COLAC CIVIC HEALTH AND RAIL PRECINCT

Precinct Plan Report

August 2026

mesh

Colac Otway SHIRE

Colac Civic Health and Rail Precinct

PRECINCT PLAN REPORT

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TABLE OF REVISIONS

DATE	REV NO.	REVISION	BY	CHECKED
18.10.24	1.0	Internal Draft Report	KC/WP	JP
30.01.25	2.0	Draft Report	DM/WP	JP
06.11.25	3.0	Final Draft Report (From Consultants)	DM/WP	JP
01.06.26	4.0	Final Report (Considered by Council)	COS	COS
28.07.26	5.0	Final Report (Adopted with minor changes)	COS	COS

ACKNOWLEDGMENT OF COUNTRY

The Colac Otway Shire proudly acknowledges the Gulidjan and Gadubanud peoples as the traditional custodians of the Colac Otway Region. We acknowledge that the Colac Otway Shire is located and conducts business upon lands of the Gulidjan and Gadubanud people.

We pay our respects to their Ancestors and Elders, past, present and emerging. We recognise and respect their unique cultural heritage, beliefs and relationship to their traditional lands, which continue to be important to them today and into the future.

Lake Colac
photo source: Corangamite Catchment Management Authority



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PART 1: INTRODUCTION

Document Purpose

Colac Civic, Rail and Health Precinct

Project Timeline

Vision

DOCUMENT PURPOSE

Why a Precinct Plan?

Project background

Mesh was engaged by Colac Otway Shire Council to prepare a Precinct Plan for the Colac Civic, Health and Rail Precinct (CHRP). The CHRP is a 32.0ha precinct within central Colac, located to the south of Murray Street and centred around Colac Station, Council offices, Colac Health and Colac Otway Performing Arts & Cultural Centre (COPACC).

Project Scope

Colac Otway Shire Council has commissioned the development of the Precinct Plan to guide the development of the CHRP over the next 20 years. The scope of the Precinct Plan is to:

- Establish an ambitious vision that will redefine the precinct as a key destination within Colac Town Centre.
- Provide a framework for development identifying 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 guide successful delivery of the Precinct Plan.

Precinct Plan Structure

The Precinct Plan is divided into four chapters.

Chapter one, **Introduction** establishes the project purpose and introduces the subject site, principles and vision.

Chapter two, **Background analysis** sets out the key issues and opportunities that influenced the preparation of the Precinct Plan.

Chapter three, **The Precinct Plan** is the primary guiding document for the future development of the Colac CHRP. The strategies contained within will influence key planning and development decisions within the precinct. It presents the vision for the CHRP, structured around five themes. These themes are:

1 - Space to grow together and thrive - identifies the key land uses and 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 strategy for the public realm, including objectives for improved public infrastructure and identification of 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 creative industries.

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

The final chapter **Implementation** sets out an action plan, including key public realm and capital works projects to support investment in the precinct, and planning mechanisms to implement the objectives of the Precinct Plan.

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 to the south of the Murray Street retail core, the area is the home of a number of key destinations within town including Colac Area Health, Colac train station, Civic Centre and COPACC and a number of major national retailers. Gellibrand Street and Corangamite Street are the major north-south streets that connect the CHRP to town.

Colac Area Health is located west of Corangamite Street and is 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 set back 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



VISION

The Colac Civic, Health and Rail Precinct will be a **space to grow together and thrive.** It will be a vibrant, urban precinct that is a destination in its own right, containing a range of complementary uses that support the function of the CBD, regional health, civic and cultural uses.

The Precinct will be a thriving hub for workers, visitors and the community to live, gather and do business. The precinct will offer attractive opportunities for major private investment into accommodation (short and long term), offices, community services, major retailing, education, tourism and other allied uses.

The **green spine, boulevards and new destinations** will lift the attractiveness and functionality of public spaces within the precinct, and support healthy engagement with these spaces by the community. The Gellibrand Street green spine will be the centrepiece for the precinct and will be an essential link that ties the key locations across the Colac town centre and Lake foreshore together.

The precinct will be supported by **curated and active connections** that enable direct and safe pedestrian and active transport movements and support mobility and access for people of all ages, abilities and states of health.

Public realm improvements such as public art, urban greening and protection and adaptive reuse of signficant heritage buildings will encourage **culture and character flowing into public spaces**. Good design will prioritise the creation of safe, healthy and inviting community spaces and urban architecture that responds to and respects Colac's unique history and cultural heritage.

The Precinct will be developed with **sufficient, sustainable infrastructure** within new developments, streets and public spaces, ensuring that the precinct is able to respond and adapt to changing environmental conditions and that long-term safety and function is protected.

Malop Street, Geelong
photo source: Outlines



PART 2: BACKGROUND ANALYSIS

Local Context

Existing Conditions and Opportunities

Community Engagement

Key Opportunity Themes

LOCAL CONTEXT

The Colac CHRP is uniquely placed to support the growth of the core of Colac and act as a key 'southern gateway' to regional growth areas.

The CHRP occupies a significant area within Colac's central commercial district, and is adjacent to Colac's retail core. At present, the area has a range of dispersed residential, retail, commercial and legacy light industrial uses that create a fragmented urban character and function. Many of Colac's key destinations are located in this precinct, including the Council offices (Civic Centre), COPACC, Colac Station and Colac Area Health. As Colac grows, an opportunity emerges to further consolidate the town core within the CHRP, focussed around existing key services and destinations.

The Colac 2050 Growth Plan establishes an aspirational population target of 20,000 residents by 2050. This represents a significant level of growth, which, if realised, will reinforce Colac's role as a regionally significant centre for Western Victoria.

Deans Creek and Barongarook Creek Growth Areas will shape Colac's expansion to the south. Strategic directions for Colac discourage further dispersal of commercial uses away from the CBD, and no signficiant commercial development is planned for the growth areas, other than what is required to serve a limited range of daily needs. Therefore the CHRP is well placed to serve as the location for long-term commercial growth and investment serving the region. Additionally, the CHRP could support residential intensification in the form of higher density typologies not currently catered for in Colac, addressing existing lack of supply of housing that is suitable for key workers and people for whom detached housing is not a suitable or desired product.

Figure 2. Colac 2050 Framework Plan overlaid with CHRP and Key Growth Areas



EXISTING CONDITIONS

The precinct is currently defined by a number of regionally significant destinations linked by a vehicle oriented street network.

Existing conditions

Key destinations

The precinct hosts a number of key health, civic and cultural destinations which already serve to attract signficant numbers of visitors to the precinct. However these uses present as standalone sites, with little infrastructure in place to unify or physically connect these places.

Interfaces

The current mix of land uses through the precinct creates varying levels of street activation. Some areas within the precinct have shops and active frontages creating a sense of activation and safety while other areas have no activation and passive surveillance at all.

Existing streets

Most streets benefit from generous 30.0m wide road reserves. Existing street formats currently prioritise vehicles with minimal space allocated to other modes of transport. Wide streets encourage higher traffic speeds in the activity centre, negatively impacting on safety and amenity.

Vegetation

The precinct is dominated by large areas of pavement including roads and car parks with minimal tree canopies and green space. Many streets have wide nature strips that are sparsely planted.

Built form

There is a distinct lack of uniformity throughout the precinct in terms of building design, scale and street setback. Existing built form is variable in quality and style, with some areas exhibiting a finer, more traditional grain, and other areas having a more industrial character. Larger sites such as the hospital and COPACC comprise large format, low height buildings (2-3 storey), often set back some distance from the street.

Heritage values are present througout the precinct, with the Colac train station precinct and adjacent former dairy factory having particular significance. There are several other examples of heritage sites dispersed througout the precinct, which contribute sigificantly to the existing valued character and understanding of the history of Colac's growth and development.

Connectivity

Connectivity and ease of access for pedestrians is currently poor, with disconnected routes, narrow footpaths with variable surfaces, a lack of safe crossings and pram ramps that are difficult to navigate for people using mobility aids. Wide streets and relatively high vehicle speeds make crossing roads difficult and uncomfortable in many locations. There is also a lack of weather protection thoughout most of the precinct.

Land Use

Land use is variable, and comprises major health, civic and cultural uses, as well as a range of supermarkets and retail, food and drink outlets, offices, automotive workshops, trade supplies, freight and bus depots.



COPACC and Civic Centre



Laneway access behind Murray Street



Vehicle oriented roundabouts



Expansive rail reserve around Colac Station



Colac Area Health entry



Heritage gateway buildings on Corangamite Street

COMMUNITY ENGAGEMENT - WHAT WE HEARD

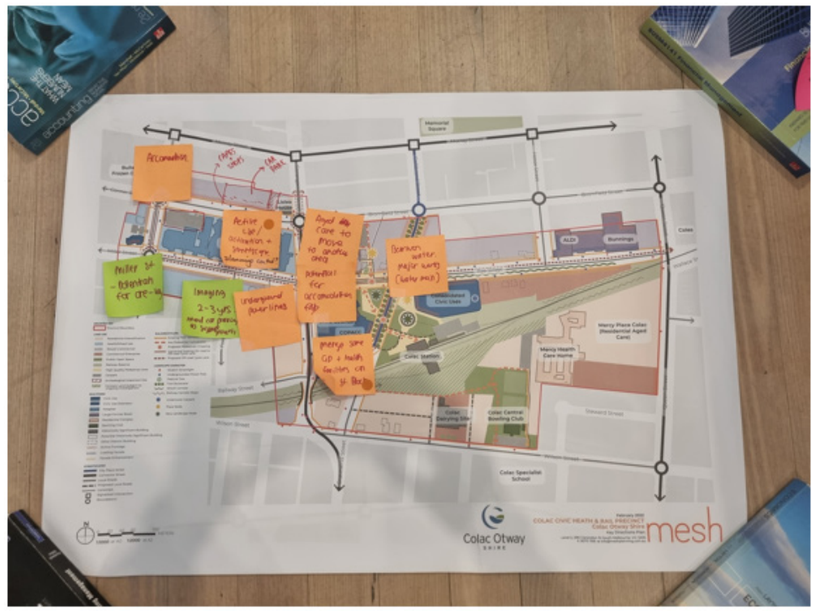
Early community engagement took place in 2021 and sought input into the development of the vision for the Precinct Plan. The feedback received has helped identify the priorities for the Precinct.

The key findings are summarised below.

What We Heard

- **Accommodation should be part of the precinct's future** and support a diversity of needs, be safe, sustainable, affordable, close to services and multi-functional.
- **Advocate for Colac to become a vibrant cultural arts hub/ destination.** Support the ongoing presence of COPACC as a key hub in the precinct and need to expand offering in the future.
- **Consider outdoor gathering spaces and community-oriented space** for cultural activities, arts and recreation.
- **Consider spaces for more creative industries** and social enterprises.
- **Support appropriate building heights** between 2-3 storeys with taller buildings incorporating appropriate setbacks.
- **Ensure built form integrates with the town character** and ensure sufficient sunlight along footpaths.
- **Promote and increase tree coverage** by removing power headlines along key streets.
- **Gellibrand Street** to be a key green street.
- **Wider footpaths and improved wayfinding** to support all users (eg. mobility scooters).
- **More open space** within the Precinct.
- **Create sense of arrival and identity** into the Precinct.
- **Promote indigenous heritage and culture** via display of artwork and murals.
- **Explore a café precinct/experience in proximity to Colac Station.**
- **Improve infrastructure for cyclists** (bike lanes, racks and end of trip facilities near Colac Station).
- **Increase the safety for pedestrians** (prioritised pedestrian crossings, more seating, drinking taps and well-lit walking paths).
- **Improved bus infrastructure** i.e. sheltered bus stops.
- **Improve car parking in high demand areas** (Council offices and Colac Area Health and additional disabled parking.
- **Incorporate well-lit areas** for safety at night.
- **Consider EV charging stations** to support sustainability.





COMMUNITY ENGAGEMENT 2025 - WHAT WE HEARD

In 2025, we returned to the community with a Draft Precinct Plan. We received valuable input that showed general support for the Precinct Plan and reinforced a number of key themes that have informed the final plan.

As part of this engagement process, we received:

- **53 responses to online survey**
- **6 written submissions**

Council also engaged with a range of stakeholders including Colac and District Historical Society, Ambulance Victoria, Colac Area Health, Department of Transport and Planning and Victrack.

The survey allowed the community to indicate their level of support for the Precinct Plan and provide feedback on the vision. In addition, open-ended questions were asked to allow for more detailed feedback and additional information to inform the final Plan.

Council reviewed the feedback and identified a number of themes that reinforced and were consistent with earlier engagement.

Generally, the feedback indicated support and alignment with the objectives and vision for the Precinct Plan and has been used to inform the final Precinct Plan.

The following themes gathered from the engagement process responses have been identified as key considerations for the Precinct Plan.

Key Feedback Themes

- **Develop a Plan for public and community housing**
- **Provide appropriate parking**
- **Support a strong neighbourhood character and preserve historical values**
- **Deliver active streets suppported by local businesses and flexible spaces that allow the integration of other cultural activities**
- **Improve pedestrian safety and support active transport in the precinct**
- **Enhance the precinct aesthetics to improve the arrival experience and encourage increased tourism**
- **Provide more urban greening and public open spaces**
- **Integrate local artists and First Nations People history**

KEY OPPORTUNITY THEMES

Five key themes emerged from the background analysis that guided the development of the CHRP. The following pages outline the key challenges and potential responses identified under each theme.





THEME 1. SPACE TO GROW TOGETHER AND THRIVE

Land Use & Employment | Built Form | Setbacks | Overshadowing | Building Heights

Key Challenges

- Colac Area Health, Council and COPACC all desire to retain and expand their facilities.
- Mix of competing uses along Rae Street.
- Allied health services utilising surrounding residential buildings.
- Detached residential dwellings dispersed throughout commercial areas.
- Underutilised commercial land south of the train station.
- Insufficient provision of accommodation for visitors and workers.
- Limited housing choices to accommodate smaller households.
- Predominately 2 storey existing built form, with some tall 2 storey Victorian heritage buildings equivalent to a contemporary 3 storey.
- Many existing large format sites present blank walls and loading areas to streetscapes, as well as car-parking dominated street frontages. The quality of many existing buildings is poor and not site responsive.

Response

- The precinct will evolve over time and transition to a land use mix that supports further innovation and diversification of Colac's economy. The area will continue to support and grow key cultural, civic and health sites, as well as increase the residential population through the provision of appropriately located housing.
- Greater housing (medium to high density) and accommodation choice will be encouraged. This will include projcts that incorporate key worker housing, affordable housing and build-to-rent projects.
- Shop-top living will be encouraged within the precinct to promote renewal and extend activity beyond the core business hours.
- Opportunity to introduce high-quality, 'iconic' built form on key sites, that emphasises Colac's character and history and drives activity.
- Encourage new built form to be set back appropriately from the street to create a pedestrian friendly environment.
- Efficient utilisation of development sites will be achieved through encouragement of multi-storey development. Blank wall edges to streets and public realms will be avoided where possible.





THEME 2. GREEN SPINE, BOULEVARDS AND NEW DESTINATIONS

Streetscapes | Place-making

Key Challenges

- No sense of arrival to the precinct.
- Car dominant streetscapes with wide continuous asphalt, fragmented by frequent and/or excessively wide crossovers.
- Minimal, constrained tree planting within streets.
- Open space In front of COPACC is underutilised.
- Carpet Court building limits viewlines to the station.
- Colac Railway Station open space has little to no infrastructure for people.
- Retail offering is largely convenience-focussed, providing few destinations for shoppers.
- Visual connections through the precinct are largely absent.

Response

- Gellibrand Street will be revitalised as a north-south Green Spine through the precinct that connects to key destinations including Colac Railway Station and Colac Botanic Gardens.
- Entrances into the CHRP could comprise a diversity of arrival experiences including landscaping, signage and wayfinding elements, providing the sense of arrival that is currently missing.
- Streetscapes and public spaces particularly along Gellibrand Street and key civic sites will be enhanced as green, vibrant and diverse places for the growing community. This will provide a sense of place, further enhance the street network and improve connectivity across the precinct.
- Opportunity exists to redevelop the Carpet Court site to open views to the station and address and activate adjoining public land.
- Improved landscape connections will be created between Woolworths and the station.





THEME 3. CURATED AND ACTIVE CONNECTIONS

Walking & Cycling | Public Transport & Vehicles | Parking & Access

Key Challenges

- Connectivity and comfort for pedestrians is currently poor, with disconnected, indirect routes, lack of safe crossings and lack of weather protection.
- On street cycle paths are fragmented and degraded by cross-overs and roundabout designs.
- Cycle lanes are located between the carriageway and car parking, rather than the safer and preferred option of being located adjacent to the kerb.
- Safety issues for cyclists are exacerbated by angled parking arrangements on most streets, with limited visibility being available for drivers exiting car spaces.
- Parking around Colac Area Health, Council offices and COPACC is highly utilised.
- Should increased rail services be provided, demand for park and ride facilities is likely to increase, requiring the provision of more car parking within walking distance to the station.
- Reliance on individual site access has led to the proliferation of crossovers, many of which are never, or rarely used, or are wider than required.

Response

- Residents, workers and visitors will be able to walk and cycle safely and comfortably throughout the precinct by improving streets and providing the infrastructure that people need.
- Streets and laneways surrounding the Colac Station, Colac Area Health and COPACC will seek to prioritise pedestrians in suitable locations.
- The precinct will encourage improved access to public transport to and from Colac and provide an efficient and effective road network that supports Colac's growth and activity.





THEME 4. CULTURE AND CHARACTER FLOWING INTO THE STREETS

Cultural Sustainability | Creativity and Events

Key Challenges

- Any additions to buildings within the Heritage Overlay will be required to respect the character and appearance of the heritage buildings, which may impact the scale, setback and proposed choice of colours/materials of proposed buildings
- Retain the turntable and the Colac Dairying Company Complex and consider adaptive reuse.
- Roundabouts vary with different quality materials and landscaping.
- Inconsistent use of materials along footpaths and verges, especially on Gellibrand Street.
- Street trees have been poorly pruned to prevent obstructing the electricity wires.

Response

- Ensure that new development will enhance, support and celebrate the character of key historical and cultural sites including COPACC and Colac Railway Station.
- Heritage and character buildings will be reused or sensitively redeveloped to ensure the heritage significnace is not adversely impacted.
- Seek to improve streets and public spaces in a meaningful way that enhances the experience for people moving around the precinct.
- Planning for landscaping improvements within the precinct will provide high quality and safe areas that encourage community engagement and enhance the character of the precinct.





THEME 5. SUFFICIENT AND SUSTAINABLE INFRASTRUCTURE

Services & Drainage | Environmental Sustainability | Strategic Development Sites

Key Challenges

- Likely need for augmentation of sewer to improve capacity. Sufficient water, gas and electricity capacity.
- Existing open space and tree canopy is minimal and lacks connectivity.
- No biofiltration infrastructure. Channel and pipe approach to drainage.
- No broad uptake of solar panels by premises within the precinct.

Response

- Ensure the provision of existing services and drainage infrastructure meets the needs and future requirements of the precinct.
- Protect and enhance the natural environment of Colac through efficient water resources and maintaining natural assets. Streets, particularly Gellibrand Street, will be designed to manage, treat and reuse stormwater.
- Green roofs, vertical greening and on-site tree planting should be required on new buildings or retrofitted to existing buildings.
- Buildings should consider energy efficiency to provide comfortable internal environments.





PART 3: THE PRECINCT PLAN

Overview

Key Precincts and Land Use

OVERVIEW

The Precinct Plan will create a seamless connection between Colac Station and the heart of Colac along an upgraded Gellibrand Street. Upgrades to other key streets will support improved pedestrian and cycling links while additional parking will be created close to Colac Area Health to support its operations. Redevelopment will respect the low-scale character of Colac while delivering increased activation and density.

DRAWING KEY

- Precinct Boundary

LAND USE AND BUILT FORM

- Properties (in precinct)
- Key Open Spaces
- Railway Reserve
- High Quality Pedestrian Area
- Carpark
- Heritage Overlay
- Archaeological 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

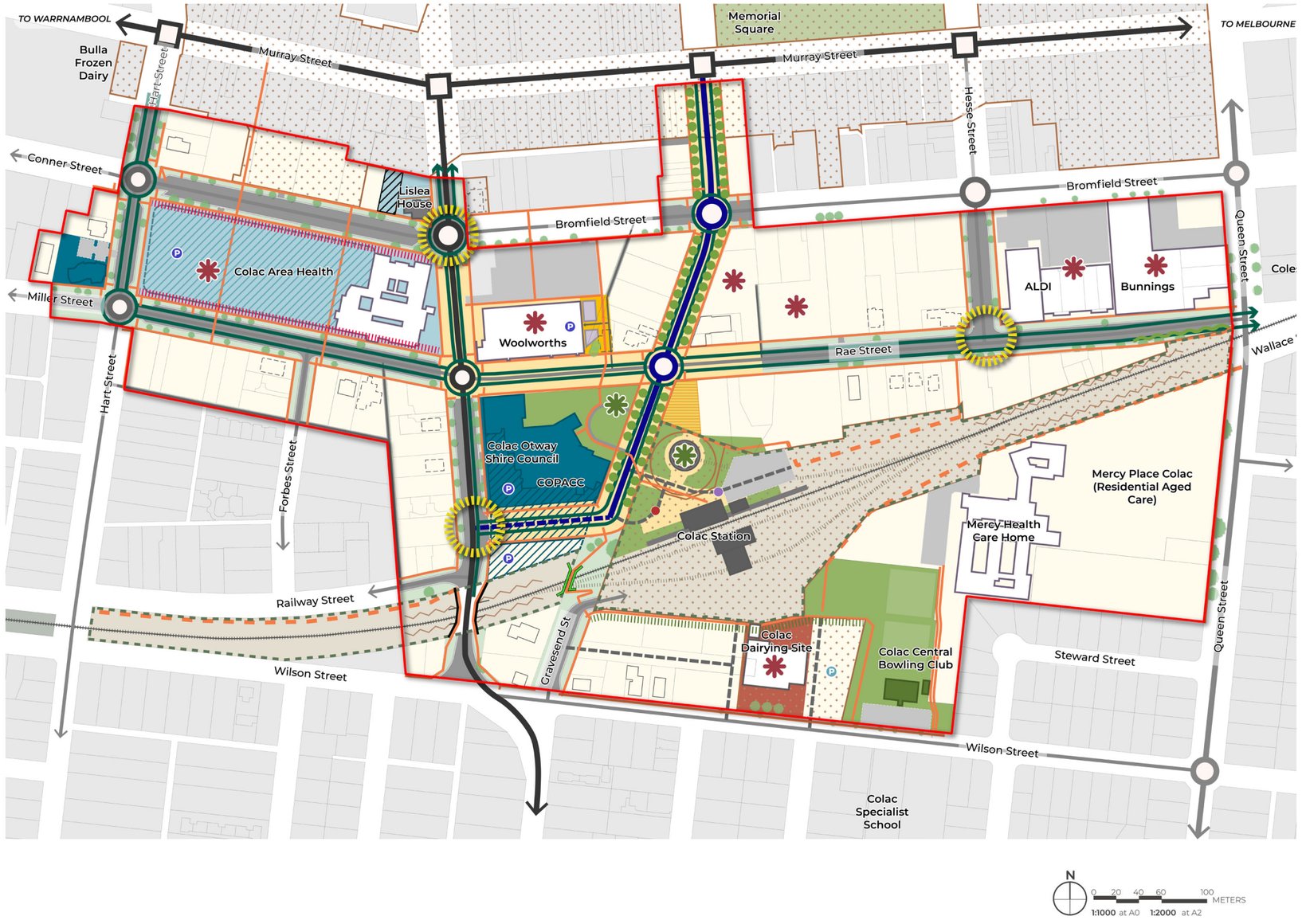
WALKING/CYCLING

- 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
- Potential future off-street parking locations
- Undercover/Multideck Carpark
- Bus Stop Shelter
- Drop Off Point
- Precinct Gateway

Figure 3. Colac Civic Health and Rail Precinct Plan



KEY PRECINCTS AND LAND USE

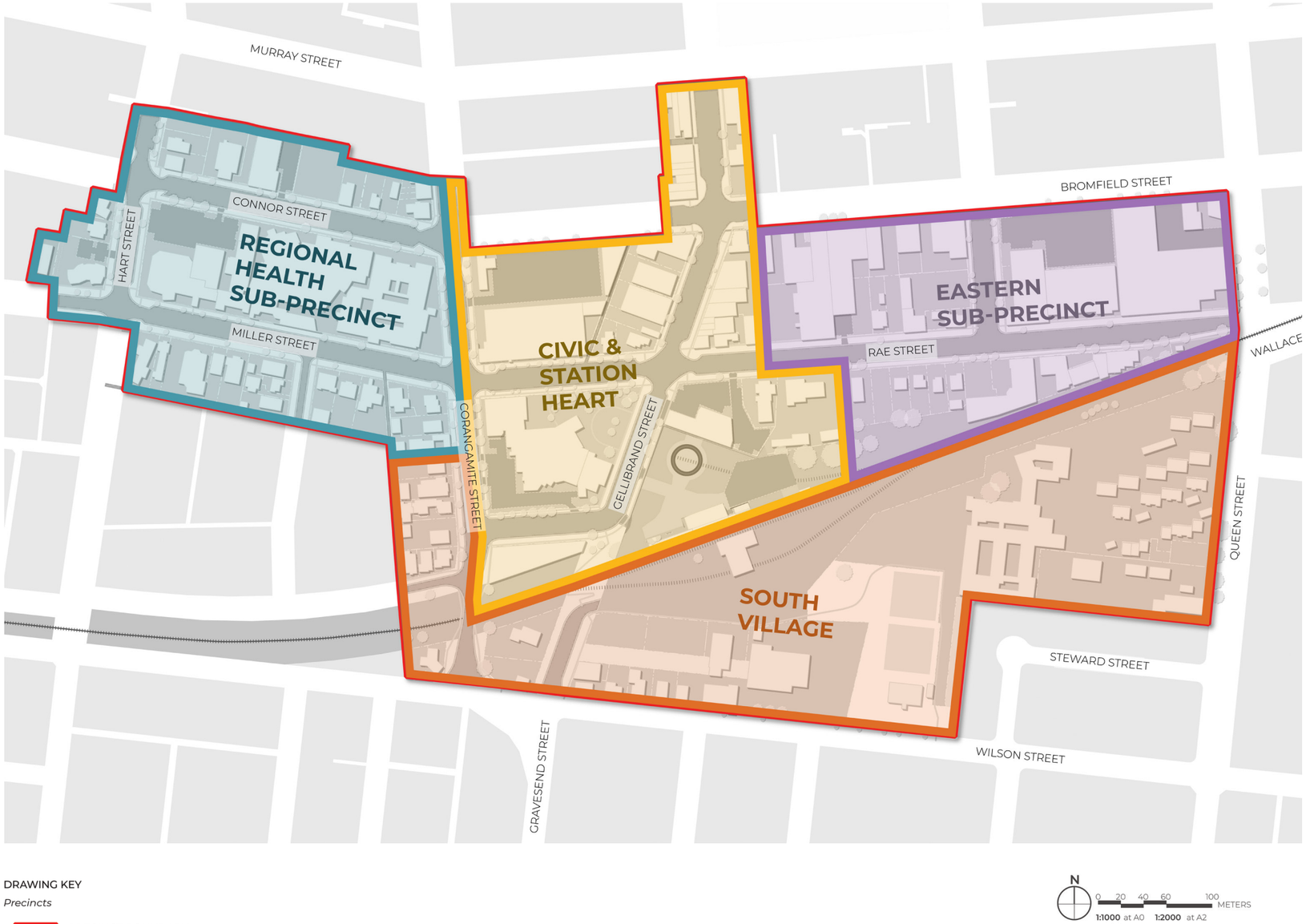
The Precinct Plan identifies four key sub-precincts within the Colac CHRP that provide unique opportunities to support particular land uses and development outcomes.

The four identified precinct are the:

- **Civic & Station Heart**
- **Regional Health Sub-Precinct**
- **Eastern Sub-Precinct**
- **Southern Village**

These precincts identify the preferred character, building typologies and uses that the Precinct Plan will seek to encourage within these areas and will help guide appropriate catalyst projects. The following pages provide further detail on the desired character and preferred uses in each of the precincts.

Figure 4. Sub-precinct Plan

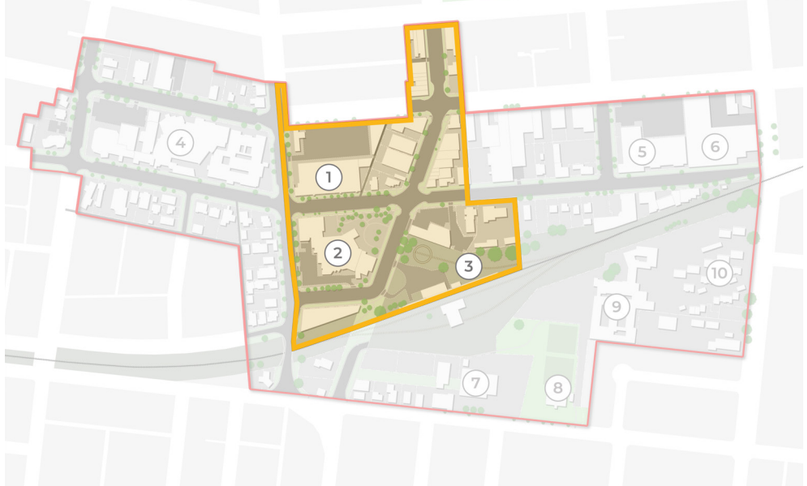


CIVIC & STATION HEART

VISION

The Civic & Station Heart will be a highly accessible destination where open spaces, community facilities and active ground floor uses create a vibrant thriving place to meet, learn, discover and play.

Figure 5. 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)

Objectives

- To establish a vibrant civic and cultural destination, supported by excellent transport links and a high amenity public realm.
- To encourage a higher density of development that supports a broad mix of commercial uses, as well as higher density residential uses.
- To support the expansion of tourism in Colac.
- To work collaboratively with VicTrack and Department of Transport and Planning to ensure an integrated outcome in and around Colac Station.
- To support and encourage the increased use and profile of rail transport, by advocating for additional train services, infrastructure improvements and improved connecting trips.

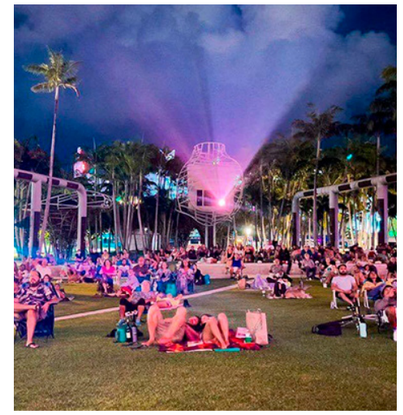
Strategies

- Support quality, higher density mixed use development throughout the precinct, and a requirement that new development provide for active frontages to the public realm.
- Encourage a mix of retail and ground floor commercial uses that engage with the street and that drive visitation and activity.
- Support the delivery of key worker housing and afforable housing in this precinct.
- Encourage active uses along Gellibrand Street to strengthen its role as a key pedestrian connection.
- Support outdoor dining and activation of the streetscape and neighbouring open spaces.
- Strengthen the role of the Civic Centre and COPACC as a major destination and expand its capacity to service the needs of the local community.
- Strengthen the role of the railway station as a destination and arrival point in Colac.
- Prepare a master plan and feasibility analysis looking at redevelopment options and opportunities for the Civic Centre, COPACC site and former hardware building.

Civic and Station Heart character precedents











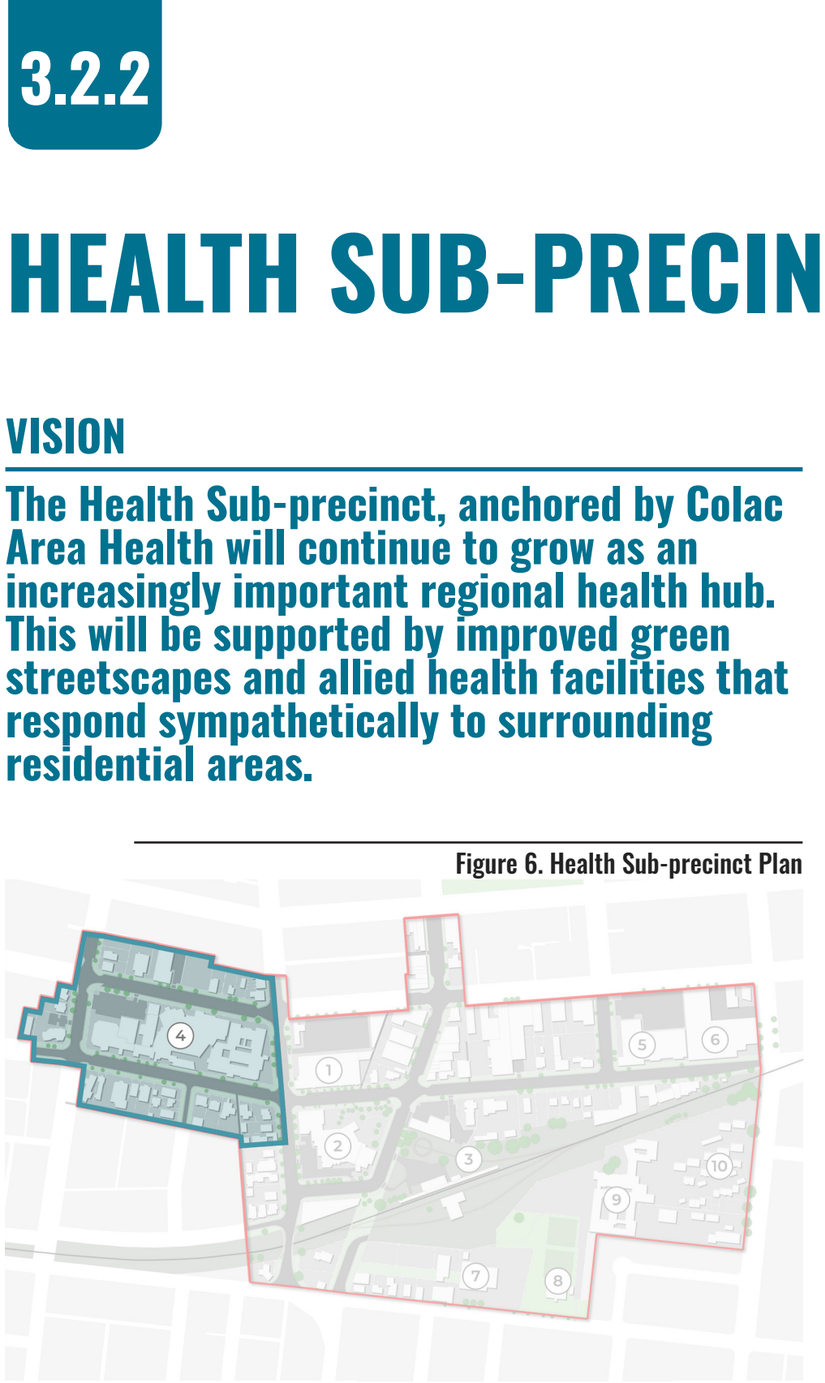


HEALTH SUB-PRECINCT

VISION

The Health Sub-precinct, anchored by Colac Area Health will continue to grow as an increasingly important regional health hub. This will be supported by improved green streetscapes and allied health facilities that respond sympathetically to surrounding residential areas.

Figure 6. Health 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
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Objectives

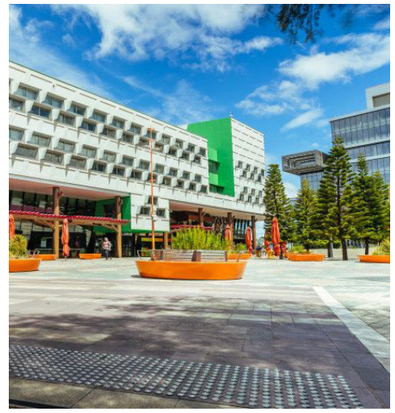
- To support the growth of the sub-precinct as a regionally significant health and well-being destination.
- To ensure the long-term growth of Colac Area Health is supported in a coordinated and sustainable manner at this location.
- To ensure that the growth of allied health services in the sub-precinct integrates with the surrounding area.
- To ensure that local health services are able to meet their needs for worker housing within close proximity to the workplace.

Strategies

- Support the retention, development and expansion of core hospital services on the existing Colac Area Health site and on off-site locations.
- Encourage the provision of key worker and affordable housing in the precinct that supports workers and users of local health services.
- Support the coordinated long-term planning of the Colac Area Health site to align public infrastructure upgrades with any future redevelopment.
- Support the co-location of allied health services along Connor and Miller Streets to strengthen the precinct as a distinct health hub.
- Ensure development interfaces sensitively to surrounding areas particularly lower scale residential.
- Support mixed use and residential development where it does not adversely impact the provision of health services.
- Encourage the rationalisation and reduction of driveway crossings in streets surrounding the hospital.
- Commit to ongoing efforts to maximise parking supply and identify opportunities for additional parking both within the Precinct and within surrounding adjacent areas.

Health sub precinct character precedents











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 7. 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)

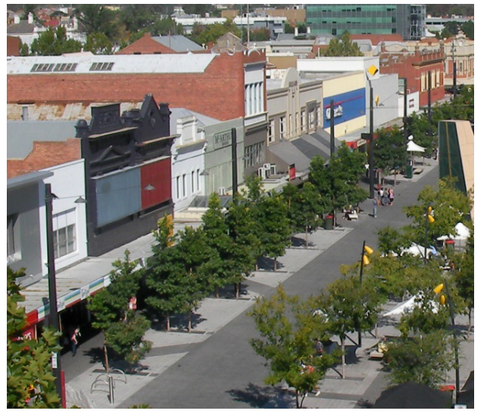
Objectives

- To establish a diverse mixed use precinct that operates as an extension of the Colac Town Core.

Strategies

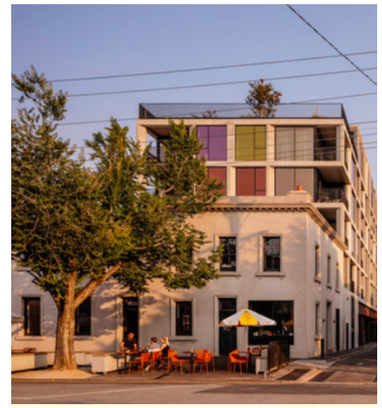
- Support a wide range of commercial, employment and residential uses that support the growth and consolidation of the Colac town core.
- Support the strengthening of the urban streetscape and the 2-3 storey streetwall to key streets.
- Ensure new land uses and development improve streetscape activation at ground and lower levels.
- Locate and manage differing land uses appropriately to reduce amenity impacts between uses.
- Encourage retail and other commercial uses at ground floor level.
- Encourage consolidation of site access through removal of crossovers, with a preference for access via rear laneways.

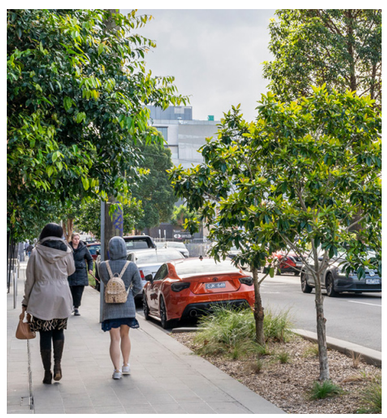
Eastern precinct character precedents













SOUTHERN VILLAGE

VISION

The Southern Village will be a high amenity, walkable residential and mixed use neighbourhood that supports well designed mid-rise development that is respectful of the local character and existing heritage sites.

Figure 8. 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)

Objectives

- To support the growth of medium density residential development in close proximity to the Station in a manner that respects local character.
- To improve connectivity from the southern side of the railway line to the north.
- To support the development of mixed use development that is compatible with, and supportive of walkable neighbourhood principles.

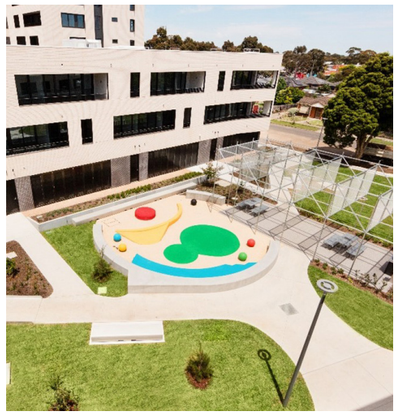
Strategies

- Support the development of townhouses and low-scale apartment typologies in the area to deliver more housing in close proximity to key services.
- Support innovative proposals for the adaptive reuse of the Colac Dairying Site, and other sites as appropriate, that may include a mix of residential and complementary commercial and visitor economy uses.
- Support a leafy, green character of the sub-precinct by seeking generous landscape setbacks and planting as part of new development.
- Support the delivery of affordable, aged care and key worker housing in the Southern Village.
- Provide a wide range of dwelling sizes and types to support housing diversity and affordability.
- Advocate for any future redevelopment of VicTrack land to the north to integrate with the Southern Village sub-precinct.
- Consider opportunities for senstively designed and located parking to support long term goals for the Colac Station and COPACC.

Southern Village character precedents









THEME 1 - SPACE TO GROW TOGETHER AND THRIVE

Overview

Building Heights

Strategic Redevelopment Sites

Setbacks

Overshadowing

Interfaces

BUILT FORM OVERVIEW

The built form guidelines support future growth in the precinct while ensuring that new development integrates with the character of the area and protects and enhances street amenity.

Overview

The CHRP occupies a strategic location within Colac, and will be a site for transformation as the town continues to grow into the future. Locational attributes make the precinct a desirable place to support significant redevelopment. The Precinct Plan provides guidance on the preferred scale and massing of future built form to ensure that future development protects valued existing characteristics, including heritage, while improving upon existing conditions and delivering quality built form outcomes.

Objectives

- To create a more diversified land use mix within the precinct, to support innovation and economic development opportunities.
- To establish and support a thriving local economy by facilitating the expansion of key cultural, civic and health sites.
- To support additional growth within the precinct through greater housing and accommodation choice, including affordable housing and higher density options.
- To establish a built form parameters that support growth while retaining the lower scale heritage character of Colac.
- To provide guidance on ground level and upper level setbacks to guide the massing of future built form.
- To establish overshadowing controls in order to protect key public streets and spaces.
- To establish preferred maximum building heights that support the long-term growth of Colac Area Health into the future.
- To provide additional guidance on the desired built form outcomes for key redevelopment sites which will have a significant impact on the precinct.
- To establish a range of built form controls that respond to the desired future character of the distinct sub-precincts.
- To ensure that development appropriately responds to identified heritage values, and does not adversely impact on sites of heritage significance.

Clear ground level to the street



Distinct setback upper forms



Built form integrated with landscaping





BUILDING HEIGHTS

The Precinct Plan supports increased building scale, setting out place-specific maximum building heights ranging between 3-6 storeys.

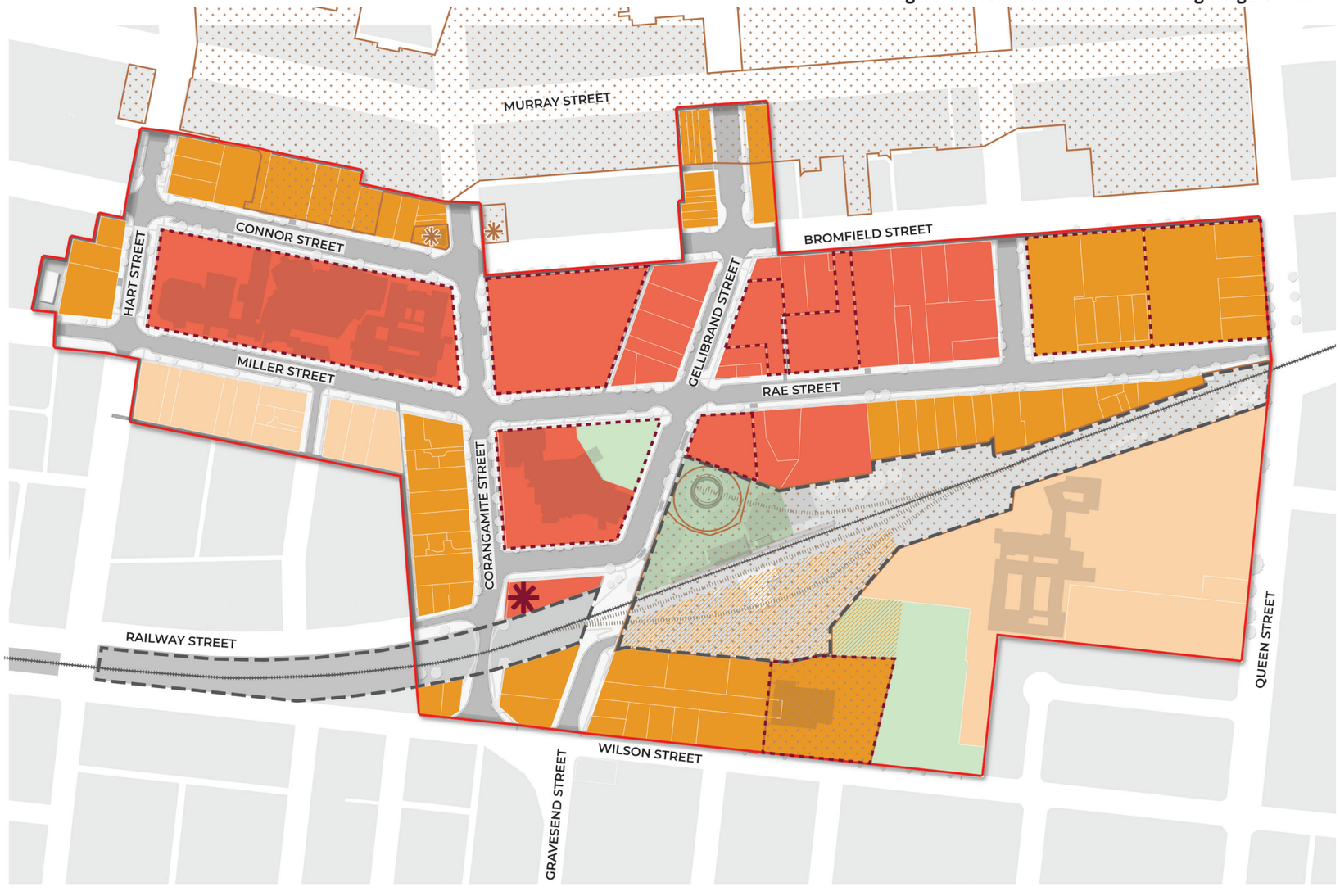
Objectives

- To ensure future development maintains an appropriate urban scale while supporting growth and investment viability.
- To support increased floorspace densities in the precinct core and strategic redevelopment site locations.
- To support mid-rise development 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 direct and clear community benefit. This could include provision or funding of affordable or social housing, public open space, public access 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 variety of building heights should be achieved across large sites to create diversity in the streetscape and skyline.
- Development on identified strategic redevelopment sites should be guided by site based master plans that demonstrate the appropriateness of proposed building heights.
- 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 be sympathetic to the values and features of the site, and not overwhelm heritage forms.

Figure 9. Preferred Maximum Building Heights Plan



STRATEGIC REDEVELOPMENT SITES

Several locations in the precinct have been identified as having strategic redevelopment potential, with particular attributes that enable them to support major redevelopment.

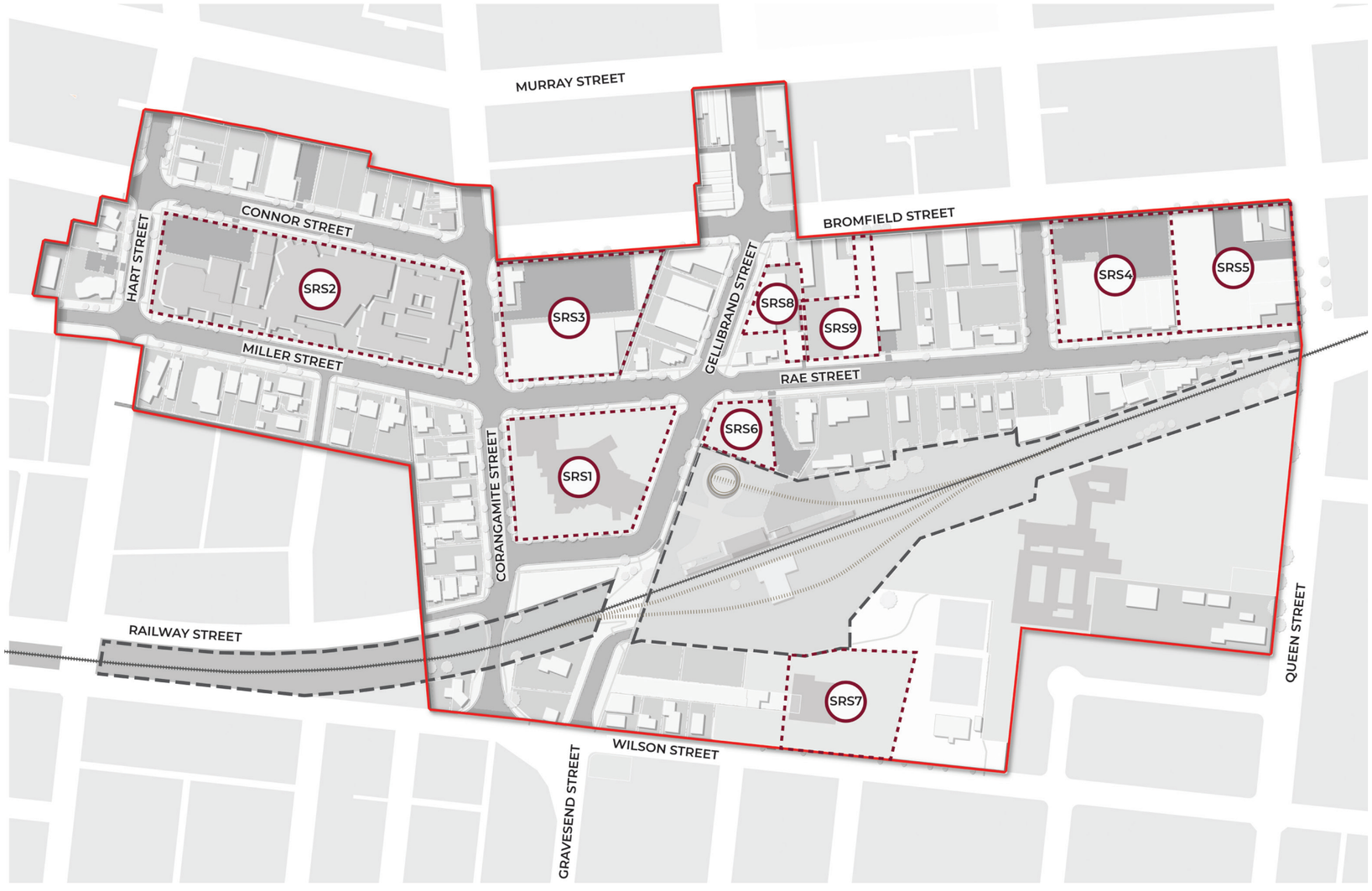
Objectives

- To identify strategic redevelopment sites that due to size, location, access or function, have the capacity to deliver cornerstone development proposals and catalyse significant positive change.
- To require development of strategic redevelopment sites to demonstrate the highest standards of design quality and beneficial impact to the public realm.
- To encourage and support innovative, contemporary development and land use proposals that support Colac's economic and social wellbeing into the future.

Strategies

- Ensure that development applications for the sites 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 development contributions scheme to support capital works improvements for precinct infrastructure.
- Support the provision of off-street multi-level parking 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.
- Continue to advocate for and provide support the redevelopment of these sites, as well as support for the relocation of existing uses to more suitable sites.

Figure 10. Strategic Redevelopment Sites Plan



DRAWING KEY

Strategic Redevelopment Sites

- PRECINCT BOUNDARY
- KEY PUBLIC OPEN SPACE AREAS
- VICTRACK LAND
- STRATEGIC REDEVELOPMENT SITES
  - SRS1 - CIVIC CENTRE AND COPACC, 2-6 RAE ST, COLAC
  - SRS2 - COLAC AREA HEALTH, 2-28 CONNOR ST, COLAC
  - SRS3 - WOOLWORTHS COLAC SITE, 2/16 BROMFIELD ST, COLAC
  - SRS4 - ALDI COLAC SITE, 62 - 70 HESSE ST, COLAC
  - SRS5 - BUNNINGS COLAC SITE, 130-138 BROMFIELD ST, COLAC
  - SRS6 - 24-28 RAE STREET & 96-98 GELLIBRAND STREET, COLAC
  - SRS7 - COLAC DAIRYING SITE, 131-141 WILSON ST, COLAC
  - SRS8 - 76-84 GELLIBRAND STREET, COLAC
  - SRS9 - 27-37 RAE STREET, COLAC

N

0 20 40 60 100 METERS

1:1000 at A0 1:2000 at A2

STREETWALL AND GROUND LEVEL SETBACKS

The Precinct Plan seeks to achieve well balanced design and built form, achieved in part by appropriate setbacks and building massing at street level.

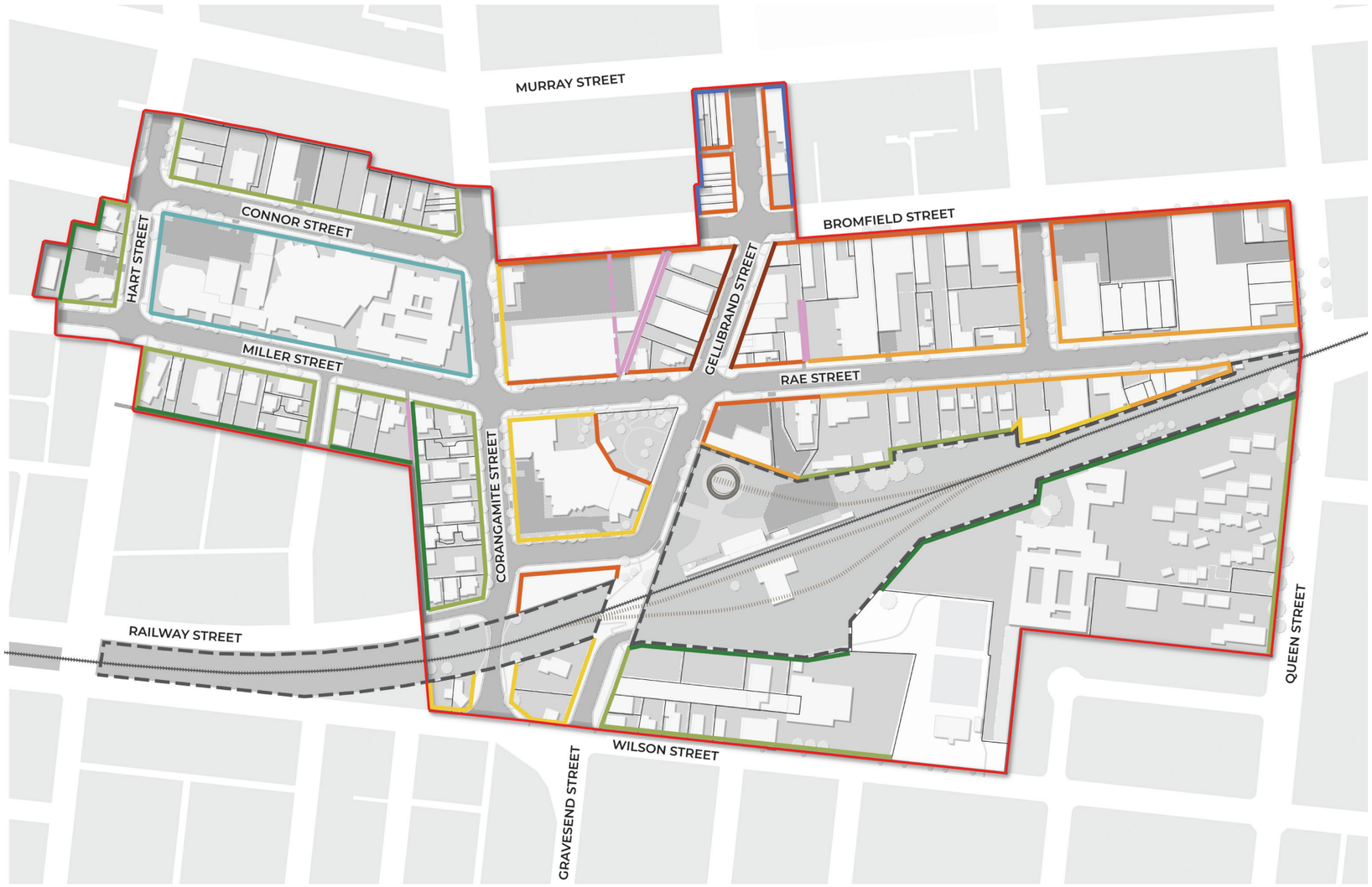
Objectives

- To ensure development provides for active and engaging street frontages, whilst supporting the desired urban character and function of each sub-precinct.
- To improve the continuity of building massing at street level, developing a streetscape visual "rhythm" whilst supporting innovative and contemporary approaches to infill development.
- To ensure that development on or adjacent to heritage sites has appropriate regard to the protection and enhancement of heritage values.

Strategies

- Require proposals demonstrate that building design and layout will achieve an active and engaging site frontage, consistent with the role and design objectives of the relevant sub-precinct. Setbacks should align with those illustrated in Figure 13 - Streetwall and Lower Level Setbacks Plan.
- Encourage appropriately placed landscape setbacks, with deep soil areas as appropriate, in the Southern Village and Colac Area Health precincts to support a balance of landscape and built form in the streetscape.
- Design detail and massing of streetwalls should ensure each premises has a distinctive identity, with proportions that reinforce the existing traditional urban grain and subdivision pattern of the area, and seek to minimise gaps in the streetscape.
- Laneway interfaces should be designed to support the safe use of these areas as shared access for vehicles, goods and people.
- Developments that impact on heritage significance will be required to adopt a bespoke approach to setbacks and massing, to ensure that it is appropriate for the site and the context, whilst having regard to the broader built form objectives.
- Setting of buildings back from the street may be supported where it contributes to activation (i.e. dining area, seating, arcade entry, shade/shelter)

Figure 11. Streetwall and Lower Level Setbacks Plan



UPPER LEVEL SETBACKS

To ensure that larger built form does not negatively impact the amenity of the public realm through overshadowing and inappropriate visual bulk.

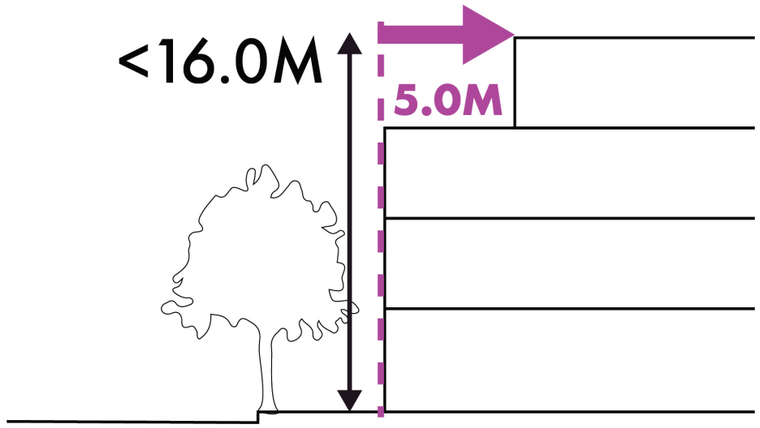
Objective

- To protect the amenity of key streets by limiting overshadowing of the southern side of the street in areas where increased building heights are encouraged.
- To establish adequate building separation between higher density development that ensures overlooking between adjacent properties is mitigated.
- To manage visual bulk to ensure that buildings are not overbearing in the streetscape.

Strategies

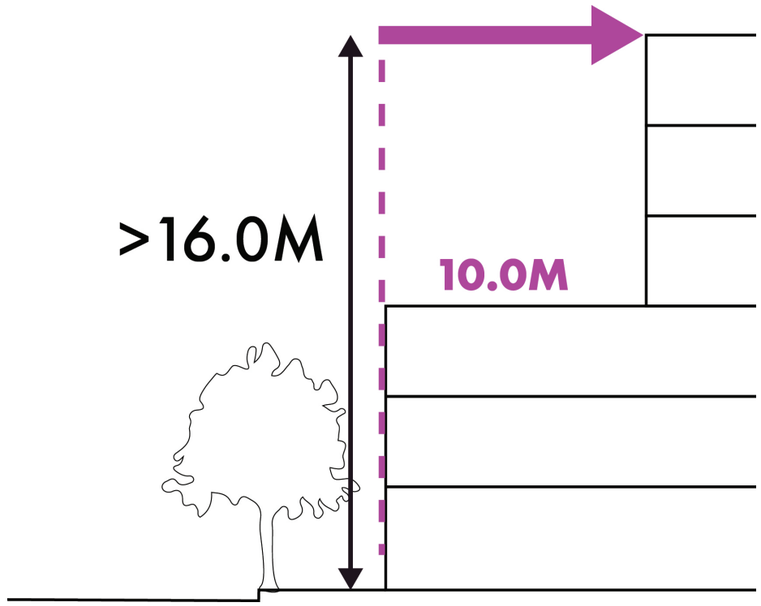
- Upper level setbacks are to be measured from the street boundary to support the provision of voluntary ground level setbacks where appropriate.
- All levels of a building should setback where they occur above the street wall or ground level setback nominated in Figure 14. The building should be setback 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 12. 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 13. 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 provides guidance about overshadowing controls, the purpose of which is to ensure development does not unreasonably overhadow streets and public spaces.

Objective

- To ensure built form does not unreasonably obstruct solar access to streets and key public spaces.
- To ensure that solar access to streets and public spaces is adequate for amenity purposes, supports enjoyment of streets for active uses such as walking and outdoor dining and protects the health of/ enables establishment of street trees and other 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.

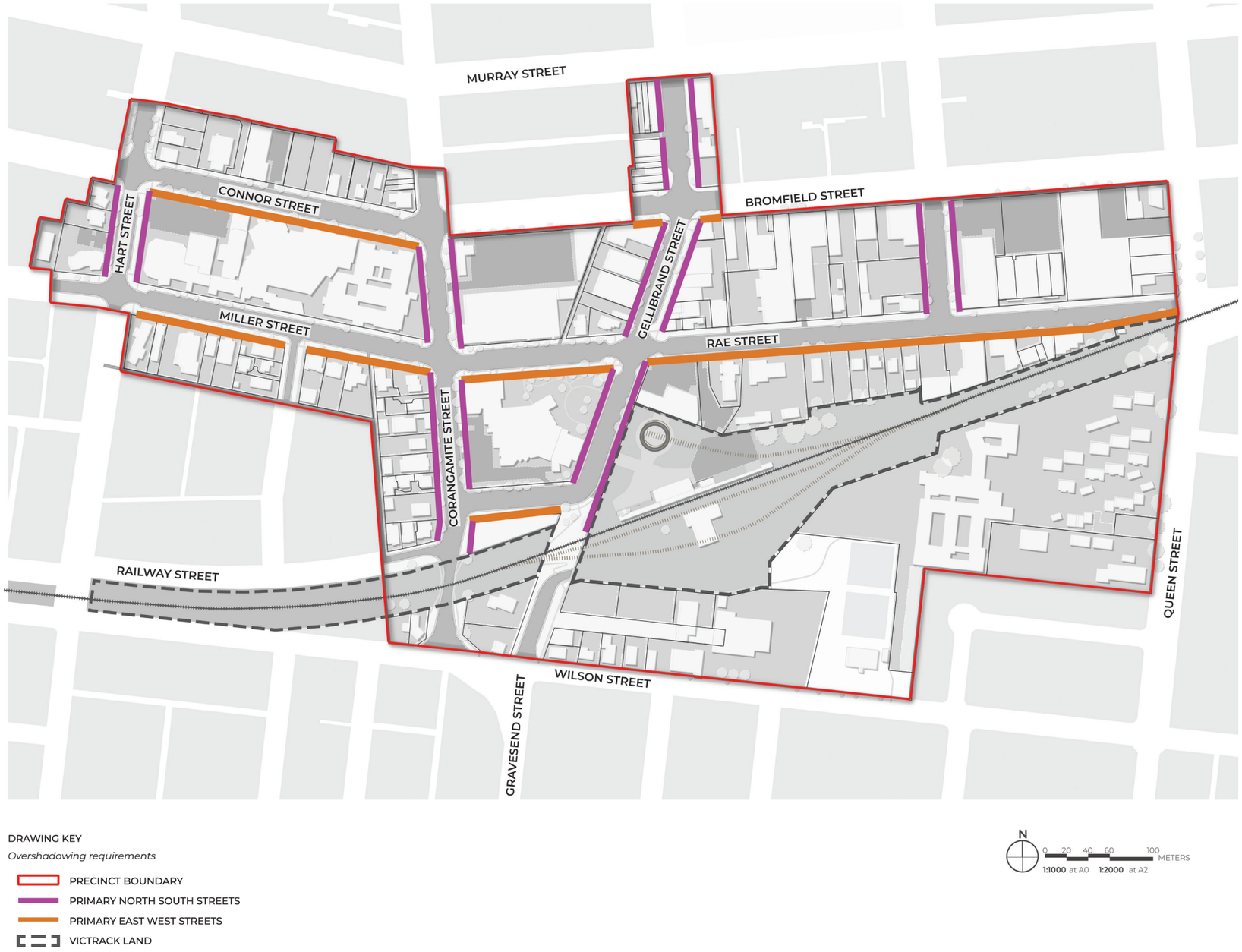
Primary North-South Streets

- No additional overshadowing to the footpath and nature strip located on the opposite side of the street to the development site, between the hours of 11AM and 2PM on the Spring Equinox. This applies to the area measured a distance of 5 metres from the property boundary on the opposite 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.

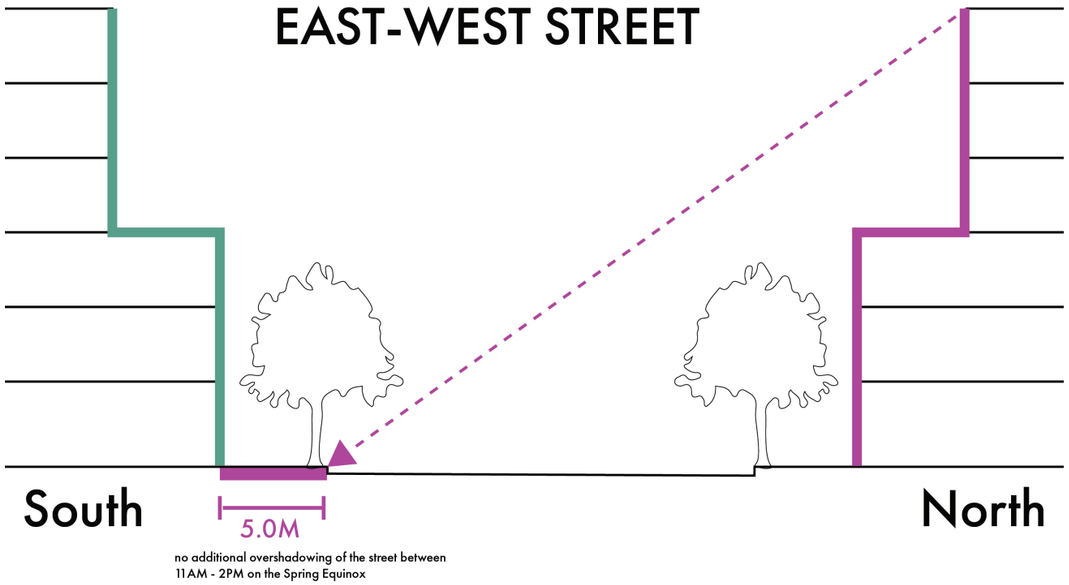
Figure 14. Overshadowing Controls Plan



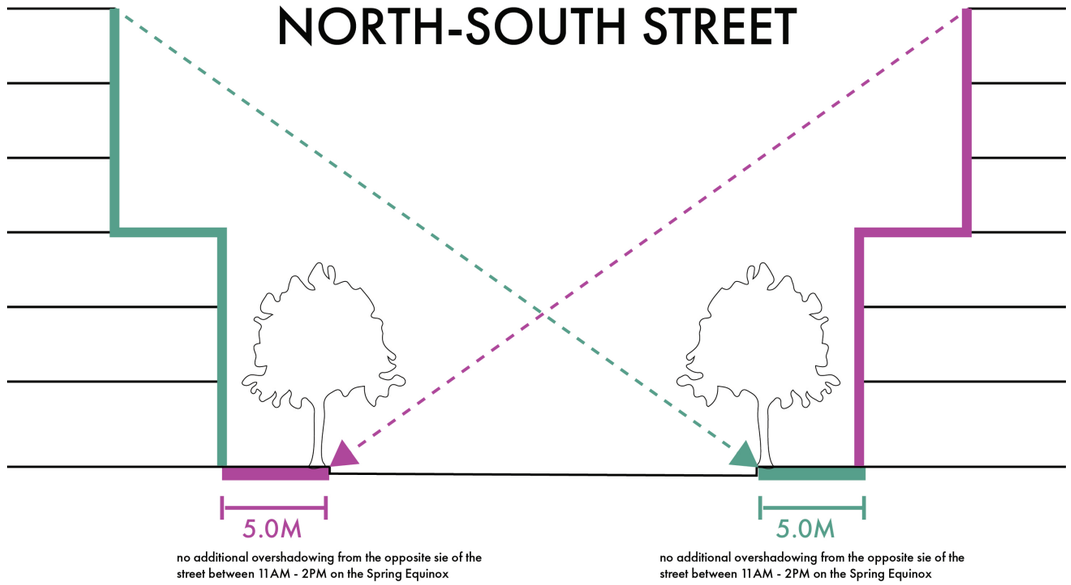
OVERSHADOWING

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

Figure 15. Overshadowing requirement diagrams



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.



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

The Precinct Plan seeks to ensure that buildings present active and engaging frontages to streets and public spaces.

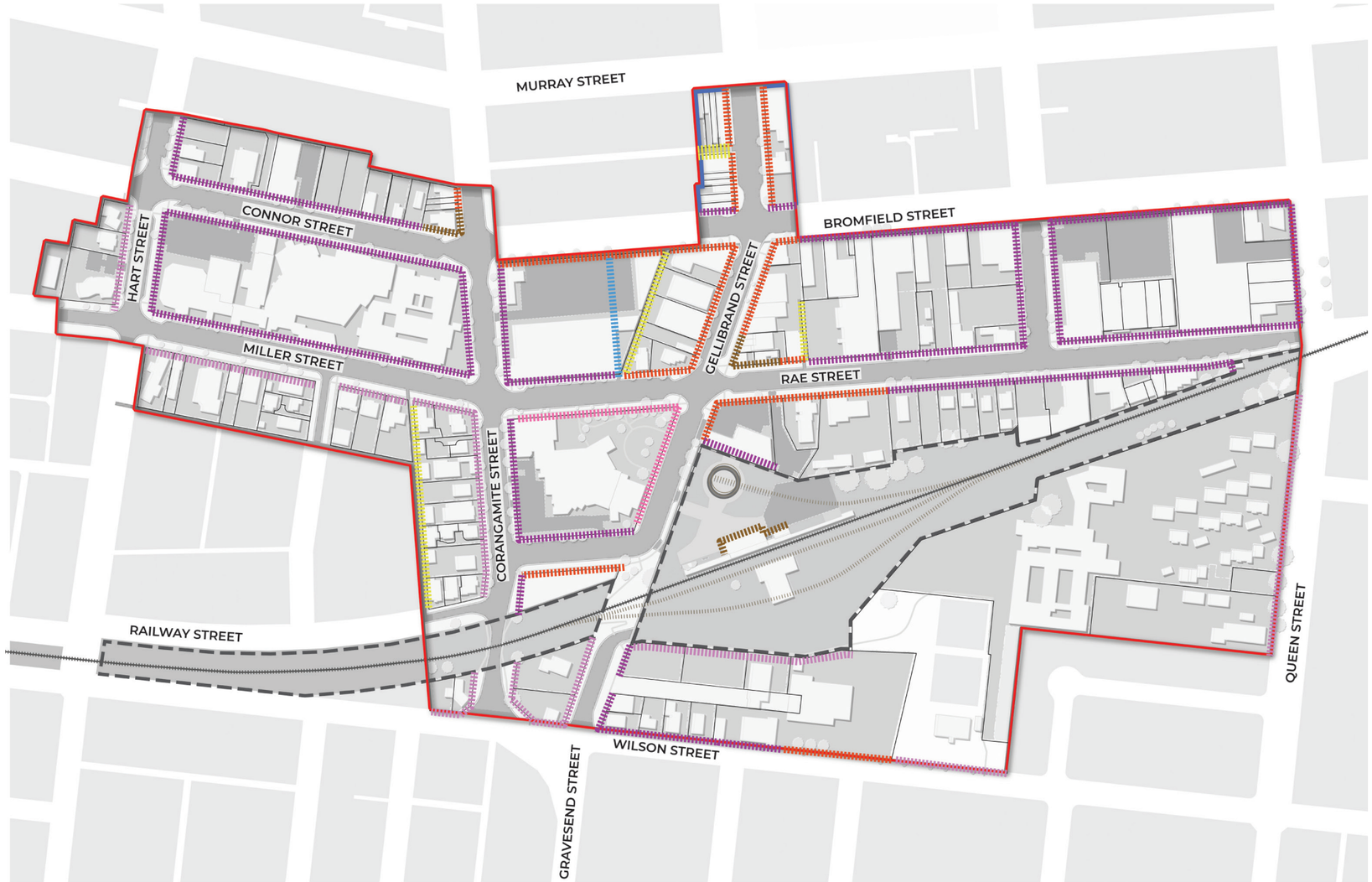
Objectives

- To ensure that building frontages to streets and public spaces are designed to a high standard, with a clear sense of address and identity, and respond to existing valued character elements.
- To ensure that new developments are street and pedestrian orientated, and that will support the activation of streets, promote community safety through design and create places that people enjoy visiting.

Strategies

- Deliver active interfaces in keeping with the identified interfaces as outlined in Figure 18 - Interfaces Plan.
- Avoid long expanses of frontage without openings or glazing. Minimise the distance required to be travelled between building entries, having regard to placement of entries on adjoining sites.
- Encourage new buildings to respond where relevant to existing desirable visual cues, such as roof forms, window and door proportion, verandahs and awnings, materials and colour choices.
- <u>Primary Active Frontage >80% Glazing</u>
  Provide transparent glazing up to 2.5m in height, of not less than 80% of the width of the frontage, excluding any solid plinth up to 700mm.
- <u>Primary Active Frontage >40% Glazing</u>
  Provide transparent glazing up to 2.5m in height, of not less than 40% of the width of the frontage, excluding any solid plinth up to 700mm.
- <u>Other Active Frontage</u>
  Encourage regular ground level windows and entries to activate the street.
- <u>Engaging Interface / Active Laneway</u>
  Encourage regular ground level windows and entries to activate the street while supporting service access where necessary.
- <u>Laneway Interface</u>
  Minimise and screen visual impact of loading areas. Support opportunities for laneway activation that prioritise pedestrian safety.
- <u>Heritage Interface</u>
  Support the provision of access and engagement with the street while maximising the retention of the original heritage fabric.

Figure 16. Interfaces Plan



THEME 2 - CURATED AND ACTIVE CONNECTIONS

Overview

Safe Intersections

Vehicles and Public Transport

Active Transport

Gellibrand Street Spine

Key Street Sections

Parking

Access

CONNECTIVITY OVERVIEW

Movement through the precinct will be safe, direct and continuous for all modes of transport while increasingly prioritising pedestrians, cyclists and public transport.

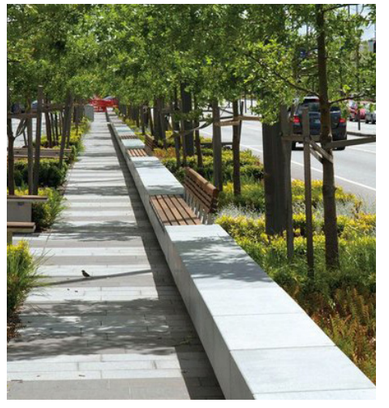
Overview

The long-term growth and success of the Civic Health and Rail Precinct will require that a range of transport mode options are planned for and safely accommodated. This aim is achievable given that most streets in the precinct are very generous at 30.0m wide and have the capacity to support vehicular, pedestrian and cycling/e-mobility infrastructure within the existing carriageway, with minimal impact to on street car parking. The Precinct Plan outlines how streets could be upgraded over time to improve access and mobility outcomes for everyone, while continuing to support the required vehicle access and parking.

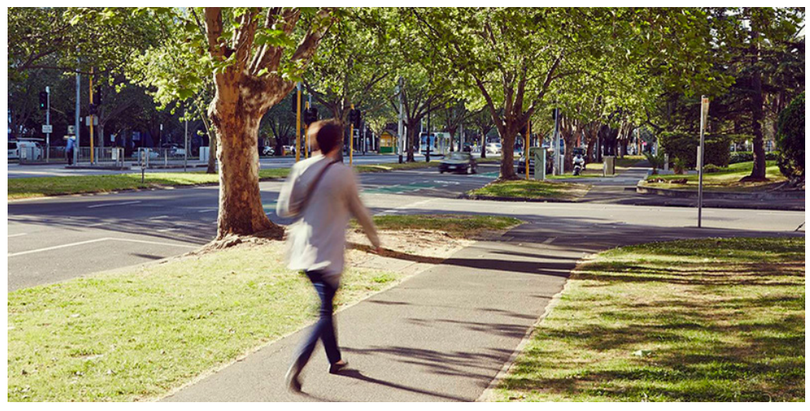
Overarching Objectives

- To provide an optimised mobility and access network across the whole precinct that supports Colac's growth, activity and participation.
- Deliver a safe and attractive street network that meets the mobility and access needs of all people.
- Minimise the impact of parking and vehicle crossovers on amenity, safety and function of the street network.
- To improve access to public transport as well as the quality of public transport infrastructure.
- Advocate for eight return train services to Geelong a day to enhance regional connectivity to and from Colac.
- Improve connectivity and pedestrian amenity between the Station and Civic Precinct through to Murray Street and the heart of Colac, ensuring the arrival experience to and from the Colac Station precinct is conflict free and seamless for all transport modes.
- Support the long-term growth of Colac Area Health by using Corangamite Street as a key vehicular link from further south townships and southern Colac to the heart of town.
- Maintain Corangamite Street as a key inland route to connect to the Otways and Great Ocean Road.
- Support high demand areas such as Colac Area Health and COPACC with additional parking where appropriate, and ensure that infrastructure design has regard to the impact on parking availability.
- Ensure improved pedestrian outcomes while delivering no net loss in parking across the broader town centre.
- Reduce the amenity impact of parking, access and loading areas by identifying preferred locations for access and parking and reducing redundant crossovers.
- Improve improve pedestrian and cycling safety at intersections and roundabouts.

Functional streets that provide pedestrian amenity and safety









SAFE INTERSECTIONS

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

Objective

- To ensure that intersection and roundabout design and function supports the integration of active transport modes.
- To ensure that user safety and accessibility is prioritised in the design of intersections and roundabouts, including for emergency and patient transport vehicles.

Strategies

- Provide clear line marking to signalise which area corresponds to each mode of transport.
- Incorporate high quality landscaping that provides buffers to improve safety, and supporting 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.
- The design of traffic calming devices must take into account the safe operation of emergency and patient transport vehicles.

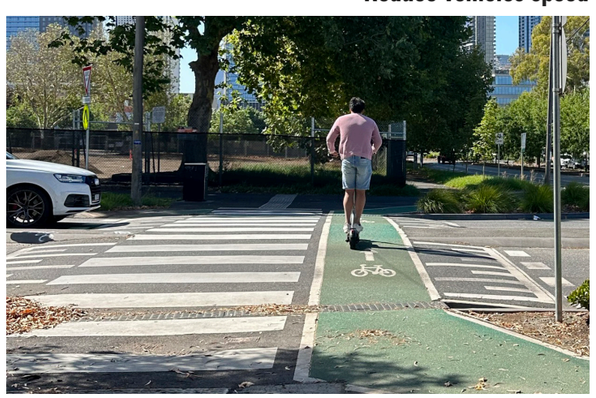
Improve pedestrian experience



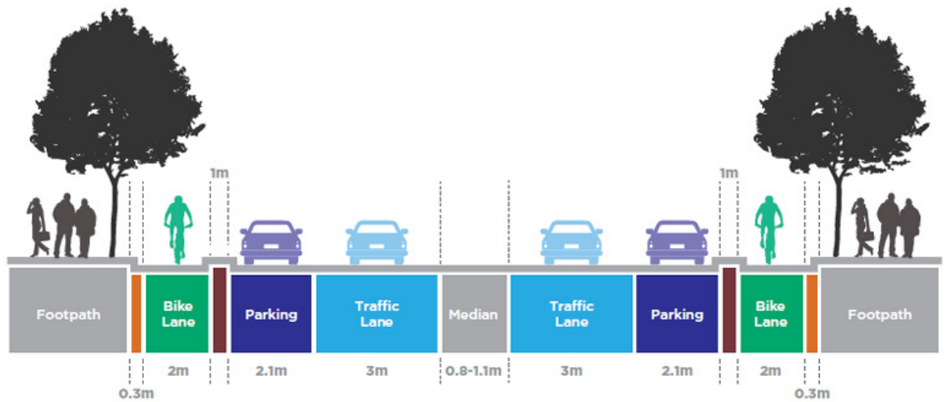
Integrate active transport

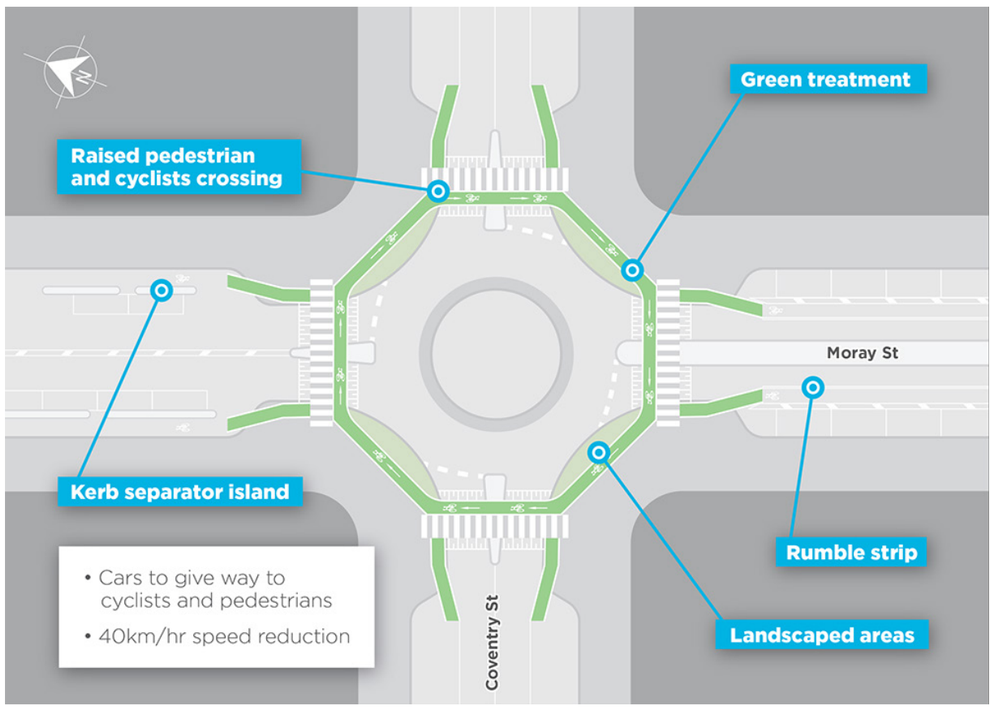


Reduce vehicles speed



Precedent example: Moray St, South Melbourne





VEHICULAR & PUBLIC TRANSPORT NETWORK

A clearly defined vehicle hierarchy supports safe, efficient access to the precinct and is the cornerstone of its role and function as a regionally sigificant destination.

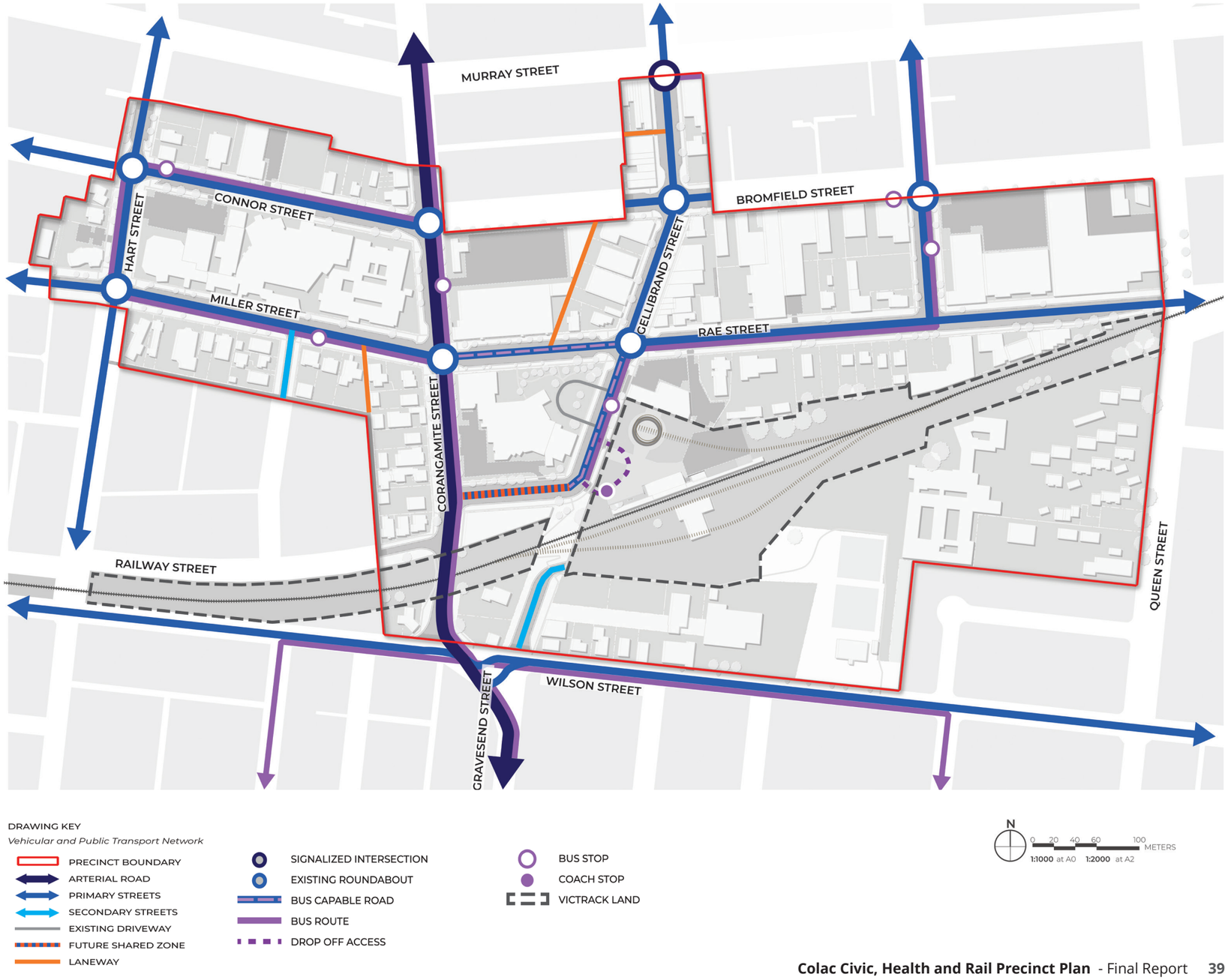
Objective

- To provide for a defined network hierarchy, which facilitates active and public transport.
- To maintain the role of Corangamite Street as the main vehicular spine through the precinct.
- To provide a connected network of higher amenity, safer streets to support active travel and to develop the precinct as a desirable destination.

Strategies

- Support the arterial road function of Corangamite Street by minimising the number of access points and potential for conflict with vehicles, while seeking opportunities to improve the safety and function of existing on road bike lanes.
- Maintain the role of Rae Street and Bromfield Street as key east-west local streets, considering the appropriateness of the current road design while encouraging low speed traffic and pedestrian safety.
- Improve the arrival and drop-off experience for buses and taxis at Colac Station in a pedestrian friendly station forecourt zone.
- Explore relocating the bus stop in Connor Street to provide more direct access to existing and future Colac Area health facilities.
- Plan for temporary redirection of bus routes along Murray Street during upgrades to Gellibrand Street.
- Encourage a slow speed environment (40 km/h) along Gellibrand Street to support its activation as a key pedestrian corridor.
- Investigate opportunities to minimise and restrict 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 in coordination with Victrack and relevant authorities.
- Investigate opportunities to upgrade 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 17. Vehicle and Public transport network



ACTIVE TRANSPORT NETWORK

Creating a network of safe, well-connected and high amenity cycling and pedestrian corridors

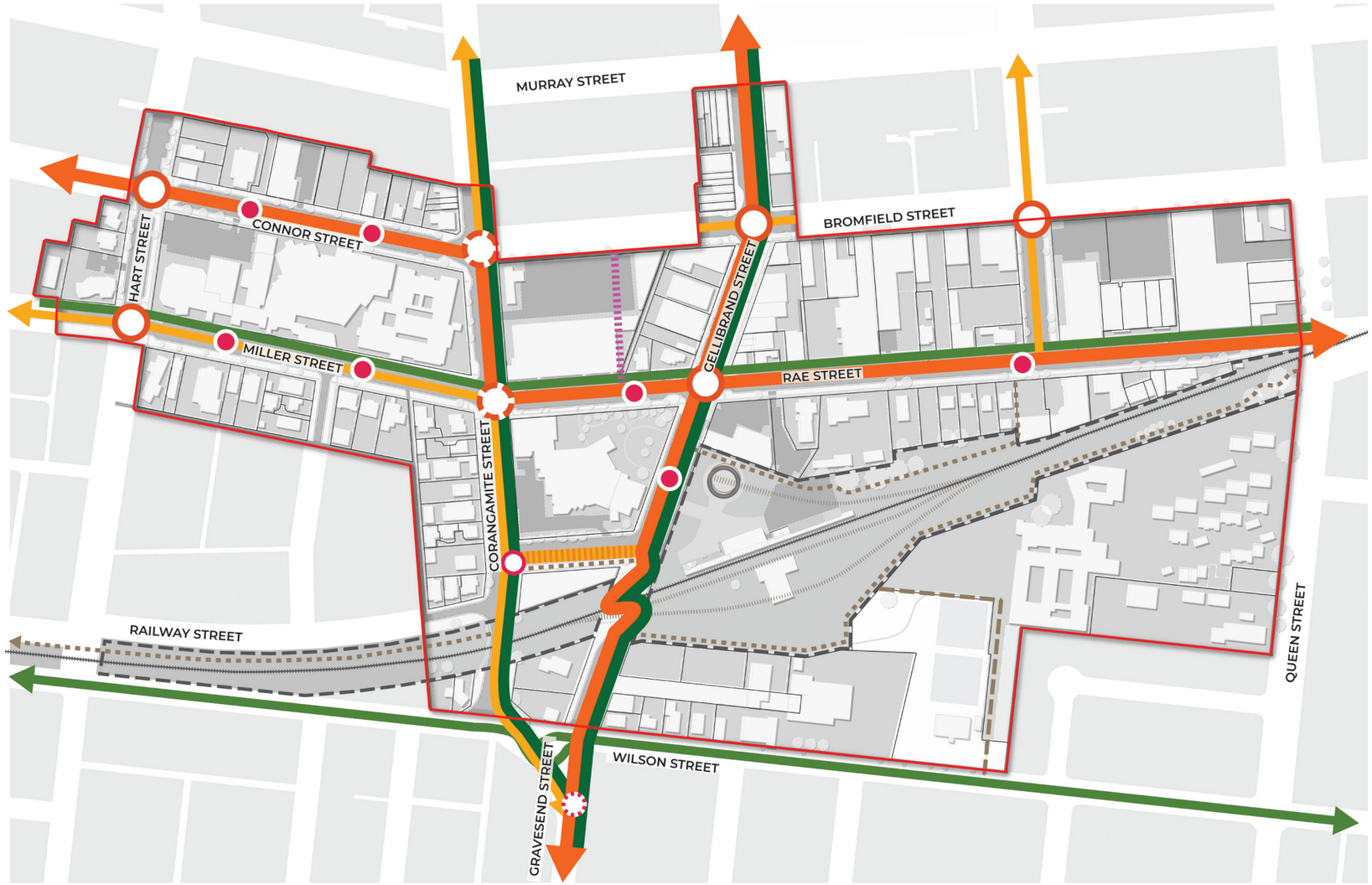
Objective

- 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 with the intention of improving rider safety.
- 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 18. Cycling and Pedestrian Network Plan



GELLIBRAND STREET SPINE

Gellibrand Street will be a high quality pedestrian oriented street connecting Colac Station to Murray Street and beyond.

Objective

- To create a vibrant, green north-south spine that supports the vision of Colac as a botanic city and connects the precinct to the town core and Lake Colac.
- To develop Gellibrand Street as the showpiece of the precinct that drives pedestrian traffic and supports uses that rely on high levels of activity.

Strategies

- Work within the existing kerb alignment where possible to minimise disruptions and cost of works.
- Replace existing angle parking with parallel parking to unlock additional space within the street for separated cycle lanes and a central median.
- Aim to establish continuous canopy street tree planting to develop a green boulevard character for Gellibrand Street.
- Ensure vehicular speed limits support safety and comfort for pedestrians.
- Provide frequent, safe opportunities for people to cross the road.
- Upgrade the existing footpaths to provide spaces for outdoor dining, landscape planter beds, tree pits and street lighting.
- Seek to include WSUD measures within the street to improve management of urban stormwater runoff.
- Pedestrian paths should have a minimum width of 2 metres.
- Consider the opportunity to integrate place-specific and indigenous narratives into the design of infrastructure, art and landscaping, in consultation with Traditional Owners.

Establish a leafy green town character



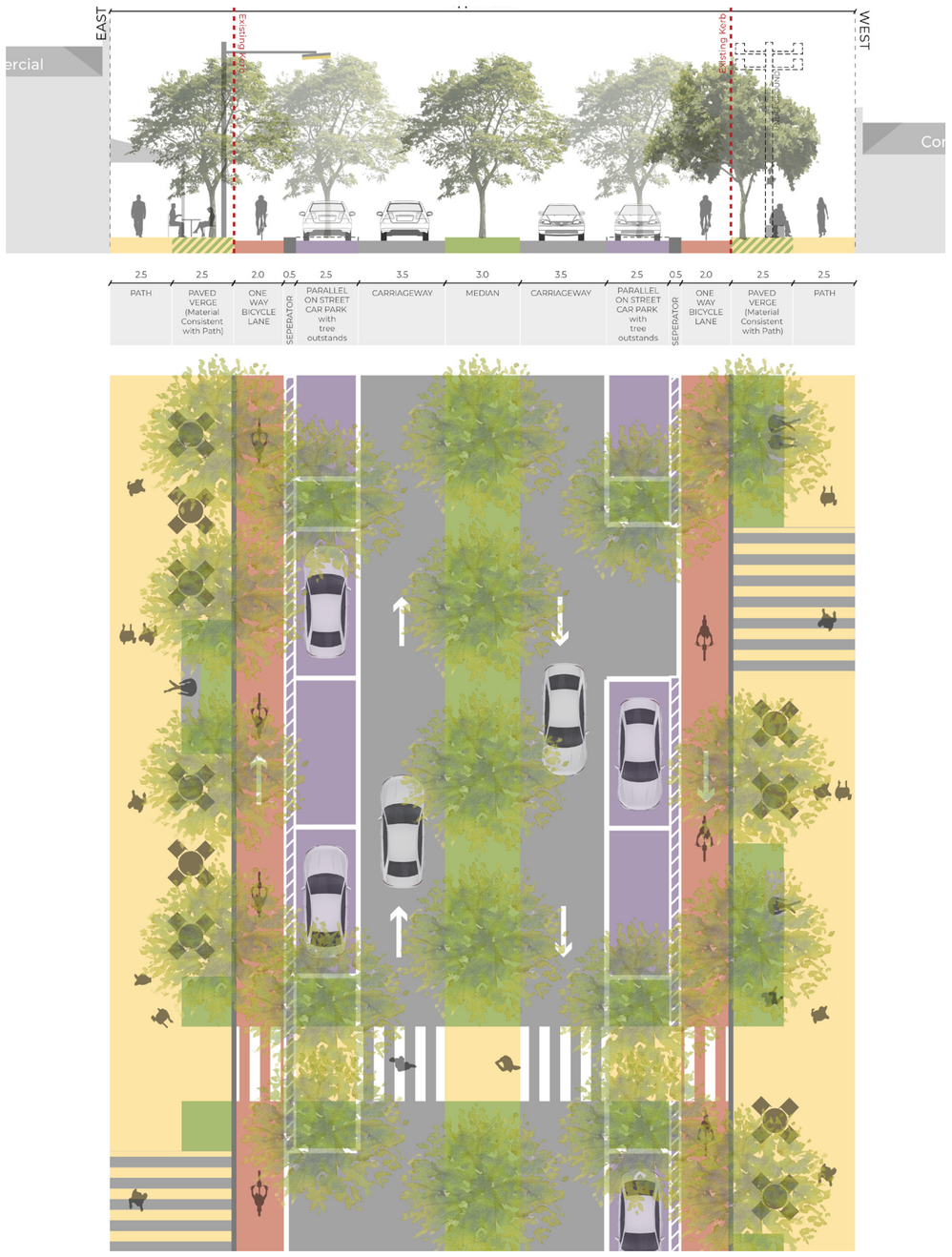
Improved pedestrian amenity and activation



Improved connection link to core town



Figure 19. Gellibrand Street Proposed Section

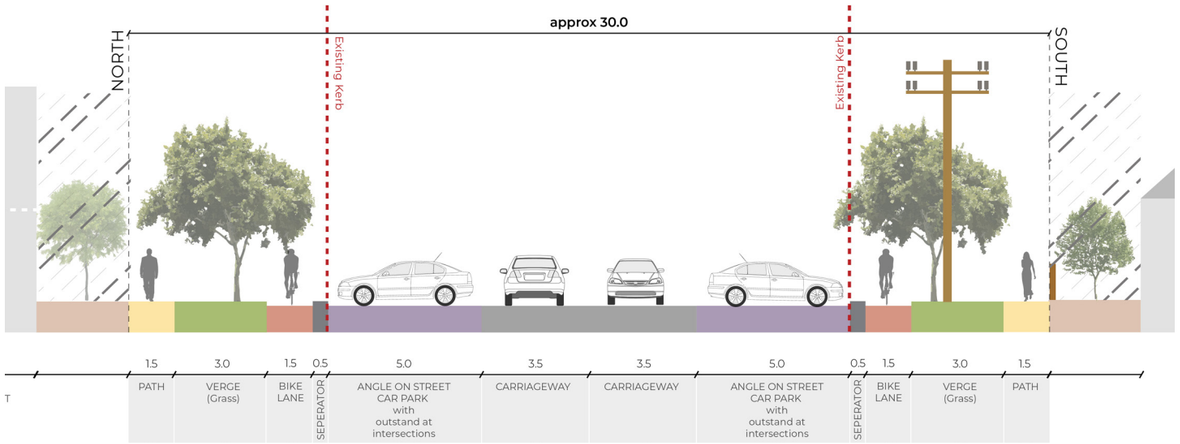


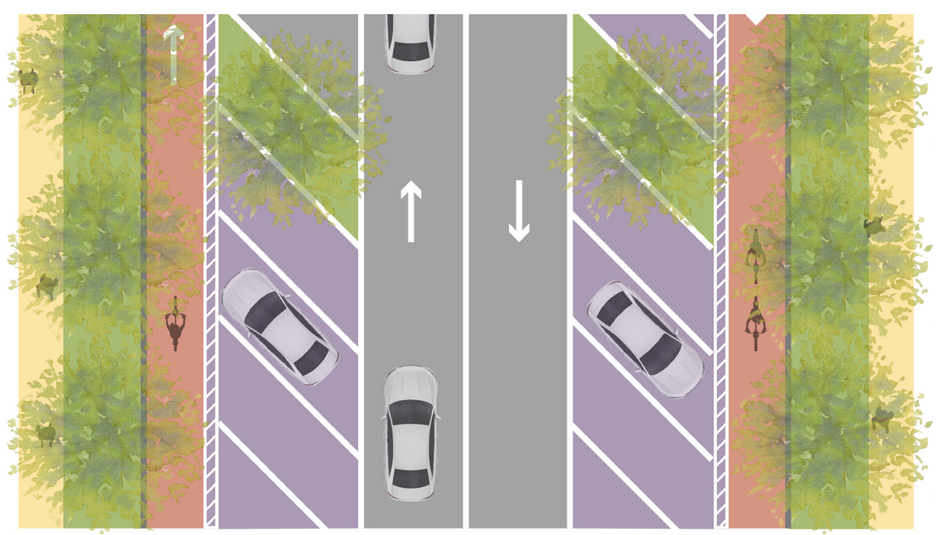
KEY STREET SECTIONS

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

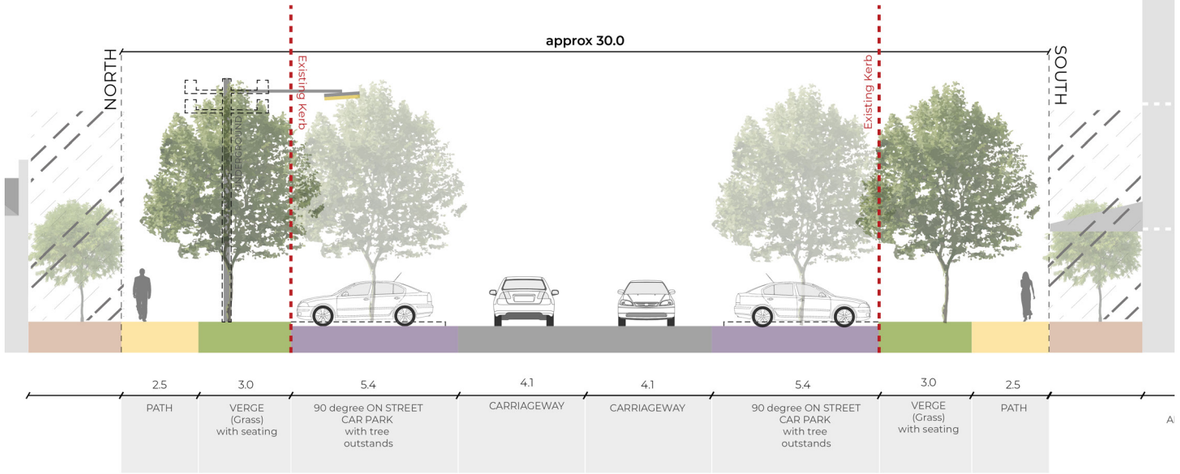
Figure 20. Miller Street Proposed Section

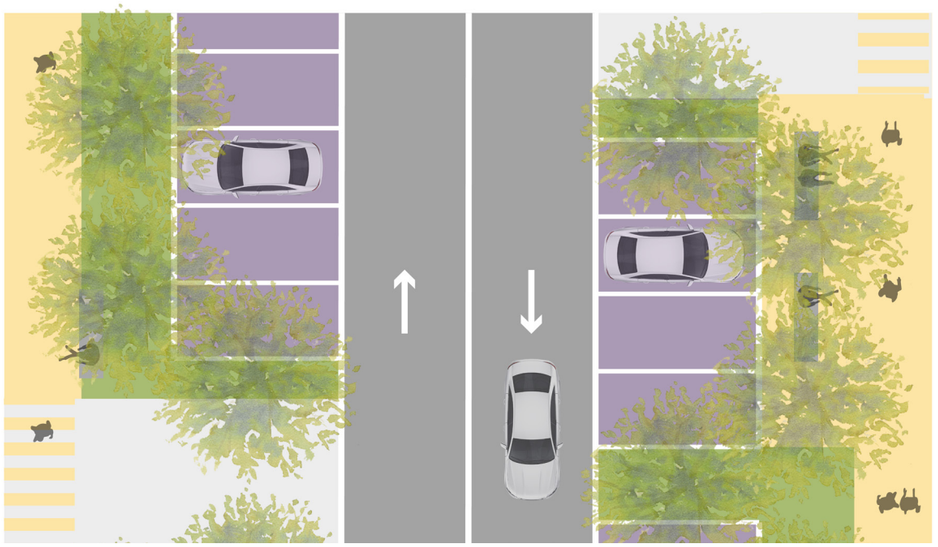




CONNOR STREET

Figure 21. Connor Street Proposed Section



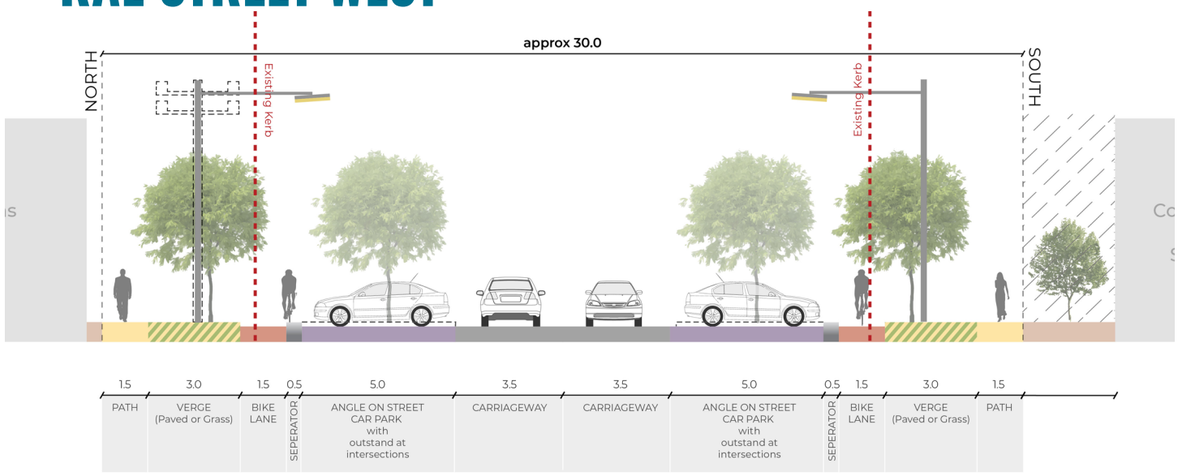


KEY STREET SECTIONS

Key streets will be upgraded over time to improve pedestrian experience and cycling lanes through the precinct providing angled on-street parking on Rae Street (West of Gellibrand Street) and parallel parking to the East.

Figure 22. Rae Street West Proposed Section

RAE STREET WEST

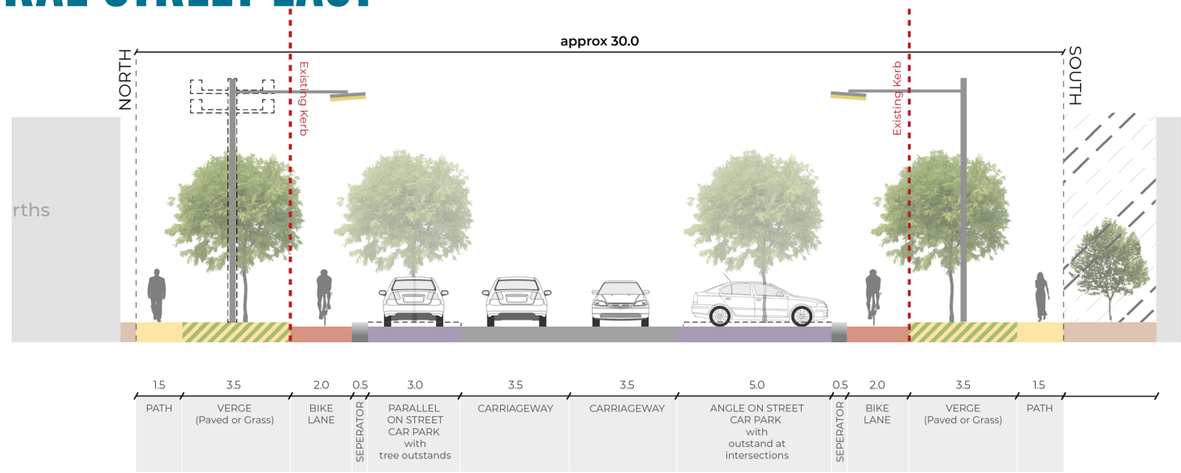


1.5	3.0	1.5	0.5	5.0	3.5	3.5	5.0	0.5	1.5	3.0	1.5
PATH	VERGE (Paved or Grass)	BIKE LANE	SEPERATOR	ANGLE ON STREET CAR PARK with outstand at intersections	CARRIAGEWAY	CARRIAGEWAY	ANGLE ON STREET CAR PARK with outstand at intersections	SEPERATOR	BIKE LANE	VERGE (Paved or Grass)	PATH

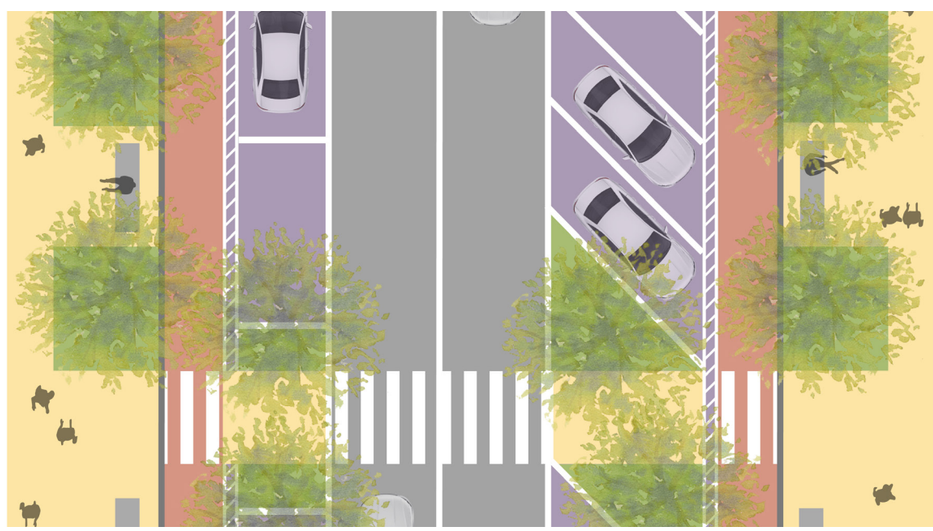


Figure 23. Rae Street East Proposed Section

RAE STREET EAST



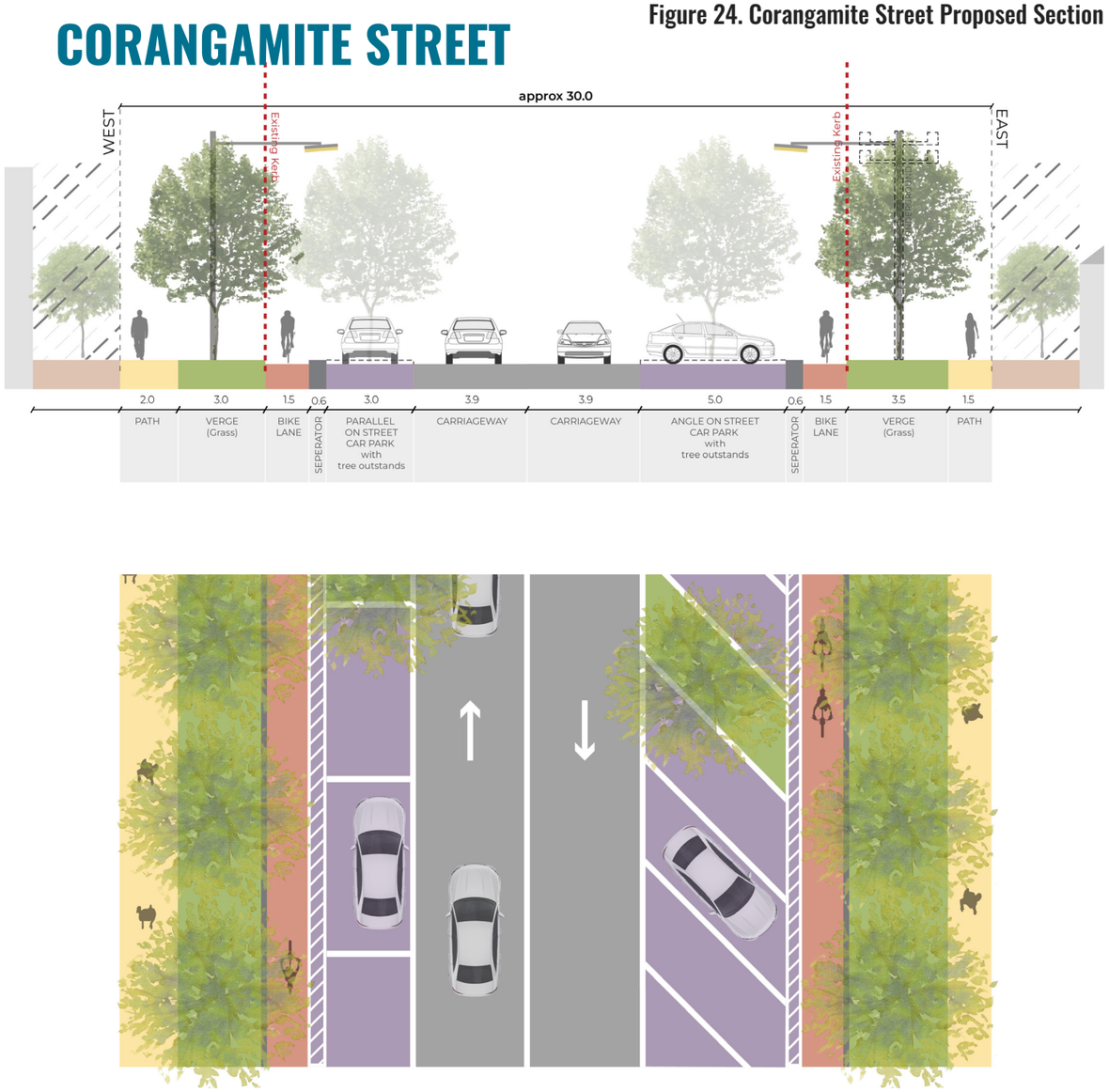
1.5	3.5	2.0	0.5	3.0	3.5	3.5	5.0	0.5	2.0	3.5	1.5
PATH	VERGE (Paved or Grass)	BIKE LANE	SEPERATOR	PARALLEL ON STREET CAR PARK with tree outstands	CARRIAGEWAY	CARRIAGEWAY	ANGLE ON STREET CAR PARK with outstand at intersections	SEPERATOR	BIKE LANE	VERGE (Paved or Grass)	PATH



KEY STREET SECTIONS

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

Figure 24. Corangamite Street Proposed Section



PARKING STRATEGY

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

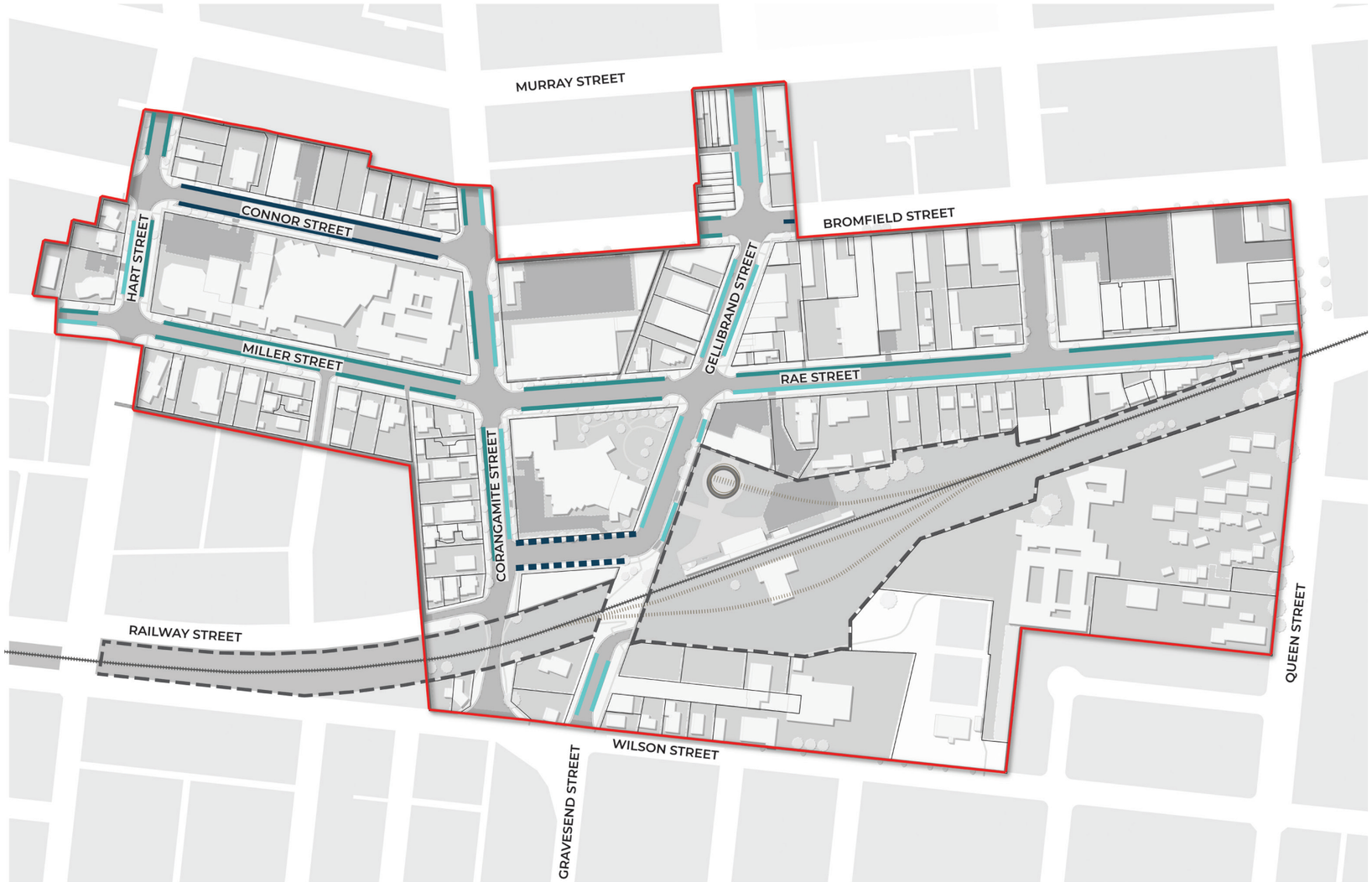
Objective

- To seek strategic changes that increase parking in key areas of demand, particularly around Colac Area Health.
- Provide sufficient parking throughout the precinct while ensuring that parking provision and design does not adversely impact on the provision and function of active transport infrastructure.

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.
- Support increasing parking availability in and around the Colac Area Health precinct, not limited to streets within the Precinct. Include consideration of opportunities to convert parallel parking to 90 degree angled parking further to the west along Connor Street, or other streets as appropriate.
- Ensure road works and parking changes impacting on the hospital are informed by up-to-date data around parking supply and demand. This is to be in consultation with Colac Area Health.
- Precinct parking solutions such as consolidated multi-level parking are encouraged in the redevelopment of strategic redevelopment sites.
- Commuter parking for the Colac Railway Station should be located and designed to ensure direct and safe pedestrian access to the station.
- Above ground parking should be located at street level. If within a structure, 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, within Gellibrand (Railway) Street, as an interim parking

Figure 25. Parking Strategy Plan



ACCESS STRATEGY

Ensure that efficient and appropriate provision of site vehicle access.

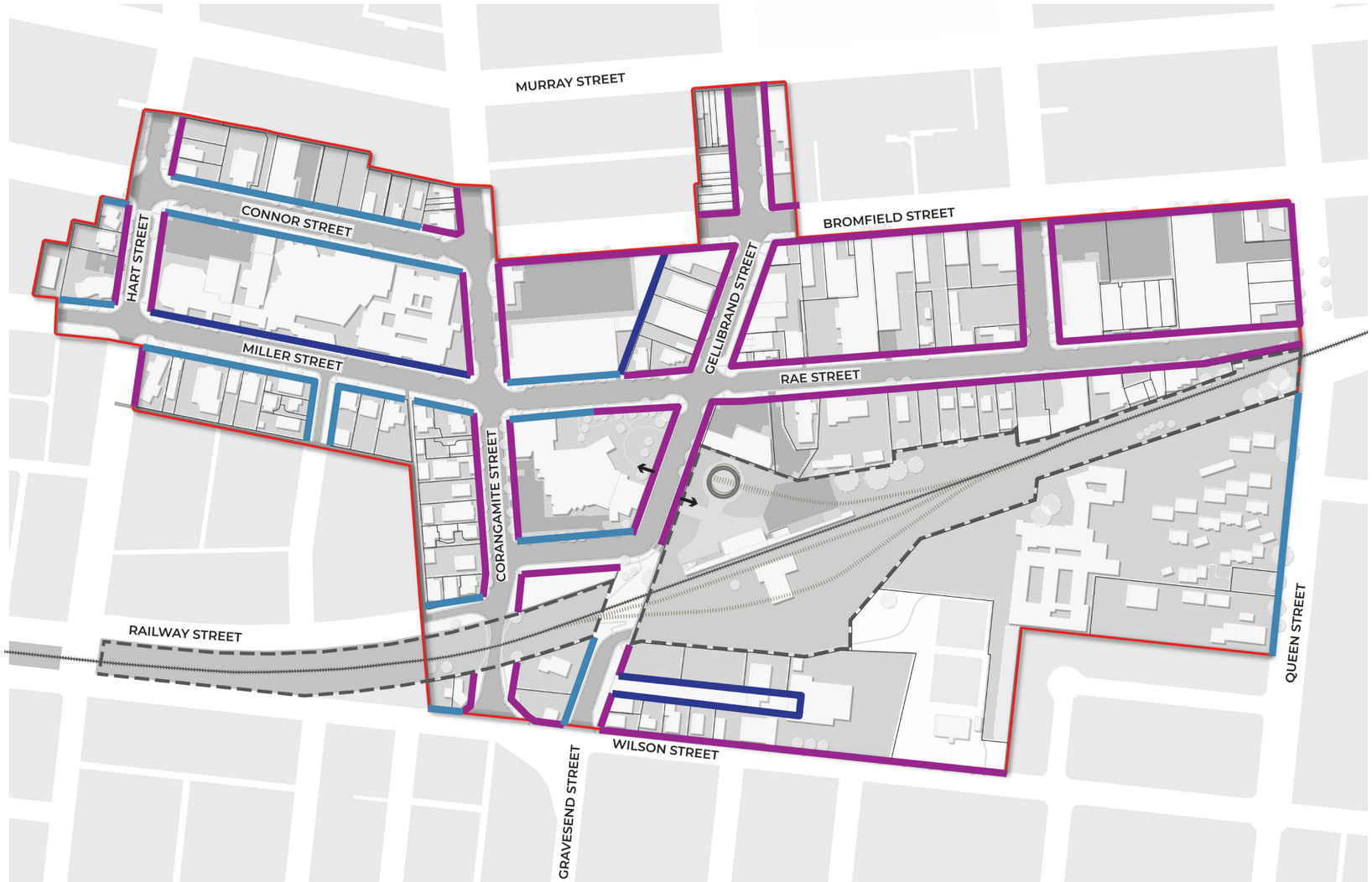
Objective

- To minimise the impact of site vehicle access on the function, safety and appearance of streets and public spaces.
- To seek consolidation of vehicle access points over time, and minimise the creation of new access points.

Strategies

- Vehicle access should be provided in line with Figure 27 - Access Strategy Plan.
- Encourage site vehicle access via laneways rather than directly via streets, where available. Where laneway access is not available, encourage the creation of shared access driveways and parking areas.
- Safe pedestrian access must be accommodated in the design of site access and associated parking areas.
- Support a preferred crossover width of up to 3.0m, not exceeding 4.0m unless a wider crossover is essential to the use of the site.
- Proposals for more than one crossover per site must demonstrate that the additional access is essential to the function of the proposed use or development. Where a use or development proposal comprises multiple titles, access requirements will be assessed as a single site.
- Creation of through-traffic connections should be avoided, unless for the creation of a new laneway.
- Avoid locating vehicle ramps, car parking, loading areas and garbage storage/collection areas or enclosures in areas visible from the street or public facing areas.
- Support improvements to the COPACC driveway to reduce the impact of vehicles on the open space, and support all-abilities access to the facility.
- Recess, screen and minimise garage doors and service openings that are visible from public streets and public or private open space. Use quality materials and finishes.
- Ensure that crossovers and designed and constructed to ensure safe trafficability by pedestrians, mobility scooters and other forms of micro transport.

Figure 26. Access Strategy Plan



THEME 3 - GREEN SPINE, BOULEVARDS AND NEW DESTINATIONS

Public Realm Overview

Gellibrand Green Spine

Public Space for People

Gellibrand Street Streetscape Opportunity

PUBLIC REALM OVERVIEW

The Precinct Plan seeks to improve the quality of and accessibility of streets and public open spaces, to support the role and function of the precinct as a key activity and investment location within the region.

Overview

- Over time there will be a need to undertake staged improvements to the public realm in order to support the changing focus of the the precinct. Streetscapes that are currently car dominated with poor amenity will become safer, more attractive places for people to spend time. This will be achieved through a mix of traffic management, footpath and bike lane improvements, footpath widening, improved connectivity and safer more frequent crossings, and urban greening and landscaping. It is proposed to develop Gellibrand Street as a strong movement linkage, connecting key destinations and acting as a catalyst for redevelopment on adjacent 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, and increase canopy cover in streets throughout the precinct more broadly.
- Seek a new active laneway linkage between Rae Street and Bromfield Street as part of any future redevelopment of the Woolworths site.
- Explore opportunities for COPACC to better address and 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 27. Public Realm Strategy Plan



PUBLIC SPACE FOR PEOPLE

Streets and public open spaces in the precinct will be safe and attractive spaces for people of all abilities to access, move around and spend time. It will support the desirability of the precinct as a place to live, work, invest and visit.

Objective

- To establish a clear, network of safe, accessible and connected public spaces and streetscape environments that support a variety of public space experiences for people of all abilities.
- To reinforce the precinct's civic role as a place for future events and gathering.
- To support the connection of the precinct to the town core.
- To recognise and support green space as a key element for community wellbeing.

Strategies

- Engage with and involve the Gulidjan and Gadubanud peoples in the design, planning and implementation of public realm projects.
- Advicate for upgrades to the the Colac Station forecourt area to support a quality travel experience. This should include separated pedestrian areas to reduce conflicts with vehicles, and an improved bus interchange facility.
- Retain and seek sympathetic restoration or reuse of the heritage turntable as a focal point within the Colac Station forecourt area.
- Retain and upgrade public open space on the Civic Centre site as part of any future redevelopment. The public open space should cater for passive recreation and outdoor events.
- Ensure streets and open spaces are adequately lit and passively surveilled to support safety at night.
- Establish canopy street tree planting particularly along Gellibrand Street for urban cooling and retain existing healthy large trees wherever possible.
- Provide wayfinding and signage throughout the precinct providing clear directions to other key locations within Colac.
- Ensure signage, lighting design and public art is integrated into the overall character of the precinct.
- Ensure consistent use of furniture and material use across the precinct.
- Minimise the extent of impermeable surfaces where possible.
- Ensure bike lane separators allow permeability for pedestrians and clear signage.
- Promote planting of local indigenous species with a diverse palette to increase biodiversity.
- Encourage the integration of greenery into facades and rooftops.
- Design open spaces to invite activation at its interfaces to surrounding land uses (e.g., cafes, retail, office spaces.)
- Ensure the design and planning for open space enables inclusive outcomes for people of all abilities and ages.
- Embed ecological and sustainability principles in the landscape including WSUD, favouring indigenous landscapes and facilitating urban habitat corridors.
- Encourage developments to provide awnings for footpaths to improve the pedestrian experience.
- Ensure that shelter and shade is considered and planned for holistically within proposals for streetscapes, open spaces and publicly accessible areas on private sites.
- Seek opportunities for projects around Colac Health Area that involve the community (e.g. landscaping, shade, street furniture, schools, business in design and construction).

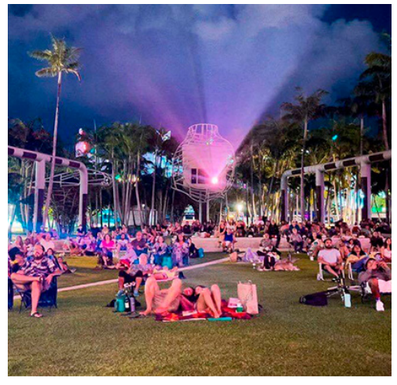
An attractive and inviting station precinct



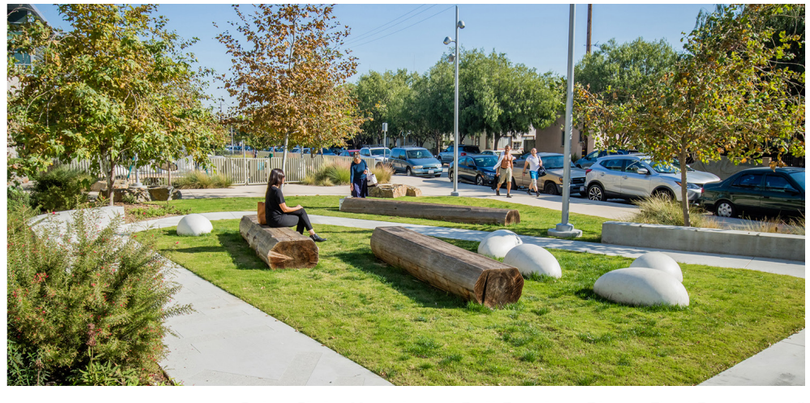
Vibrant active streets



Places to gather and celebrate



Places to relax



GELLIBRAND STREET STREETSCAPE OPPORTUNITY

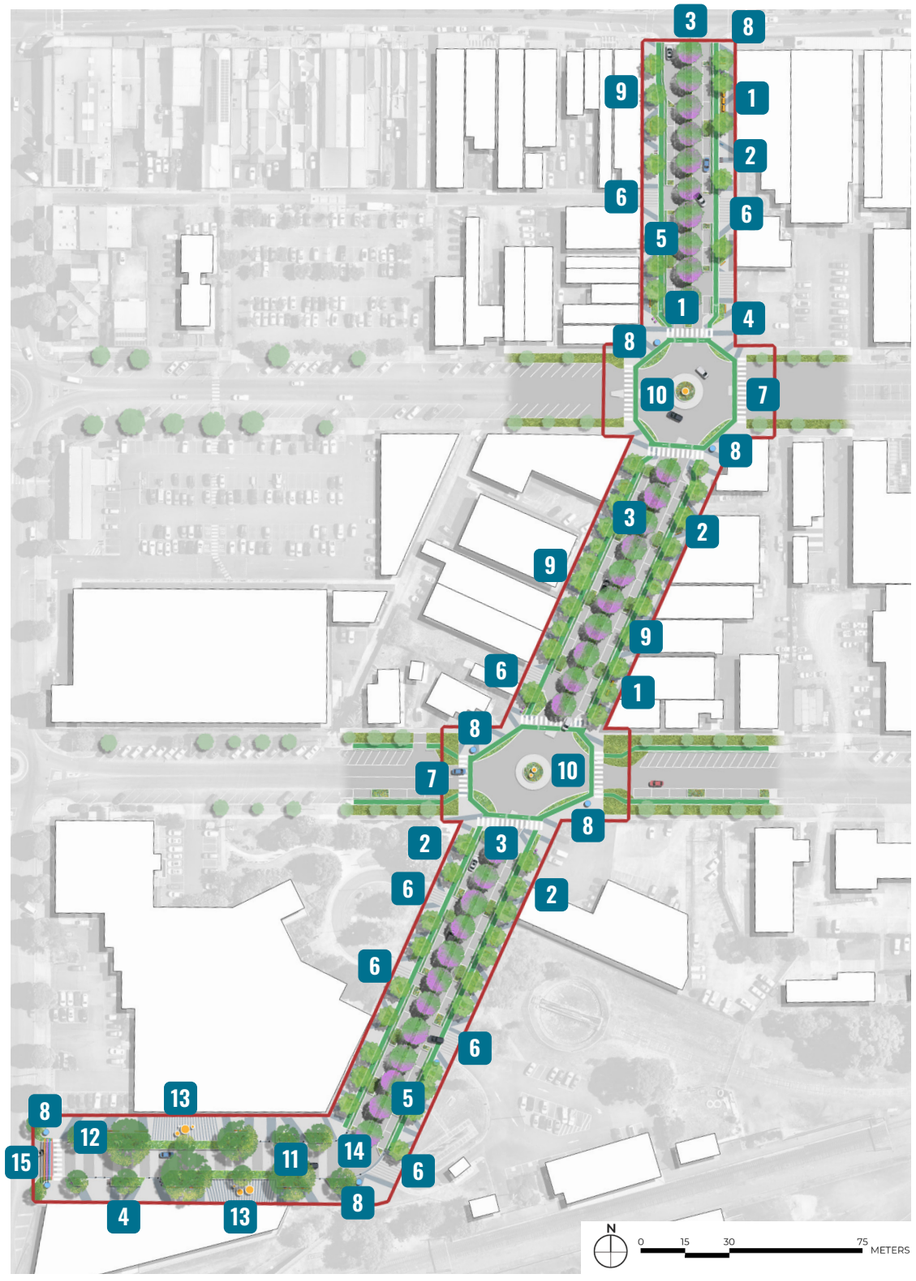
Gellibrand Street will be a high quality pedestrian spine linking the Civic and Station Heart to the retail core and beyond to Memorial Square and Lake Colac.

Design Principles

- **A thriving and inviting street -** Encourage a mix of new uses that support increased activity and provide economic, social and community benefits (such as retail, hospitality, offices, accommodation, community services, education, events).
- **A high-quality public realm** - Consistent and high quality surface treatments and finishes along the length of the street that provide a recognisable identity, support wayfinding and encourage redevelopment on adjoining sites to adopt similarly high quality design and finish.
- **A pedestrian focused street** - Relocate and consolidate site access points to the most appropriate locations. Improve the quantity and quality of pedestrian infrastructure to encourage visitation and access. Reduce the dominace of cars and encourage safe access by a range of transport modes.
- **Increase streetscape canopy** - Improve the extent of planting through the introduction of a central median, tree out stands and garden beds.
- **A diverse and flexible street** - Create opportunities for a diverse mix of new 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** 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 28. Gellibrand Street Green Spine Streetscape Plan



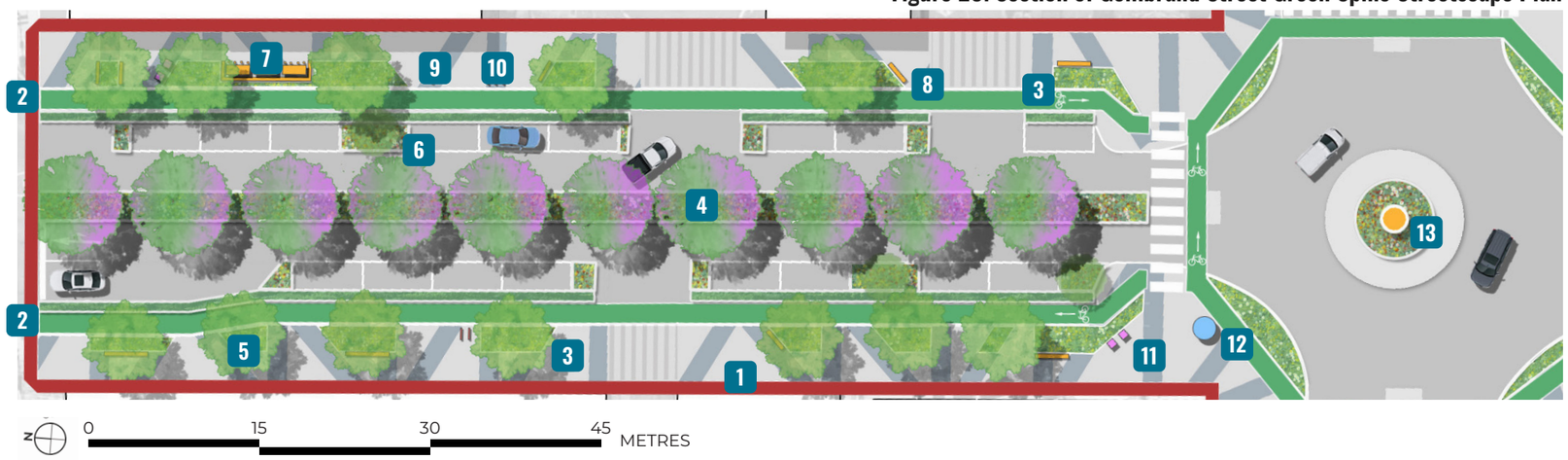
FINISHES & MATERIALS

A cohesive and high-quality palette of materials and furniture will support Gellibrand Street becoming a high quality pedestrian boulevard.

Objectives

- **Create a Sense of Identity -** Incorporate design elements that highlight Colac's distinctive character, celebrate its culture, preserve its historical and environmental value, foster a strong sense of connection for the community and share a local narrative to visitors.
- **Ensure Durability -** Select robust, high-quality materials that are weather-resistant and capable of withstanding the demands of heavy use over time.
- **Simplify Maintenance -** Choose materials and furniture that are designed for easy maintenance, repair, and replacement to ensure long-term functionality and visual appeal.
- **Deliver accessibility -** Ensure streetscapes are designed for accessibility with graded transitions and surface treatments appropriate to limited mobility users.

Figure 29. Section of Gellibrand Street Green Spine Streetscape Plan



1. Feature Footpath Paving
2. Protected Bike Lanes
3. Garden Bed / WSUD Opportunity
4. Feature Canopy Tree
5. Footpath Canopy Tree
6. WSUD Planting
7. Outdoor Dining Spaces
8. Bench Seating
9. Drinking Fountain
10. Bike Racks
11. Dual Bins
12. Wayfinding Element
13. Round-about Sculptural Element

MATERIALS & FINISHES

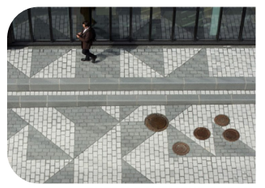

BANDED FOOTPATH PAVING


FEATURE FOOTPATH DETAIL


SHARED ZONE SURFACE DETAIL


RAISED GARDEN BEDS


STORY-TELLING FOOTPATH DETAIL


ENTRY PAVEMENT DETAIL

FURNITURE


OUTDOOR DINING FURNITURE

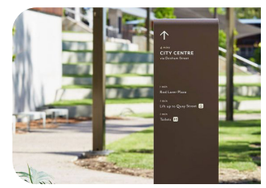

BENCHES


DRINKING FOUNTAINS


BOLLARDS


BIKE RACKS


DUAL BINS


WAYFINDING


SCULPTURAL ELEMENT

PLANTING

The planting of Gellibrand Street will support a vibrant, climate-resilient streetscape with diverse groundcovers, shrubs and canopy trees, enhancing the public realm of Colac.

Objectives

Mitigate Urban Heat Island Effects - Establish adequate canopy cover through strategic planting to reduce temperatures and provide shade.

Create a Vibrant Streetscape - Design a lush and visually appealing streetscape with a mix of groundcovers, shrubs, and canopy trees.

Ensure Seasonal Visual Interest - Incorporate flowering plants that provide year-round visual appeal through seasonal variation in blooms and colours.

Promote Sustainability - Select plant species that are drought-tolerant once established to ensure long-term resilience and minimize water use.

Enhance Ecological Value - Use robust and diverse plantings to support local biodiversity while maintaining the streetscape's functionality and aesthetic appeal.



PLANTED CENTRAL MEDIAN



WSUD



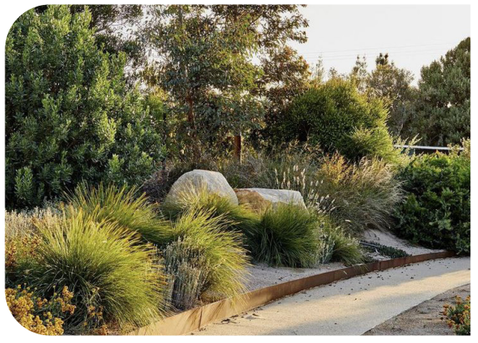
COLOURFUL & SEASONAL FLOWERING



FLUSH GARDEN BED WITH FOOTPATH



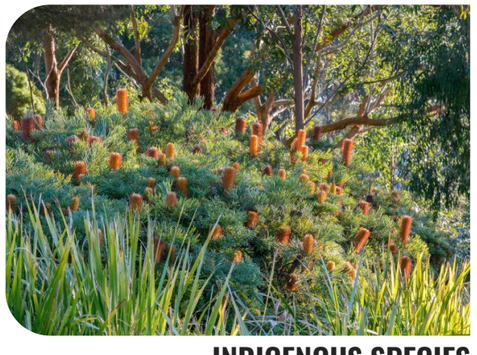
RAISED GARDEN BEDS



CLIMATE RESILIENT



SHADE TREES



INDIGENOUS SPECIES



TEXTURAL

THEME 4 - CULTURE AND CHARACTER FLOWING INTO THE STREETS

Cultural Sustainability

Supporting Creativity

CULTURAL SUSTAINABILITY

The Precinct Plan presents an opportunity to celebrate the heritage, character and identity of Colac, including the ongoing relationship of the Gulidjan and Gadubanud people to Country.

Objective

- To enhance, support and celebrate the character of key historical and cultural sites including COPACC and Colac Railway Station.
- To acknowledge, protect and celebrate Aboriginal culture and areas of cultural significance.
- To celebrate and respect the knowledge, culture and identity of the Gulidjan and Gadubanud people and their connection with the land and waters in the precinct and wider Colac region.
- To ensure the continued engagement and collaboration with the relevant Registered Aboriginal Parties and Aboriginal Corporations to ensure Indigenous culture, languages and stories is respectfully integrated in the future development of the precinct.
- To ensure the indigenous perspectives inform the ideation and development of key public projects in the Precinct.
- Support the retention of key heritage places identified within the Colac Otway Heritage Study 2003 - Updated 2022 and sensitive adaptation where appropriate.

Strategies

- Work with Traditional Owners and other First Nations people to identify projects and opportunities within the precinct to integrate local indigenous experience and culture.
- Ensure major Council projects within the precinct include engagement with Traditional Owners.
- Explore the integration of indigenous language into place and street names in collaboration with appropriate representatives of the Gulidjan and Gadubanud peoples.
- Encourage employment of local First Nations people in the development of key public projects.
- Explore opportunities for the integration of key indigenous services in the redevelopment of Council-owned land. This may include working with Aboriginal Housing Victoria and the Victorian Aboriginal Health Service.
- Encourage engagement with local Indigenous artists and artisans in the creation of public art to be incorporated into the precinct.
- Seek collaboration and knowledge sharing with First Nations for planting of indigenous species throughout the precinct landscaping and opportunities for learning landscapes.
- Investigate opportunities in collaboration with First Nations people to creating a space of gathering and celebration in the indigenous community within the precinct.

TOP - Curtin University Indigenous Learning Circle
MIDDLE LEFT - Wilma Avenue Aboriginal Housing Victoria
MIDDLE RIGHT - Narrm ngarrgu Library
BOTTOM - Ceremony at Gasworks Park, South Melbourne









SUPPORTING CREATIVITY

The Precinct Plan will support the surrounding area to be a place where creative and cultural expression is celebrated with COPACC as the centre of activity.

Objectives

- To support cultural and creative expression throughout the precinct, reinforcing the area's as the cultural and creative heart of Colac, centred around COPACC as the primary hub.
- To encourage an expanded focus of cultural creativity across the whole precinct, providing opportunities in the public realm and in the streets to support performances, art, events and festivals that will establish the Colac CHRP as the primary cultural destination within Colac.

Strategies

- Support the growth and expansion of COPACC within the precinct as Colac's primary cultural hub.
- Design public open spaces to support informal and formal outdoor performance and events, particularly in close proximity to COPACC and along Gellibrand Street.
- Encourage and support the hosting of festivals and community events in the Civic and Station Heart sub-precinct to reinforce its cultural role.
- Encourage the activation of underutilised land for pop-up and interim uses that generate activity and support cultural enterprise.
- Engage local designers and creatives in the design process for key public realm projects to showcase local talent.

TOP - Pop up installations and pavilions
MIDDLE LEFT - Tactical Urbanism
MIDDLE RIGHT - interim uses for underutilised land
BOTTOM - Encourage spaces for outdoor performance









THEME 5 - SUFFICIENT AND SUSTAINABLE INFRASTRUCTURE

Environmental Sustainability

ENVIRONMENTAL SUSTAINABILITY

New development in the precinct will demonstrate alignment with the Shire's sustainability goals and actions.

Objective

- To ensure the provision of services and drainage infrastructure meets the needs and future requirements of the precinct.
- To protect and enhance the natural environment of Colac through efficient water resources and maintaining natural assets
- To encourage a sustainable and healthy environment and lifestyle.
- To promote and integrate ecological and sustainable best practice in water, energy and waste management.

Strategies

- Encourage buildings to adopt energy efficiency principles that minimise operational energy use, embodied energy and support the transition towards net zero emissions. Buildings should achieve the following:
- Non-residential: 5 Star Green Star Buildings certified rating.
- Offices: 5.5 Stars NABERS commitment agreement.
- Residential: Energy efficiency ratings (NatHERS) must achieve an average of at least 7.5 stars across multiple dwellings, and a minimum of 6.5 stars for each dwelling.
- Require WSUD measures to be incorporated into public and private infrastructure development.
- Encourage vertical or rooftop greening on new and existing buidings.
- Encourage uptake in renewable energy usage, particularly solar.
- Ensure key strategic redevelopment sites incorporate ESD principles in the design and construction.
- Ensure that all new developments facilitate pedestrian access, to encourage replacement of short car trips around the precinct with walking.
- Facilitate the provision of electric vehicle, scooter and bike charging stations across the precinct.
- Encourage a diverse vegetation palette that contributes to increased biodiversity.
- New surface treatments in the public realm should seek to maximise the use of recycled and recyclable materials.
- Encourage the reduction of impermeable surfaces. All hard-scaped public realm areas should meet Green Star Solar Reflectance Index (SRI) requirements.

Sustainability Precedents










PART 4: IMPLEMENTATION

Identified Projects

Indicative Staging

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.

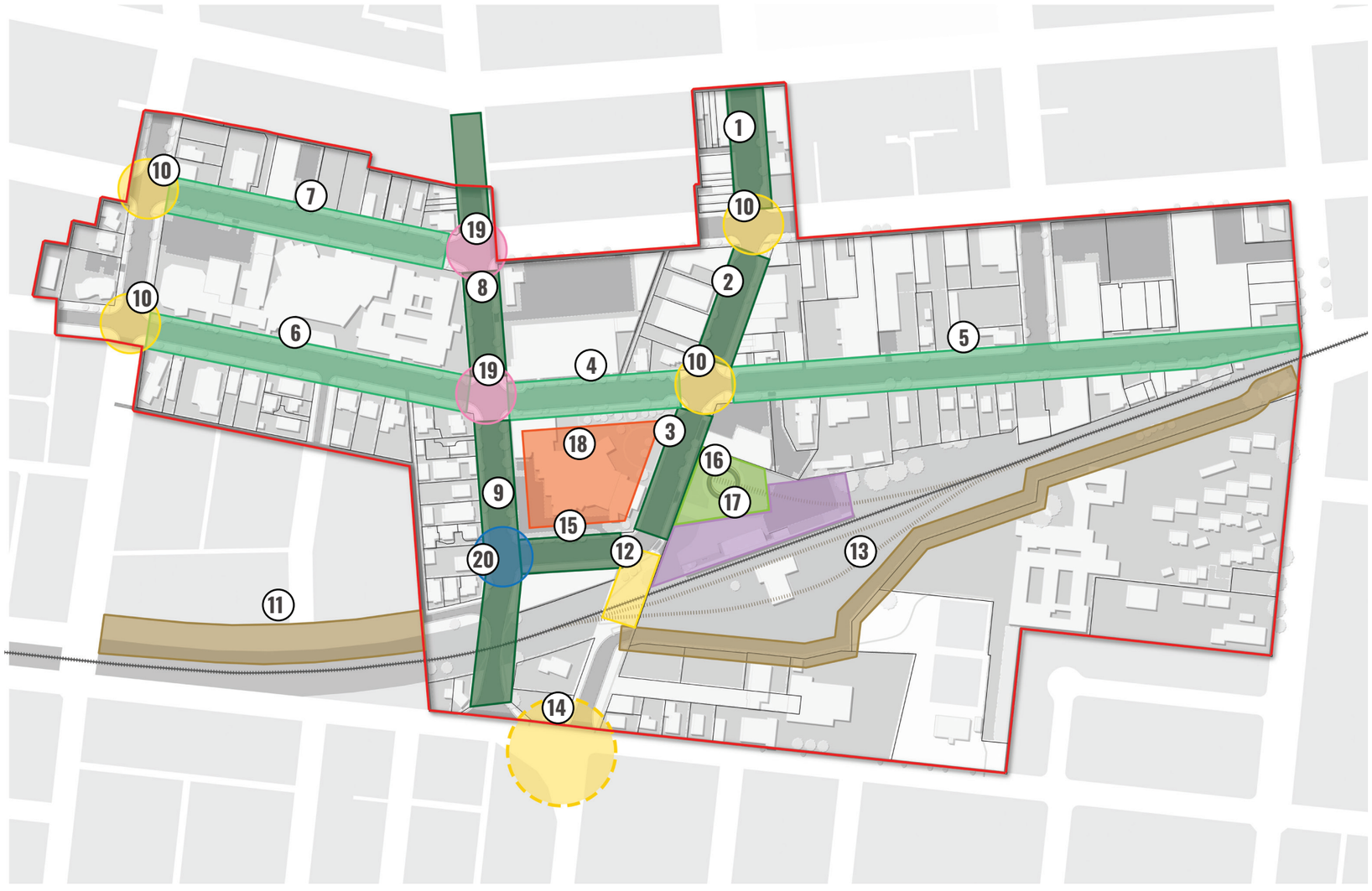
1. Gellibrand Street Upgrades - Stage 1
2. Gellibrand Street Upgrades - Stage 2
3. Gellibrand Street Upgrades - Stage 3
4. Rae Street Streetscape Upgrades - Stage 1
5. Rae Street Streetscape Upgrades - Stage 2
6. Miller Street Streetscape Upgrades
7. Connor Street Parking and Pedestrian Crossing Upgrades
8. Corangamite Street Streetscape Upgrades - Stage 1
9. Corangamite Street Streetscape Upgrades - Stage 2
10. Precinct Roundabouts - Pedestrian priority upgrades
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 traffic minimisation and restriction 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
19. Longer Term Pedestrian Crossing Improvements
20. Corangamite Street Future Pedestrian Crossing Opportunity

Figure 30. Key Projects Map



INDICATIVE STAGING

The following table summarises the indicative staging of key actions identified to implement the Precinct Plan.

The table below outlines the actions required to implement the Precinct Plan, including the indicative staging, responsibility and potential key stakeholders where applicable.

Actions provide a brief description of the action/task or project.

Indicative Staging outlines the suggested stage at which this project should be undertaken, noting that timing will be dependent on other factors such as funding availability, land assembly and political support. Timing should be responsive to key stakeholder needs.

Responsibility identifies the department or agency with responsibility in the undertaking of the action.

Stakeholders identifies other parties with an interest or influence in the outcomes of the project.

Summary of Actions Table

	ACTIONS	INDICATIVE STAGING	BUDGET	RESPONSIBILITY	STAKEHOLDERS
1	**STRATEGIC POLICY DEVELOPMENT**				
1.1	Preparation and implementation of Planning Scheme controls (eg. DDO, DPO).	Initial	$	Strategic Planning	Colac CHRP land owners and businesses, DTP
1.2	Investigations into the feasibility of preparing a Parking Overlay to manage and fund parking provision.	Early	$	Strategic Planning, Transport	Colac CHRP land owners and businesses, DTP
1.3	Investigations into the feasibility of preparing a development contributions scheme to fund the delivery of capital works improvements within the precinct.	Early	$	Strategic Planning, Assets	Colac CHRP land owners and businesses, DTP
1.4	Incorporation of the Precinct Plan into the Colac Otway Shire Council Planning Scheme.	Early	$	Strategic Planning	DTP
1.5	Establish appropriate mechanism to gain public pedestrian link through the Woolworths site as part of any future redevelopment.	Early	$$	Strategic Planning	Affected landowners
2	**KEY PUBLIC WORKS PROJECTS**				
2.1	Explore opportunity to implement through-traffic restrictions (retaining bus access) within Gellibrand (Railway) Street and linemarking for temporary 90 degree parking.	Early	$	Strategic Planning, Open Space, Traffic	Adjacent landowners, Victrack, Colac Area Health
2.2	Gellibrand Street Upgrades - Stage 2	Mid	$$$	Strategic Planning, Open Space, Traffic	Adjacent landowners
2.3	Gellibrand Street Upgrades - Stage 3	Mid	$$$	Strategic Planning, Open Space, Traffic	Adjacent landowners, DTP, Victrack
2.4	Rae Street Streetscape Upgrades - Stage 1	Mid	$$	Strategic Planning, Traffic,	Adjacent landowners
2.5	Rae Street Streetscape Upgrades - Stage 2	Mid	$$	Strategic Planning, Traffic,	Adjacent landowners

INDICATIVE STAGING

	ACTIONS	INDICATIVE STAGING	BUDGET	RESPONSIBILITY	STAKEHOLDERS
2.6	Miller Street Streetscape Upgrades	Late	$$	Strategic Planning, Traffic,	Adjacent landowners, Colac Area Health
2.7	Connor Street Parking and Pedestrian Crossing Upgrades	Early - Mid	$$	Strategic Planning, Traffic,	Adjacent landowners, Colac Area Health
2.8	Corangamite Street Streetscape Upgrades - Stage 1	Early - Mid	$$	Strategic Planning, Traffic,	DTP, Adjacent landowners, Colac Area Health
2.9	Corangamite Street Streetscape Upgrades - Stage 2	Early - Mid	$$	Strategic Planning, Traffic,	DTP, Adjacent landowners, Colac Area Health
2.10	Precinct Roundabouts - Pedestrian priority upgrades	Early - Mid	$$	Strategic Planning, Traffic	DTP, nearby landowners, Colac Area Health
2.11	Railway Reserve Shared Path - West	Early - Mid	$	Strategic Planning, Sustainable Transport, Open Space	DTP, Victrack
2.12	Railway Reserve Shared Path - East	Late	$	Strategic Planning, Sustainable Transport, Open Space	DTP, Victrack
2.13	Gellibrand Rail Overpass Upgrades	Early - Mid	$	Strategic Planning, Sustainable Transport	DTP, Victrack
2.14	Wilson St & Gravesend Street Intersection Investigations	Early - Mid	$	Strategic Planning, Traffic	DTP, adjacent landowners
2.15	Gellibrand Shared Street Project	Late	$$	Strategic Planning, Traffic Sustainable Transport, Open Space	Adjacent landowners, COPACC, DTP, Victrack
2.16	Colac Station Open Space Project	Mid	$$	Strategic Planning, Traffic, Open Space	DTP, Victrack
2.17	Colac Station Forecourt and Drop Off Zone	Mid	$$	Strategic Planning, Traffic, Open Space	DTP, Victrack
2.18	Civic Centre and COPACC Redevelopment	Late	$$$	Strategic Planning, Traffic, Open Space, Assets	
2.19	Corangamite Street Roundabouts - Pedestrian Crossing upgrades	Late	$$	Strategic Planning, Traffic, Sustainable Transport	DTP
2.20	Corangamite Street and Gellibrand Street - Future Pedestrian Crossing Opportunity	Mid - Late	$$	Strategic Planning, Traffic, Sustainable Transport	DTP, Victrack