

THE CITY OF
GREATER GEELONG

SOUTH GEELONG

CAPACITY AND CHANGE AREAS REVIEW

FINAL
FEBRUARY 2022

ACKNOWLEDGEMENT OF COUNTRY

The City of Greater Geelong acknowledges the Wadawurrung People as the Traditional Owners of this land. It also acknowledges all other Aboriginal and Torres Strait Islander People who are part of the Greater Geelong community today.

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INTRODUCTION

PURPOSE

The South Geelong Capacity and Change Areas Review (Review) has been prepared to set a strategic direction for housing within the South Geelong UDF study area. The Review seeks to balance the aspirations of the Settlement Strategy and Housing Diversity Strategy to enable housing growth whilst enhancing existing neighbourhood character. The Review comprises of two components - Neighbourhood Study and Housing Capacity Assessment. Together they have informed the level of change expected in South Geelong.

UDF study area extends primarily between McKillop Street and Fyans Streets, and Latrobe Terrace to Garden Street. The study area encompasses a grid pattern of north south streets which connect the area to Central Geelong to the north, and Barwon River to the south. The South Geelong Railway Station is located to the centre of the study area.

The Review includes all residential zoned land and is intentionally the same study area as the UDF.

KEY FINDINGS

The following recommendations are based on the outcomes of this study alongside the findings of the UDF:

- The majority of housing change should be directed to the 2 Key Development Areas being the non-residential Barwon Water site and Moorabool Street commercial strip.
- The Increased Housing Diversity Area is recommended to include non-heritage sites within 800m of the train station. This will continue to support unit and townhouse development.
- Incremental change areas should continue to support housing change with a greater focus on neighbourhood character.
- Minimal change areas are generally consistent with the findings of the heritage study and are likely to see minimal change due to the presence of a Heritage Overlay.

These recommendations are consistent with policy objectives around preserving identified significant character areas while providing for housing change in strategically located areas, such as around train stations. More intensive development is being directed to existing non-residential areas that will have the least impact on the character and amenity of existing residential areas.



KEY

- South Geelong UDF extents
- Train Station
- Open Space
- Water body

Figure 1. Context Map

WHY DO WE NEED TO REVIEW CAPACITY AND CHANGE AREAS?

The Review is underpinned by the need to test development potential of currently non-residential land uses within Moorabool and Station Precinct. In order to understand constraints and appropriate design response in these locations, it is pertinent to first establish and adequately investigate the neighbourhood attributes within its surroundings. The Review seeks to strengthen the outcomes outlined in the UDF.

The benefits of the Neighbourhood study include:

- Confirming existing character attributes and providing certainty of expectations for residents and developers.
- Ensuring Planning Schemes reflect current trends and council ambitions whilst providing guidance to those developing the land.
- Providing clarity for growth potential in various parts of South Geelong.



Figure 2. Suite of heritage, neighbourhood and capacity studies informing South Geelong UDF

What will this study do:

- Identify and define neighbourhood areas based on prevalent characteristics as perceived from the public realm.
- Identify neighbourhoods where existing attributes should be protected and maintained.
- Determine areas suitable for substantial, incremental and minimal change.
- Verify capacity to accommodate residential growth.
- Confirm appropriateness of existing Increased Housing Diversity Area.
- Establish preferred areas for housing growth based development trends, proximity to the amenities and existing constraints.
- Recommend level of change expected across different neighbourhoods.

What this study won't do:

- Establish development guidelines for neighbourhood areas identified.
- Identify heritage areas or buildings for conservation.
- Direct all new housing growth into Moorabool and Station Precincts. It is important to understand owing to the proximity to South Geelong Station and other critical services, each character area will need to play a role, albeit to a different extent, to accommodate future housing supply and contribute to housing diversity.
- Establish a Heritage Overlay across the whole study area which limits change or growth. It is important to understand that as housing needs and requirements change, growth within existing established suburbs is unavoidable.

WHAT IS NEIGHBOURHOOD CHARACTER?

Neighbourhood Character exists in all areas, however it might be more obvious or easily perceivable in some neighbourhoods due to a strong prevalent attribute that is attractive or unusual, but no area can be described as to having no character.

The Department of Environment Land, Water and Planning (DELWP), the State Government Department responsible for land use planning defines neighbourhood character as,











“Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.

The key to understanding character is being able to describe how the features of an area come together to give that area its own particular character. Breaking up character into discrete features and characteristics misses out on the relationships between these features and characteristics. Understanding how these relationships physically appear on the ground is usually the most important aspect in establishing the character of the area”.

This definition has informed the preparation of South Geelong Neighbourhood Study (Neighbourhood Study).

Assessment Criteria

In determining the different neighbourhood areas a range of elements or attributes have been taking into consideration, including;

-  Development trajectory
-  Development era
-  Lot dimensions including area, width and depth
-  Site Coverage
-  Building height
-  Setbacks
-  Heritage
-  Materiality
-  Roof form
-  Vegetation and landscape

It can be said that neighbourhoods comprise of attributes which occur in both the public and private realm. It is important to note that features in the public realm are controlled by the Council, for example, street design, street trees, on-street parking facilities. Features within the private realm such as front setbacks, height, roof form, garden areas and fencing are controlled by the provisions in the Planning Schemes.

DEFINING NEIGHBOURHOOD CHARACTER

PROCESS

Utilising some of the directions outlined within Practice Note 43 (PPN43), a comprehensive exercise was undertaken to determine the existing Neighbourhood Areas within South Geelong. It is acknowledged that describing character often is a qualitative assessment, however the identification of key features and characteristics, enables the clear distinction of one neighbourhood to another.

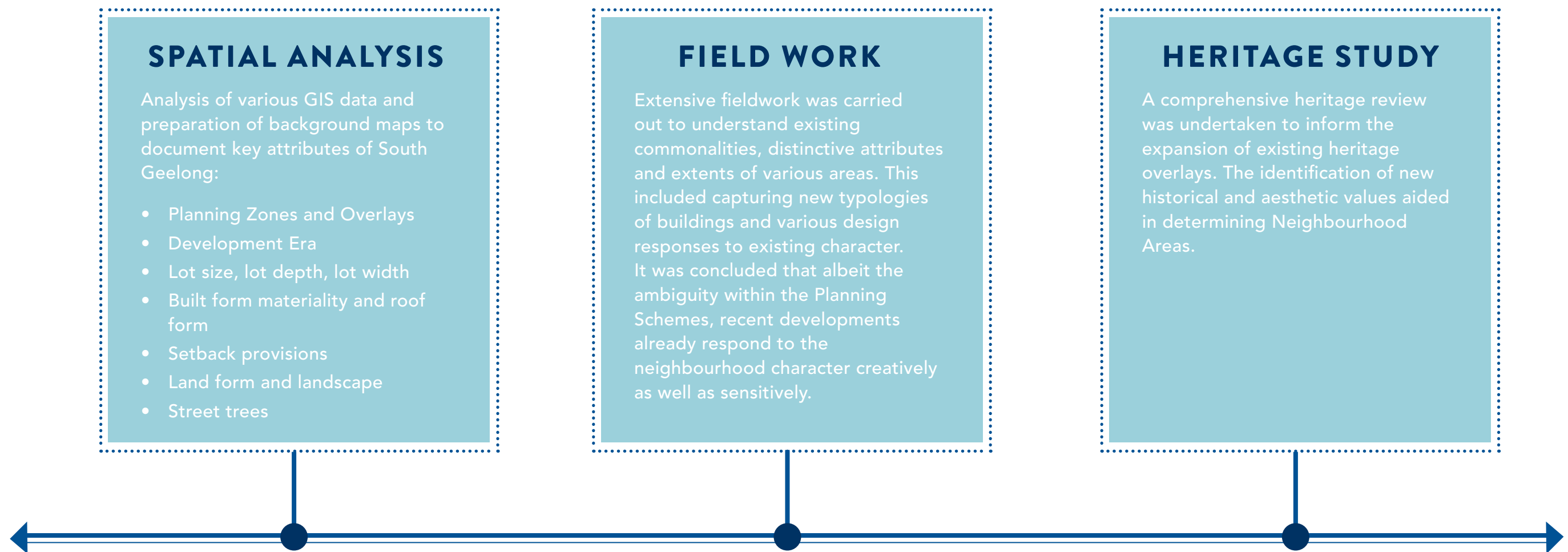


Figure 3. Evaluation process for the Neighbourhood Study

NEIGHBOURHOOD CHARACTER AND HERITAGE CHARACTER

It is pertinent to acknowledge that South Geelong has a number of heritage significant buildings and 'places'. In this aspect it is important to clearly distinguish between heritage and neighbourhood character and ensure that the study solely focuses on the neighbourhood character of the area. Neighbourhood character and heritage are terms often identified wrongly or used interchangeably, as they share many common attributes.

The first point of differentiation is that heritage designation is applied to only certain places where as neighbourhood character is more widespread in its physical limits. Secondly, character studies evaluate the relationship between built form, vegetation, terrain, development eras, architectural styles, site planning and layout whereas heritage areas also evaluate similar characteristics to some extent but within the principal lenses of cultural heritage significance or age.

It is acknowledged every area can be said to have history; however, levels of heritage significance can be established for buildings, sites or areas by means of assessments against the criteria established by Heritage Council of Victoria which look at heritage value. Neighbourhood character also exists in every residential area, however, is not singularly reliant on age or appearance but also on community values and feedback.

Various tools utilised with regard to heritage protection and cultural significance is primarily concerned with the retention of the setting and fabric of the valued building or place. Although the heritage significance cannot be altered in the case of a building, the physicality or form can be restored or reinterpreted. On the other hand for an heritage place, the heritage character is primarily related to the area's distinctive identity, that is the character is perceived beyond its history and includes the visual relationship between the built form and the surrounding landscape.

Neighbourhood character is mainly influenced by the siting and design of the private realm as perceived from the public realm. Often there is a much greater emphasis on visual evidence such as the 'look and feel' in combination with the understanding of what is valued by the community in the area. In principle, neighbourhood character unlike heritage character does not seek to keep built form or landscape elements from change, but to encourage variation of areas. In this aspect, neighbourhood character can be understood as a tool to manage change or new developments in a way that the area can evolve into its desired character rather than conserve the old. The primary focus is to evolve whilst appropriately responding to the context and not prohibit growth altogether.

Within the several neighbourhood areas identified, it is possible that some areas are considered as special areas with strong and distinctive community values. In such instances, tighter planning provisions might be utilised in comparison to other areas, however these are to assist with the management of change such that the development sensitively responds and seeks to strengthen the 'sense of place'. The preservation of the area is not a key driver of the assessment.

SENSE OF PLACE

Sense of place varies between different neighbourhoods and is regularly used to describe the prevailing attributes of areas in order to create measurable entities for the understanding of neighbourhoods. It is made of various components of both public and private realm including:

- Development era and architectural style,
- Building setbacks, height, roof style
- Garden treatment,
- Lot size and profile
- Street layout and subdivision pattern
- Topography

It is however important to highlight that the concept of 'sense of place' is broader than the physical aspects of a place, it is also determined by the characteristics that are valued by the community. Together, the sense of place can be said to have a qualitative and experiential dimension. This study currently assumes the various aspects that are valued by the community based on previous feedback received.

MEASURING CHANGE

The Neighbourhood Study seeks to analyse the degree of neighbourhood character significance which influences the level of change expected within the area. This will aid in the identification of the appropriate Zones and Overlays that can successfully respond to the anticipated change as outlined for each of the Neighbourhood Areas.

Degree of Neighbourhood Character Significance is measured under 3 categories,

| | |
|----------|--|
| LOW | Valued neighbourhood characteristics are limited |
| MODERATE | Valued neighbourhood characteristics are present but not common |
| HIGH | Valued neighbourhood characteristics are highly pronounced & distinguishable |

Degree of Change corresponds to Neighbourhood Significance and is measured under 3 categories,

| | |
|-------------|---|
| MINIMAL | Areas that have sufficiently special attributes |
| INCREMENTAL | Areas that can change to a moderate degree |
| SUBSTANTIAL | Areas that housing intensification can occur |

South Geelong is characterised by a gridiron street network, with the exception of the later east extension providing a dynamic curved streets of Bourke and radial arrangement of Richmond Crescent. Punctuating the grid layout is the Geelong to Warrnambool Railway line which extends from the west end of Kilgour Street to the south end of Garden Street. South Geelong’s gentle sloping topography and regular grid layout provides largely uninterrupted views between the northern and southern parts of the study area.

Heritage dwellings in the study area largely comprise of a small number of stylistic types: Early Victorian, Victorian, Edwardian/ Federation, Interwar and post-war. There exists a significant change in topography from McKillop Street to South Geelong Station, however this has not influenced built form outcomes.

Across most of South Geelong there is no clear delineation of styles from street to street; everywhere Victorian and Federation styles exist side by side, frequently with Interwar and early Postwar examples alongside. There are also numerous examples of buildings which blend stylistic features from differing styles demonstrating an overlap between styles. The proportion of interwar and Postwar dwellings increases the further south and east. This is most evident in the Richmond Park surrounds, where Swanston St exhibits a mix of earlier housing styles (i.e. Victorian and Federation), Verner St has the largest grouping of interwar housing in a single street, and Richmond Crescent has a large amount of Postwar housing. The properties surrounding Richmond park comprise a broad mix from differing periods, and the central football clubhouse is a utilitarian and uninspired design typical of such late-C20th facilities. The fencing style is eclectic in nature but the presence of fencing provides uniformity to the area.

The football stadium and light towers are a major landmark in the southern central part of Geelong and Moorabool Street Precinct. Other landmarks that contribute to the character of the area include: Austin Homes, South Geelong Primary School, Former South Geelong United Church Complex, Former Jewish Synagogue, Elephant and Castle Hotel, Former Geelong Grammar School, Former Gordon Junior Technical School and Palais Dance Hall along with early hotels, commercial buildings and corner stores.

Neighbourhood Areas

The Neighbourhood Study identified 9 residential areas which comprise of more subtle and nuanced character distinctions.

| | | |
|--|---|---|
| Neighbourhood Area 1 Urban Renewal Area | Neighbourhood Area 2 Transitional Fringe | Neighbourhood Area 3 Richmond Reserve |
| Neighbourhood Area 4 Main Street Corridors | Neighbourhood Area 5 Traditional Mixed Area | Neighbourhood Area 6 City South HO1641 |
| Neighbourhood Area 7 City South HO1644 | Neighbourhood Area 8 Balliang Street Corridor | Neighbourhood Area 9 Swanston and Kilgour Street Clusters |

Figure 4. List of identified Neighbourhood Areas

NEIGHBOURHOOD AREAS

LEGEND













-  UDF boundary
-  Train line
-  Neighbourhood Area 1
Urban Renewal Area
-  Neighbourhood Area 2
Transitional Fringe
-  Neighbourhood Area 3
Richmond Reserve Surrounds
-  Neighbourhood Area 4
Main Street Corridors
-  Neighbourhood Area 5
Traditional Mixed Area
-  Neighbourhood Area 6
City South HO1641
-  Neighbourhood Area 7
City South East HO1644
-  Neighbourhood Area 8
Balliang Street Corridor
-  Neighbourhood Area 9
Swanston & Kilgour Street Clusters
-  Out of scope



Figure 5. Neighbourhood Areas Map

NEIGHBOURHOOD AREAS

NEIGHBOURHOOD AREA 1 URBAN RENEWAL AREA

LOW

Degree of neighbourhood character significance

SUBSTANTIAL

Degree of change expected

Existing Character Description

The neighbourhood is characterised by modest but diverse dwellings, developed since the early Victorian Period, interspersed with a number of recent infill typologies including townhouses and attached or detached units, suggesting that the area is undergoing substantial change. Recent developments are most often robust two storey forms and have more constrained setbacks in a typically single storey setting with exception to 59 Kilgour Street, a 4 storey apartment. The presentation to the street is highly varied from dwellings with well-manicured and mature gardens to limited frontages that offer no scope for vegetation.

Although within a gridiron street pattern, a defining feature of South Geelong, many of the newer subdivisions and built form siting have addresses off what were historically side streets and laneways, thus organically modifying street hierarchy and moving away from the formal subdivision layout. Street trees of native species shift between regular and irregular planting regimes throughout the area, contributing to the leafy identity of the suburb.



Existing Key Characteristics

Architectural Style

- Predominantly from 1850 to present comprising of a mix of architectural styles from Victorian, Edwardian, Federation, Interwar, Postwar to contemporary infill.

Form and Materiality

- Older dwellings are typically single storey forms with gable or hip roof. Newer infill developments are two storey forms of render or brick veneer with pitched roof.
- Diverse materiality reflecting development era, however predominantly weatherboard and brick veneer with instances of render.
- Articulated front facades with detailing and ornamentation reflecting the architectural era or style.

Siting and Setbacks

- Varied front setback conditions of up to 5m, some examples of building to boundary with zero setbacks are also present. Side setbacks vary with several examples of semidetached forms.
- Rear setbacks vary up to 5m in newer buildings and are over 15m in older developments.

Vehicular access

- Attached garages flushed to the building line are common in newer developments that are accessed from the main street through a single crossover.
- Older buildings have sheds or outbuildings positioned to the rear typically accessed via laneways.

Street presentation

- Highly varied street presentation with eclectic fencing of low to medium height defining established to limited gardens. Driveways may be concrete or paved.
- Lot sizes are up to 750m² however infill developments are typically less than 200m²
- Lot widths are highly variant to 25m with lot depths ranging to 25m with examples of up to 40m.

Streetscape

- Street trees are typically a mix of native species, varying between medium to large canopy trees within a fairly regular planting regime. Irregular planting exists in some areas especially in parts of Mundy Street and Yarra Street.
- Marked and unmarked kerbside parking exists.

ANTICIPATED FUTURE CHANGE

This neighbourhood will continue to evolve into the future, accommodating growth and retaining significant traditional period dwellings and their garden settings. New and more compact forms of housing will have minimum impact on character. Deep blocks with rear laneways will provide opportunity for increased density in the form of clever typologies.

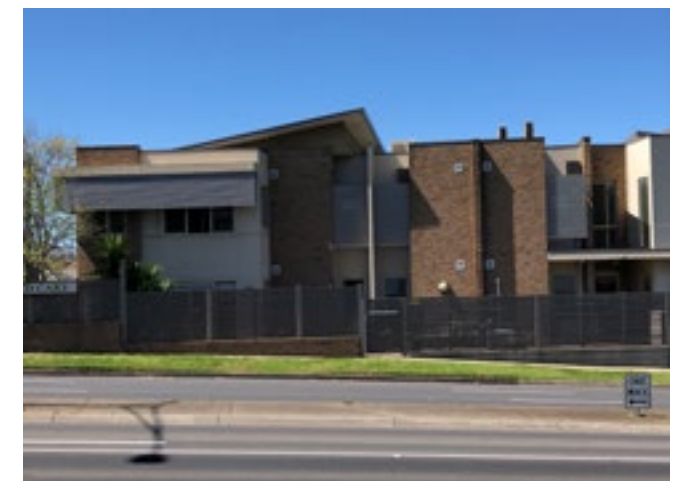
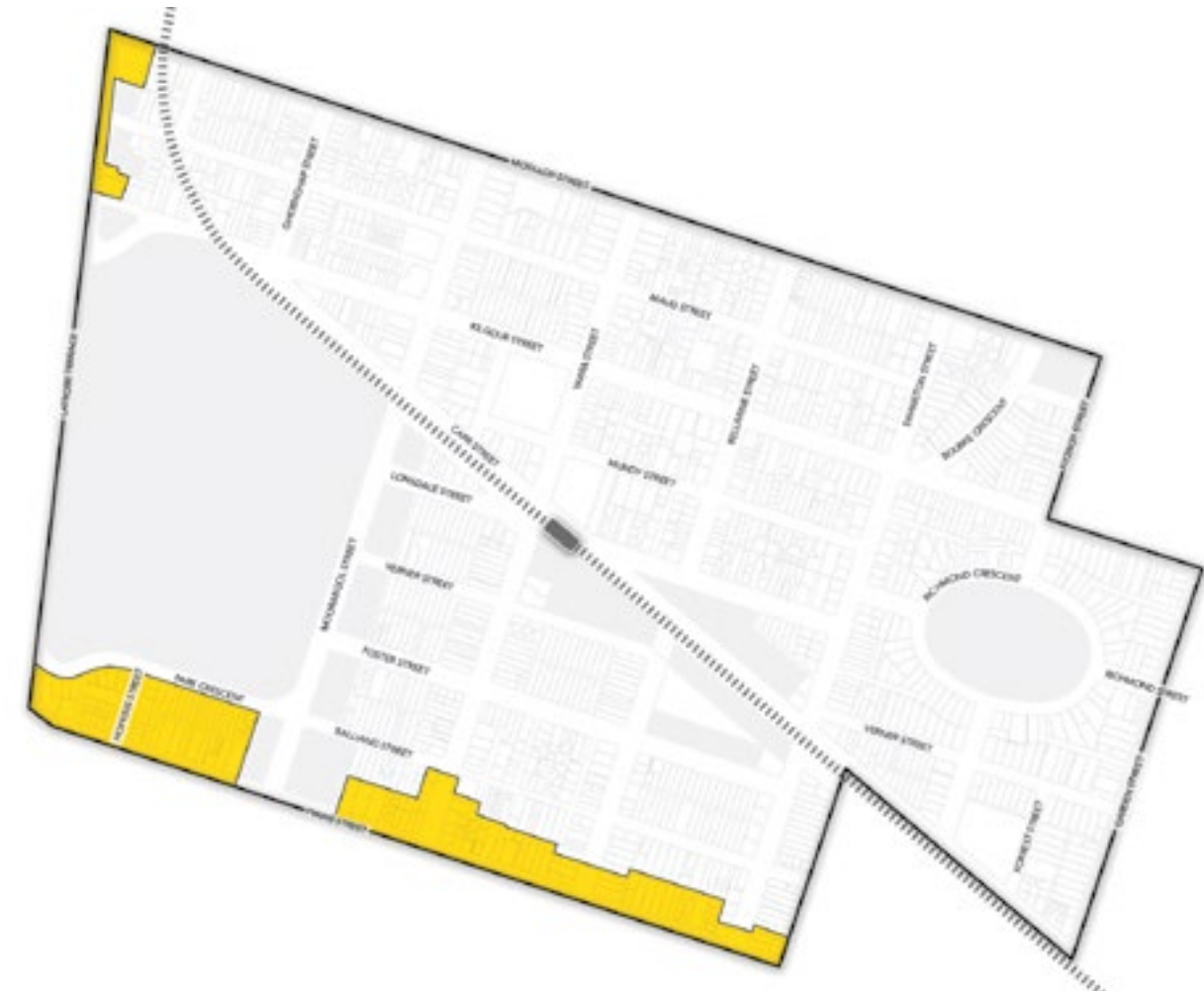
Lot consolidation will be encouraged to provide for a diversity of housing typologies including low-rise apartment and/or townhouse developments. New buildings will continue to demonstrate consistency in characteristics such as height, built form massing, use of materials and respect the predominant pattern of street setbacks, which features established and well-maintained garden setbacks. Low and permeable front fencing is encouraged to soften the built form and provide continuity to the sense of closure that exists currently to the street edges.

Public realm improvements such as consistent street detailing and tree planting will not only help unify the diverse character of the area but also compensate for increased site coverage anticipated to accommodate growth in the area.

| | |
|-------------|--|
| LOW | Degree of neighbourhood character significance |
| SUBSTANTIAL | Degree of change expected |

This area is located on or within close proximity to major arterial roads such as Latrobe terrace and Fyans Street, resulting in a diversity of built form typologies and uses including non-residential uses such as takeaway tenancies and car showrooms. Developed since the 1850s, a predominant architectural style is not clearly legible, however a number of recent developments including units, townhouses and attached dwellings are present. Fairly constraint lot sizes, lot depths and setbacks provide uniformity to the neighbourhood and is also indicative of level of change in the locality.

Presentation to the street varies according to use with the presence of mature gardens behind high timber fencing in residential allotments, to completely concreted frontages that lends to vehicular access in instances of non-residential uses. Street trees follow a regular to irregular planting regime and species selection and are occasionally absent particularly along LaTrobe Terrace. Fyans Street has a somewhat consistent regime with trees only present to the north of the street reflecting on the mix of uses and transitional nature along the access corridor.



Existing Key Characteristics

Architectural Style

- From the 1850 onwards with several infill developments from the early modernist era and 2000s up to present. These are generally grouped towards Fyans Street.
- Recent infill includes townhouses and semi-detached units.
- Non residential uses are typically towards LaTrobe terrace and Fyans Street intersection.

Form and Materiality

- Dwellings are typically one storey with some two storey forms with prominent upper levels with a mix of hip or/and gable roof. Skillion roof is also present.
- Predominantly weatherboard and brick veneer with instances of render. Similar materiality is often used in both upper and lower levels.
- Well-articulated frontages are present; however they are diverse in composition. The use of a verandah or recessed doorway is common feature.

Siting and Setbacks

- Front setbacks are typically between 3 to 5m with buildings to the street corners positioned to property boundary.
- Rear setbacks are highly variant with few instances of dual occupancies arising with the lot depth.
- Newer dwellings have limited lot depths owing to subdivision of original layouts.

Vehicular access

- Attached garages are set behind the building line in newer developments, accessed via a single crossover.
- Older buildings have sheds or outbuildings positioned to the rear, accessed via laneways. In instances where the lot has been subdivided recently, older dwellings also have car access from the main street to a car port or shed located to one side of the dwelling.

Street presentation

- Street edges have varied treatment from high timber fencing to low or no fencing as seen in some newer developments.
- Lot sizes typically range from 200m² to 750m² with many instances of units which are less than 200m².
- Lots depths are typically 40-55m, however there are several examples of lesser to limited depths owing to the number of subdivisions.

Streetscape

- Street trees are generally present to the north of Fyans Street and follow an irregular planting regime of varied species. Nature strip is present along Fyans Street and parts of LaTrobe Terrace.
- Side streets may or may not have nature strips with street trees. Footpaths are absent in some sections of Hopkins Street.

ANTICIPATED FUTURE CHANGE

This neighbourhood will comprise of diverse land uses and built forms; apartments, townhouses, dual occupancies, home offices and similar that provide active frontages and habitable rooms to the street. Street frontages will not be dominated by garages or parking.

The area can be further enhanced by encouraging and retaining large trees within landscaped gardens and ensuring buildings are sufficiently setback from front boundaries to retain the existing streetscape rhythm along side streets. Buildings along the main streets will contribute to the sense of enclosure and provide opportunities for surveillance.

NEIGHBOURHOOD AREA 3 RICHMOND RESERVE SURROUNDS

LOW

Degree of neighbourhood character significance

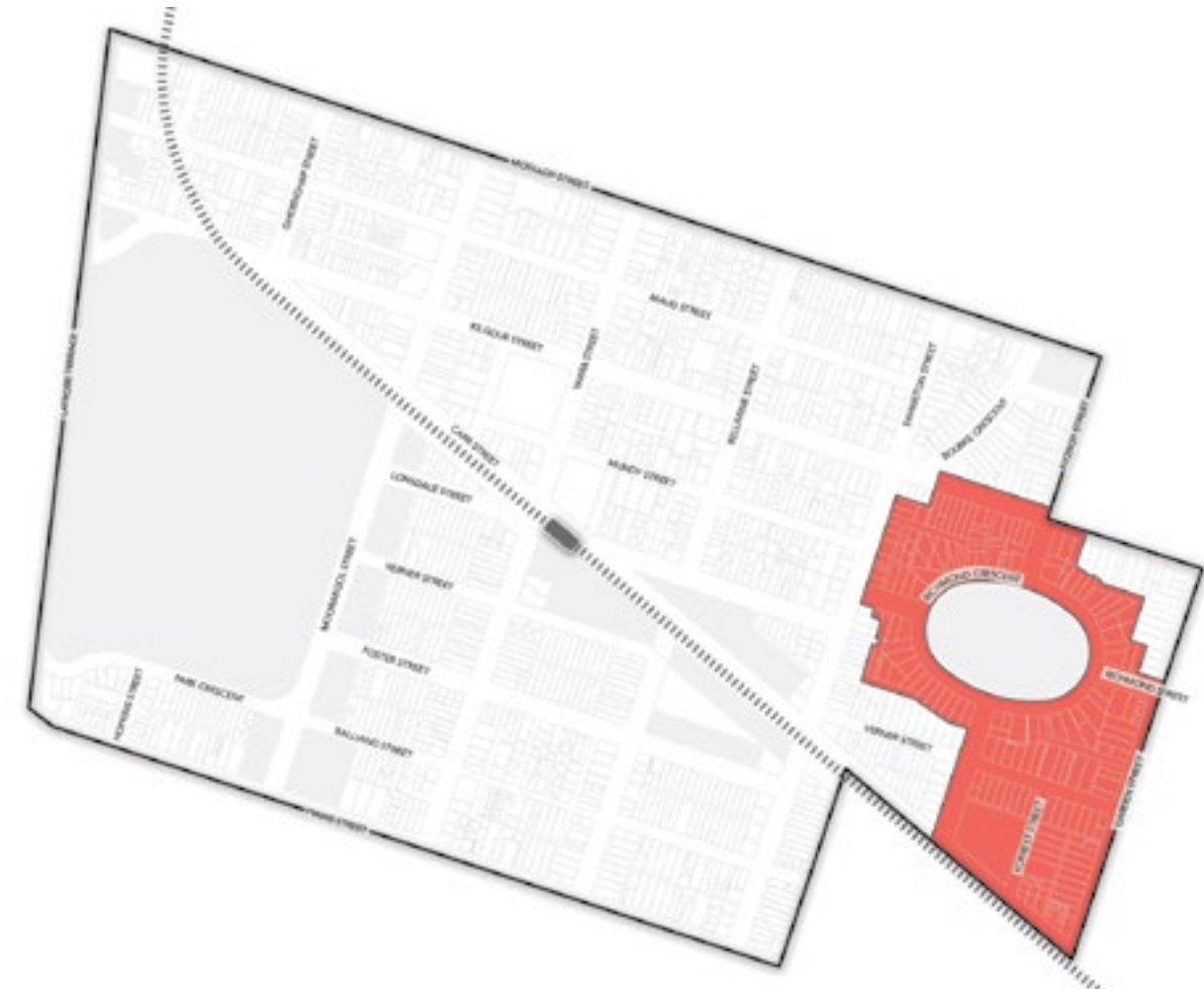
INCREMENTAL

Degree of change expected

Existing Character Description

This neighbourhood is distinctive for its unique radial subdivision pattern around a centrally located oval, comprising of diverse architectural styles predominantly from the Post War era to present. There are also many instances of Interwar dwellings. A number of recent developments exist that are typically single or double storey detached dwellings of larger footprints with exception to townhouses at 202 Kilgour Street and the redevelopment of 135 Fitzroy Street ('Bottleworks' site) which includes townhouses and an apartment, indicating a moderate level of change in the area. The atypical lot shapes, mixed roof forms including skillion, flat, hip and gable roofs, assortment of built form materiality and variations in street presentation from simple gardens to concreted front setbacks contributes to the eclectic character of the area.

The combination of radial and rectangular street pattern has influenced subdivision size, shape and siting. The inward-looking allotments and primary east west and north south streets oriented towards the oval have frontages aligned to the street and consistent front setbacks with regular to no street trees. A number of allotments positioned along side streets that end in cul-de-sacs have more challenging profiles that have resulted in the angular siting of buildings. Further south, towards Carr Street, subdivisions follow a traditional pattern with a regular street planting regime. The spread and typology of new developments and somewhat consistent lot sizes provides uniformity to the area.



Existing Key Characteristics

Architectural Style

- Predominantly from 1915-1960 of highly variant architectural styles including Federation, Interwar and Post war periods. Modernist infill developments are also present.
- Recent infill from the 2000s up to present can be seen dispersed throughout the area, typically detached dwellings, however townhouses, semidetached and dual occupancies are also present.

Form and Materiality

- Dwellings are typically one storey with some two storey forms with recessive or prominent upper levels with a mix of hip or/and gable roof. Recent developments may have flat roofs.
- Diverse materiality reflecting development era, however predominantly weatherboard and brick veneer with instances of render. Many developments including recent infills have a brick veneer or render base with weatherboard employed for the second level.
- Well-articulated frontages are present, however they are diverse in composition.

Siting and Setbacks

- Front setbacks are typically up to 5m, some examples between 6-10m are present towards the south west but are consistent within the street. Side setbacks are varied.
- Rear setbacks vary up to 15m generally comprising of outbuildings, sheds, garages or independent accommodations.

Vehicular access

- Attached garages flushed to the building line are common in newer developments that are accessed from the main street through a single crossover.
- Older buildings have sheds or outbuildings positioned to the rear, accessed via laneways.

Street presentation

- Highly varied street presentation with low to established gardens of exotic and native species. Some gardens comprise of mature trees. Fencing is low but highly diverse.
- Lot sizes typically range from 350m² to 750m².
- Lots are irregular in shape with depths generally ranging within 25m to 40m. There are several instances of 40m-55m.

Streetscape

- Street trees are limited around Richmond Oval, however trees are present on streets that connect into Richmond Crescent.
- North south and east west streets have a grassed median with wide nature strips. Side streets do not have trees or nature strips due to their constraint widths.

ANTICIPATED FUTURE CHANGE

This neighbourhood has an established consistent character that could be further reinforced with improvement of public and private realm. Its location with good access to facilities and services, together with reasonable lot sizes makes it well suited to partial redevelopment with new and more compact forms of housing. New developments must be respectful of the established character of the area particularly the setback and scale of the existing housing and design of front garden and fencing.

NEIGHBOURHOOD AREAS

NEIGHBOURHOOD AREA 4 MAIN STREET CORRIDORS

MODERATE Degree of neighbourhood character significance

INCREMENTAL Degree of change expected

Existing Character Description

This residential neighbourhood encompasses areas along key movement corridors of Yarra Street, Bellarine Street and Swanston Street to the south of the railway tracks. The spacious and open carriageways have trees following a regular planting regime within a fairly wide nature strip which demonstrates its role within broader Geelong. The gently sloping terrain affords clear tree top views towards Barwon River, establishing a distinctive identity to this area. The fine grain subdivision pattern lends itself to a consistent street rhythm which in combination to similar front setbacks creates a sense of order.

Dwellings are typically one storey and have a subservient upper level in the instances of two storey. Although there exist significant clusters of intact late Victorian dwellings sharing identical street presentation, new developments continue to ensure that the built form sits unobtrusively within its setting. Instances with buildings of residential and non-residential uses positioned to site boundaries are typical to corner lots on street intersections. Large and mature canopy street trees, width of the carriageway and established and well-maintained garden setbacks ensure that the built form does not overwhelm the public realm.



Existing Key Characteristics

Architectural Style

- From the 1850 onwards with several infill developments from the early modernist era and 2000s up to present. These are generally grouped towards Fyans Street.
- Recent infill includes townhouses and semi-detached units.
- Non residential uses are typically towards LaTrobe terrace and Fyans Street intersection.

Form and Materiality

- Dwellings are typically one storey with some two storey forms with prominent upper levels with a mix of hip or/and gable roof. Skillion roof is also present.
- Predominantly weatherboard and brick veneer with instances of render. Similar materiality is often used in both upper and lower levels.
- Well-articulated frontages are present; however they are diverse in composition. The use of a verandah or recessed doorway is common feature.

Siting and Setbacks

- Front setbacks are typically between 3m to 5m with buildings to the street corners positioned to property boundary.
- Rear setbacks are highly variant with few instances of dual occupancies arising with the lot depth.
- Newer dwellings have limited lot depths owing to subdivision of original layouts.

Vehicular access

- Attached garages are set behind the building line in newer developments, accessed via a single crossover.
- Older buildings have sheds or outbuildings positioned to the rear, accessed via laneways. In instances where the lot has been subdivided recently, older dwellings also have car access from the main street to a car port or shed located to one side of the dwelling.

Street presentation

- Street edges have varied treatment from high timber fencing to low or no fencing as seen in some newer developments.
- Lot sizes typically range from 200m² to 750m² with many instances of units which are less than 200m².
- Lots depths are typically 40-55m, however there are several examples of lesser to limited depths owing to the number of subdivisions.

Streetscape

- Street trees are generally present to the north of Fyans Street and follow an irregular planting regime of varied species. Nature strip is present along Fyans Street and parts of LaTrobe Terrace.
- Side streets may or may not have nature strips with street trees. Footpaths are absent in some sections of Hopkins Street.

ANTICIPATED FUTURE CHANGE

The sense of history will be upheld and reinforced throughout the Main Street corridors. Older dwellings, predominantly Victorian period development will be retained and complemented by newer development that are distinguishable from the original building stock, but respectful of the key elements of the style.

New buildings will continue to display consistency in characteristics such as height, built form, siting and use of materials. New buildings will be sited in accordance with the predominant pattern of street setbacks in the street, which features established and well-maintained garden setbacks. Low, permeable front fences are important to soften the built form and match the existing character. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence.

NEIGHBOURHOOD AREA 5 TRADITIONAL MIXED AREAS

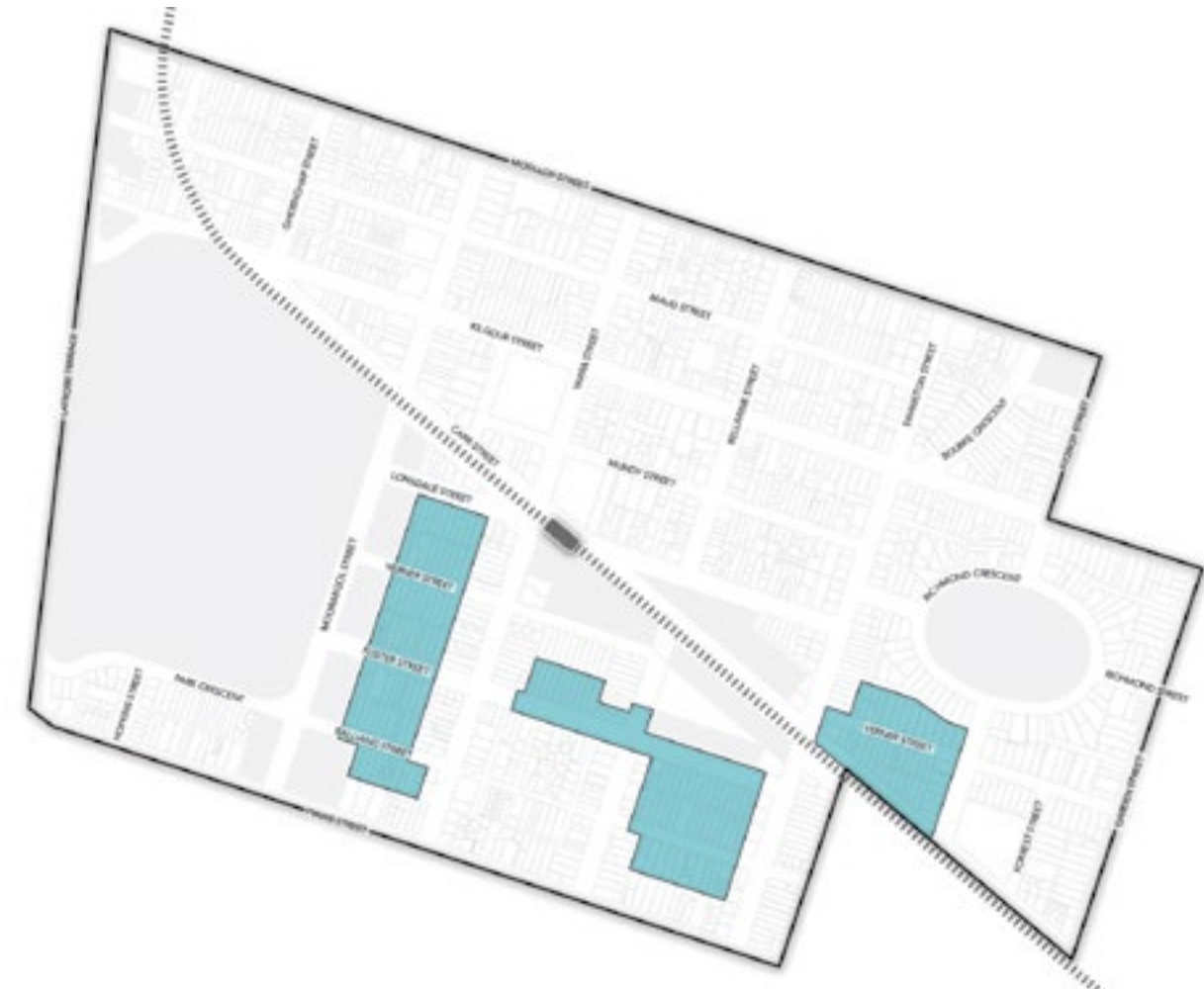
MODERATE Degree of neighbourhood character significance

MINIMAL Degree of change expected

Existing Character Description

Located on Verner Street, Foster Street and Balliang Street, to the south of the Railway line, this neighbourhood typically comprises of a mix of dwellings developed during the Victorian, Edwardian and Interwar period with new developments of similar presentation and sensitive extensions that sit within the traditional character of the context. Few instances of post war built form are also present. A prominent feature of the dwellings is the primary façade design which comprises of a centrally located door or entryway within a recessed verandah which stretches across or halfway before stepping forward to support one or two windows. There are also several variations to this composition with smaller verandahs and doorways positioned to the inner wall, adjacent to the street. Allotment sizes are similar with regular frontages that sets a rhythm to the street.

Dwellings are clearly visible from the public realm due to the low vegetation within the garden frontage, although street widths may vary. The quality of the streetscape is highly influenced by the tree species and spaciousness of the nature strip, thereby establishing uniformity to the street sections where dwellings typologies are typically highly diverse.



Existing Key Characteristics

Architectural Style

- Predominantly detached dwellings from 1850-1915 with few dispersed instances of infill developments from early modernist era up to present. Verner Street typically comprises of bungalows from the interwar period.
- Recent infills are generally one or two storey detached dwellings, replacing older stock.

Form and Materiality

- Dwellings are typically one storey forms with exception to some infill developments that may have a recessive or prominent upper level with a mix of hip or/and gable roof.
- Predominantly weatherboard with some instances of brick veneer or render.
- Ornate frontages of varying compositions are present; however, they are diverse in composition. The use of a verandah or recessed doorway and brick chimneys are a common feature.

Siting and Setbacks

- Front setbacks are typically between 3 to 5m with some dwellings along Verner Street comprising of setbacks between 6-10m.
- Rear setbacks are highly varied depending on the presence or absence of car ports or garages to the rear of the allotments.
- Newer dwellings follow similar setback datums.

Vehicular access

- Garages are typically positioned to the rear of the allotment with exception to instances where laneway access is absent. A continuous pedestrian path with no crossovers has been achieved owing to the subdivision layout.
- Garages accessed from the laneway when two storey include an individual habitable room/unit above.

Street presentation

- The regular subdivision pattern from the original layout of South Geelong provides for uniformity in street presentation. The presence of laneways and lack of garages ensures a continuous façade interplay to the street.
- Lot sizes range from 400m² to 750m² with limited lot width or frontages of 10m.
- Lots depths are typically 40-55m, however there are some examples of shallower lots towards the intersection of Verner and Fitzroy Street.

Streetscape

- Street trees follow a regular planting regime, at times of various species, however consistent within the street. The presence of a continuous nature strip ensures a leafy foreground to the dwellings sitting within the lots.
- Side streets may or may not have nature strips with street trees owing to the street widths.

ANTICIPATED FUTURE CHANGE

The heritage character of the built form and subdivision pattern will be enhanced throughout the Traditional Mixed Area. Older dwellings from the Victorian and Edwardian period as well as Californian Bungalows especially within intact groups will continue to be protected whilst new development will be distinguishable from the original building stock, but respectful of the key elements of the style.

Deep block within this area will continue to provide opportunities for single or double storey houses and extensions to the rear subject to 'subservience' when viewed from the street. New dwellings to the rear through subdivision will be accessed only via laneways, no new crossovers will be permitted to the main streets. Garages will also be accessed from laneways.

It is unlikely that townhouses or apartments will be developed due to allotment width constraints, however land consolidation is encouraged provided that the new development does not corrode the fine grain nature of the neighbourhood. Buildings will incorporate hipped or gable roof line that are visually consistent within the neighbourhood and lightly coloured weatherboard or other non-masonry materials with well-articulated facades. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence within the public realm.

Low, permeable front fences and well landscaped setbacks will be incorporated to soften the built form. Garages and/carports will be located at the side or rear of infill buildings and will not dominate the street presentation.

NEIGHBOURHOOD AREA 6 CITY SOUTH RESIDENTIAL

HIGH

Degree of neighbourhood character significance

MINIMAL

Degree of change expected

Existing Character Description

This neighbourhood is dominated by a mix of Victorian and Edwardian period residential development. Few commercial and public/institutional buildings including hotels are located on street intersections and as local landmarks owing to its two storey scale, distinctive materiality and siting to the edge of the property boundary in comparison to its neighbouring buildings. Albeit the change of uses over time including to residential, the built forms have remained a marker for wayfinding. The area is characterised by single storey timber houses, many with original decorative features including brick chimneys, dating from the 1850s to the 1920s and includes typical examples of the Victorian, Edwardian periods and, to a lesser extent, from the Interwar period, especially the Californian Bungalow style. Single and double-fronted detached houses are found in relatively intact groups.

Lot sizes and streetscapes are varied across the area with major roads typically of double-fronted houses with generous street setbacks and separation, while in the narrower streets, houses are generally single fronted, with minimal boundary setbacks and separation and smaller allotments. The area is enhanced by the garden settings, street planting, and wide nature strips.



Existing Key Characteristics

Architectural Style

- Predominantly comprises of one and two storey detached dwellings from 1850 up to now comprising of a mix of architectural styles including Victorian, Edwardian, interwar and post war styles.
- Recent infills are one or two storey detached dwellings, albeit few in number are dispersed across the residential area.
- Townhouses, semi-attached and detached dwellings are present.

Form and Materiality

- Dwellings are typically one storey forms with exception to some infill developments that may have a recessive or prominent upper level with a mix of hip or/and gable roof.
- Predominantly weatherboard with some instances of brick veneer or render. Roof may comprise of tiles or metal sheeting.

Siting and Setbacks

- Front setbacks are typically between 3 to 5m, however there are many instances between 0-2m particularly within side streets. Setbacks of 6-10m are also present.
- Many instances of corner lots with 0m boundary is present.
- Rear setbacks are highly varied depending on the presence or absence of car ports or garages to the rear of the allotments and subdivision sizes.

Vehicular access

- Garages or car ports are present to the side boundary of allotments. Commonly vehicular access is afforded from the main street particularly along primary north south and east west connections, owing to the lack of laneways to the rear.
- Laneway access is also regularly utilised for vehicles when present.
- There are many instances of multi lot subdivisions with driveways located either centrally or to a side boundary off primarily main streets.

Street presentation

- Lot sizes are highly variant from less than 150m² to 750m². The original subdivision pattern has evolved with many larger lots being subdivided to provide for humble dwelling sizes.
- Lot widths vary up to 18m, presenting an electric rhythm to the street. Lot widths are depths are constraint in newer subdivisions that have addresses from side streets.
- Most multi lot developments appear as one or two detached dwelling from the public realm with remainder of the dwellings concealed to its rear.

Streetscape

- Street trees of various species are present however their planting regime remains consistent within a street. The presence of a continuous nature strip ensures a leafy foreground to the dwellings sitting within the lots.
- North south streets, like Yarra, Bellarine and Swanston Street have consistent tree species that accentuates the grandeur of the street widths/profile.
- Side streets are constrained with no trees or footpath provisions.

ANTICIPATED FUTURE CHANGE

The historic setting will be upheld and reinforced throughout this neighbourhood. Older dwellings from the Victorian and Edwardian period as well as Californian Bungalows especially within intact groups will continue to be protected. Commercial corner buildings will be retained and complemented by newer development that is distinguishable from the original building stock, but respectful of the key elements of the style.

New buildings on major roads will continue to provide generous front setbacks and separation between buildings whilst narrower streets having single fronted houses will have smaller setbacks, lot sizes and separation which reflects the predominant pattern of street. Buildings will incorporate hipped or gable roof line that are visually consistent within the neighbourhood and lightly coloured weatherboard or other non-masonry materials with well-articulated facades. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence within the public realm.

Low, permeable front fences and landscaped setbacks will be incorporated to soften the built form. Garages and/carports will be located at the side or rear of infill buildings and will not dominate the street presentation.

NEIGHBOURHOOD AREA 7 CITY SOUTH EAST RESIDENTIAL

HIGH

Degree of neighbourhood character significance

MINIMAL

Degree of change expected

Existing Character Description

This area is significant for its combination of architecturally diverse grand houses dating from the 1890s until the 1930s and is dominated by detached late Victorian, Edwardian and Californian Bungalow styles. Although the allotment sizes not with grandeur or width of the street, street pattern has remained intact since the initial subdivision. Houses are fully detached, constructed from either timber or brick, often rendered and include decorative timber or cast iron work. 158 Mckillop Street (Elephant and Castle Hotel) is a two storey form which flanks Bourke Crescent and Mckillop Street and is consistent with the positioning of commercial built form and uses to important street intersections during this period.

The area is enhanced by the garden settings, consistent street setback, street planting, and wide nature strips. Grassed nature strips and Brush Box and Hackberry street trees largely defines the remainder of the landscaping in the public realm. There are bluestone kerbs and channels (and spoon drains in side lanes).



Existing Key Characteristics

Architectural Style

- Predominantly from 1890-1930 including late Victorian, Edwardian and Californian Bungalow styles with recent subservient rear extensions.

Form and Materiality

- Typically, single storey detached dwellings with a mix of hip or/and gable sheet metal roof. Limited instances of flat roof are present. Two storey dwellings have subservient upper levels that are concealed from public realm.
- Predominantly weatherboard with instances of brick seen in semi-detached multi-unit developments typically on main streets such as Swanston Street and McKillop Street.
- Well-articulated frontages are present with similar composition of a verandah and windows reflecting the era of development.

Siting and Setbacks

- Front setbacks are typically between 3-5m with limited examples between 6-10m. Side setbacks are varied.
- Rear setbacks vary up to 15m generally comprising of outbuildings, sheds, garages or independent accommodations.

Vehicular access

- Garages and car ports are typically located to the rear, access via laneways. Where laneways are absent, access is from the main street, especially to the bookends of the urban block.
- Multi unit developments have driveways positioned centrally or the side boundary with single crossovers from main streets.

Street presentation

- Highly varied street presentation with eclectic fencing of low to medium height defining low well manicured gardens.
- Lot sizes are up to 750m² however there are some instances of consolidated larger lots.
- Lot widths are typically 10-13m with many instances of more constrained frontages. Lot depths range between 25-40m with examples of up to 55m.

Streetscape

- Streets trees are of substantial size and follow a regular planting regime, contributing to the lushness of the neighbourhood and concealing the dominance of the built form within the public realm.
- Marked angular parking is present on Bourke Crescent where as unmarked or marked kerbside parking exists in other parts of the neighbourhood. Blue stone kerb and channel, footpaths and generous nature strips are existent.

ANTICIPATED FUTURE CHANGE

The City South East Residential Area will continue to retain and enhance its historic architectural character of grand to modest residential buildings within a distinctive landscape setting. Older dwellings from the Victorian and Edwardian period as well as Californian Bungalows especially within intact groups will continue to be protected and display consistency in characteristics such as height, built form and siting.

New buildings will retain existing allotment frontages where possible and ensure a well-articulated and proportionate façade composition. The front and side setbacks will complement the adjoining existing traditional dwellings, maintaining the spaciousness between dwellings. Buildings will incorporate hipped or gable roof line that are visually consistent within the neighbourhood and lightly coloured weatherboard or other non-masonry materials. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence within the public realm.

Low, permeable front fences and landscaped setbacks will be incorporated to soften the built form. Garages and/carports will be located at the side or rear of infill buildings and will not dominate the street presentation or corrode the continuity of the landscaped nature strips.

NEIGHBOURHOOD AREA 8 BALLIANG STREET CORRIDOR

LOW

Degree of neighbourhood character significance

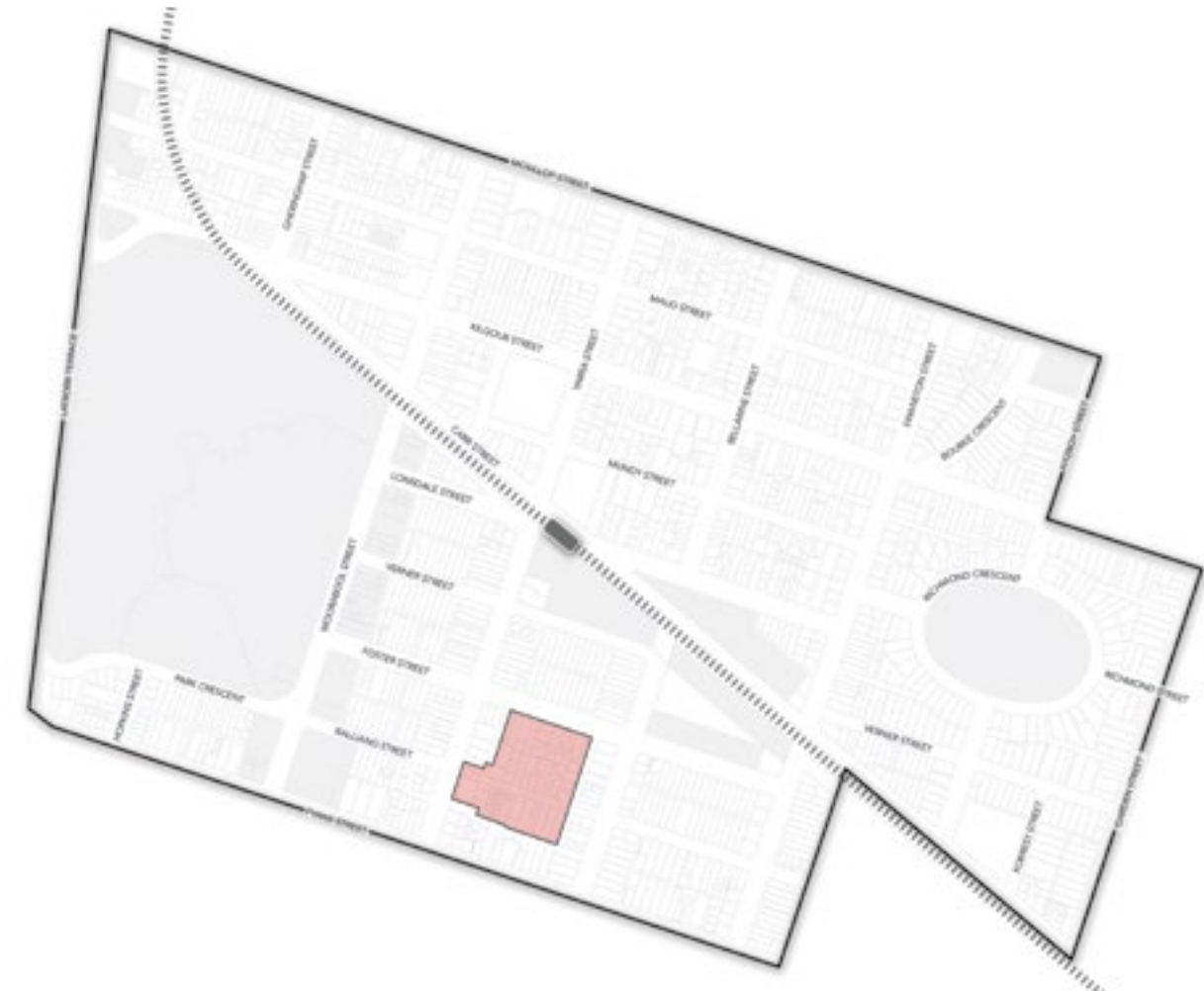
MINIMAL

Degree of change expected

Existing Character Description

This neighbourhood comprises of urban blocks positioned along the mid-section of Balliang Street, between Yarra and Bellarine Street. The public realm is distinctively compact in comparison to other segments of Balliang Street and a similar 'tightness' can also be perceived in the north south connections. Architectural styles are diverse, dating back to the Victorian and Edwardian eras to recent infill with materiality varying from weatherboard to brick veneer. Allotment sizes are up to 750m² but are typically within 400m², exhibiting a wide range of dwelling typologies including several attached and detached units, semidetached and detached dwellings of predominantly one and two storey forms.

Albeit the absence of street trees, established front gardens comprising of a mix of exotic vegetation including mature trees in some instances contributes to its 'greenness'. The sense of confinement and openness vary throughout the street owing to the eclectic nature of the street edge treatment including fencing of varied materiality, open front gardens in newer developments that are bound by the carriageway and siting of dwellings to property boundaries as seen in 31 Balliang Street and 37 Balliang Street. Footpaths when present are narrow but indicates the hierarchy of street network in this area, with east west connections being of higher order. It also represents the ongoing modification of historical laneways to service as streets contingent to new subdivisions and built form siting.



Existing Key Characteristics

Architectural Style

- Predominantly attached or detached dwellings from the 1850 up to now comprising of a mix of architectural styles including Federation, Interwar and Post war periods. Modernist infill developments are also present but are semidetached multi-unit developments.
- Recent infill are semidetached or detached dwellings.

Form and Materiality

- Dwellings are typically one storey with some two storey forms with recessive or upper levels with a mix of hip or/and gable tile or metal sheeting roof.
- Diverse materiality reflecting development era, however predominantly weatherboard, brick veneer and render. Many developments including recent infills have a brick veneer finish.
- Well-articulated frontages are present, however they are diverse in composition. Side streets have mixed interface response including main frontages of new subdivisions, rear fencing and garage entrances set to building boundary.

Siting and Setbacks

- Front setbacks are typically up to 5m. Side setbacks are consistent with exception to 37 Balliang Street which has 0m setback to both street facing boundaries.
- Rear setbacks are high varied with multi unit developments comprising of units built to the boundary in many instances. Rear setbacks may have car ports, sheds or outbuildings but at most turf.

Vehicular access

- Garages are located towards side streets and laneways where present on older buildings. Rear car ports or garages are positioned to the site boundary.
- New dwellings may have attached garages flushed or recessed from the building line accessed from the main street by a single crossover.

Street presentation

- Highly varied street presentation owing to various interfaces to the street. Often the main frontage of a dwelling is directly opposite the rear fencing or garage entrance of another dwelling. However, this mix enables good street surveillance in side streets and laneways.
- Front gardens comprise of a mix of low shrubs to mature trees in some cases. Species may vary. Fencing is low within the main street but are highly varied in height and materiality in other parts of the neighbourhood.
- Lot sizes typically range up to 750m². However, several instances of smaller subdivisions of 200-250m² is present.
- Lots are regular in shape with depths generally ranging within 25m. There are some instances of 40m-55m. Lot widths range up to 13m reflecting the original subdivision layout of the area. Several new subdivisions of less than 10m also exist owing to the presence of several multi-unit developments.

Streetscape

- Street trees are limited however front gardens are contribute to the lushness with exotic and native varieties.
- Fencing style is highly variant, however in most instances enable visual permeability.

ANTICIPATED FUTURE CHANGE

This neighbourhood will continue to retain its modest and unassuming character with multi housing developments, including dual occupancies which are appropriate in scale and form to existing dwellings. Although limited growth is expected in this neighbourhood, new developments will ensure consistency in siting, street and side setbacks which are critical for the uniformity of the neighbourhood. Lot consolidation will be encouraged where possible. A landscaped street presentation is essential within the key east west streets and adequate side setbacks will ensure genuine planting opportunities establishing a consistent sense of address to the street.

Low, permeable front fences and garden setbacks are important to soften the built form and match the existing character. Open frontages will be discouraged on Balliang Street.

NEIGHBOURHOOD AREA 9 SWANSTON AND KILGOUR STREET CLUSTER

HIGH

Degree of neighbourhood character significance

MINIMAL

Degree of change expected

Existing Character Description

Primarily located on Swanston and Kilgour Street, this neighbourhood is distinctive for clusters of identical dwellings from a particular historical era within a streetscape. Typically, single storey forms of hipped or gable roofs and weatherboard walls from the late Victorian period, there are some instances of dwellings from Edwardian/Federation and interwar period. The articulation of built form frontage and low vegetation gardens improves the perceived similarity in scale, construction and form of dwellings. Further, the consistent lot frontages, lot sizes of up to 500m² in most instances creates a remarkable sense of street rhythm. The repetition of the façade composition within the streetscape, materiality of the dwellings, pitched roof forms, front and side setbacks along with the garden treatment provides uniformity to the area.

Many of the gardens are simple with only lawn and shrubs. Street trees are mature and follow a consistent planting regime, however the species may vary within different sections of the street.



Existing Key Characteristics

Architectural Style

- Predominantly detached dwellings from 1850-1915 with few dispersed instances of infill developments from interwar and post war.
- Renovations have occurred and rear extensions are present in some cases.

Materiality and Form

- Dwellings are one storey forms with hip roof of metal sheeting.
- Predominantly weatherboard with one instance of brick.
- Ornate frontages of highly similar composition reflecting the era of development.

Siting and Setbacks

- Highly consistent front setbacks of up to 3m. Side setbacks are limited but consistent.
- Rear setbacks vary however comprise of outbuildings, extensions, car ports. One instance of a recent subdivision is present to the rear.

Vehicular access and storage

- Garages are typically positioned to the rear of the allotment. A continuous pedestrian path with no crossovers has been achieved owing to the subdivision layout.

Street presentation

- The regular subdivision pattern from the original layout of South Geelong provides for uniformity in street presentation. The presence of laneways and lack of garages ensures a continuous façade interplay to the street.
- Lot sizes range from 400m² with consistent limited lot width of 10m in most instances.
- Lots depths are typically up to 40m.

Streetscape

- Street trees follow a regular planting regime and are consistent within the street. The presence of a continuous nature strip ensures a leafy foreground to the dwellings sitting within the lots.

ANTICIPATED FUTURE CHANGE

The Swanston and Kilgour Street Clusters will continue to retain and enhance its historic architectural character of modest residential buildings and ornate frontage. The neighbourhood will be protected from extensive redevelopment and will continue to see renovations and extensions to the rear that does not impact the quality when viewed from the public realm. This area will not be preferred for medium density developments such as multi dwelling townhouses or units. Additions must continue to retain the lushness and spaciousness around the building and no new crossovers will be permitted from the main streets.

WHAT IS A HOUSING CAPACITY ASSESSMENT?

A Housing Capacity Assessment is a study which identifies current and potential housing capacity within a given area within the framework of the provisions in the Planning Schemes.

WHY DO WE NEED TO ANALYSE HOUSING CAPACITY?

The Housing Capacity Assessment (HCA) was undertaken to determine the potential housing capacity within the residential zones of South Geelong UDF under the current planning controls, keeping in mind the desired neighbourhood character of various areas established in the NC Study thus far and broader targets identified within the Settlement Strategy 2021. The primary objectives of the assessment are:

- To examine consistency of neighbourhood development potential with anticipated change.
- To investigate potential and capacity for medium density outcomes including townhouses, multi lot dwellings and low rise apartments.
- To identify land that has limited to no capacity to accommodate additional housing without consolidation or planning scheme amendments.

At the onset, it is important to flag that 'capacity' in the context of this assessment does not consider economic viability of redevelopment. It also does not delve into the willingness of landowners to redevelop their site. This study is only a theoretical estimate that tests opportunities for infill or redevelopment based on built form assumptions, planning controls and land availability. It is to be noted that only a proportion of the dwelling capacity is likely to be realised in the near future.

METHODOLOGY

A three stepped process was followed in order to determine the housing capacity of the study area, which also included a critical review of recent developments. In the first step, assumptions were established through a logical set of criteria that were mapped and assessed. In the second step potential yield for 4 typical sites was determined through modelling and analysis with a conservative lens to understand the suitability of the earmarked area for future developments. In step three, the consistency of land use aspirations and neighbourhood character ambitions were compared, analysed and used to justify dwelling numbers.



Figure 6. Housing Capacity Assessment methodology

Assumptions

A set of criteria were formulated to estimate the availability of developable land. A number of assumptions and site assessments were carried which are outlined below. Through exhaustive spatial query using the available database, it was deemed that only 29% of the allotments were available for developing additional dwellings.

1. Lot Size

Allotment sizes were studied as smaller lots have limited development potential and it was assumed that even if they were to develop, it would at best result only in the replacement of the existing dwelling, thereby not significantly impacting the overall dwelling capacity. Further the Settlement Strategy 2020, provides dwelling density categories which assist in establishing expected typologies across various allotment sizes. Allotments below 400m² are considered to comprise of high, medium and compact suburban dwellings, i.e., most often already subdivided and unavailable for more intensive development. Hence, allotment sizes less than 400m² were considered to have limited potential for additional dwellings.

2. Lot Depth

Depth of allotments provides insights into the number of dwellings that can be accommodated within a lot. In closely observing recent developments and permits, it was concluded that allotments that were less than 25m were less likely to accommodate additional dwellings and were most often single detached dwellings. Allotments less than 25m were hence considered to have limited capacity for additional dwellings.

3. Lot Width

Width of allotments determine the ability of the frontage to incorporate vehicular access whilst ensuring that the dwelling presentation to the street is dominated by a garage or driveway. Allotment widths of less than 10m was considered to be unfavourable for vehicular driveways servicing potential dual occupancies or semidetached units and hence was not considered for the study. Often widths of this size are strata and multiple ownership lots.

4. Rear Laneways

As discussed above lots with constraint widths require laneways to service dwellings to the rear. Instances of lots between 10m and 13m in width with no rear laneway provision have been excluded as it poses several challenges to servicing of the rear dwelling/s.

5. Recent developments

Buildings that have been recently completed are highly unlikely to be redeveloped in the near future. Allotments identified under this category have been excluded from the capacity study. Generally, housing stock that exceeds 30 years of age are more likely to be demolished or redeveloped to have additional housing.

6. Strata titled allotments

Allotments comprising of existing multi dwelling units, flats or apartments have been regarded as having no development potential. These allotments have also been excluded from the study.

7. Heritage

Existing individually significant heritage sites have not been considered owing to the heritage value of the properties. They have limited redevelopment potential and do not provide any additional dwelling capacity. Contributory sites however have been included with the assumption that existing built form will be retained whilst allowing for additional dwellings.

Built form considerations

A review of recent developments was undertaken to identify strengths and weaknesses in the current housing outcomes which then informed the improvements to test housing capacity. Four typical sites were identified, and each site was tested against the improved (planning scheme complaint) parameters. This assisted with determining the potential number of dwellings in each site of varied typologies.

Parameters considered quantitative attributes such as heights, street setbacks, side setbacks and rear setbacks, overshadowing and overlooking as well as qualitative attributes such as location of primary and secondary outlook, vehicular access and parking, access to daylight, genuine landscaping opportunities and presentation to the street.

Three preferred typologies were established based on neighbourhood character and anticipated change – detached dwellings to the rear of the existing dwelling, townhouses, apartments that are single loaded or double loaded. It is noted that conventional typologies were utilized for ease of testing and generalization, however site potential is not limited to these typologies.

Neighbourhood Area identification

Anticipated Future Change statements assisted with the understanding of potential dwelling models that are suitable in each of the areas. Further, it assured that the capacity of the site was consistent with the desired character of the area which respects existing attributes and future growth.

SUMMARY OF FINDINGS

Evidently there is an increasing pressure to redevelop established residential areas particularly those which enjoy good access to services and amenities. As observed in the study of the recent development trajectory, an array of dwelling typologies of medium and higher density housing has necessitated a closer look at how we want South Geelong to change over time whilst retaining its unique character. The change must be one that is carefully managed to ensure that the diverse needs of residents are met, heritage is celebrated and growth is accommodated appropriately. This will only further ensure that the suburb continues to be a vibrant and attractive place to live.

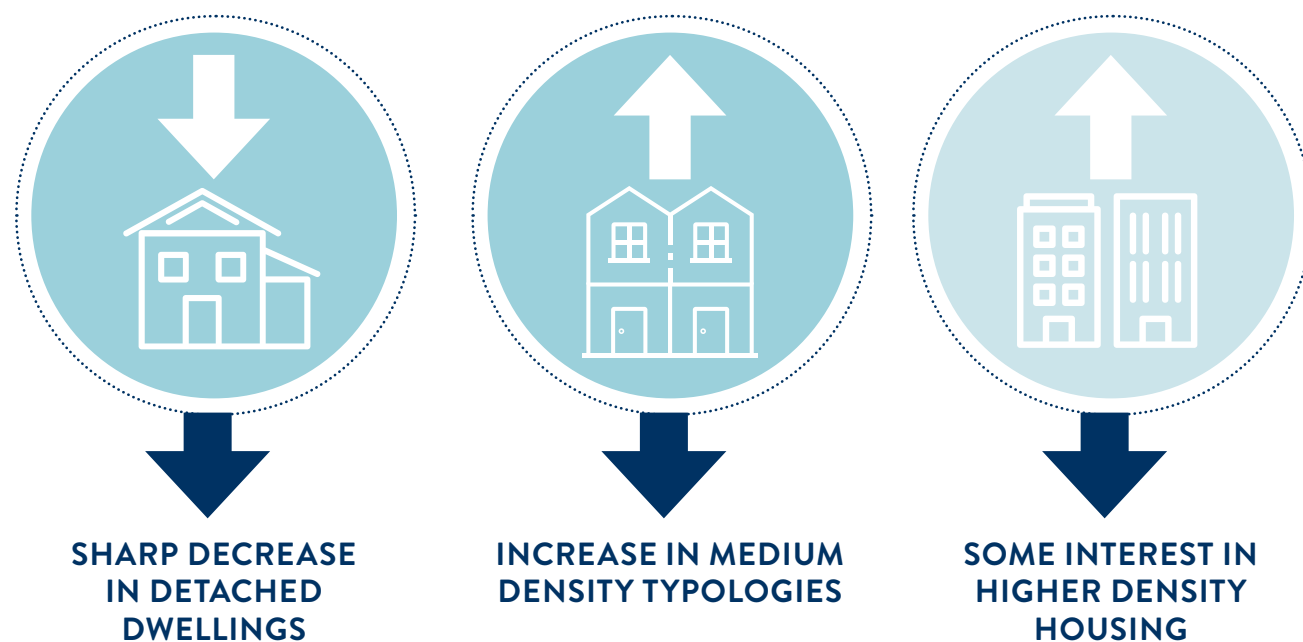


Figure 7. Changing Housing Typologies

Based on the housing capacity assessment undertaken, it is understood that there is moderate opportunities for future housing within the residential zones of the UDF to adequately meet targets identified in Settlement Strategy 2021. We also note that the Settlement Strategy does not indicate a specific target for South Geelong for housing, however it does note targets for the municipality. In this context, the following observations were made:

- Assumptions indicate that 25% of land within the UDF is available for some form of additional dwellings.
- It is estimated that 1.5% of the dwelling targets mentioned within the Settlement Strategy 2021 can be achieved in the residentially zoned parcels of South Geelong UDF area.
- Considering a probability factor of 65%, Neighbourhood Area 1 and 2 can accommodate over 42% of the total dwellings across the study area.
- Neighbourhood Areas identified within 'limited change' which includes Neighbourhood Area 4, 5, 6, 7, 8, 9 can accommodate up to 32% of the estimated dwellings.
- Owing to the limited to moderate uptake for future growth, it can be concluded that the Key Development Areas in the non residential zones can provide adequate supply that meets both demand and Council Policies. Non-residential and Mixed Use Zones have been identified to be within the Station Precinct and Moorabool Street Precinct.
- New dwellings can be accommodated through land consolidation which are additional opportunities that have not been included in the capacity assessment.

IMPLICATIONS

The HCA suggests that the residentially zoned land within the South Geelong UDF area does not have adequate capacity to accommodate housing growth. The analysis confirms that many of the parcels influenced by the Heritage Overlay (existing and proposed) are not well placed to provide additional dwellings. It can be concluded that South Geelong, being an 'inner suburb' of the municipality will have to rely on the two key non-residential precincts (Barwon Water site and Moorabool Street commercial strip) identified in the UDF to supply projected housing growth.

The HCA will be used to observe and monitor the delivery of various housing typologies into the future and assess the implications of built form controls on housing capacity targets.

CHARACTER AND CHANGE DISCUSSION

Housing Diversity Strategy 2007

The Housing Diversity Strategy adopted in 2007 identifies Increased Housing Diversity Areas and Incremental Change Areas for Geelong. Incremental Change is expected within Geelong's 'established' suburbs where over 25% of the new housing supply comes from small and medium density developments. A critical aspect of growth in these areas will be the prerequisite to provide design responses which respect existing neighbourhood attributes

Settlement Strategy 2020

The Settlement Strategy 2020 builds on the Housing Diversity Strategy, outlining key drivers for change and mechanisms for managing future urban growth. South Geelong is identified to accommodate change through the established Increased Housing Diversity Areas and strengthening of the Key Redevelopment Areas, whilst sensitively managing heritage and character. It is important that the benefits of increased densities are balanced with other competing issues, in this aspect, change is inevitable, however requires appropriate management with the assistance of Zones and Overlays, particularly within urban Geelong. Building capacity around train stations is a key directive.

A pivotal component of the Strategy is the supporting Discussion Paper 4 – Residential Dwelling Stock which analyses the mix and densities of existing dwellings stock and change over time till date. It is evident from this paper that urban Geelong is experiencing a significant increase in smaller suburban lots typically following a detached dwelling format. Further, the paper defines the 8 different types of dwelling densities that are prevalent in the City of Greater Geelong:

| HOUSING AND DENSITY | | | |
|----------------------------|--|----------------------|---|
| High density | Individual dwelling density is less than 150 sqm. Commonly walk-up flats and apartments | Low density suburban | Greater than 750 sqm considered large lots, but still within suburban and township areas |
| Medium density | Individual dwelling density is between 150 to 250 sqm. Commonly attached one or two story units | Rural residential | Includes all dwellings located on land that is zoned low density residential (ldrz) or rural living (rlz) |
| Compact suburban dwellings | Individual dwellings 250 sqm to 400 sqm. Considered small suburban lots, but with detached dwellings | Rural residential | Includes all dwellings located on land that is zoned rural conservation (rcz) |
| Suburban dwellings | Suburban dwellings 400 sqm to 750 sqm | Farm | Includes all dwellings located on land that is zoned farm (fz) |

The following discussion on character and change is structured on the 3 categories of 'change' provided in the Planning Practice Note 90. This will enable the Neighbourhood Study to provide clear directions that can be translated into Zones and Overlays to assist the management of growth in South Geelong. It is important to recognize that the degree of change varies according to different contexts, i.e., substantial change in an inner suburb of Geelong will be similar to an incremental change in a Melbournian context.

RECOMMENDATIONS

The diagram below illustrates the spectrum of change areas and its relationship to each Neighbourhood Area. The variation in colour indicates that albeit within 'substantial' change, Neighbourhood Area 1 will accommodate more change than that of Neighbourhood Area 2 (colour is more yellow-orange). Similarly, although assumed to accommodate 'limited' change, Neighbourhood Area 4 is will absorb more change than that of Neighbourhood Area 9 which will see almost no change.

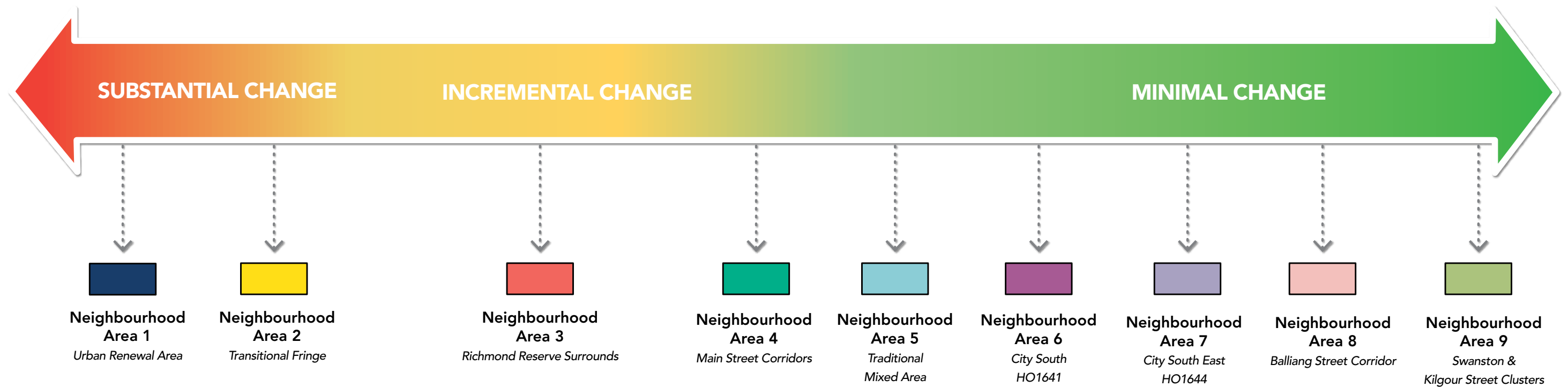


Figure 8. Degree of Change with respect to Neighbourhood Areas

RECOMMENDATIONS

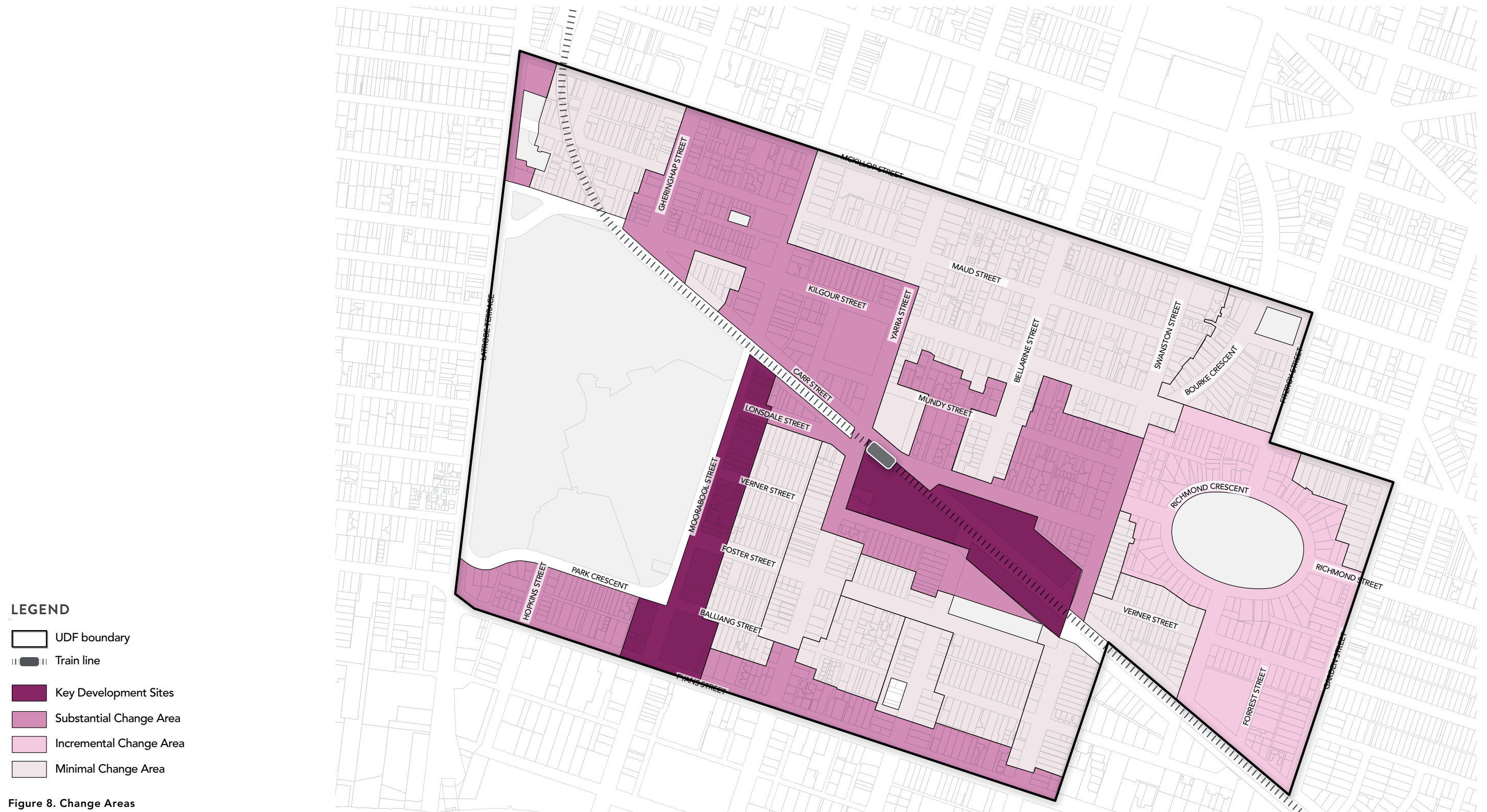


Figure 8. Change Areas

RECOMMENDATIONS



Figure 9. Change Areas and Heritage Overlays

SUBSTANTIAL CHANGE AREAS

Planning Practice Note 90 (PPN90) describes substantial change areas as “areas where housing intensification will occur that will result in a substantially different scale and intensity of housing compared to other areas of a municipality”. These areas will considerably change the visual appearance of the locality and also impact the design response of adjoining neighbourhoods. In order to absorb most of the future housing targets set within the Settlement Strategy, urban consolidation is also encouraged. The study identifies the following neighbourhoods to be considered for Substantial Change:

- Key redevelopment areas: Moorabool Street Precinct, Station Street Precinct
- Neighbourhood Area 1 - Urban Renewal Area (NA1)
- Neighbourhood Area 2 - Transitional Fringe Area (NA2)

Key Redevelopment Areas

“Key Redevelopment Areas are large existing and future development areas that have the potential to accommodate significant amounts of new medium and higher density housing, including mixed use development” as defined in the Housing Diversity Strategy, 2007. Key redevelopment areas identified in the South Geelong UDF are located outside of the residential zones and hence has not formed a part of this Neighbourhood Study. However, it is important to note that both Moorabool Street and Station Street are currently being considered for this category albeit not identified within the Housing Diversity Strategy (2007) discussed above.

Neighbourhood Area 1 and 2

The Housing Diversity Strategy 2007 defines Increased Housing Diversity Areas (IHDA) as “areas where a mix of high, medium and conventional density housing will be encouraged, with the density of development being highest within the commercial core of the area and lower at the edge of the area”. IHDA have been primarily identified based on walkable catchments of 400m (5 minutes) from train stations and 800m (10 minutes) for a sub-regional level activity centre. Other parameters include interfaces with low amenity areas, pedestrian linkages, topographical constraints, physical barriers, zones, inundation and flooding issues.

Given the strategic basis and planning scheme provisions (Clause 22.63) to facilitate greater housing choice and protection of neighbourhood attributes, it is appropriate to consider these areas to be included within the IHDA. In view of the existing rate of change, it can be said that there has been no detrimental impact on existing neighbourhood character, with many of the recently developed dwellings adequately responding to its sensitive location.



South Geelong IHDA currently encompasses parts of Kilgour Street, Mundy Street, Lonsdale Street, Verner Street and Foster Street. The areas to the south of the station are constrained by HO1641, although in close proximity to the station and in a highly walkable catchment. Additionally, it is evident from the study that Neighbourhood Area 1 has an eclectic character with a combination of older building stock and dispersed clusters of new developments that are already driving change. Therefore, it is valuable to reconsider the extents of the IHDA to include areas between Gheringhap Street and Moorabool Street to the north-west, noting its location atop a ridge and Swanston Street to the east where contemporary forms of comparatively higher densities are emerging although within a 800m ped-catchment from the train station.

Noting that there are clusters of recent developments which have been understood as an indicator for development. But we note that they do not have the potential for immediate change.

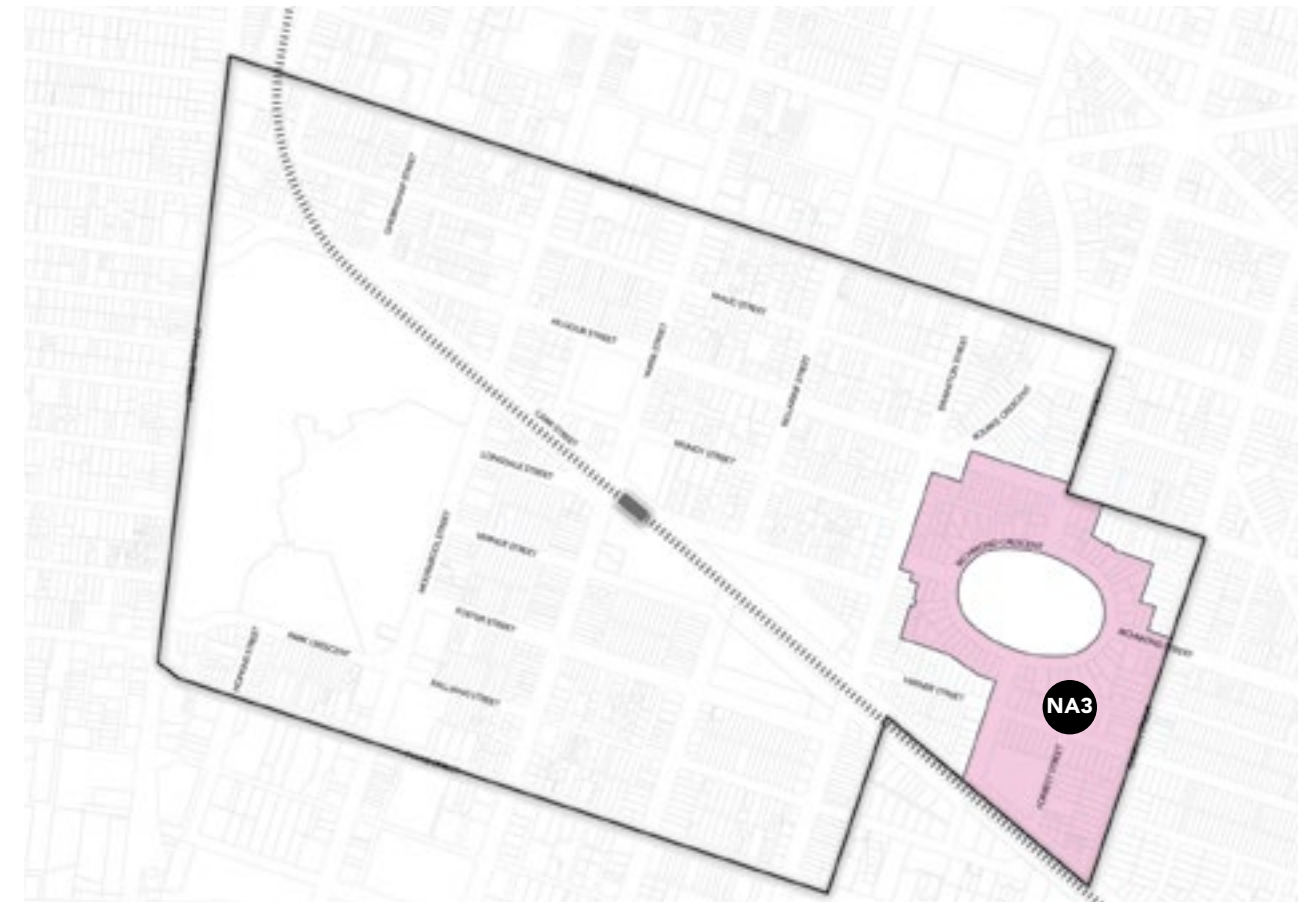
Neighbourhood Area 2 located to the fringe of the study area comprises of larger allotments and non-residential uses alongside detached residential dwellings. For these reasons, whilst some areas lie outside of the 800m catchment, owing to the location immediately opposite non sensitive uses and major arterial roads, Neighbourhood Area 2 is suitable for substantial change.

INCREMENTAL CHANGE AREAS

PPN 90 defines Incremental change areas as “where housing growth occurs within the context of existing or preferred”. The existing neighbourhood character is understood to evolve and change over time whilst respecting the identified key neighbourhood attributes. The Housing Diversity Strategy, 2007 highlights that the majority of new developments within incremental change areas will keep with Geelong’s traditional suburban character. Typically comprising of extensions to existing dwellings, new detached dwellings, dual occupancies and other forms of low scale dwellings, the study identifies the following neighbourhoods to be considered for Incremental Change:

- Neighbourhood Area 3 – Richmond Reserve surrounds (NA3)

Neighbourhood Area 3 has the capacity to change but to a moderate degree. It is noted that the area is undergoing a similar level of change as Neighbourhood Area 1 and 2 and has the capacity to transform further. However, owing to the subdivision pattern and lot sizes, recent developments are predominantly detached forms of one or two storey, replacing existing detached dwellings, thereby not significantly impacting the dwelling density in the locality. Furthermore, it is located outside of the 800m pedestrian catchment, thereby presumed to have a moderate level change. Hence, Neighbourhood Area 3 is appropriate for incremental change.



MINIMAL CHANGE

PPN90 defines Minimal change areas as “areas that have characteristics that are ‘sufficiently special’ to a municipality, metropolitan Melbourne or Victoria, and should be protected because of their special neighbourhood, heritage, environmental or landscape characteristics. Minimal change areas can also be areas that are constrained by planning considerations such as the physical capability of the land to safely accommodate more residential development “. The study identifies the following neighbourhoods to be considered for Limited Change:

- Neighbourhood Area 4 - Main Street Corridors (NA4)
- Neighbourhood Area 5 - Traditional Mixed Area (NA5)
- Neighbourhood Area 6 - City South Residential Area (NA6)
- Neighbourhood Area 7 - City South East Residential Area (NA7)
- Neighbourhood Area 8 - Balliang Street Corridor (NA8)
- Neighbourhood Area 9 - Swanston and Kilgour Street Cluster (NA9)

Neighbourhood Area 4 located along north south movement corridors of Bellarine Street, Yarra Street and Swanston Street is defined by its regular subdivision pattern serviced by laneways and wide street profiles. Despite many attributes that are considerably favourable for higher density developments, locational attributes must be given greater weightage in determining the capacity of growth. In this aspect, the presence of several ‘contributory heritage’ dwellings and HO1641 represents the dominance of heritage as a key neighbourhood character attribute to be maintained. Hence it can be said that this neighbourhood will follow a gradual level of change that seeks to protect prevailing neighbourhood character with few properties being redeveloped to a similar of 1 or two storey form. Hence suitable for limited incremental change.

Neighbourhood Area 5, 6, 7 and 8 are spread across most parts of the study area. Albeit suited for minimal change owing to the strong distinctive attributes predominantly due to intact heritage dwellings, it does not eliminate potential for redevelopment as seen occurring currently. It should be noted that minimal change in this instance is not be considered as equivalent to no change. The existing attributes should be respected in these instances with potential for new developments to sit within the context. Sensitivity to the heritage character is a very important measure within these neighbourhoods, however their mixed nature allows for a nominal level of change.



Neighbourhood Area 8 is limited by the subdivision layout and allotment sizes and is not suited to accommodate any further growth capacity.

Neighbourhood Area 9, comprising of distinct heritage dwelling clusters will be limited by the heritage significance and intactness of built form, however, has the capacity to accommodate rear extensions. It can be said that minimal change in this instance will be considered as no change, meaning, the existing neighbourhood character should effectively be the future neighbourhood aspirations.

THE CITY OF
GREATER GEELONG

SOUTH GEELONG

CAPACITY AND CHANGE AREAS REVIEW

APPENDIX

NEIGHBOURHOOD ATTRIBUTE ANALYSIS

| | | | NA1 | NA2 | NA3 | NA4 | NA5 | NA6 | NA7 | NA8 | NA9 |
|--|------------------------|-----------------|--------------------|---------------------|--------------------|-----------------------|-------------------|-----------------------|---------------------|--------------------------|-----------------------|
| | | | Urban Renewal Area | Transitional fringe | Richmond Reserve | Main Street Corridors | Traditional Mixed | City South Res | City South East Res | Balliang Street Corridor | Swanston & Kilgour St |
| Character Element | | | Substantial Change | Substantial Change | Incremental Change | Incremental Change | Minimal Change | Minimal Change | Minimal Change | Minimal Change | Minimal Change |
| Built Form | | | | | | | | | | | |
| Era of development / Architectural Style | 1750-1915 | Colonial Period | | | | | | | | | |
| | 1915-1940 | Interwar | | | | | | | | | |
| | 1940-1960 | Post War | | | | | | | | | |
| | 1960-2000 | Modernist | | | | | | | | | |
| | 2000- present | Contemporary | | | | | | | | | |
| Building Type | Detached Dwelling | | | | | | | | | | |
| | Attached Dwelling | | | | | | | | | | |
| | Townhouses | | | | | | | | | | |
| | Units | | | | | | | | | | |
| | Apartment | | | | | | | | | | |
| Roof form | Hip roof | | | | | | | | | | |
| | Gable roof | | | | | | | | | | |
| | Hip and Gable roof | | | | | | | | | | |
| | Flat | | | Corner lots | | | | | | | |
| Materiality | Weatherboard | | | | | | | | | | |
| | Brick and brick veneer | | | | | | | quite a few scattered | towards edges | | |
| | Stone | | | | | | | | | | |
| | Render | | | | | | | | | | |
| Building height | 1 Storey | | | | | | | | | | |
| | 2 Storey | | | | | | Limited to infill | scattered | | | towards edges |
| | 3 Storey | | one instance | one instance | | | | | | | |
| | 4-6 storey | | | | | | | | | | |
| Car storage | Attached garage | | | | recent builds | | | | | | |
| | Detached Garage/shed | | | | | | | | | | |
| | Car port | | | | | | | | | | |
| | Concealed | | shed to the rear | shed to the rear | shed to the rear | shed to the rear | shed to the rear | shed to the rear | shed to the rear | shed to the rear | shed to the rear |
| | None | | | | | | | | | | |
| Addition | Rear | | | | | | | | | | |
| | Side | | | | | | | | | | |
| | Top | | | | | | | | | | |

NEIGHBOURHOOD ATTRIBUTE ANALYSIS

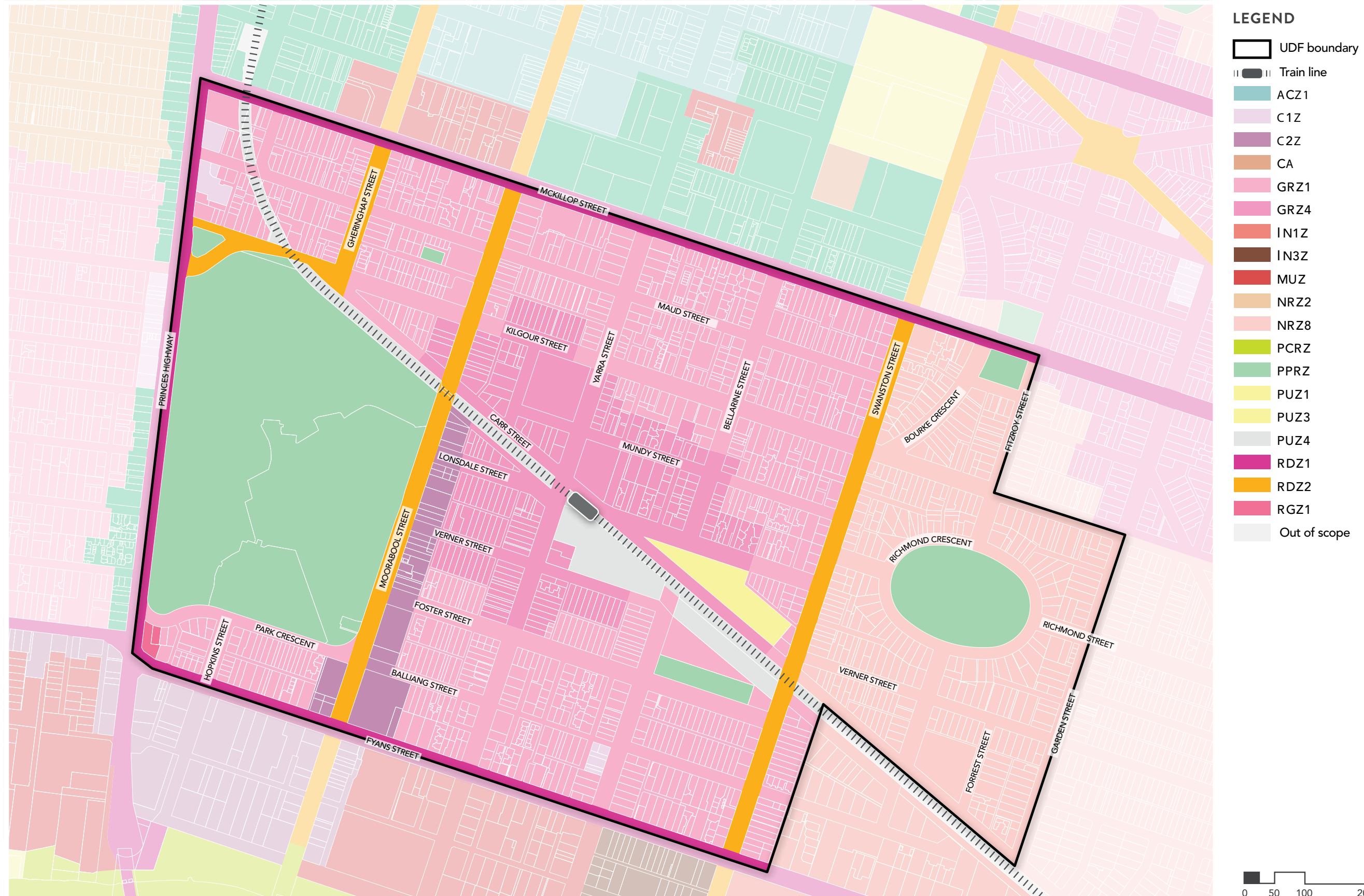
| | | | NA1 | NA2 | NA3 | NA4 | NA5 | NA6 | NA7 | NA8 | NA9 |
|--------------------|----------------------|----------------------|--------------------|---------------------|--------------------|-----------------------|-------------------|----------------|---------------------|-----------------------------|-----------------------------|
| | | | Urban Renewal Area | Transitional fringe | Richmond Reserve | Main Street Corridors | Traditional Mixed | City South Res | City South East Res | Balliang Street Corridor | Swanston & Kilgour St |
| Character Element | | | Substantial Change | Substantial Change | Incremental Change | Incremental Change | Minimal Change | Minimal Change | Minimal Change | Minimal Change | Minimal Change |
| Siting | | | | | | | | | | | |
| Parcel Size | <149m2 | High density | | | | | | | | | |
| | 150-249m2 | Medium density | | | | | | | | | |
| | 250-399m2 | Compact Suburban | | | | | | | | | |
| | 400-749m2 | Suburban | | | | | | | | | |
| | 750-999m2 | Low density suburban | | | | | | | | | |
| | 1000-2499m2 | Lifestyle Living | | | | | | | | | |
| | 2500m2 | Rural Living | | | | | | | | | |
| Site Coverage | 0-20% | | | | | | | | | | |
| | 20-40% | | | | | | | | | | |
| | 40-50% | | | | | | | | | | |
| | 50-60% | | | | | | | | | | |
| | 60-70% | | | | | | | | | | |
| | >70% | | | | | | | | | | |
| Lot Width/Frontage | 0-9.9m | | | | | | | | | | |
| | 10-12.9m | | 10-18m | | | | | | | | |
| | 13-17.9m | | | | | | | | | | |
| | 18-24.9m | | | | | | | | | | |
| | >25m | | | | | | | | | | |
| Lot Depth | 0-25m | | | | | | | | | | |
| | 25-40m | | | | | | | | | | |
| | 40m-55m | | | | | | | | | | |
| | 55m+ | | | | | | | | | | |
| Front setback | 0 | No setback | | | | | | | | | |
| | 0-2m | Small | | | | | | | | towards street intersection | towards street intersection |
| | 3-5m | Medium | | | | | | | | | |
| | 6-10m | Large | | | | | | | | | |
| | >11m | Very Large | | | | | | | | | |
| Side Setbacks | Attached on one side | | | | | | | | | | |
| | 1-2m | Small | | | | | | | | | |
| | 3-4m | Medium | | | | | | | | | |
| | 4m+ | Large | | | | | | | | | |
| Rear Setbacks | 0-5m | Small | recent buildings | recent buildings | recent buildings | | | | | | |
| | 5-9m | Medium | | | | | | | | | |
| | 9-15m | Large | | | | | | | | | |
| | 15m+ | Very Large | older buildings | older buildings | older buildings | | | | | | |

NEIGHBOURHOOD ATTRIBUTE ANALYSIS

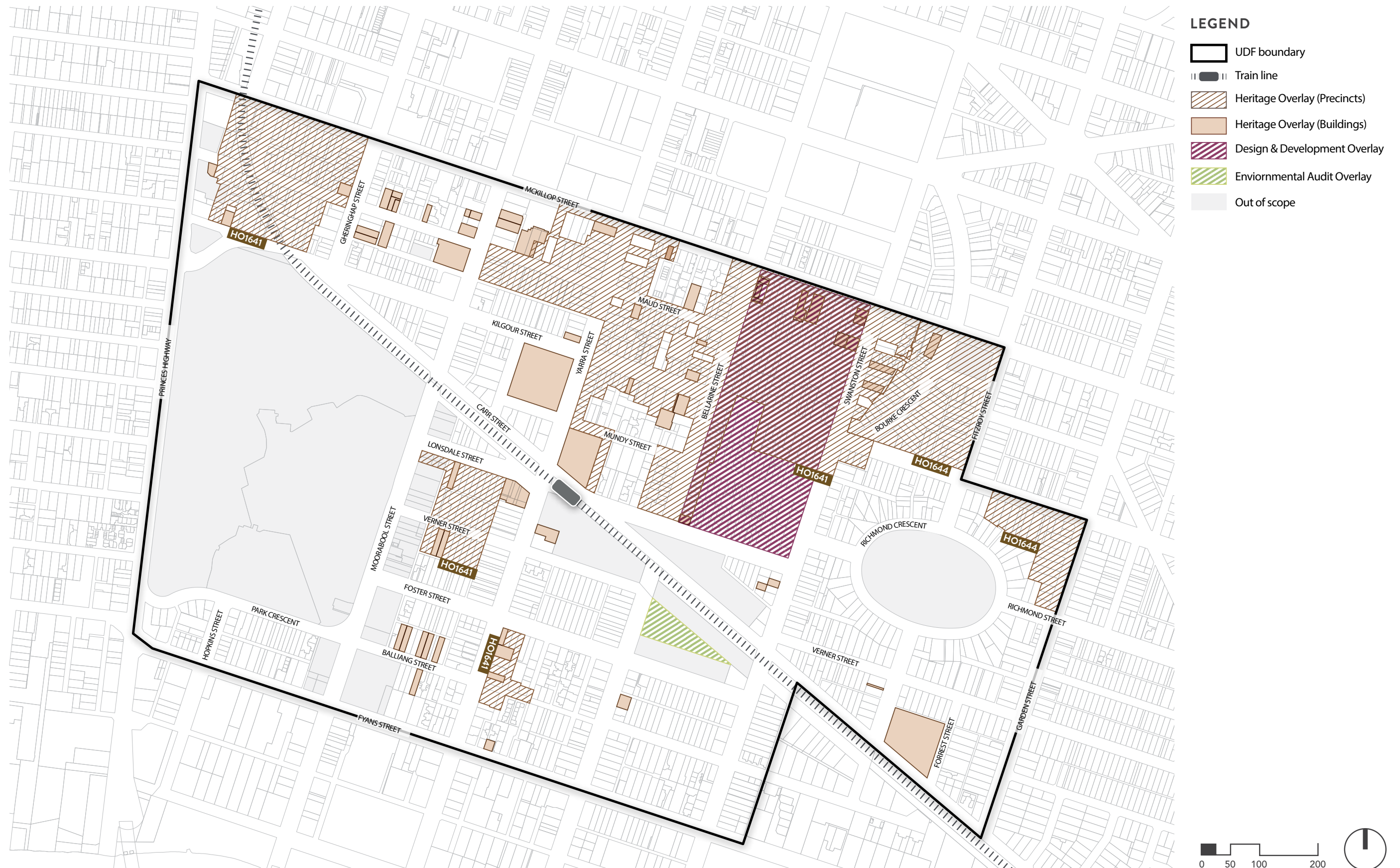


| | | | NA1 | NA2 | NA3 | NA4 | NA5 | NA6 | NA7 | NA8 | NA9 |
|-----------------------|-------------------------------|--------|--------------------|---------------------|--------------------|-----------------------|-------------------|----------------|---------------------|--------------------------|-----------------------|
| | | | Urban Renewal Area | Transitional fringe | Richmond Reserve | Main Street Corridors | Traditional Mixed | City South Res | City South East Res | Balliang Street Corridor | Swanston & Kilgour St |
| Character Element | | | Substantial Change | Substantial Change | Incremental Change | Incremental Change | Minimal Change | Minimal Change | Minimal Change | Minimal Change | Minimal Change |
| Vegetation | Established garden | | | | | | | | | | |
| | Established garden with trees | | | | | | | | | | |
| | Perimeter planting | | | | | | | | | | |
| | Limited garden | | | | | | | | | | |
| Street Edge | | | | | | | | | | | |
| Street Tree Type | Native | | | | | | | | | | |
| | Exotic | | | | | | | | | | |
| Nature Strip Width | 0m | None | | | | | | | | | |
| | <3m | Small | | | | | | | | | |
| | 3-6m | Medium | | | | | | | | | |
| | 6m+ | Wide | | | | | | | | | |
| Car parking | Kerbside | | | | | | angle/parallel | Marked angle | angle | Marked parallel | Marked angle |
| | Indented | | | | | | | | | | |
| | Median | | | | main streets | | | main streets | | | |
| Character Consistency | | | | | | | | | | | |
| | Highly Consistent | | | | | | | | | | |
| | Broadly Consistent | | | | | | | | | | |
| | Varied | | | | | | | | | | |
| | Diverse | | | | | | | | | | |

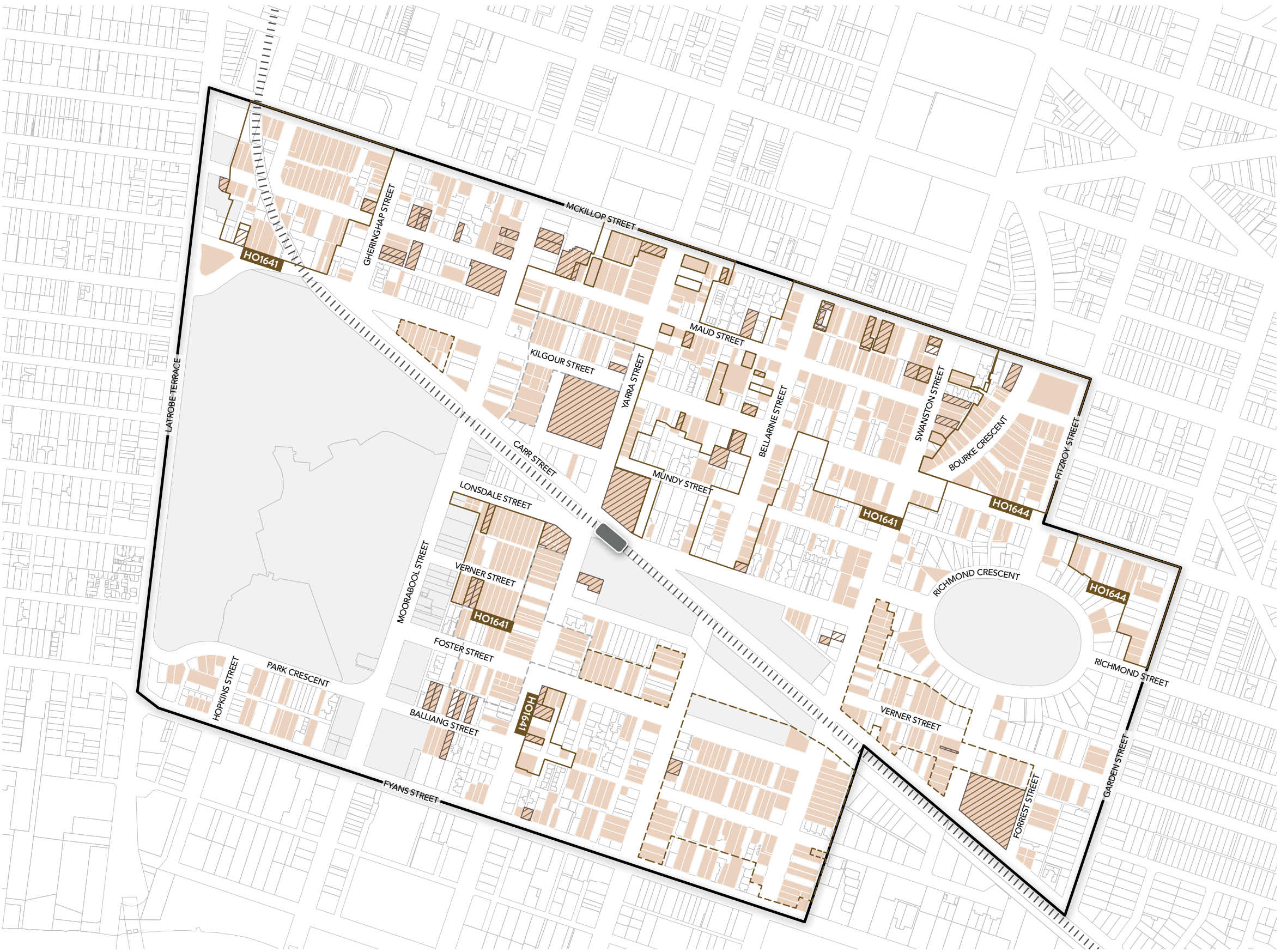
BACKGROUND MAPPING - ZONES










BACKGROUND MAPPING - OVERLAYS



BACKGROUND MAPPING - HERITAGE OVERLAY

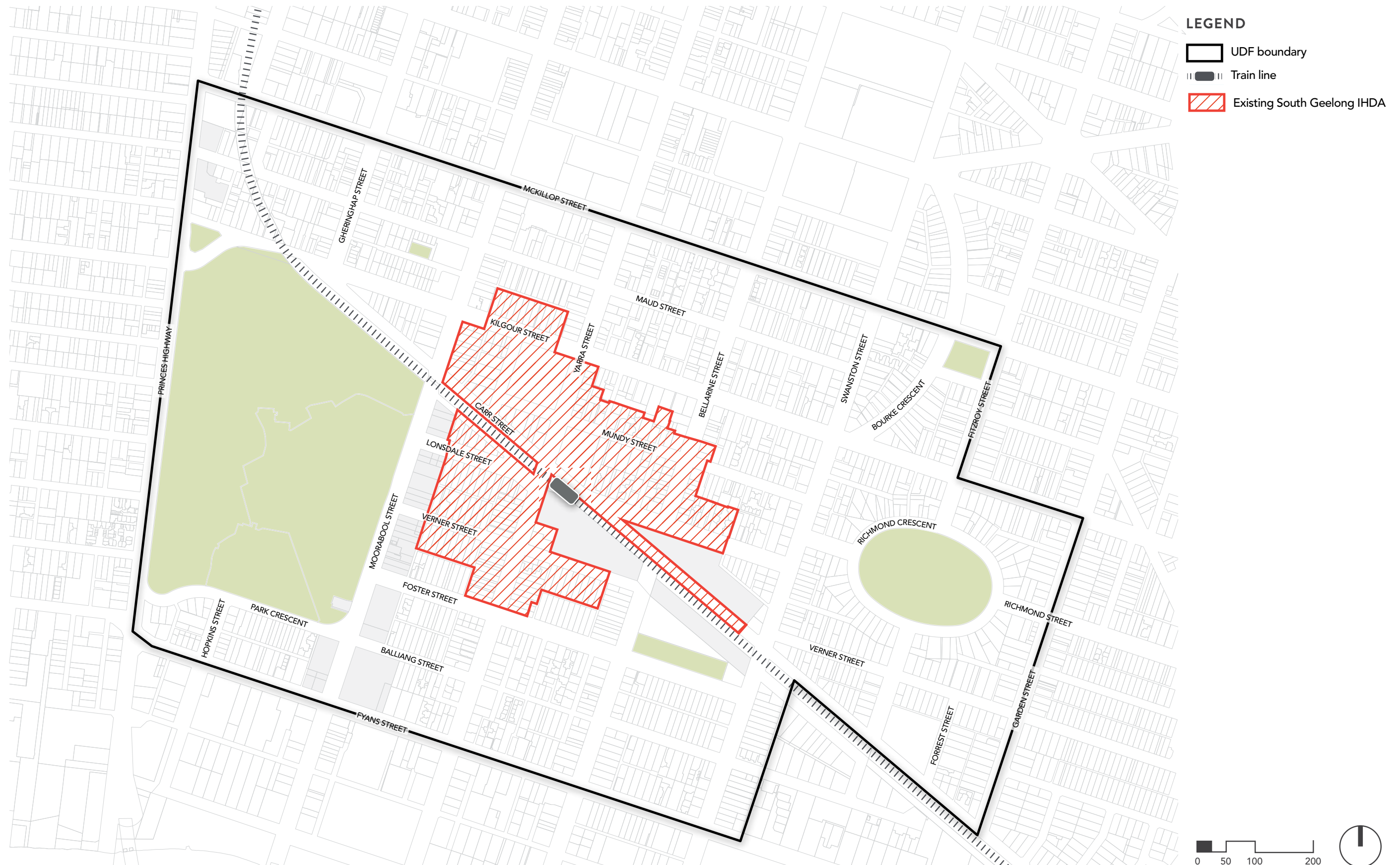


LEGEND

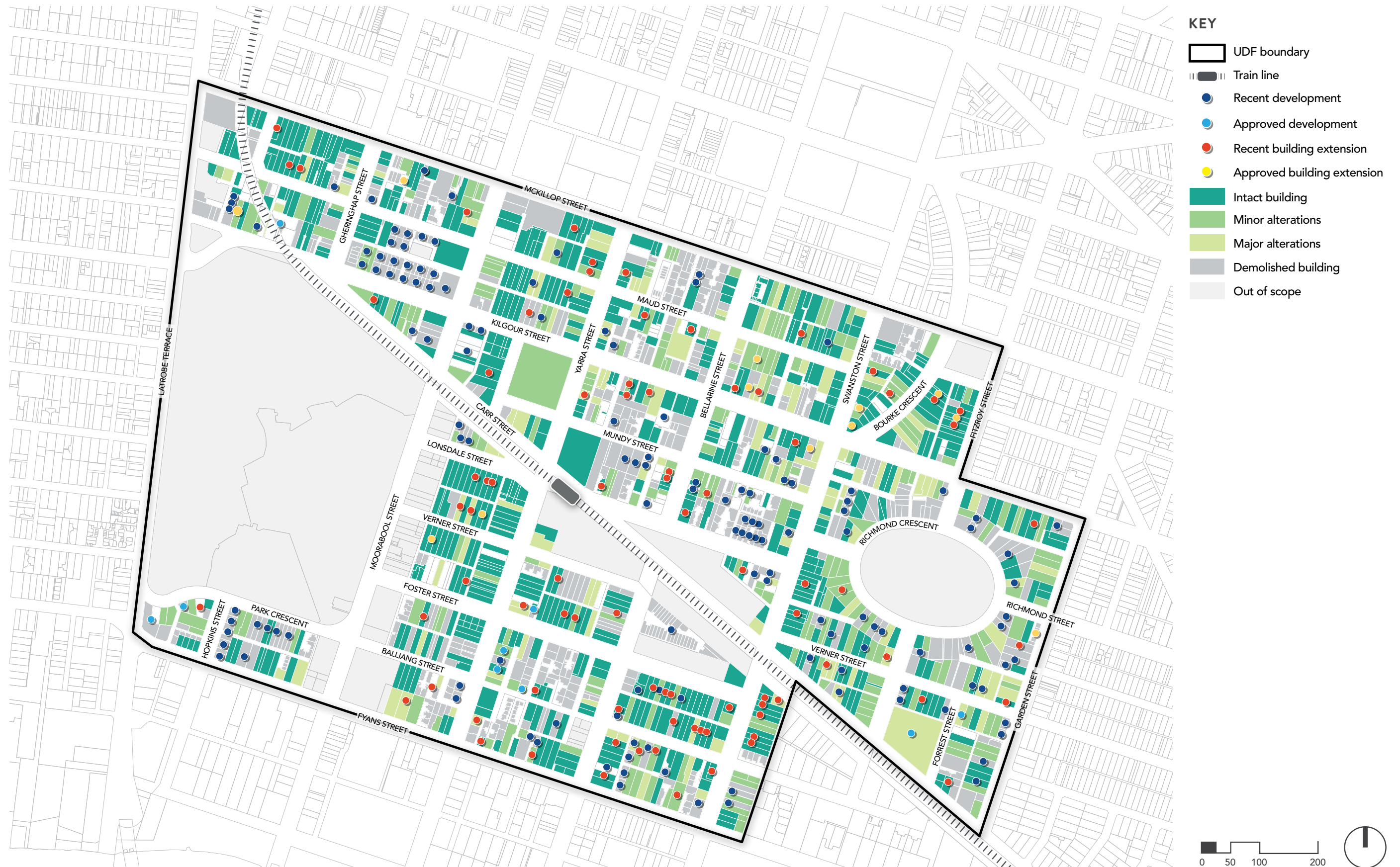
-  UDF boundary
-  Train line
-  Heritage Precinct
-  Individual heritage buildings
-  Contributory heritage buildings
-  Proposed heritage precincts
-  Out of scope



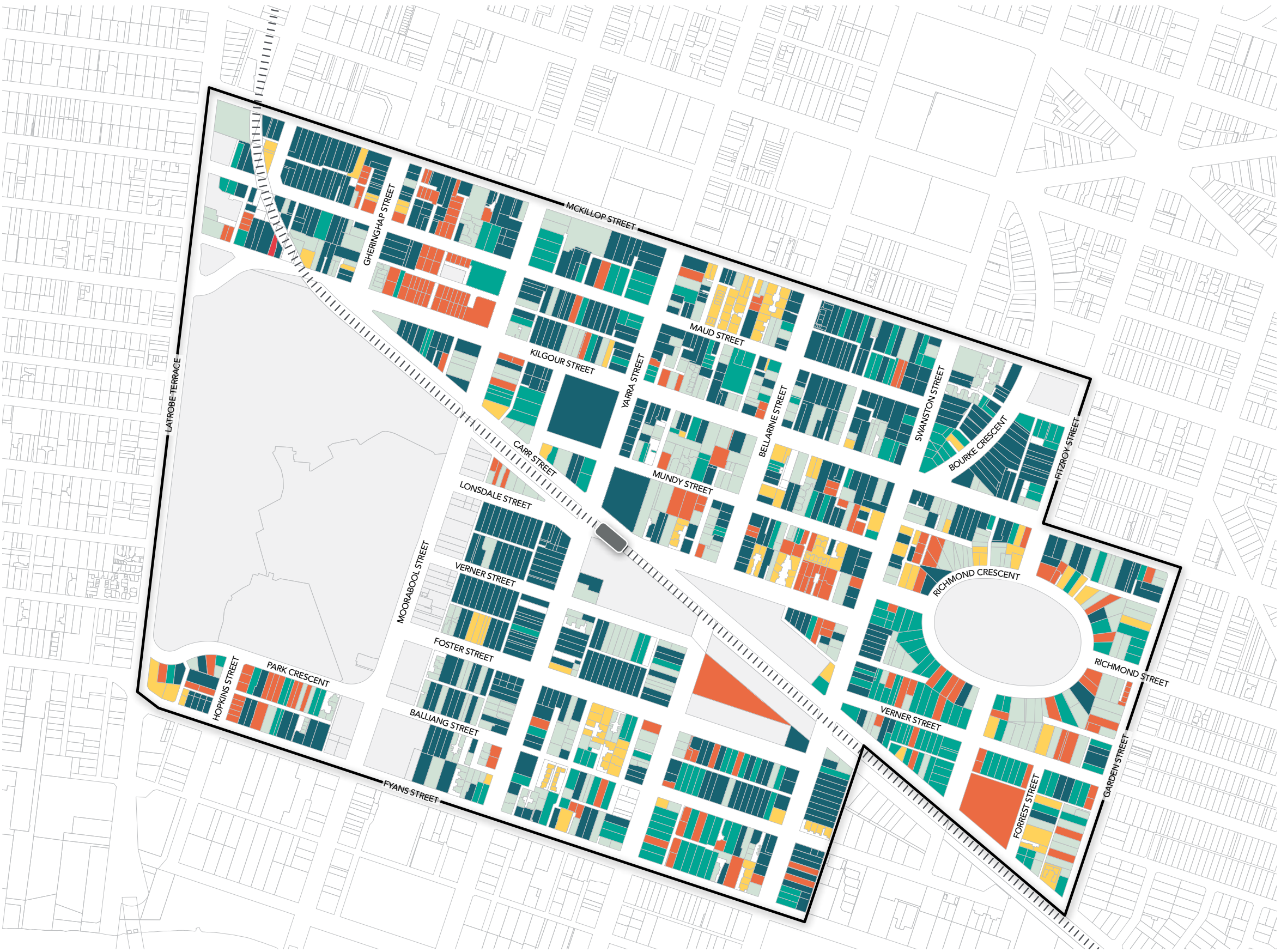
BACKGROUND MAPPING - IHDA



BACKGROUND MAPPING - DEVELOPMENT TRAJECTORY

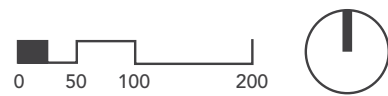


BACKGROUND MAPPING - DEVELOPMENT ERA

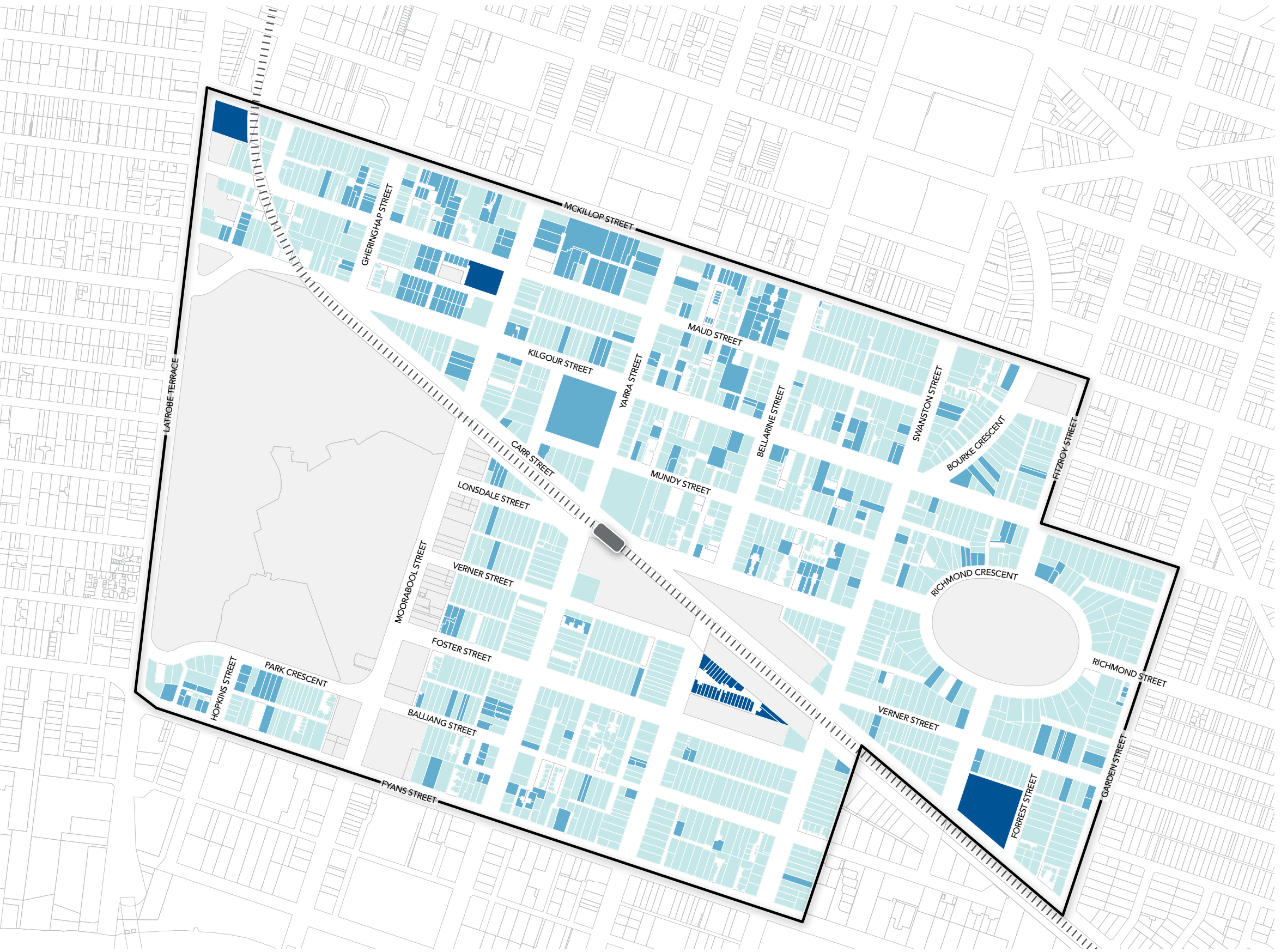


LEGEND

- UDF boundary
- Train line
- DEVELOPMENT ERA**
- 1750 - 1915
- 1915 - 1940
- 1940 - 1960
- 1960 - 2000
- 2000 - Present
- Out of scope



BACKGROUND MAPPING - BUILDING HEIGHT

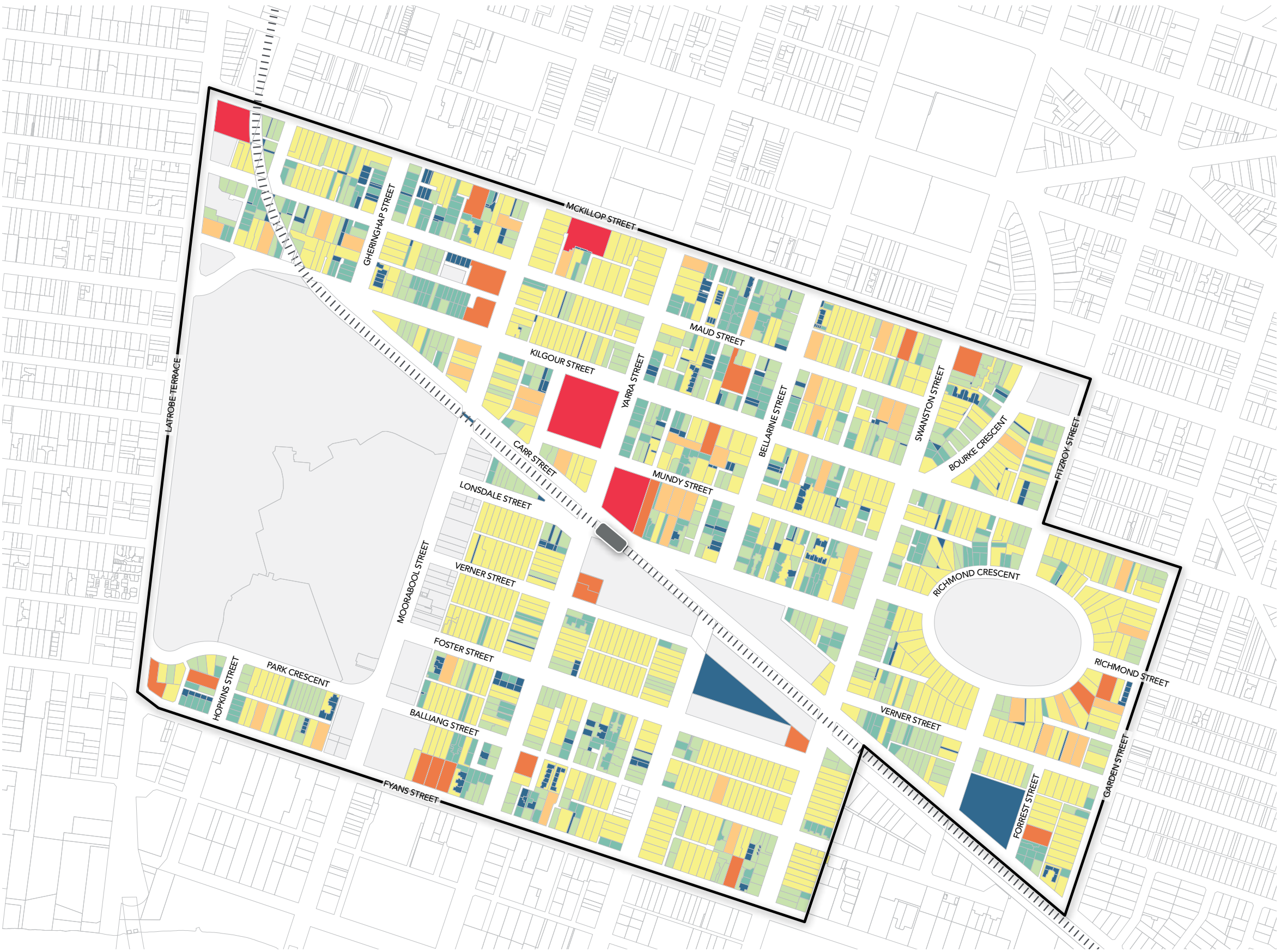


LEGEND

- UDF boundary
- Train line
- BUILDING HEIGHT**
- 1 Storey
- 2 Storey
- 3 Storey
- Out of scope



BACKGROUND MAPPING - LOT SIZE

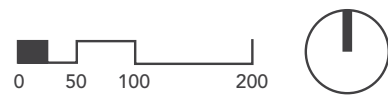


LEGEND

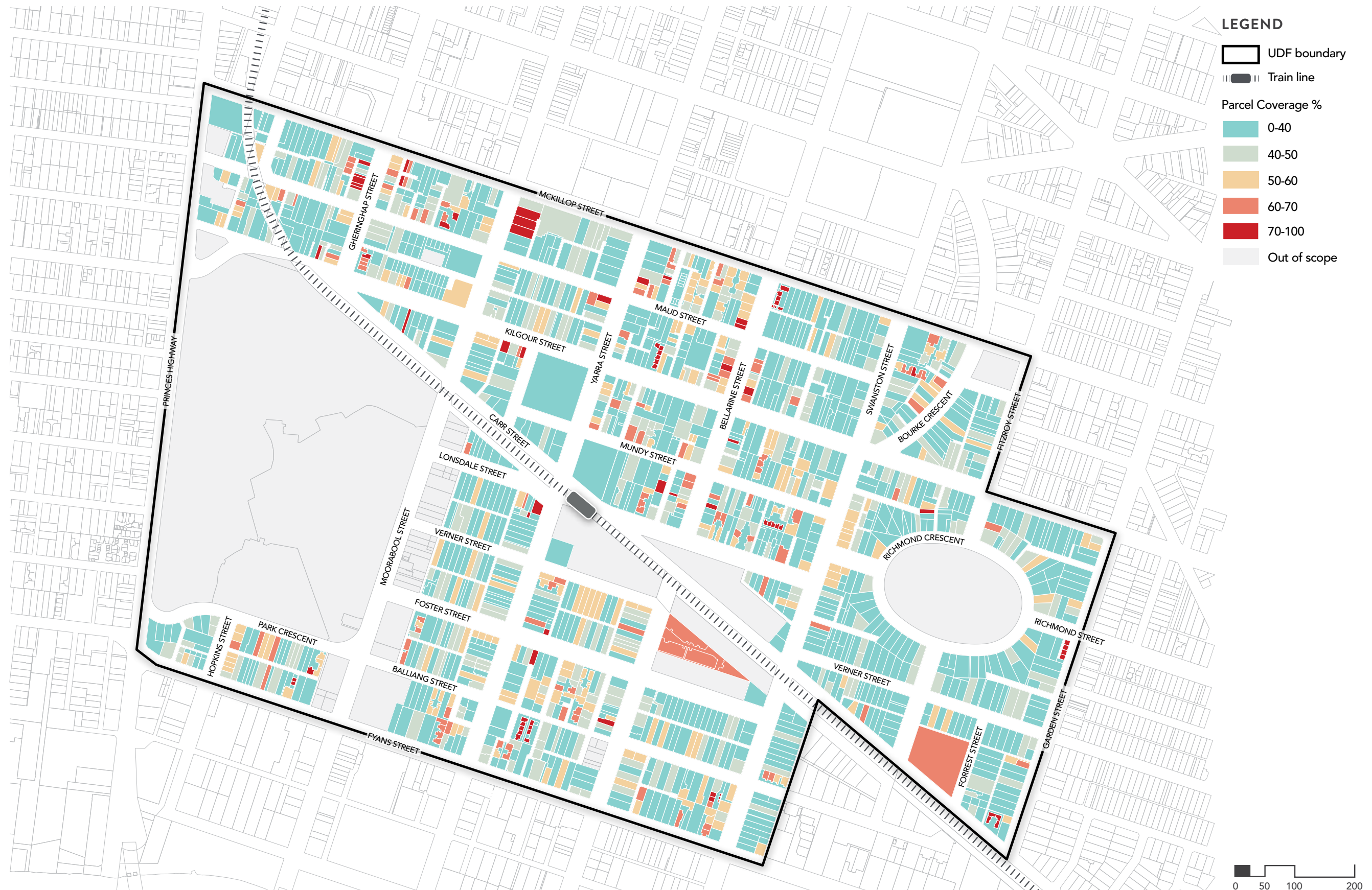
- UDF boundary
- Train line

LOT SIZES

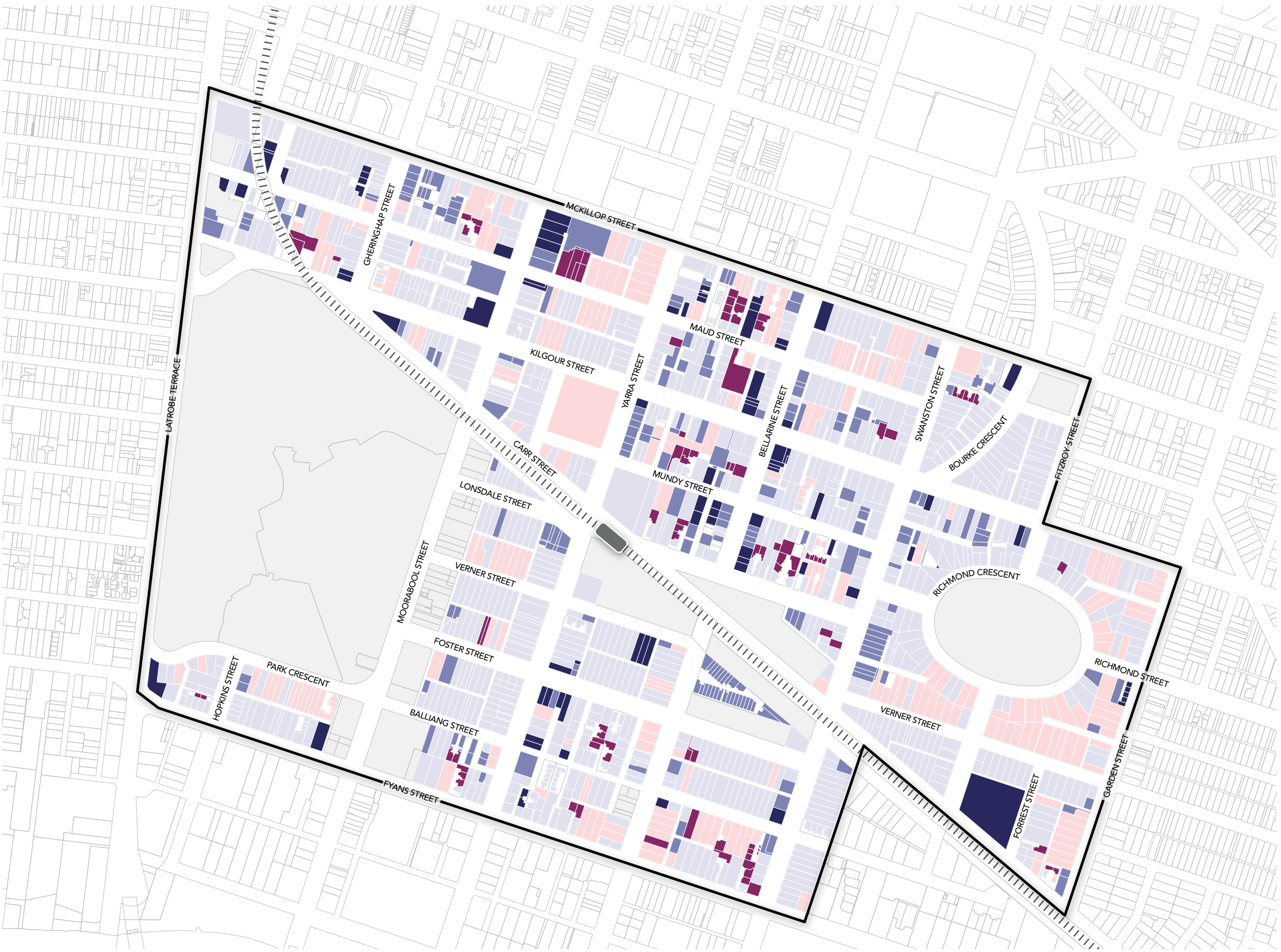
- <150m² High density
- 200m²-249m² Medium density
- 250m²-399m² Compact suburban
- 400m²-749m² Suburban dwelling
- 750m²-999m² Low density suburban
- 1000m²-2449m² Rural living
- >2500m² Rural living
- Out of scope



BACKGROUND MAPPING - SITE COVERAGE



BACKGROUND MAPPING - SETBACKS

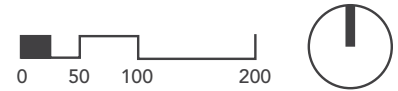


LEGEND

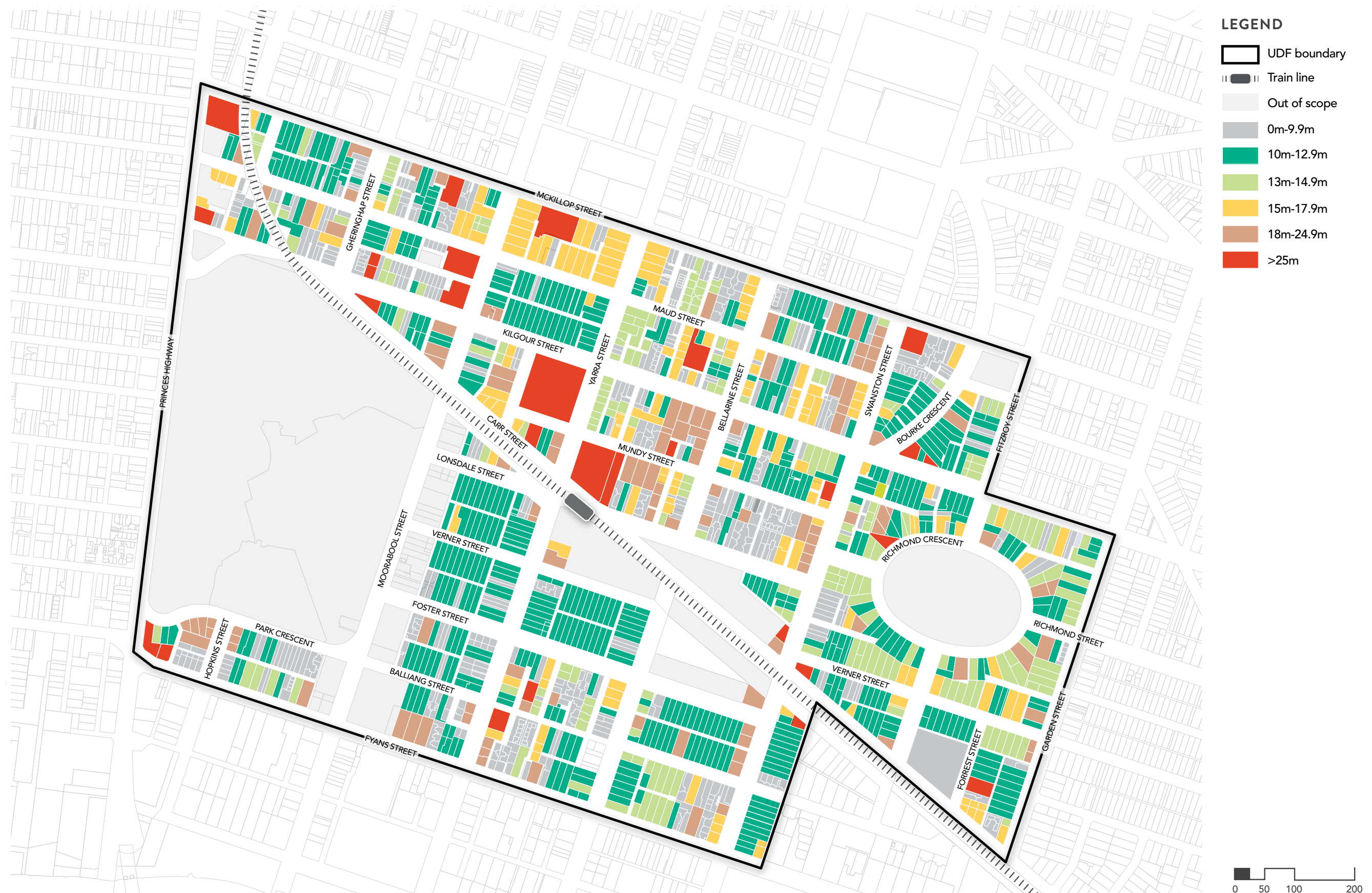
- UDF Boundary
- Train Line
- Out of scope

SETBACKS

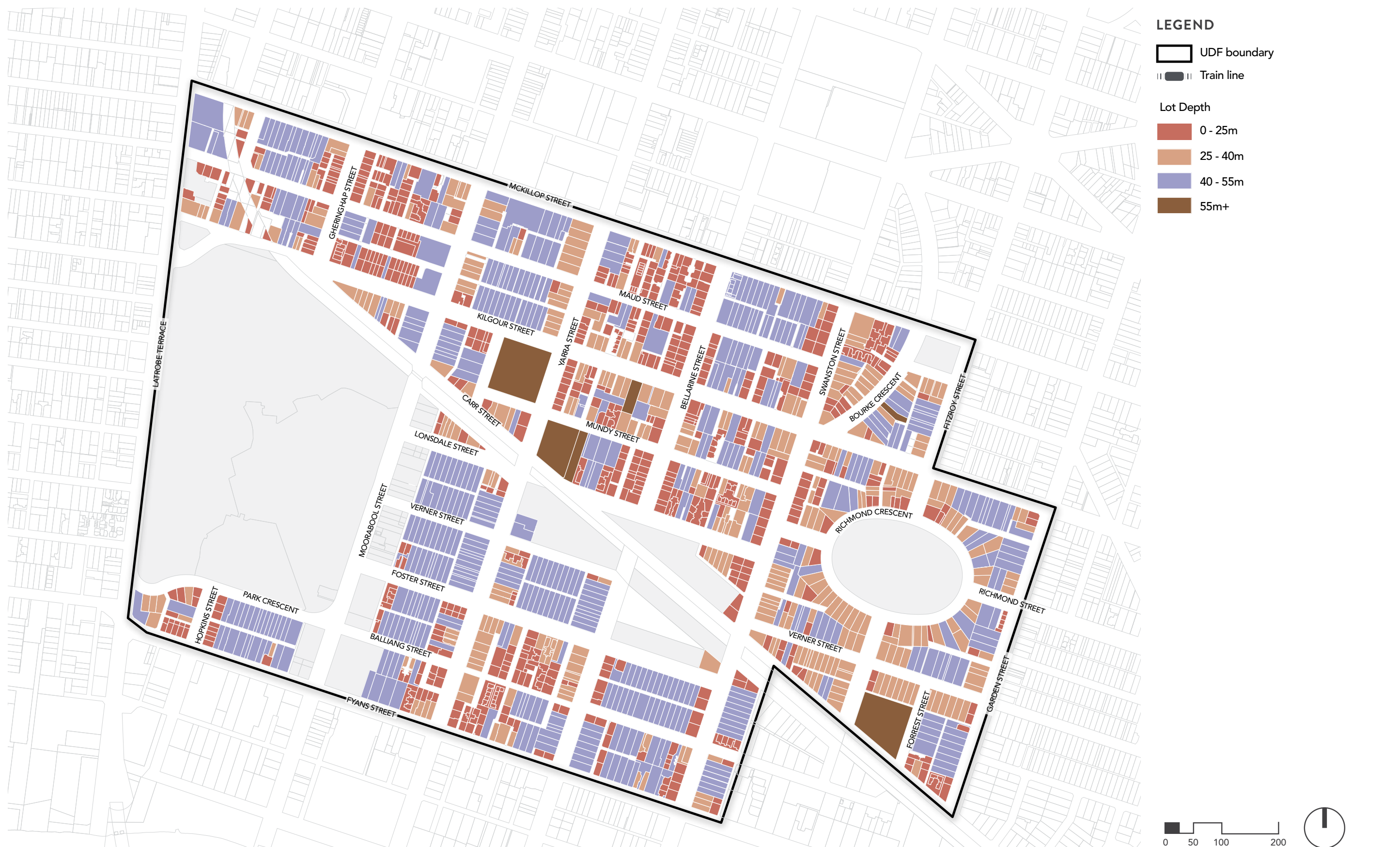
- 0m
- 0-2m
- 3-5m
- 6-10m
- >11m



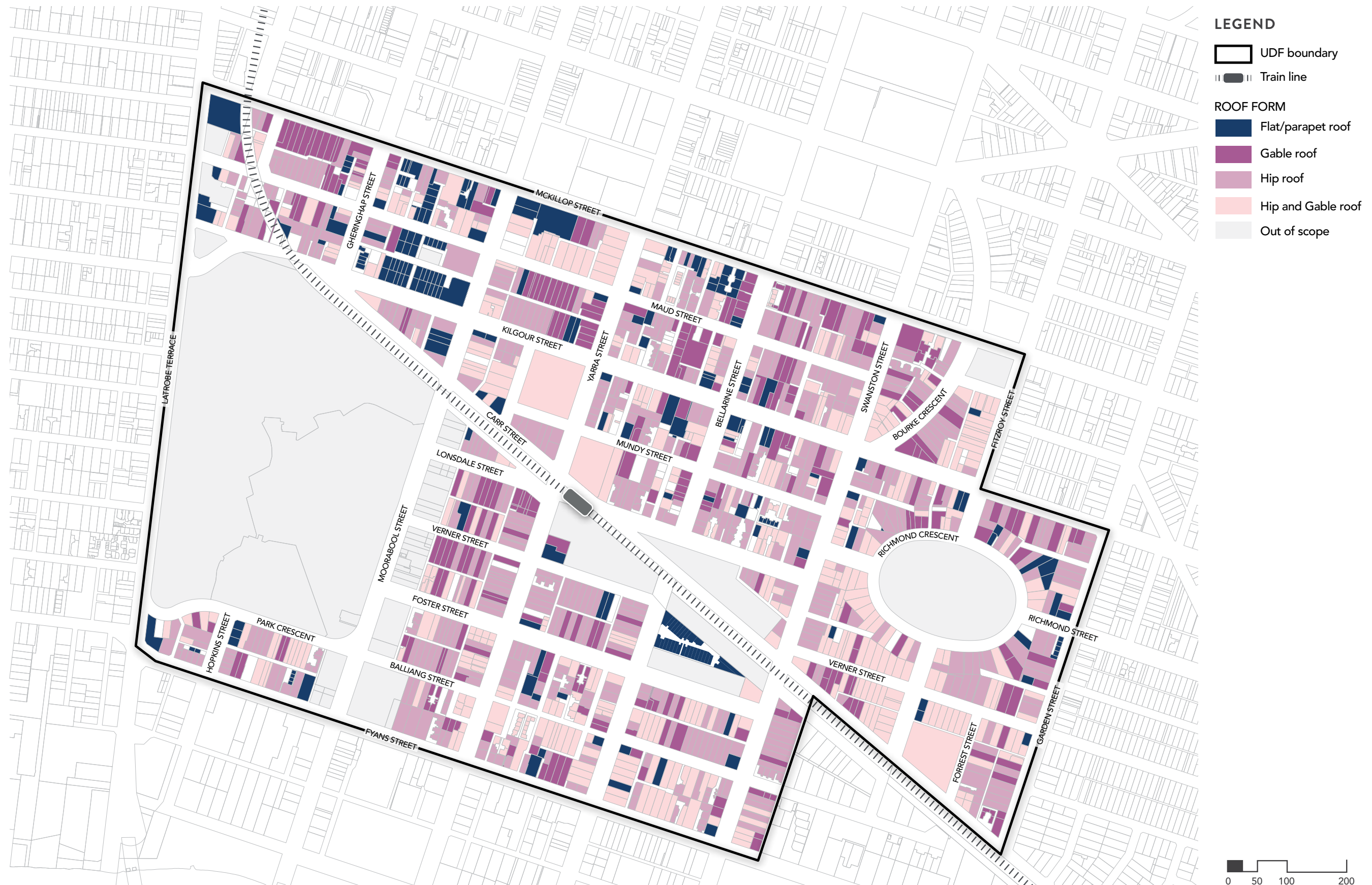
BACKGROUND MAPPING - LOT WIDTH



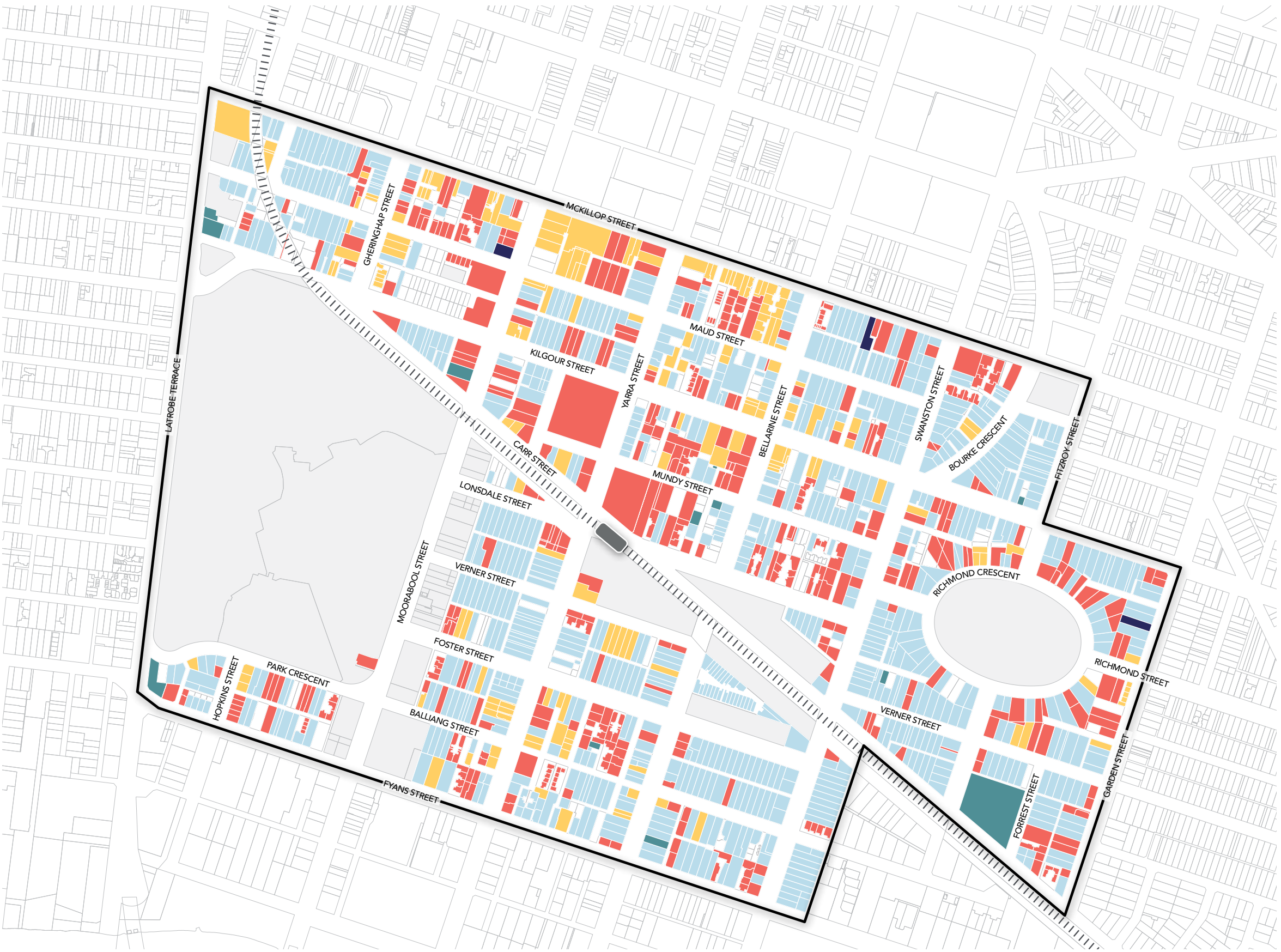
BACKGROUND MAPPING - LOT DEPTH



BACKGROUND MAPPING - ROOF FORM



BACKGROUND MAPPING - MATERIALITY

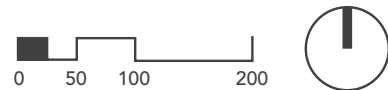


LEGEND

- UDF boundary
- Train line









ROOF FORM

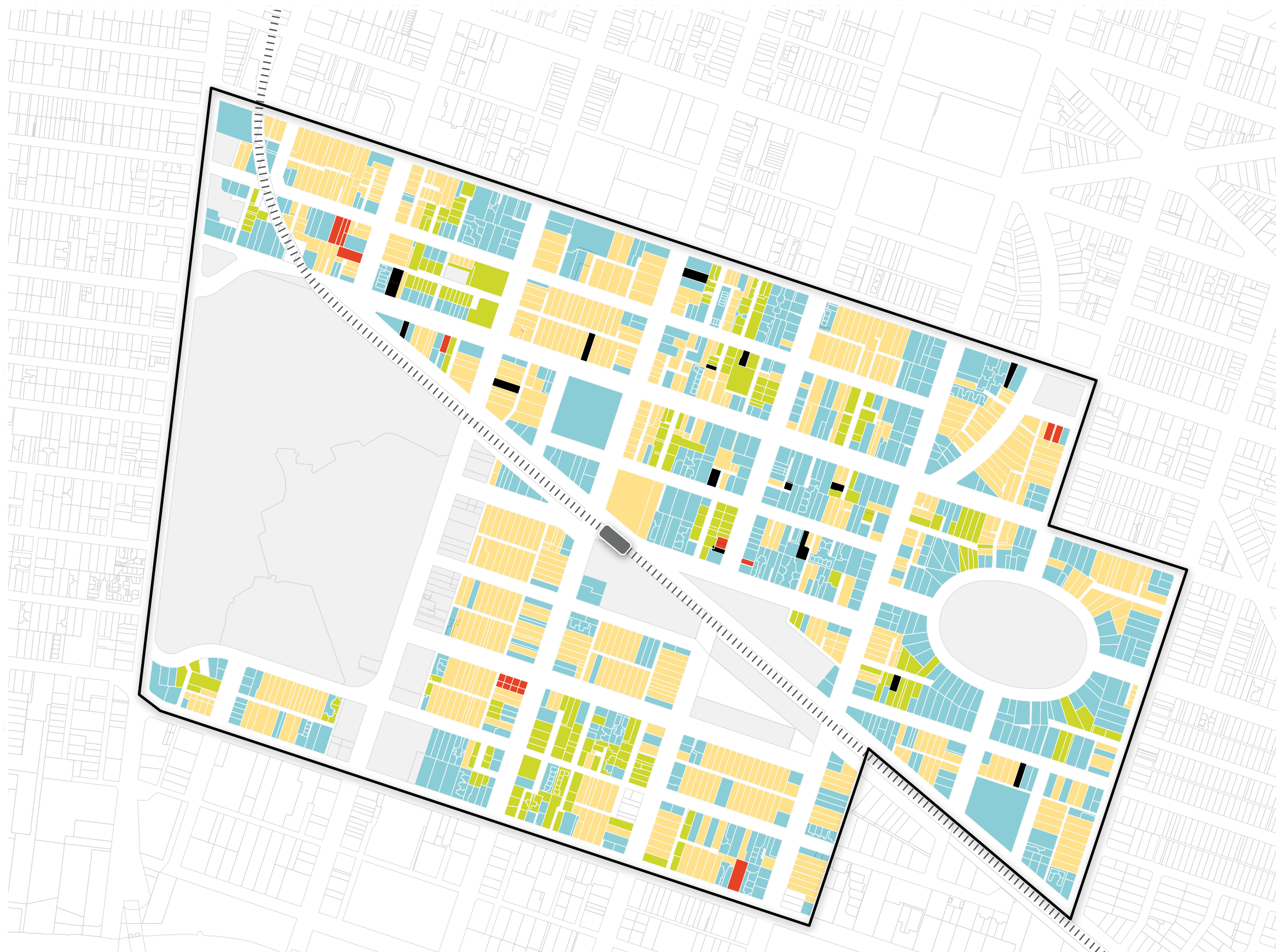
- Brick
- Render/paint
- Stone
- Steel/aluminium
- Weatherboard
- Out of scope



BACKGROUND MAPPING - VEHICULAR ACCESS

LEGEND

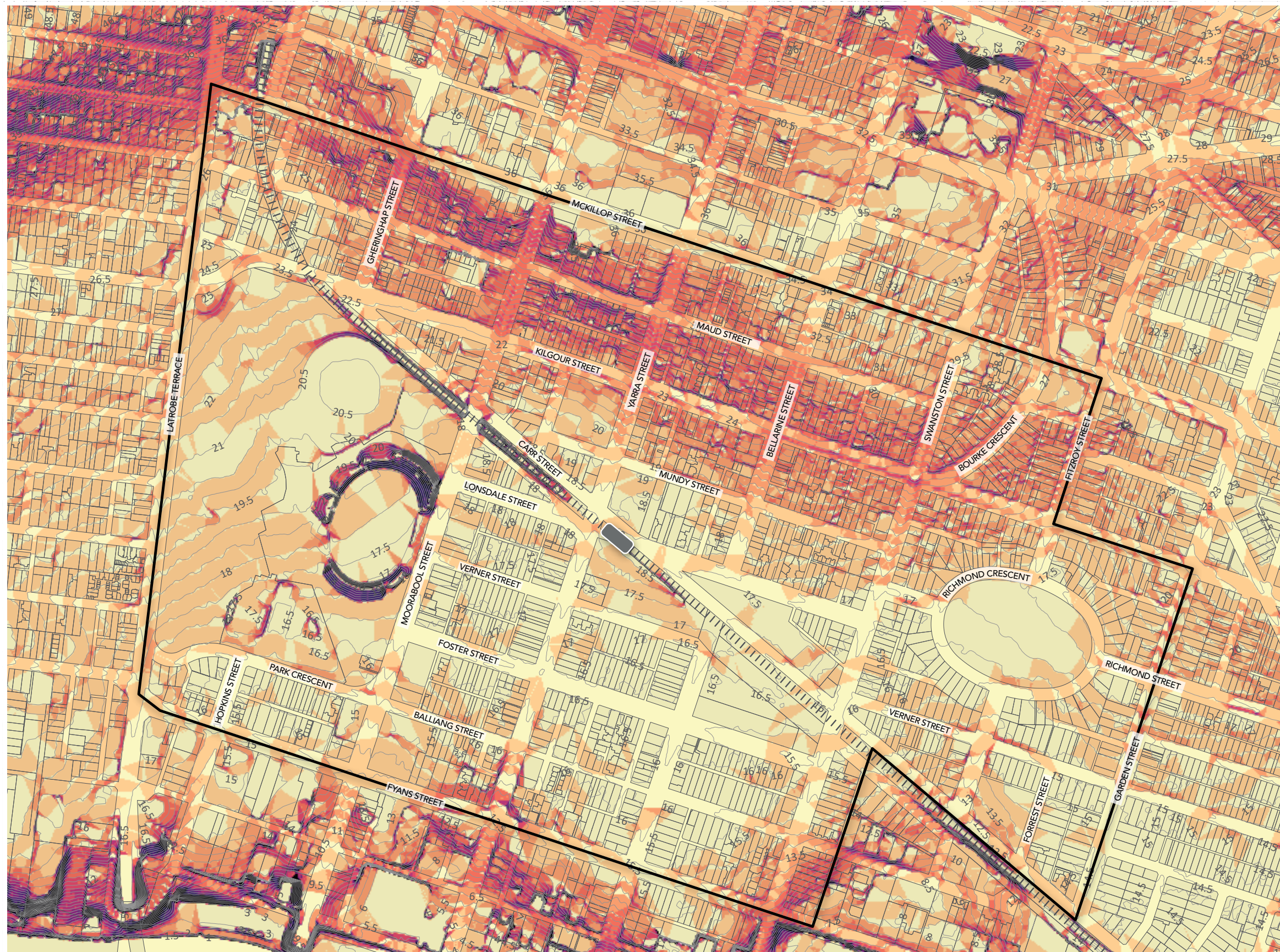
-  UDF boundary
-  Train line
-  Out of scope
-  Main Street Access
-  Side Street Access
-  Laneway
-  No vehicular access
-  Vacant lots



0 50 100 200



BACKGROUND MAPPING - SLOPE ANALYSIS



LEGEND

- UDF boundary
- Train line

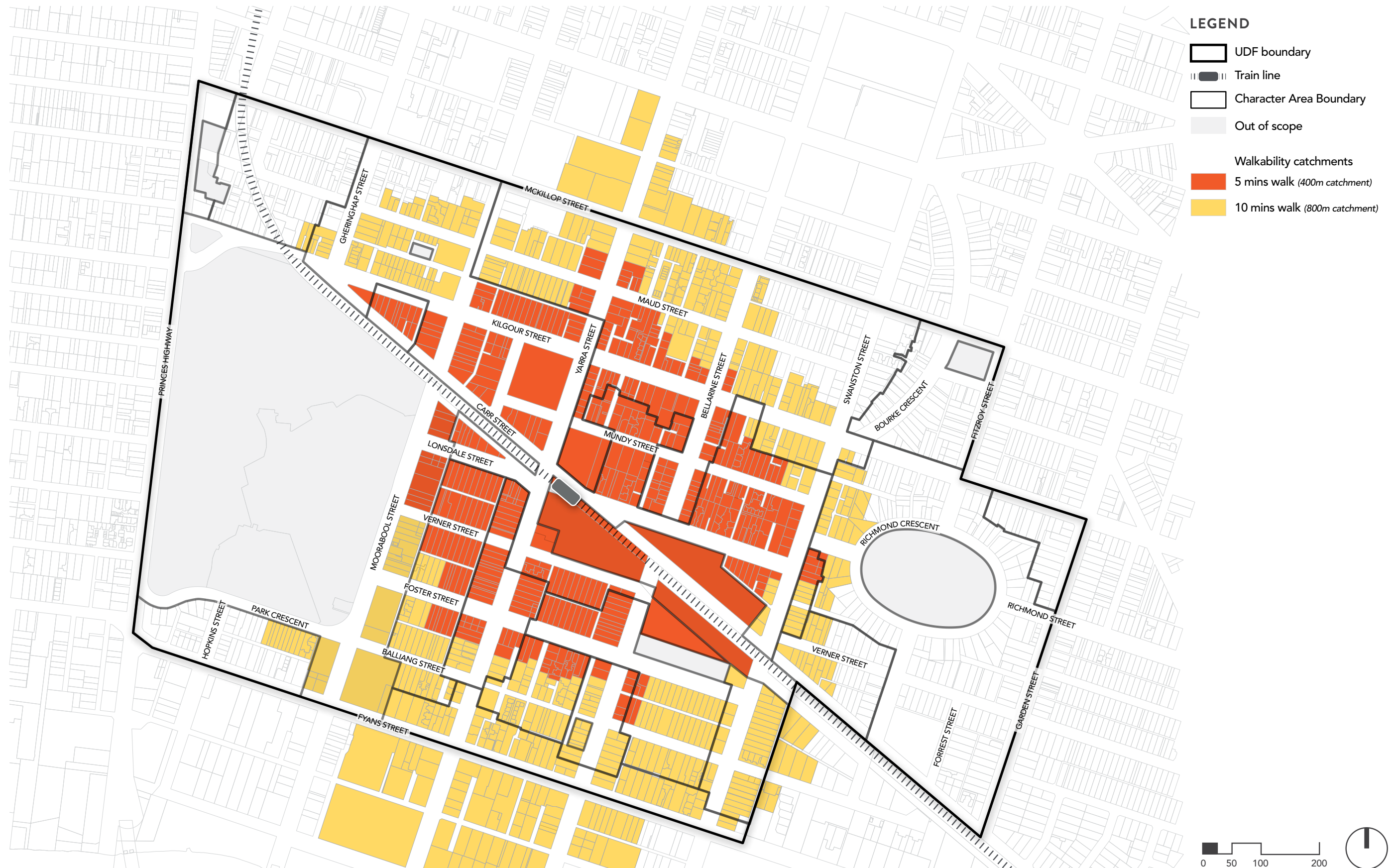
GRADIENT

- 0 - 2%
- 2 - 4%
- 4 - 6%
- 6 - 8%
- 8 - 10%
- 10 - 12%
- 12 - 14%
- 14 - 16%
- 16 - 18%
- 18 - 20%
- > 20%

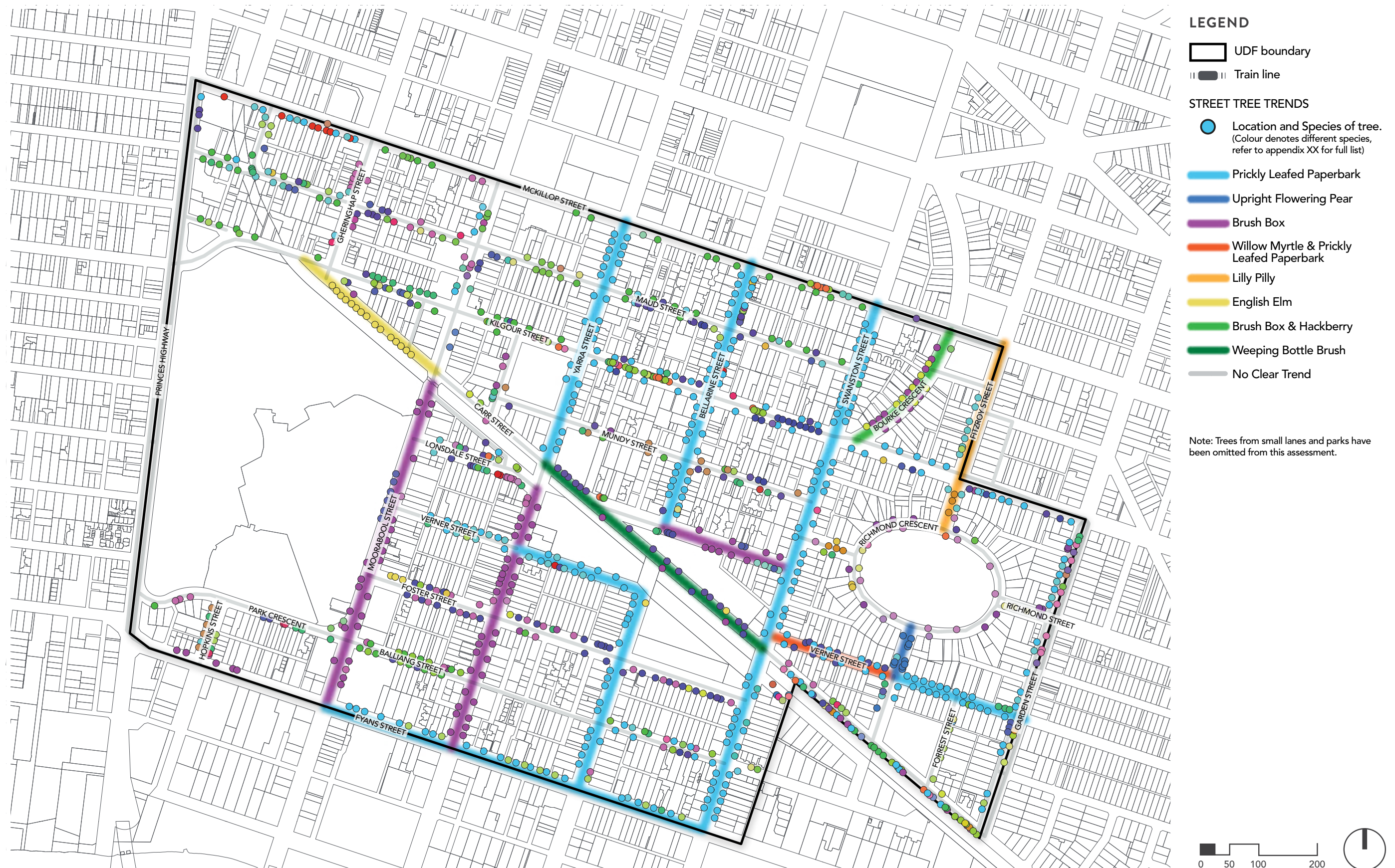
0 50 100 200



BACKGROUND MAPPING - WALKING CATCHMENTS



BACKGROUND MAPPING - LANDSCAPE QUALITY



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CUSTOMER SERVICE CENTRE

100 Brougham Street
Geelong VIC 3220
8.00am – 5.00pm

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