

15/09/2026
C433ggee**SCHEDULE 57 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO57**.

PAKINGTON NORTH PRECINCT**1.0**15/09/2026
C433ggee**Design objectives**

To support opportunities for urban renewal, commercial development, and increased housing density.

To create a vibrant mixed-use precinct with retail, offices and community spaces at lower levels and residential spaces above.

To promote high quality medium and higher-density built form which transitions to sensitive interfaces including heritage places and adjoining established low scale residential areas and protects the amenity of existing and future residents.

To establish a vibrant public realm which reinforces the sense of place, supports multi-modal movement, and improves local accessibility and amenity.

To protect the amenity of key public spaces including footpaths, future plazas and new public open spaces from overshadowing impacts.

2.015/09/2026
C433ggee**Buildings and works**

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

A permit may be granted to vary a preferred requirement expressed with the term ‘should’.

A permit cannot be granted to vary a requirement expressed with the term ‘must’.

A permit cannot be amended (unless the amendment does not increase the extent of non-compliance) for buildings and works that do not meet a requirement expressed with the term ‘must’.

Building and floor heights

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

Provided that the below criteria are met, the preferred maximum building height does not include architectural features, masts and building services. Roof top mechanical equipment such as plant rooms, lift overruns, solar collectors and other such equipment should be sited to achieve all of the following to the satisfaction of the Responsible Authority:

- Not more than 50 percent of the roof area is occupied by equipment (other than solar panel or greening).
- The equipment is set back on all sides, no less than 3 metres from the edge of the building, or otherwise located to minimise additional overshadowing and reduce visual impact.
- The equipment does not exceed the height limit by more than 3.6 metres.
- The equipment and screening is integrated into the design of the building.

Buildings should provide the floor-to-floor heights set out in Table 1.

Table 1: Floor-to-floor heights

Floor	Use	Minimum floor-to-floor dimension
Ground	All	4.0 metres

Floor	Use	Minimum floor-to-floor dimension
Level 1 and above	Residential	3.2 metres
	Non-residential (including car parking)	3.5 metres

Street interfaces

Development must meet the mandatory ground level setbacks specified in Table 2 and Map 1, unless the property is in a Heritage Overlay.

Development should not exceed the preferred maximum street wall/podium heights specified in Table 2.

Development should meet other street interface requirements specified in Table 2 and Map 1.

Street wall/podiums should align with ground floor building setbacks.

Development within a Heritage Overlay should retain the existing ground level setback to heritage frontages.

On corner sites along Pakington Street, the requirements in Table 2 for Type 1A, Type 1B and Type 1C apply to the side street frontages for a distance of 5 metres before transitioning to the side street typology.

Where development interfaces with a different built form typology, a transition zone must be provided in which building height, setbacks and massing are progressively varied to achieve a gradual change in scale.

Table 2: Street interface

Location (see Map 1 to this schedule)	Ground level setback	Preferred maximum street wall/podium height	Preferred setback above street wall/podium
Type 1A	0 metres (mandatory)	8 metres	5 metres
Type 1B	0 metres (mandatory)	11 metres	5 metres
Type 1C	0 metres (mandatory)	15 metres	5 metres
Type 1D	3 metres (mandatory)	None specified	None specified
Type 2A	3 metres (preferred)	15 metres	5 metres
Type 2B	2 metres (preferred)	8 metres	2 metres
Type 2C	2 metres (preferred)	11 metres	2 metres
Type 2D	2 metres (preferred)	15 metres	2 metres
Type 3	0 metres (preferred)	15 metres	3 metres

Residential interfaces

Development adjoining sites in the General Residential Zone and Neighbourhood Residential Zone should be in accordance with Figures 1-3 and Map 2.

Figure 1. Type 6A residential interface

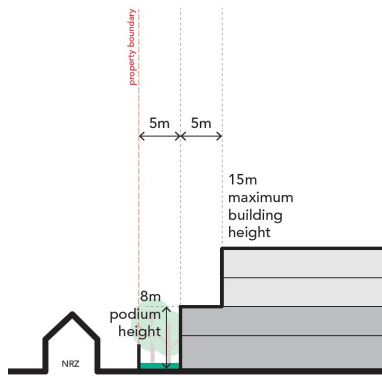


Figure 2. Type 6B residential interface

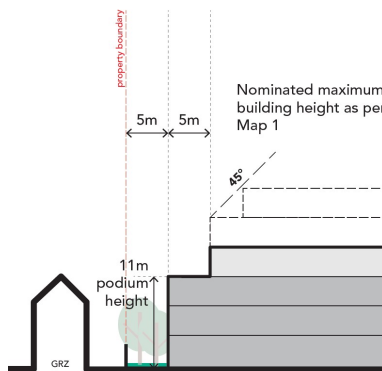
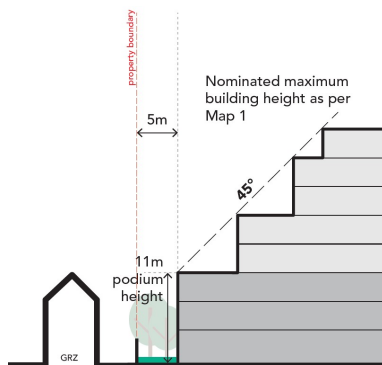


Figure 3. Type 6C residential interface



Laneway interfaces

Development abutting laneways should be in accordance with Figures 4-6 and Map 2.

Figure 4. Type 4A laneway interface

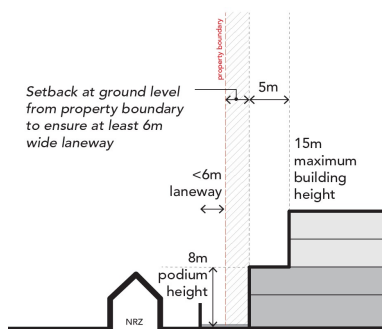


Figure 5. Type 4B laneway interface

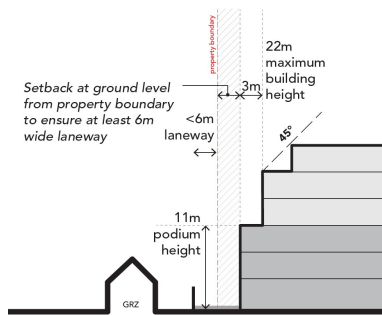
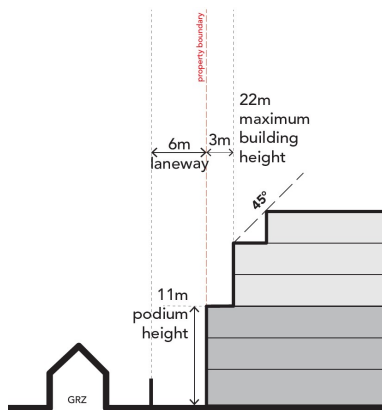


Figure 6. Type 4C rear interface



Open space

New public open space should be provided to the south of the Former Donaghy's Rope Walk building, generally in the location indicated on Map 1.

The new public open space should be:

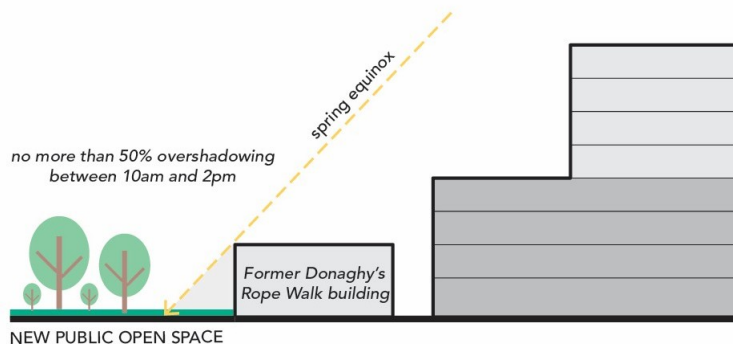
- at least 10 percent of the overall site area of the Pakington Strand site; and
- publicly accessible, open to the sky and receive good solar access.

Development must not result in more than 50 percent of the new public open space being overshadowed between 10am and 2pm on 22 September.

Development abutting the north side of the new public open space should be in accordance with Figure 7 and Map 1.

Encourage public gathering places like small plazas at the entrance of buildings in addition to the new public open space.

Figure 7. Public open space interface



Building separation

Balconies should not encroach into side setbacks.

Where a site abuts another site subject to this schedule, development should provide the minimum side setbacks specified in Figures 8 and 9.

Figure 8. Preferred side separation for buildings built to boundary

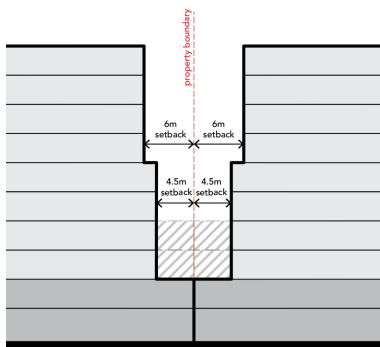


Figure 9. Preferred side separation for buildings not built to boundary



Building design and landscaping

Encourage developments at corner sites that address both street interfaces.

Encourage the use of natural, tactile, and visually interesting materials and façade articulation.

Encourage the use of features which complement the existing character of Pakington Street, including the Heritage Core to the south, such as plinths, depth of façade articulation, and tactile materials.

Create visual interest in upper levels and ensure passive surveillance of the public realm.

Incorporate an interim façade strategy when blank walls are visually prominent while adjoining properties are being realised.

Discourage development that mimics or replicates adjacent heritage styles.

Encourage integrated screening that manages on and off site amenity outcomes.

Incorporate façade design and lighting that enhances safety and security after hours including along main streets, side streets and laneways.

Minimise the potential for off-site impacts, including from noise, fumes, odour or vibrations through the use of setbacks, acoustic barriers, high performance glazing, internal layout, or other relevant measures.

Ensure passive surveillance for developments that directly abut or are adjacent to public open spaces with the provision of clear sight lines, views and activation to these spaces.

Integrate soft landscaping with building design by incorporating green walls, green roofs, roof top gardens, landscaped balconies and functional courtyards to enhance biodiversity and visual amenity and mitigate the urban heat island effect.

Encourage the provision of functional open spaces (e.g. central courtyards) and landscaped areas with deep soil planting to support canopy trees around buildings.

Active frontages

Encourage visual and physical permeability between the building and the street by incorporating measures such as doors facing the street, operable windows and direct residential access for ground level residences.

Design buildings to address the street, with legible and direct entries to support street activation whilst clearly distinguishing residential and commercial entrances.

Allow a maximum 75 percent glazing on any façade and provide 50 percent visually permeable balcony balustrades.

Solar access, wind and weather

Incorporate weather protection such as awnings, openings and architectural detail that are well detailed and attractive when viewed from the street.

Ensure weather protection measures do not impinge existing or future street trees.

Address wind gust management in building design, without the need for additional protective screens, incidental add-ons and landscaping in public spaces.

Limit overshadowing impacts on the existing secluded private open space of adjacent residential properties outside the precinct.

Development must ensure solar access as specified in Table 3.

Table 3: Solar access to footpaths

Location	Solar access requirement
Pakington Street	Maintain solar access to the opposite footpath on Pakington Street, measured 4 metres from the property boundary, between 10am and 2pm on 22 September.
Waratah Street	Maintain solar access to the southern footpath on Waratah Street, between 10am and 2pm on 22 September.
All other streets	Maintain solar access to southern footpaths where possible

Buildings and works with an overall height equal to, or greater than 16 metres:

- Must not cause unsafe wind conditions as specified in Table 4 on public land, publicly accessible areas on private land, private open space and communal open space.
- Should achieve comfortable wind conditions as specified in Table 4 on public land, publicly accessible areas on private land, private open space and communal open space.

Table 4: Wind effects requirements

Wind condition	Requirement
Comfortable 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

Wind condition	Requirement
	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.

Access, parking and services

Ensure above ground car parking is sleeved with active uses along street frontages.

Minimise or consolidate vehicular access points and carefully design ramps into basements to support increased amenity and safety for pedestrians and bicycles.

Where possible, avoid vehicular access from Church Street and Pakington Street.

Encourage east-west and north-south vehicle and pedestrian permeability through the Pakington Strand site.

Maintain the existing pedestrian connection to Donaghy Street from the Pakington Strand site.

Ensure car parking frontages to the public realm are visually interesting through materiality and detailing and allow for adequate ventilation.

Avoid solid roller shutter doors or security grills in Church Street and Pakington Street.

Design off-street car parking facilities to have flexible electric vehicle charging spaces.

Encourage shared car parking facilities according to peak car parking demand times.

Avoid locating services, loading and waste areas on main streets and public spaces. Where possible, they should be located within basements or on upper levels.

Integrate plant, equipment and services into the built form design. Where possible, avoid locating services on Pakington Street or grouping them together to create long inactive facades.

Exemption from notice and review

An application to construct a building or construct or carry out works which accords with the height, setback and interface requirements of this clause 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.

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Subdivision

The subdivision of land should not prevent the development of land in accordance with the objectives of this Schedule.

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.

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Signs

None specified.

5.015/09/2026
C433ggee**Application requirements**

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 demonstrating how the proposal responds to the design objectives and buildings and works requirements of this schedule, responds to any adjacent residential properties, and implements recommendations from any relevant technical reports.
- Streetscape elevations showing the existing streetscape, and how the development sits within the streetscape and a three-dimensional perspective which shows the development in the context of adjacent development in the street.
- A Wind Report prepared by a suitably qualified person for buildings exceeding a height of 16 metres which addresses appropriate mitigation measures to achieve safe and comfortable wind conditions on and nearby the site, without relying on street trees or excessive screening elements.
- A Stormwater Management Plan demonstrating potential for reuse of stormwater for onsite purposes such as landscaping and other non-portable purposes, provision for limiting maximum flows discharged from the site under storm events and incorporation of WSUD principles where possible.
- An Environmental Management Plan prepared by a suitably qualified person that demonstrates how the development provides for environmentally sustainable design measures.
- A Traffic Impact Assessment Report prepared by a suitably qualified traffic engineer that assesses and minimises the impacts of traffic and parking within the precinct and promotes sustainable transport modes.
- Plans, elevations, and section drawings for any car parking at or above ground level to show finished floor levels and a statement by a suitably qualified engineer that demonstrates the capacity for adaption to alternative uses.
- A Landscape Plan detailing proposed hard and soft landscape elements, plant schedule, plant container details and maintenance and irrigation systems.
- Shadow diagrams to show existing and proposed shadows at hourly intervals to demonstrate compliance with the solar access requirements contained in this schedule.
- Any application for 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).
 - Train airborne noise received at new residential or other noise sensitive uses attenuated to achieve a noise level of 55 dBA, Lmax in bedrooms at night and a noise level of 60 dBA, Lmax in living areas. These noise levels are to be measured at the expected occupancy position(s) in the space relevant to the noise of interest with doors and windows closed. The preferred positions are at least 1 metre from the walls or other

major reflecting surface, 1.2 metres to 1.5 metres above the floor and about 1.5 metres from windows.

- The measurements should be undertaken using a ‘fast’ meter time weighting and must be achieved for 95% of train pass-bys (i.e. 5%, 1 in 20 trains may exceed).
- Noise levels should be assessed:
 - Considering the cumulative noise from all sources impacting on the proposal including road traffic, railway, industry and commercial noise, as well as other potential noise sources.
 - Industrial noise received at new residential or other noise sensitive uses achieves internal noise levels assessed in accordance with the Noise Protocol (EPA Publication 1826.4) with the implementation of an indoor adjustment of 20 dB, while allowing for operable windows. These noise levels are to be measured internally at the expected occupancy position(s) in the space relevant to the noise of interest with doors and windows closed. The preferred positions are at least 1 metre from the walls or other major reflecting surface, 1.2 metres to 1.5 metres above the floor and about 1.5 metres from windows.
 - Operation of the rail sidings yard with respect to EPA Pub. 1826.4 Noise Protocol, where any new proposed sensitive uses constitutes the Agent of Change, and as such measures must be undertaken at sensitive uses to maintain EPA Pub. 1826.4 conformance of rail sidings yard.
 - 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) 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.

6.0

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Decision guidelines

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 employs an appropriate massing strategy that reduces visual bulk.
- Whether the development contributes to an active and permeable streetscape, provides acceptable solar access to specified locations, incorporates weather protection elements, and makes a positive contribution to the public realm.
- Whether the development adequately manages visual and internal amenity and appropriately transitions to adjoining public open spaces, sensitive residential areas, heritage places or sites.
- Whether the proposed design treatment and material selection for the development is sympathetic to adjoining heritage place or site and transitions appropriately from the Heritage Core.
- Whether the development incorporates environmentally sustainable design measures.
- Whether the development incorporates acoustic treatments to limit the impacts from noise from all current and potential noise generating sources such as railway operations, traffic and commercial activities.
- Whether the development avoids blank walls, alcoves and recesses that provide hiding places or collect dirt and litter.

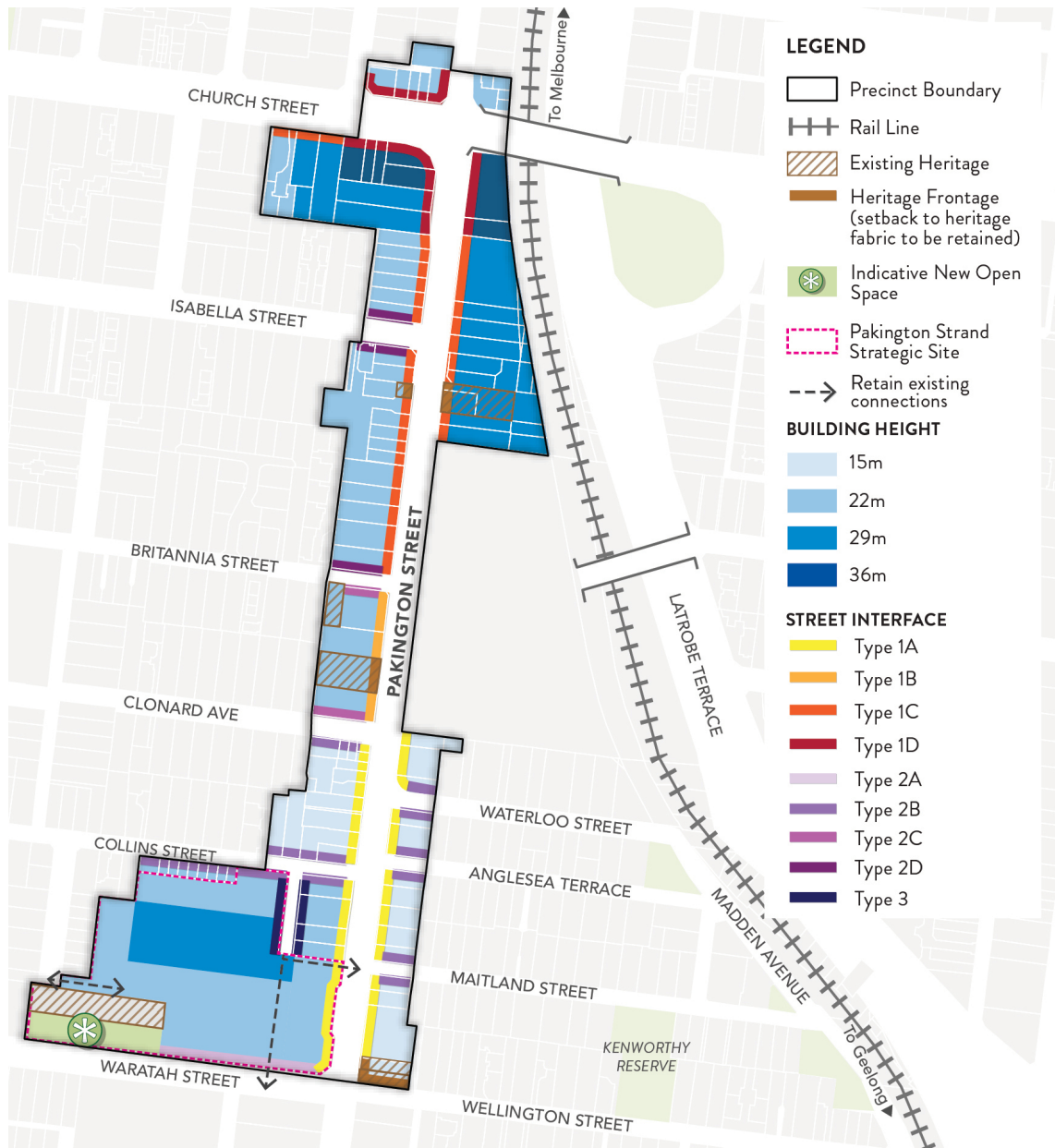
- Whether the development achieves design excellence by providing high quality innovative architecture, landscaping and urban design.
- Whether the development responds to the Rail Sidings Yard site in a manner appropriate for its current transport use.
- Whether the development achieves comfortable wind conditions.
- Whether the development is consistent with the *Pakington North Urban Design Framework* (City of Greater Geelong, May 2024).

Variations to preferred requirements

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

- Whether the design objectives are met.
- Whether the development results in, or substantially facilitates, the delivery of appropriately secured public benefits including:
 - Incorporation of social or affordable housing.
 - Upgrades to or delivery of new local infrastructure, including public realm works, pedestrian links or public open space that exceeds any minimum requirement in Clause 53.01.
- Whether development results in adverse offsite impacts such as visual bulk, overlooking and overshadowing to adjoining residential properties and the public realm.
- Whether the proposal presents, or substantially facilitates an improved architectural and urban design outcome.

Map 1 to Schedule 57 to Clause 43.02



Map 2 to Schedule 57 to Clause 43.02

