

**15.01**

31/07/2018  
VC148

**BUILT ENVIRONMENT**

**15.01-1S**

31/07/2018  
VC148

**Urban design**

**Objective**

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

**Strategies**

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

## **15.01-1L-01 Development in activity centres**

07/07/2022  
C417ggee

### **Policy application**

This policy applies to all buildings and works applications in activity centres.

### **Objective**

To ensure the design and layout of new or expanding centres minimise amenity impacts on surrounding uses and contribute positively to the streetscape and surrounding area.

### **Strategies**

Ensure blank walls and loading bays are not adjacent to sensitive land uses and key vehicle and pedestrian accessways to a centre.

Ensure illuminated signage does not impact on sensitive land uses.

Ensure new development provides visually interesting and active street frontages where buildings abut the street or a public space.

Encourage car parking areas to be located to the side or rear of a centre.

Ensure car parking areas do not visually dominate the front setback area of a centre by providing landscaping including canopy trees.

Ensure there are safe and convenient pedestrian connections from car parking areas and the surrounding footpath network to the entrance(s) of a centre.

**15.01-1L-02 Pakington Street North urban design**07/07/2022  
C417ggee**Policy application**

This policy applies to buildings and works and subdivision applications in Pakington Street North, Geelong West, as shown on the Pakington Street North Urban Design Area Map in this clause.

**Objectives**

To retain and enhance the identified elements that contribute to the preferred urban design character of Pakington Street North.

To improve the quality of the pedestrian environment and the interface of development with the street.

To support buildings that are designed to respond to the characteristics of the site and locality, and demonstrate a high standard of contemporary expression.

To encourage development that minimises impacts on adjacent residential areas.

To provide a safe and convenient environment for pedestrians and improve pedestrian permeability to the areas surrounding Pakington Street.

To minimise the visual impact of car parking areas.

**Streetscape character strategies**

Enhance the pedestrian environment with active frontages at ground level that relate to the footpath and street.

Discourage development that has no relationship to its site or the Pakington Street setting.

Address streets with building frontages rather than yards, car parks or servicing areas.

Orient commercial buildings towards the street with the main pedestrian entrance and display windows on the street frontage where possible.

Discourage development that presents blank walls to Pakington Street or any side streets.

Avoid the use of roller shutters over shop fronts.

Where located on a corner site, orient buildings to address both street frontages.

Discourage the removal of the diverse mix of building stock.

Encourage the retention of landmark buildings in the street by:

- Re-using landmark structures for alternative uses.
- Protecting landmark structures such as corner former hotel buildings.

**Building siting and large site layout strategies**

Reinforce the linear layout of the street, as part of the historic street grid of Geelong West by:

- Designing buildings to be perpendicular to the street with building frontages parallel to the front boundary.
- Siting buildings consistently on the front boundary (i.e. zero metre setback from front boundary).

Minimise the impact of commercial buildings on adjacent residential areas by locating development that may generate noise away from adjacent residential uses.

On larger sites where residential uses are permitted, site residential uses to provide a buffer between new commercial uses and the existing residential uses.

**Building siting and large site layout policy guideline**

Consider as relevant:

- Allowing occasional setbacks from street frontages to provide areas of public open space in front of buildings.

**Building form strategies**

Support buildings that respect the predominant building height in the street and of adjacent properties.

Articulate the form of buildings and elevations.

Design buildings that respect the dominance of 19th century and Inter War era places of Pakington Street in a contemporary manner.

Encourage development to provide a transition in scale to adjacent residential areas.

Design development to minimise overlooking and loss of solar access to adjacent residential areas.

Design building forms that express the fine grain pattern of facades in the Pakington Street Activity Centre, particularly on larger sites.

**Building form policy guideline**

Consider as relevant:

- Discouraging buildings that exceed the predominant building height in the street by more than one storey.

**Building finishes and details strategies**

Use simple building details and a mix of contemporary materials, colours and finishes that complement the palette of materials and colours in the street.

Use architectural detailing that integrates with the architecture of the building and contributes to the character of the street.

Discourage signs that dominate the building or streetscape and detract from the pedestrian environment.

**Building finishes and details policy guidelines**

Consider as relevant:

- Awnings or verandahs that reflect the architectural era of the building.
- Relating the height of the awning to the building elevation. On double storey buildings locate the awning at first floor level.
- Providing subtle down lighting under awnings wherever possible and avoiding fluorescent style, 'white' lighting.
- Incorporating subtle façade lighting on landmark buildings.
- Providing signs only on the awning fascia or under the awning wherever possible.
- If a flat wall sign is proposed, relating the sign to the architecture of the building in style and placement (i.e. individual letters as opposed to large, flat rectangular signs).
- Avoiding large, visually dominant signs, particularly above first floor level such as roof signs, sky signs and above awning signs.
- Avoiding large wall signs that do not relate to the building.

**Heritage interface strategies**

Design buildings to respect the scale and form of adjacent heritage buildings.

Provide a transition in scale to heritage buildings on adjoining sites.

**Sustainability strategies**

Design buildings for energy efficiency, utilising sustainable energy and construction techniques wherever possible.

Design buildings to maximise solar access and opportunities for cross ventilation.

**Walkability strategies**

Provide weather protection to footpaths where appropriate.

Encourage pedestrian connections through larger development sites by connecting existing lanes or cul de sacs.

Discourage large internalised developments that do not connect with existing streets and residential neighbourhoods.

Discourage the use of blank walls fronting onto footpaths and other pedestrian links.

**Walkability policy guidelines**

Consider as relevant:

- Maintaining and extending the continuous north-south laneway access along the rear of Pakington Street properties, where possible.
- Discouraging the provision of footpaths through large ground level car parks.

**Vehicle access and car parking strategies**

Minimise the number and width of vehicle crossings from Pakington Street.

Locate car parking areas at the rear of the site to minimise visibility from Pakington Street and adjacent residential areas.

Minimise the width of vehicle access points to car parking areas.

Design car parking areas to minimise large expanses of unrelieved hard surface, including providing shade trees and other planting to ground level car parks.

**Vehicle access and car parking policy guideline**

Consider as relevant:

- Discouraging vehicle crossings that are greater in width than 2 lanes.

**Policy document**

Consider as relevant:

- *Pakington Street North Urban Design Guidelines* (Planisphere, 2004)

Pakington Street North Urban Design Area Map



**15.01-1L-03 Signs in urban environments**

Proposed C383ggee

**Policy application**

This policy applies to all urban land in the municipality.

**Strategies**

Ensure signs are in accordance with the City of Greater Geelong Advertising Sign Guidelines (May 2022).

**15.01-2S**

10/06/2022  
VC216

**Building design****Objective**

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

**Strategies**

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- Passive design responses that minimise the need for heating, cooling and lighting.
- On-site renewable energy generation and storage technology.
- Use of low embodied energy materials.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019)

**15.01-2L**07/07/2022  
C417ggee**Environmentally sustainable development****Policy application**

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy other than where an ESD plan or framework has been previously approved.

**Objective**

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

**General strategies**

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- Is consistent with the type and scale of the development.
- Responds to site opportunities and constraints.
- Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

**Energy performance strategies**

Reduce both energy use and energy peak demand through design measures such as:

- Building orientation.
- Shading to glazed surfaces.
- Optimising glazing to exposed surfaces.
- Inclusion of or space allocation for renewable technologies.

**Integrated water management strategies**

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the use of alternative water sources, including greywater, rainwater and stormwater.

Incorporate water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

**Indoor environment quality**

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of materials containing chemicals that have low levels of toxicity.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

**Transport strategies**

Design development to promote the use of walking, cycling and public transport, in that order; and to minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

**Waste management strategies**

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

Encourage use of durable and reuseable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

**Urban ecology strategies**

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

**Policy guidelines**

**Residential**

Consider as relevant:

A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for:

- 3 - 9 dwellings.
- A building for accommodation other than dwellings with a gross floor area between 100 square metres and 1500 square metres.

A Sustainability Management Plan (including an assessment using BESS, STORM, Green star, MUSIC or other methods) and a Green Travel Plan for:

- 10 or more dwellings.
- A building for accommodation other than dwellings with a gross floor area of 1500 square metres or more.

**Non-residential**

Consider as relevant:

A Sustainable Design Assessment (including an assessment using BESS, STORM, MUSIC or other methods) for:

- A non-residential building with a gross floor area between 300 square metres and 1500 square metres.
- An extension to an existing non-residential building creating between 300 square metres and 1500 square metres of additional gross floor area.

A Sustainability Management Plan (including an assessment using BESS, STORM, Green star, MUSIC or other methods) and a Green Travel Plan for:

- A non-residential building with a gross floor area of 1500 square metres or more.
- An extension to an existing non-residential building creating 1500 square metres or more of additional gross floor area.

**Mixed use**

Consider as relevant:

Applicable assessments or plans for the residential and non-residential components of the development.

**Policy documents**

Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

- *Sustainable Design Assessment in the Planning Process* (IMAP, 2015)
- *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment 'CASBE')
- *Green Star* (Green Building Council of Australia)
- *Model for Urban Stormwater Improvement Conceptualisation 'MUSIC'* (Melbourne Water)
- *Nationwide House Energy Rating Scheme 'NatHERS'* (Department of Climate Change and Energy Efficiency)
- *Stormwater Treatment Objective - Relative Measure 'STORM'* (Melbourne Water)
- *Urban Stormwater Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide* (Sustainability Victoria, 2018)

**Commencement**

This policy does not apply to applications received by the responsible authority before 17 October 2019.

**Expiry**

This policy will expire if it is superseded by a comparable provision in the Victoria Planning Provisions.

**15.01-3S**10/06/2022  
VC216**Subdivision design****Objective**

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

**Strategies**

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Creating compact neighbourhoods that have walkable distances between activities.
- Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.
- Creating neighbourhood centres that include services to meet day to day needs.
- Creating urban places with a strong sense of place that are functional, safe and attractive.
- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.
- Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.
- Reduce car dependency by allowing for:
  - Convenient and safe public transport.
  - Safe and attractive spaces and networks for walking and cycling.
  - Subdivision layouts that allow easy movement within and between neighbourhoods.
  - A convenient and safe road network.
- Minimising exposure of sensitive uses to air and noise pollution from the transport system.
- Being accessible to people with disabilities.
- Creating an urban structure that:
  - Responds to climate related hazards.
  - Incorporates integrated water management, including sustainable irrigation of open space.
  - Minimises peak demand on the electricity network.
  - Supports energy efficiency and solar energy generation through urban layout and lot orientation.
  - Supports waste minimisation and increased resource recovery.
- Providing utilities and services that support the uptake of renewable energy technologies, such as microgrids and energy storage systems, including batteries.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-3L**

07/07/2022  
C417ggee

**Subdivision design in low density and rural residential areas**

**Policy application**

This policy applies to the subdivision of land in the Low Density Residential and Rural Living Zones.

**Strategy**

Design subdivisions to create lots with a clearly identifiable street frontage.

**Policy guidelines**

Consider as relevant:

- Vehicle accessways to have a minimum width of 4 metres where the length of the driveway exceeds 30 metres.
- Lots to have a minimum street front of 4 metres.

**15.01-4S**

31/07/2018  
VC148

**Healthy neighbourhoods**

**Objective**

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

**Strategies**

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-5S**

09/10/2020  
VC169

**Neighbourhood character**

**Objective**

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

**Strategies**

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

**15.01-5L**

07/07/2022  
C417ggee

**Neighbourhood character**

**Objectives**

To manage the impact of urban change on existing neighbourhoods.

To protect areas with a significant garden character.

**Strategies**

Support medium density housing that respects the existing neighbourhood character in the General Residential Zone areas.

Design development on the periphery of the Residential Growth Zones to be responsive to and respectful of the neighbourhood character in any adjoining residential zones.

Retain existing vegetation wherever possible, particularly vegetation that contributes to the municipality's tree canopy.

Avoid gated communities.

**15.01-6S**

31/07/2018  
VC148

**Design for rural areas**

**Objective**

To ensure development respects valued areas of rural character.

**Strategies**

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

**15.01-6L**

Proposed C383ggee

**Signs in rural areas**

**Policy application**

This policy applies to all rural land in the municipality.

**Strategies**

Ensure signs are in accordance with the City of Greater Geelong Advertising Sign Guidelines (May 2022).