

Taller buildings may punctuate above the predominant built form where it is of slender design, demonstrates design excellence, provides increased pedestrian permeability and spaces, retains generous visual permeability between taller buildings and retains key views.

Building heights should respect the existing waterfront character and avoid dominating the waterfront through excessive bulk and unarticulated built form heights.

The preferred building height limits as specified in Table 1 and Map 1 to this Schedule do not apply to architectural features (such as domes, towers, masts) and building services, (including enclosed stairwells) that do not exceed the preferred maximum height by more than 4 metres. The combined floor area of these features must not exceed 10 per cent of the gross floor area of the top building level.

Setbacks

New development should comply with the setback requirements specified in column 3 of Table 1 to this Schedule.

Greater setbacks than required in the Table to this Schedule may need to be provided to:

- Add to or provide public space or pedestrian routes as identified in Table 2 and Map 2 to this Schedule.
- Share views, from public spaces / major pedestrian routes or from upper floors, to Corio Bay and other key views.
- Avoid excessive building bulk.
- Reflect the setback of adjoining buildings.
- Form part of the provision of a pedestrian or service laneway.
- Reflect the heritage values associated with adjoining properties within a Heritage Overlay.
- Ensure adequate light to major pedestrian routes and public spaces.
- Ensure adequate light to adjacent buildings, particularly to windows of habitable rooms and balconies of adjacent dwellings.
- Ensure taller buildings and elements do not dominate the streetscape.
- Ensure the upper floors of new development provide greater articulation using recesses, setbacks, expressed roof forms, etc.

Car Parks

Car parks for new development should be designed to:

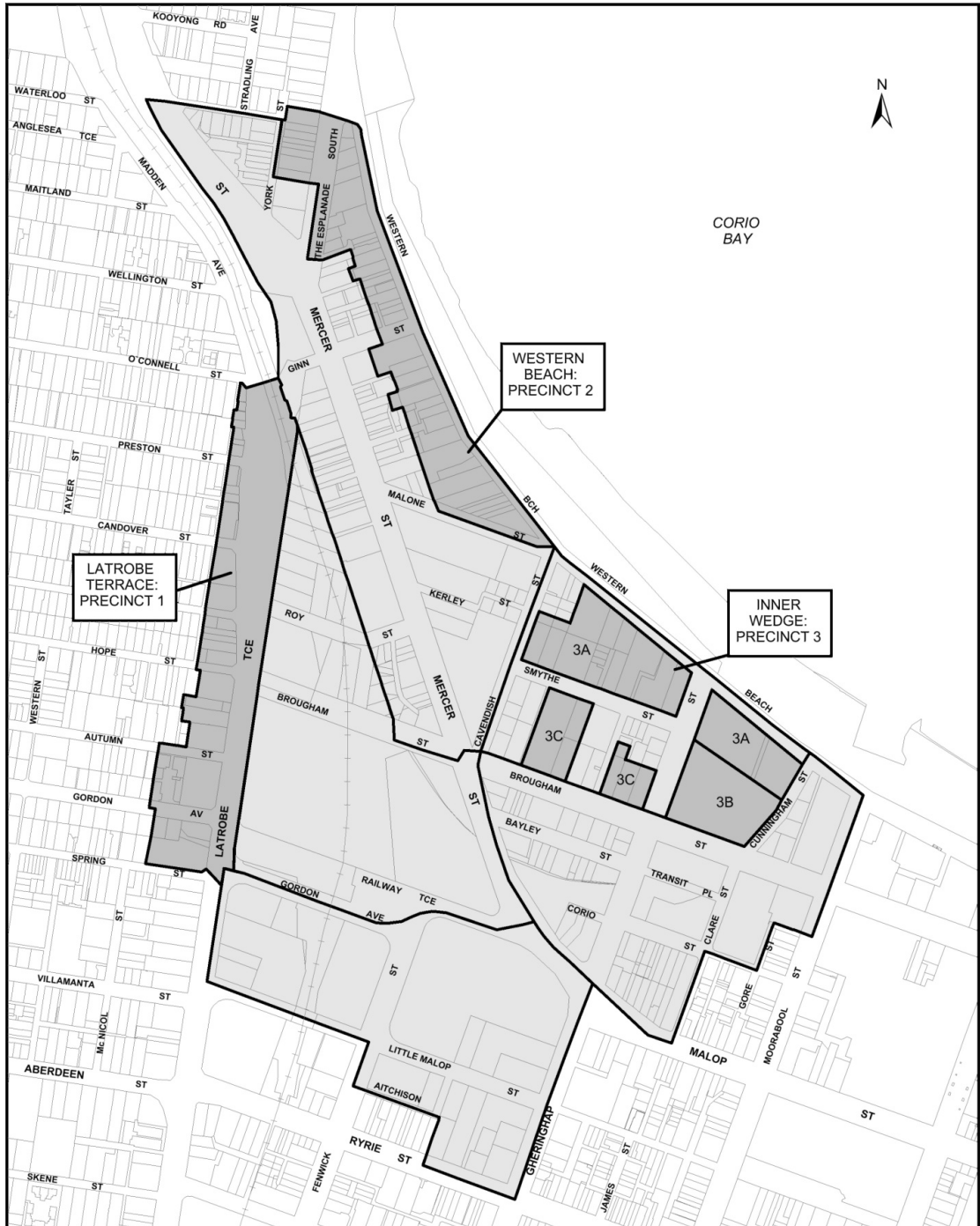
- Avoid car parking spaces, structures and access ways from dominating street frontages.
- Ensure car parks, including multi-level parking structures, are designed to achieve a safe and 'open' feel with good sight-lines and adequate lighting throughout.
- Locate car parks near the major road network, to minimise intrusion into areas of high pedestrian usage and distances travelled along other streets.
- Place car parking underground or in discreetly located multi-deck structures.
- Avoid at grade car parks, especially along street frontages, walkways and within the front setback.
- Conceal parking structures behind or within other buildings and uses.
- Locate and design car park entries to minimise adverse impacts on pedestrians.
- Minimise car access points and garages to the street where it is feasible to consolidate access points and/or provide access to parking spaces and service and loading areas, from rear lanes or basements.

Table to Schedule 17

Latrobe Terrace: Precinct 1		
Design objectives	Preferred building height requirement (above natural ground level):	Preferred setback requirement (from property boundary):
<p>Provide a robust built form responding to highway frontage along the Latrobe Terrace western frontages.</p> <p>Promote outstanding architecture that reflects the high profile of Latrobe Terrace.</p> <p>Address the sensitivity of adjacent residential development through low rise development.</p>	<p>Preferred height limit of 12 metres, reducing to the west when required to protect residential amenity. Where not separated by a lane or road, development should be not greater in height than the adjoining residential development within 6 metres of the common boundary.</p>	<p>0 metre setbacks required except where appropriate on corner sites.</p>
Western Beach: Precinct 2.		
Design objectives	Preferred building height requirement (above natural ground level):	Preferred setback requirement (from property boundary):
<p>Protect the established character of the area.</p> <p>Ensure new buildings and landscaping respect the established neighbourhood character.</p>	<p>Preferred height limit of 9 metres. Where new buildings differ in height from adjoining buildings by more than one storey, step the new building down to create a transition in height to the existing.</p>	<p>Front and side setbacks consistent with adjoining buildings and the overall streetscape, except where the heritage significance of an adjoining building in a Heritage Overlay necessitates a variation.</p>
Inner Wedge: Precinct 3.		
Design objectives	Preferred building height requirement (above natural ground level):	Preferred setback requirement (from property boundary):
<p>Ensure that views of Corio Bay are available even from sites away from the waterfront, supporting amenity of upper floor tenancies in taller structures throughout the precinct.</p> <p>Achieve building scales sensitive to the foreshore, create and protect vistas to Corio Bay, provide public spaces and plazas and provide pedestrian routes to Western Beach Road.</p>	<p>Generally minimum of 12 metres.</p> <p>The following preferred height limits apply:</p> <ul style="list-style-type: none"> ▪ In area 3A: 20 metres. ▪ In area 3B: 28 metres. ▪ In area 3C: 28 metres. 	<p>0 metre front or side setback</p>

Map 1 to Schedule 17 to Clause 43.02

Geelong Western Wedge Precinct Plan



Note: Map 1 above shows the Western Wedge Framework Plan area with light grey areas that are included in the Central Geelong Activity Centre Zone.

5.0 Application requirements

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Buildings and works

In addition to the standard information submitted with a planning application, where appropriate, applications must be accompanied by the following plans and reports to the satisfaction of the responsible authority:

- An application to exceed the preferred building heights must be accompanied by a description of how the design objectives of this Schedule are met and how design excellence is achieved.
- An urban context report which outlines:
 - a spatial analysis of the location.
 - detail of the inter-relationship of the subject site to its surrounding buildings.
 - the predominant landscape and building form.
 - development form and rhythm.
 - amenity and functional relationships and opportunities between the subject site and adjacent areas.
- For applications for any building or other structure with a finished height greater than 15 metres above natural ground level, diagrams showing the proposed building in 3 dimensional forms within the context of the surrounding development, with particular reference to demonstrating how the proposal complies with the objectives of this schedule.
- A wind assessment for development greater than 15 metres above natural ground level.
- A report that demonstrates the use of innovative, best practice, urban design and building techniques that incorporate ecologically sustainable design principles.
- A report that demonstrates how the new development will address environmental sustainability including response to local climate and microclimate conditions, and layouts that support good solar orientation in new buildings.
- A report that identifies any heritage restoration works.
- A report that demonstrates architectural design quality.
- A report that demonstrates improvement of safety and the perception of safety by applying principles of crime prevention through environmental design.

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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:

- Where a development exceeds the preferred building heights of this Schedule, whether the development achieves:
 - design excellence.
 - the retention of key views by concentrating development in slender design elements.
 - an increase in public open space and / or pedestrian linkages.
- Whether the proposal achieves the design objectives identified in column 1 of Table 1 to this Schedule.
- Whether the development:
 - avoids extensive blank walls along streets.
 - avoids buildings oriented towards internal spaces rather than streets.
 - avoids alcoves and recesses that may provide hiding places (making potential threats to personal safety) or that may collect dirt and litter (Buildings with irregular plans at ground level are generally appropriate only where set back away from the footpath).

GREATER GEELONG PLANNING SCHEME

- Provision of bin enclosures and other storage as required at the rear to ensure a tidy presentation onto laneways and public parking areas.
- The design of tall buildings to ensure protection of ground levels from wind turbulence, by means of stepping or articulating the building or use of other measures.
- Whether the design of buildings allow for the sharing of key views, including by avoiding excessive building bulk.
- Provision of verandahs or canopies over footpaths along major routes, especially those leading to and from the Station, unless they would conflict with the heritage significance of a building or site.
- Provision of active frontages onto footpaths and provide passive surveillance with buildings that overlook streets and public spaces. Giving priority to key pedestrian areas if active frontages are not feasible on all sides of a given property.
- Whether the development addresses the safety and security of residents, visitors, workers and property by ensuring:
 - Entrances to buildings are not obscured or isolated from the street and internal access ways;
 - Provision of good lighting and visibility of communal areas and internal access ways;
 - Private spaces within developments are clearly defined and protected from inappropriate use as public thoroughfares; and
 - Integrates with and contributes to urban art by providing where appropriate opportunities for artwork within public spaces.
- Whether the subdivision is associated with a development proposal that supports the objectives promoted by clause 21.10 for the Geelong Western Wedge and does not result in fragmentation of sites.

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Background documents

Geelong Western Wedge Framework, Planisphere and Jones & Whitehead Pty Ltd, April 2005 (updated September 2005).

Guidelines for Higher Density Residential Development, Department of Sustainability and Environment (2004).

Safer Design Guidelines for Victoria, Crime Prevention Victoria and Department of Sustainability and Environment (2005)