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Proposed C432ggee

SCHEDULE 50 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

CoGG Day 2 Version 6/11/24 highlighted in yellow against Day 1 Version

Shown on the planning scheme map as **DDO50**

40-44 LONSDALE STREET, 146 SWANSTON STREET & 51 CARR STREET SOUTH GEELONG

1.0 Design objectives

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To develop an ecologically sustainable, transit orientated precinct that incorporates best practice environmental management.

To support a mix of high-quality high and medium density built form that has an appropriate interface to adjacent streets and creates a landmark building fronting the station plaza north of the railway line.

To create high-quality landscaped and safe public spaces that ensure a visual connection across the railway line at Bellerine Street, celebrates the beginning of the Bellarine Rail Trail and delivers a legible and coherent street structure.

To improve pedestrian connections within and around the subject site and contribute to improved street environments resulting from the closure and redirection of Carr Street.

To protect the internal ~~residential~~ amenity of ~~new buildings~~all land uses sensitive to noise by limiting noise transmission and provide acoustic measures to protect from ~~external noise sources~~current and potential noise generating sources such as train and public spaces.

2.0 Buildings and works

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The following buildings and works requirements apply to an application to construct a building or construct or carry out works.

General requirements

Development should be generally in accordance with Map 1 to this schedule.

Support the development of a second pedestrian link over the railway line along the Bellerine/Carr Street alignment generally in accordance with Map 3 to this schedule.

Building height

Development should not exceed the preferred maximum building heights as shown in Table 1 and Map 2 to this schedule.

The preferred maximum building height does not include architectural features, masts and building services including plant rooms, air conditioning, lift overruns, structures associated with roof top gardens, decks and communal outdoor spaces and their ancillary facilities or enclosed stairwells provided that the following criteria are met:

- Not more than 50% of the roof area is occupied by equipment (other than solar panel or greening);
- The equipment is located to minimise additional overshadowing and reduce visual impact;
- The equipment does not exceed the preferred maximum height limit by more than 3.6 metres; and
- The equipment and screening is integrated into the design of the building to the satisfaction of the responsibly authority.

~~Development should meet the following minimum floor to floor dimensions:~~

~~4 metres at ground level~~

~~3.2 - 3.5 metres for residential and non-residential uses in the levels above.~~

Street wall heights

Street wall heights should be generally in accordance with the maximum street wall heights specified in Table 1 and Map 2 to this schedule.

Setbacks

Development should be generally in accordance with the preferred setbacks specified in Table 1 and Figures 1 to 5.

Table 1 to Schedule 50 to Clause 43.02

Parcel	Preferred Maximum Building Height	Preferred Maximum Street Wall Height - Carr Street	Preferred Maximum Street Wall Height – Lonsdale Street	Preferred Above Street Wall Setbacks	Preferred Other Setbacks
A	22 metres (6 storeys)	11 metres (3 storeys) to Station Forecourt	22 metres (6 storeys)	4.5 metres to Station Forecourt	n/a
B	~~18 metres~~ 22 metres (~~5~~ 6 storeys)	11 metres (3 storeys)	11 metres (3 storeys)	4.5 metres to Lonsdale Street 3 metres to Carr Street, laneway and any new pedestrian link	4.5 metres to eastern boundary at ground level for new shared street. 6 metres at ground level to new pedestrian links.
C	13.5~~11~~ metres (~~3~~ 4 storeys)	n/a	n/a	n/a	4.5 metres to western boundary at ground level for new shared street. 4 metres at ground level to new pedestrian links.

Figure 1: Parcel A fronting Lonsdale Street, Bellarine Street, and Future Station Forecourt

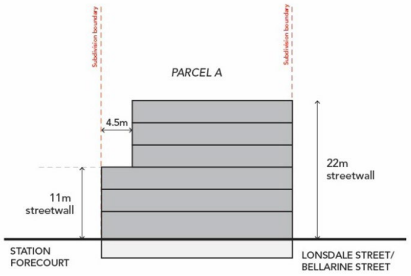
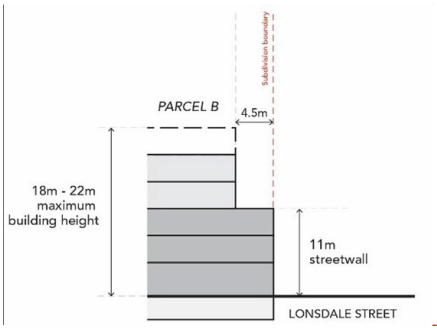


Figure 2: Parcel B fronting Lonsdale Street and Carr Street



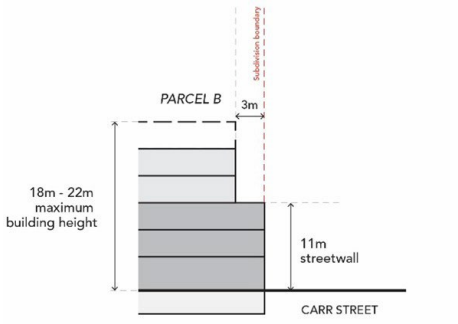
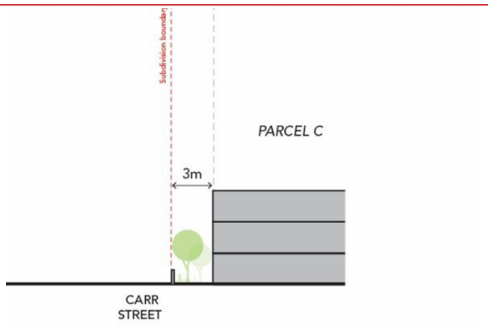


Figure 3: Setback to existing laneway for Parcel C



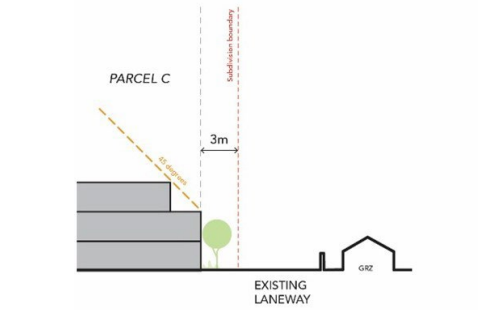


Figure 4: Setback to new shared street

Commented [MQ1]: Figure 2 revise to show a 22m building height

Commented [MQ2]: Amend to show 22m building height and to read Carr street, laneway and any new ped link.

Commented [MQ3]: Amend to show 4 storeys

Commented [MQ4]: Amend to show 4 storeys and no above street wall setback

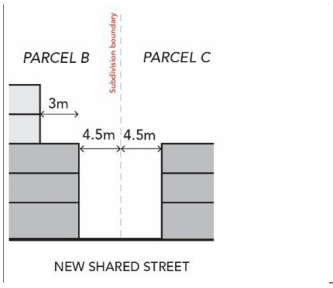
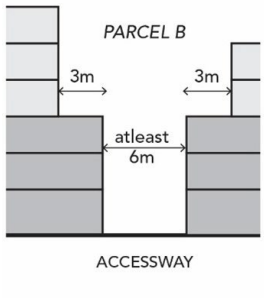
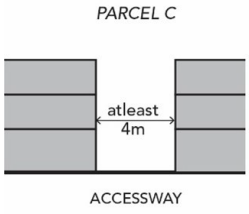


Figure 5: Setback to new pedestrian links





Building Separation

Development should provide a minimum of 9 metres distance between towers above the preferred maximum street wall height. of 11 metres.

Building Design

~~Establish a low scale podium and reduce the visual prominence of the upper levels with setbacks as indicated in Table 1 and Figure 1, 2 and 4 for Parcel A and B.~~

Ensure that Parcel A presents as a distinctive landmark building of high architectural quality, providing a point of positive reference to South Geelong Station and further enhances the character, function, and appearance of the surrounding area, including the public realm.

Design buildings to address front, oblique and side views.

Commented [MQ5]: Amend to show Parcel C with 4 storeys

Commented [MQ6]: Amend to show both buildings with 6 storeys. And change accessway to pedestrian link

Commented [MQ7]: Amend Figure 5 Parcel B and C to read pedestrian link instead of access way.

Commented [MQ8]: Amend to show buildings with 4 storeys and change accessway to pedestrian link

Mitigate the impact of visual bulk with well-articulated facades that include variation in forms, materials, openings, and recesses and building separation in upper levels.

Create visual interest in upper levels through the provision of balconies, eaves, terraces, and verandas that ~~are visually recessed from adjoining streets and laneways but~~ ensures passive surveillance of the public realm.

Avoid highly reflective glazing in the façade that diminishes the ability of the development to fit within the historic context.

Avoid blank walls visible from the public realm including where they abut a street or laneway. Include an interim façade strategy when blank walls are visually prominent while adjoining properties are being realised.

Introduce midblock pedestrian links connecting Lonsdale Street to Carr Street generally in accordance with ~~as indicated in~~ Map 3.

Ensure new pedestrian connections are safe (comply with Crime Prevention Through Environmental Design Guidelines), receive adequate access to sunlight and are open to the sky.

Development should meet the following minimum floor to floor dimensions:

- 4 metres at ground level
- 3.2 - 3.5 metres for residential and non-residential uses in the levels above.

Public Realm Interface

Provide opportunities for active surveillance of the public realm including plazas and where practical laneways and car parks. Avoid concealed alcoves and hidden entrances that affect perceived safety.

Maximise the usability and attractiveness of new public spaces by introducing ground floor uses that ensure interaction with the street and enhance the pedestrian environment.

Provide ground floor tenancy frontages that can accommodate a wide range of commercial and retail uses while maintaining the fine grain character of the area on Parcels A and B.

Avoid large signage and/or non-transparent glazing at ground level.

Provide separate residential and commercial entrances that are clearly legible from the street. Dwellings at the ground level should be provided with individual entrances from the footpath.

Create opportunities for landscaping, particularly along the existing and new pedestrian links, laneways and shared street.

Incorporate façade design and lighting that establishes a sense of safety and security after hours.

Provide active frontages to both sides of pedestrian connections through development where possible.

Ensure direct, attractive, safe, and well-lit pedestrian and cycle access between main streets and South Geelong Station.

Overshadowing

Development should not overshadow the opposite footpath of adjoining streets (excluding Carr Street) between 10:00 am and 3:00 pm on 22 September.

Minimise the impact on solar access from new development to established residential areas, including balconies, terraces and habitable room windows.

Wind and weather protection for buildings 18m or taller

Ensure safe wind conditions as specified in Table 2 on public land, publicly accessible areas on private land, private open space and communal open space; and

Achieve comfortable wind conditions as specified in Table 2 *o*n public land and publicly accessible areas on private land.

Avoid the addition of protective screens and other incidental add-ons to offset excessive wind gust levels. Discourage landscaping within public spaces as a means to mitigate wind.

Incorporate continuous weather protection such as awnings, openings and architectural detail that promotes activity and visual interest. Ensure the soffit of awnings are well detailed and attractive when viewed from the street.

Ensure weather protection technique employed does not impinge existing or future street trees.

Table 2 to Schedule 50 to Clause 43.02

Wind condition	Requirement
~~Comfortable~~ Safe wind conditions	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: ▪ 3 metres per second for sitting areas, ▪ 4 metres per second for standing areas, ▪ 5 metres per second for walking areas.
Unsafe wind conditions	Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.

Acoustic attenuation

Incorporate acoustic treatments to limit noise transmission from external noise sources such as trains, train station, Kardinia Park & Stadium, entertainment venues and public spaces to a level that is comfortable for ~~residential uses~~all land uses sensitive to noise.

Incorporate noise attenuation measures and suppression techniques to ensure noise does not unreasonably affect the amenity of nearby land within a General Residential Zone and Residential Growth Zone.

A permit must contain conditions which give effect to the Acoustic Assessment Report, where the land has been identified as a lot that requires mitigation measures against noise impacts.

Sustainable Design

Provide green roofs where viable in accessible and serviceable locations and where visible from the public realm or within the development.

Ensure landscaping includes high-quality finishes, well-designed seating areas, lighting and places for diverse uses.

Access, Parking and Loading Areas

Provide an easily identifiable entrance and sense of arrival and safety through placing the primary pedestrian entrances to dwellings and tenancies on the street frontage.

Minimise the impact of vehicle access and car parking on the public realm by:

- Incorporating streetscapes and building interfaces that encourage movement by means other than private car.

  Consolidating vehicular entries and locate vehicle access at the rear of buildings generally in accordance with Map 3. ~~(Parcel A via Bellerine Street, and Parcel B and C via future shared street or existing laneway).~~
- Locating private car parking where it cannot be seen from the public realm.
- Designing basement or carparking garage entrance to have minimal visual impact.

Provide car parking within the basement, within a consolidated carpark suitable for repurposing or conceal it from the public realm if located within the podium by sleeving with active uses.

Support shared car parking arrangements across the site.

Design all above ground car parking areas to support adaptive reuse over time.

Support active transport through the supply of bicycle parking in both commercial and residential development and change facilities for commercial development.

Provide centralised loading areas for commercial uses across the site away from pedestrian priority areas.

Provide a central bin storage area for each development which is not visible from the street.

3.0 Subdivision

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A permit to subdivide land must meet the following requirements:

- Supports the partial closure and reconfiguration of Carr Street establishing land parcels generally in accordance with Map 1.

An application to subdivide land into lots each containing an existing dwelling or car parking space is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

4.0 Signs

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None specified

5.0 Application requirements

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The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

An Urban Context Report and Design Response which:

- Responds to the urban context (including built form character of adjacent and nearby buildings, adjacent and nearby heritage places, and equitable outcomes for potential development on adjoining sites);
- Implements recommendations from the other technical reports required under the application requirements of this schedule;
- Responds to the design objectives and buildings and works requirements of this schedule; and
- Provides design excellence through providing sustainable, high quality architecture which articulates and minimises visual bulk, and landscape architecture and urban design enforcing liveability and activating the public realm.

An Environmentally Sustainable Design Management Plan (EMP) prepared by a suitably qualified environmental engineer or equivalent that demonstrates how the development provides for best practice environmentally sustainable design.

A wind report for buildings exceeding a height of 18 metres (5 storeys).

Any application for subdivision or development of land for Accommodation, Education Centre (other than Tertiary institution and Employment training centre) or Hospital, must be accompanied by an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the responsible authority which:

- Applies the following noise objectives:
  - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am.

  - Not greater than 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm.
  - For areas other than sleeping and living areas, not greater than the median value of the range of recommended designed sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).
- Noise levels should be assessed:
  - Considering the cumulative noise from all sources impacting on the proposal including road traffic noise and industry noise, as well as potential other potential noise sources; and
  - In unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.
- Addresses noise compatible design for buildings, with siting, orientation, and internal layout, to be considered prior to setting building envelope performance requirements.
- Addresses potential noise character (such as tonality, impulsiveness or intermittency) is addressed wherever relevant, including through the application of adjustments to the internal noise levels that are determined using the procedures to adjust industry noise levels of the Noise Protocol.

A Traffic Impact Assessment Report (TIAR), where relevant.

A Circulation and Movement Plan prepared by a suitably qualified person that demonstrates how the internal road hierarchy, pedestrian and cycling priority areas, and loading and building services achieve a legible and coherent structure improving the pedestrian connectivity and creating safe public spaces.

Plans, elevations, and section drawings for any car parking proposed at or above ground level to show finished floor levels and a statement by a suitably qualified engineer to demonstrate the capacity for this to be adapted to alternative uses.

A Landscape Plan detailing proposed hard and soft landscape elements, plant schedule, plant container details and maintenance and irrigation systems.

Scaled shadow diagrams to show existing and proposed shadows at hourly intervals between 10:00 am and 3:00 pm on 22 September, to demonstrate compliance with overshadowing requirements.

A three-dimensional perspective which shows the proposed development within the streetscape in the context of adjacent development.

Any application for development of land for a dwelling including a dwelling as part of a mixed-use development should provide an Affordable Housing Delivery Strategy to the satisfaction of the responsible authority which sets out:

- How affordable housing is to be delivered in accordance with social and affordable housing policy at Clause 16.01 of the Planning Scheme.
- The method of implementing the strategy, such as by an agreement under Section 173 of the Planning and Environment Act 1987.
- Locations for the affordable housing to be delivered.
- A summary of the range of housing types, densities and sizes.
- Staging requirements and ensuring that affordable housing is provided in a timely manner as development occurs.

6.0 Decision guidelines

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The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development appropriately responds to the design objectives and requirements ~~including building heights, street wall heights and setbacks~~ in this schedule.
- Whether the development or subdivision is generally in accordance with the maps included in this schedule
- Whether the subdivision of the site supports the partial closure and reconfiguration of Carr Street and ensures equitable development opportunities to all three sites.
- Whether the development employs an appropriate massing strategy that reduces visual bulk.
- Whether the development supports high-quality pedestrian amenity within the public realm, in relation to human scale and overshadowing.
- Whether the buildings adopt and enables a diversity of forms, typologies, and architectural language.
- Whether the application incorporates acoustic treatments to limit the impact from noise from all current and potential noise generating sources such as railway operation and future commercial activities.
- Whether the application includes an Affordable Housing Delivery Strategy to the satisfaction of the responsible authority.
- Whether the development incorporates ecologically sustainable design practices.
- Whether the proposal allows for open sightlines and high levels of passive surveillance by users and residents.
- Whether the development avoids:
  - Extensive blank walls along streets.
  - Buildings oriented towards internal spaces rather than streets.
  - Alcoves and recesses that may provide hiding places or that may collect dirt and litter
- Whether the development provides active street frontages including integration of required servicing into the façade away from key pedestrian spaces and public spaces, co-location of service cabinets internal to loading, waste or parking areas where possible.
- Whether the development supports a staged development of the site in a manner which effectively manages car parking demand and access, enhances pedestrian connections and public realm within and around the Station Hub.
- Whether car parking demand can be appropriately managed.
- Whether the development achieves design excellence by providing high quality and innovative architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability and public contribution to buildings and urban spaces.
- Whether the development achieves appropriate levels of residential density and is not an underdevelopment of the site.

Variations to preferred requirements

Where an application proposes to exceed, or vary a preferred requirement under a discretionary control contained within this schedule consider:

- Whether the design objectives have been met.
- Whether the street wall heights and upper level setbacks of development minimises the impact on the character and appearance of any Heritage Area opposite or adjacent to the site.
- Whether a variation to a requirement avoids or minimises adverse off-site impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm.

- Whether the proposal can enable a variation to a requirement without material adverse offsite impacts.
- Whether the proposal presents, or substantially facilitates an improved architectural outcome.
- Whether the proposal results in, or substantially facilitates, the delivery of appropriately secured public benefits including:
  - Provision of pedestrian links or public open space in excess of any minimum requirement in this Scheme

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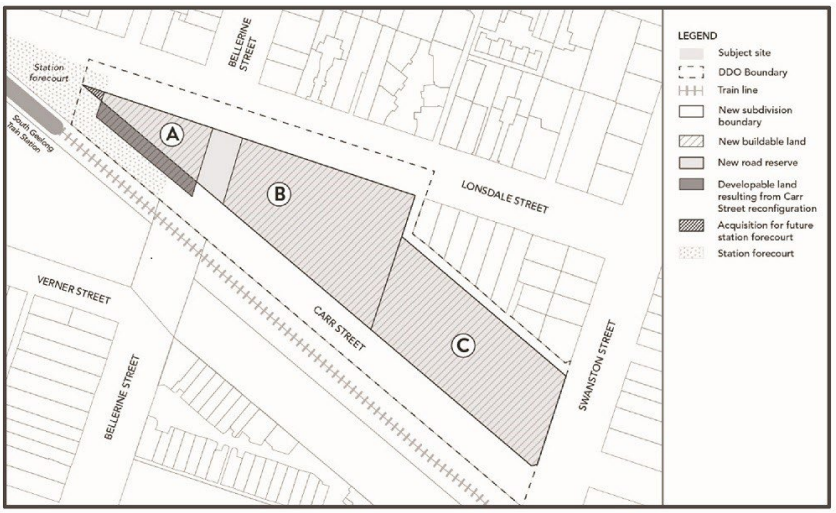
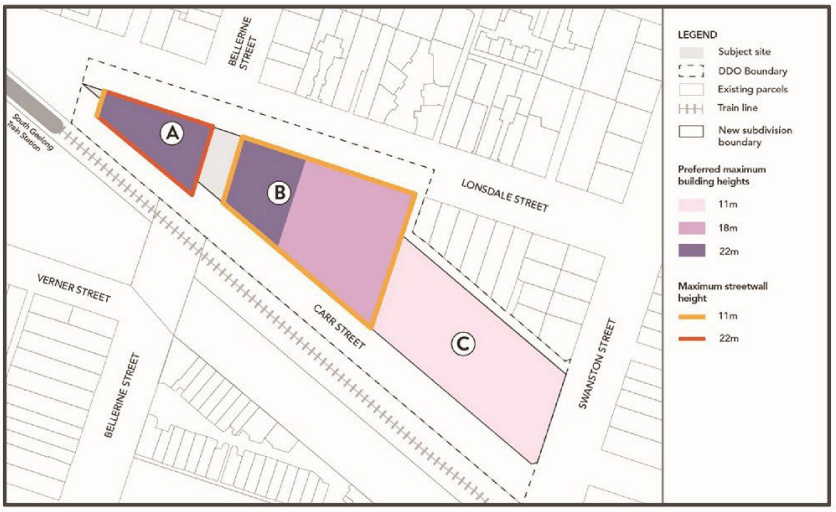
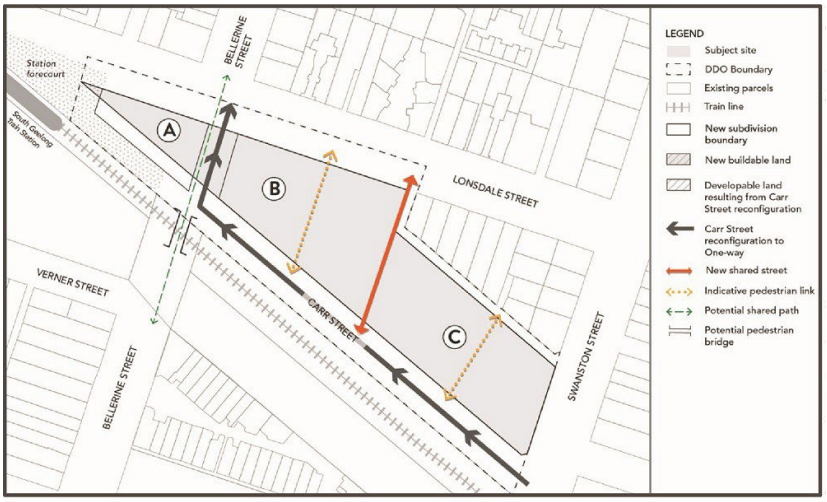
Map 1 to Schedule 50 to Clause 43.02



Map 2 to Schedule 50 to Clause 43.02



Map 3 to Schedule 50 to Clause 43.02


BELLERINE STREET
Station forecourt
South Geelong Train Station
A
B
C
LONSDALE STREET
VERNER STREET
CARR STREET
BELLERINE STREET
SWANSTON STREET
LEGEND
Subject site
DDO Boundary
Existing parcels
Train line
New subdivision boundary
New buildable land
Developable land resulting from Carr Street reconfiguration
Carr Street reconfiguration to One-way
New shared street
Indicative pedestrian link
Potential shared path
Potential pedestrian bridge

CoGG Day 2 Version 4/11/24 highlighted in yellow against Day 1 Version

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SCHEDULE 54 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO54**

SOUTH GEELONG - MOORABOOL STREET KEY REDEVELOPMENT AREA

1.0 Design objectives

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To promote contemporary design and built form that demonstrates design excellence, enables a diverse mix of housing and commercial uses, and contributes to the distinctive boulevard character and greening of Moorabool Street.

To support lot consolidation to achieve preferred maximum building heights, desired scale and setbacks that also deliver high levels of internal amenity.

To ensure that development provides equitable development rights to adjoining sites and allows reasonable access to sunlight, daylight, outlook, and privacy to habitable spaces.

To ensure that development supports accessibility and ease of walking, cycling, and use of public transport, to, from and around the Moorabool Street area.

To protect the internal ~~residential~~ amenity of all land uses sensitive to noise o~~n new buildings~~ by limiting noise transmission and provide acoustic measures to protect from current and potential noise generating sources ~~external noise sources~~ such as trains, commercial activities and public spaces.

2.0 Buildings and works

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The following buildings and works requirements apply to an application to construct a building or construct or carry out works.

Exemption

A permit is not required for buildings and works for a single storey structure or where the proposed buildings and works to do not increase the existing floor area by more than 100 square metres.

General Requirement

Consolidate sites where appropriate to maximise development potential while balancing equitable development opportunities on adjacent lots.

Building height

Development should not exceed the preferred maximum building heights as shown in Map 1 to this schedule.

The preferred maximum building height does not include architectural features, masts and building services including plant rooms, air conditioning, lift overruns, structures associated with roof top gardens, decks and communal outdoor spaces and their ancillary facilities or enclosed stairwells provided that the following criteria are met:

- Not more than 50% of the roof area is occupied by equipment (other than solar panel or greening).
- The equipment is located to minimise additional overshadowing and reduce visual impact.
- The equipment does not exceed the preferred maximum height limit by more than 3.6 metres; and
- The equipment and screening are integrated into the design of the building to the satisfaction of the responsibly authority.

Development should meet the following minimum floor to floor dimensions:

- 4 metres at ground level

3.2 - 3.5 metres for residential and non-residential uses in the levels above.	▪

Interfaces

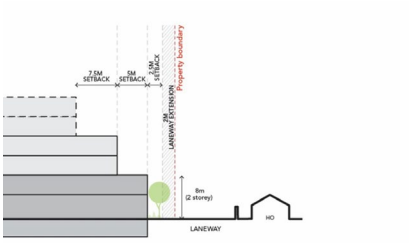
Development should not exceed the preferred maximum street wall heights specified in Map 1 and Table 1 to this schedule

Development should provide a preferred 2 metre setback to boundaries adjoining laneways ~~as indicated in Figure 1 and 2~~ and should be generally in accordance with the preferred setbacks specified in Table 1 and Figures 1 to ~~4~~6.

Table 1 to Schedule 54 of Clause 43.02

Interface Type	Preferred ~~M~~maximum street wall / podium height	Preferred setback above street wall / podium
Interface Type A	None.	None.
Interface Type B1	11~~8~~ metres (3~~2~~ storeys)	4 metres to Moorabool Street
Interface Type B2	11~~8~~ metres (3~~2~~ storeys)	3 metres to Lonsdale Street
Interface Type C1	11 metres (3 storeys)	4 metres to Moorabool Street, Verner Street, Foster Street. Park Crescent
Interface Type C2	11 metres (3 storeys)	3 metres to Moorabool Street, Baliang Street, Fyans Street
Interface Type L1 and L2	11 metres (3 storeys)	4.5 metres to Lambs Place

~~**Figure 1: Laneway Interface Type L1 - To properties within Heritage Overlay**~~



~~**Figure 2: Laneway Interface Type L2 - To properties outside of Heritage Overlay**~~

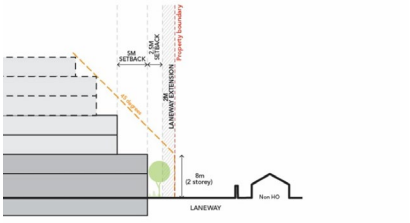


Figure ~~3~~1: Interface to future pedestrian links

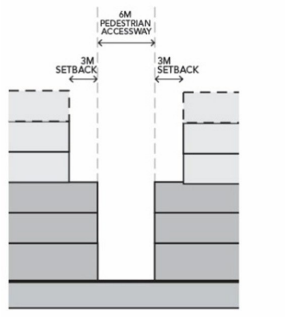


Figure 42: Interface to Sons of Temperance Hall

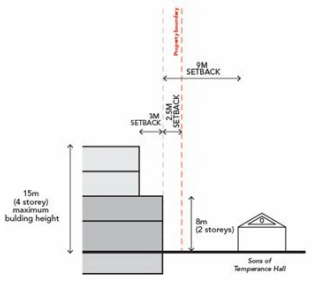


Figure 53: Interface to South Geelong Uniting Church (Moorabool Street)

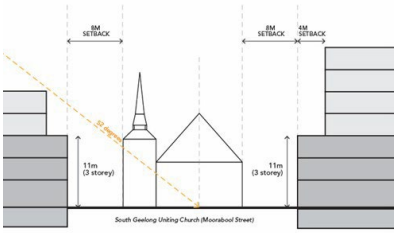
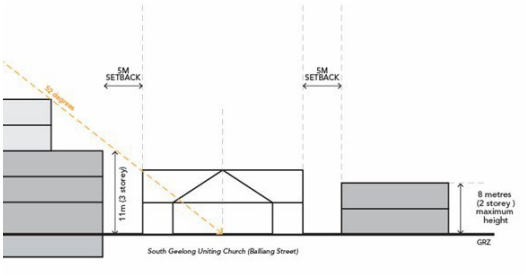


Figure 64: Interface to South Geelong Uniting Church (Balliang Street)



Building Setbacks and Separation

All buildings should generally be built to side boundaries.

~~Development above the maximum street wall height of 11 metres or 3 storeys should be set back a minimum of 4.5 metres from boundaries unless a different setback is listed in Table 1.~~

Development should provide a minimum of 9 metres distance between towers above the preferred maximum street wall height of 11 metres or 3 storeys.

Building Design

Incorporate low scale podium and distinctive upper levels through variation in form, materiality, recesses, and openings with emphasis on ground floor detailing that achieves human scale with an active street experience.

Ensure that building design and setbacks at the podium level provide separation that assists to mitigate visual bulk and excessive screening to avoid overlooking.

Design buildings to address front, oblique and side views.

Achieve high quality design outcomes on corner sites that address both street frontages with door openings, windows and interesting soffit lighting and treatment at street level.

Create visual interest in upper levels through the provision of balconies, eaves, terraces, and verandas that ~~are visually recessed from adjoining streets and laneways but~~ ensures passive surveillance of the public realm.

Discourage primary aspect to side boundaries for residential dwellings.

Avoid extensive expanses of unbroken solid or reflective blank glass or blank walls visible to the public realm including where they abut a street or laneway. Include an interim façade strategy when blank walls are visually prominent while adjoining properties are being realised.

~~Consolidate rear setbacks to avoid 'wedding cake' profiles.~~

Create midblock pedestrian links connecting Moorabool Street to Lamb Place generally as indicated in Map 1.

Ensure new pedestrian links are safe (comply with Crime Prevention Through Environmental Design Guidelines), receive adequate access to sunlight and are open to the sky as indicated in Figure ~~3~~1.

Ensure devices and privacy screens do not substantially reduce the potential for day lighting or outlook for residents.

Public Realm Interface

Ensure ground floor activity, façade and internal layout is designed to facilitate visual and physical access between the building and adjoining public realm, enhancing the pedestrian environment.

Retain and plant street trees along Moorabool Street to create a boulevard effect.

Avoid concealed alcoves, recessed nooks and hidden entrances that affect perceived safety.

Avoid large signage and/or non-transparent glazing at ground level.

Provide separate residential and commercial entrances that are clearly legible from the street. Dwellings at the ground level should be provided with individual entrances from the footpath.

Provide a high level of passive surveillance from upper levels of building to future ~~adjacent to~~ open space ~~including, rear laneways, public open space~~ and forecourts ~~and space~~ surrounding the former South Geelong Uniting Church including the former Methodist Hall at 451-471 Moorabool Street and 4-6 Balliang Street and the Sons of Temperance Hall at 441 Moorabool Street.

Incorporate façade design and lighting that establishes a sense of safety and security after hours including along main streets, side streets and laneways.

Provide active frontages along pedestrian connections where possible.

Overshadowing

~~Avoid~~ Minimise any overshadowing to the secluded private open space of dwellings to the rear of the Moorabool Street Key ~~Red~~Development Area between 10 am and 2 pm on 22 September.

~~Avoid additional shadows over public open space between 10 am and 3 pm at the winter solstice.~~

Minimise additional overshadowing at the spring equinox to existing and future forecourts of the Former South Geelong Uniting Church including the former Methodist Hall at 451-471 Moorabool Street and 4-6 Balliang Street and Sons of Temperance Hall at 441 Moorabool Street as indicated in Figure ~~5~~3 and ~~6~~4 and should be designed to maximise solar access at the spring equinox to the new open space required through setbacks around these buildings.

~~Minimise the impact on solar access from new development to residential areas to the east of the site, communal and secluded open spaces within the development, including balconies, terraces and habitable room windows.~~

Wind and weather protection

Ensure safe wind conditions as specified in Table 2 on public land, publicly accessible areas on private land, private open space and communal open space.

Achieve comfortable wind conditions as specified in Table 2 in public land and publicly accessible areas on private land.

Avoid the addition of protective screens and other incidental add-ons to offset excessive wind gust levels.

Discourage the use of landscaping within public spaces to mitigate wind.

Table 2 to Schedule 54 to Clause 43.02

Wind condition	Requirement
~~Comfortable~~ Safe wind conditions	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: ▪ 3 metres per second for sitting areas, ▪ 4 metres per second for standing areas, ▪ 5 metres per second for walking areas.
Unsafe wind conditions	Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.

Incorporate along Moorabool Street continuous weather protection such as awnings, openings and architectural detail that promotes activity and visual interest. Ensure the soffit of awnings are well detailed and attractive when viewed from the street.

Ensure weather protection technique employed does not impinge upon existing or future street trees.

Acoustic attenuation

Incorporate acoustic treatments to limit noise transmission from external noise sources such as trains, South Geelong train station, Kardinia Park and Stadium, entertainment venues and public spaces to a level that is comfortable for all land uses sensitive to noise.~~residential uses.~~

Incorporate noise attenuation measures and suppression techniques to ensure noise does not unreasonably affect the amenity of nearby land within a residential zone.

A permit must contain conditions which give effect to the Acoustic Assessment Report, where the land has been identified as a lot that requires mitigation measures against noise impacts.

Access, Parking and Loading Areas

Provide an easily identifiable entrance, sense of arrival and safety through placing the primary pedestrian entrances to dwellings and tenancies on the street frontage.

Minimise the impact of vehicle access and car parking on the public realm by:

- Providing vehicle access to side streets or rear laneways.
- Locating car parking where it cannot be seen from the public realm.
- Designing vehicular entrances to have minimal visual impact.
- Providing car parking within the basement or conceal it from the public realm if located within the podium by ~~sleeving~~ encouraging active use frontages.

Avoid vehicular crossovers to Moorabool Street and Lonsdale Street.

Remove redundant crossovers from Moorabool Street

~~Ensure the design of rear setbacks are as indicated in Figure 1 and 2 to facilitate the expansion of Lamb Place for vehicular access.~~

Design all above ground car parking areas to support adaptive reuse over time.

Support reduced or shared car parking amenities for ~~residential~~ development where possible.

Locate bin enclosures and other storage at the rear of buildings and screened from public view to ensure a tidy presentation of streets and laneways.

Sustainable Design

Integrate landscape design with building form and layout.

Provide green roofs in accessible, serviceable, and visible parts of the roof. Incorporate vertical gardens where possible.

Fencing

Discourage fencing on Moorabool Street and Lambs Place.

Ensure a side or rear boundary fence does not exceed 1800 mm in height above ground level at any point and follows any change in level along the property boundary.

Discourage gates that open directly over a footpath or road.

Exemption from notice and review

An application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

3.0 Subdivision

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Proposed C432ggee

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

4.0 Signs

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Proposed C432ggee

None specified

5.0 Application requirements

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Proposed C432ggee

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

An Urban Context Report and Design Response which:

- Responds to the urban context (including built form character of adjacent and nearby buildings, adjacent and nearby heritage places, and equitable outcomes for potential development on adjoining sites).
- Implement recommendations from the other technical reports required under the application requirements of this schedule.
- Responds to the design objectives and buildings and works requirements of this schedule.
- Provides design excellence through providing sustainable, high quality architecture which articulates and minimises visual bulk, and landscape architecture and urban design enforcing liveability and activating the public realm.

An Environmentally Sustainable Design Management Plan (EMP) prepared by a suitably qualified environmental engineer or equivalent that demonstrates how the development provides for best practice environmentally sustainable design.

A Wind Report for buildings exceeding a height of 18 metres (5 storeys).

Any application for subdivision or development of land for Accommodation, Education Centre (other than Tertiary institution and Employment training centre) or Hospital, must be accompanied by an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the responsible authority which:

- Applies the following noise objectives:
  - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10pm and 6am.
  - Not greater than 40 dB LAeq,16h when measured within a living area between 6am and 10pm.
  - For areas other than sleeping and living areas, not greater than the median value of the range of recommended designed sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).
- Noise levels should be assessed:
  - Considering the cumulative noise from all sources impacting on the proposal including road traffic noise and industry noise, as well as potential other potential noise sources; and
  - In unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.
- Addresses noise compatible design for buildings, with siting, orientation, and internal layout, to be considered prior to setting building envelope performance requirements.
- Addresses potential noise character (such as tonality, impulsiveness or intermittency) is addressed wherever relevant, including through the application of adjustments to the internal noise levels that are determined using the procedures to adjust industry noise levels of the Noise Protocol.

A Traffic Impact Assessment Report (TIAR), where relevant.

Plans, elevations, and section drawings for any car parking proposed at or above ground level to show finished floor levels and a statement by a suitably qualified engineer to demonstrate the capacity for this to be adapted to alternative uses.

A Landscape Plan detailing proposed hard and soft landscape elements, plant schedule, plant container details and maintenance and irrigation systems.

Scaled shadow diagrams to show existing and proposed shadows at hourly intervals between 10:00 am and 3:00 pm on 22 September, to demonstrate compliance with overshadowing requirements.

Streetscape elevations showing the existing streetscape, and how the proposed development sits within the streetscape. A three-dimensional perspective which shows the proposed development within the streetscape in the context of adjacent development.

Any application for development of land for a dwelling including a dwelling as part of a mixed-use development should provide an Affordable Housing Delivery Strategy to the satisfaction of the responsible authority which sets out:

- How affordable housing is to be delivered in accordance with social and affordable housing policy at Clause 16.01 of the Planning Scheme.
- The method of implementing the strategy, such as by an agreement under Section 173 of the Planning and Environment Act 1987.
- Locations for the affordable housing to be delivered.
- A summary of the range of housing types, densities and sizes.
- Staging requirements and ensuring that affordable housing is provided in a timely manner as development occurs.

6.0 Decision guidelines

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Proposed C432ggee

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development appropriately responds to the design objectives and requirements including building heights, streetwall heights and setbacks in this schedule.
- Whether the development delivers efficient built form outcomes that manages visual and internal amenity through site consolidation.
- Whether the development employs an appropriate massing strategy that reduces visual bulk particularly when viewed from the low scale surrounds.
- Whether the development supports high-quality pedestrian amenity within the public realm, in relation to human scale and overshadowing.
- Whether the application incorporates acoustic treatments to limit the impact from noise from all current and potential noise generating sources such as railway operations, commercial activities and activities at Kardinia Park and Stadium.
- Whether the application includes an Affordable Housing Delivery Strategy to the satisfaction of the responsible authority.

- Whether the development incorporates ecologically sustainable design practices..
- Whether the proposal allows for open sightlines and high levels of passive surveillance by users and residents.
- Whether the development avoids:
  - Extensive blank walls along streets.
  - Buildings oriented towards internal spaces rather than streets.
  - Alcoves and recesses that may provide hiding places or that may collect dirt and litter.
- Whether the development provides active street frontages including integration of required servicing into the façade away from key pedestrian and public spaces, co-location of service cabinets internal to loading, waste or parking areas where possible.
- Whether the development achieves design excellence by providing high quality and innovative architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability and public contribution to buildings and urban spaces.

  Whether car parking demand can be appropriately managed.

Variations to preferred requirements

Where an application proposes to exceed, or vary a preferred requirement under a discretionary control contained within this schedule consider:

- Whether the design objectives have been met.
- Whether a variation to a requirement avoids or minimises adverse off-site impacts such as visual bulk, overlooking and overshadowing to adjacent residential properties and the public realm.
- Whether the proposal can enable a variation to a requirement without material adverse offsite impacts.
- Whether the proposal presents, or substantially facilitates an improved architectural outcome.
- Whether the proposal results in, or substantially facilitates, the delivery of appropriately secured public benefits including:
  - Provision of pedestrian links or public open space in excess of any minimum requirement in this Scheme.

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Map 1 to Schedule 54 to Clause 43.02