

Greater Geelong Planning Scheme Amendment C433 ggee

Dr Jane Mooney Feb 2026

INTRODUCTION

1. Pako has a special character and is of regional and social significance.
2. It is a very old part of Geelong with very narrow streets with traffic congestion and parking being major concerns.
3. Development needs to be about getting the balance right.
I understand the need for development but it's important to locate this in areas that are well serviced by public transport.

INTRODUCTION

Yes, I would like to see vibrant and appropriate development without losing the attractive qualities of the area we have in the process.

I embrace change but this should occur in appropriate locations that can support higher density.

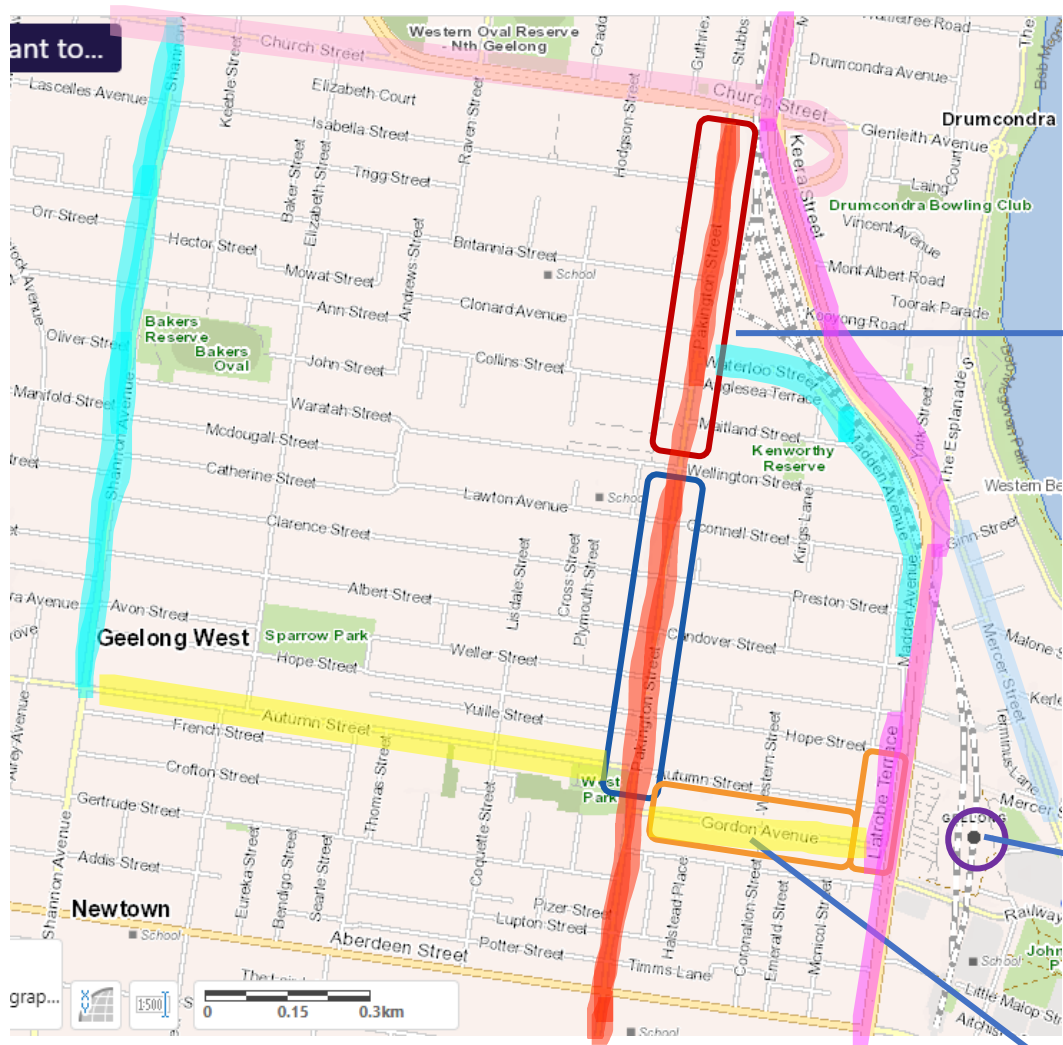
I will present some information relating to Pako North by highlighting constraints that are specific to this precinct such as lack of public transport and the impact that this has on traffic congestion, parking and amenity.

Setting the Scene

- Geelong is NOT Melbourne
- Pako North is NOT Fitzroy.

- Pako North has unique characteristics and constraints.
- Development needs to be responsive to these constraints.
- Melbourne based solutions can't just be applied here.

Map of the main streets and roads surrounding the GW amendment



**Pakington St
North
section**

**Geelong Train Station
(V-line commuter
train to Melb)**

Gordon Ave section

The map shows the main street and roads surrounding the GW amendment. Latrobe terrace: intersects Gordon Ave; funnels off into Madden Ave and further along into Church St overpass.

Pako North has very limited public transport options

Melbourne – lots of options



1. Commuter V/line train service
2. Metro train services
3. tram lines
4. Bus routes

Pako North – very limited options



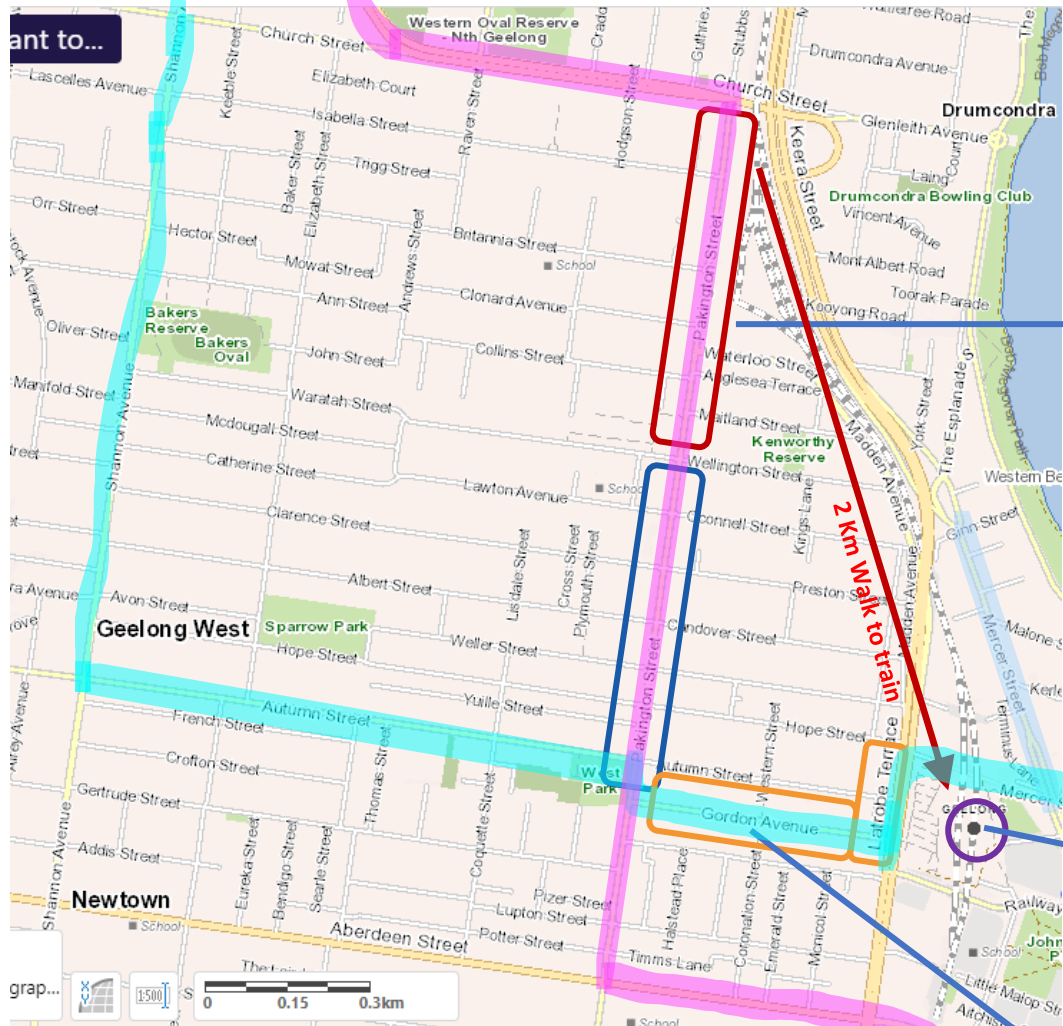
NO Metro train system

Only has:

1. a V/line Commuter train service to Melbourne
2. One bus runs down Pakington St



Pako Nth has very limited public transport options



Pakington St North section

Geelong Train Station (V-line commuter train to Melb)

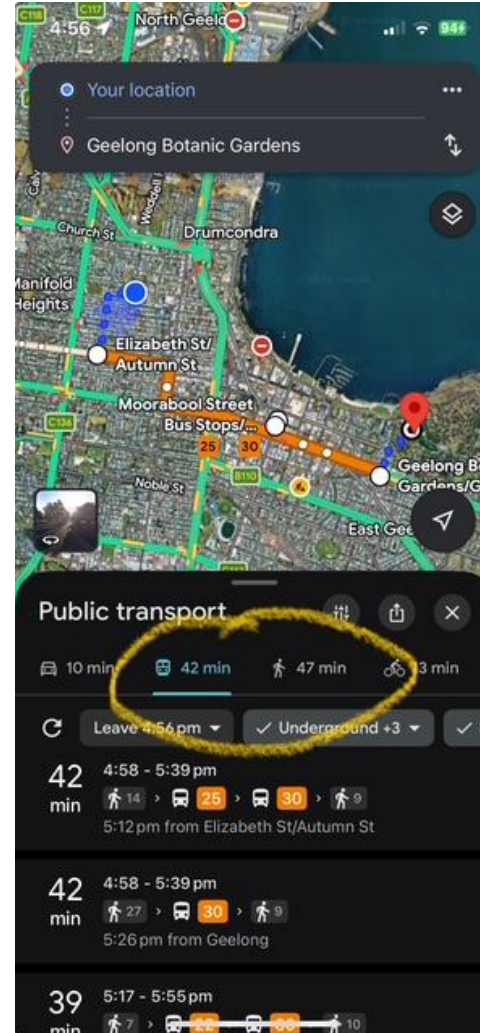
Gordon Ave section

Geelong lacks a mature metropolitan transport system. (V-line commuter train to Melb only).

Geelong West: Only one Bus (no 1) runs down Gordon Ave

Only one Bus (no 22) runs down Pako

Lack of public transport



Some random examples using public transport to nearby destinations.

In these examples PT is no quicker than walking.

This doesn't include going further afield like to Waurn ponds or Epworth Hospital.

Pako North –public transport is not connected, frequent or practical.

So residents are still reliant on car use to perform many regular tasks and activities.



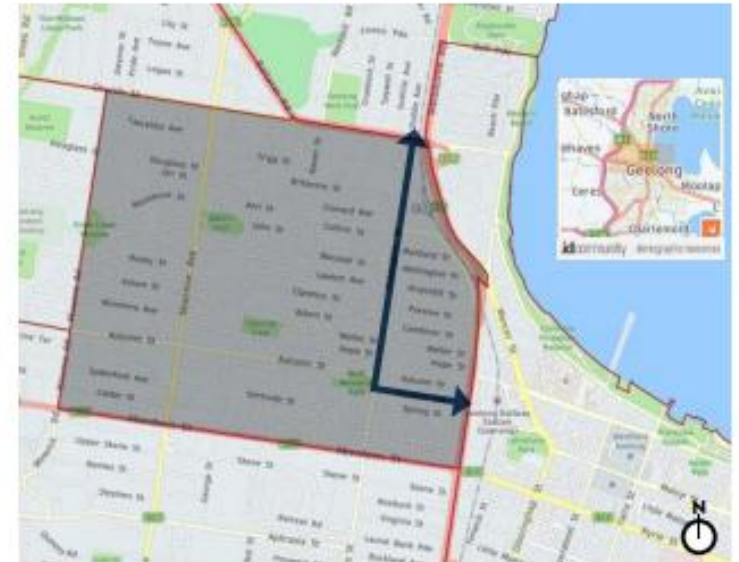
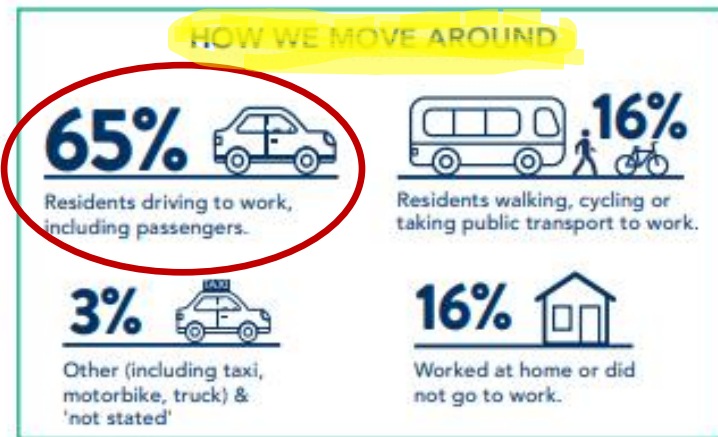
Geelong West has limited public transport options

GEELONG WEST SNAPSHOT

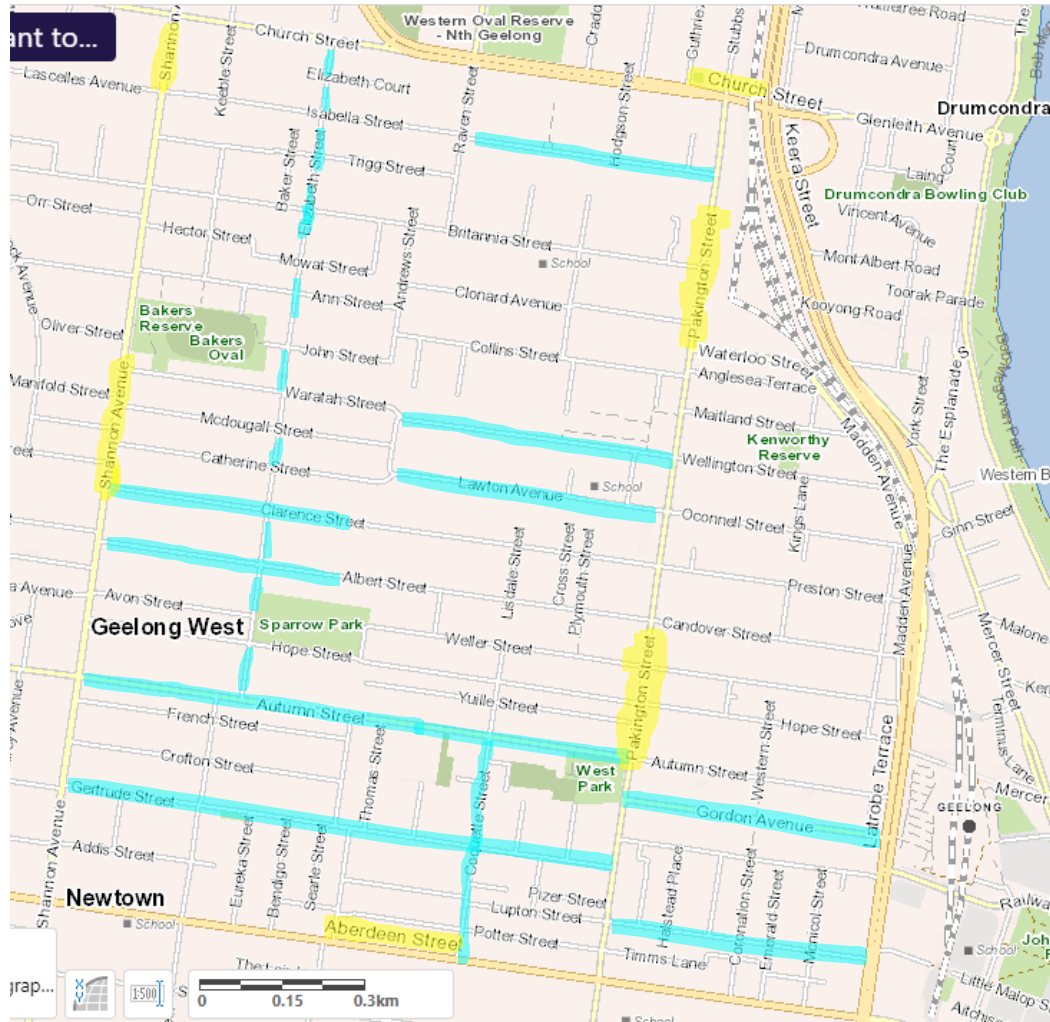
The established suburbs of Geelong West and Manifold Heights are considered together as a Profile Area.

This section provides a summary of key characteristics of the Geelong West - Manifold Heights resident composition based on 2018 ABS statistics.

Appropriate planning for the future of an area and its residents begins with an understanding of its current composition and key emerging demographics. This is particularly relevant for established existing urban areas if we are to have a better understanding of 'who', 'what' and 'where' we are planning for.



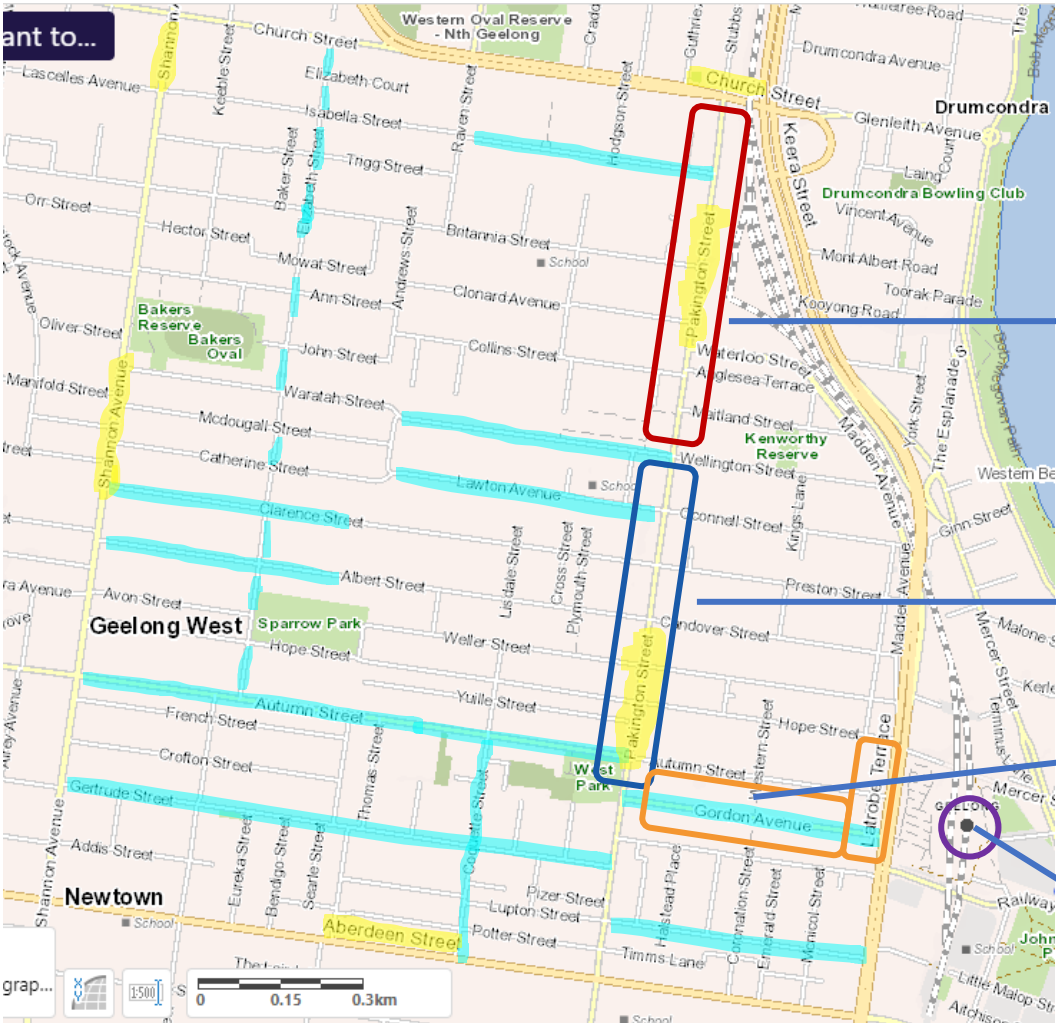
GW is one of the oldest parts of Geelong, with very narrow streets (updated)



Only these residential streets highlighted in blue can allow for traffic to flow freely in both directions at the same time.

All other residential streets (no highlighting) are so narrow, that cars have to pull over to one side of the street to let traffic moving in the opposite direction pass.

Pako North precinct is particularly affected by it's very narrow streets (updated)



**Pakington St
North
section**

**Heritage Core section
(2 storey height cap)**

**Gordon Ave section
(4-10 storey
apartments)**

**Geelong Train Station
(V-line commuter
train to Melb)**

The map shows that the Pako North precinct is the most negatively affected area as it only contains 3 streets that even partly allow for cars to travel in both directions at the same time.

Waterloo Heritage Precinct – Pako North



The four residential streets from Wellington St to Waterloo Street form the Waterloo Heritage overlay precinct

This is one of the oldest parts of Geelong and includes two of the narrowest streets in Geelong West (Maitland Street and Anglesea Terrace).

These streets contain low-rise period homes.

This section of Pako North has been particularly contentious due to concerns about the impact that multistorey development at the end of these streets would have on residents amenity.

Very narrow residential side streets in Pako North (updated)

Maitland St pictures:

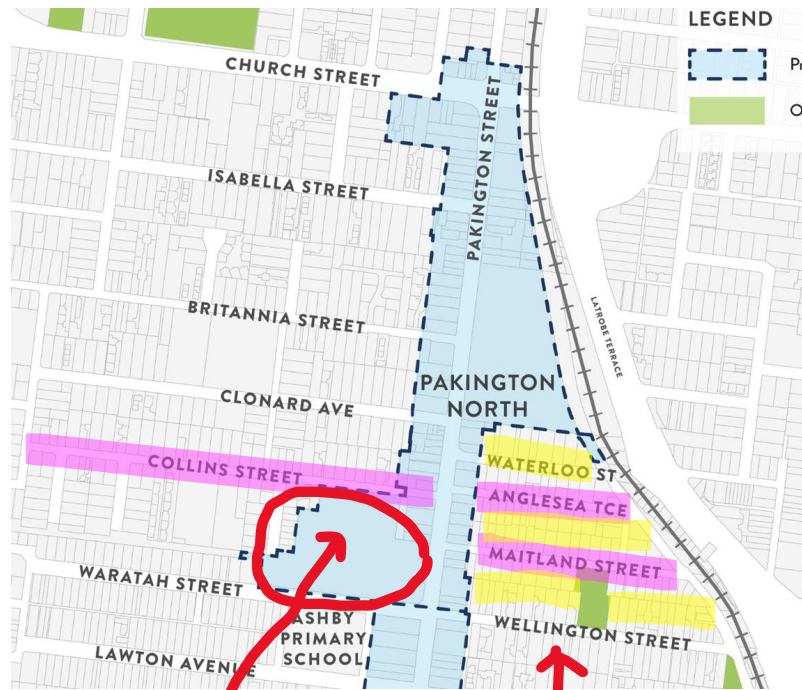
a) At Madden Ave end
(mature trees on both sides of street)



b) At Madden Ave end
(swim school on left)



c) At Pako end
(mature tree on side of street)



Pakington
Strand site

Waterloo heritage
overlay precinct

	Front fence to front fence (m)	Kerb to Kerb (m)	Tree to tree (m)
Maitland St	10.10	6.95	3 (fig a at Madden end)
Anglesea Tce	9.98	6.95	
Collins St (along side Pakington Strand)	10.40	7.10	

Driving down very narrow streets in Pako North (updated)

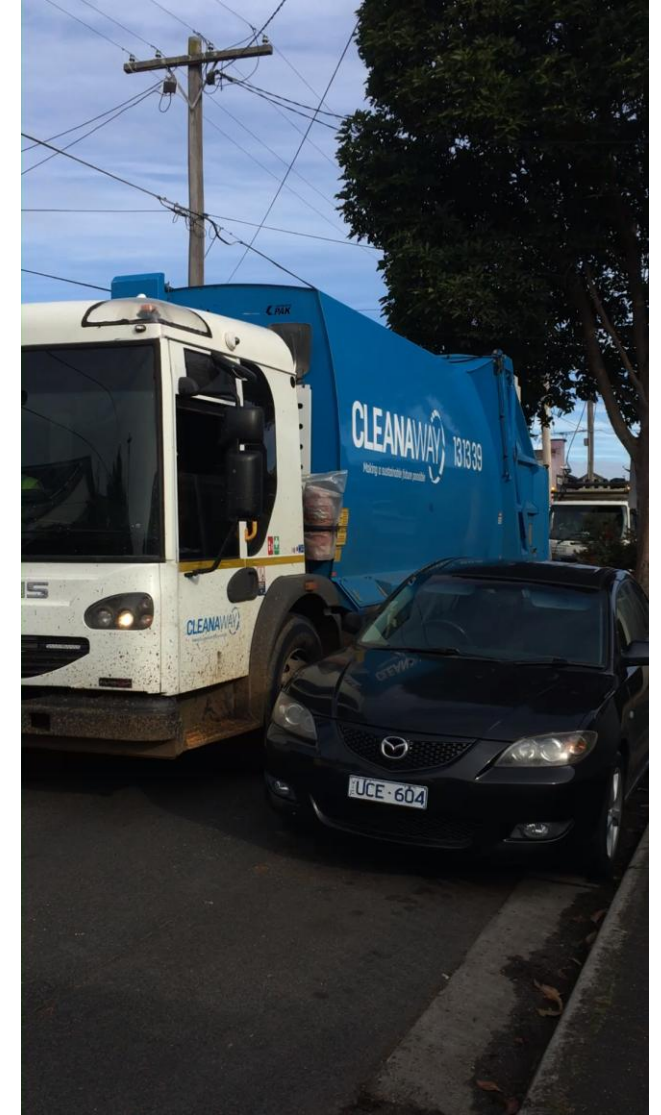


Cars have to pull over to one side of the street to let traffic in the opposite direction pass.

This can be dangerous.

Video showing -

Garbage truck couldn't get past parked cars and had to reverse back down Maitland St.



Parking in very narrow streets in Pako North

Parking in residential side streets is at a premium.

Many of period houses do not have off street car parking.



Video footage of traffic congestion on Pako



Traffic along Pakington Street is already very heavy.

- The previous traffic study used data from 2010 which highlighted that all 3 major intersections in the area already operate at or exceed capacity at certain times of the day:
 - Church and Pako
 - Pako and Gordon Ave
 - Gordon Ave and LaTrobe terrace

Concerns:

- Apartment buildings along Pako North will lead to increased traffic and parking problems in Pakington St and surrounding residential streets.
- **Concerns the residential side streets will become “rat runs” for drivers trying to avoid a gridlocked Pako.**

Lack of Car parking in Pakington Street North

Heritage core section of Pakington St:

has a lot of public car parking that runs behind the retail premises on both sides of Pakington St.



Pakington St North:

has very limited public car parking

Car parking at Pakington Strand (Woolworths) is privately owned

Residents are concerned development in Pako North will not have adequate car parking and that cars will be parked in residential side streets.

Pako North – in relation to CBD

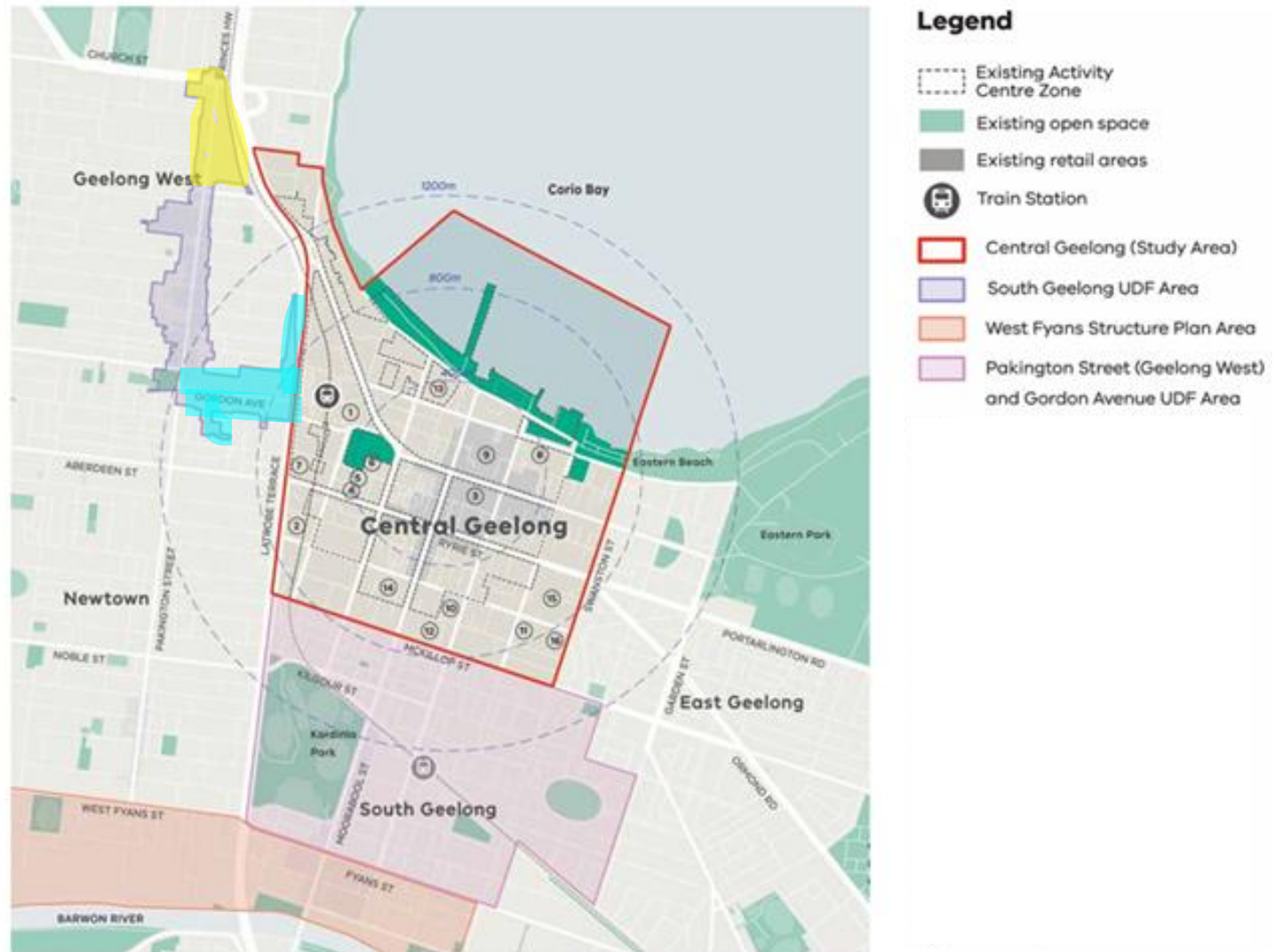
Gordon Ave runs right into train station and central Geelong (between the 800m-1,200m radial zones from cbd retail core).

Pako Nth is disconnected from central Geelong [between the ?1,60m-2,000m radial zones from cbd retail core].

Highlights adjacent Sth Geelong UDF area's proximity to central Geelong. Including its updated train station (within 1,200 m radius of cbd retail core).

Note absence of existing open (green) space in GW - Pako North in particular.

Fig Kev Sites and Context from Central Geelong Framework (Final) Fig 2



Pako North – traffic congestion (updated)

Madden Ave funnels traffic from Latrobe tce into the south eastern portion of Pako North (ie the v narrow residential streets in the Waterloo heritage overlay precinct).

This figure from the Pako North UDF shows:

1. extension of Madden Ave through the rail maintenance site and exiting onto Pakington St North opposite Britannia St, with a traffic light-controlled intersection.
2. the addition of a pedestrian overpass through rail maintenance site over the rail line linking Pakington St North with Mont Albert Rd on the other side of the rail line.

Note these additional access points aren't in the current UDF doc which will result in much heavier traffic congestion down these v narrow residential streets.

3.2 URBAN DESIGN FRAMEWORK

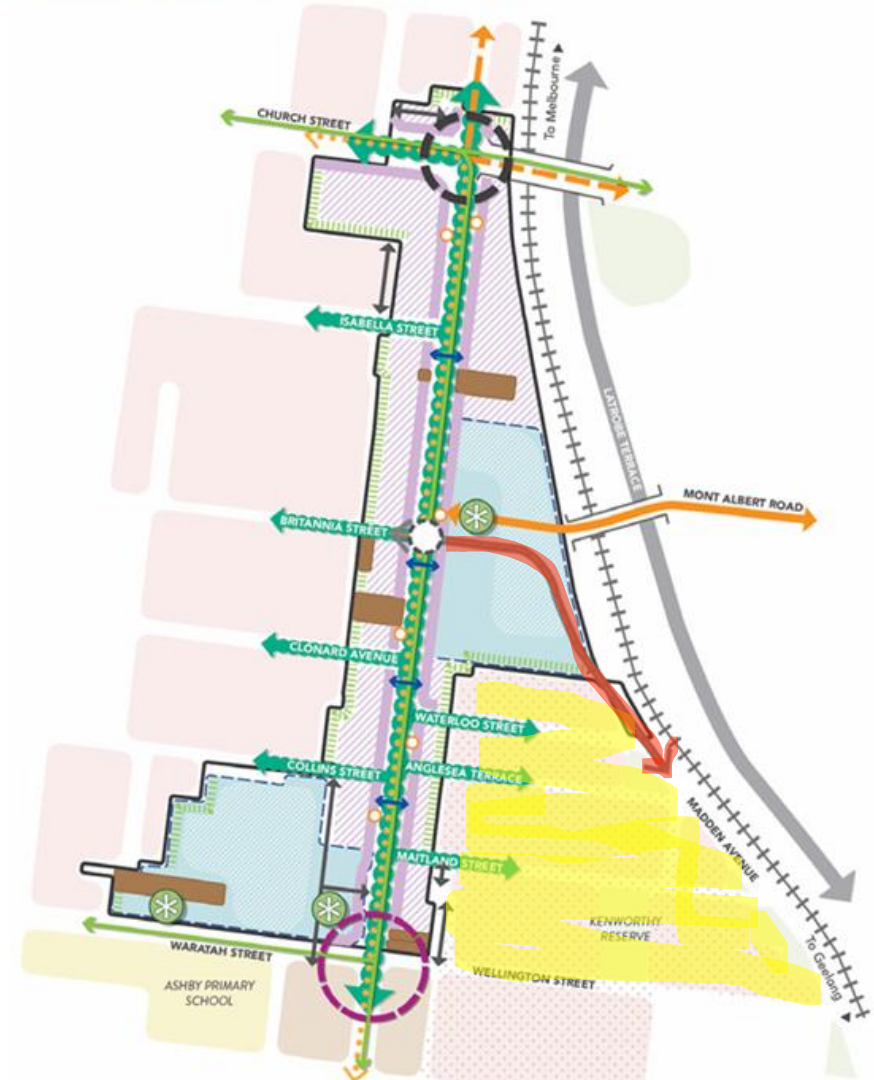
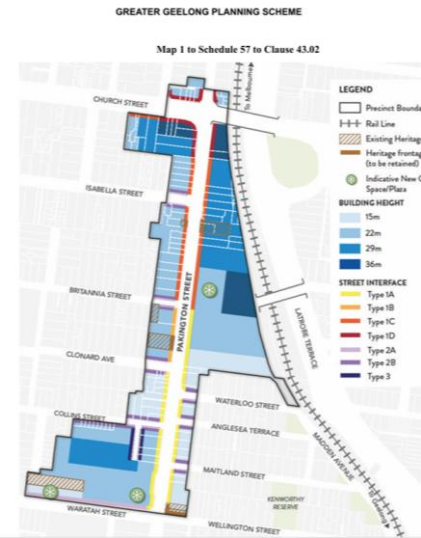


Fig Key Sites and Context from Pako Nth COGG endorsed UDF (Final) (Fig 3.2)

Increase in nearby residents – a lot of extra local traffic (updated)



Pako Nth, GW UDF
4-10 storey apartment buildings
(+ ~ 2,800 people)
(Draft UDF)

Sale Yards, Nth Geelong
(+ > 1,300 people)



Balmoral Quay
+187 apartments
Stella Maris (+55 apartments)
(+ 800 people)

Mercer St, Geelong CBD UDF
Tall apartment buildings
(+ lots of people)



Building Height

- 21 m
- 28 m
- 42 m
- 60 m

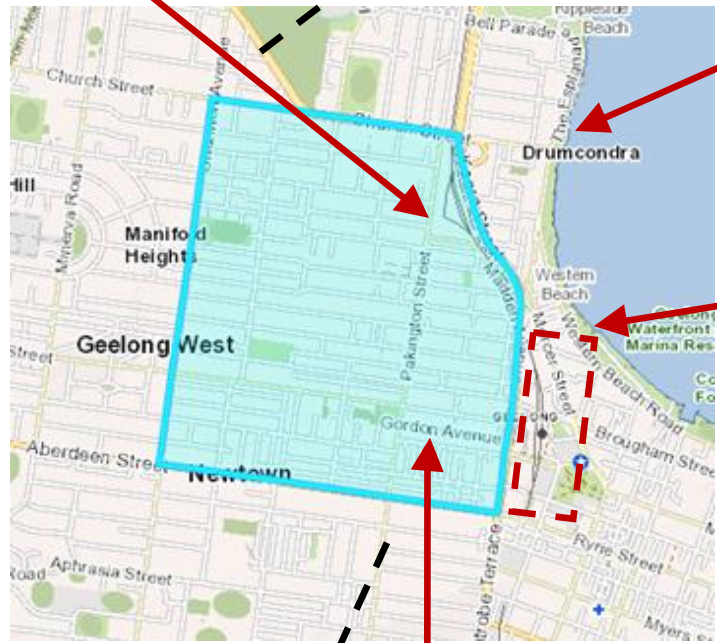
Gordon Ave, GW UDF
4-10 storey apartment buildings
(+ ~ 4,000 people)
(Draft UDF 2/3/2020, p83)



Building Height

- 4 storeys
- 6 storeys
- 8 storeys
- 10 storeys

Figure 20. Building Heights Map



GW - Current population
~ 7,500 people
(ABS data, 2021)

403 Pakington St, Newtown
Retired soldiers Wool Mill
343 apartments – (if approved)
(+ ~ 800 people)

Pako North – in relation to CBD

Fig Key Sites and Context from Central Geelong Framework (Final) Fig 2

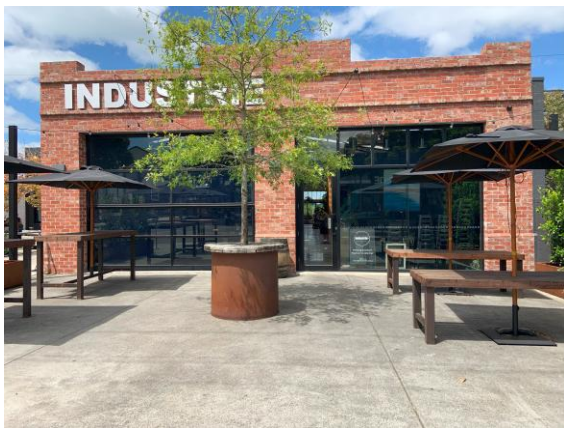
Central Geelong Framework Plan (Feb 2023):

The Station and West Village precincts run along Latrobe tce these will house a significant portion of the 16,000 new residents.

Many of these new residents will frequent Pako, greatly increasing traffic and parking congestion.



Pako North – more than just restaurants and cafes



Pako North – a great opportunity



The character of Pako – “village vibe”



Incorporate and extend desirable elements of heritage core into Pako North

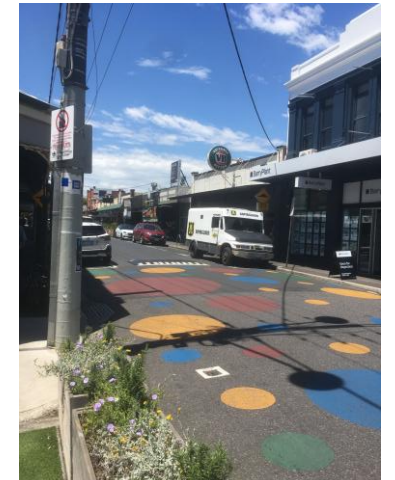


Yarraville – a thriving low scale precinct that shares many similarities to Geelong West



Has a similarly scaled street
It also lacks lanes and parking
Surrounded by a similar neighbourhood with a lot of heritage pockets.

By keeping the scale small, the development supports the existing character rather than overwhelming and suffocating it!



Conclusion and request for amendments

1. Pako North doesn't support nor is it an appropriate location for the level of density that is being proposed (for all of the reasons that I've outlined including the lack of public transport).
2. Accordingly, I request that building heights in the proposed amendment should be reduced by 2 storeys on both sides of Pakington St (including the Pakington Strand site) from Wellington/Waratah St to Clonard St.
This would provide a better transition in building heights from two storeys in the heritage core section.
Reducing the building heights would assist in decreasing the associated traffic congestion and car parking issues.
3. Proper traffic and car parking assessments should be undertaken and used to formulate a reliable traffic management plan.
4. There needs to be additional green space particularly given that the significant green space on the rail yard maintenance site will also not be occurring.

Final comments

Yes, we want vibrant development.

We embrace change.

It's about getting the balance right .

And not losing the qualities we do have in the process