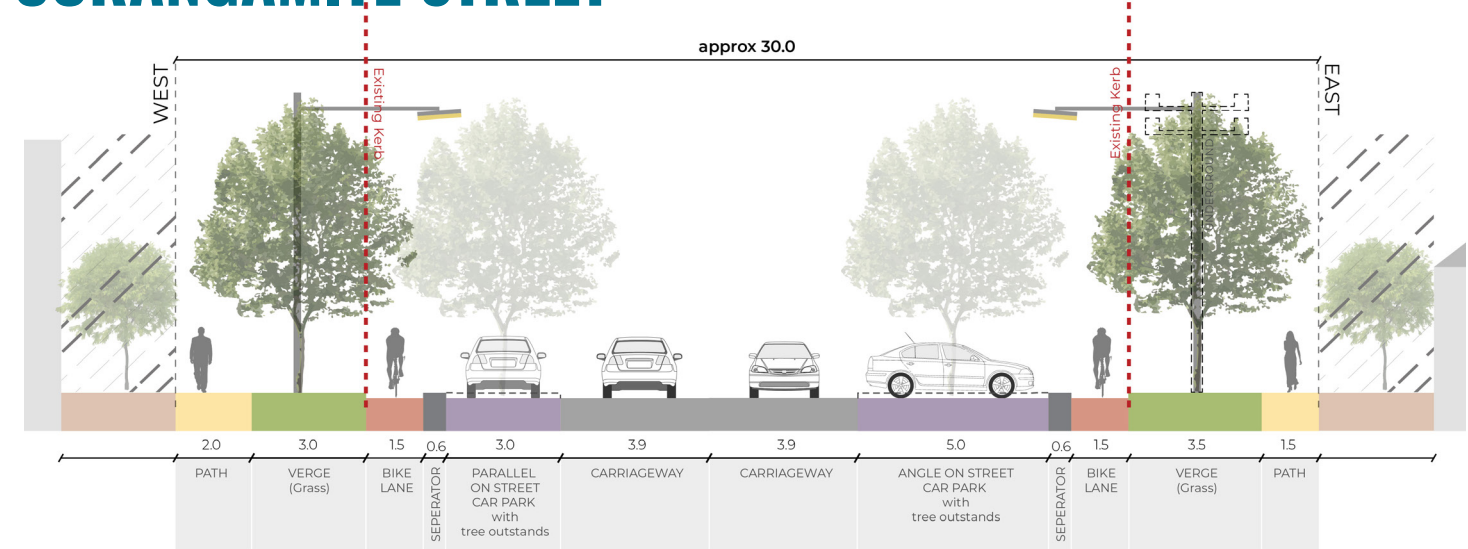
## RAE STREET

Figure 24. Rae Street Proposed Section



## CORANGAMITE STREET

Figure 25. Corangamite Street Proposed Section





# SAFE INTERSECTIONS

## Ensure safe and accessible roundabouts that encourage sustainable modes of transport.

### Objective

- To improve the movement experience within the CHRP by integrating all modes of transport in safe and clear paths.

### Strategies

- Provide clear line marking to signalise which area corresponds to each mode of transport.
- Incorporate high quality landscape that provide buffers to improve safety whilst advocating for a green boulevard character.
- Widening streets to allow adequate space for bike lanes.
- Raised pedestrian and bike paths around the roundabouts to reduce vehicles speed.
- Ensure active transport is prioritised over vehicle traffic.

Improve pedestrian experience



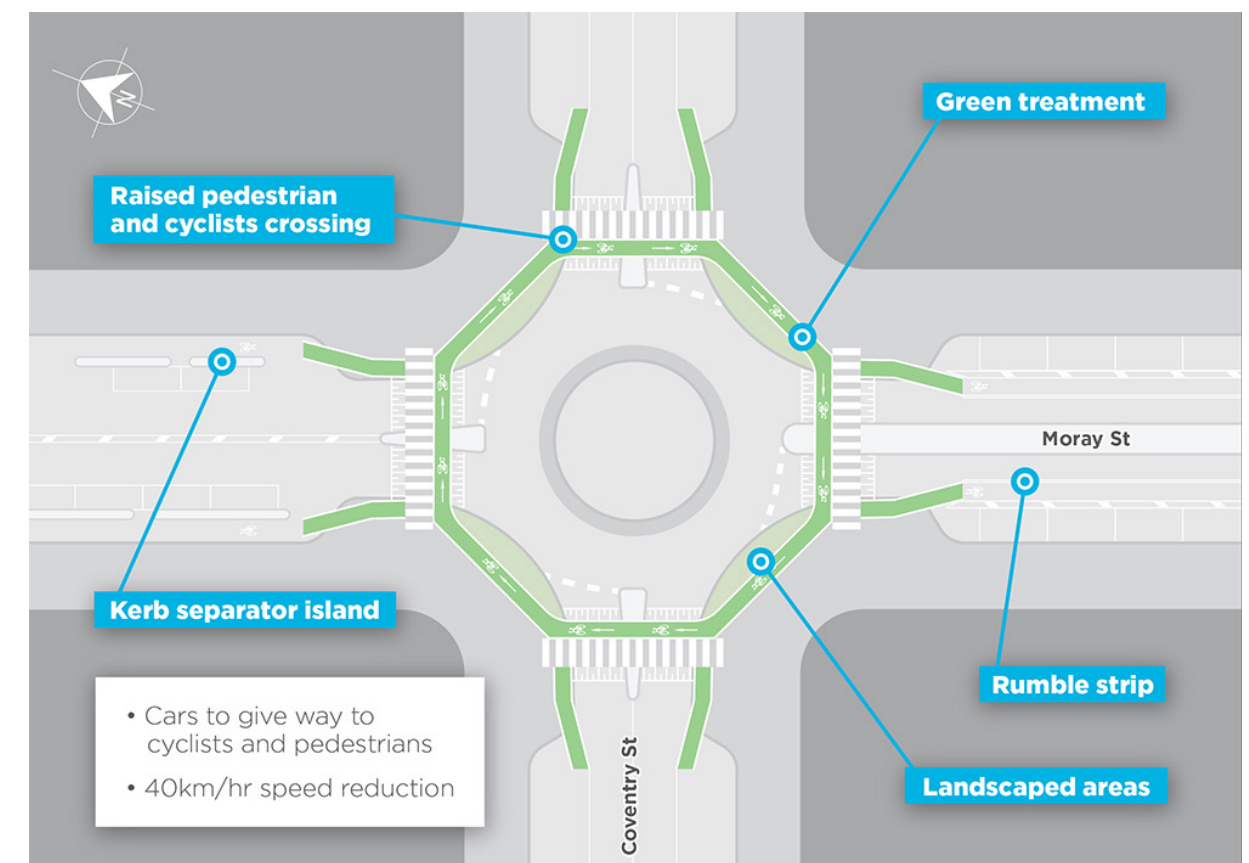
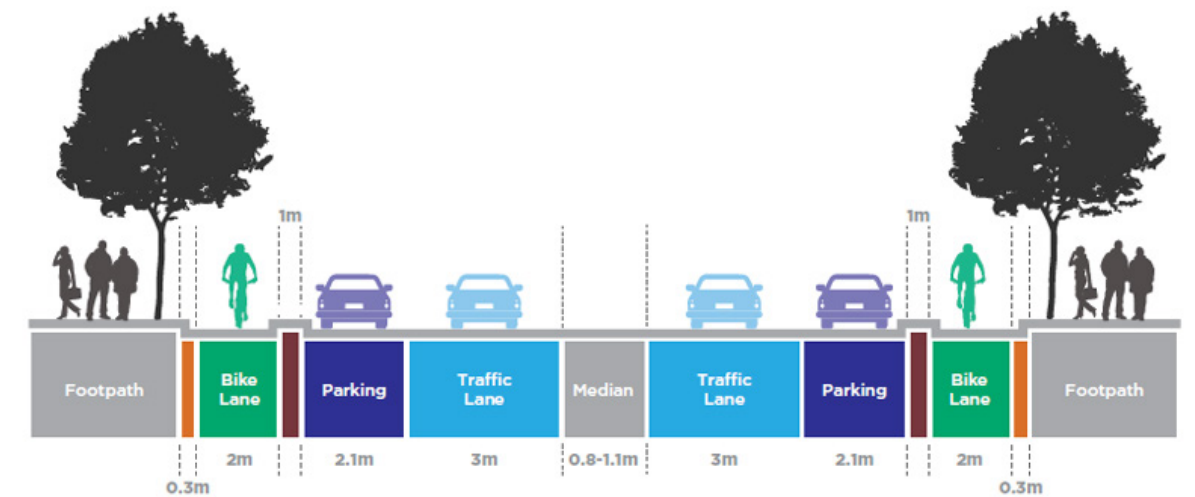
Integrate active transport



Reduce vehicles speed



Precedent example: Moray St, South Melbourne





# STRATEGIC REDEVELOPMENT SITES

**Key locations have been identified as offering the opportunity to deliver significant positive change within the Precinct.**

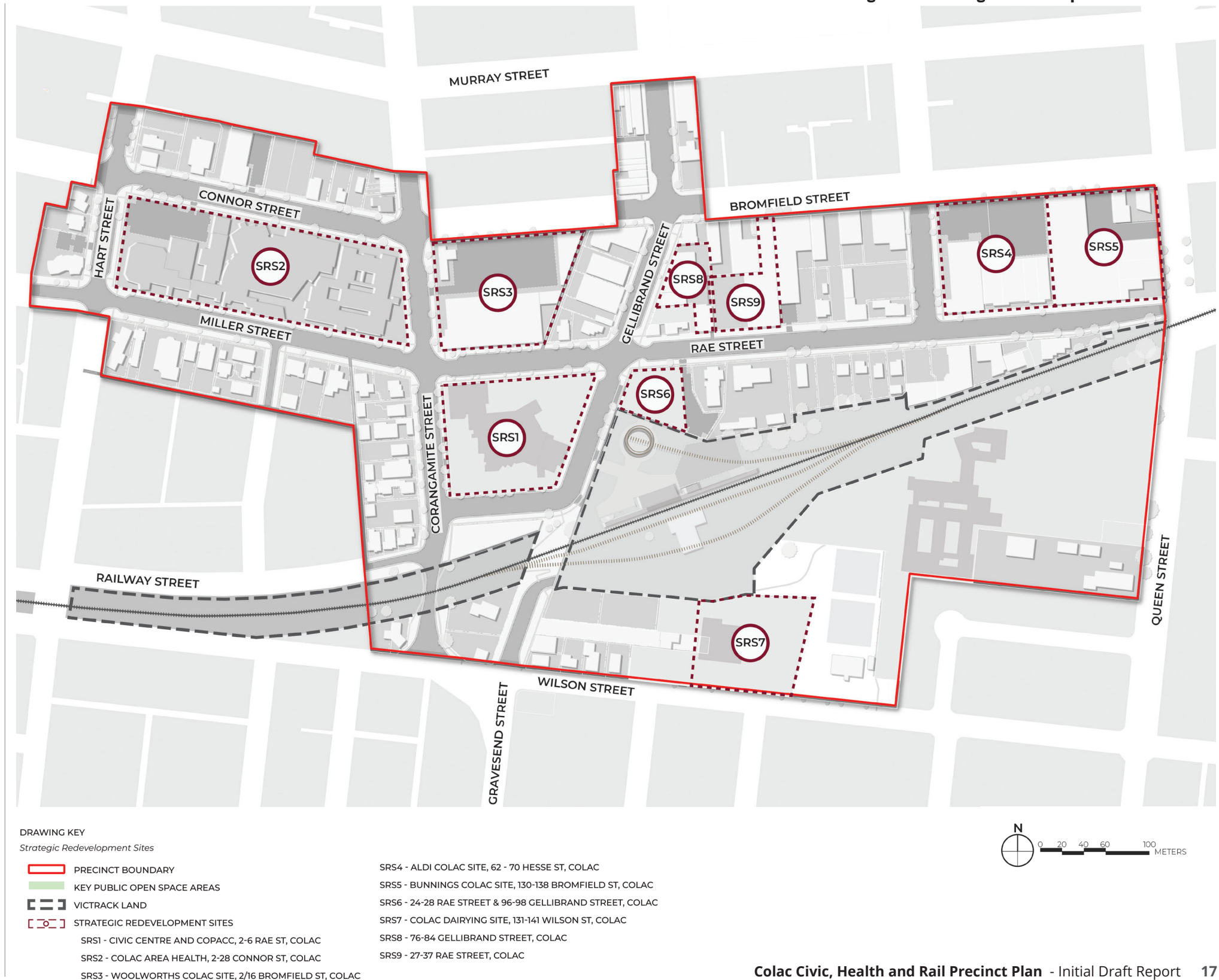
## Objective

- To identify strategic redevelopment sites with the capacity to significant positive change to the precinct'
- To require enhanced development outcomes on strategic redevelopment sites that align with the precinct vision

## Strategies

- Ensure that development applications for the site identified in Figure 12 - Strategic Redevelopment Sites Plan are accompanied by an appropriate site-based Master Plan detailing the long-term coordinated development of the site over time.
- Consider the establishment of a clear development contributions scheme to support capital works improvements to the streetscape within the precinct.
- Consider the appropriateness of development contributions being provided as land contribution at SRS 3, 4, 5 & 6 to deliver new public open spaces where appropriate.
- Seek the provision of off-street parking for SRS 1 & 2 to facilitate higher density development and minimise at-grade parking where possible.
- Ensure development on strategic redevelopment sites achieves a high quality design outcome that sets a positive benchmark for built form and design outcomes within the precinct.
- Encourage the delivery of at least 5% affordable/key worker housing component on the residential component of any development on a strategic redevelopment site.
- Council should advocate for and support the ordered redevelopment of these sites over time.

Figure 12. Strategic Redevelopment Sites Plan





# BUILDING HEIGHTS

**The Precinct plan will support preferred maximum building heights throughout the Precinct Plan that range between 3-6 storeys.**

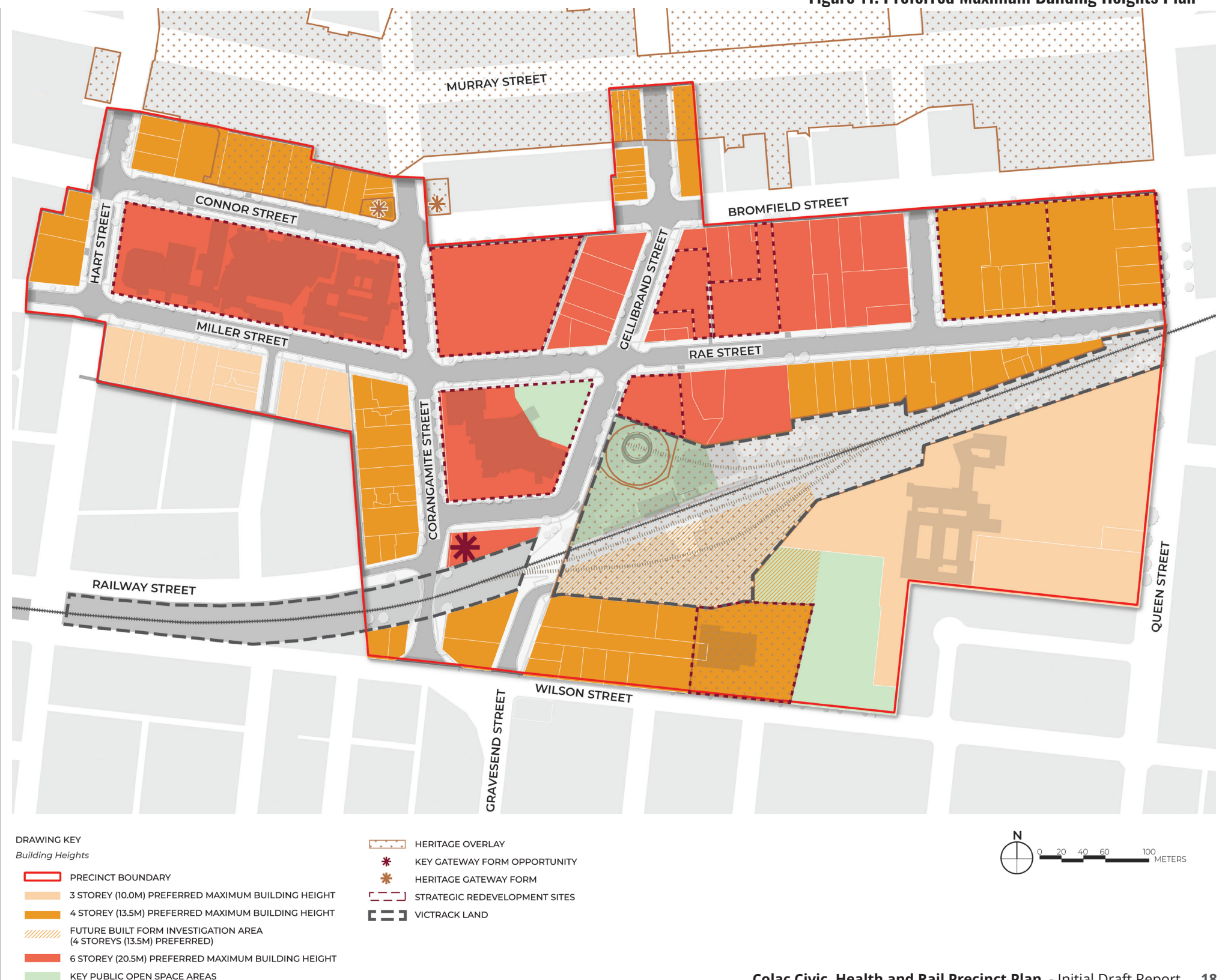
## Objective

- To ensure future development maintains an appropriate urban scale while supporting growth.
- Support increased densities in key locations such as Colac Area Health and the Civic Centre.
- Supporting mid-rise development in adjacent to more sensitive residential interfaces in the west and south-east of the precinct.

## Strategies

- Encourage development up to the preferred maximum building heights as per Figure 11 - Preferred Maximum Building Heights Plan.
- Seek a minimum ground-floor height of 4.0 metres. Additional floors should achieve a minimum floor to floor height of 3.5m.
- Development above the preferred maximum building height should be considered only when demonstrates clear community benefit. This includes provision or funding of affordable or social housing, public open space, public links and associated infrastructure.
- Maximum building heights do not include lift overruns, plant and architectural features (excluding roofing) up to a height of 1.5m above the preferred maximum building height.
- A variation of building heights should be achieved across large sites to create diversity in the streetscape.
- Development on identified strategic redevelopment sites should be guided by site based Precinct Plans that demonstrate the coordinated development of the site over time.
- Identified key gateway locations should seek to locate higher built form to street edges to strengthen the site's gateway role.
- New development on heritage overlay locations should retain the original heritage building as the dominant gateway form.

Figure 11. Preferred Maximum Building Heights Plan





# STREETWALL AND GROUND LEVEL SETBACKS

**The Precinct Plan seeks to establish a streetscape that supports well designed streets that balance built form and landscape.**

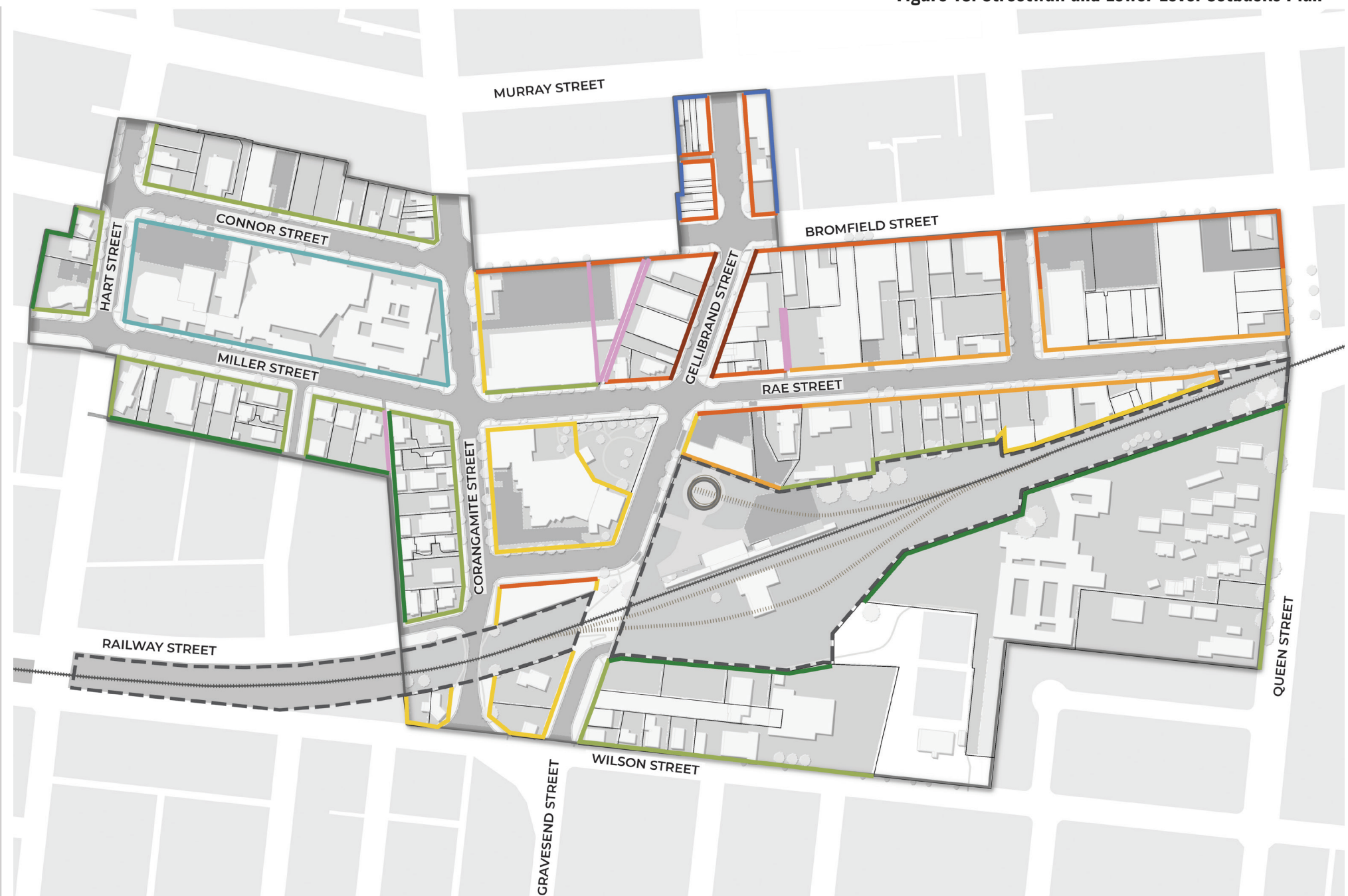
## Objective

- To support an active and welcoming street environment in keeping with the desired urban character of each sub-precinct.

## Strategies

- Establish an active and engaged streetscape within the Station Heart and Eastern sub-precinct.
- Establish landscape setbacks in the Southern Village and Colac Area Health precincts to support a balance of landscape and built form in the streetscape.
- Ground-level street setbacks should align with the Colac CHRP street setback requirements as illustrated in the Figure 13 - Streetwall and Lower Level Setbacks Plan.
- Landscape setbacks should facilitate deep landscaping and opportunities for canopy tree planting. Colac Area Health should incorporate high quality landscape interfaces into its design.
- Streetwalls should contribute to creating human-scale streets that correspond to the widths streets and laneways. Streetwall heights should vary to reflect and reinforce the existing urban grain and subdivision pattern of the area.
- Laneway interfaces should support logistics and vehicular access, be designed to be safe and provide adequate surveillance, and include fine grain activation where possible
- Sites under a Heritage Overlay should maintain the streetwall of the existing heritage building.
- Ground-level setbacks should be supported where they provide clear public benefits such as dining, seating, arcades, shade and shelter.

Figure 13. Streetwall and Lower Level Setbacks Plan

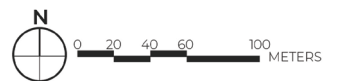


### DRAWING KEY

Streetwall and Lower level setbacks

- PRECINCT BOUNDARY
- 4 STOREY STREETWALL PREFERRED
- 3 STOREY STREETWALL PREFERRED
- 2 STOREY STREETWALL PREFERRED
- 5.0M LANDSCAPE SETBACK TO 3 STOREY LOWER FORM

- 5.0M LANDSCAPE TO 2 STOREY LOWER FORM
- MIN 3.0M LANDSCAPE SETBACK
- LANEWAY INTERFACE
- HOSPITAL INTERFACE (UP TO 6 STOREYS WITH HIGH QUALITY LANDSCAPE)
- VICTRACK LAND





# UPPER LEVEL SETBACKS

**To ensure the taller built form does not negatively impact the public realm amenity through overshadowing and inappropriate visual bulk.**

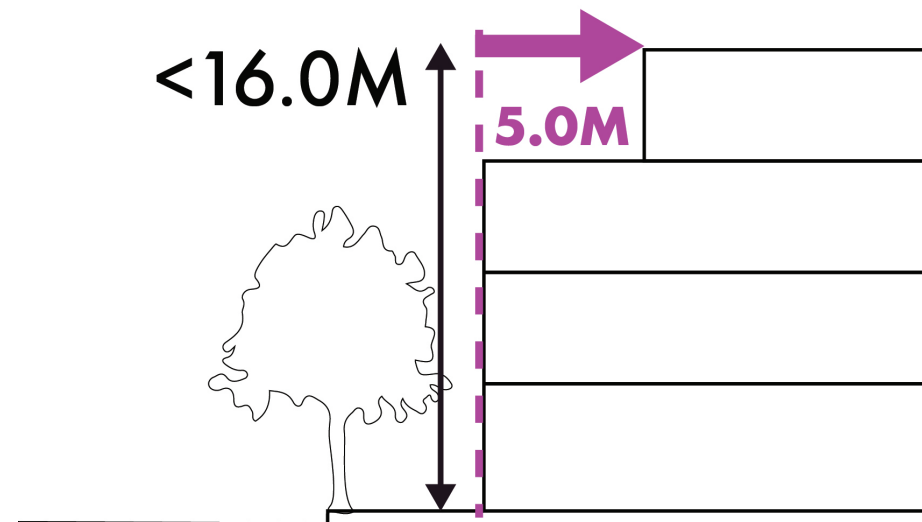
## Objective

- To protect key streets and avoid the overshadowing of the southern side of the street in areas where higher built form is encouraged.
- To establish adequate building separation between higher density development that will ensure overlooking between adjacent properties is mitigated.

## Strategies

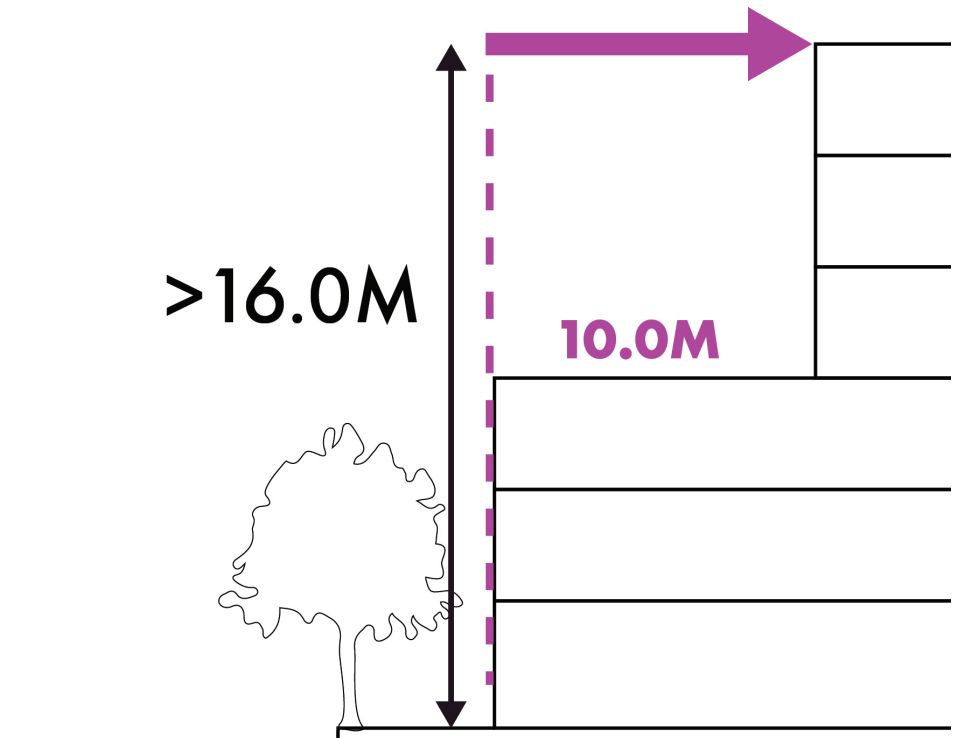
- Upper level setbacks are to be measured from the street boundary to support the provision of voluntary ground level setbacks where appropriate.
- All levels of a building should setback where they occur above the street wall or ground level setback nominated in Figure 14. The building should be setback a minimum of 5.0m from the street boundary where the overall building height is 16.0m or less.
- Upper levels above the street wall or ground level setback nominated in Figure 15 should be setback a minimum of 10.0m from the street boundary where the overall building height of the proposed development is greater than 16.0m.
- Upper level setbacks should be delivered as a single step within the built form rather than as a series of smaller steps creating a 'wedding-cake' effect.

Figure 14. 5m Setback Section



The building should be setback above the nominate streetwall height a minimum of 5.0m from the street boundary where the overall building height is 16.0m or less.

Figure 15. 10m Setback Section



The building should be setback above the nominated streetwall height a minimum of 10.0m from the street boundary where the overall building height is greater than 16.0m.



# OVERSHADOWING

**The Precinct Plan outlines overshadowing controls to ensure development protects parks and streets.**

## Objective

- To ensure built form does not obstruct solar access to key public streets and spaces at key times of the day.
- To support public amenity, use of the street for active uses such as outdoor dining and protect the health of street landscaping.

## Strategies

- New development must ensure that the following overshadowing controls are achieved to identified Primary north-south and east-west streets in Figure 16 - Overshadowing Controls Plan.

### Primary North-South Streets

- No additional overshadowing to the footpath and nature strip located on the opposite side of the street between the hours of 11AM and 2PM on the Spring Equinox measured to 5 metres from the property boundary on the other side of the street.

### Primary East-West Streets

- No additional overshadowing to the footpath and nature strip located on the southern side of the street between the hours of 11AM and 2PM on the Spring Equinox measured to 5 metres from the property boundary on the south side of the street.

Figure 16. Overshadowing Controls Plan



**DRAWING KEY**  
Overshadowing requirements

- PRECINCT BOUNDARY
- PRIMARY NORTH SOUTH STREETS
- PRIMARY EAST WEST STREETS
- VICTRACK LAND



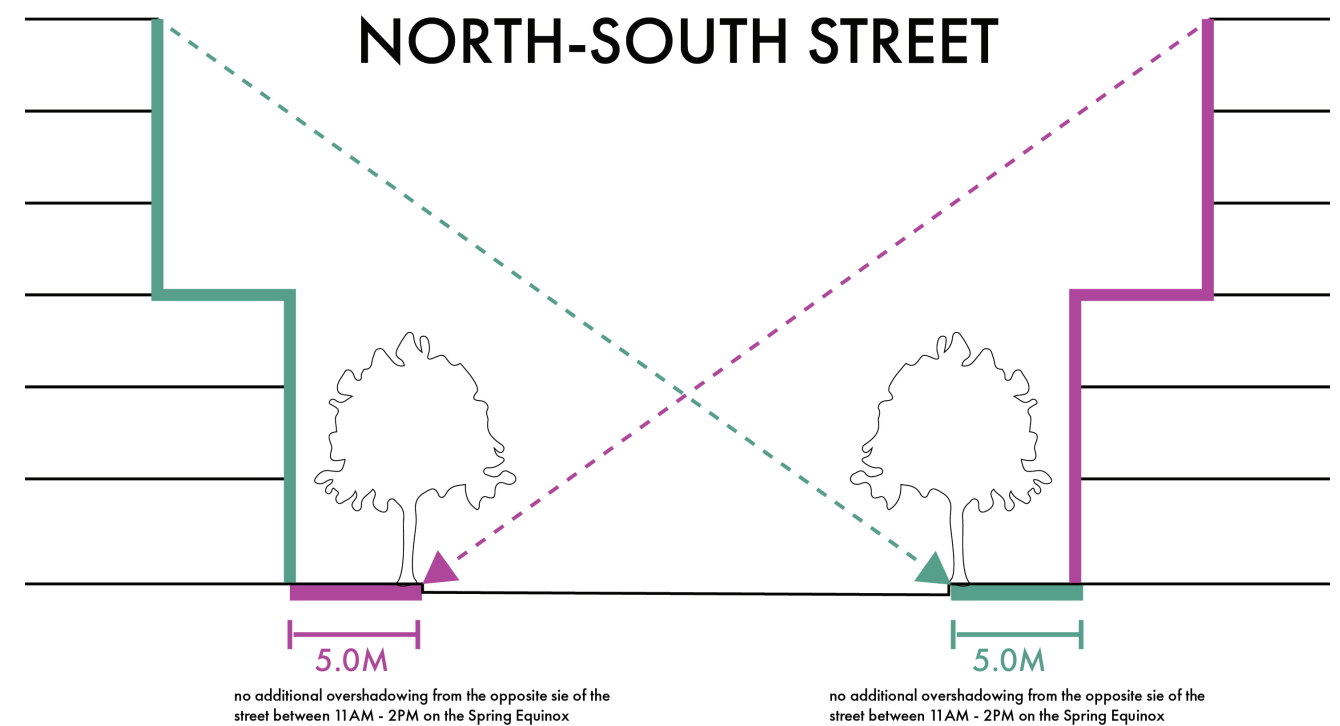
# OVERSHADOWING

The following diagrams illustrate the application of the overshadowing controls within the Colac CHRP.



The extent of overshadowing is measured from the property boundary to a distance of 5 metres at the spring equinox between 11am and 2pm for land adjacent to a primary north-south or east-west street in Figure 24.

Figure 17. Overshadowing requirement diagrams



Along north-south streets, it is important to note that the control the extent of overshadowing to the opposite side of the street to the proposed development.



# ACTIVE INTERFACES

**To ensure the ground levels of buildings activate and engage the street to create a vibrant, safe and inviting precinct.**

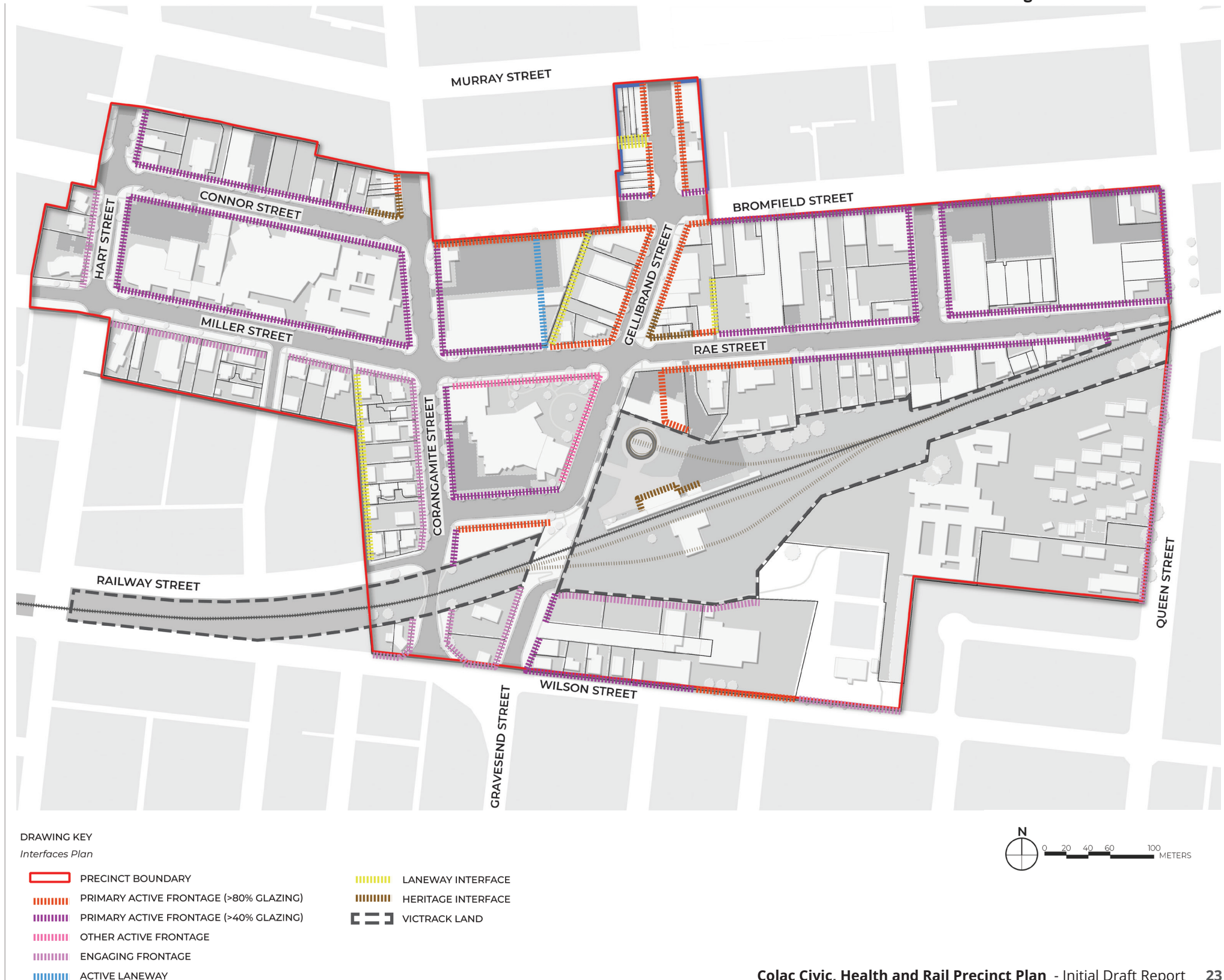
## Objective

- Building frontages are to contribute to the use, activity, safety and interest of the public realm.
- Frontages are to present an active and attractive, pedestrian-oriented frontage.

## Strategies

- Deliver active interfaces in keeping with the identified interfaces as outlined in Figure 18 - Interfaces Plan.
- Avoid long expanses of frontage with limited building entries at ground level.
- **Primary Active Frontage >80% Glazing**  
Provide transparent glazing up to 2.5 metres in height, of not less than 80 per cent of the width of the frontage, excluding any column, solid plinth or stall risers up to 700mm.
- **Primary Active Frontage >40% Glazing**  
Provide transparent glazing up to 2.5 metres in height, of not less than 40 per cent of the width of the frontage, excluding any column, solid plinth or stall risers up to 700mm.
- **Engaging Interface / Active Laneway**  
Maximise the amount of transparent glazing to 2.5 metres in height, excluding any column, solid plinth or stall risers up to 700mm.
- **Laneway Interface**  
Minimise and screen visual impact of loading areas. Support opportunities for laneway activation that prioritise pedestrian safety.
- **Heritage Interface**  
Support the provision of access and engagement with the street while maximising the retention of the original heritage fabric

Figure 18. Interfaces Plan





# PUBLIC REALM OVERVIEW

**The Colac CHRP Plan will improve streetscapes and access to public open space within the heart of Colac. A key feature will be the upgrading of Gellibrand Street as a north-south pedestrian spine.**

## Overview

- As the precinct develops and intensifies with activity there will be a need to improve and expand on the existing public realm. Streetscapes are car dominated and offer a clear opportunity for public realm upgrades. Further links to the heart of Colac can be strengthened while small scale public spaces can be planned for in the delivery of larger development sites.

## Overarching Objectives

- To reinforce Gellibrand Street as a key north-south “Green Spine” through the precinct.
- To provide high quality and diverse streetscapes to enhance the sense of place within the precinct.
- Strengthen boulevard planting along Corangamite Street and Gellibrand Street.
- Improve street tree planting throughout other major streets
- Seek the delivery of a new active laneway linkage between Rae Street and Bromfield Street as part of any future redevelopment of the Woolworths site.
- Encourage COPACC to better engage with the adjacent Public Open Space.
- Encourage the inclusion of a publicly accessible forecourt/ urban plaza in future redevelopment of Colac Area Health.
- Improve lighting, street furnishing and wayfinding throughout the precinct to improve safety and amenity.

Figure 28. Public Realm Strategy Plan





# IDENTIFIED PROJECTS

**The Precinct Plan aims to improve streets, public realm and key destinations throughout the precinct. A full list of actions can be found on the following pages.**

1. Precinct Roundabouts - Pedestrian priority upgrades
2. Gellibrand Street Upgrades - Stage 1
3. Gellibrand Street Upgrades - Stage 2
4. Gellibrand Street Upgrades - Stage 3
5. Rae Street Streetscape Upgrades - Stage 1
6. Rae Street Streetscape Upgrades - Stage 2
7. Miller Street Streetscape Upgrades
8. Connor Street Parking and Pedestrian Crossing Upgrades
9. Corangamite Street Streetscape Upgrades - Stage 1
10. Corangamite Street Streetscape Upgrades - Stage 2
11. Railway Reserve Shared Path - West
12. Gellibrand Rail Overpass Upgrades
13. Railway Reserve Shared Path - East
14. Wilson St & Gravesend Street Intersection Investigations
- 15a. Gellibrand Street Closure at Corangamite Street and end of temporary parking linemarking
- 15b. Gellibrand Shared Street Revitalisation
16. Colac Station Open Space Project
17. Colac Station Forecourt and Drop Off Zone
18. Civic Centre and COPACC Redevelopment

Figure 31. Key Projects Map

