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Proposed C433ggee

SCHEDULE 57 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

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

PAKINGTON NORTH PRECINCT

1.0

Design objectives

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To support opportunities for urban renewal, commercial development, and increased housing density by implementing the *Pakington North Urban Design Framework* (City of Greater Geelong, May 2024).

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 and adjoining established low scale residential areas to protect 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.

2.0

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.

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 so achieve all of the following:

- Not more than 50% 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; and
- The equipment and screening is integrated into the design of the building;

to the satisfaction of the Responsibly Authority.

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
Level 1 and above	Residential	3.2 metres

Floor	Use	Minimum floor-to-floor dimension
	Non-residential (including car parking)	3.5 metres

Street interface

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

Development must meet the ground level setbacks and be generally in accordance with the other street interface requirements specified in Table 2 and Map 1 to this schedule.

Development should retain heritage frontages as indicated in Map 1 to this schedule.

Table 2: Street interface

Location (see Map 1 to this schedule)	Mandatory ground level setback	Preferred maximum street wall/podium height	Preferred setback above street wall/podium
Type 1A 28-96 and 67-103 Pakington Street Note: only applies to portion of 28-64 Pakington Street south of alignment with Britannia Street)	0 metres	8 metres	5 metres
Type 1B 53-57 and 63 Pakington Street	0 metres	11 metres	5 metres
Type 1C 21-29 Church Street 9-27, 31-49, 8-20, 24-64 Pakington Street Note: only applies to portion of 28-64 Pakington Street north of alignment with Britannia Street)	0 metres	15 metres	5 metres
Type 1D 2-28 and 17-19 Church Street 2-6 and 1-7 Pakington Street	3 metres	36 metres	0 metres
Type 2A	3 metres	15 metres	5 metres
Type 2B	2 metres	8 metres	2 metres

Location (see Map 1 to this schedule)	Mandatory ground level setback	Preferred maximum street wall/podium height	Preferred setback above street wall/podium
All properties abutting Collins Street, Maitland Street, Anglesea Terrace, Waterloo Street, Clonard Avenue (south)			
Type 2B All properties abutting Clonard Avenue (north), Britannia Street (south), Isabella Street	2 metres	11 metres	2 metres
Type 2B All properties abutting Britannia Street (north) Isabella Street	2 metres	15 metres	2 metres
Type 3 New streets	0 metres	15 metres	3 metres

Rear interface

Development abutting GRZ and NRZ zoned land should be in accordance with Figures 1-4 and Map 2 to this schedule.

Figure 1. Type 6A residential interface

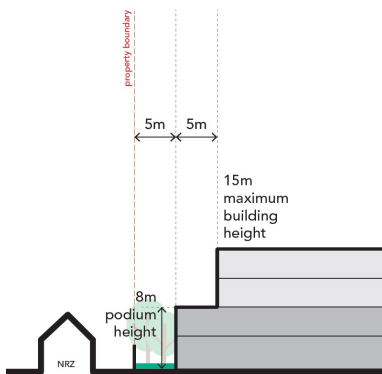


Figure 2. Type 6B residential interface

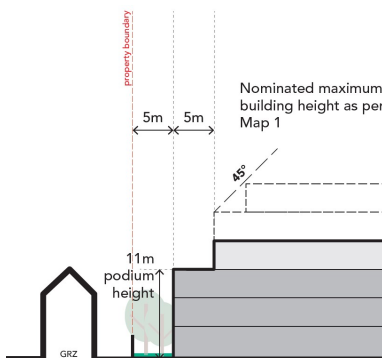


Figure 3. Type 6C residential interface

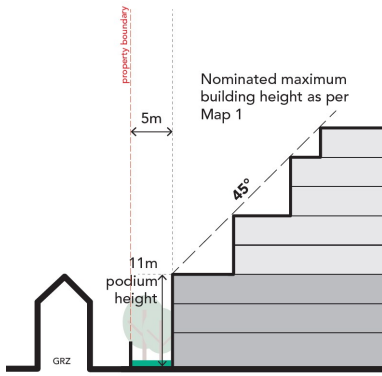
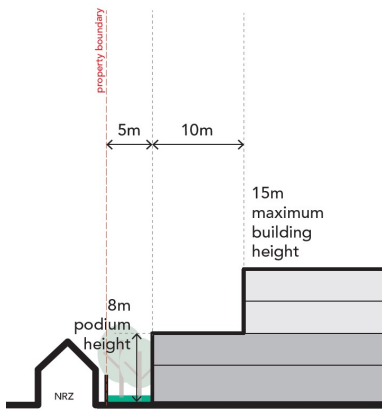


Figure 4. Type 6D residential interface



Laneway interface

Development abutting laneways should be in accordance with Figures 5-7 and Map 2 to this schedule.

Figure 5. Type 4A laneway interface

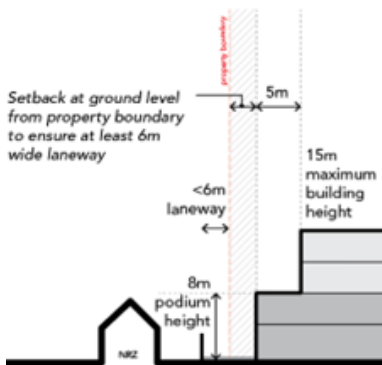


Figure 6. Type 4B laneway interface

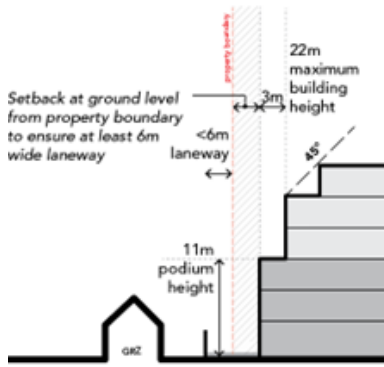
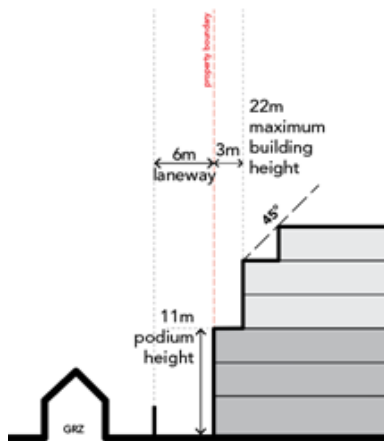


Figure 7. Type 4C rear interface

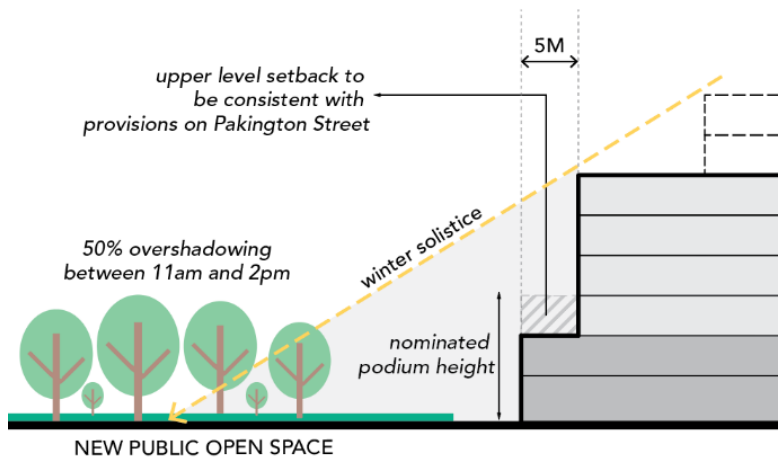


Open space interface

New open spaces and/or plazas should be provided generally in the locations indicated on Map 1 to this schedule. These spaces should be publicly accessible, open to the sky and receive good solar access.

Development abutting new open spaces should be in accordance with Figure 8 and Map 1 to this schedule.

Figure 8. Open space interface



Building separation

Balconies must not encroach into side setbacks.

Where a building is to be built to a common boundary, the minimum side setbacks at Figures 9 and 10 apply.

Figure 9. Preferred side separation for buildings built to boundary

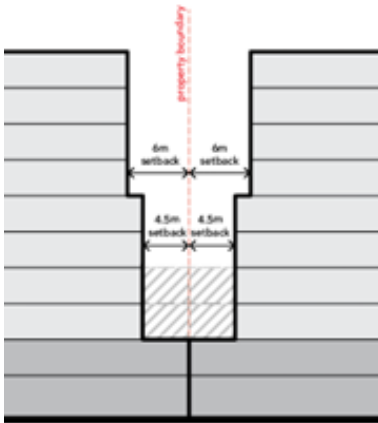
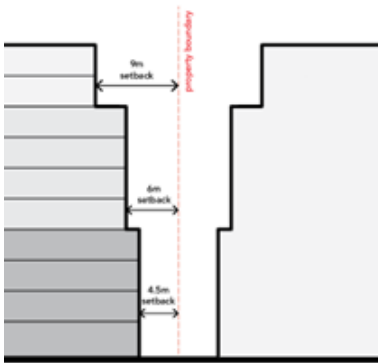


Figure 10. Preferred side separation for buildings not built to boundary



Building design

Encourage developments at corner sites that address both street interfaces with equal design quality.

Encourage the use of natural, tactile, and visually interesting materials and façade articulation that clearly distinguishes the podium from the upper levels.

Create visual interest in upper levels through the provision of balconies, habitable windows, eaves, terraces, and verandas to 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 design solutions that ensure screening is integrated with the facade of the building and does not substantially reduce the potential for daylight or outlook for residents.

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

Ensure improved pedestrian amenity and permeability across the Pakington Strand Strategic Site identified in the Indicative Concept Plan at Clause 11.03-6L-06.

Minimise the potential for off-site impacts, including from noise, fumes, odour or vibrations through the use of setbacks, acoustic barriers, high performance glazing, consideration of 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 landscaping with building design by incorporating green walls, roof top gardens and functional courtyards.

Encourage the provision of functional open spaces (e.g. central courtyards) and landscaped areas to the front and rear of buildings, including the planting of canopy trees to sensitively transition to lower-scale residential areas.

Active frontages

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

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% glazing on any façade and provide 50% visually permeable balcony balustrades.

Solar access, wind and weather

Incorporate continuous 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.

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

Development should ensure solar access as specified in Table 3.

Table 3: Solar access

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.
Public open space (including parks and plazas)	Maintain a minimum 50% solar access between 11am and 2pm on 22 June.

Buildings and works with an overall height equal to, or greater than 16 metres must ensure safe 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: Safe wind conditions

Wind condition	Requirement
Safe wind conditions	<p>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:</p> <ul style="list-style-type: none"> ▪ 3 metres per second for sitting areas, ▪ 4 metres per second for standing areas, ▪ 5 metres per second for walking areas
Unsafe wind conditions	<p>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.</p>

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.

Ensure car parking frontages to the public realm are visually interesting with interactive materiality and detailing and allow for adequate ventilation. Avoid solid roller shutter doors or security grills.

Design off-street car parking facilities to have flexible electric vehicle charging spaces. Electric charging stations should be equipped with at least 50kw charging facilities.

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

Services, loading and waste areas should be accessed away from main streets and public spaces and located within basements or upper levels. Access doors to any waste, parking or loading area should be designed as an integrated element of the building.

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.

Provide easy access to bicycle parking facilities with end of trip change rooms, showers, and lockers.

Site coverage

Development should not exceed the preferred maximum site coverage specified in Map 3 to this schedule.

Exemption from notice and review

An application or 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 result in the fragmentation of land where it would 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.

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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 requirement of this schedule, responds to any adjacent residential properties, and implements recommendations from other technical reports.
- Plans, elevations, and section drawings (with finished floor levels), including for any car parking at or above ground level.
- Where car parking is proposed at ground or upper levels a statement by a suitably qualified engineer that demonstrates the capacity for adaptation to alternative uses.
- 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 commercial buildings exceeding a height of 16 metres (5 storeys) 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.
- 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.
- A Landscape Plan detailing proposed hard and soft landscape elements, plant schedule, plant container details and maintenance and irrigation systems.
- Shadow diagrams necessary to demonstrate compliance with the solar access requirements of this overlay.
- Any application for development of land for a dwelling including dwellings as part of a mixed-use development should provide an Affordable Housing Delivery Strategy to the satisfaction of the responsible authority which sets out the location and type (housing type/density/size) of the affordable housing to be delivered, the method of implementation, and proposed staging which ensures affordable housing is provided in a timely manner as development occurs.
- 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).
 - Train airborne noise received at new residential or other noise sensitive uses is 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; 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) 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.

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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 retains solar access to Pakington Street and Waratah Street.

GREATER GEELONG PLANNING SCHEME

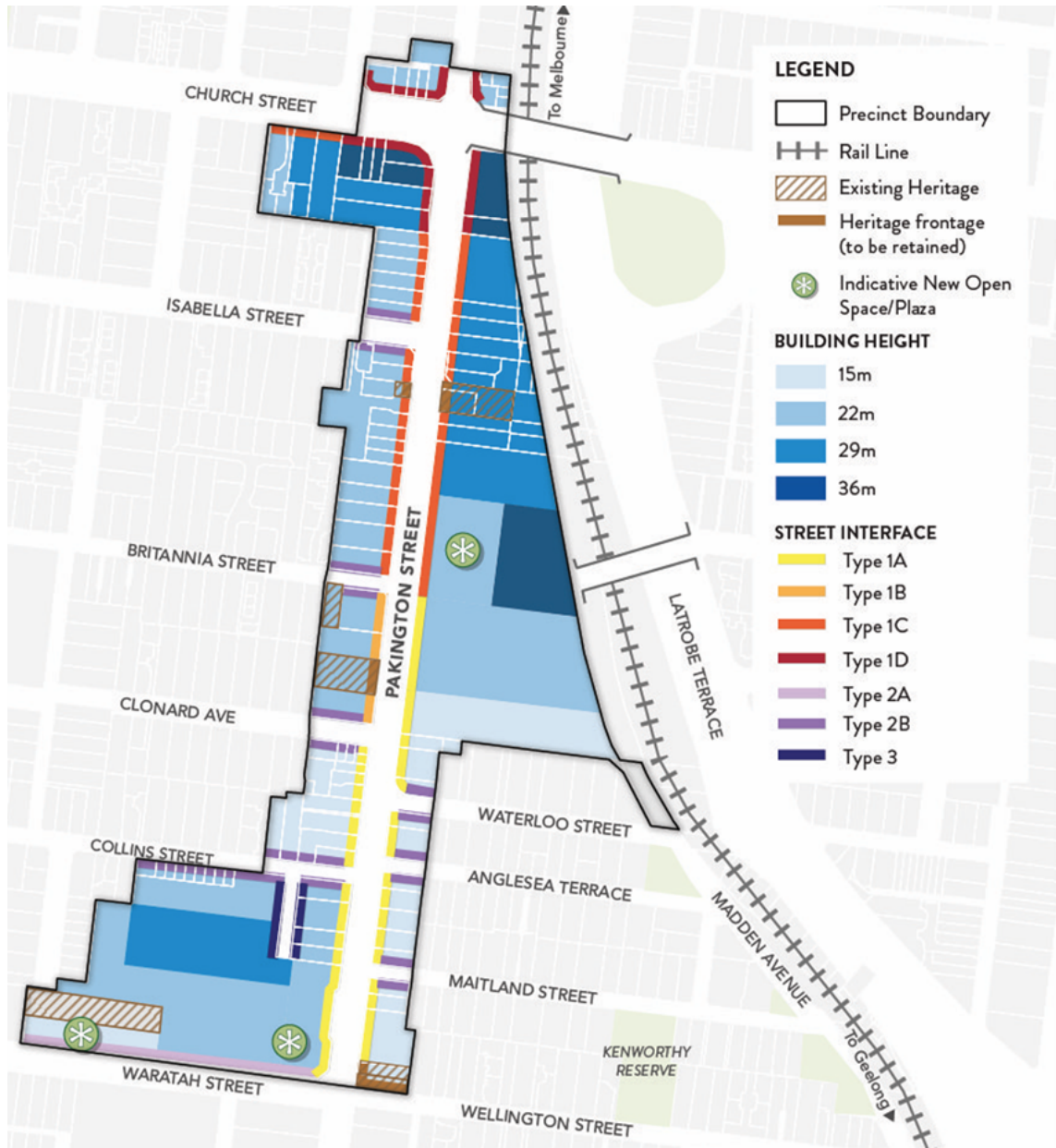
- Whether the development adequately manages visual and internal amenity through site consolidation and appropriately transitions to adjoining public open spaces, sensitive residential areas, heritage places or sites.
- Whether the proposed design treatment and material selection is sympathetic to adjoining heritage place or site and transitions appropriately from the Heritage Core.
- Whether the application includes an Affordable Housing Delivery Strategy to the satisfaction of the responsible authority.
- 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 development contributes to an active and permeable streetscape, incorporates weather protection elements, and makes a positive contribution to the public realm.
- 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, landscape and urban design and provides community benefit.
- Whether the development transitions to the Rail Sidings Yard site in a manner appropriate for its current transport use.
- 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 under a discretionary control contained within this schedule consider:

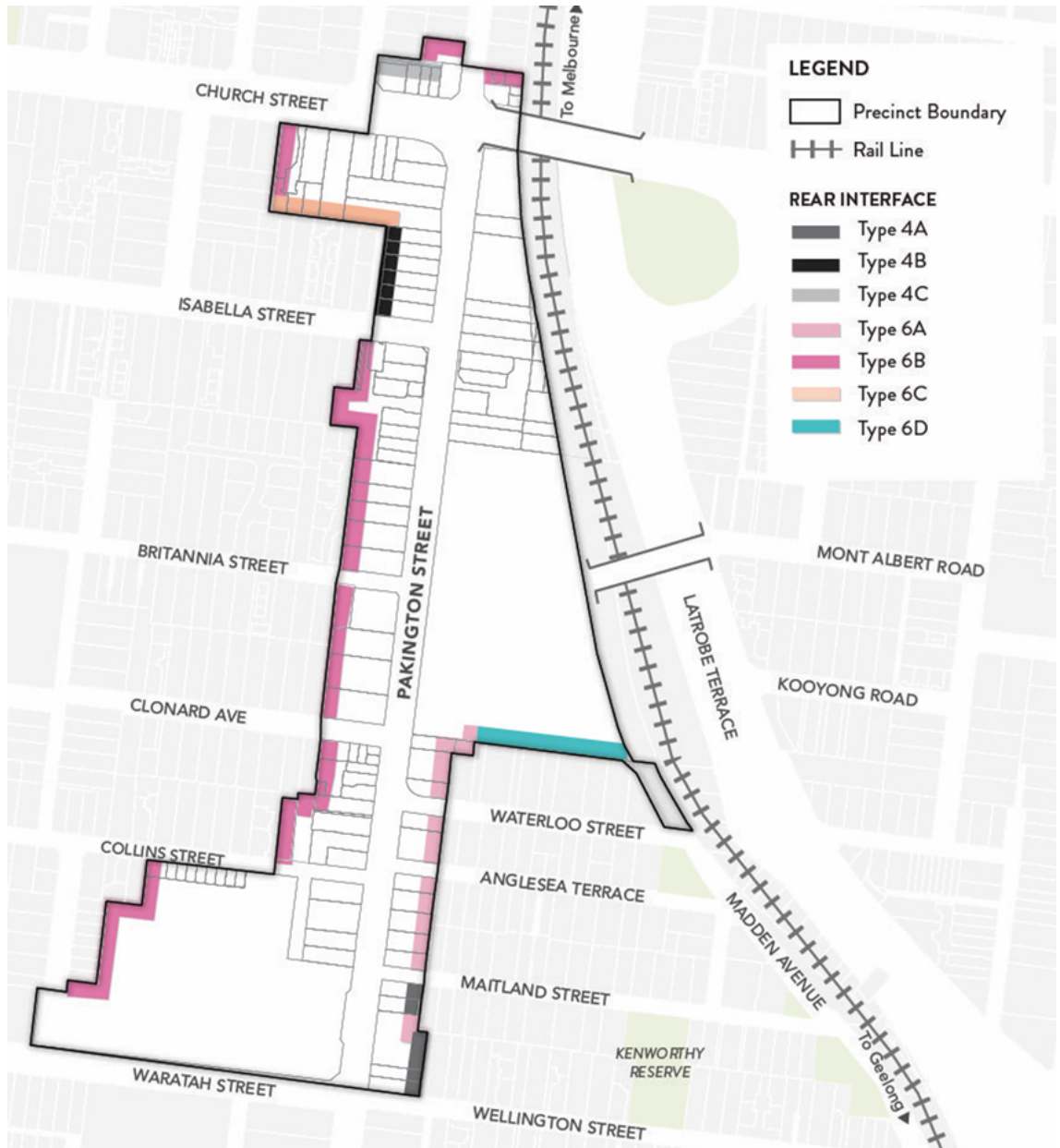
- Whether the design objectives have been met.
- Whether the development exceeds the minimum 5 star Greenstar rating for Environmentally Sustainable Design (ESD).
- Whether the development results in, or substantially facilitates, the delivery of appropriately secured community benefits including:
 - Incorporation of social or affordable housing.
 - Upgrades or delivery of new local infrastructure including public spaces to meet the needs of the community and provide spaces for residents to linger and enjoy.
 - Provision of pedestrian links or public open space in excess of any minimum requirement in this Scheme.
- Whether development enables a variation without material 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



GREATER GEELONG PLANNING SCHEME

Map 2 to Schedule 57 to Clause 43.02



GREATER GEELONG PLANNING SCHEME

Map 3 to Schedule 57 to Clause 43.02

